



Rail Ways

JANUARY 1979

STANLEY



The VicRail promotion caravan has been standing in the Bourke Street shopping Mall for three days this month with a photographic display of scenes of vandalism, warnings against drug addiction and a series of slides telling the public that "VicRail Cares". This interesting display has been set up for the Railways Investigation Division and was a great success at a Police Exhibition and Display at Nunawading recently.

Visitors to the Caravan included VicRail's General Manager, Mr. I. Hodges and the Secretary, Mr. A. Augustine seen here with Inspector F. Barclay, at far left and two of his officers, Senior Investigation Officer, G. Simmons and Investigation Officer, F. Podhorodecki.



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FRONT COVER

Our Cover shows a portion of the Transportation Mural in Spencer Street station. Painted by the State Artist, Harold Freedman it depicts one hundred years of transport from 1835. We have chosen the earlier portion with the first trains to run in Australia.

RAIL WAYS

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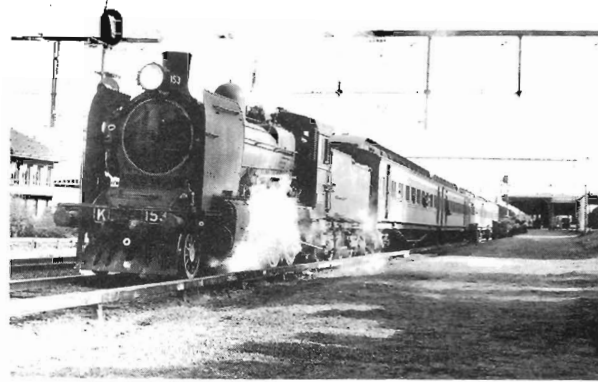
MELBOURNE PAGEANT JANUARY 22-29, 1979

Once again VicRail has taken part in the State Government's Australia Day Holiday celebrations. Last year the activities were kept to the one day but for 1979, events went on over the whole week.

Programmes of entertainment were organised for Treasury, Flagstaff, Carlton and Fitzroy Gardens. On Australia Day, January 26th, Australian bands and an historical re-enactment display were presented.

VicRail's activities were all on the Australia Day Holiday on January 29th. Two steam engines of the K class took trainloads of passengers back and forth to Williamstown where there were also celebrations so that passengers were able to enjoy themselves at both ends of the line.

In Spencer Street Station there was a static display of vintage carriages and steam engines. People were able to wander through the sleepers and club cars from the crack interstate trains, the Southern Aurora and the Overland. And a long line of people wended their way through the driver's cab of one of the mighty C Class engines — the largest in Victoria — Some interested fathers and sons even went through the cab and straight back on the end of the line to go through again.



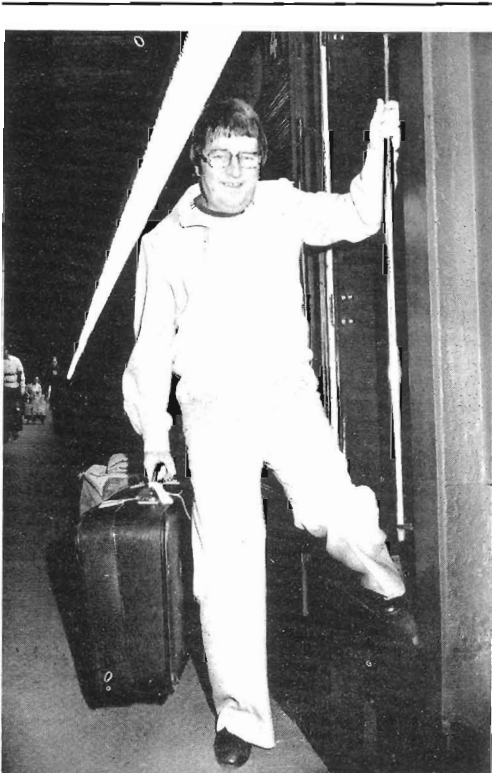
The K 153 pulls a train load of happy passengers.

The C Class loco headed an impressive array of modern wagons such as the largest wagons in Australia which are used by the Ford company.

On the mezzanine floor of Spencer Street Station, VicRail displayed a photographic exhibition of great historical interest. The majority of the photographs had been taken at the turn of the century and it was very interesting to compare some of the scenes with their present day counterparts.

Out in the city streets there was a vast collection of vehicles parading. Over 700 vintage and veteran cars, many old buses and veteran trams included the old "Toast-Rack", on which the Premier, Mr Hamer rode to start off the parade. The vehicles were followed by people dressed in clothes from the early days of the Colony, in turn these were followed by horse vehicles of all kinds and the whole parade ended with a veteran double decker bus and an army band.

The parade then wended its way into the Victoria Market where the public were able to inspect the vehicles and the children took rides on the horse drawn vehicles. It was generally agreed that a wonderful time had been had by one and all.



Ernie 'trains'

Ernie Sigley, pictured left, Melbourne television star, arriving in Adelaide recently for his weekly visit . . . by train.

Ernie, seen here getting off the Overland after a relaxing trip, said: "It was beaut. A great way to travel."

He commutes to Adelaide weekly for his "Tonight" show.

THE YEAR OF THE CHILD...



... SO LES TAKES A 'BUSMANS' HOLIDAY

Although we said in last September's Rail Ways that Les Haining has taken off his overalls for the last time, obviously he means to participate in railways activities if he can.

Only a few weeks after leaving the footplate, Les was guiding a party of 65 children from Malvern House, Caulfield Grammar over the Railway Museum, North Williamstown.

Les was able to show the children from Grade one, two and prep, how the old steams worked — in basic terms.

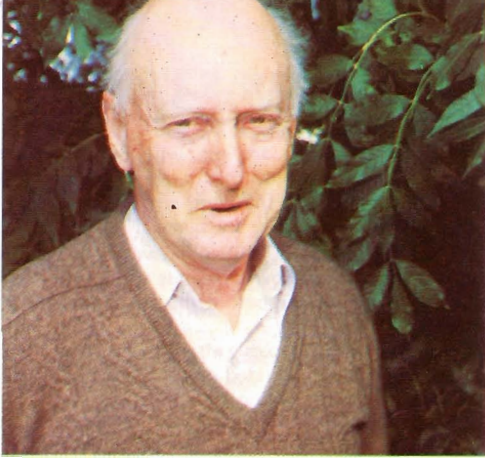
The photographs are an indication of how difficult it was to decide who had the best time — the children or Les.

Many school and kindergarten groups visit the museum during the week. When "Rail Ways" was at the museum there were another two school groups looking over the old steam engines and railway rolling stock

Over 25,000 people visit the museum every year, which was opened in November 1962.

A recent addition to the museum has been a working model steam railway.





Des Pike



Bill Inglis

"IT'S THE COUNTRY LIFE FOR ME"

The Freight Centre at Castlemaine is a busy place these days . . . On a recent visit, "Rail Ways" found clerks John Williamson and Desmond Pike hard at work in the 100 yards long goods shed, and over at the station, Stationmaster John Lorenz is kept on the hop with the grain harvest traffic through the station.

John Williamson, who transferred from the Freight Branch, South Dynon on December 1, is boarding in Bendigo at the moment and going home every weekend to see his wife and three children.

John, who started with the railways at Clifton Hill in 1951, will move his family to Castlemaine as soon as possible, and says, "I've had enough of life in Melbourne, it's the country life for me from now on."

Des Pike started in 1946 as a junior clerk at Ararat, and recalls the time when the station was even busier than it is now. At one time there were two huge goods sheds and forty men worked in each. "The old timers say so anyway."

John Lorenz, an ex-train controller at Head Office, has been with the railways almost 30 years, and has spent the last 5½ at Castlemaine.

A train full of schoolchildren on a country outing pulls in, and as John hurries off to attend to it, Conductor Walker calls out a cheery "lovely day, isn't it" as we head off down the line to Kyneton.

SM Bill Inglis and his wife Janet are both country people, and enjoy life in Kyneton, a lovely little farming town near Mount Macedon. Bill was sporting

a burn on his wrist when we talked to him, suffered while he was fighting a 400 acre bush fire. "We were duck-shooting near Swan Hill, and thought we were all alone until the fire started, then people just appeared from miles around to man the water pumps."

Bill has been SM at Kyneton for six years, and apart from a stint at Frankston when he came to the railways 20 years ago, has always worked in country locations.

Sitting in the well kept station, quiet and serene between trains, with tubs of flowers along the platform, it was easy to see why he prefers the country.

At Woodend, we talked to Robert Fatchen in the Parcels Office. Robert has been with the railways six years, and when he's not working, pursues the unusual hobby of breeding Clydesdale horses.

At the moment, he has two mares in foal, one yearling filly and an orphan foal. Robert's Clydesdales, a breed that can grow to 18 hands high, are reared by the natural method, which means that his mares are only in foal every second year, so that they are in peak health wfile breeding.

About being a clerk in the railways, Robert says, "I wouldn't want to work anywhere else, except with my horses."

The station cat at Woodend is something of a celebrity, but, like Robert, was unfortunately unavailable when the photographer called. The cat — no name — apparently makes a habit of jumping onto a train when it stops, then bails out at the end of the platform as the train leaves. He must have miscalculated his leap at some time, because he now trails a dead tail.

John Williamson



John Lorenz



Interstate trains praised

Mr N. Cavanaugh, former President of the Wine and Food Society of Australia, recently went to Sydney on the Intercapital Daylight, and returned on the Southern Aurora a few days later.

Here are some of his comments from a rather complimentary report he sent us:

On the Inter-Capital Daylight:

"As the train pulls out at 8.40 a.m. and breakfast was being served in the buffet car, I decided to go and have breakfast immediately the train left Spencer Street, as I always feel that one of the most pleasant ways to spend a long journey is to spend a large portion of the time eating and drinking.

From the excellent menu I selected pineapple juice, smoked fish, coffee and toast all for \$2.35. The people next to me had bacon and eggs all freshly prepared and looked to be delicious. It was a thoroughly satisfactory breakfast."

Fortified by pre-luncheon drinks, Mr Cavanaugh inspected the lunch menu describing his choice as 'adequate' and dinner "delicious" and while the buffet car could not be called "a great experience in gastronomy, you won't go hungry." Mr Cavanaugh says.

But, he felt that the Southern Aurora was a different kettle of fish altogether. "This is a world class train with a very good dining car and club car attached, which would rival any of the superb trains that used to cross Canada and the United States, and on which I travelled in my youth. I crossed the Rockies from Vancouver to Toronto on the Canadian Pacific Railroad, just after the war, and before the war I made the trip from Los Angeles to Chicago on the 20th Century Limited, a time when the North American railroads were at their peak, with superb food and service in their dining cars. The Southern Aurora is just as good as these crack American and

Canadian trains were. In fact, why more business men do not take the overnight trip in the comfort of a sleeping berth on the Southern Aurora, instead of rushing up to Sydney by plane, I do not know.

The train leaves at 8.00 p.m., which is a most civilised hour, and allowed friends to join me for a drink in the club car before the Southern Aurora departed.

Promptly at 8.00 p.m., after saying farewell to my friends, the train glided out of Sydney Central, and I headed for the dining car."

Mr Cavanaugh (in company with other travellers on the Southern Aurora) was very impressed by the spotless white table cloths, gleaming cutlery and glassware. Also the air of efficiency of the all male crew of stewards.

From the menu he chose vegetable broth, grilled barramundi, washed down with Penfolds Pinot Reising Bin 365. He commented that all the major Australian wine makers were represented on the wine list.

"After the barramundi I had grilled rump steak with oyster sauce, well prepared and served with Moyston claret. An excellent slice of apple pie concluded this pleasant dinner.

There may be plenty of restaurants that serve better food than the dining car on the Southern Aurora, but as dining car standards go, I believe this train to be top quality. The food was well prepared and even though the menu is very limited, the service was as good as, if not better than many big city restaurants, and the atmosphere was excellent.

Breakfast is served before you arrive at Spencer Street, and once again I was most impressed . . . having one of the best savoury omelettes I have ever had. So that I stepped on to the platform at Spencer Street a little after 9.00 a.m., well prepared to meet the day ahead."

SM WINS TRIP

Mr Graeme Willett, SM (left) at Seymour, is a happy man these days.

He's looking forward to the trip for two to New Zealand in March 1979, which he won as part of his prize for first place in the State Zone Clay Target Carnival in West Wyalong, NSW in October 1978. He also won a Winchester 30/30 and an overall "High Gun" badge.

During the trip, which was donated by Air New Zealand, Mr Willett will participate in the Clay Target Nationals in Hamilton, NZ.

His winning score over three days was 157/160, but he had to shoot in a "sudden death play-off" to beat an equal score holder from West Wyalong.

Graeme also won a Commonwealth and District title at the Metropolitan Gun Club at Epping in September. He took the Commonwealth title for the Single Barrel Night Championship with a score of 38/42 and the District title for the Heidelberg 15 Pair Double Rise (open) with a score of 26/30.



IT HAPPENED IN JANUARY . . .

Everyone likes (or tries) to start the new year on a good note and over the years January has seen many notable events regarding VicRail's suburban service.

In 1859 at 10.20 a.m. on January 13, Sir Henry Barkly, the Governor of Victoria and many other dignitaries left Batman's Hill Station (now Spencer Street) on a special inaugural trip to Williamstown, then a small fishing village.

Running express through the village of Footscray the train pulled into the unfinished Williamstown station 22 minutes later. It had been nearly seven years since the line to Williamstown was first promoted by the Melbourne and Williamstown Railway Company in May 1852.

During the speeches that followed, a portion of the dais collapsed while the Municipal Clerk, Mr. Tattersall was making his speech. After order had been restored he continued his speech until the remaining portion of the dais followed suit. It was a case of third time lucky for Mr. Tattersall as he finished his speech on "terra firma"

On July 1, 1864, the Melbourne and Essendon Railway Company ceased operations. Three years

later, after many public meetings and much discussion the line re-opened between North Melbourne, Newmarket and Flemington Racecourse. On January 9 after nearly seven years, trains once again linked Essendon and Melbourne.

Over one hundred years later on January 20, 1975, the first major extension to the suburban network for many years saw suburban trains operate between Dandenong and Pakenham.

Suburban rolling stock also features in January.

January 4 was a red letter day for VicRail. The first "Tait" carriages were introduced into service that day. The 1909 Annual Report described these new carriages as having "sliding doors and a central passage way . . . this type of carriage will enable passengers to distribute themselves throughout the car thus preventing overcrowding in one compartment when there are vacant seats in another".

Probably even more historic was January 26, 1974 when the last of the swing door carriages, (better known as dog boxes) the bane of the suburban services for many years, was withdrawn from service. The last 'dog box' ran from Port Melbourne to Flinders Street.

INTER-SYSTEM CRICKET EVENT

Victoria is host for the 1979 inter-system cricket carnival to be held next month.

The carnival, which lasts a week commences on Wednesday, February 21 with the last round being played on February 28.

Most matches will be played on the St. Kilda and South Melbourne cricket grounds. Other grounds being used are the Ross Gregory Oval and the Newton Oval, both in St. Kilda.

Dinners welcoming and farewelling the teams will be held in the Members dining room at the Melbourne Cricket Ground.

Jim McCalman, who captained the 1977 Victorian team at the last carnival in Adelaide has been re-appointed captain.

Others in the team are Alan Chadwick, Tony Balcombe, Ted Barnes, Randy Guinan, Sam Lawton, David McTaggart, Garry Martin, Peter Ricci and Graham Smith all from Melbourne while Norman Hooton and Dennis Stevens come from Bairnsdale and Kingsley Stevens from Seymour.

Victoria's matches are against A.N.R. (February 21, South Melbourne), Queensland (February 22, Newton Oval), Western Australia (February 26, St. Kilda) and New South Wales (February 27, South Melbourne).

The first inter-system carnival was held 50 years ago in Brisbane and was won by Victoria. New South Wales is the present holder of the Mick Simmons Shield.

Top students

Materials Handling and Packaging Representatives have been attending the Materials Handling Course at the South Melbourne Technical College for the past two years.

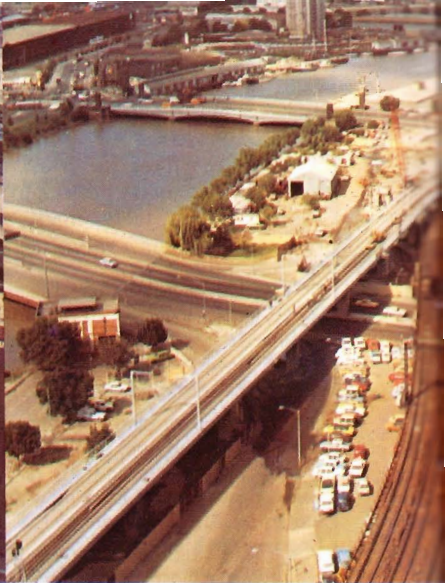
This course is under the auspices of the Victorian Education Department and the Institute of Materials Handling.

Michael Halley gained the award of \$100.00 and a silver medal for the "Top Student of 1978" and Allen Carey the award of \$30.00 and a presentation desk set for the "Most Outstanding Student 1978".

The Materials Handling and Packaging Section of the Marketing Branch provides an important marketing service and link with clients in respect of materials handling and packaging and the physical distribution of their goods by rail.

The awards indicate the standard of expertise these VicRail officers are developing in their role of advising and assisting railway clients to make the best use of equipment in the loading, unloading and transportation of their goods.

Both officers have attended courses in packaging and production of goods and are able to advise on methods to ensure product protection and prevention of damage or loss.



Construction of the new Viaduct begins, 1976

—From the same angle, a



*Above—Duplicating the viaduct to provide four tracks.
Below—Constructing the first viaduct, opened in 1891.*



VIADUCT

The new viaduct between Flinders Street and the Melbourne River will mean "A quicker and more efficient service to Melbourne" said Transport Minister Ian Cameron at the official opening of the new overpass.

The new structure supports two services and releases the adjoining footpaths from the Loop and other suburban traffic.

The overpass, which is three quarters of a mile long, will cost approximately \$14 million to build, and will go as deep as 36 metres into the ground.

Being on the river side of the existing viaduct, it provides a new backdrop to the river and attracts the eye. Most finished beams are treated to control the overall appearance of the prestressed beams.

Two new signalling systems also will be installed. Eventually, the underground Loop Relay Room operated from a temporary site, a new signal box No. 2, was commissioned. It is a new signal box, with its electro-mechanical equipment.

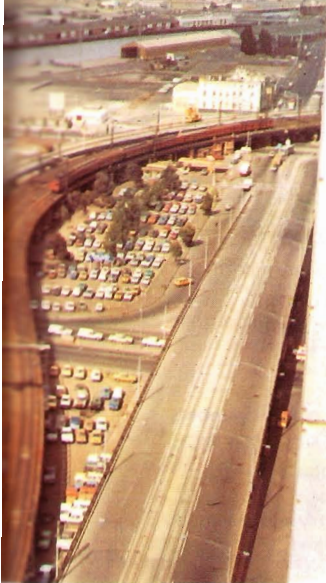
The new Entrance-Exit (NX) Panel is a new kind in Victoria, and is typical of the new equipment.

On former control panels, each track had a set of push-buttons, one for each available signal. The new geographic representation of the track layout is a signal.

The setting-up of a route, and the setting of the respective push-buttons at the signal, is done by the signaller.

The panel is equipped with a new Vital Relay Interlocking prevents the setting of a signal which has also been made for the addition of new signals, etc. as they are required.

Communication facilities, internal signalling, and train movements are recorded on a console. All signalling will eventually be done by the signaller.



... completed, 1978.



...and the first train crosses, December 11 1978, VicRail Head Office is on the right.

OPENS

... Street and Spencer Street
 ...ble service for the people of
 ... Mr. R. R. C. Maclelland at the
 ... December 11.

... tracks for freight and passenger
 ... ing tracks for updating for use

... of a kilometre long, and cost ap-
 ... 106 concrete caissons, some of
 ... mud.

... structure, the viaduct will form
 ... has been given to the aesthetics of
 ... of the concrete are sand blast
 ... of the piers and exposed surfaces

... into operation, servicing the viaduct
 ... box at Flinders Street has a new
 ... control panel, and at Spencer Street
 ... and replaces the old viaduct junc-
 ... power frame.

... No. 2 Signal Box is the first of its
 ... ment to be used in Metrol.

... signal was equipped with a series of
 ... The Entrance-Exit panel has a
 ... out, with one push-button at each

... ring of a signal is achieved by push-
 ... nce and exit.

... fail-operation fail-safe system, and
 ... ing of conflicting routes. Provision
 ... extra signalling facilities for sidings,

... network, are handled through the
 ... by the Block Recorder at a separate
 ... using similar modern equipment.



Above—Viaduct fully operational, West Gate Bridge upper right.
 Below—Entrance-Exit panel at No. 2 Signal Box, Spencer Street.



AN ODE TO RAIL TRAVEL

A VicRail passenger, Mrs. C. Guice, sent us this charming poem entitled "A Window-seat from Foster". . . .

The light-sheened mists
mantled the dew-fresh hills
or wove soft tendrils
'midst the silent trees

until the early rays of wakening sun
dissolved them as a dream.

The shaking rumbling earth, siren-pierced
startled young rabbits breakfasting;
but older bucks, familiar with giants,
stayed . . . listening statues overseeing
their lushly spreads of bounty.

Sleepy cows, their curiosity untapped,
deigned n'er a glance, chewing lazily
over the day's first juicy cud;
but their young, with flashing eyes
and kicking heels ran wildly thither.

The day advanced and birds began to soar
above the rock-strewn steep-sides
or fluttered with a half-seen flash
amongst the passing tress

only a bewildered owl remained,
caught by the sunlight on a fence.

Emerging from the hills, the distance
iterated and reiterated grazing paddocks
stretching towards a tree-marked skyline
where kangaroos stood tall and grey,
alerted stiffly midst the heedless dots of cattle.

A wayside pond wore two black swans,
glimpsed briefly through a scarlet hawthorn hedge;
and kookaburras made last raucous jokes
before the water channels sliced like swords
between the shimmering acreages of corn.

Now and then the fluid grace of noble horses
streamed tail and mane, a race begun

or nuzzled wobbly foals
to their first stand;

whilst new white lambs leapt playful gambols
around the solid, stolid ranks of silent sheep.

Parched, drained nigh to desolation,
the sun now seeming merciless,
the last few miles of countryside swept by
a sort of agonising no-man's-land
for mind and spirit.

Momentum gathered past stark factories and rubbish
dumps;

past houses, shops and people;
past cars and bikes and heaving trucks,
until the rushing, honking spate of never-ending
clocks
conceded suburbs to metropolis.

Struggling to breathe the gaseous fumes
that settled round her glassy towers

lowering like a funeral pall
or everlasting frown

The city life flowed on
awareness unaware

we had arrived.

ANR WINS FIRST AID TROPHY

The Annual Intersystem First Aid Competition was held on Thursday, November 16, 1978 at Verdun in the Adelaide Hills.

For the first time the competition was contested by only five teams, as the former Commonwealth, Tasmanian and South Australian are represented by one team. The right to represent the Australian National Railways was won by the "Islington Machine Shop" team from the Central Region.

The competition was keenly contested as usual, with the "Islington Machine Shop" team, led by Len Warren, coming out on top for the second year in succession. This is the first time for 50 years that the team shield has been won in consecutive years by the same team.

Victorian Railways was represented by the "Bendigo Loco" team and was placed third in the team competition.

The ANR team also won the "Beiersdorf Cup" for the best Supplied Material job.

Mr. Fred Leaper from the Diesel Depot, Mile End won the "Individual Shield" for the Australian National Railways. This is the first time ever that any system has won all three trophies. Indeed a good year for the Australian National Railways. Graham Collins (see last month page 167) of Ballarat was fourth in the individual competition.

Bendigo Loco first aid team (left to right) T. Barkmeyer, M. Goldsmith, R. Arnold, J. Coughlin (leader) V. H. Dyason (General Manager ANR) K. Murray.



LETTERS WE LIKE ...

My family and myself were passengers on the Southern Aurora out of Sydney and I write to compliment you on this very excellent service which displays a high standard of efficiency, comfort and service.

As people who will be commuting back to New South Wales periodically we most certainly will be travelling this way again having been so impressed on our first journey.

J.P. Thomas,
Sales Manager,
Australian Eagle Insurance Company Ltd.



From Mrs C. Taylor, Rockingham (W.A.)

I wish to express thanks and appreciation for the action of the conductor of the "Overland" Car 10, on Friday, September 15, from Adelaide to Melbourne.

I was a passenger booked from Perth going first-class for this section of the journey only.

As I am quite elderly and have slightly weak hands I found it impossible to open or shut the doors of my compartment which had been fitted with a new lock.

This conductor very kindly found a way around this predicament and showed me how to ensure my privacy during the trip.

He also put my luggage out as needed during the stop at Sunshine when I had to change trains for Canberra. I cannot give tips but would like to know that his action was duly recorded to his credit.

From Mr. B. Dowling

In reference to a "Did you know" article on page 155 of the October edition of "Rail Ways" regarding the greatest number of passengers carried in one locomotive-hauled train in Australia, I wish to advise you that I organised an excursion by rail from Port Fairy to the Melbourne Show on Friday 18th September 1970 on which 1210 passengers travelled.

The train consisted of fifteen carriages — 2 BCE, 4 BW, 9 BPL — and was hauled by an X class locomotive No. 41. The train originated from Port Fairy and terminated at the Flemington Racecourse platform at the Showgrounds.

In addition to the very large number of passengers, the then Refreshment Branch supplied over eleven hundred packet meals on the return journey.

It was really a big day for the area and the children and adults who travelled.



From Ruth Frith

I would like to commend to you the concern and consideration shown to my elderly aunt by the Station Master at Richmond last Friday.

She was unable to alight from the train at Malvern with her suitcase and was carried on to Richmond on an express train in great panic. The Station Master arranged for her to get home and helped here with her luggage. He then went to the trouble to put through a call to me, with whom she was staying, to make sure that she had arrived safely.

I feel that in this day and age, this sort of attitude should not pass unnoticed and so I am writing this letter in the hope that perhaps you could pass on my sincere thanks to him.

SUGGESTIONS ADOPTED

Issue of excursion ticket all-line yearly to schools.	\$20
Distinctive markings on first class yearly and half yearly tickets.	\$20
Alter style, M point machines.	\$10
Air heating elements be increased in Norman Car.	\$10
Improved lighting at Woodend footbridge.	\$10
Lock for post telephone box.	\$10
Method for moving refreshment trolleys at Spencer Street Station.	\$10
Power switch and main fuse board at Printing Works be partitioned off.	\$10
Use of yellow copy with requisitions.	\$10

Mrs Chris Moore, a typist for Ballarat's district superintendent, Mr Rex Berndt, designed a special stamp for use on heavy parcels. The suggestion for the stamp (below) has won her \$10.



EX-RAILWAYMEN GATHER



Charlie Collins, 89 years old and still fiery, regales the guests with his old memories.

The Retired Railwaymen's Association had its annual Christmas Dinner at the V.R.I. Ballroom last month.

Two hundred ex-railway staff, including several ladies, enjoyed the opportunity to mingle with old friends and make some new ones too.

Many toasts were offered during dinner and drunk with wine, an innovation this year.

For the information of our many retired readers, we quote some remarks made by Kevin Findlay of the Pass Office, in responding to the toast to the Railway Board.

"During the year we have been saddened by the passing of a number of retired officers, some who did not live long enough to enjoy their retirement. Our assistance will be given to their widows." Mr Findlay also pointed out some changes, "In the past, a person under the age of 60 who has been declared unfit for his duties, offered another position, declines that position and elects to retire, is then debarred from passes and travel concessions. A review has been made and it has been decided that those people affected may have their passes and travel concessions as soon as they turn 60, provided they have had 15 years continuous service at their retirement.

A change has also occurred in Tasmania where all passenger rail services have been withdrawn. Consequently half-fare concessions are now not available for retired people visiting that state. The 20% concession at the Mount Buffalo Chalet is now available at all times."

The Association, founded in 1922, organises many events for the members throughout the year, which are enthusiastically attended in all areas of Victoria.

... And from Wimmera comes this report by Secretary J. Schulz ...

"The Wimmera Retired Railwaymen and Women's Association held its annual dinner at the Victoria Hotel, Dimboola, last month. Present were 57 retired railwaymen and their wives.

Ossie Rule of Horsham brought his electric organ, and his playing and the community singing were enjoyed by all.

Good wishes were extended to Bobbie Griffin and his wife, as they celebrated their golden wedding during the year. Association president S. Abbott also congratulated Cec Lang, who will be 80 this year.

We also regretted to note the deaths of two of our members last year, L. A. Wright (Guard) and J. O'Shea (Driver) of Horsham.

I believe we have the only association of this kind outside the city areas, and anyone requiring information can write to me at 44 Ellaman Street, Dimboola 3414."

One good tale deserves another, they say . . . so here's another snake story.

Railway man, recently transferred from the metropolitan area to this district, called a platoon of staff to attention in the area's carpark after spotting what he thought was a large tiger snake slithering into grass.

The mission was to hunt the reptile and destroy it.

The gardener was alerted and, while the other staff were placed around the area to ensure the reptile would not escape, the gardener wielded his shovel in clearing operations.

Then came the yells, "There he is," and "It's a big one."

Staff stood steadfast and didn't flinch as a rather large blue-tongued lizard ambled out of the grass, wondering what the fuss was all about.

Our informant says he hopes a certain part-time army officer is just as alert during his next bivouac.

"ADVERTISER" Bendigo, Vic.

ANNOUNCEMENT

The high speed shorthand evening classes hitherto conducted by Stotts business College, Flinders Street, Melbourne have been discontinued as from 14th December, 1978.

The class, with the same teacher, has now been transferred to **Room 405**, 3rd floor, Victorian Railways Institute, Flinders Street, Melbourne.

Those interested (males and females) in obtaining the Victorian Government's certificate of "Licensed Shorthand Writer" may do so at this class.

Classes recommence on Thursday, 11th January, 1979, hours 5.45 p.m. to 7.45 p.m., Monday and Thursdays.

Phone 61 3764 for further details.



Staff at Spencer Street Lost Property office with their safety achievement citation, awarded by the chief safety officer for "no lost time through accidents in 1978" From left to right B. Edwards, acting claims agent, R. Cracknell, A. Meiers, P. Palmer, M. Talbot, R. Decarli, V. Hayes, asst. safety officer, M. Harris, and John Hatt, Foreman.



This handsome photograph, taken by Mr. T. V. Broderick of Dallas, Vic. shows two T class locomotives on an Orbost bound goods train crossing the Stony Creek trestle bridge at mileage 204. 66 on the upside of Nowa Nowa. The bridge, built in 1916, has 27 nine metre spans and is 247 metres long.

TOURS EXPERT



Vivacious Judy Murie has been a passenger sales representative at the Marketing Branch for three years, and has almost finished a three year course at the Australian Marketing Institute.

Judy, pictured above, has been a ground and air hostess with TAA, and for several years a public relations officer for Flag Motor Inns.

Traffic Branch runs courses for conductors, booking clerks and station assistants at Spencer Street, and Judy lectures in Marketing. "Station staff can play a big part in selling the railways to the public" Judy said.

Her job specifically involves selling Mount Buffalo and all VicRail's other package tours to travel agencies, and Judy doesn't let the grass grow under her feet. "The only problem in this job is convincing people that we don't only run trains. We use whatever vehicle suits the circumstance, and with over 30 holidays to offer, everything from weekend trips to a 22-day tour of the outback, VicRail is now a force to be reckoned with in the tours field."

Graduation as an Associate of the Marketing Institute will confer — "recognition as a professional in the industry," says Judy, "and also a few more grey hairs!" A joke, of course, from the youthful Judy who finds she sometimes has to pepper her conversation to new clients with remarks like; "Years ago when I was at . . ." to ensure credibility.

Judy has many contacts, and is well known in the travel industry. She is one of five staff members in Marketing dealing in package tours, and there has been a tremendous increase in sales in the last year.



Harry retires

"It has been a good marriage" is how Harry Billingham, officer in charge of the workers compensation section describes his 46 years of service.

Harry started his railway career at Jolimont Workshops back in the dark days of the depression, in December 1932, when jobs were very hard to get.

He came to head office in 1939 and apart from relieving at various loco depots, has been at the "grey castle" ever since.

In 1956 he was seconded from the sick and accidents section of the Rolling Stock branch to the workers compensation section in the Secretary's branch. Harry's task was to introduce a new system of paying medical accounts.

Over the years Harry has noticed a big change in clerical procedure and in fact right through the clerical field.

In his retirement Harry intends visiting all those places he has not yet seen and spending a lot of time in the family holiday house in the Dandenongs.

And if South Melbourne need another coach to help Ian Stewart and Des Tuddenham, Harry said he will give his services voluntarily to help the Swans win their first flag since 1933!

Did You Know?

The oddest collision on record occurred in February, 1913 on the Memphis branch of the Louisville & Nashville Railroad during a flood. A freight train collided in the dark with the shallow-draught packet-boat *Lochie S*, which was sailing above the tracks at Cumberland, Texas.

No-one was injured, but the responsibility for damage was never properly settled.

— *The Guinness Book of Rail Facts and Feats*

RETIREMENTS

Accountancy

BACHELOR, R. J., North Melbourne, 30/11/78
TUDOR, B. F., Newport Accounting Office, 1/11/78

Electrical

MATTHEW, J. H. C., Lighting & Power Division,
10/11/78

Deaths

McCARLIE, P. J. W., Overhead Division, 29/8/78

Marketing

DONOHUE, P. T., Marketing Manager, 27/12/78

Rolling Stock

ALOE, F., Shelter Shed, 15/11/78
ARMSTRONG, A., Ballarat North, 29/11/78
BENNETT, E. C., E. R. Depot, 28/11/78
BLACKMAN, V. C., Ballarat North, 13/12/78
CARROLL, H. D., Newport, 8/11/78
CRAZE, A. E. E., E. R. Depot, 1/11/78
HELSDON, A. N., South Dynon, 1/12/78
HNIDEC, W., Geelong, 6/12/78
HOSKIN, J. J., Benalla, 5/1/79
LAZZARO, R., Newport, 6/2/79
LINARIS, M., North Melbourne, 29/11/78
MARTIN, A. V., Ballarat North, 23/2/79
McCALMAN, J. L., South Dynon, 26/11/78
McDOUGALL, R. C., Ararat, 17/11/78
POCI, F. A., Newport, 29/11/78
PRINCE, A., Newport, 29/11/78
THOMAS, R. L., Bendigo North, 9/11/78
TSOBANOPOULOS, P., Jolimont, 8/11/78
VUKASOVIC, D., Newport, 22/11/78
WILLIAMS, M., Ballarat North, 6/12/78

Deaths

CRAIG, G. G., Bendigo, 28/11/78
McQUINN, N. D., E. R. Depot, 11/11/78

Stores

JONES, H. W., Clothing Depot, 17/11/78
ATHERTON, D. A., Division 'B', 12/12/78
De SANCTIS, D., Spotswood Workshops, 22/12/78

Freight

BARTUCCA, G., Melb. Freight Terminal, 7.1.79
LACIS, E., Room 232, H.O. 11.1.79
MIGLIORISI, A., Melb. Freight Terminal, 3.1.79
PALMIERI, G., Melb. Freight Terminal, 10.1.79

Death

KLANCNIK, H., Melb. Freight Terminal, 27.12.78

Traffic

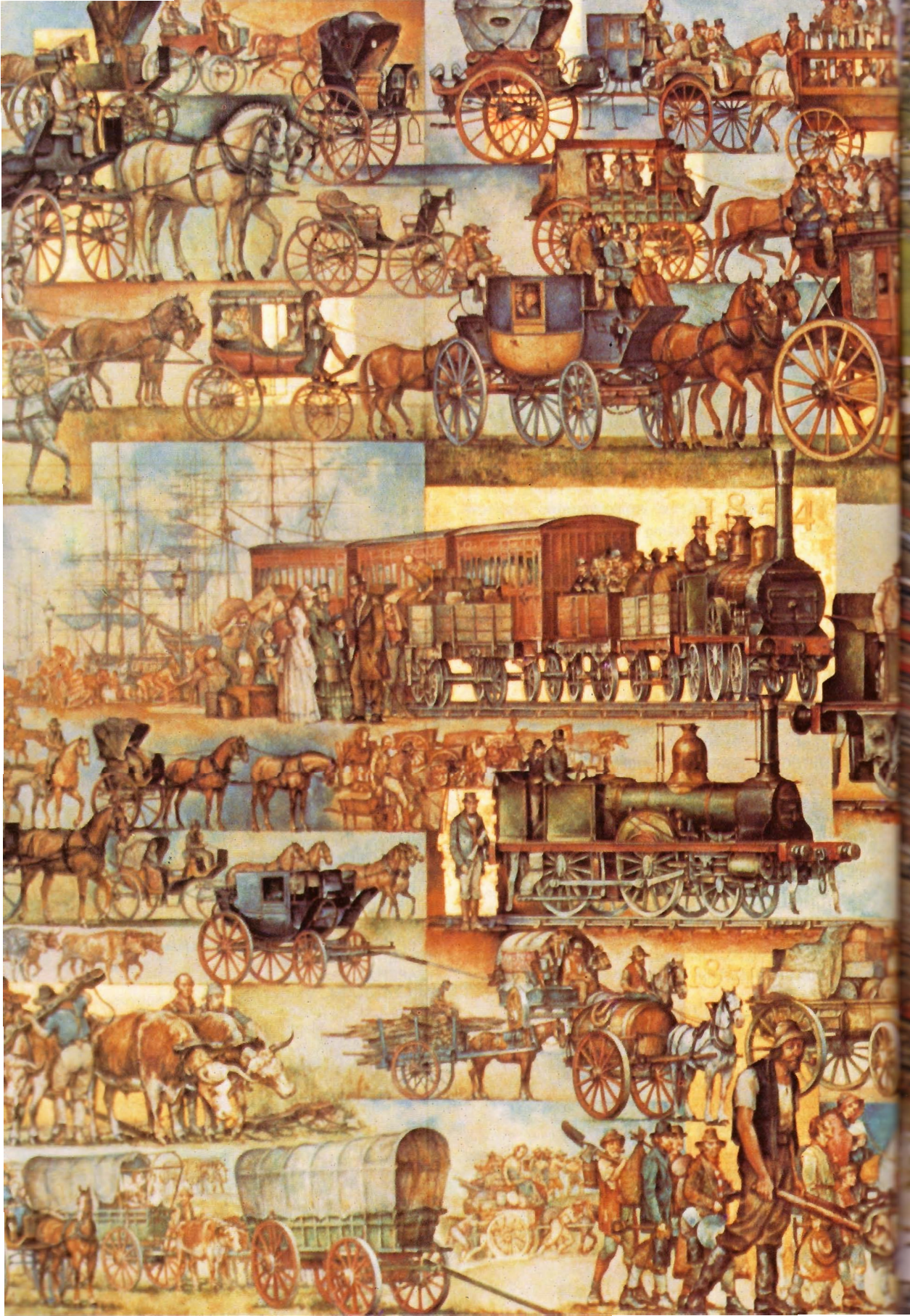
GRAY, R. F., Bendigo, 2/12/78
GUNDRY, R. G. D., Flinders Street 'B', 24/11/78
KELLY, J. D., Wodonga, 7/12/78
KLEEHAMMER, W. C., Numurkah, 12/12/78
SHANNON, T. J., Melbourne Yard, 18/12/78

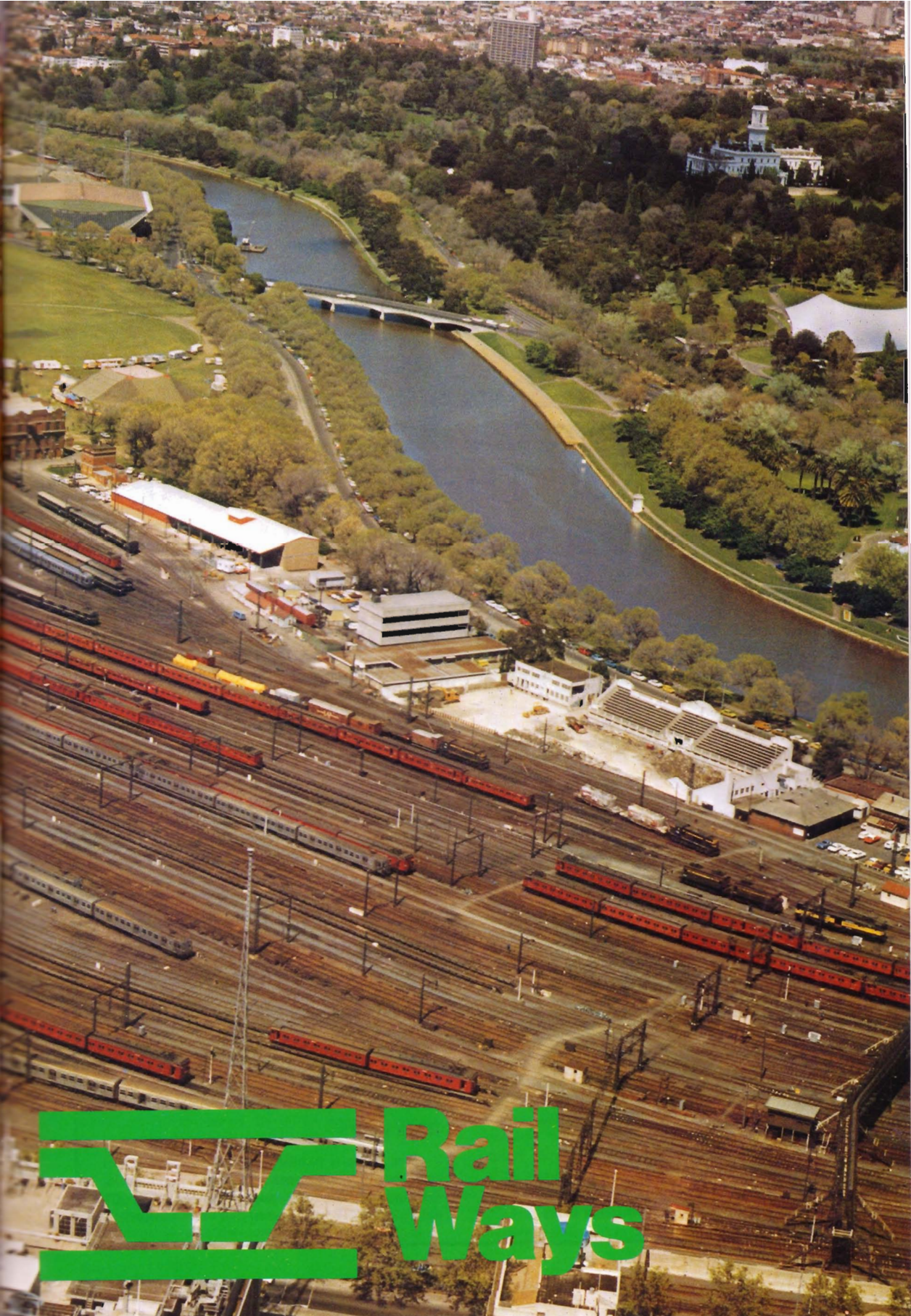
Way and Works

ASTON, R. G., Ararat, 15/12/78
BARRY, K. H., Dimboola, 1/12/78
BOX, I. K., Plumber, 22/11/78
CLOSE, K. G., Seymour, 10/11/78
COOPER, N. F., Ouyen, 28/12/78
ELLIS, C. R., Engineer, 6/10/78
FORTUNE, W. C., Engineer, 23/3/79
GILLMARTIN, C. J., Ararat, 24/3/79
GITTINGS, W. P., Mech. Serv. Division, 14/3/79
HARBECK, R. A., Sale, 27/3/79
HARE, D., Maryborough, 22/12/78
HOYSTED, A. A., Accts., 24/11/78
McGEORGE, J. C., Geelong, 4/12/78
NICHOLSON, G. F., Bendigo, 13/11/78
PORTER, J., Benalla, 22/11/78
REAPER, A., Seymour, 8/12/78
SMIETANKA, J., Spotswood, 15/12/78
STOKES, H. N., Seymour, 4/12/78
THOMAS, A. J., Maryborough, 15/12/78
TUDDENHAM, R. E., Laurens St., 22/11/78
WALDER, H. P., Bendigo 2, 11/12/78
WISEMAN, Mrs I. T., Echuca, 24/3/79

Deaths

BILLINGHAM, R. D., Geelong, 4/12/78
HAND, J. D., Echuca, 25/11/78
ROBERTSON, J. E., Geelong, 26/11/78





 Rail
Ways



OUR PICTURE — Find the ball! A wild swing by this API batsman has sent the ball somewhere. VRI skipper Jim McCalman is the bowler, Graham Smith the keeper and Kingsley Stanley is the fielder in the covers.

ONE RUN THE DIFFERENCE

In a thrilling finish API defeated VRI by one run in the annual cricket match at St Kilda.

When the last two VRI batsmen, Kingsley Stanley and Dennis Stevens, came together, seven runs were required for victory.

Five runs were gained but then disaster struck as last man Dennis Stevens was bowled leaving API winners.

Stanley who held the innings together was left 61 not out.

He and skipper Jim McCalman, 32, rescued the side adding 54 for the fourth wicket after the first three wickets had fallen for only 24.

Former South Melbourne district and Box Hill

sub-district player Ted Barnes with 16 was the next highest scorer.

Best bowler for API was Stark who bowled economically and finished with 3-31 off nine overs.

In the API innings of 152, Jeff Douglas, 30, and Gary McKay, playing on his home ground, 27, top scored.

For VRI off-spinners Randy Guinan with 3-26 and Tony Balcombe 3-31 were the most successful. Guinan plays with North Melbourne and Balcombe with Northcote in Melbourne district cricket.

Scores: API 152 (Douglas 30, McKay 27, Prendergast 18, Guinan 3-26, Balcombe 3-31) d VRI 151 (Stanley 61 n.o., McCalman 32, Barnes 16, Da Costa 4-33, Stark 3-31).



**Rail
Ways**

**FEBRUARY 1979
(PRICE 20c)**

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FRONT COVER

An aerial view of part of the 50 km of track that makes up a landmark of Melbourne — the Flinders Street yard.

Photo by Tim Juhasz.

RAIL WAYS

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TRUE SPORTSMAN

Angelo Tabone, a table tennis fanatic, has been awarded the inaugural Os. Keating perpetual trophy as the VRI Sportsman of the Year.

His record of achievement for the period October 1977 to September 1978 is one that anyone, no matter how devoted to their sport, would find hard to match.

Mr J. K. McGowan, General President of the VRI, in presenting the award to Angelo, said he was amazed at the dedication to the game that he had shown.

Mr McGowan who is also the Comptroller of Accounts, the head of Angelo's branch, said it was even more amazing as Angelo is a conscientious and hard working employee.

As a player Angelo had remarkable success at the last railway intersystem table tennis carnival held in Melbourne.

He became the first Victorian player ever to win the singles event defeating Geoff Smoult of ANR 21-11, 22-20, 21-9.

Then teaming with team captain Mel Davey the pair won the doubles 21-15, 21-18, 21-18 from the reigning champions Lee Brittain and Bruce Roberts of Queensland.

And to cap off a tournament that Angelo will not forget he was a member of the Victorian team that won the team's title.

As well, Angelo won the Ballarat Men's open singles event, defeating Warren Spivak in the final. Spivak is rated number nine in Victoria.

Currently Angelo competes in A Grade competitions run by the Victorian Table Tennis Association and the Public Service Table Tennis Association.

Off the court, (or should that be table?) Angelo is a committee member of the VRI Table Tennis Association and he represented the Association at the Annual Meeting of the VTTA.

In connection with the inter-system carnival, Angelo was a member of the organising committee and a team selector.

In March last year, Angelo was re-elected to the executive committee of the VTTA and was appointed to eight sub-committees.

They are state senior selector, state junior selector, coaching, pennant, affiliated associations, chairman of the tournament sub-committee 1978 Australian championship and delegate to the umpires league.

As chairman of the tournament sub-committee Angelo was responsible for the running of the 50th Victorian open, the Victorian closed, Easter, Queen Elizabeth II Jubilee, Ansett Airlines Tournaments. He represented Victoria on the national organising committees at the Wills Masters and the National Samboy Under 15 titles.

He also managed the 1978 Victorian senior and junior teams.

Not content with his playing and administrative sides, Angelo is also one of Victoria's top umpires.

He is a member of the Umpires League and is one of only two Victorians registered as an international umpire. The Australian Table Tennis Association has nominated Angelo as an umpire for the 1979 World table tennis championships in PyongYang, North Korea.

Angelo took up table tennis in a refugee camp in England after leaving Egypt as there was nothing else to do.



A proud Angelo with the trophy.

Soon after joining VicRail in January, 1959, he took up table tennis with the VRI and in 1968 started umpiring.

He passed the state umpire's test in 1969 and in 1973 became the first Australian to pass the national umpire's test for four years.

He has umpired several international matches involving Australia against China and Japan.

As well as playing twice a week, Angelo also umpires twice a week. To keep fit Angelo trains about three hours a week running, skipping and using weights.

And what does Angelo have to say about it all? "Table tennis takes up quite a lot of my time."



TRAINING IN THE CLOUDS

The name Tom Thompson will no doubt ring a bell with many railway folk around Victoria – especially those around the Healesville area where he spent quite a deal of his working life as their Assistant Station Master.

Readers may recall the story we had on Tom in a recent edition of "Rail Ways" outlining a few interests of this quite remarkable retired employee. It appears Tom cannot stand still!

For Tom, his engineering talents have been a hobby, wherever his railway career has taken him.

People were quick to note his talents after he built a lathe during 1938, and, after the War, armed with a lathe purchased from an ordnance factory, he was given his first challenging commission – a model steam locomotive.

At the time, Tom was Yard Assistant at Wycheproof, and also the town's watchmaker. The Sealake Stationmaster, Len Lalor, after hearing of Tom's talents, set him the task.

Fascinated by the engineering problems, Tom set about building a 71 mm (2½ in) gauge British-design locomotive.

Twenty-seven years later, it is nearly finished, but Tom is not too sure whether he should contact Len and tell him his locomotive is ready! This fine model has already been tested on compressed air, and runs well.

But Tom is not the slow worker that his locomotive project makes him seem.

Sandwiched amongst fits of activity on his steam engine, there have been many other tasks tackled.

His favorite one has been the building of a working model V8 internal combustion engine.

This incredible model has 25.4 mm (one inch) bore and stroke and again satisfied Tom's curiosity about intricate engineering problems.

"There were many problems with making parts for a model of this size, but I was eventually able to overcome them all," he said with pride, "I estimate that I spent over 2000 man hours on that project alone."

Another of his projects was to build himself a car – which he has used for some years and, although still registered, is now waiting for alterations to its body styling.

Tom has now achieved another life long ambition . . . making an aircraft. A 65 hp Continental aircraft engine is now installed in a French designed 27 ft Jodel D11 twin seater plane which he built from original plans.

His aircraft has had 12 hours in the air, and Tom is hoping for his pilots licence to be endorsed any day.

Incidentally, his craft is no glider as it drifts along at a maximum speed of 113 m.p.h., with a cruising rate of 105 m.p.h.

Tom joined the VR in 1939 in the Ballarat Goods Shed. Apart from his years at Wycheproof, Tom's only other posting was to Healesville in 1951.



Tom posed for this one. . . happy, proud and looking forward to receiving his endorsement for his craft to "reach for the sky".

Trend setters at show

Accounts Branch typist Brenda Watson has had a successful start to her career as a dog breeder.

Brenda, who has worked with VicRail for the past 12 years and is in charge of the Accounts Branch typing pool, breeds Irish Setters (also known as Red Setters). From the first litter she chose two for show and both won first prize at their first attempt.

The two dogs — Karicbrae Superstate and Karicbrae Rosaleen (Karicbrae being the name of Brenda's kennel) — were entered in a show at Ferntree Gully with both Superstar and Rosaleen winning the best puppy (three to six months old).

In last years Royal Melbourne Show, Superstar came sixth in his age group and Rosaleen finished fourth in her section. Then early this year Brenda had her biggest success so far.

Rosaleen at a dog show at Berwick won the best puppy (up to 12 months old) then carried off the title of best bitch, Irish Setters, and finally won the best bitch in the show. There were between 300 and 400 entries in the show.

Brenda who lives at Mooroolbark, usually restricts the shows she enters her dogs in to the Eastern Suburbs and West Gippsland. However she did break the rule once and competed in a show at Stawell but the dogs tired badly with the travelling.

"I have to take them on a two mile walk on the road around home every night, this helps build their muscles, then they run around a paddock for more exercise. And of course you have to watch the food they eat.

Did You Know?

On the windswept Settle and Carlisle section of the former Midland Railway, England, a locomotive was once being turned at Garsdale when a freak wind caught it and kept it madly spinning round and round.

The frantic crew managed to stop it by shovelling ballast into the turntable well. After this a stockade of old sleepers was built around it.

— *The Guinness Book of Rail Facts and Feats*

"Then before a show you spend hours brushing and trimming their coats.

"Although Irish Setters are gun dogs like labradors most of them are bred nowadays just for show. However they still have that instinct that all gun dogs have.

"At the moment it is quantity not quality when it comes to breeding Irish Setters. You can get pups for about \$120 although well bred pups cost a lot more than that.

"I hope to be able to breed from Karicbrae Rosaleen and if she keeps on winning she should be able to make more than the average with her off-spring".

We left Brenda with one final question: how did she manage to put up with all the barking and noise at the dog shows? She said she didn't mind although sometimes the dogs became restless in between their judgings.



They're barking from the rafters . . . Karicbrae Superstar (left) and Karicbrae Rosaleen both believe that there are many more championships wins in store.

Roll again

Next on the agenda was a six by two minute round fight in Geelong where he won on points.

Brian's latest achievement was his win in his first 10 round pro fight where he won on points to become Victorian Junior Lightweight Champion. "I could hardly breath at the end of the last round as the temperature in the stadium was about 41°C," Brian said.

"It's a lot of work to remain a fit boxer. I train about two and a half hours a day, seven days a week. I work out at home listening to the 'Black Superman' record about Mohammed Ali."

Brian's ideas about training must work — he's had 32 amateur fights without being knocked out, but he has managed to send eight opponents to the canvas for a sleep.

Next on the list of bouts is hopefully the Commonwealth Junior Lightweight title, after which he "may" retire.

TIPS FOR THE UP-AND-COMING BOXER (according to Brian): Watch as many boxing matches as you can, either live or on TV; do plenty of road work to strengthen legs and improve breathing; exercise with weights and heavy boxing bags to increase strength; cut down fatty food at least three weeks prior to fights; and do plenty of skipping; keep your muscles supple.

Training in the gym and at home takes up a lot of time, but Brian rises at 4.30 a.m. every day.

His main interest apart from boxing (when he gets time) is listening to his collection of 85 Elvis Presley LP records with his wife, Sue, son, Derek (2) and daughter, Sharon (4).

Apart from encouraging Brian with his fight career, his brother, Keith is not just a sparring partner, but also ringside advisor to his brother during bouts. Keith, who has had 13 amateur fights in Bantam and Featherweight classes, is seriously considering taking up the boxing game again on a competitive basis.



60th JUBILEE YEAR

VicRail staff contributed \$3,295.40 to the Queen Elizabeth II Silver Jubilee Appeal, last year.

Acknowledging receipt of the cheque, the Victorian Chairman, Sir John Holland said in his letter, "The Appeal was a tremendous success, as has been the establishment of the Trust for Young Australians. In the first year in Victoria we have made 10 grants to organisations serving youth and nine grants to young individuals.

"Donations such as yours are most gratifying and will most certainly assist us to in turn assist many others.

"With many thanks for the kindness, generosity and organising skills of members of your Department."



STAFF CHIP IN

April 25 this year will see many railwaymen congregate in Melbourne to take part in the Anzac Day March under the Victorian Railways Returned Servicemen's Section banner.

Members wishing to participate are asked to assembly outside the State Electricity Commission building in Flinders Street (opposite Flinders Street Station) at 9.45 a.m.

Following the march, a reunion will be held in the VRI Ballroom, Flinders Street station building.

Refreshments will be provided and tickets are available now at \$5.00 a head.

Railway Returned Servicemen are urged to obtain their tickets, not later than April 12, to ensure adequate provision of refreshments.

Tickets are available from Frank Hall (Auto 2182), Les Wignall (Auto 1845), Bob Stavely (Auto 1040), Brian Glare (Auto 2357), Bernie Porter (Auto 1610), Hec Saultry (Auto 1343), the VRI (Auto 2445), John Cullen (Auto 1587), Graham Tutty (Auto 1000 ext. 177).

Country Servicemen will be issued with passes only on purchase of tickets. Contact Les Wignall (Auto 1845) or Frank Hall (Auto 2182).

Who's the boss?

Here's a question we bet you could ask a thousand working people and never get the right answer. The question is: 'Who's the Boss?'

There's only one boss, and whether a person shines shoes for a living or heads up the largest corporation in the world, the boss remains the same.

It's the customer.

He is the person who pays everyone's salary and who decides whether a business is going to succeed or fail. And he doesn't care if a business has been around for 100 years. The minute it starts treating him badly, he'll put it out of business.

The boss (the customer) has bought, and will buy, everything you have or will have. He's bought all of your clothes, your home, your car, pays for your children's education and your vacations. He pays all of your bills, and he pays them in exact proportion to the way you treat him.

The man who works deep inside the big plant or an assembly line might think he's working for the company or Government department that pays him — but he's not. He's working for the person who buys the product at the end of the line. In fact, he'll fire everyone in the organisation from the manager on down. He can do it by simply spending his money somewhere else.

This is one of the reasons why taking pride in the work we do is so important to us personally.

Aside from the joy that comes from doing an exceptionally good job, it will help get more customers, keep the ones we've got and ensure regular pay.

Some of the largest organisations that had flourishing business a few years ago are no longer in existence.

They couldn't or didn't satisfy the customer. They forgot who the boss really was.

VERY SPECIAL NOTICE

There is absolutely no purpose in reading this notice. It is to be completely ignored although we know that despite this warning you will read it to the very end.

Thank you

The above piece of useless information has been published to fill up a hole in this issue which you could have filled with a story. How about it?

STATION BREAKS

There are not a lot of athletes that could owe part of their success to a fruit tree branch. But there is one fellow we discovered recently that does.

Brian Everard, Station Assistant at Flinders Street, often trains at home with a punching bag strung from a tree in his garden.

Brian (27) was born in Burma and came to Australia in 1968. As a youngster of seven he learned the art of fisticuffs at a gym run by his father in Rangoon. His brother, Keith (29), also trained with him and is also a Station Assistant with VicRail.

It didn't take long for him to make his presence known in Australian boxing circles as he won the Victorian Amateur Light Flyweight Championship the same year he arrived. The following year he took out the Victorian Flyweight Championship and was judged Golden Gloves Champion.

His boxing career in Australia had started, and in 1970 he became Victorian and Australian Amateur Bantamweight Champion, a Commonwealth Games Representative at Edinburgh, Arthur Dunstall Best Boxer of the Year, and even spent two weeks in Vietnam giving exhibition fights for the troops.



Brian Everard sparses a slightly

1971 saw Brian as Victorian Amateur Featherweight Champion, and in 1972 he just missed out on selection for the Olympic Games in Munich.

Brian had a "rest" for the next six years until turning professional in 1978, when he had his first fight (weighing 9 st. 4 lb.) against an opponent (10 st. 2 lb.) for the Junior Lightweight title. He won, as the fight was stopped in the fifth round with a TKO.



HISTORY COMES ALIVE

The recent 1979 Melbourne Pageant was a great success with a glittering cavalcade of early transport vehicles on show to the public.



THE MELBOURNE

PAGEANT

January 22 - 29

1979

**SALUTE TO
AUSTRALIA**

**CAVALCADE OF TRANSPORT
BUSH BANDS
DANCING**

FREE ENTERTAINMENT IN THE PARKS

Special steam trains, which were to have run between Spencer Street and Williamstown as part of the celebrations, were replaced by 50 year old electric locos due to a fire ban day. The original trains were to be hauled by "K" Class steam engines, and passengers aboard were to have passed the Newport Workshops where the two engines were built. K153 was constructed in 1940 and K184 six years later.

A 76-year-old steam engine was one of the highlights of VicRail's display. Engine "D3 639" was for many years used to haul the Railway Commissioners train of inspection and after being "retired" was used on vintage and special trains.

Our picture above shows ex-South Australian narrow gauge steam locomotive T251 which is now owned by the Geelong Steam Preservation Society. This unit drew a large crowd of spectators at the Pageant, and was later transferred to its new home at Queenscliff.

Two other steam engines were also on display — J515 (built in 1954) and R761 (built in 1951).

VicRail's latest diesel, the "C" Class, drew a large crowd. This 3000 hp diesel is the most powerful locomotive ever used by VicRail.

Sleeping carriages from "The Overland" were also on display as was the Adelaide Motorail wagon which began service late last year.

A selection of VicRail's latest freight wagons were displayed, included loaded container wagons.

Veteran train carriages were on show — two of the big drawcards being the renovated "Yarra" car and the dance car.



There she blows! The Premier, Mr Hamer, sounds the whistle of a "C" Class diesel.



Some of the vintage cars that were on parade—850 motor cars took part in the cavalcade of historical motor vehicles.



K184 and K153 on their way to the cavalcade of transport. The two engines were used to run special train trips to Williamstown.



A horse drawn tram ran throughout the day along Latrobe Street.



Left, right, left, right, here's that dynamic duo in operation again, this time striding down Spencer Street.



Sailor and Hustler were again brought from Bendigo in our only horse box. Here, they are being unloaded at Spencer Street.

ALL ABOUT THE GRAIN TRAIN

In tents and caravans that line the railway tracks at Korong Vale, 70 km north-west of Bendigo, shift workers doze peacefully in the hot morning sun. Oblivious to the ceaseless activity and the customary sounds of the busy railway yard nearby, they doze on. The repetitive clanking of the shunted wagons, the hissing of brakes and the piercing whistles of moving engines fill the air.

It is harvest time and the record wheat crop has brought sleepy Korong Vale and its 300 residents to life. Korong Vale is at the junction of the Kulwin (Sea Lake) and Robinvale lines and is an important link of Victoria's rail freight system. Here, thousands of wagons, overflowing with wheat from the Mallee and Northern Victoria, are marshalled for transport to Dunolly, 70 km to the south.

Dunolly is the granary for the tens of thousands of hectares of wheatlands to its north. Huge silos and a shed nearly half a kilometre long house thousands of tonnes of grain. An army of relief workers has arrived from all parts of the State to help transport the record harvest.

At Korong Vale, Stationmaster David Lohde says, 45 extra men have been rostered on since early December. "The extra men are drivers, guards, signalmen and maintenance workers and many have brought their own tents and caravans or found a spot at the local pub", he said. "Others have found accommodation with local people."

They have teamed together with the 22 permanents at Korong Vale and work six days a week, 12 shifts a fortnight. For those who want it there is plenty of overtime and big money to be made. At the railway station work continues round the clock, 24 hours a day, six days a week.

About 400 loaded wagons leave the station for Dunolly, Geelong and various flour mills daily and a similar number are returned to pick up wheat from the northern silos.

At Bridgewater, Mitiamo and St. Arnaud, wheat is already being stored on the ground next to the silos and there is talk that the same will happen at Dunolly. The record harvest has caught everybody by surprise.

For the 1977/78 harvest, 5000 wagons were needed for overflow grain that could not be stored in the Bendigo district. This year the figure is 30,600. Despite the pressures, the wheat trains run to a precision timetable.

Four trains leave Korong Vale for Dunolly daily – at 4.30 a.m., 9.30 a.m., 7.10 p.m. and 10.15 p.m. – and return with empty wagons. With Bendigo engine driver Brian Wilson, we clamber aboard an 'X' Class locomotive at Korong Vale for the 70 km trip to Dunolly. It is 8.30 a.m. and the weather is kind to us. The temperature is down to about 28 degrees (88°F) – far more bearable than the searing heat of the past two weeks.

The 2000 horse-power diesel, with 23 wagons moves at a leisurely pace through the railway yards. A maximum speed of 60 kmh and a limit of 1200

With 'Operation Grain' drawing to a successful close it seemed appropriate for the VicRail staff journal to carry a story detailing the success of the transportation of Victoria's record grain harvest – but then came the problem, which story? There were so many, because so many VicRail people were involved in it directly, and all of us indirectly. 'Rail Ways' compromised and here reprints just one facet of the operation written and published by people not directly involved. We thank the Bendigo Advertiser for permission to re-print this article and David Cooney as the journalist who wrote it.

tonnes of wheat for each journey. We arrive at Kurting, a few kilometres down the line, to pick up 12 more wagons, and with 1177 tonnes on the tow, the strain begins to show on the engine.

On board with us is Norm Spolding, an engine-men's instructor who has journeyed from Geelong for the harvest. The driver sits on the left at the control box and keeps a watchful eye on the track ahead – ready to sound the whistle at the level crossings. At the right hand window is the fireman, Neil Chandler.

Behind us, the 400 metre long load rocks gently and snakes around the bend. Brian Wilson, our driver, has just begun relief work at Korong Vale, but Norm has been there for six weeks. At \$24 a day living away from home allowance it's good money. It's the sort of incentive needed to attract hundreds of men to distant places, away from their families for the two-month period.

"I am really enjoying it here," Norm says. "I didn't even know where Korong Vale was before I came here. I brought a caravan up from Geelong and I'm staying at Wedderburn, about 14 km away. A lot of the blokes up here are earning good money during the harvest, but it's really compensation for the hard hours they have put in the rest of the year.

"They certainly get their pound of flesh while we're here. People don't realise the mental strain drivers are under in this situation. They are working at night and during the heat of the day. It is 12 hours a day for most blokes and others average nine and 10 hours a day."

But Brian and Norm have no hesitation in saying they love their work. "We're really swaggies on rails," Brian says. "Travelling about all the time, you meet some terrific people from all walks of life." And like most railway workers, they've travelled round a lot.

Norm has worked at Ararat, Hamilton, South Dynon, Bendigo and Geelong, while Brian has had stints at Deniliquin, Echuca and Bendigo. At last, two hours later the silos of Dunolly come into view.



There to welcome us is Ken ("Darkie") Anderson, manager of the Dunolly terminal.

Work as the terminal has been pretty hectic — 18 hours a day since late November, he tells us. "We have taken on 36 extra men," he says. "Most are from Maryborough and Bealiba and nearly all are 18-year-olds."

More than 6700 rail wagons carrying 134,000 tonnes of wheat, oats and barley have been unloaded at the terminal since the harvest began.

Capacity at the terminal is 8¼ million bushels but already 3½ million bushels of wheat, one million

bushels of barley and half a million bushels of oats have been stored.

Darkie says the terminal will be full in a couple of weeks, but is confident that wheat will not have to be stored on the ground. Between 220 and 300 wagons are unloaded daily — an average of about 14 an hour.

"If more wheat does come in, it will have to be stored elsewhere, where there is storage space," Darkie says. "I don't want to store it in the open on the ground." The huge 350 metre-long shed that dominates the town is now more than half full. The 20 metre high structure can hold about 5 million bushels and was built in 1942.

Darkie is one of the few people not overawed by the size of this year's harvest. "In the Dunolly area, the crop was just as big in 1964-65," he says.

And after 33 years at the silos it is hard work to doubt or question his judgement.

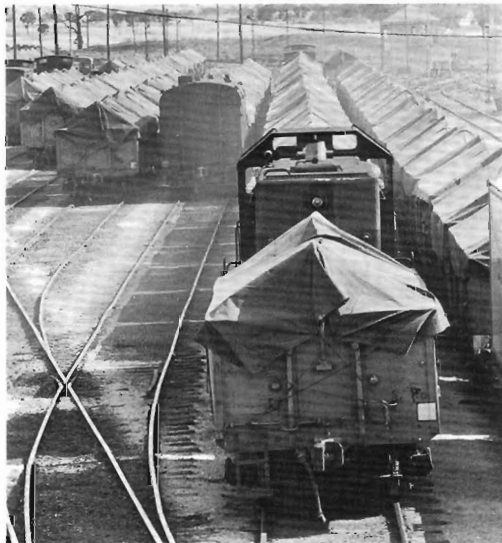
For him, the record 1978-79 harvest, that will go into the history books, is just another season to remember.

The movement of the record grain harvest has been a most successful operation. At this time the Grain Elevators Board have taken 3.926 million tonnes into storage at the various terminal installations and country silos.

VicRail staff can feel very proud that they have already moved 64,000 wagon loads, representing approximately 1.4 million tonnes to date.

The task has created many problems but as the result of a great co-operative effort, those problems have been overcome in a manner which makes one proud to be in the team.

OPPOSITE PAGE — 'X' 41 and 'B' 75 double heading a block grain train of GJX's approaching the Elphinstone tunnel outside Castlemain, taken during the week ended January 27, ABOVE — Engineman Brian Wilson, a "swaggie on rails" BELOW LEFT — Shunting operations at Korong Vale. BELOW RIGHT — Discussing 'Operation Grain' at Korong Vale are from left Len Rodgers (leading shunter), David Lohde (Korong Vale SM), Brian Secombe (yard foreman), Norm Spolding (enginemen's instructor), David Nelson (locomotive foreman) and Mick Hearn (Bendigo District Superintendent).



SIGN LANGUAGE



Station assistant Donna alters the indicator board at Malvern.

When Donna Fulbrook started as a Station Assistant, little did she know her knowledge of sign language would be put to good use.

"In the two months I have been at Malvern there have been a couple of occasions when I have been able to give people train information through sign language", Donna recalls.

"When I was young one of my friends used sign language and she taught me. It is like typing, once you have learnt it it stays in your memory.

"But I didn't think I would be using it on the platforms", she said.

Donna, 19, is following in the footsteps of her mother, Yvonne, who is a Station Assistant at Glen Iris.

The part of the job she likes most is meeting different people. Since starting with VicRail she has worked at Surrey Hills, Mont Albert and East Camberwell.

Away from work Donna does jazz ballet and disco dancing although she said the two are interwoven these days. She also describes herself as the "greatest bookworm in Melbourne".

"I'll read anything from dictionaries to science fiction — I even read the General Appendix and the Rules and Regulations."

Hampton Praise

We received recently a letter from Mr. P. Hunter of Hampton who said, "I wish to express my thanks to those officers at Hampton Station and the Dynon section of the parcels service.

"I had a box of orchids railed to me from NSW and was most anxious to receive them. These Dynon section men were most helpful and pleasant and did all they could to locate the plants and have them forwarded on to Hampton Station without delay as the parcel did not have a full forwarding address on it."

A sporting girl

"Everything seemed strange at first, but it all fell into place pretty quickly".

That is how 16 year-old Lynda Cameron described her early days as a Station Assistant. It is her first job since leaving school.

Lynda started work at Tooronga in August last year. After a month she was transferred to Surrey Hills. She has worked either there or at the next station, Mont Albert, since.

Off duty Lynda enjoys swimming, playing netball and gymnastics.



Lynda, who has worked for VicRail for seven months, enters a parcel into the parcels register.



Under the watchful eye of coach Ron Murdoch, it's smiles all round as the Newport No. 7 first-aid team successfully completes a practice exercise.

From left to right: Grace Newington, Lily Andrijanic, Ron, Lynne Ritter, and Ingrid Mattsson. Ada Carlesso is the patient. Other team member Barbara Stiedl was on leave when the photograph was taken

"We were all learning first-aid, then Ada and Grace approached our instructor, Ron Murdoch, and asked if we could form a team – it was as simple as that", said Lynne Ritter, team leader of VicRail's first female first-aid team.

The girls all work at Newport Workshops with four employed in the Stores branch – Lynne, Ada Carlesso, Grace Newington and Ingrid Mattsson, while both Lily Andrijanic and Barbara Stiedl are typists in the Rolling Stock branch.

Known as Newport Workshops No. 7 team they made their debut in the first-aid competitions last year and finished mid-field in the district section.

Their instructor Ron Murdoch, a Foreman-Supervisor in the foundry at the workshops was team leader and coach last year. He handed the team leadership reins over to Lynne and is "non-playing coach" this year.

Apart from Ingrid, who is in her second year, all the girls have had at least three years experience in first-aid instruction. Lily is the most experienced having completed five years.

Back in October 1977, the girls were some of the "injured passengers" involved in "Operation Flash", the simulated accident that tested the emergency capabilities of VicRail and state emergency services.

Lynne said they had taken up first-aid to help people, and Grace chipped in with, "we're doers,

not watchers", which sums up the role of first-aiders beautifully.

Both Lily and Lynne have put what they have learnt in practice to the test. Lily's baby son once fell, knocking himself unconscious and another time swallowed some poison. Lynne was the first person with first-aid knowledge to arrive at the scene of a car crash.

Ron, who has passed 16 annual first-aid exams and has been a first-aid instructor for 10 years said, not surprisingly, "they are the nicest students I've ever had. They really are a good team to teach".

"We had only been back at work a day and they were asking me when were we starting practice. They are that keen", said Ron.

Every Wednesday afternoon after work they spend an hour practicing various injuries and they are proud of the fact that team "patient" Ada has been saved in every case they have practiced.

"Up in Queensland they have first-aid competitions for female teams, maybe if we can start enough teams down here we can have competitions too", said Ron.

RETIREMENTS WAY AND WORKS

BROTHERTON, R. L., Spotswood, 2/2/79
 CANNARD, E., Geelong, 23/4/79
 CLEARY, J. T. Eng. Spl. Works, 20/1/79
 COLOSIMO, E., Eng. Spl. Works, 5/4/79
 EVELY, C. H., Bendigo, 29/12/78
 HACKWILL, F., Geelong, 14/4/79
 HARRIS, A. R., Geelong, 3/4/79
 KELLY, J., M.D.E., 5/1/79
 MAGGS, C. G., Sale, 23/4/79
 OMIELKO, G., Newport, 9/4/79
 POWER, A. G., Ararat, 2/2/79
 SALIBA, A. M.D.E., 12/1/79
 THOMPSON, V. D., Plumber, 2/3/79
 TOMSIC, M., Flinders Street, 10/1/79
 TRELOAR, C. M., Geelong, 2/1/79

DEATHS

ARMSTRONG, J. F., Korumburra, 4/1/79
 CASEY, E. P., Flinders Street, 6/1/79

TRAFFIC

HAECKER, H., Spencer Street, 28/1/79
 MARR, A. S., Williamstown, 20/12/78

STORES

WISHART, A. F., Printing Works, 28/2/79

ROLLING STOCK

BROWN, J. W., Head Office, 5/1/79
 BUTTERS, E. A. M., South Dynon, 12/1/79
 CIOTTI, B., South Dynon, 13/12/78
 DELORENZO, R., Newport Workshops, 23/3/79
 DEVENEY, T., E. R. Depot, 22/1/79
 DI CERO, G., Newport Workshops, 7/3/79
 ENDERSBY, P. W., South Dynon, 10/1/79
 GANDOLFO, M., Jolimont, 10/1/79
 GEORGOULAS, F., Jolimont, 13/3/79
 GRAYSON, W. J., Nth. Melb. Workshops, 21/12/78
 HOWARD, J., Bendigo North Workshops, 11/3/79
 HYNES, J. G., Geelong, 20/1/79
 JONES, T. F., Newport Workshops, 10/4/79
 KEARNEY, J., Newport Workshops, 9/2/79
 KENYON, C. H., Geelong, 29/4/79
 KIRBY, R. G., Bendigo Nth. Workshops, 10/1/79
 KRUPA, J., Newport Workshops, 16/3/79
 LEHMAN, W. H., Dimboola Loco., 17/4/79
 MOYLAN, W. J., Nth. Melb. Workshops, 6/4/79
 NEWITT, G. C., Warragul, 29/1/79
 PANETTA, D. A., Newport Workshops, 24/3/79
 SANNA, G., Geelong, 26/9/78
 SCADDEN, W. L., South Dynon, 11/12/78
 SCHROEDER, L. J., Newport, 2/2/79
 SETTERS, S. A., Nth. Melb. Workshops, 13/2/79
 SHAW, P. J., South Dynon, 27/12/78
 SKILBECK, E. J., Bendigo, 15/12/78

TREWARTHA, E. A., Bendigo Nth. W'shps, 17/1/79
 TUCKER, L. A., Ballarat, 20/1/79
 VLACHOS, P., Newport, 10/2/79
 WALKER, L. C., Head Office, 2/2/79
 WILLIAMS, K. M. J., Motor Garage, 9/2/79

DEATHS

HAEBICH, T. E., Dimboola, 22/12/78
 IKIN, L., Traralgon, 9/12/78
 KONDRÁ, B. V., Newport, 22/12/78
 RITCHIE, R., Ballarat, 2/2/79
 SCHOLES, F. T. D., Newport, 4/1/79
 SPEHAR, F., Newport, 1/1/79
 SWAN, A. F., North Melbourne, 13/1/79

SUGGESTIONS

Alteration in production of Brake Blocks	\$920
Reclamation of injector fuel lines	\$300
New type of boxes for collected tickets	\$100
Revision of envelope G. F. 68C	\$50
Alteration to hand lamps	\$40
Design of pawl in signals	\$40
Alter departure time of Donald Rail Motor	\$25
Stop button on lathe at Electrical Workshop	\$25
Train movements be shown on flashing light files	\$25
Amendment to Form P. 78	\$20
Change be made in materials used in carriage toilet shutes	\$20
Cover exhaust pipe on tractors at Dynon Bogie Exchange	\$20
Eliminate press studs on carriage curtains	\$20
New envelope for forwarding M. 60	\$20
Periodical tests on microwave ovens	\$20
Suggestion on how to avoid injury when using pinch bar	\$20
Trainee signalman be given instruction in operating signal levers	\$20
Use of parcel stamps	\$20
Amendment to Form G. 33A	\$10
Amendments to Forms G.F. 172 and G.F. 170	\$10
Telephone numbers on requisition forms	\$10
Copy of "Monthly Bulletin" be supplied to all signal boxes	\$10

Lot of appeal

The Australian Red Cross Society recently launched a Statewide appeal for \$1,625,000, and is seeking volunteer helpers for the various fund raising activities.

These will include a Statewide major raffle and a house to house collection.

For the "Red Cross Calling" program the Society needs 50,000 voluntary callers throughout Victoria.

VicRail staff willing to help are asked to contact Mr Ron C. Ellis, Director of Appeals, Red Cross Headquarters, 171 City Road, South Melbourne, 3205.



A good shot of the Centenary Jubilee train. On board were J. Brereton (Driver), K. Oswald (Fireman) and M. Dean (Guard).

CENTENARY – JUBILEE TRAIN

In February, 1951 to celebrate the centenary of self-government in Victoria and the Jubilee of the Commonwealth of Australia a special train began an extensive tour of the State.

The train consisted of an "N" class steam loco, 11 cars, painted green and gold, and a van.

Ten of the carriages were used for displays – four related to State Government departments, three to federal departments and the remaining three to art and history.

On display were some of Victoria's best works of art from the National Art Gallery of Victoria, rare manuscripts and pictures. As it was also the centenary of the discovery of gold in Victoria there were models and pictures illustrating the history of gold production.

The VicRail exhibit showed the growth, development and influence the railways has had on the State Departments.

The Commonwealth section included displays from the Army, Navy, Airforce and Post Office. There were maps and diagrams of the Snowy Mountains scheme, then just beginning construction. The Supply department exhibited various war materials.

The Governor of Victoria, Sir Dallas Brooks,

flagged the train out of Spencer Street station on February 1.

The Centenary–Jubilee train ran throughout the state until June 30. It stopped at 168 stations. A total of 547,978 people visited the train.

The first GJX wagon received by VicRail also played a major part in the movement of the record wheat harvest this season.

On February 2, 1966, at the bogie exchange centre, South Dynon, the then Minister of Transport, Mr E. R. Meagher, accepted the first wagon from the Chairman of Directors of Tulloh Ltd.

A special allocation of \$730,000 was made by the State government for the construction of these wagons. An initial order of 100 was made.

The aluminium wagons normally carry 2000 bushels of wheat, 2½ times more than the standard GY wagon. Loading time of the GJX wagon is 25 minutes, while discharging at the terminals takes just two minutes.

miss australia 1979

**May be
sitting next
to you.....**

VicRail is looking for an interested single girl to enter this years Miss Government Service Quest.

The winner of this title is then a contender for the Miss Victoria Quest, and ultimately Miss Australia.

A Miss Charity Queen winner will also be chosen.

If any girl over 17 years of age is interested in entering, or if you know of someone who might be, please contact -

John Crosby (ext. 2397),
Public Relations Office,
Room 144,
67 Spencer St,
Melbourne.





Rail Ways



Memorable Day

It was a colorful night recently at the Dimboola VRI for retired Engineman, Ray Wright.

Ray was given a special 60th birthday party by his friends, and the following day the celebration continued with family and relatives.

Ray retired on February 20, after serving 45½ years as an employee of VicRail.

Joining the service in 1933 as a cleaner at the North Melbourne depot, he later took some temporary placings in the country before transferring to Dimboola (Vic.) as a fireman in 1940.

In 1944 he moved to North Melbourne Loco as an engine driver, but two years later returned to Dimboola. He did some temporary work from 1949 until his retirement, but Dimboola was "home base".

According to the Dimboola "Banner" (who kindly lent us their photo), "Mr and Mrs Wright and their family of eight have been excellent residents and have participated in many organizations in the town."

All your friends at VicRail send their regards to you Ray for a very happy retirement.



A very happy Mr and Mrs Wright posed for this shot during the celebrations.

HISTORY PASSAGE



Here's an interesting snippet sent to us by Tom Yates, Station Master at Frankston.

The ticket reproduced below is rather special. The number of the ticket and the destination station are synonymous with a great event in British history . . . can you work out why?

(Did you get it? The famous battle of Hastings was fought between the English and the invading Normans in the year 1066.)



**Rail
Ways**

**MARCH 1979
(PRICE 20c)**

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FRONT COVER

The Apex train, a block train which only carries quarry stone, is pictured at Kilmore East.

To facilitate operations at Apex Quarry Sidings, personal portable radio-telephones have been provided at Kilmore East.

The radios are supplied with re-chargeable batteries and battery replacement is not normally necessary. To ensure that the batteries are maintained in a fully charged state, three battery charger units have been installed at Kilmore East Station for charging batteries whilst still in the radios.

Photo by John Phillips

RAIL WAYS

Rail Ways is published by the VicRail Board and printed at our North Melbourne Printing Works. Editorial and pictorial contributions should be addressed to "Rail Ways" Editor, John Crosby, VicRail Public Relations Division, 67 Spencer St., Melbourne (Phone 61001, Ext. 2397). Subscriptions: Ext. 2265.



Official welcome to the municipality from Shire President, Jack Cowan.



Popular Station Master, Bob Bird.

BIG CELEBRATIONS AT MURTOA

The arrival at Murtoa of the passenger train from Lubeck on December 17 last, took place exactly 100 years to the hour from that carrying the Governor and other dignitaries in 1878.

Its significance was not lost by the local residents, as a large crowd were at Murtoa Station to welcome the 220 passengers on board. Many of the passengers, who boarded the train at Lubeck, wore period costume.

The celebration was arranged by a joint committee drawn from members of the Murtoa Progress Committee and the Murtoa District Historical Society.

More than 500 local residents and visitors from Melbourne and Ballarat heard addresses of welcome from the Shire President, Committee Chairman and Historical Society President.

VicRail District Superintendent, John Ganley, traced the history of rail services to the area and

unveiled a plaque to commemorate the 100 year period.

Designed and manufactured in a VicRail workshop, the bronze plaque was placed on the front of the station office.

After the formal proceedings, great interest was shown in the railway historical display developed in recent years in a Railways brick water tower.

This grand old building, which is listed in the National Trust industrial register, is in itself a link with past railway history.

A large banner affixed to the train's engine, and bunting erected at Murtoa Station added to the gala atmosphere of the day.



Some of the many folk who turned out for the festivities at Murtoa station.

THIS AWARD IS THE REWARD

An unsightly pile of rubble at the rear of the Jolimont Inspection Shop has been reclaimed by VicRail employees and transformed into a magnificent garden and lawn setting, featuring a 7-hole mini-golf course.

With the assistance and encouragement of former Workshops Manager, Bill Maguire, current Manager, Graham Murfett, and Inspection Shop Foreman,



The start of a beautiful garden – the big clean up.

Chris McRae, this setting was awarded 1st prize for new work in the recent railway State-wide garden competition.

Many lunch breaks have been spent by employees of the Inspection Shop in making this possible.

The arrival of every circus to Flinders Park is eagerly awaited as the elephants, camels and horses provide good manure for the soil. It is not an uncommon sight during lunch time to see a convoy of loaded wheelbarrows plying between the Inspection Shop and Flinders Park.

Starting with donations for lawn seed and fertilizers, the golf course was completed. Charging exorbitant green fees of 10 cents per lunch time (with clubs and balls supplied) this venture soon became self sufficient.

Many employees regularly bring in plants and shrubs such is the interest in the garden.



The garden takes shape with lots of loving care.



Ray Law tries for a hole-in-one to Spencer Street.

For some time the "garden account" was in the "red", however, with the first prize of \$102, the account is now operating in the black.

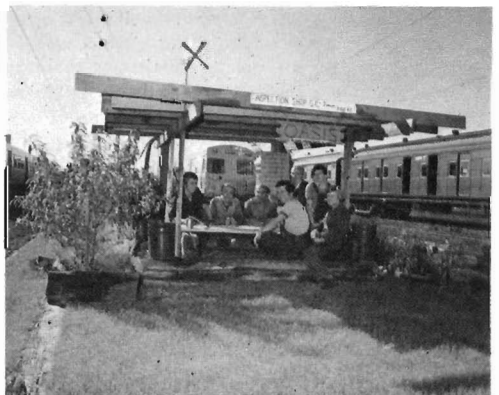
A recently constructed "Gazebo" enables lunch breaks to be taken in pleasant surroundings.

At present there are two barbecues, and a rock pool is awaiting the arrival of water plants, New bulbs are also on the agenda for planting in Spring.

It is pleasing and satisfying to the Inspection Shop men to see this area in full bloom during the warmer months, and all concerned feel proud of their achievement.

Those keenly involved in the project are Athol Diganbattista (Fitters Asst.), Vin Elliseou (U. G. Repairer), Greg Panagiotidis (Fitters Asst.), Chris Mathysen (Elec. Mechanic), Andy Baros (Elec. Fitter), Charlie Montebello (Elec. Mechanic), Colin Johnston (App. Elec. Fitter), Eric Benam (S. C. Electrician), Ray Law (S. C. Electrician), Peter Pitsikis (Pitman) and Ray Ryan (Elec. Mechanic).

With the same co-operation in the forthcoming year they are looking forward to further prize money to enable this picturesque area to successfully continue.



Relaxing for lunch in their "Oasis" are Chris, Athol, Peter, Eric, Vin, Andy and Colin.



One station that receives much praise for its garden is Surrey Hills. In the 1978 decoration of stations, competition Surrey Hills came second to Crib Point in the metropolitan section. One of the people that shared the award was Station Assistant, Mrs Kim O'Donoghue, who is pictured here tending one of the flower beds on the island platform.

MORE BEAUTY



A tranquil spot in a hive of activity. The garden in front of the office at Newport RailWorks was at its blooming best when RailWays photographer Gordon Brown called.

Members are being sought for a model railway club to be established in Werribee, Vic.

All interested persons are asked to contact Paul Myers, 8 Griffiths St., Werribee (741 1164) or Trevor Ryan, 14 Glenluss Street, Werribee.

Our crossings

There is no such thing as an unsafe railway crossing, according to ex-railway worker Mr Bill Thomas of Traralgon.

Mr Thomas is quite upset and concerned about the increasing number of fatalities at level crossings.

A Traralgon man was killed recently when his car and a goods train collided at a Morwell open level crossing.

"I am deeply sorry for the families involved in these accidents, but what about the poor train driver who has to live with the memory all his life," Mr Thomas said.

"Mr Amos is doing a mighty job in trying to get lights installed at Tramway road crossings, but I hate to say this, they will make no difference in saving lives.

"I am not speaking from under my hat, but from 40 years' experience of driving trains.

"We have many near misses each and every day of the year, and if it wasn't for the care and precautions taken by train drivers there would be mass slaughter on our roads.

"I know the capabilities of these chaps in preventing accidents and until the motorists take the same care these tragic losses of life will continue.

"We as motorists lack concentration.

"There are signs telling motorists of crossings, and care should be taken in approaching them.

"I have seen people do a complete 360 degree spin trying to stop their car at crossings.

"Others think its the start of a race when we blow the whistle warning them further of the trains approach.

"I have knocked timber from trucks and completely lost sight of cars as they passed over the lines in front of me. We have only one way we can go, and that's straight ahead.

"Again I express my sympathy to the families, but until motorists take more care this will go on.

"It gets under my skin sometimes when people like him kick up a big noise about these accidents, but I feel the situation is not evenly viewed.

"They should get the train driver's side of affairs.

"I would be happy to talk to him or anyone else about safety of level crossings.

"I must say that many peoples' intentions are good, but it would do them good to have a talk with a train driver.

"I'm only one bloke, but it wouldn't matter who you talked to, they would all give the same answer.

"It doesn't matter how much good work other people have done, it won't make any difference – flashing lights or not."

A MILESTONE FOR HORSHAM

Hundreds of people celebrated the centenary of the Murtoa to Horsham line in early February, 100 years after it was officially opened by Governor Sir George Bowen on February 5, 1879.

Commemorations included a dinner, a special newspaper, a postmark and a plaque.

About 150 extra passengers travelled by bus to Murtoa from Horsham so as to board the centenary train in the afternoon.

The X class, 2000 horsepower diesel engine carried a metre-wide yellow centenary badge on the front, as it made its historic journey. Horsham station was brightly decked in red, white and blue bunting to greet the train. The Horsham City Band in cheerful green and white uniforms played pieces on the lawn. Historic photographs depicting early rail life were displayed at the station.

Centenary Committee Chairman and Mayor of Horsham, Cr. Brian Brooke, rode in the train with the driver. They tooted the train whistle vigorously as it drew into the platform.

VicRail's Assistant General Manager, Mr Norman Rashleigh, and the District Superintendent, Mr John Ganley, officially welcomed the train.

Mr Rashleigh, unveiled a centenary plaque fixed to a large rock at the station entrance.

He said the second century would begin with major capital works to upgrade tracks in the area to the highest standard in Australia.

"The largest engines and a quarter of Victoria's freight passes through Horsham," he said.



VicRail's Stan Bolwell sells a copy of the centenary newspaper "The Horsham Express" to Mrs Yvonne Berry of Horsham.

The Transport Minister, Mr Maclellan, said the future of the railways lay in the bulk of haulage of freight.

Mr Rashleigh said, "Horsham is in an ideal position for bulk haulage. We hope in the next 10 years to upgrade tracks here to the highest standard in Australia."

Mr Rashleigh congratulated the centenary committee and Cr. Brooke on their planning of the celebrations. He said the line from Stawell to Horsham was the fastest built in the colony and the section from Glenorchy to Murtoa was the longest train line in Victoria.

Mr Ganley related some of the early rail history of the Wimmera. He said the 17 miles, 20 chains and 17 links of railway between Murtoa and Horsham was built by D. Leslie and Co for £42,722.13.3. The passenger station, constructed by Morris and Begg, cost £3468.11.10. Alterations to the original Horsham stations were built in 1888.

A newspaper, specially printed for the centenary "The Horsham Express", included material from the Mail-Times leading to the weekend centenary. Other pictures and information were added to make an historical background to the centenary, and a souvenir for the dinner.

About 180 people attended the centenary dinner where the main guest of honor was the Minister of Transport, Mr Maclellan. The dinner at \$10 a head was open to all interested. Organisers invited past



VicRail's Assistant General Manager (Finance and Administration), Mr Rashleigh, with the plaque he unveiled to mark the occasion.

and present railway people in 150 letters to the dinner.

The Mayor, Cr. Brooke, invited all at the dinner to write on people and events in preparation for the second centenary in 2079. He said personal links and stories were needed as well as the facts of Horsham's rail history.

Displays at the dinner included the gown worn by the belle of the railway opening ball in 1879, Sarah McDonald; copies of a ball program and invitation; and the spade used to turn the first sod for the railway at the 1878 ceremony.

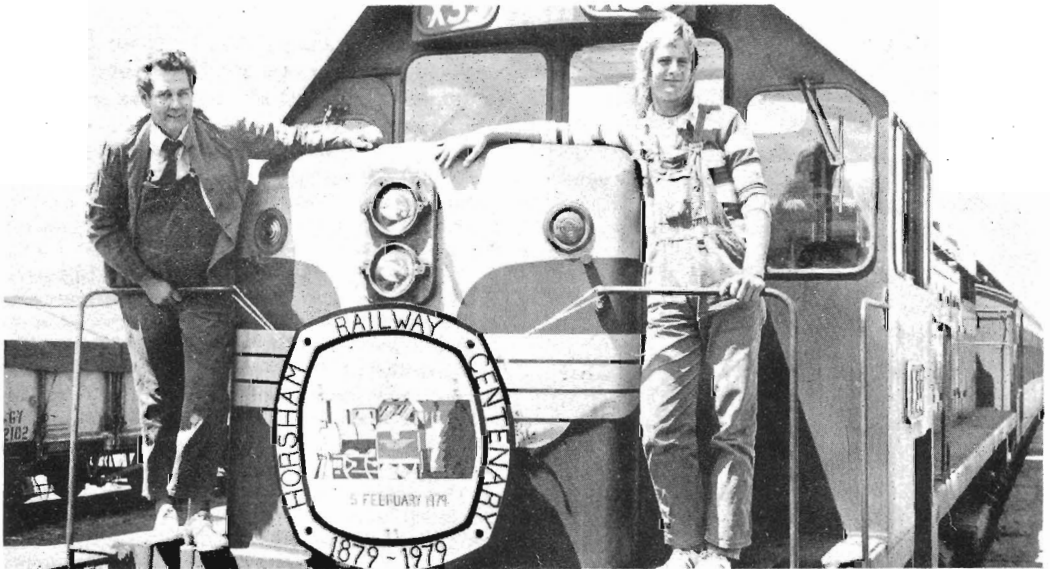
At the dinner Cr. Brooke said district railway links with its early history included a diesel locomotive named after explorer Sir Thomas Mitchell, and the Overland train, named for the early stock overlanders. Horsham's first storekeeper, George Langlands, had arrived in, 1849. His son strongly supported moves for a railway. Horsham's first newspaper editor, E. J. Stephens, had sparked the

railway movement in the 1870's. A major contributor to the Wimmera railway system was Scotsman, James MacBain, later Sir MacBain, a Member for Wimmera in the Victorian Legislative Assembly from 1864 to 1880.

The official postmark for the centenary was stamped on mail handled by Horsham Post Office. It featured an old steam locomotive and new diesel-electric locomotive travelling side by side.

The centenary celebrations were successful but were eclipsed by the opening celebrations 100 years before. The railway opening day in Horsham was the greatest public celebration in the district's history. Preparations included two street-wide arches, and houses, shops and public buildings on the procession route were decorated with flags and bunting. The day was declared as a public holiday.

Governor, Sir George, and Lady Bowen, along with railway and parliamentary dignitaries, visitors and citizens celebrating, totalled 5000.



The centenary train with its special headboard. At left the train's driver, Brian Brooke with engineman, Grant Bartholomew. Brian later went on to officiate in his other roles as Mayor of Horsham.

Need pen pals?

"Rail Ways" recently received a letter from Mr Charles Lee of Lalor, who retired through ill-health three years ago from VicRail as a Leading Shunter at Flinders Street.

Charles and his wife have just returned to Australia after a five month holiday visiting relations in Italy and England.

Whilst in England he promised two young rail enthusiasts he would write to us to see if any readers from the Historical Society would like to become pen pals. The two chaps, aged 13 and 15, are also very keen indeed to know all about Australia.

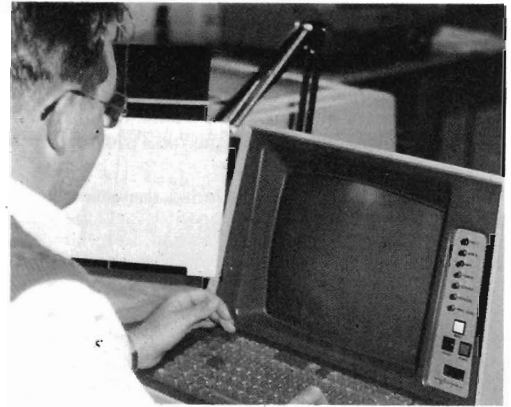
If you would like to correspond with them, please contact Mr Lee at 8 Magnolia Court, Lalor, Victoria 3075.

SUGGESTIONS

Notice board be erected at Morwell Station	\$10
Low flammable cleaning agent for motor and compressor section, Jolimont Workshop.	\$20
Grease dispensers at Workshops "A".	\$10
Modification to hand brake adjuster rods.	\$10
Alteration to freight consignment note, G.F. 1.	\$10
Overhead gang trucks be modified to include side door handles.	\$10
Illuminated sign for MotoRail service at Spencer Street.	\$20



Margaret Dark at work on the IBM "Mag Card" composing machine.



VDT operator, John Phelan, at the board of the Varisystem typesetter.

VICRAIL'S OWN PRINT WORKS

Non-commercial printing houses are rare in Australia, and invariably they exist for a unique purpose. Therein lies their special interest. After a recent inspection, the VicRail Printing Works in Laurens Street, North Melbourne proved to be a notable example of efficiency and success in the non-commercial field.

The element of urgency is usually present in all printing work. Every buyer of print seems to require his job 'the day before yesterday', and the harassed and short-tempered printer is much more than a legend.

It is a pleasant surprise to meet people like VicRail Printing Manager, Ian Biram, and his staff, who realise that every job, by its very nature, is a rush job.

Surprisingly enough, with a multitude of different things always on the go, the staff maintain that imperturbable air of good humor. Their obviously valuable time is also generously placed at the disposal of the visitor. The secret, of course lies in the staff, and the way in which they are controlled.

The printing work required by VicRail, always vast in volume, rarely straightforward, is often requisitioned within a few days of an immovable deadline. But the organisation within the Department's Printing Works is such that, without disorder or panic, the work is delivered to precise specification and on time.

Positioning artwork on copy board of camera in make-ready for negatives are Apprentice Paul Douglas and Brian Quick.



Positioning of color negatives on line up light frame being done by Aad Meyer.





Artwork being prepared by Robin Mayes for the next stage in production, Camera Room.

in the numbering of each ticket consecutively, and give an automatic check, with meticulous records kept of the whole output. Spoils are shredded and no tickets leave the section until finally sealed in carefully marked and recorded packages.

The Works employs 73 staff, a large percentage of them, master craftsmen.

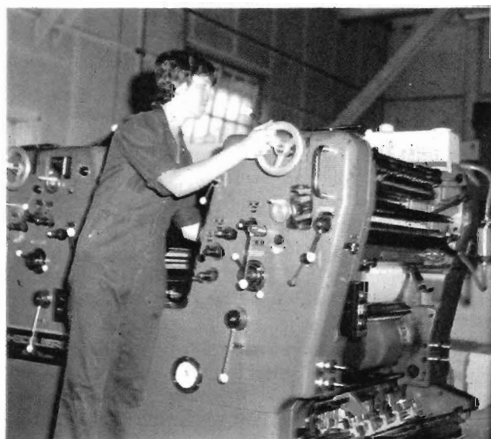
The hourly rate per machine compares more than favorably with that of commercial printing houses, and the Department is to be complimented on the excellent organisation of its Printing Works and the high quality of the work it performs.

Over the years many changes in technology have been recognised, and the development of lithographic printing was commenced with the purchase of the necessary equipment, including the first offset presses, the introduction of IBM compositors to prepare copy, the establishment of an art department and internal reprographics area, and the purchase of larger offset presses.

The current development at the Printing Works puts emphasis on offset printing, and the major thrusts are in the areas of pre-press (graphic reproduction) and finishing (cutting and binding).

For those who like figures – the VicRail Printing Works (along with the State Government Printer) produces 50 million rail tickets annually and uses about 400 tonnes of paper and board.

Checking final art proofs are (left to right) Graham Williams, Keith Leviny and Bob Michael.

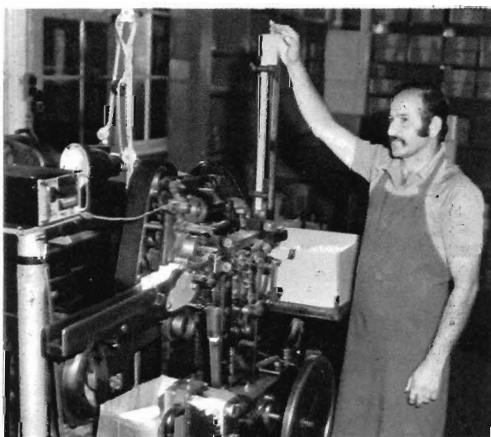


Apprentice Litho Machinist, Tony Withers, checking settings on the two-color machine.



"Rail Ways" nearing completion, as Anja Jarvelainen operates the collating and stapling machine.

John Spoto is one of the team that prints more than 25 million tickets a year on this type of machine.



TWO UMPS WITHOUT GRUMPS

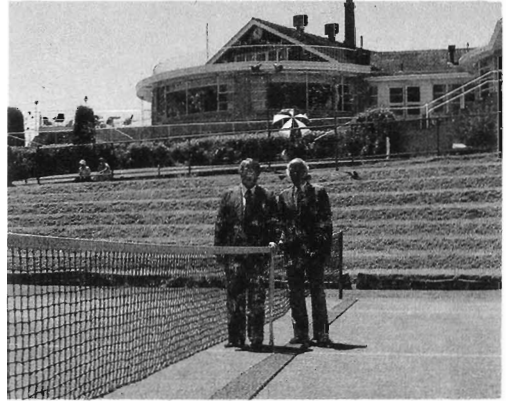
Recently two Victorian Railwaymen, Kevin Bolton (below left) Assistant Manager Administration, Freight Branch, and Phil Leek (right) Water Supply Engineer, Way & Works Branch, were appointed to the two top positions of the Australian Lawn Tennis Umpires Association.

Kevin was re-elected Secretary, and Phil elected President. Kevin is Vice-President and Phil, Secretary of the Victorian Association.

Two of Australia's top umpires, each with 23 years experience, have both occupied the centre chair for Davis Cup, Grand Prix, National and State finals matches.

During the recent Federation Cup and Australian Championships they directed and controlled all umpiring movements, with Kevin also acting as Deputy Referee and Phil being Centre Chair Umpire for many matches.

After the Australian Championships, Phil took a squad of Victorian umpires to assist with the Australian Hardcourt Championships at Hobart, where he was Centre Chair Umpire for the final match.

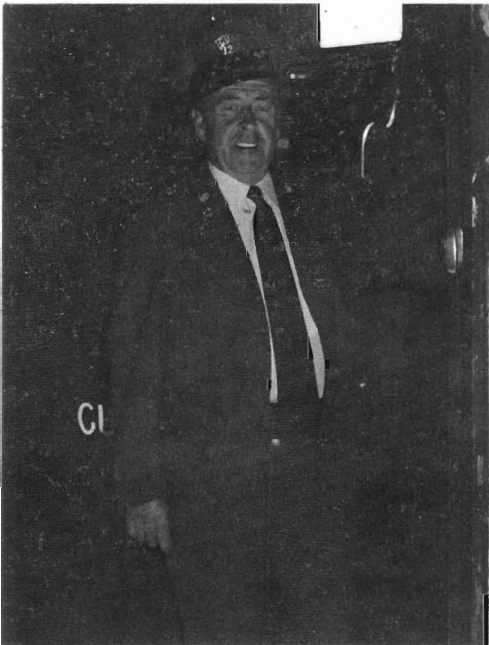


John's farewell

Railways guard, John James of Sandringham, hung up his cap and jacket for the last time recently when he retired after 33 years with VicRail.

John joined the railways in November 1945 after discharge from the Army.

For three years he was at Flinders Street where he worked on all platforms, often as Acting (Senior Porter) as they were then called. During this time



A happy but sad farewell.

he studied in his own time and obtained his sign-working certificates and his guards certificate.

During the next four years he was employed as a shunter and towards the latter part of 1952 he was Leading Shunter at Dandenong.

In October that year John became a suburban guard and spent nearly three years stationed at Frankston. He then transferred to Sandringham where he has been for more than 23 years.

"I have seen many changes over the years with new trains and improved signals, etc., but I still have my liking for the Tait trains," John said. "When I first went to Sandringham the railway trams were still running there. My 33 years I feel have been a great experience and I have met and worked with many good mates.

"My wife Jean and I are very fond of train travel, which might seem surprising after all the miles I have travelled as a guard, but we intend to do a lot more trips around Australia."

Both John and Jean are very keen gardeners, and John will now have more time to tinker in his well-equipped workshop.

All the best for a happy life of relaxation John, from all your pals at VicRail.

BALLARAT PRAISE

Would the staff at Ballarat Railway Station kindly take a bow.

According to the Chairman (Youth Activities) for Ballarat Legacy, W. Cook, your help with rail travel for the "Children to Camps" program was A1.

"I would like to thank you and your staff for the assistance and co-operation given in the handling of the Legacy children travelling to and from Legacy camps during this holiday season.

"The help given by the booking clerks, station staff, and the manager and staff of the refreshment room was greatly appreciated."

HELP NEEDED

Every year more than 500,000 Victorians – disaster and accident victims, the poor and the sick – have their suffering alleviated by Red Cross.

One thing makes the Society's work possible – the generosity of all those who support the annual Red Cross March Appeal.

During the year the Society will need \$5 million – the cost of its work throughout the State.

VicRail staff have been asked by the Premier, Mr Hamer, to give as much support as possible to the appeal.

Anyone wishing to give a little time should send his or her name, address and details of the type of help that can be given, to Mr Ron Ellis, Director of Appeals, Red Cross Headquarters, 171 City Road, South Melbourne.

Volunteers have already helped by selling raffle tickets, or taking part in "Red Cross Calling", the statewide house to house collection.

Red Cross needed 50,000 voluntary callers throughout Victoria. Callers were asked to door-knock for about two hours within their own district.

The raffle involved books of 20 tickets costing 20 cents each.

We draw your attention to the articles in our last two issues concerning the Melbourne Pageant.

As all keen rail buffs will no doubt appreciate, due to a total fire ban on January 29, steam locos could not operate their proposed role during the celebrations.

As "Rail Ways" goes to press quite a while prior to such events we must assume that there will be no change to normal schedules.

The special trains on that day at the Pageant were hauled by double-headed E Class electrics.

Prizes were a \$4930 Toyota car, a Bali and Singapore holiday, \$1500 worth of carpet, color television set/video cassette recorder, trail bike, color television set, tape deck, microwave oven, gas barbeque and tumble dryer.

Please remember that this year \$1.6 million is needed to maintain services which make life easier for sick, disabled and disadvantaged men, women and children in Victoria – one in 20 of the population.

RAIN – AND DOWN THE DRAIN

The VRI cricket team took part in the recent Inter-system carnival. Hopes of winning the title were washed away when the deciding match against New South Wales was abandoned due to rain.

New South Wales retained the title it won in 1977.

The Victorian team, pictured, is back row (left to right): Mich Yalessis (Scorer, clerk Broadmeadows), George Miller (clerk, Trading & Catering), Graham Smith (time-tables officer, Traffic), Ted Barnes (clerk, VRI), Jim McCalman (Captain, electrical fitter, North Melbourne), Alan Chadwick (clerk, Electrical), Kingsley Stanley (clerk, Way & Works), David McTaggart (clerk, Traffic), Gary Martin (clerk, Estate Office), Les Hill (asst. manager, training officer, Signals & Communications). Front row: Peter Dwyer (booking clerk, Footscray), Dennis Stevens (parcels assistant, Bairnsdale), Anthony Balcombe (jun. clerk, Electrical), Peter Ricci (clerk, Stores), Randall Guinan (Melbourne Freight), Sam Lawton (clerk, Traffic), Stan Wallis (manager, coppersmith, Ballarat North).

Three of the side – McCalman, Lawton and Balcombe were selected in the Australian Railways XI with Jim McCalman being appointed vice-captain. Sam Lawton also won the fielding trophy for the carnival.





Familiar faces to the Editor, but maybe not to you. Pictured (left to right) outside the Burnley office are Hugh Nettleton (Relieving Station Master), Nick St Avis (Junior Station Assistant), Ted Hutchinson, Con Matz (Junior Station Assistant) and Gregory Stevenson (Station Officer).

On the track at Burnley

The Ted Hutchinson story developed from a chance sighting one morning at Burnley station. New "Rail Ways" Editor, John Crosby, spotted Ted during the peak hour recently giving the "all clear" to a Flinders Street train.

Station Assistant Ted, who appears to like running from office to ticket gate, gave the impression of a man who really knows his job. In fact, during the short time I observed him he saved a passenger from possible bruises on the elbow by pushing his arm inside the carriage before the automatic doors closed.

Born in Sheffield, England, in 1928, Ted left school at 14 to work for a model train reproduction company. He did an apprenticeship there for 18 months before getting a job as a cleaner with London North East Railways.

He later went to British Railways before signing on with the Royal Navy as a stoker/mechanic in 1947. During his enlistment he also gained experience as an underwater diver.

Ted was de-mobbed in 1953 and went back to Sheffield where he was employed building rail coaches. He was involved with the manufacture of carriage sides and had a staff of eight men.

In 1954 he left the company and took a position with Brown-Baileys as a stone grinder, mainly involved with the production of motor car axles.

As work dropped off Ted joined Osborne's Stainless Steel Works but was later retrenched due to a recession.

He got a job with Firth Vickers in 1956 as a furnaceman. Shortly afterwards he became security officer at Sheffield University.

In 1961 Ted went back to the Steel works as a lead beater.

He came to Australia in 1970 where he joined Reyrolles, an electrical firm. The company operated a resin plant where he became leading hand.

Ted started with VicRail in 1973 as a station assistant at Flinders St. before moving to Burnley.

Ted described his job as a "hon on, hat off"

position, but assures us that he really enjoys his work as a "Jack of all trades".

Happily married to Jean, the Hutchinson's have five children – Gail (27), Jill (25), Stephen (23), Dianne (21) and Andrew (14).

During his spare time you can usually find Ted somewhere near the water – fishing gear in hand. He knows some really special fishing areas and he told me of a beaut spot for bream in the Yarra (believe it or not), but I'm not telling.



The go ahead from Ted.

CERTIFICATES FOR 37 STAFF

Thirty-seven staff from the Electrical Engineering section were present at Head Office recently for the official presentation of First-aid certificates by VicRail Deputy General Manager, Lindsay McCallum.

Although all those who received recognition are to be complimented, it was Batman Ave Power Operations Engineer, Jim Smith, who really stole the show with his 30 year certificate. Also noteworthy was a first year certificate to Deputy Chief Electrical Engineer, Ernest Rudolph.

Flinders St Sub-Station Design Engineer, Mark Emery, picked up his five year certificate, while Jim Kippen, (Clerk, Flinders St) and Laurie King (Elec. Special Class, Batman Ave) were given two year awards.

Those from Flinders St who received one year certificates were:

AINSWORTH, Fernando – Assistant Engineer
 COOK, Ian – Engineer
 O'BRIEN, Peter – Clerk
 SHAW, Peter – Junior Clerk
 SAID, Ariansjah – Engineer
 DARRAGH, Alan – Draftsman
 HARDY, Douglas – Engineer
 WISEMAN, Paul – Clerk
 GIANGREGORIO, Nick – Clerk
 IARIA, Vince – Clerk
 BROWN, Lindsay – Engineer
 DAVIDSON, Jeff – Clerk

The following employees from Batman Ave, received first year awards:

KATINIS, Peter – Elec. Special Class
 WHEELER, John – L/H Elec. Special Class
 WHEATLAND, Andrew – App. Elec. Fitter



Ted Smith receives his credit from Mr McCallum.

ASH, David – S/S Painter
 HANNAKER, Graeme – App. Elec. Fitter
 BIVIANO, Angelo – Electrical Fitter
 HANAN, Richard – Foreman, Lighting & Power
 ELY, Barry – L/H Elec. Special Class
 BRADLEY, Stewart – Elec. Special Class
 SADOVSKY, Eugene – Elec. Fitters Assistant
 CROXFORD, Garry – Electrical Fitter
 SEDNAOUI, Adel – Battery Fitter
 GIANNIKOS, Arthur – Electrical Mechanic
 BALCOMBE, Anthony – Clerk
 THOMPSON, Philip – Engineer
 MAXFIELD, Jamie – Lad. Trainee
 MAAS, Greg – Elec. Special Class
 FOURKIOTIS, Bill – Electrical Mechanic
 Les Millward (L/H Elec. Special Class, Sub. Stn. Maint.) and Nicholas Kritikos (Clerk, Testing Division) also received first year certificates.



Some first-aid certificate holders at the official presentation.

Dad and son take bowls honors

For retired employee Pat Sheehan the 1979 VRI country bowls week will be a carnival he will never forget.

Together with his son Alan they became the first father-son combination to win the VRI pairs title. They defeated Andy Poulson and Archie McDonald in the final 13-9.

It was the second successive win for Pat. Last year he partnered Ted Turner to the title.

"While winning last year's title was great, it in no way compared with winning it this year," Pat said.

Pat joined VicRail in July 1922, starting in the foundry at Newport Workshops. After eight years he transferred to Seymour as an engine metaler. He spend 30 years there before returning to Newport Workshops as a moulder.

Alan is a train examiner at Echuca. He had previous success in the country week titles four years ago when he won the singles titles.

Alan Sheehan (left) and his father Pat Sheehan presented with their trophies after winning the pairs title.



Mr N. H. Rashleigh, Assistant General Manager (Finance & Administration) presents the Sunshine No. 6 four with their trophy. Pictured (left to right) are Lloyd Kilpatrick, Bill Wyer, Bert Webster and Bill Gadsby. They defeated Traralgon No. 2 17-14 after being one up with one end to play.



Andy Poulson, who with Archie McDonald was beaten in the pairs title by the Sheehans, has competed in every country bowls week since world war 2. Andy started with VicRail on March 3, 1915 and retired 50 years and seven months later having spent all that time as a boilermaker.



It was a successful carnival for Ballarat signal adjuster Harry Leviston. He won the singles title defeating Ian Kemp of Seymour 21-15. Harry was also a member of the Ballarat team that won the consolation fours.



RETIREMENTS

ROLLING STOCK

BOSCARELLO, M., Newport Workshops, 28/5/79
CARTAZZO, P. A., Newport Workshops, 1/5/79
DURSKI, J., Newport Workshops, 13/5/79
DYER, J. W., Newport Workshops, 7/2/79
EVERY, G. A., Bendigo Loco., 19/1/79
JACKSON, J. L., Bendigo Loco., 7/2/79
JURAS, J., Newport, 30/5/79
LAZZARO, R., Jolimont, 6/2/79
MARTIN, A. V., Ballarat North, 23/2/79
McMASTER, V. C., South Dynon, 23/5/79
RICHARDSON, G. B., Ballarat North, 12/2/79
ROSE, W. C., Ballarat North, 20/7/79
STONE, A. J., South Dynon, 1/3/79
URBANO, A., North Melbourne, 23/1/79
WRIGHT, R. D., Dimboola, 20/2/79
ZAKIS, R., Shelter Shed, 28/5/79

DEATHS

KANE, J. H., Newport, 20/10/78
HARRIS, B. J., Newport, 15/2/79
TRAHAIR, H., Bendigo North, 6/2/79
TURNER, E. R., E. R. Depot, 22/2/79

TRAFFIC

COX, H. E., Leading Shunter, Pt. Melb. 3/2/79
JURY, F. A., Guard (2) Subn., Fl. St., 1/3/79
HINSON, R. J., Stn. Asst., Cohuna, 5/2/79
JAMES, J. E., Guard (2) Subn., Sandringham, 6/2/79
JANKOVIC, M., Guard (2) Subn., St. Albans, 7/2/79
KWASNICKI, S., Stn. Officer, Burwood, 17/2/79
LAKE, C. E., Guard (2) Subn., Flinders St., 2/2/79
McKINNON, S. J., Stn. Officer, East Camberwell, 3/2/79
RAMAGE, R. A., Leading Shunter, Melb. Yd., 26/1/79
SHORTTE, W. E., Guard (2) Subn., St. Albans, 18/1/79
TRAMANIS, N., Station Officer, Terang, 10/1/79
TOOMEY, W., Clerical Asst., Head Officer, 11/1/79
WOODHAM, L. M., Train Conductor, Mildura, 18/1/79
WILLIAMS, A. M., Clerk, C/o Manager Subn. Stns., 2/3/79
ZANNIER, F., Guard (2) Subn., Fl. St., 10/1/79

DEATHS

MALONEY, D. S., Stn. Officer, Parkdale, 18/1/79

FREIGHT

CAIRNS, C. B., Head Office, 9/3/79
FEAVER, J. L., Melb. Freight Terminal, 2/2/79
GALOFARO, G., Melb. Freight Terminal, 17/3/79
GARLAND, F. J., Melb. Freight Terminal, 16/2/79
MACUMBER, G. W. P., Bendigo Freight Centre, 2/3/79
McCOLL, F. R., Dynon Freight Terminal, 30/1/79
SASSI, N., Melbourne Freight Terminal, 23/2/79
WELSH, H. S., Ballarat Freight Centre, 16/2/79

ELECTRICAL

McDONALD, R. J., Overhead Division, 22/12/79
LO GUIDICE, C., Lighting & Power Division, 6/12/78
KUHN, W., Lighting & Power Division, 19/1/79
COSTA, R., Electrical Workshops Division, 6/2/79

ACCOUNTANCY

DEATH

BACHELOR, R. J., North Melbourne, 30/11/78

STORES

WISHART, A. F., Printing Works, 28/2/79
YANKOUSKI, Y., Dynon Area, 2/3/79

THANKS TO YOU

One thing that always makes a magazine editor's life a happy one is to be able to reproduce letters of praise such as the one reproduced below.

The Editor,
Rail Ways,
67 Spencer Street,
MELBOURNE, Vic. 3000.

"Dear Sir,

"I am writing to indicate to you my appreciation of the service provided by the staff of the Overland, operating between Melbourne and Adelaide.

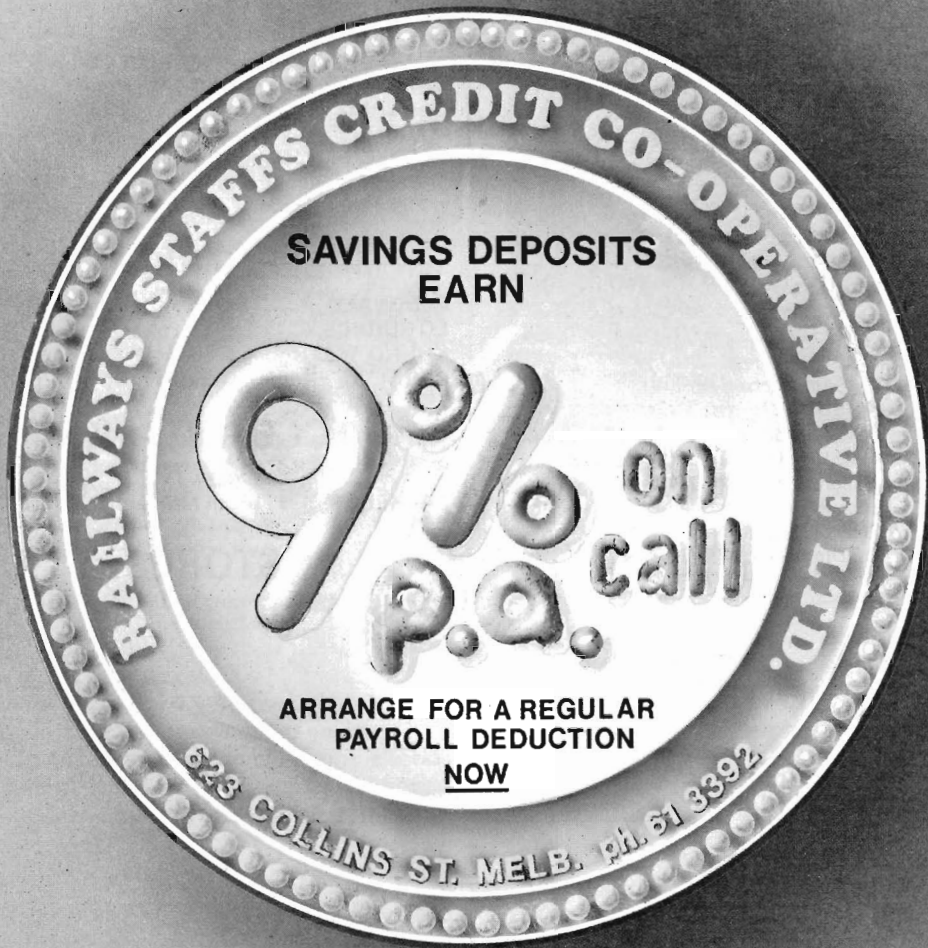
"As a country Member of Parliament, I use that train on many occasions during the year, boarding at Murtoa at about 4.20 a.m. The conductors and others who work on that train, have treated me, over the nine years that I have been a Member of Parliament, with courtesy and helpfulness.

"The Overland is a train of high standard, and Australia can be proud of some of its other services which maintain similar standards. The courtesy and co-operation of the staff on the Overland makes travel on it a pleasant and safe means of commuting between Melbourne and Adelaide, and also in travel within the State, as undertaken by me.

"Recently I paid a similar compliment to the Overland in State Parliament, and I thought that you may like to publish my personal thanks for this fine service."

Yours sincerely,

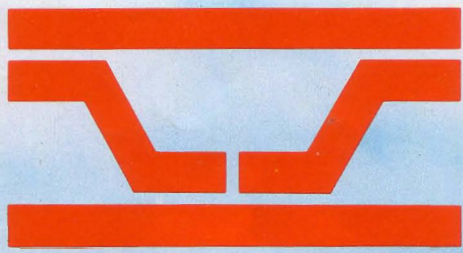
Bernie Dunn, MLC
Member for North Western Province.



PLEASE POST ME AN OFFICIAL APPLICATION FOR MEMBERSHIP FORM FOR THE RAILWAYS STAFFS CREDIT CO-OPERATIVE LTD.



NAME _____
GRADE _____
BRANCH _____
PRIVATE ADDRESS _____



Rail Ways





CHAMPS OF THE GREEN CLOTH

It's not surprising these two snooker players look masterly. They were the snooker winner, Jim McKain (left), the runner-up, George Pavlis, in the Victorian Railways Institute Billiards and Snooker Annual Tournament held in Melbourne from March 11 – 17.

Jim, of Victoria, won the individual snooker championship with the G.E. Linacre Perpetual Trophy, and Victorian team captain, George, came second.

Jim also won the individual billiards championship with the H.G. Rosevear Cup, and Tom McLoughlin of South Australia came second.

It was a great year for Victoria which also carried off the team event winning the Dunklings Silver Challenge Bowl.

Jim's excellent performance continued his outstanding record with wins in billiards since 1962, interrupted only by Tom, who won three times in that period. Tom won every tournament from 1957 to 1961. This was also the twelfth win in snooker for Jim since 1960.

Tasmania which joined the tournaments only in 1976 was well represented by Robin Tonks who won the McKain and McLoughlin Encouragement Award.

This tournament was the first Victoria has won since 1976. South Australia won the 1977 and 1978 tournaments.



**Rail
Ways**

**APRIL 1979
(PRICE 20c)**

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FRONT COVER

A double headed interstate express goods train, bound for Adelaide, reaches the crest of Tottenham Yard.

RAIL WAYS

Rail Ways is published by the VicRail Board and printed at our North Melbourne Printing Works. Editorial and pictorial contributions should be addressed to "Rail Ways" Editor, John Crosby, VicRail Public Relations Division, 67 Spencer Street, Melbourne (Phone 61001, Ext. 2397). Subscriptions: Ext. 2265.

Quite a change

It certainly is a big difference to go from, in charge of VicRail's busiest suburban passenger station, to a small country location. But it's all in the life of a relieving station master.

And that was the story for Kevin Jones. One week relieving at Box Hill then O-I-C at South Geelong.

Just compare the difference between the locations in this tale of two stations.

On a normal weekday Box Hill has 118 trains in each direction while South Geelong has seven passenger trains to and five from Melbourne. In a year over 2 million passengers begin their journey at Box Hill while the figure for South Geelong is around 70,000.

At Box Hill, Kevin was in charge of a staff of 25, at South Geelong apart from himself there are two station officers, and a yard assistant.

Although at first glance South Geelong appears a sleepy backwater, it will surprise most people that in terms of revenue it earns VicRail more than Box Hill. The Waurin Ponds siding, which is supervised by South Geelong, serves the Victoria Portland Cement works and as a result South Geelong earns nearly \$500,000 more than Box Hill.

And before the locals complain about the term "sleepy backwater", South Geelong turns out to be a busy place.

In the short time RailWays was at South Geelong to see Kevin we were interrupted on a number of occasions. These included a number of telephone calls regarding a wagon at Waurin Ponds which had to go to Geelong for repair, a student concession query and the surfacing gang working between South Geelong and Moriac wanting to know what time the "up" goods was due through.

In between these breaks we learnt that Kevin had been with VicRail for over 20 years — he refused to be specific — starting as a lad porter at Oakleigh.

He then became a clerk at Dandenong Goods, Caulfield and later a relieving clerk in the metropolitan district.

After obtaining his safe working briefs Kevin relieved down Gippsland at all the major locations and most of the minor stations as well. He was either a clerk in the goods shed or an assistant station master.

For the past 11 years Kevin has been a relieving station master. In these years he has worked the four corners — Mildura, Wodonga, Orbost, Portland and most places in between.

Including his days as a clerk, Kevin said he had worked 75% of all suburban stations. "Recently I worked a shift at South Yarra which meant I had worked every station on the Dandenong Line" he said.

"Although I have spent a lot of time in the metropolitan area, I would rather work in the country. I suppose you could say the country has a friendly atmosphere and you also have more chance to get to know the people you work with" said Kevin.



The end of the morning peak rush at Box Hill and for relieving station master Kevin Jones it's his first chance for a break in the morning

"Also as my father was a station master — I spent my childhood travelling from one country location to another — or that's the way it seemed." His father, Les, retired as station master of Spencer Street in the early sixties.

Away from work Kevin is a keen angler. In fact he says the fishing rod is a permanent fixture in the car. He also follows the trots and at one stage owned a share in a pacer but now his interest is restricted to a small flutter or two.

By this stage South Geelong was alive once again with more way and work staff seeking information and a local business after some parcels. It was time to let Kevin get back to work.

MANY YEARS OF SERVICE

Fifty years service with one organisation is not a bad effort for any person, and retired VicRail Chief Clerk, James Outhred's involvement with us is no exception.

Born in 1897, he joined the Department as a Supernumerary Messenger in 1912. He became a Junior Clerk the following year.

In 1917 he was appointed as a Clerk and worked his way through grades to Clerk, Special (1956), and Chief Clerk (1959). During his career he worked in most sections of the Electrical Engineering Branch including Newport Power Station, and retired in October 1962.

Many employees will no doubt remember James, and it is for that reason we are mentioning that he has just celebrated his 60th wedding anniversary. Congratulations to you and yours James.



"Paddy" shows some old family photographs and a map of prisoner of war camps where he was incarcerated during the war, to *Rail Ways'* newest journalist, Marguerite Marshall.

AN IRISH SMILE TO GREET YOU

He is one of the friendliest people in Melbourne but he doesn't shake your hand.

That's because Patrick Fisher's hands usually hold tickets as he greets Spencer St Station commuters (see below).

"Paddy" came to Australia in 1950 but he still has that soft brogue from his birthplace, County Louth in Southern Ireland, and the twinkling eyes and charm usually associated with people from that part of the world. Standing (5'4"), Paddy says he doesn't think he's related to leprechauns. In fact he can't be, because he doesn't have a pot of gold.

A pot of gold is one of the least likely things Paddy would have. Life has not spared him hardships but he keeps smiling — he can't help himself.



"*Rail Ways'*" noticed Paddy because he consistently greets and smiles at people as they pass through the ticket barrier at Spencer St. "I enjoy my job and time passes quicker that way," he explains.

It doesn't take long to find out Paddy's main loves when he starts talking, bubbling with amusing anecdotes and chuckles. He often mentions his wife, Constance, and granddaughter, Kerry (6), who is a champion Little Aths runner.

Another love is his war-time experience when he was a paratrooper with the English "Red Devils", the 2nd Battalion, 'C' Company. Paddy would make a perfect Father Christmas, yet relishes memories of his adventures, of which naturally a large part concerns the war-time camaraderie.

He talks of his life as a prisoner of war for nine months in three camps — at Stalag IVB in Germany, and in two others in Czechoslovakia.

He will not divulge his rank, and says he gained no decorations. But to survive was an impressive feat.

"I made more than 100 paratroop jumps," he says. But it was the one made in Hampton Court, England, after the war when in the Territorials (like our Citizen Military Forces) which he recounts as barely surviving. "I had a new type of chute with two lift webs but I was used to only one set. Before I knew it the ground was too near. They put me into hospital and then into a straight jacket, because of the shock after concussion. They wouldn't believe I was a guard in the railways and not in the regular army.

"During the war I went to North Africa, Sicily, and Italy, and saw some of the war's 'greats'. Members of the Royal family inspected us several times.

CAT ON THE JOB

Passengers alighting at Woodend Station are likely to be greeted by its favorite resident – “Pussy”, the tabby cat.

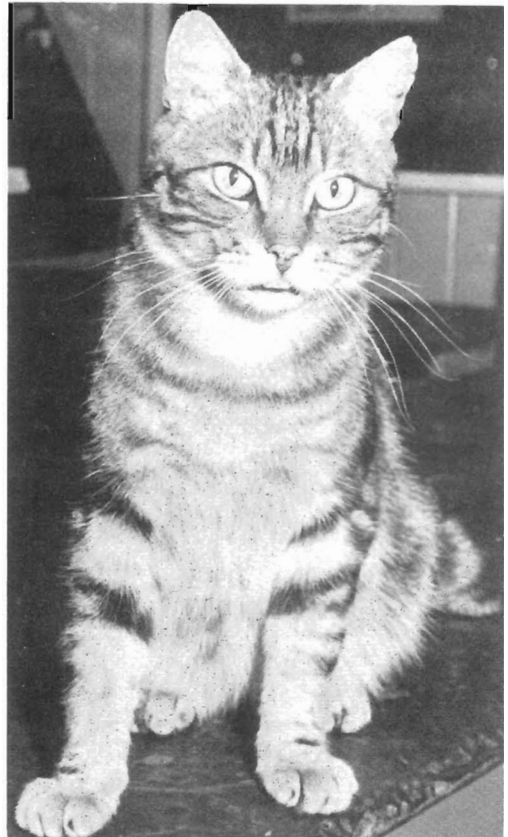
“Pussy” decided to make the station his home well over 12 months ago, says Station Master, Wolfram Kloft. “One story going around is that he belonged to an elderly pensioner who lived a couple of blocks from the station, before he died”.

The friendly feline has settled in well with a band of loving admirers bringing him scraps, or cans of pet food.

The pet who meets every train and cuddles up to passengers knows his bounds. He has inspected the guard’s van, but has never joined travellers on a journey.

He’s well-equipped for the traffic of station life complete with a numb tail! Stretched out in the sun with the heaviest loads moving towards him causes no qualms. He proved he had at least nine lives when a trolley accidentally ran over his tail. To everyone’s astonishment the impact excited no reaction.

The Gisborne “Gazette” kindly let us reprint their picture of our special four legged mascot.



“I saw General Montgomery give the salute in Sicily, and I was one of those who escorted Italian generals and their staffs from Sicily to Tripoli.

“We invaded Sicily, and lost 47 planes, although the papers said 24. I was missing, believed killed, several times during the war, and I was blown up twice in Arnhem, Holland, once on a bridge and then in a house.”

Despite these grim tales, Paddy mainly recounts the many larks he enjoyed. Like the time a cheeky remark during the WAAF’s physical training resulted in them covering him with black boot polish.

His first meeting with his wife was unpromising. “She was a sergeant in the WAAF’s – I double-shuffled for breakfast and she put me on my first charge. I said I’d get my own back, so I married her,” Paddy laughs.

Mrs Fisher has had to work throughout their married life because life has not been easy for them. They came to Australia because they could not find a place to rent in England. In Australia illness has dogged Paddy. “I have chronic bronchitis and I bleed inside (duodenal ulcers), but I reckon I’m getting better”. Paddy has also suffered a nervous breakdown and is now on light duties.

His family is the centre of his life and it brings him joy. He has a married son and daughter and four grandchildren. “As long as my wife is happy I don’t worry. We’re very compatible”.

Two highlights of Paddy’s year are St Patrick’s Day and Anzac Day, when he gets together with old friends. “I’m not going any more”, he chuckles. “The doctor told me not to drink – but my wife says I always say that”.

Yet how does he feel about the contrast between railway life and the thrill of war action, which Paddy says he enjoyed? “It’s just as exciting here. I meet a lot of people, and they tell me about themselves. I’m still game for anything”.

Paddy has proved a sympathetic listener to those in need. He grieved with the man who used to take his wife to Melbourne for treatment each week until she died. “There was a little kiddy with leukaemia and the whole family put in to take him to Disneyland,” Paddy recalls.

Many meetings are happy ones, and when we arrived for an interview for the story, an anonymous friend had just placed an apple in Paddy’s hand.

FOR REFERENCE

BUSINESS will continue to go where invited and remain where appreciated.

REPUTATIONS will continue to be made by many acts and lost by one.

PEOPLE will go right on preferring to do business with friends.

GO-GIVERS will become the best go-getters.

THE EXTRA MILE will have no traffic jams.

PERFORMANCE will continue to outsell promises.

ENTHUSIASM will remain as contagious as ever.

KNOW-HOW will surpass guess-how.

TRUST, not tricks, will keep customers loyal.

QUALITY will be prized as a precious possession.

A SPECIAL "GIFT" FOR FRANK

"When there were only 30 metres to go and they hadn't caught me, I knew 'The Gift' was mine". That is how Frank Cornish described his win in this year's Bendigo 5000.

Frank, a clerk at Bendigo Freight Centre, is the first runner living in the host city to win the classic in its 32 year history.

And less than six months before the race it appeared extremely doubtful if Frank would even run – let alone win at Bendigo. But more of that later.

Every story must have a beginning and this one starts six years ago when Frank was a spectator at the 1973 Bendigo 2000. He decided there and then that he would win the race. What makes all this even more remarkable is, that when Frank set himself this task he had never taken part in a competitive foot race.

Frank went to Bendigo's top athletic trainer, John Burke, and then spent two years competing in local amateur athletics.

In 1976 he made the switch to professional ranks but had to wait until last year before registering his first success. This came in the 70 metres sprint at Sebastapol.

Then came the 1978 Bendigo 5000.

"I won the heat and semi-final, but nerves got to me and I deadheaded for second in the final. I was really down after the race as I thought I had blown any chance of ever winning Bendigo", Frank said.

Last November Frank had an operation to remove nerves from the toes of his left foot and after the operation, running at Bendigo in March appeared out of his grasp.

However at the rich Lavington carnival a light finally appeared at the end of the tunnel. Frank won the 100 metres final defeating USA runners Edmondson and Smith and he finished third in the final of the 120 metres, \$5000 Gift.

Over the three day carnival he had raced seven times and the left foot had withstood the effort.

Just before Bendigo, Frank returned to Sebastapol, quietly confident, but this time he had

to be content with third place in the 70 metres final.

The following day at Northcote, he was run out in the Northcote gift semis describing his performance in his own words as, "running like a dog".

Then back to Bendigo Frank ran the equal fastest heat (12.0) and 12.2 on a windy day at Bendigo sports centre. The best semi final time was 12.1

In the hour before the final, Frank had his left foot in ice to cool the tendons and just before going on to the track trainer John Burke gave the left leg an invigorating massage. Fearful of cramp in the leg Frank did not warm up for the final.

"It was an eerie feeling just before the final. The crowd at the sports centre was completely quiet and this is where last years run proved an advantage. The pressure that got to me wasn't nearly as bad this year. I wasn't worried about the race, all I wanted to do was attack the tape at the other end," said Frank.

"It still hasn't sunk in that I have won. I don't think it will until I get the programme for the 1980 5000 and see my name among the past winners."

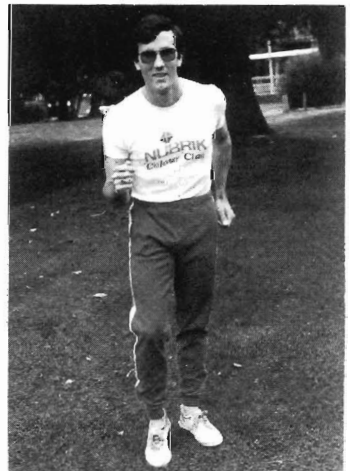
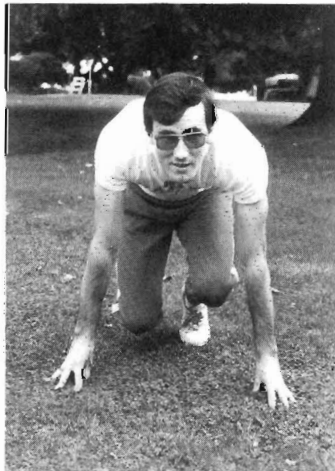
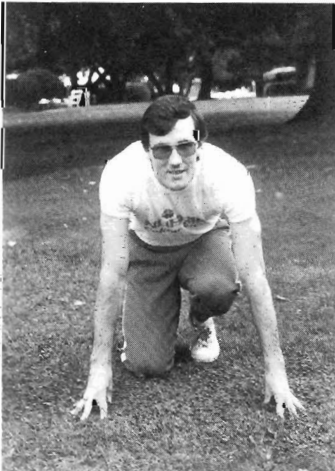
"I have to thank a lot of people. I think they got more out of the win than myself. I certainly hope so. My wife Paula, who has attended every meeting, trainer John Burke, who has busted his guts for me, and my father-in-law Les Edmunds.

Les is a retired Bendigo North workshops employee.

And what of the future? Frank says he intends putting something back into the sport and at the moment he is enjoying his running more than ever.

STOP PRESS: At Stawell over Easter, Frank won his heat but suffered a let-down in the semi and was run out. Stawell 1980 looks like being the next goal!

It's "ready, set, go" for Frank Cornish, who won trophies and sash for winning the 1979 BCV 8, Apex, Lions, Bendigo 5000.



IF YOU FIND ANY MISTAKES IN THIS MAGAZINE, PLEASE REMEMBER THAT WE TRY TO PUBLISH SOMETHING FOR EVERYONE . . . AND SOME PEOPLE LOOK FOR ERRORS!

Indispensable Man

Some time when you're feeling important
 Some time when your ego's in bloom,
 Some time when you take it for granted
 You're the best qualified man in the room.
 Some time when you feel that your going
 Would leave an unfillable hole,
 Just follow this simple instruction and see how it
 humbles your soul.

Take a bucket and fill it with water
 Put your hands in it up to your wrists,
 Pull them out; and the hole that remains
 Is a measure of how much you'll be missed.
 You may splash all you please when you enter
 You may stir up the water galore
 But stop, and you'll find in a minute
 That it looks just the same as before.
 The answer to this is quite simple,
 Do the best that you can,
 Be proud of yourself, but remember
 There is no Indispensable Man.

WHAT A FIRST!

It was really third time lucky recently for the Timetables Cricket Team in Melbourne who, in their third year in the VicRail Cricket Association, won the Commissioners Cup.

Their win means that for the first time since the annual competition began in 1905 the honors have gone to a Head Office team.

The team was undefeated during the season against their six opponents – Broadmeadows, Codon, Melbourne Yard, Hurstbridge, Melbourne Towers and Trading and Catering.



In the final against Broadmeadows, Timetables scored 82 off 28 overs to win the prize. Top bat was Larry Paulusz with 18, and Sam Lawton and Bob Bray featured with bowling 3 for 12 and 3 for 17 respectively.

Asst. Chief Traffic Manager (Operations), Fred Blencowe, made the formal silver trophy presentation to the team at Head Office. Our picture above shows Team Captain Graham Smith (right) returning the trophy to Mr Blencowe for safe keeping. During the year the trophy will be displayed in all those VicRail sections represented by members of the team.

The team was formed for the 1976/77 season and finished third. The boys also took out third place the following years.

The triumphant team is pictured (left to right) – George Miller (Trading and Catering), Eddie Martin (Suburban Train Ops), David McTaggart (Staff Office), Vice-Captain Don Quayle (Staff Office), Deputy Vice-Captain Bob Bray (Suburban Train Ops), Kevin O'Malley (Passenger Ops), Captain Graham Smith (Timetables, Flinders St), Graham Sessions, Phil Melville and Sam Lawton (All from Passenger Ops). Not present were Phil Dunning (Passenger Ops), and associate members Trevor Smith, Russel Jacung, Damian Kennan and Larry Paulusz.



On April 2, 1979 Sale celebrated one hundred years of direct rail link with Melbourne. To celebrate the centenary, Rail Ways this month looks at Sale.

PEOPLE SOLD ON SALE

It happened overnight. Local Sale residents say there is no other way to describe the change. Long serving VicRail staff at the station agree with them.

The night after the discovery of natural gas was announced, out of the blue came six trolley loads of parcels for the exploring companies.

There hadn't been a parcel for them the night before but there were trolley loads again the next night — and they have been coming in ever since.

At that time the station staff at Sale consisted of a stationmaster, two ASM's and one JSA.

With the increase in traffic the number of staff also grew, one of the first new appointees being a parcels assistant. At present the Traffic branch has a total staff of 12.

Some say it was the biggest change in the 100 years that Sale has had a direct rail link with Melbourne.

Sale is the uncrowned capital of Gippsland. On the Thomson River it is the centre of a thriving agricultural, grazing, irrigation and dairying district. The City of Sale has a population of 13,600.

Stationmaster Les Hedger said that like the town, VicRail's business was also on the increase.

Les said that over the past 12 months there had been over 30,000 outward passenger journeys. A large percentage of these are RAAF personnel and Bass Strait workers going interstate.

As well during the school year there is at least one school group taking a rail excursion. There are 20 schools in the Sale district.

But not everyone leaves Sale. On a recent VicRail

day package tour, over 300 people paid a visit to the city.

On the freight side, Clive Hurren, Freight Centre Manager, said the centre received around 65 tonnes of goods a day. With the discovery of oil and gas the housing industry in the city has boomed and most of the inwards freight is building materials. A large amount of groceries and allied products is also railed into Sale.

Since the freight centre began operations 18 months ago, inwards freight handled by the centre has increased by 40 per cent.

Clive has only been manager at Sale a couple of months. Previously he was manager of the Warracknabeal freight centre.

Sale is also a large livestock centre. Last year over 1000 wagons of livestock were sent from the saleyards at Sale.

The main industries in the past have been dairying and wool. Over the past couple of years an interesting development has been the introduction of wheat and barley to the district. At the peak of the recent record grain harvest there were seven grain trains a day going from Sale to Dunolly.

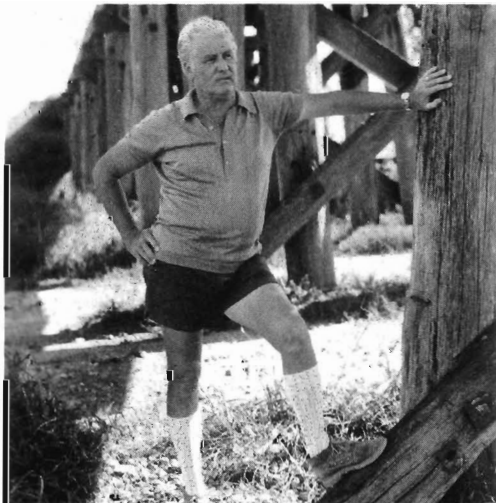
The Way and Works branch has a works depot at Sale. Under works foreman Jack Munro the branch has 36 men employed on works in the area.

Their main work being undertaken at present is replacing bridges between Sale and Orbost with Armco pipes. A typical example of the work to be done is Stony Creek between Bruthen and Nowa Nowa which is ¼ mile long and 60 ft. high.

Jack has been in VicRail 27 years. He started at Seymour as a carpenter and 10 years later went to Wangaratta as sub-foreman. Shortly after he went to Korong Vale as works foreman and spent three years there before coming to Sale. For the past 13 years he has been at Sale, and as he likes the area, he intends staying there.

Away from rail operations the local VRI centre has over 50 members. An indoor bias bowls team competes in the local competition while the centre has one of the few remaining big billiard tables in Sale. Another important regular event conducted by the institute is the women's pay day afternoon social.

Sale also has a proud record in first aid. However last year they had to take second place to Warragul in the Eastern district competitions. Members of the team came from the Way and Works, Traffic and Rolling Stock branches.



Works foreman Jack Munro stands with one of the trestle bridges that they are replacing between Sale and Orbost with Armco pipes.

Sale Station Officer Jack Slattery believes he is a rarity in Gippsland — he doesn't go fishing.

"My car is different to every other car in Gippsland. It is the only one that doesn't have hooks on the roof rack to carry surf fishing rods," said Jack.

Jack has been at Sale since 1965 or as he describes it, "before decimal currency and the discovery of oil and gas. For some reason, I don't know why, I've never taken up fishing."

Born at Rochester, Jack started his VicRail days at Brunswick and claims, "I was that green I had gum trees growing out of my ears!"

As soon as he could he returned to the bush where he has spent most of his working days since. After a spell as a lad porter at Elmore, he relieved throughout the Bendigo district until 1964.

After a year at Surrey Hills, Jack transferred to Sale. That Christmas and New Year was the first since joining VicRail that he was booked off.

As Jack explained, "It was always the busy time in the Bendigo district with the wheat harvest. If you weren't involved in it yourself you were relieving someone who was."

At Sale, Jack was able to take up first-aid for the first time. "As a reliever you never know how long you might be at a station, so I never took up instruction.

"I have represented Sale in first-aid teams for 12 years but I have never managed to be in a winning team. One year I was in Sale No. 1 team and the No. 2 team won the district title. Next year I was in the No. 2 team and what happened — the No. 1 team won! I think I'll have a beard around my feet before I'm in a winning team," laughs Jack.

Station officer Jack Slattery has been at Sale since 1966. Jack handles most of the passenger bookings. He joined VicRail in 1943 and until coming to Sale worked most of his time in the Bendigo district.



Back in his younger days, Jack played VRI country cricket week for Elmore and after coming to Sale was Secretary of the VRI for five years.

Off the job, Jack is a keen gardener and spends most of his time taking care of "the vegies". He also does some shooting and goes surf swimming at Seaspray. But never fishing.

Here is a question for all budding stationmasters. How do you send an oil rig by train?

That was the problem that faced Sale Stationmaster Les Hedger a couple of years ago. Les reckons it gave him his biggest headache since joining VicRail in 1943.

The oil rig was being sent by Esso from Sale to

Western Australia. A total of 50 wagons were needed to transport all the parts of the rig. Some of the parts had to be welded to the wagons to ensure their safe passage.

Eventually two T Class diesels left Dyers Siding at Sale and Les was glad to see the train depart.

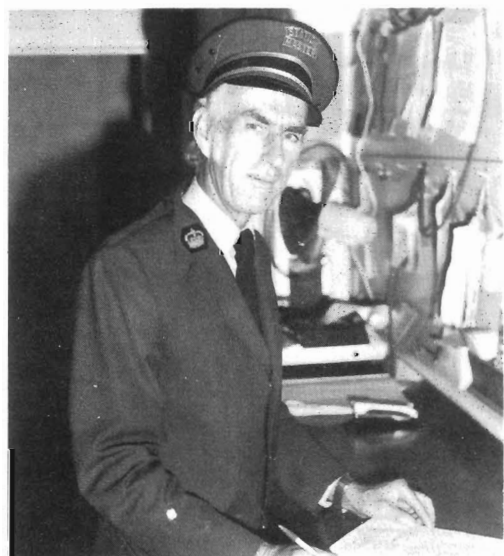
Les was born into a railway family. His father was a ganger at Trafalgar and Yallourn. Les started at Malvern and became a stationmaster at Serviceton in 1959.

He worked at Linton, Casterton, Kaniva and Charlton before coming to Sale nine years ago. Of the 17 locations he has worked at, his stay at Sale is the longest.

When he left Charlton he thought he was leaving the grain traffic behind for good. But over the last couple of years the number of grain wagons leaving Sale have been increasing every year. Les says this is the biggest change he has noticed since coming to Sale.

Away from work Les, for the past four years, has been president of the local VRI. He is also treasurer of the Sale Rotary Club. For relaxation Les like nearly everyone else in Gippsland, fishes, and also plays competitive tennis.

Les is hoping for one thing though — that the oil and natural gas fields continue operation until after he retires. Loading one rig is enough for a railway career.



Stationmaster of Sale for the past nine years, Les Hedger checks the daily cash balance book.

(Continued next page)

From previous page.



Work is well under way on the construction of the Sale freight centre. The covered area where the wagons will be unloaded, as can be seen, is already completed. In the distant left is the freight office.



Signal assistant Bill Ward operates the staff instrument. Bill has been at Sale for the past 34 years and of the many changes he has seen in VicRail over those years the biggest was the change from steam to diesel power.



Clive Hurren has been manager of the Sale freight centre since January. Prior to taking up this position Clive was manager of Warracknabeal centre.

Due to the new freight centre the works depot had new offices built near the Reeve Street level crossing. Work was completed on the offices in July last year.





Our happy mariners are (left to right) Max, Mal and Les.

BALLARAT'S JOLLY JACK TARS

Among the keen first-aiders at Ballarat we have discovered three catamaran enthusiasts — Les Casey, Mal Willis and Max Sternberg.

Les is a member of the Workshops No. 2 team, while Mal and Max are ex-members of the No. 3 team.

Both Les and Max are sport sailors while Mal sails competitively with Ballarat Yacht Club. Mal has had a good deal of success and has gained third place in the State Championships twice. Les, on the other hand, prefers to sail with his "sail in the mud".

Max and Mal both sail Utunga 15's while Les sails a Manta.

The boys have had some interesting experience on the water. Les' son slipped over the side during a turn one day and the boat nearly cleaned up a jetty. During all this, thoughts were going through Max's mind like, "should I abandon ship?"

Les's son, Stephen, a former fitter and first-aidier at Ballarat often sails with his dad although we hear that he recently joined the Army.

According to Max, it sounds as though yachting is hazardous, but he assures us that there has been little damage to boats or crew.

Les always has first aid in mind when he's sailing but on some occasions he ends up with plenty of wet dressings.

Max claims that nearly every kid in Ballarat has had a ride on his boat or been towed on a ski board behind.

Max has many claims to fame, and as far as is known, he is the only yachtsman ever to get lost in the dark on Ballarat's Lake Wendouree.

Mal has just completed a third year term as National President of the Utunga 15 Association and has gained trophies in championships held on Port Phillip Bay.

One incident which must be revealed happened when Max and Mal went sailing on Lake Bolac in the Western District. With 138 catamarans all waiting for the starting gun, and in a 25 knot wind, it was very difficult to avoid running into each other. Mal managed to keep out of the way, but ran into the back of the starting boat. No real damage was done and no penalty was incurred.

Museum on show

The Museum Underground Station was opened recently for public inspection on Melbourne's Moomba weekend.

The Victorian Transport Minister, Mr Maclellan said, "of the three underground stations being built as part of the Melbourne Underground Rail Loop Project, Museum is the only station of the three to have been built by the "cut and cover" method — excavation in the open, construction of the station, backfilling of the area, and restoration of surface traffic and services. Trams and road vehicles are now running above the station in Latrobe Street.

The Minister made the announcement at a special Underground news conference held on level one platform (Clifton Hill Loop/City Circle) during his first official inspection of all levels of the station.

Mr Maclellan was accompanied by the Chairman of the Melbourne Underground Rail Loop Authority, Mr R. B. Roscoe, Murla Board members, and invited guests.

John Holland Constructions began the initial construction work on a \$600,000 contract in mid 1973 and the completed station levels are situated 29 metres (95 ft.) below Latrobe Street at the Swanston Street end and 22 metres (72 ft.) at the Elizabeth Street end.

The Minister said that the Museum Station was open to the public for the three days of the Moomba weekend from 10 a.m. until 4.30 p.m. and admission was free.

Children were welcomed in the visiting parties and ladies were recommended to wear flat-heeled shoes.

KEEN EYES VIEW THE LOOP

About 20 retired track road foremen and masters saw the new type of track structure at the Melbourne Underground Rail Loop recently.

The visit followed a presentation to graduates of the basic Way and Works maintenance course, at the Victorian Railways Institute building, Flinders Street.

Chief Civil Engineer, Don Wade, made the presentations and dux was Allen Robertson of the Caulfield section.

Visitors saw the virtually completed tunnels at the end of numbers nine and ten platforms at the north end of Spencer Street and a ramp being excavated at the end of platforms 13 and 14.

"VicRail will pick up again with the loop," said George Symons, 69, from Ouyen, who joined the railways in 1925 as a laborer and rose to be a roadmaster.

"I was interested to see how they have progressed in track work since my day. The tracks have been laid mechanically at the loop and no sleepers have been used."

Mr Symons belongs to a "railway family". His father, George, was a roadmaster, his wife Annie, a carètaker, his son, Ken, a photographer with VicRail and his father-in-law, Robert Cooper, a former Station Master.

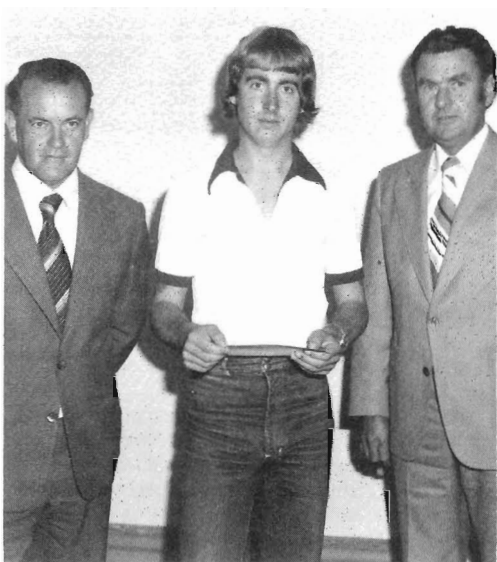
Bob Emmett, 69, from Beulah (between Warracknabeal and Hopetoun) spent 42 years with the railways and retired as roadforeman.

For three years he worked on the construction gang which helped in the loop's planning.

New developments at the loop were explained to the retired road foremen and road masters at the north end of Spencer St.



"We mainly did test bores and excavations to determine if the ground below the surface was solid enough," Mr Emmett said.



Allen Robertson is pictured above holding his certificate. With him are (left) the Metropolitan Roadmaster, Max Riley, and Metropolitan District Engineer, Neil McDonald.



Experienced eyes looked at the loop's new track structure. Bob Emmett (left) with George Symons.



The 13 graduates with (left to right) their two instructors, Bill Callaghan and Pat Edwards, and second from right the Deputy Chief Civil Engineer, Jack Emmins, with the Chief Civil Engineer, Don Wade. The training course organiser, Paul Kennedy, also attended the presentation.

New grain wagons delivered

The Victorian Ministers of Transport and Agriculture, Robert Maclellan and Ian Smith, recently took delivery of two special grain wagons designed to speed up the carriage of the State's golden grain harvest.

Speaking at a press conference held on site with the wagons at the Sunshine Grain Terminal of the Grain Elevators Board, Mr Maclellan said, "in every sense this is a combined operation by VicRail and the GEB. We needed a small hopper type grain wagon which could operate over any of VicRail's lines and be suitable for rapid loading and unloading. This unit meets that need at a cost of \$3500 per wagon for the modification of the existing 'GY' wagons".

Mr Maclellan said that it was proposed to modify

over 400 wagons before the start of the next grain harvest. The work will be carried out in VicRail's Bendigo and Ballarat workshops.

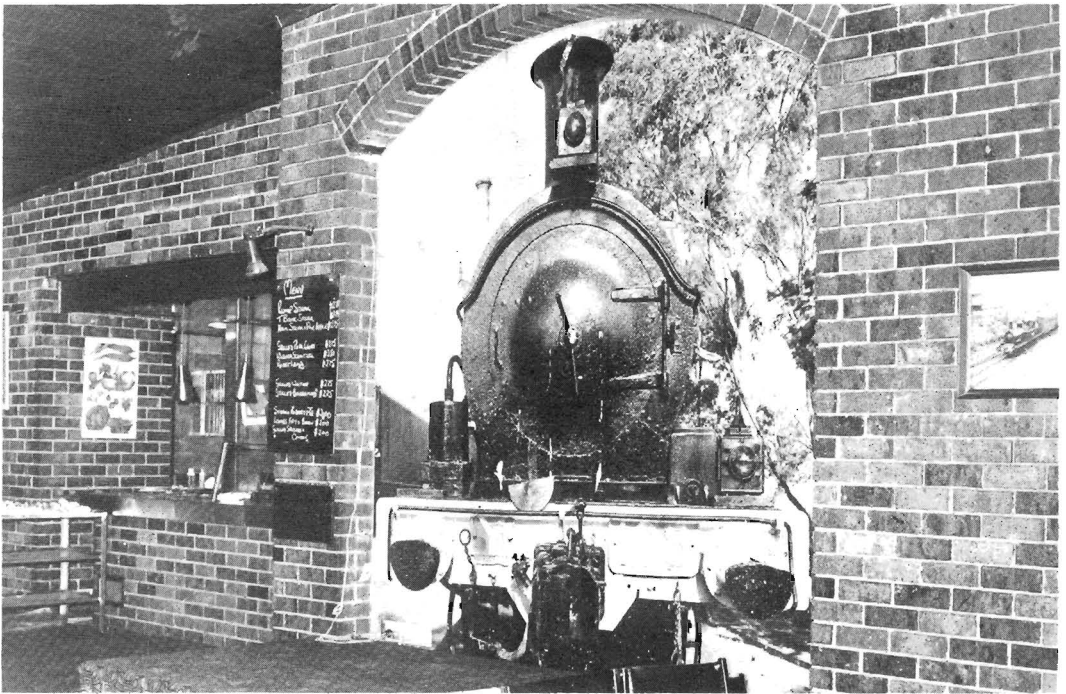
Both Ministers congratulated VicRail Chairman Gibbs and GEB Chairman Gross, both of whom were present at the function. VicRail and the GEB are sharing the costs of the modifications.

The prototype units on display have been fully tested and meet the required specifications.

The reconstructed wagons will eliminate the need to use the familiar tarpaulin covered wagons.



Pictured near one of the new wagons are (left to right) Ian Stoney (GEB General Manager), Robert Maclellan, Ken Gross (GEB Chairman), Ian Smith (Minister for Agriculture), Bill Gibbs (VicRail Chairman), Alf Nicholson (VicRail Asst. General Manager [Operations]) and Ian Hodges (VicRail General Manager)



The pub that really went loco

Railway workers at Sunshine can't keep away from the railway atmosphere even while enjoying a drink.

Their favorite drinking place is the "Main Line Bar" at the 50 year old Derrimut Hotel, just near the railway station.

Black and white photographs of 19th century trains, railwaymen, and users decorate the walls with some colored photographs of Puffing Billy, the steam-powered locomotive still running from Belgrave.

A couple of blowups of last century's locomotives dominate the bar which is built to look like a railway platform. A 12-foot wide border extends from the walls about three-foot below the ceiling.

The "Main Line" Bar is a true railwayman's bar with even the name suggested by a railway employee about nine years ago. It is called after the Main Line going through Sunshine to Bendigo.

TOP PHOTO

The Y108 is not going to thunder into the bar. This is just a very good photograph. The locomotive started its work life in 1889 and was finally placed in the Australian Railway Historical Compound at the Newport Workshops in 1963.

AT LEFT:

This train is not called "Ladies". It just graces the entrance to that place. The S207 locomotive is pictured at Donald Railway Station in the 1880's.



SUGGESTIONS

Discontinue issue of Council Rate Certificates	\$300
Parking and speed restriction signs in Morwell	\$50
A device to control axle box lids during reconditioning	\$25
Use of plastic envelopes for Master File system at Stations	\$20
Red Telephones be installed at 470 Collins St.	\$10
New design of wagon card	\$10

RETIREMENTS

Freight

ALIOTTA, G., Melb. Freight Term., 22/2/79
FRY, A. J. L., Dynon Freight Term., 9/3/79
KING, R. G., Dynon Freight Term., 21/3/79

Stores

YANKOVSKI, Y., Storeman 3, Dynon Area Storehouse, 2/3/79
DERVENTZIS, C., Skilled Laborer 5, Reclamation Depot, 30/3/79

Deaths

ELABBASSY, S., Storeman 3, Laurens St Depot, 5/3/79
TALIA, A., Storeman 2, Spotswood General Storehouse, 19/3/79

Way and Works

BAKER, T. R., R.F. Maryborough, 11/6/79
BLANCATO, V., E.S.C. Caulfield, 15/6/79
BROSCHKE, W. J., W.F. Korumburra, 22/6/79
CLARK, S. H., S & C Flinders St, 23/3/79
CREEDON, J. D., W.F. Seymour, 30/3/79
DARRINGTON, H. L., R.F. Dimboola, 21/2/79
GALLPEN, W. J., W.F. Seymour, 9/3/79
KENNEDY, W. J., D.E. Eastern, 23/3/79
LOFTS, E. C., R.F. Ballarat, 4/4/79
MANGIAFICO, S., R.F. Flinders St 1, 26/6/79
McKINNON, D. F., D.E. Ararat, 2/4/79
STASZCZYK, A., E.S.C. Caulfield, 5/4/79

Rolling Stock

BLEAZBY, A., North Melbourne, 23/2/79
CARROLL, J. E., Ballarat North, 11/3/79
CHAPMAN, W. H., Head Office, 20/3/79
CICCONA, F., Newport, 2/3/79
CZORNOMAS, S., North Melbourne, 23/2/79
DALTON, K. E., Bendigo North, 7/3/79
FULLER, K. G., Newport, 21/3/79
GERAKIS, N., Jolimont, 13/6/79
JASKOLSKI, P., North Melbourne, 26/6/79
JOHNSON, B., North Melbourne, 7/3/79
LINKLATER, J. T., E.R.D., 7/3/79
LYONS, F. W., Ballarat North, 2/3/79
MALAK, J., Newport, 28/6/79
MANTZALAS, K., Newport, 18/2/79
MORGANTE, D., Newport, 3/6/79
McGANN, J. W. P., South Dynon, 19/6/79
McGRATH, R. B., Ballarat North, 9/3/79
O'DONNELL, R. L., E.R.D., 9/3/79
RIGGIO, G., South Dynon, 28/2/79
SAUNDERS, R., Newport, 30/3/79
SPURIO, S., Newport, 20/6/79
THOMAS, D. J. G., Newport, 22/3/79
TROY, K. T., Ballarat North, 7/3/79
VOUVOPOULOS, A., South Dynon, 19/6/79
WRIGHT, W. A., Ballarat North, 23/3/79

Deaths

CARUANA, J., Shelter Shed, 10/3/79
JENKINS, W. H., Geelong, 21/3/79
LYMAR, G., South Dynon, 3/3/79
SCOTT, V., Ballarat North, 16/3/79

Electrical Engineering

SZEWCZUK, A., Overhead Division, 16/3/79
WILKS, H. B., Head Office, 19/2/79
O'FLAHERTY, J. D., Lighting & Power Division, 6/4/79
SVARS, O., Head Office, 23/3/79
OBARA, A., Testing Division, 16/2/79

Traffic

BROCKLEY, W.T., Stn. Officer, Bridgewater, 9/2/79
KRUEGER, K. D., Subn. Guard, Frankston, 14/2/79
OMEARA, Mrs. L. E., Rail Agent, Tyabb, 27/2/79
PLAVINS, A., Station Asst., Moe, 31/1/79
THORNE, D. J., Subn. Guard, Flinders St., 13/2/79
WATERSTON, D., Goods Guard, Ararat, 7/2/79

Deaths

GRIGG, L.M., Signaller, Maryborough, 19/12/78

HISTORY BACK

The back cover of this issue, shows the buildings and the site of where the old Railway Workshops at Williamstown used to be.

These workshops were built in 1858 and were used mainly for assembly of our initial locomotive, carriage and wagon rolling stock, most of which was imported from Great Britain. In time, these initially temporary workshops built locomotives and rolling stock for the Victorian Railways.

The Workshops at the time shown, consisted of four or five corrugated iron sheds and some of the Works machinery was driven by locomotives, converted for this purpose, from some of the absorbed locomotive stock of the Geelong and Melbourne Railway Company.

William Meikle was the 'General Overseer of Locomotives and Workshops' at the time our photo was taken and during this time the staff at the Works grew to about 500 men.

William Meikle was the designer responsible for the construction of some of our early V.R. locomotives and some were built at the Works at Williamstown. The first of these was built and issued to Traffic in January, 1872. This was Passenger Engine No. 100, for many years used on Commissioners Train duty.

Seven locomotives were built at Williamstown, the last, in 1879, being No. 129, and 0-6-0 goods engine.

Construction of the Newport Workshops began in 1885, and was completed in 1888. The following year saw the works at Williamstown closed down and the staff and production transferred to Newport.

To-day, no trace remains of where these historic buildings and workings, located across from the present line, on the 'Up' side between Williamstown and Williamstown Pier stations.



AN EARLY SHOT OF THE WILLIAMSTOWN WORKSHOPS (DETAILS PAGE 63)



Rail Ways





Mick's farewell

Recently retired Seymour engine driver, Mick Lee, saw a lot of changes in the more than 39 years he worked with the railways.

"The biggest change was the changeover from steam to diesel. I would still prefer to drive a steam train because if something goes wrong you can make some temporary repairs and get home," Mick said.

Mick is pictured above accepting his retirement gift from the Federal President of the Australian Federated Union of Enginemen, Ron Bradford.

The Gift was a leather overnight bag. "It will be useful when I visit my son in Melbourne," he added.

Mick began his career as an engine cleaner, progressed to a fireman in 1941 and became a driver in 1950 driving mainly in the Seymour area.

Now a father of two and a grandfather of one, he looks forward to relaxing with bowls and fishing.

THANKS TO US

It's always encouraging to receive praise for VicRail's work. Columnist in the Sunbury "Regional News Gazette," Lesley Hancock, had this to say:

"Pat on the back for VicRail.

"Apart from the unflinching cheerfulness of the men in the luggage room at Spencer St, I was particularly delighted with a recent courtesy.

"It was one of those recent hot days in Melbourne and the 3.53 p.m. from Spencer St to Kyneton was cancelled.

"Intending passengers were diverted from platform 7 to 6, and the 4.30.

"Settling the parcels I was in search of cool drinks to while away the intervening half hour.

"On my return, my companion said a porter had been along with a notebook, asking if he could telephone people who might meet the train, with the news that the 3.53 was late.

"Such a long train, too. I thought it a most thoughtful gesture."

A few days later, after discussing cats with Woodend stationmaster Wolf Kloft, I asked if this was normal practice.

"Oh yes," Mr Kloft said. "We always try to give our customers good service."

He then explained that if a train was late leaving Woodend, and he knew his passengers had connections to make, he phoned ahead so the connecting train was held till they arrived.

Incidentally, recently rail motor passengers were travelling between Woodend and St Albans by bus.

Too many rail motors were out of action at once, so rather than leave passengers lamenting on the platform, VicRail hired a bus from Kyneton to take over the service.

That's normal practice too!



**Rail
Ways**

**MAY 1979
(PRICE 20c)**

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FRONT COVER

An artist's impression of the "super" silver train. A special feature on the new trains is in the centre of this issue.

RAIL WAYS

Rail Ways is published by the VicRail Board and printed at our North Melbourne Printing Works. Editorial and pictorial contributions should be addressed to "Rail Ways" Editor, VicRail Public Relations Division, 67 Spencer Street, Melbourne (Phone 61001, Ext. 2397), Subscriptions: Ext. 2265.



JOANNE IS "MISS VICRAIL"

Joanne Curcio from Alphington is VicRail's entrant in the 1979 Miss Victorian Government Service Quest to aid the Spastic Society.

Joanne, 18, is a teleprinter operator with us at Spencer St, where she has worked for more than a year.

She joined the railways after leaving St. John's Catholic School, Clifton Hill.

Five foot two with blue eyes, Joanne was born in Nicastro, Calabria, Italy, and arrived in Australia with her family in 1966.

The Curcios moved to Australia to find a better life, and Joanne is helping to fulfil that dream.

She counts among her interests — cooking,

sewing, tennis, swimming, dancing and all kinds of music.

"I love children," she says, "and being one of seven, I enjoy watching them grow up. That is why I'm really happy to be in the Quest and to be able to help those less fortunate than myself."

Joanne is pictured below with some of her work friends who are helping her with fund raising. If you have any ideas for raising money for the Spastic Society, please contact Joanne, or John Crosby, Public Relations, Room 144, Spencer St (Ext. 2397).



MANY TALENTS

We uncovered an unusual story recently which stemmed from an article in the "Southern Cross" newspaper concerning a cyclone which flattened a large area of Brighton (Vic.) in 1918.

After some investigation it turned out that the information provided for the article was submitted by retired VicRail employee, Bert Billings.

The story of the freak cyclone is most interesting but the Bert Billings saga appeared to be of value for "Rail Ways".

Bert joined the Railways as a Junior Clerk at St Kilda in 1910. He moved to Sandringham the following year and then enlisted for Army service in 1914.

It is noteworthy that Bert was Australia's first Army wireless operator, and among his many activities during the War, he landed twice at Gallipoli and served with the 1st AIF in France.

Bert rejoined the Railways in 1919 as a Booking Clerk at Toorak. He later became a Goods Clerk and in 1927 went to Spencer Street.

He was ASM at Toorak from 1930-31, Windsor, 1934-37, and was then appointed to the Metro's Office. He served with the Commonwealth Audit Dept. from 1940-45 and then rejoined the Metro's Office the following year.

Bert retired in 1954 after 44 years service.

Bert has always been a man of varied talents, and during his early years with the Railways he qualified as an accountant by correspondence.

Now 84, he has many interests including writing war histories, general handyman work around the house and constantly adding to his complex model train setup.



The "Australasian" on February 9 1918



He is pictured with his "pride and joy", which one way and another has taken him 50 years to perfect. It features three stations, 50 electronically controlled points, 21 engines, 25 carriages and 60 trucks. Measuring 13 feet by six feet, the three level display is 1/8th of an inch to one foot scale.

SECRETARY'S PRAYER

Help me to have the memory of an elephant, or at least one three years long.

By some small miracle let me be able to do all things at once, answer four telephones at the same time and type a letter that "must go today", even though I know it won't get signed until tomorrow.

Let me not lose patience when I search files for hours for a paper found on the boss's desk.

Give me the knowledge of a university professor with my Junior Certificate education.

Help me to understand and carry out all instructions without any explanation.

Let me know without being told, where the boss is, what he is doing, and when he'll be back.

And, when the year ends, grant me foresight not to destroy, when I am told, records that will be asked for within a few days.

Amen

GUARDING CAREERS

A formerly disused VicRail guard's van has resumed a useful life – this time as a schoolroom.

Maffra High School has bought the van for its careers counselling office.

The old van (514 ZL) which stands among the trees at the back of the school, cost \$150 and was transported to Maffra from Newport.

It has provided much needed space as an office, an information centre, and for private counselling to exit students.

The careers teacher Mr Jemerry Hales hit on the idea of buying the van when visiting a railway museum and seeing old carriages used as a cafeteria.

The van has proved very suitable particularly with the addition of electricity, a telephone, a carpet and student inspired and executed decorations on the outside.



The wonderful age of steam

"Great Steam Trains of Australia" is a beautiful 160-page book providing a nostalgic peak at the intercolonial and interstate expresses that linked the capital cities of Sydney, Melbourne, Adelaide, Brisbane and Perth from the 1880's until the 1950's when diesels took over. This was the steam era – the time when the cry 'All Aboard' was the password to adventure!

Its author, David Burke, traces the development of locomotives that hauled the expresses. He tells of the speeds these engines clocked; the big trains they hauled, and the well-known trains they raced through. He describes the confusion at the break-of-gauge terminals, the hassles at the ticket offices, and the crowding at the refreshment rooms. He portrays the sweating engine crews, the porters, and the station masters in their braided caps and brass buttons. All of these things are, alas, now mostly a nostalgic memory.

"Great Steam Trains of Australia" is the story of the great steam express era in Australia; of stretching between the sheets of a sleeper bunk; of overnight journeys ahead; telegraph posts whizzing past the window; rails clicketty-clicking somewhere below; fireglow and moonlight illuminating the paddocks."

This book has been thoroughly researched; is well written and includes many historic photographs and diagrams, many of which have not been reproduced previously.

For those wishing to relive the days when "Steam was King" this book makes excellent reading.

Recommended retail price is \$14.95 for this book which is published by Rigby Ltd.

LATEST LETTERS

"On December 30 I travelled to Caulfield station on my way home from the cricket at the MCG and when I had alighted from the train, realised that my carrybag, containing a shirt, binoculars and money had been left in the carriage.

"I spoke to the Station Master at Caulfield, and due to his prompt action in calling all stations on route, the bag was spotted with all the contents at Clayton.

"I felt I must write to you to commend the Station Master at Caulfield and to express my gratitude to him."

* The Station Master was Duke Carlton.

"I would like to extend my thanks and appreciation for the wonderful day tour at Warrnambool and Port Fairy which our party of four enjoyed last Sunday.

"It was a lovely way to escape the heat, to speed through the country in air-conditioned comfort and the service given by all the staff was excellent. We all agreed it beats long distance car travelling on a hot day and we are looking forward to many more tours."

"I would like to thank your staff at our local station for all the help they have given us over the years.

"Whenever we have needed information regarding our holiday bookings or brochures, they have been most helpful, and the service we have received over our 24 years of contact with them has been excellent."

We really appreciate your assistance.

Need friends?

You've spent the night sitting on the Spirit of Progress from Sydney and you're tired and longing for a rest. Maybe it's your first trip to Melbourne and you would like to know what there is to see. Perhaps you're sick and you need help to reach the hospital for treatment.

You could have countless other needs on arriving at Spencer St and you're likely to find just the friendly help you need at the Travellers' Aid Society of Victoria.

You can find their centre at the Spencer St basement near the ramp which leads to platform one.

The Society also has some very comfortable rooms in Collins St near the Athenaeum Theatre where you can buy a meal as well as enjoy other facilities. But most of its users are Melbourne residents.

"We try to meet a person's need whatever it is," says the vibrant friendly grandmother, Mrs Eveline Lark, who runs the Spencer St rooms. For nominal payment she shares duties with Mrs Dorothy Storck and Mrs Iris Potts from Mondays to Saturdays 8 a.m. to 9 p.m. and Sundays from nine to noon.

Our talk during an interview was punctuated by queries from people of all ages. And to each one Mrs Lark did more than requested. A middle-aged couple asked where they could leave their bags for the day, before going to Tasmania that evening. Mrs Lark not only told them but gave them a brochure and map and recommended popular places they could visit in Melbourne during their wait.

Mrs Lark has met all sorts of requests during the 15 years she has worked there. She has minded tadpoles while children have used the station toilet, as livestock are not allowed there. She has comforted people such as the woman whose husband collapsed and died 10 minutes after arriving at Spencer St Station.

During our interview a man asked for shoe polish. Mrs Lark didn't have any but showed him where to buy some. "No-one has asked me that before," she beamed. "I'll make certain we have some next time".

The Society helps sick or disabled people too. Mrs Lark meets blind and other handicapped people at the train. If necessary she brings a wheel chair, and arranges for station personnel to assist the person when boarding and alighting further trains.

The ambulance service uses the room to meet patients who have to be driven to hospital.

Many people use the Society's shower for a small charge. "One fellow needed a shower on his way to a job interview, and a lot of people welcome one after a long ride on the train", Mrs Lark says. About five people asked for showers on the morning of this interview.

Other facilities include pushers for hire, and family and single rooms for a rest.

This facility for travellers originated in England in 1885 to give protection for country girls. It opened at Spencer St Station in 1916 and at Collins St, five years ago. The Society is run by volunteers and subsists with rent-free accommodation, donations



Always willing to help more than asked, Mrs Lark points out how to reach some of Melbourne's attractions on the "What's On In Melbourne" brochure to a young family visiting from the country.

and a small Government subsidy of about \$2000 a year.

Despite its tiny budget travellers are assured of excellent service with staff the calibre of Mrs Lark, who says her qualification for the job is an interest in people. What could be a better philosophy than: "I love my work and I try to do just that little bit extra. I want people to feel that just at this moment they are important and someone cares for them at Spencer St."

SOME DECORUM

Some raucous behavior among four young chaps and two girls, all in their teens, had other passengers a little upset in a silver train eight stops out from Flinders St the other night.

Bad language was flying about, feet were on seats, a wrestling match was in progress on the floor.

It was brought to a quick end when a railways investigation officer came along and took a few names and addresses. The youngsters returned quietly to their corner of the carriage, and the other passengers relaxed.

The VicRail man explained: "They're out of work, and one of the kids is out on bail as well. One of them is living away from home because of trouble with his parents. The trouble is, they're bored, with nothing else to do."

At Flinders St, the kids got off and called "See you!" to the railways inspector. It wasn't cheeky. There was a note of respect, even thanks.

"They had learnt a bit that night," reports the Melbourne "Sun" - "and so had the other passengers."

Common sense

"Interest rates confuse many people to the point that they look at, 'HOW MUCH A WEEK', instead of the most beneficial lending rates on offer", so says manager of the Railways Staffs Credit Co-operative, Mick Lorkin.

In elaborating Mick said, "only looking at how much a week one has to pay back is fraught with danger". "For instance, borrowing from one lending source may appear very attractive simply because the term of the contract is longer than a comparative source", he said.

"That may appear elementary, but it's amazing the number of people who simply fall for the trap of . . . 'OH, I CAN AFFORD \$X PER WEEK, I'LL TAKE IT'", said Mick.

In replying to the obvious question of what one should do, Mick states that it's the all up total repayment figure one needs to look at. "That includes interest and all the little add-ons that seem to suddenly appear just as you're about to sign a finance contract", he said.

Inevitably the common sense answer appears to be — if in doubt, check it out . . . with the Credit Union.

The Credit Union's personal loan rates are better than a banks and WORLDS apart from a finance company.

To highlight the point Mick gave the Credit Union Alternative (below) between a finance company contract a Credit Union member entered into (instead of borrowing from his Credit Union) and the comparative Credit Union Situation.

In this instance the loan was for a car, but the same comparison still stands for any lending transaction.

The problem really revolves around the point of sale. Once we decide to buy something — often after



Mick Lorkin

spending hours seeking out the best price available — we then sign the first contract for finance that's pushed under our noses. Usually blowing all our earlier money saving efforts.

To this, Mick Lorkin states two golden rules:

1. Arrange your finance first.

That way you know what you can afford and it makes it harder for a salesman to sell you up . . . that's getting you to buy a more expensive item than you can afford.

2. Don't sign a contract for finance without first checking with your Credit Union.

Don't fall for the old line "that it might not be here when you get back".

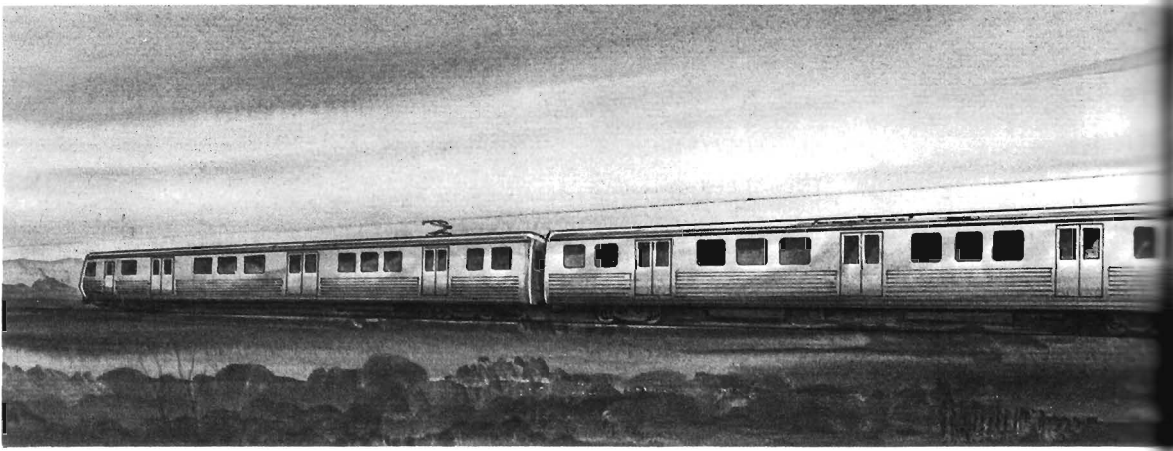
In conclusion Mick said, "it just makes common sense to contact your Credit Union when you have any borrowing requirements".

(The Credit Union now boasts an actual savings total at March 31 of \$7,442,831.)

The Credit Union alternative:

	FINANCE COMPANY	CREDIT UNION
Price of car	\$2999.00	\$2999.00
Less Trade In	600.00	600.00
	\$2399.00	\$2399.00
Add		
Comprehensive Insurance	459.00	459.00
Consumer Protection Insurance	229.13	NIL
Transfer fee	87.50	87.50
Stamp Duty	50.37	NIL
TOTAL BORROWING REQUIREMENT	\$3225.00	\$2945.50
Add Interest over 4 years	\$1935.00	\$892.92
TOTAL REPAYMENT	\$5160.00	\$3838.42

A SAVING OF \$1312.58 BY USING THE CREDIT UNION OVER 4 YEARS.



OUR SPECIAL SILVERS!

A new era in rail travel is evolving with the contract being announced in April for the construction of 300 stainless steel air-conditioned railway passenger cars for VicRail.

The familiar red trains will progressively disappear from rail lines throughout the suburban network to make way for the new modern transports.

A \$108.5 million order for the new rolling stock has been awarded to Comeng Holdings' Victorian subsidiary, Commonwealth Engineering (Vic) Pty Ltd, which will supply 200 motor carriages and 100 trailer carriages during the next six years.

A boon for metropolitan rail commuters, the introduction of the new trains heralds one of the largest rolling stock contracts to be awarded since Clyde Holdings won the contract eight years ago for supply of the present 300 silver train carriages.

VicRail's General Manager, Ian Hodges, said that the railways operated on the principle of ordering an entire fleet of carriages at a time instead of just regularly "topping up" the existing fleet.

That way, he said, each new order could take advantage of latest designs and engineering advances.

The new orders of 200 motor cars and 100 trailers will make up 50 new trains.

As delivery starts in 18 months, the existing 37 Tait trains, ordered in 1920, will be removed from service. The new trains will be introduced progressively over six years.

Main contractors, apart from Comeng, are Bradken Consolidated Ltd for bogies and GEC for electrical equipment.

This new generation of suburban trains will provide the comfort, reliability and speed to attract passengers to VicRail's suburban system.

Suburban train travellers need fast, modern, comfortable trains when they use the public transport system, and these additional trains of improved standard will more than satisfy this requirement.

World trends and the concern for fuel conservation and a clean environment dictate that Victorians be encouraged to use a public transport system.

The Victorian Transport Minister, Robert Maclellan, remarking on the new "super trains" said, "the trains will certainly be a new experience for suburban commuters. They will be air-conditioned and will have extra seating, double-glazed windows and will be fully carpeted."

The Minister added that the order, in terms of cost, was the largest ever made for the Victorian Railways.

The first five trains will be delivered within 30 months, and the remaining 45 trains at the rate of 10 trains per year.

VicRail's new generation of suburban electric trains will incorporate all those proven features which modern urban train systems throughout the world have now accepted as essential to provide an acceptable public transport facility.

The 50 new generation air-conditioned trains will consist of two, three carriage units each able to operate as a separate train in the off-peak periods.

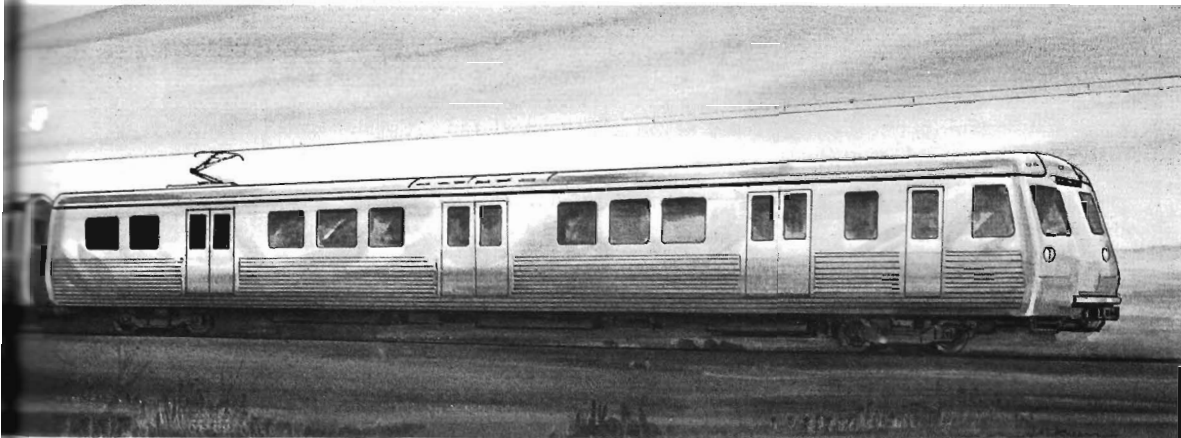
Each three carriage unit will be fitted with a comfortable air-conditioned crew compartment at each end. They will be fitted with the most modern operating equipment and features to ensure the safety of crew and passengers.

The new trains which have been increased in width from the 9 ft. 9 ins. of the current stainless steel trains to 10 ft will have more room and are designed to provide ample seating for passengers.

Fluorescent lighting and double glazed tinted safety glass windows will provide a brightly lit interior under all weather conditions.

The interior decor will be varied throughout each train and will provide a restful and pleasing atmosphere.

Carpeting and special attention to sound-proofing will reduce noise levels in the carriages.



Air-conditioning equipment of the latest design will provide a comfortable temperature level in both summer and winter, a feature which the public are now used to in their homes and cars.

Such air-conditioning will bring to VicRail suburban trains a new level of travelling comfort in line with the best in similar rail services throughout the world.

With radio communication between train and base and public address system fitted through the trains, passengers will be kept informed of details of train running, changes in schedules and other relevant information.

Melbourne's population is today oriented toward the private motor car as their daily mode of transport.

The ownership of a car, often two or three per family, is regarded not only as a right, but also as a necessity. All indications are that the situation in the 1980's may change dramatically because of people's concern for the environment, growing road congestion and the need to conserve energy.

These criteria all point to the need for a public transport system which people will use, and this new generation of trains is essential for VicRail to provide

the level of service and comfort which the travelling public expect.

This service will be highlighted when the new trains begin operation on the first stage of Melbourne's new underground loop due to be opened between late this year and early 1980.

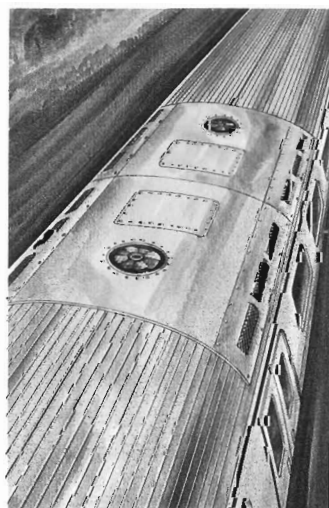
The new multiple unit electric stainless steel trains will operate off 1500V direct current as do existing trains. Their six carriage configuration will be motor-trailer-motor+motor-trailer-motor.

Operating on 5ft 3in gauge, the 138 metre long trains will have a maximum passenger capacity of 1332 with seating for 604.

Features of the new trains are power operated doors, four wheel cast steel frame bogies with air spring suspension and four motors per motor carriage.

Multi-function couplings, incorporating train coupler, multiple unit electric connections and air brake connections are fully automatic, operated from the driving cab.

With the delivery of the new order, VicRail will operate three separate fleets of trains — 56 blue trains designed in 1955, 59 silver trains designed in 1969, and 50 new silver trains designed in 1978.



FOUR RAILWAY STAMPS ISSUED

Australian steam locomotives are featured on a new set of four "Special Issue" stamps issued on May 16. The four values in the set are 20c, 35c, 50c and 55c.

The four stamps reflect the era of steam locomotives and a transport revolution which began in Australia in 1854. This era commenced with the

first locomotives which ran on the 4 km line from Flinders St in Melbourne to Sandridge (now Port Melbourne) in Victoria.

In contrast to this, Australia is now serviced by more than 40,000 route kilometres of railway line.

A Double Fairlie locomotive is featured on the 20c stamp. Two of these locomotives were delivered to Geraldton in Western Australia in July 1879 and because of their adaptability they worked the goods and mineral traffic between Geraldton and Northampton. They required great haulage power because of the sharp curves and steep gradients in the line.

A locomotive from the Puffing Billy railway is featured on the 35c stamp. This railway runs the 10 kilometre trip between Belgrave and Emerald Lake, through the Dandenong Ranges in Victoria.

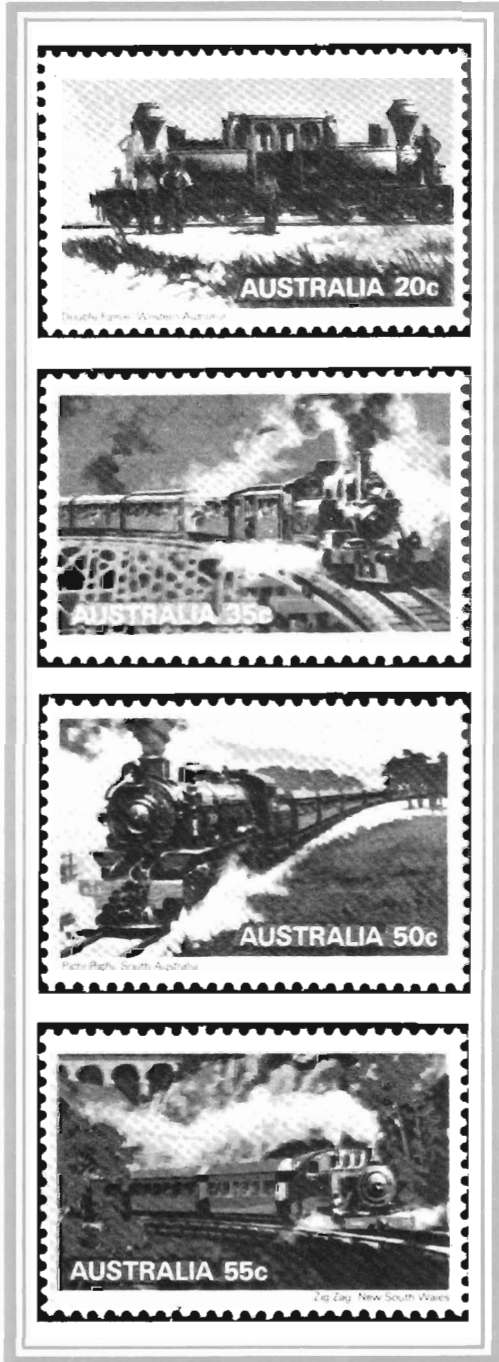
The railway has reached the status of a national tourist attraction, and in its first 10 years has carried more than one million passengers.

The 50c stamp depicts a locomotive which currently runs on the line through Pichi Richi Pass in South Australia. It was built during 1878-9 as part of the Port Augusta and Quorn Railway, and three locomotives now run on the Pichi Richi tourist railway.

When the NSW Lithgow or Great Zig Zag railway opened in 1869, it was regarded as one of the wonders of the world.

At the moment, locomotives of the DD17 class operate on the tourist railway in the Blue Mountains. The Zig Zag Railway is featured on the 55c stamp.

The four stamps are available in a souvenir pack for \$1.75 from philatelic sales centres for up to one year.



Name rings a bell

When Munro station was closed, Sale works foreman, Jack Munro, obtained the station name board. For many years it adorned his departmental residence in Sale and when Jack moved into his own house in Sale recently the name board went too. The board is now attached to the front gate.

(I wonder if he has "MATT" on his front door mat - Ed.)





DON'T RUBBISH YOUR TRAINS

Eight attractive girls dressed in blue tunics and gold skivvies travelled Victorian suburban trains for a fortnight recently, urging passengers to help keep trains clean.

The girls were part of a two week campaign held from April 23 to May 4, called "Don't Rubbish Your Trains".

The Minister for Transport, Mr. Robert Maclellan, launched the fortnight on the first day at No. 4 platform, Flinders Street Station at 9.30 am.

The girls then moved off in a Glen Waverley line train to begin distributing 50,000 leaflets and litter bags to rail users. The leaflets urged travellers to place litter in bins at stations.

But this was only the glamor part of the campaign.

VicRail employed 24 extra cleaners and provided yellow bins for all suburban stations.

Brightly colored posters urging people to use waste bins at stations and linking this effort with the continuing "Keep Australia Beautiful" campaign, were placed in all suburban trains and stations.

A bright static display at Spencer St, and Flinders St, stations was highlighted with leaflets given out by the girls. The displays showed how a silver train looks when clean inside and out and how they can be spoiled daily because a train is "as clean as the untidiest passenger".

VicRail spends about \$1.5 million a year in its effort to keep the trains clean and tidy. Each day cleaners remove about two tonnes of rubbish from the trains.

Pictured above: VicRail girls hand out litter bags to (left) the Minister for Transport, Mr Maclellan, and VicRail's Assistant General Manager, finance and administration, Mr Norman Rashleigh, at the launching of the campaign.

I think I had it!

That old saying "brought everything but the kitchen sink" seems true of many who travel by train. Only the kitchen sink is sometimes included.

The monthly auction of lost property reveals the most amazing things and is a boon to home makers. You could set up a comfortable "nest" (with trimmings) from the auction hammer's blows.

Some of the unusual items found recently were a car bumper bar, a cot mattress, a nine gallon aluminium wine keg, metal fence posts, 50 kg bags of salt and a wet truck battery.

Animals miss out at times like when several bags of pig food were left behind. Poor old "Fido" loses his dinner most often. Dog foods are frequently on sale at auction.

Hopefully some losses didn't embarrass their owners too much — pairs of panties, women's blouses and a man's suit.

Other odd items have included a sulky wheel, a boat winch, industrial broom heads and a butcher's scabbard.

Yes, almost anything you can imagine seems to be on the auctioneers list — even a stainless steel sink!



Safety is a worthwhile thought

VicRail's Safety Council is holding its next competition, "Co-operation in Safety – An Ongoing Activity", from June 1 to 30.

Competitors in groups of up to 12 will tell what they have done to improve safety in the past year and the way they hope to achieve a higher level of safety during the next 12 months.

Prizes are \$75 to the winning group with an inscribed tankard to each group member.

The winners are eligible to compete for the annual award of a \$500 voucher at the API store. A second safety competition is expected to be run in October. Entry forms for the June competition were sent to VicRail employees before June 1. This is the ninth competition to be held since October 1975.

The safety competitions are only part of the Safety Council's activities under the title "Co-operation in Safety – An Ongoing Activity."

In November 1977, VicRail and union management took part in a seminar – "Co-operation in Safety" – for the first time.

As a result, a seminar for design engineers was held in June 1978, to develop a greater awareness of the need to make safety considerations an integral part of design.

The November seminar also resulted in the establishment of Area Safety Committees in country areas to try and solve local safety problems.

In September 1978, the Safety Council and Officials of unions in the railway industry discussed how co-operation in efforts to reduce staff injuries could be improved.

Last February, VicRail middle management and union representatives attended a further seminar with the amended title "Co-operation in Safety – An Ongoing Activity" chaired by the Safety Council's Chairman Lindsay McCallum.

The keynote speaker was VicRail's General Manager, Ian Hodges. Other speakers included the Executive Director of the Victorian Employer's Federation, Ian Spicer, who presented the employers' viewpoint, and the National Director of the Australian Trade Union Training Authority, Ted Heagney, a former union official and VicRail employee, who spoke on the employees' or unions' view. The Mobil Oil Yarraville Terminal Manager, Ross Price, also outlined his Company's effective scheme of co-operation between union and management in safety matters.

As a result of the seminars and subsequent developments such as the establishment of area safety committees, it is hoped that there will be generated a greater safety awareness amongst VicRail staff.

Seminar speakers (Pictured above) Ian Spicer, Lindsay McCallum, Ted Heagney, Ross Price.



SUGGESTIONS

As part of an on-going scheme, VicRail employees are invited to present suggestions which increase efficiency, productivity or safety in the railways.

Here are two recent examples:

Method of Rebrushing of brake beams	\$1000
Materials used for interior woodwork of cars	\$ 900

CAN YOU HELP?

From time to time we receive requests such as the one reproduced below.

"I am a railway enthusiast, very much interested in railways all over the world.

"For some time past I have been collecting pictorial books on railways, mostly from publishers in the UK, the Continent and the USA. Except for a couple of books, my collection does not have much to offer on Australian railways. Could you please suggest to me the names/addresses of prominent Australian publishers of railway pictorial books.

"I also gather publicity literature from individual railways from all over the world. Should you send me such literature on your railway, I will be very much grateful, as I feel it will form a valuable part of my modest collection.

"If you too are a railway enthusiast and are willing, I will be happy to correspond with you privately to exchange news about railways in our two countries. I will be glad to attend to all inquiries in this regard if received from anyone you know who may be interested in Indian Railways.

"Hoping to hear from you, I send you in the meantime, my best wishes and regards."

Any folk interested in corresponding should contact: Mr. G. D. Padwardhan, 11a Rajaramwadi, 96A, Hill Rd, Bandra (West), BOMBAY, 400 050.

School on wheels

School was in recently, on a train, for 88 primary school children from Hamilton and Portland.

The children and their teachers spent four days on a special charter train from Hamilton to Korumburra.

They relaxed in the old restored parlor car, slept on the train, and saw the sights of South Gippsland by bus.

"Classes" included visits to the Coal Creek historical park, the penguin parade at Phillip Island and watching cows being milked on the Korumburra farm of Neville and Jean Miles.

Schoolteacher, Barry Sykes, organised the trip.



Farewell to Wal

After 41 years and two months, popular driver Wal Lehman has retired from VicRail.

Wal started in 1938 as a cleaner at Ararat Loco Depot before moving to Dimboola, where he qualified to fire steam locomotives.

In 1949 he sat for the drivers examination and later worked relief at Serviceton, Horsham, Murtoa and North Melbourne. For the last 18 years he has been a "Special Class" driver.

It appears much of Wal's spare retirement life will be occupied with bowls and gardening.

Wal is pictured below with a farewell gift — a miniature electric staff with staff carrier.



Wal Lehman



From boilermaker to fisherman

A NOVEL IDEA

A restaurant in two old electric railway carriages will open in Swan Hill.

Named "The Railway Station" the carriages from Melbourne will be incorporated with the Pioneer Motor Inn and be built on the present vacant block in Campbell St.

The licensed restaurant will seat 120 in and around the two carriages, and will be served by a staff of 20.

The front of the restaurant will be made to look like a railway station and will include gardens.

Patrons will be able to park off the street at the rear.

The idea for the theme came from a friend of the motel's owner, Mr Currie, and Melbourne architect Stuart Hall, drew up the plans.

Newly retired boilermaker, Tom Wallis, had to compete with 1800 boys for 60 apprenticeship positions, when he started with the railways 44 years ago. That was the first apprentice intake since 1928.

Tom, of Moore Street, Ararat (pictured above), received a wallet of notes on his retirement from Senior Clerk, Len Pateman.

In his long years of service Tom worked in many country areas and met many people. At Maryborough he worked with boilermaker's mate, Jack Rogan, the father of former VicRail Commissioner Rogan.

A sports lover, Tom aims to continue fishing after a trip with his wife to Western Australia and Queensland. He hopes to top his record catch — a 29lb Murray cod.



One of the two 40 tonne carriages is pictured being unloaded at the site.

RETIREMENTS

Traffic

Barnett, L. J., Shunter Senior Ballarat, 21/3/79
Nolan, L. J., Clerk Flinders St., 19/4/79
Turner, E. J., Head Stn. Asst. Flinders St., 2/4/79
Tusler, J., Guard (2) Subn. Broadmeadows, 23/2/79
Williams, H. P., Goods (2) Guard Bendigo, 1/3/79

Way and Works

Anderson, J., Communication Eng. 9/4/79
Betson, W. F., S&C North Melbourne, 18/7/79
Burton, G. R., S&C Bendigo, 27/4/79
Carrol, R. F., Fmn, Painter, Spencer St., 1/7/79
Christopoulos, C., W.M. Spotswood, 13/3/79
Crooks, R. H., W.F. Hamilton, 26/7/79
Dragicevic, V., R.F. Flinders Street, 11/5/79
Evans, W. A., R.F. Ouyen, 25/4/79
Favola, F., R.F. Flinders Street, 4/4/79
Gergis, T., R.F. Flinders Street, 21/7/79
Gluszek, W., R.F. Relay (2), 28/3/79
Guglielmi, E., Engr. of Special Works, 25/7/79
Kosgraber, P., W.M. Spotswood, 4/4/79
Kubik, K., R.F. Warragul, 7/6/79
Majewski, J., W.M. Spotswood, 13/7/79
Mumford, R., W.M. Spotswood, 30/3/79
O'Meara, W. H., R.F. Caulfield, 22/3/79
Piert, D. J., R.F. Ballarat, 16/11/78
Rogan, J. W. S., Metro District Engr. 11/7/79
Stokie, J. R., R.F. Ararat, 30/7/79
Towart, H. G., W.F. Korumburra, 20/3/79
Waters, E. A., R.F. Relay (2), 11/4/79

Deaths

Ashworth, R. A., W.F. Bendigo (2), 27/3/79
McGeary, H., S&C Ballarat, 16/3/79
Nikolovski, T., Fmn. Painter Spencer St, 7/3/79

Stores

Death

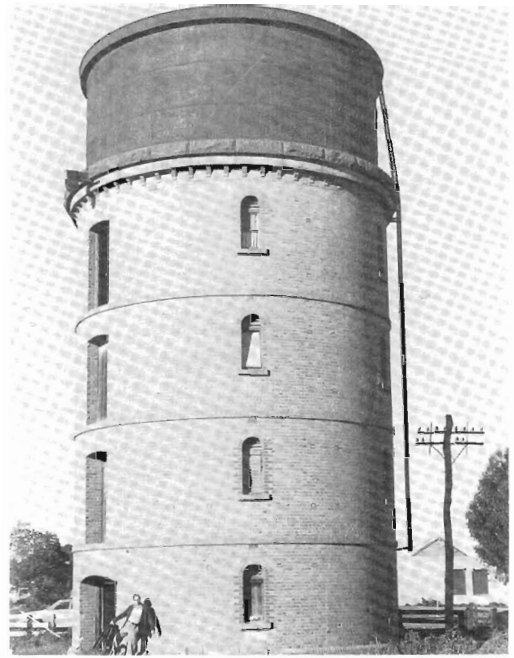
Marshall, C. E., Storeman 2, S.G.S., 12/4/79

Rolling Stock

Brown, J. H., Newport, 20/4/79
Collins, B. D., Ballarat North, 21/3/79
Contronis, E., Jolimont, 19/7/79
Dasilva, A., Newport, 19/3/79
Ferraro, G., Jolimont, 6/4/79
Forrest, H. F., Ballarat North, 21/3/79
Guild, A. J., Donald, 28/4/79
Kaczmarek, J., Jolimont, 20/7/79
King, A. E., E.R.D., 23/3/79
Kolte, V. A., Bendigo, 4/4/79
Lyriakopoulos, V., Newport, 13/7/79
Litsakis, A., Geelong, 11/4/79
Mellon, J., T.L.D., 15/7/79
Nardella, A., Newport, 8/7/79
Neal, F. J., Newport, 4/4/79
Satchwell, R. E., E.R.D., 7/4/79
Scully, J. C., South Dynon, 1/4/79
Smith, G. A., Ballarat, 22/7/79
White, D. E., Ballarat North, 4/4/79

Deaths

Foster, J. A., Newport, 6/4/79
Gladman, G. J., Newport, 24/4/79
Siouni, T., North Melbourne, 2/4/79
Stuckenschmidt, J. A., Bendigo, 9/4/79



Lease of life

VicRail has donated an historic water tower to the Shire of Warracknabeal.

Warracknabeal Council wrote to VicRail regarding the tower (pictured), after the Historical Society indicated interest in the preservation of the construction, which is almost 100 years old.

The tower was donated with an understanding that the Shire could lease the land, providing some maintenance to the tank was carried out.

The Shire will pay a nominal amount for the lease and the Society will be responsible for the tower's maintenance.

In the words of Cr. John Lyle, "we are getting an historical market for \$10 a year".

(Picture courtesy "Warracknabeal Herald".)

BICYCLE STAR

One man who doesn't believe in coasting through life is ardent bike rider, Harry Mueller, stationmaster at Foster.

Apart from his usual weekly training schedule for bicycle competitions and rallies, Harry is always keen to involve himself in fund-raising for a good cause.

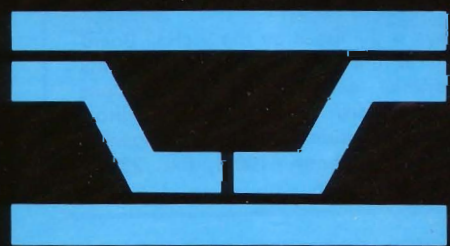
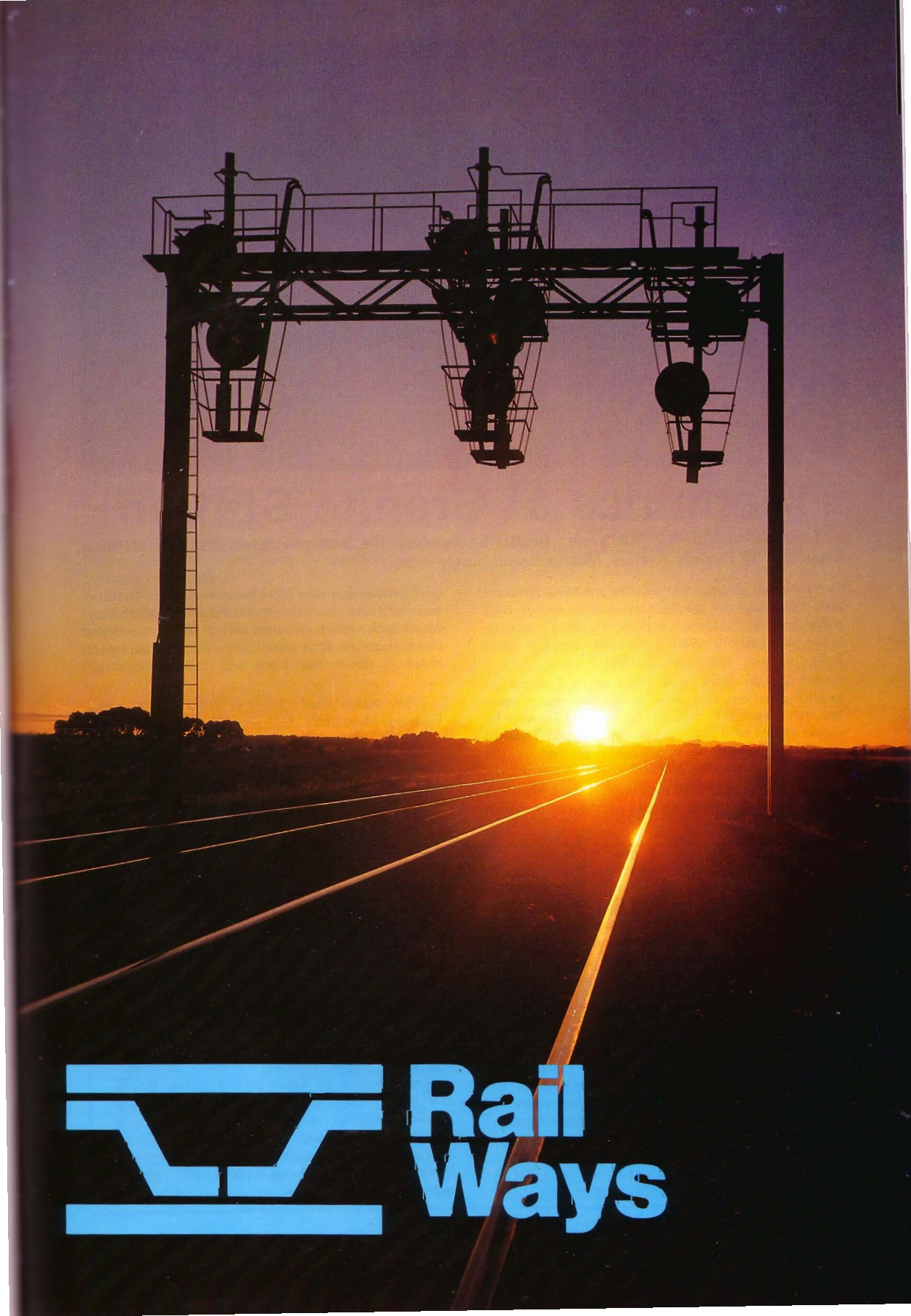
His latest effort was to undertake a 24-hour cycle marathon (riding 463 kilometres) to raise money for the South Gippsland Hospital in Foster. This remarkable example of community spirit and determination reflects great credit to him and his VicRail friends which resulted in more than \$1000 for the hospital.

Incidentally, Harry has also offered to ride from Foster to Flinders St. to raise money for "Miss VicRail", to aid the Spastic Society. So if you work at any area between Foster and Melbourne, please give generously, and Harry will call to pick up the cheques on his way through. Date to be advised.



The V.R.I. military band, led by Tony Freeman, made an impressive sight as they led the Victorian Railways Returned Servicemen's section up Swanston St, on its way to the shrine for Melbourne's 60th Anzac Service.





**Rail
Ways**



Memories of Granite Station

I wonder how many "Rail Ways" readers know where the Granite Railway Station was. Mr A. Crouch of 14 Lindsay Avenue, Murrumbena, surely does.

It's situated near Falls Creek between Trawool and Kerrisdale on the Mansfield line. About 64½ miles from Melbourne, the stopping place was originally called Wright's Siding and later named Trawool Falls. "Granite" was closed in 1951.

Mr Crouch used to go there or to Trawool on rabbiting expeditions with his father many years ago. After rabbiting around the wilds of Trawool he would return at night and call into the old Trawool "distillery" where he was usually greeted by the licensee with a hurricane lamp.

His father used to be a shunter in the Melbourne Yards and at one time worked on the old Brighton trains.

"I remember one night we returned to "Granite" and my father had to light a lamp to stop the train," Mr Crouch recalls, "I suppose the train only stopped there once in a blue moon, and this night we had to chase it down the track and clamber aboard."

"My father used to bring home the 'Victorian Railways Magazine', as it was then known. I can even remember one copy which had the three 'S' class steam locomotives (S 300, 301, 302) on its cover."

Our picture above shows the way it was at Granite Station in the early 1930's.



JUNE 1979
(PRICE 20c)

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- 91-93 Warrnambool race day
- 94 Retirements/Suggestions/Centenary
- 95 World through a lens
- 96 Great shot (details p.95)

FRONT COVER

The sun forms an attractive backdrop to the vertical auto signals on the Laverton – Werribee section.

Photo by Gerald Dee

RAILWAYS

Rail Ways is published by the VicRail Board and printed at our North Melbourne Printing Works. Editorial and pictorial contributions should be addressed to "Rail Ways" Editor, VicRail Public Relations Division, 67 Spencer Street, Melbourne (Phone 61001), Ext. 2397, Subscriptions: Ext. 2265.

MISS VICRAIL HELPS KIDS— WILL YOU?

Since you last heard of "Miss VicRail", Joanne Curcio, in the May issue, she and her committee have been very busy.

Joanne has been interviewed, photographed, paraded, talked about and has received publicity throughout Victoria.

Apart from her day to day job as a teletypist with VicRail at Spencer St, she has attended formal presentations with the other nine girls in the "Miss Victorian Government Service Quest."

Joanne met the Premier, Mr. Hamer, at a special function to launch the appeal which raises money for the Spastic Society.

She has attracted a lot of interest, especially from her local paper, the "Northcote Leader", who featured here on page one.

Promotional engagements are constantly filling Joanne's calendar. She has appeared in "Il Globo" and the "ATOF Newsletter", and received applause and hearty wolf whistles at the recent VRI Dinner Dance where she drew the lucky numbers for the generous door prizes.

At 18, Joanne has proved more than a worthy representative for VicRail, and during the next months she will be endeavoring to meet as many people as she can in order to raise money for the Spastic Society.



Hi! I'm Joanne Curcio Miss VicRail 1979

I HAVE ENTERED A QUEST WITH MANY OTHER GIRLS IN VICTORIA TO RAISE MONEY TO HELP CARE FOR THE SPASTIC CHILDREN AND ADULTS THROUGHOUT AUSTRALIA.

MY INVOLVEMENT IN THE "MISS GOVERNMENT SERVICE" REGION OF THE "MISS VICTORIA QUEST" IS TO GET AS MANY PEOPLE INVOLVED AS POSSIBLE TO AID THIS WONDERFUL CAUSE.

YOUR PARTICIPATION IN FUND RAISING ACTIVITIES AND FINANCIAL CONTRIBUTIONS WILL CERTAINLY HELP MANY SPASTIC PEOPLE TO GAIN THE PHYSICAL MOBILITY MOST OF US TAKE FOR GRANTED.

P.S. If you can assist me in my "Quest", please contact VicRail Public Relations Division, Room 144, 67 Spencer St. Melb. (ask for John Crosby, ph. 61001 ext. 2397)

Some of her fund raising activities so far have included office-to-office collections and raffle ticket sales.

There will be many functions that readers can participate in before the judging on September 14. A cyclathon has been arranged on the Yarra bank, a "dance-train" evening has been organised and we are still open for fund-raising suggestions.

Metropolitan newspapers and well-known weekly and monthly magazines have not been left out of Joanne's general publicity campaign. You should see her smiling face very soon in well-known publications and on TV.

"I am very proud to be the first "Miss VicRail", and I am looking forward to the official function at Government House in September when "Miss Victorian Government Service" and "Miss Victorian Government Service Charity Queen" will be crowned," Joanne said.

"Any ideas you may have to raise money for the Spastic Society will aid me in representing our organisation in the finals."

(Correspondence and phone inquiries should be directed to John Crosby, Public Relations Division, Room 144, 67 Spencer St, Melbourne (Phone: 61001 ext. 2397).

Safety is truly rewarding



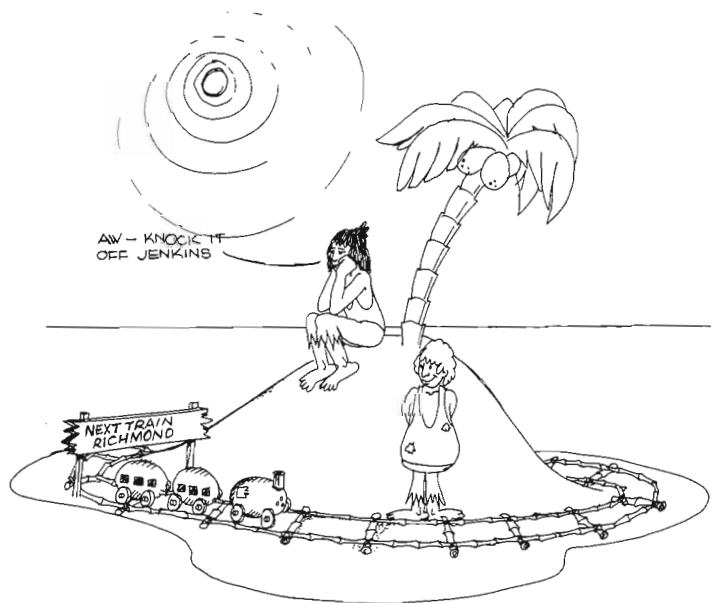
On May 17, VicRail Deputy General Manager, Mr. L. A. McCallum presented an Industrial Safety Award of Merit on behalf of the National Safety Council of Australia to the Distribution Division of the Electrical Engineering Branch for the achievement of 108,000 man hours worked without a disabling injury.

This Division has a very good record for safety as witnessed by the fact that this was the third 100,000 accident free award they have received.

The Distribution Engineer, Mr L. A. Dickson received the award from Mr McCallum on behalf of his staff in the Power Operation Room at the Electrical Centre in Batman Avenue.

The work of the Distribution Division includes the construction, maintenance and operation of sub-stations delivering both traction and industrial power and maintenance of a large variety of industrial electrical equipment including lifts, air-conditioning, etc.

STRANGE TRACKS ON A TROPIC ISLAND





FAREWELL TO BILL CHAPMAN

We are certain Bill Chapman, Special Officer Technical (Rolling Stock Branch), saw a big difference in his take home pay before his retirement recently. When he joined VicRail back in March 1935, at Bendigo North Workshops, as an Apprentice Fitter and Turner, he earned the princely sum of 2/8d. per day!

Bill's career with VicRail sent him to many locations after Bendigo North, including North Melbourne Locomotive Depot, V.R. Machine Gun Carrier Section in Collins Street, Head Office, Newport, Jolimont and during 1946 he travelled abroad on investigations in Europe and America.

After his appointment as Workshops Manager, Newport in 1964, a position which he held for some six years, he was appointed as Technical Liaison Officer on the Australian Urban Passenger Project. He represented the Rolling Stock Branch on many committees, including Salaried Officers, M.U.R.L.A. Co-Ordinating Committee, R.O.A. Representative for Measurement of Noise and Vibration Control and he acted as Assistant Chief Mechanical Engineer on several occasions.

Completion of a wide and varied range of courses and examinations resulted in his highly qualified record of achievement. His appointment as Special Officer Technical provided many challenges, including a major part in specification requirements for the 50 new air-conditioned suburban trains.

A brief look at Bill's record of progression through the Department to Professional Engineer Class 6, is indicative of the man whom everyone

knew to be a person who would tackle any task and achieve it in a thoroughly workmanlike manner. In so doing, Bill always had time to help and discuss problems or technicalities with his workmates and many a person will tell you of benefit after a chat with Bill Chapman.

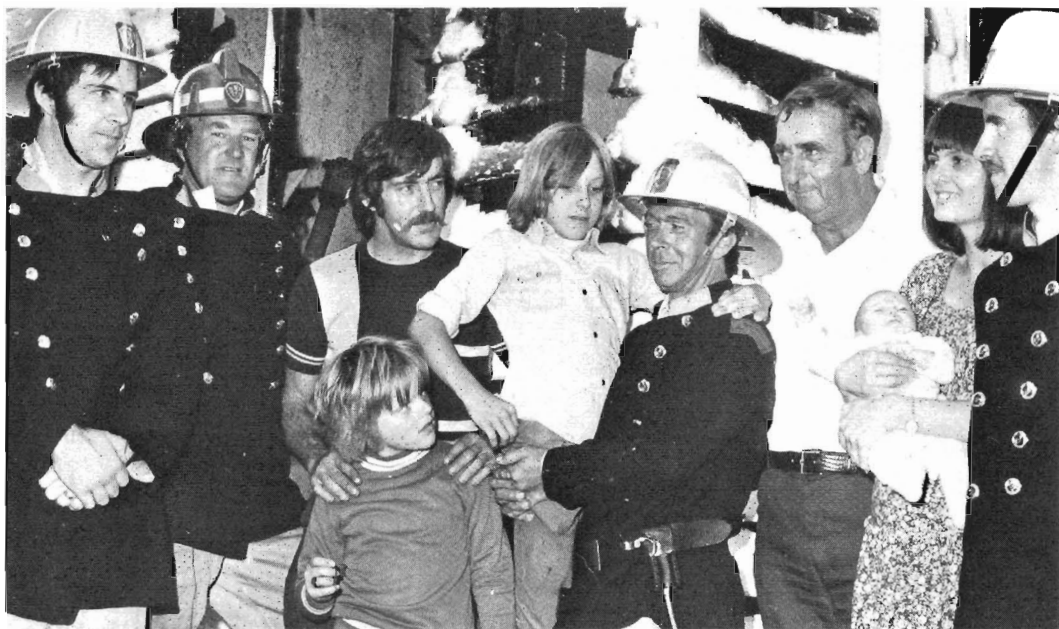
He was appointed Junior Vice-President of the VRI and many of his friends will remember his untiring efforts for the Institute.

Bill has many plans for his retirement including playing more bowls at Highett Bowling Club where he hopes to take office this year. Together with his wife, Else, he plans also for an overseas trip.

One of Bill's favorite comments for years has been, "I did nothing and did it well", and he pointed out the irony of the notice on his desk calendar on the day of his retirement which said, "Did nothing in particular and did it very well" (W. S. Gilbert).

We cannot agree — Bill did a lot, and did it well. And the best Bill for a very happy life ahead.

Pictured above: Acting Chief Mechanical Engineer Les Rolls (right), wishes Bill Chapman farewell from VicRail.



*naul" from the right after the fire had been put out. (Photo
1975)*

A HOT TIME FOR JIM BUDGE

The alertness of a foreman supervisor from Special Works recently saved the life of a Noble Park family when their house caught alight.

Jim Budge was awakened about 3.00 a.m. one Sunday recently by the crackling of fire.

He got up to investigate and saw sparks from a house across the road at Comber Street.

Jim thought the fire could have been from the back shed or rubbish and he raced across to awaken the sleeping Prestt family by banging loudly on the front door.

Bob Prestt, a welder working in Dandenong, his wife, Judy, and three of their four children escaped at once. But 13 year old Mark slept right through the ordeal and narrowly missed incineration.

Mrs Prestt said she thought all the children were safely out of the house because she had felt Mark's bed — but it was the one night he chose to sleep UNDER the bed.

Fortunately on realising Mark was still inside, three firemen, Captain Harry Baptist of the Noble Park Brigade, volunteer fireman Don Munro and Station Officer Geoff Evans of Springvale Brigade, found him. Don Munro carried Mark wrapped in rugs to safety.

Mark slept throughout the drama.

Thanks to good team work the family was saved but Mrs Prestt said: "If it hadn't been for Jim Budge, who alerted us, we could all have been burned to death. We owe our lives to him."

Jim, who has been with VicRail for 21 years, is to be congratulated.

Well done Jim — fast thinking.

THOUGHTS FROM RAILWAY CO-OP

I saw a little boy one day
Put kittens in a box
That bore the CO-OP label; so
I, clever as a fox,
Said, "My those CO-OP kittens are
As cute as they can be!"

"They ain't no CO-OP kittens!" claimed
The tyke, indignantly.
"They're chain store kittens, Mister, and
The box don't change 'em none!"
I didn't want to argue, so,
I left him to his fun.

I looked into the CO-OP box
A few days after that
And said, "My goodness, how those chain
Store kittens have grown fat!"
The youngster said, "They're not chain stor
They're CO-OP now, by gum!"

In great surprise, I then exclaimed,
"They're CO-OP now! How come?"
He flared right up and said to me,
While wrinkling up his brow:
"Well, Gee Whiz, Mister, can't you see?
Their eyes are open now!"

The last post for a landmark

It is one of the smallest post offices in Victoria and it has played a special part in the history of the small town of Marshall as well as in the development of the Victorian Railways.

The 6'6" by 6'9" post office, which was opened in November 1873, will close on June 30.

Foreman at the Permanent Way Materials Depot, Spotswood, Angus Taylor, and his wife, Elsie, will be particularly sorry to see the post office go.

Elsie has run the post office since late 1965 when they moved to Marshall. "We rented the departmental residence then, and the post office went with the job," Angus said. I came over as a ganger and my wife took over the running of the post office.

"The post office was part of the station building before Marshall station closed about 17 years ago. The post office was moved across the road next to their home about 30 years ago.

"We bought the house three years ago. So I suppose we own the post office building.

"We'd be pleased to talk about it with an historical society," Angus Taylor said.

"We had our own "Marshall Town" date stamp and the post office was very popular.

"A few locals have talked of starting a petition to try to retain it," Angus Taylor said. "But the post office was giving way to "progress" with the upgrading of the mail centre at Geelong," he said.

So Elsie Taylor will have to look elsewhere for a job.

MANY THANKS

What a boost to the morale it is when satisfied passengers thank one or some of the many VicRail workers who try hard to give good service.

The following is a letter to the "Observer" newspaper at Broadmeadows, from a pleased grade five class of Coolaroo South Primary School, Bushfield Crescent, Broadmeadows.

"We are writing to publicly thank the Victorian Railways for the excellent service they provided on our recent trip to Shepparton.

"The men on the stations at both Broadmeadows and Shepparton went out of their way to make things easier for us.

"Not only did they tell us where to stand on the platform, but they arranged with the driver to stop the train so that our carriage was right in front of us (most important when you are lugging your own camping gear).

"Often the only things we hear about VicRail are complaints and bad reports, so it is with pleasure that we write this letter of appreciation. With polite and helpful service like we received, we will certainly be using trains in future for our school trips."





L 1156 is attached and ready to take the afternoon Gippslander to Melbourne

INSIDE LOOK AT TRARALGON

To the school children of the Latrobe Valley going to Traralgon railway station is one of the big attractions of the school year.

Each year, children from around Moe, Morwell and Traralgon, ranging from "bubs" to the "big kids" of grade four, play trains for the day at the station.

They are shown over the station, loco depot and through a diesel. But for most the highlights of the excursion come when they are taken for a ride on the turntable at the loco depot and when they are allowed to stamp used tickets, supplied from Melbourne, in the booking office.

Leading shunter Harvey Pinto is one of the guides who conduct the tours in their own time. Harvey described it as an exercise in public relations.

"The kids get a kick out of the visit and they tell their parents about the day. The next time their parents have to go to Melbourne, they say hey! what about going by train. It works in a lot of ways. It increases our standing in the local community,



and kids enjoy the day and we get extra revenue" said Harvey.

Until the Second World War, Traralgon was like many provincial towns throughout the State. VicRail was virtually the only "heavy" industry and along with rural industries kept the town alive.

But in the early forties, Traralgon began to change.

The Australian Paper Mills Ltd. established a mill at Maryvale and from a quiet country town, with a population of around 3,000 in those days, Traralgon now has a population approaching 16,000.

Traralgon experienced rapid growth. The "suburban area" of the Shire of Traralgon became the Borough of Traralgon in May 1961 and in April, 1964 the Borough became the City of Traralgon.

Freight centre clerk Dave Blackman has watched Traralgon grow. When Dave came to Traralgon from Benalla in 1942, the streets were unmade and footpaths non-existent.

In the goods shed at the time there were only two other employees. Today a staff of 10 handle around 1500 tonnes of inwards freight a month.

With the development of the brown coal field in the Latrobe Valley and the expansion of industry throughout central Gippsland, it was decided to electrify the line from Dandenong to Traralgon. When completed on March 15, 1956, the Melbourne - Traralgon section became Australia's longest electrified line.

At Traralgon the "L" Class electric locomotives are changed over with "T" or "Y" class diesel which serve the remainder of the East Gippsland line.

Traralgon was established as a loco depot back in 1903. Depot foreman Geoff Pianta supervises a total of 89 staff which includes staff located from Warragul to Orbost.

Traralgon is served by four trains in each direction with Melbourne daily, Monday to Saturday. There are two trains going to Sale each day, and one of these, "The Gippslander" continues on to Bairnsdale.

Last financial year there were over 33,000 outward passenger journeys while this year there have been nearly 3,000 passenger journeys a month.

The station also handles around 2,500 inwards parcels a month, while two trolley loads of parcels leave Traralgon daily.

Relieving stationmaster Roy Atkins supervises a total of 33 traffic branch employees. Each afternoon Traralgon supply staff to assist with shunting operations at the APM siding at Maryvale.

When leading hand Bernie Stein invites you out to his green house, heed this warning!

Watch very carefully where you sit down in his green house — Bernie has about 200 types of cacti!

Bernie last year won first prize at the Royal Melbourne Show for his cacti, the culmination of 20 years work.

Bernie started in VicRail as an apprentice Fitter and Turner at Newport in 1939. At the completion of his indentures in 1944 he was transferred to Seymour loco where he was one of 13 fitters at the depot. One of Bernie's main jobs at that time was reconditioning the centre big end on the "S" Class locos, then the pride of VicRail's fleet.

Bernie has been at Traralgon since 1950. In those years he has worked on all classes of locos attached to the depot, including the NA's and Garretts that were used on the narrow gauge Moe-Erica line.

For both Traralgon's present stationmaster, Roy Atkins, of his station officers, Neil Gibson, it was family tradition to work on the railway.

Relieving SM Roy Atkins followed his father's (Eric) footsteps. Eric, who retired in the mid-sixties, was ganger at Trafalgar before becoming a Matissa driver.

Relieving stationmaster Roy Atkins has been RSM at Traralgon five times. He has been at Traralgon since August last year in this position.



Roy joined VicRail in 1946, resigned in 1948 but returned to the fold in 1960 as a station assistant at Warragul. After a posting as yard assistant at Nyora he became assistant stationmaster first at Bena and then up in the Bendigo district at Boort.

Roy then took up a position as relieving ASM in the Eastern district, then as relieving stationmaster, also in the Eastern district, in 1967.

This is the fifth time Roy has relieved at Traralgon, the first time being four years ago when the then SM Eric Harrison was transferred to Echuca.

Roy says he doesn't mind the relieving work.

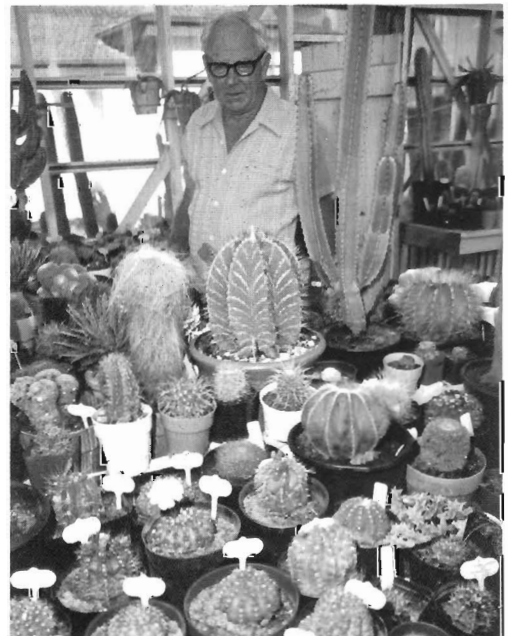
"Not only do you see the country, you make a lot of friends and meet a heck of a lot of good blokes" said Roy.

And the tradition is continuing in the Atkins family. Roy's son, Roy junior, is a station officer in the Noble Park group.

Station officer Neil Gibson followed his father Bill into VicRail. Bill, a driver, was known throughout Gippsland as "Hoot" Gibson.

Neil joined VicRail 22 years ago as a station assistant at Bairnsdale. For the past 20 years Neil

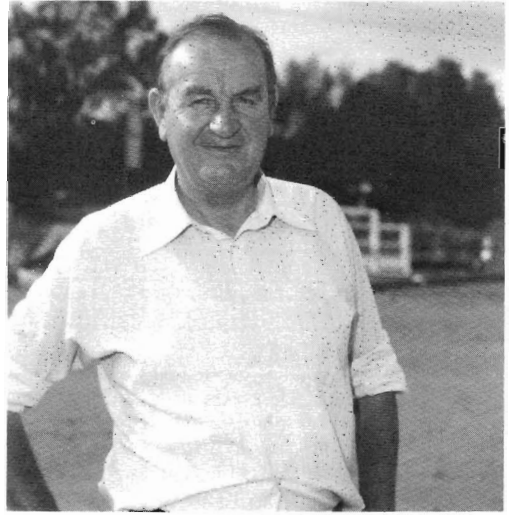
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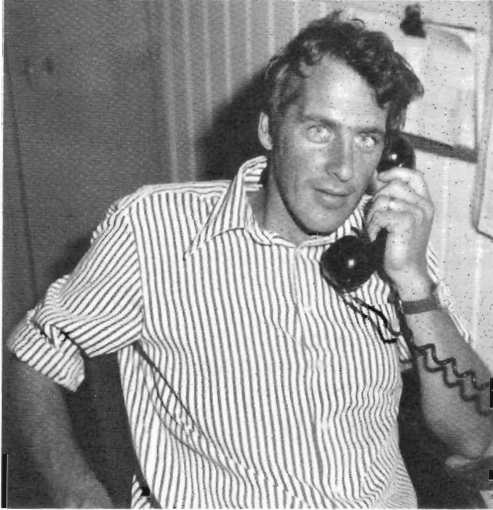
Bernie Stein with some of his cacti. The round cacti directly in front of Bernie is the last year's

has been at Traralgon commencing as a signal assistant and has worked his way up to station officer.

Like most people at Gippsland, Neil spends most of his spare time on water. And again like most Gippslanders fishing and water sports are the main interests. However, Neil doesn't have the final say, his children decide for him whether they go fishing or water skiing!



Freight centre clerk Dave Blackman is



Mention the word gummy shark at Traralgon and watch clerk Noel Irvine's eyes light up.

Noel recently caught a 130 cm long gummy shark (pictured below) that weighed 6.5 kilos, "somewhere in Gippsland".

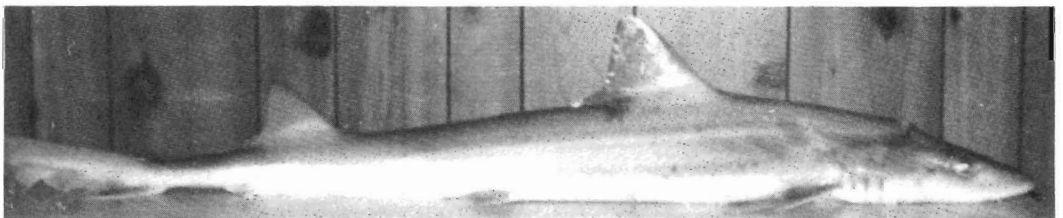
The catch was part of a good run Noel has been having. On another night he caught seven gummy sharks and one elephant shark. A little while later he caught 59 fish, mainly mullett.

Noel has been at Traralgon for the past four years. Prior to going there he spent five years at the central reservations bureau and three years at Wangaratta.

He said that the gummy shark was the best fish he had caught so far but when pressed for the actual location Noel very quickly changed the subject.



Station officer Neil Gibson unloads parcels at Traralgon. Neil has been at Traralgon the past 20 years.



Jumping the last in the Grand Annual. It's Follow The Band (No. 3) in the lead from Coolgardie and the eventual winner Thackeray in third place.



THE DAY THEY ALL TRAIN FOR

Guilt was written all over her naturally red complexion which was getting brighter by the second. "I'm not really supposed to be here, you know. I told the boss I had a dentist's appointment."

Her girl friend, with hair as black as the ace of spades, tried to reassure her. "I told you before, you're allowed to take a sickie. Stop worrying, the paper the other morning said it was a national pastime." A tone of desperation, as if to say this is going to be one heck of a day, entering her voice.

"Red" wasn't having that. "It's easy for you, but my boss has only been there a couple of weeks and I don't want him to think I'm a liar — not yet anyway. Oh! What does it matter, we've planned this day for months so I might as well enjoy it — you never know what might happen."

"That's the spirit," a relieved and happier "ace of spades" said.

She settled back into the carriage seat and started up the small talk with her girl friend and two more elderly ladies travelling with them.

If this sounds like chapter 3579 in the saga of the 9.30 a.m. shoppers' special from suburbia to the city it's not. "Red" and "Ace of Spades" were two of the 360 plus passengers on the VicRail 7.27 a.m. Warrnambool race special.

"Red" continued, "With a bit of luck we might even meet a couple of millionaire cow cockies."

This broke the quartet up. Then for just a second they fell silent. The two younger ones thought about the chances of meeting some of the legendary western district gentry. This gave one of the older ladies the chance she was waiting for.

"Remember if you meet some of them, latch on to the scruffiest looking — they're the ones who haven't wasted their money on clothes — they have stacked it away waiting for us," she said with more than a twinkle in her eyes and a broad grin.

This prompted the other elderly lady. "I told my daughter if I'm home tonight I've lost my money. If I get home tomorrow, I won at the races and spent it. And if I don't get home for a week or so, well, I found my millionaire!"

Once again the quartet (or as this is a racing article, should that be quadrella?) went into fits of laughter.

The Warrnambool race special isn't like your normal Saturday city race special to Flemington, Caulfield or Sandown. On those trains it is deadly



More horses than you would see in a life time
 X43 trailed the 7.27 a.m.

(From previous page)

business. It's the last chance to find the elusive clue for another winner or, if you're like me, just a winner. But on the 'Warrnambool' you will not get that "if looks could kill" stare if you laugh.

The Warrnambool is different. It is country racing's day of the year. The Melbourne "Age" goes as far as publishing a lift-out guide to the day's racing. On the train the passengers can be divided into two groups. The professional punters and those out for the day.

The "professionals" are neatly dressed from top to toe. (But have you ever noticed their footwear?) The well dressed punter this year, and ever since I can remember, wears a blue suit with **BROWN** shoes. And for city hatters sake, I hope the racing industry never folds.

Spencer Street station on a cold, wet, off-pay Thursday is not a pretty sight. At one entrance a Greek gentleman hands out sheets on the supposed events of his national church. From the suburban barriers steam workers in overalls or working togs. The occasional suited office worker (I've got to get to work early, dear, the company would fold without me type) stands out.

But this Thursday is different. The girl-in-green announces over the PA every few minutes that passengers travelling by the 7.27 a.m. Warrnambool race train who are leaving their cars in the Spencer St car park should inform the Stationmaster's office.

From 7.00 a.m. onwards a steady stream of passengers made their way to Platform 3. At 7.27 a.m., guard Peter Wouters with a flourish gave the driver the all-clear. Peter's style with the whistle has to be heard to be believed. He starts with a full blast which slowly dies away to total silence as Peter takes a quick breath. And then there is a crescendo that starts louder than any part of the earlier blast.

(A memo to all train fanatics. You should include Peter on your next "Great Guards' Whistles of the World" album. Get K Tel to market the record and you'll have a million dollar seller).

It takes your ear drums about 10 minutes to recover. Chief Safety Officer Bill Cox should look into whistle blowing. It might prove another factor in industrial deafness.

By the time the train left civilisation (i.e. Newport) the "professionals" have split into two groups.



Should conductors on race trains be given a title of train jockey in keeping with the spirit of the day? Here conductor Pat Carmody, with over 20 years in VicRail, attends to passengers' needs.

Those studying the form and those playing cards.

One very noisy compartment was at the front of the train. Central Reservation must have known that when they made the allocations. Five pensioners from out Essendon way knitted all the way to Warrnambool. Some poor young chap who had the remaining seat disappeared soon after Spencer St!

And if the noise wasn't enough, "Rail Ways" had sent one of their photographers. It was VERY interesting to watch people dive for cover as Jack walked through the train.

If Jack was a hazard for the guilty among the passengers, the dining car was just as bad for the staff.

Some, including the writer, had breakfast before owls had gone to sleep, or so it seemed. It was torture to walk through the dining car and see some of the 200 meals that were cooked on the trip being eaten.

As the train rushed through the lush, stone fenced western district the downpour eased to a



Off to the races! After the race train arrived at Warrnambool a fleet of buses were in the starters hands ready to take passengers to the course.

constant shower. After leaving Terang, St. Mug (the patron saint of punters) looked down favorably and the rain stopped. The sun consented to shine as well.

Off to the races! "Rail Ways" is not the journal to go into my claim that the racing game is rigged, but it's sure hard to pick a winner sometimes. Yes, you guessed it — I lost.

If I backed them each-way, they ran fourth. Straight out, they ran a place. And if I didn't touch them, they won. (Anyway thanks for the tip, Mr Wouters).

The highlight of the day is of course the Grand Annual Steeplechase. The "Chase" is one of the main reasons VicRail runs three special trains from Melbourne and another from Geelong.

I don't normally hand out tips, but I'll freely give you this one. Forget about trying to watch the race from the grandstand, members enclosure or lawn. Head for the hill. It is pretty steep and a long trek from the main viewing areas, but commands the most spectacular view of the whole race. With 20,000 spectators there it was nice to be able to watch a race with room to move.

Maybe it was because I had lost my money and knew that VicRail expenses did not cover losing bets, but the bus back to the station seemed very quiet. I think I wasn't alone in doing my "brass".

The bus trip was just a prelude to the train trip back to the big smoke.

Those who set out to enjoy themselves, well . . . they did. Some of the professionals made half hearted attempts to get card schools going again, while some of the real desperates studied the form for Stony Creek the following day, all the way back to Melbourne.

One group, the pensioners from Essendon, knitted throughout the return journey to Spencer St. What made it embarrassing was that they had all won!

As your weary reporter made his way through the barrier at Spencer St, "Red", caught his attention.

Out of breath she said, "Didn't catch the cow cookie but we had a fantastic day. I'm going to have to take tomorrow off to recover . . . what will I tell the boss?"

A story by "Iron Horse."



At North Geelong the crew of X43 changed over. Here guard Peter Wouters gives the Geelong crew the all clear.



Food, food everywhere but not a bite to eat. That was the story for acting first cook Kevin Glynn. Kevin had the unenviable job of cracking 14 dozen eggs on the trip.



For just one moment on the trip to Warrnambool the girls in the buffet car took a breather. The reason? So Jack Schwarz could take their photograph of course.

RETIREMENTS

STORES

ZOCH, S. G., Stmn. Ch.4, Ouyen Works, 24/5/79

ACCOUNTS

ROBERTS, A. L., Special Officer to Comptroller of Accounts, Room 312, H.O., 11/5/79

FREIGHT

BURROWES, R. W., Melb. Freight Term., 12/4/79
CALDWELL, R. J., Melb. Freight Term., 29/3/79
GLOGIEWICZ, J., Melb. Freight Term., 13/6/79
GRIMSHAW, R., Melb. Freight Term., 11/5/79
HUGHES, M. S., Bendigo Freight Cntr., 6/4/79
MASIEWICZ, J., Traralgon Freight Cntr., 23/3/79
MULCAHY, T. R., Melb. Freight Term., 3/5/79
PIRANI, S., Melb. Freight Term., 13/5/79
STUBBLETY, R. W., Dynon Freight Term., 20/4/79
TOLFO, P., Melb. Freight Term., 13/6/79
TOMASZEWSKI, R., Dynon Freight Term., 10/6/79
WILKIE, D., Shepparton Freight Cntr., 26/6/79
ZABINSKI, K., Ballarat Freight Cntr., 18/6/79

DEATHS

WRIGHT, K., Melb. Freight Term., 5/4/79

WAY AND WORKS

BARNES, W. A., R. F. Laurens St., 24/8/79
CURSIO, L., Engineer Special Works, 20/8/79
DAWSON, G.B.A., Engineer Struct. Design, 27/8/79
DUBOWEC, M., R. F. Flinders St. 1, 25/5/79
HARRIS, C. W., Metro. D. E., 8/5/79
HOWITT, S. T., F. A. Sunshine, 4/6/79
LIONETTI, G., R. F. Flinders St, 5/8/79
RODGERS, S. W., W. F. Ballarat, 27/8/79
SCHUPINA, P., W. F. Wangaratta, 4/8/79
TSOLAKIS, E., E. S. C. Caulfield, 24/5/79
ZIVOJINOVIC, S., R. F. Ballarat, 7/5/79

DEATHS

DENTON, H. J., D. E. Ballarat, 1/5/79
RAMAGE, L. R., D. E. Bendigo, 8/5/79
TREMAYNE, L., R. F. Laurens St, 1/5/79

TRAFFIC

BATCH, W. G. E., S. M. Blackburn, 21/4/79
CONWAY, M. F., Guard (2) Suburban Belgrave, 20/4/79
COURT, A. L., Stn. Asst., Ballarat, 10/4/79
EAMES, C. E., S. M. Ormond, 3/5/79
GABRYNIAK, W., Leading Parcel Asst., Flinders St, 29/3/79
GOULDING, A. W., Stn. Asst., (Platform Indicator) Spencer St, 29/4/79
MAMON, J., Point Cleaner, Melb. Yd., 17/4/79
SIMPSON, T., Parcels Asst., Sp. St., 26/4/79
SLACK, E. G., Stn. Officer, Korumburra, 2/4/79
SUMMERFIELD, L. A., S.M. C/o Rm.G.26, 20/5/79

YOUNG, F. G. A. M., Guard (2) Suburban, Flinders St, 5/5/79

DEATHS

GARSDIE, I. F., Parcels Asst. Sp. St., 28/4/79
STROGONOW, B., Block Recorder, Newport, 5/5/79

Historic Day

On May 21, 1879, the Geelong to Queenscliff railway line was officially opened. To mark the centenary of this occasion, which was of great importance to the young colony of Victoria, celebrations were held at Queenscliff on May 19, 1979.

There was an assembly of exhibits at Queenscliff railway station. These included fire engines from the Historic Fire Engine Association of Aust., vintage cars from the Western District Historic Vehicle Club, old military vehicles from the Victorian Military Vehicle Corps, old steam equipment, and steam locomotives and carriages which operated on the Bellarine Peninsula Railway.

During the day, there was a procession of historic vehicles along Hesse St, Queenscliff, to the railway station; a parade of four steam locomotives through the station; speeches to commemorate the centenary of the Queenscliff railway line; and a 'centenary' train which departed Queenscliff station for the next station along the line and then returned.

The historic railway line was closed by VicRail in November 1976, just 2½ years short of its centenary. Since that time, the Geelong Steam Preservation Society, a voluntary organization, has been working to re-open a 16 km section of the line from Drysdale to Queenscliff as a museum railway.

With the support of the State Government, Local municipalities, VicRail, and many local community groups, the Bellarine Peninsular Railway project is well advanced and steam trains will soon be regularly setting out from Queenscliff every Sunday and Public Holiday for a ride into a past era.

The complete line through to Drysdale should be ready for operation by the end of the year. In the meantime, steam trains will operate from Queenscliff to the next station along the line, Laker's Siding — a distance of 5 km.

SUGGESTIONS

Alteration to armatures	\$25
New type of requisition form for Newport Workshop erection room	\$20
Boom mechanism at Linacre Road be moved back from fence	\$10
Street directories be supplied to signal and communication vehicles	\$10

WHEN A PHOTO TELLS A STORY

It appears VicRail's photographic section at Spencer St is getting more than its fair share of competition honors.

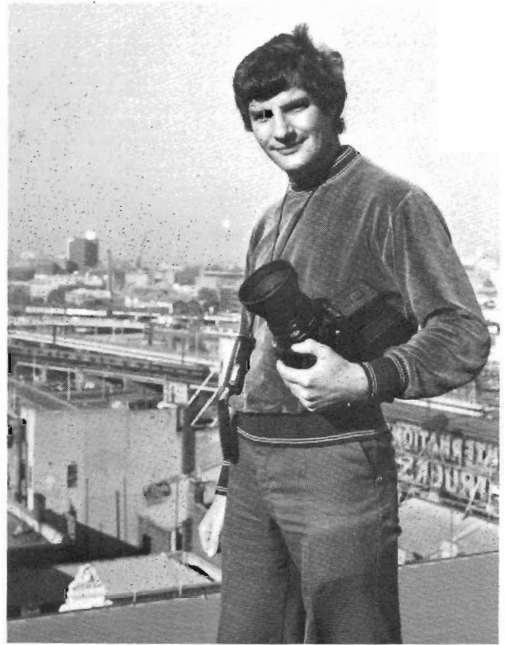
Chief Photographer John Phillips scooped the other entrants last year with "Best Print" from all States in the Annual Railways Institute Photographic Exhibition held in Launceston (picture below).

This may appear to be old news, but John again showed his prowess in this year's competition with a black and white print, "Night Shift" which was 'Highly Recommended'. The photo of the Sydney-bound freight train at Mossman is on the back cover.

John is no new chum to the business of high-class photography. He really got interested in 1970, after spending five years with VicRail at the Newport Workshops as a lad trainee, and later a train examiner.

He became photographic assistant at Head Office and for the next six years completed a Diploma of Photography course part-time at the RMIT.

Having moved through the ranks, John is now responsible for a staff of 12 — Gordon Brown and Jack Schwarz (Senior Photographers); Ron Irwin, Geoff Parker, Tim Juhasz and George Bambery (Photographers); Assistant Photographers Anna Gabriel (color and black and white printing) and Geoff Kenny (black and white printing); Gerry Zuliani (Leading Helio Machinist); and Helio Machinists, Bill Culph, Ken Hennessy and Clarrie Brohier. (Helio machines are used for plan printing).



Chief Photographer John Phillips ready for action atop Spencer St with one of the section's newest cameras.

The Photographic Section is mainly involved with black and white and color still photography and printing, a variety of graphic art work, plan printing, and sometimes movie film work.

This section encompasses everything from a bikini girl publicity shot to color landscapes taken from a helicopter. Its range of pictorial work is well known as it is involved with nearly every department within VicRail.

Senior Photographer Jack Schwarz is probably best known for the bulk of the excellent photos in the last annual report. With a memory that won't quit, Jack not only knows where the best shot should be taken and how to get the right angle at the right time, but also has personal contacts at almost every location in the network.

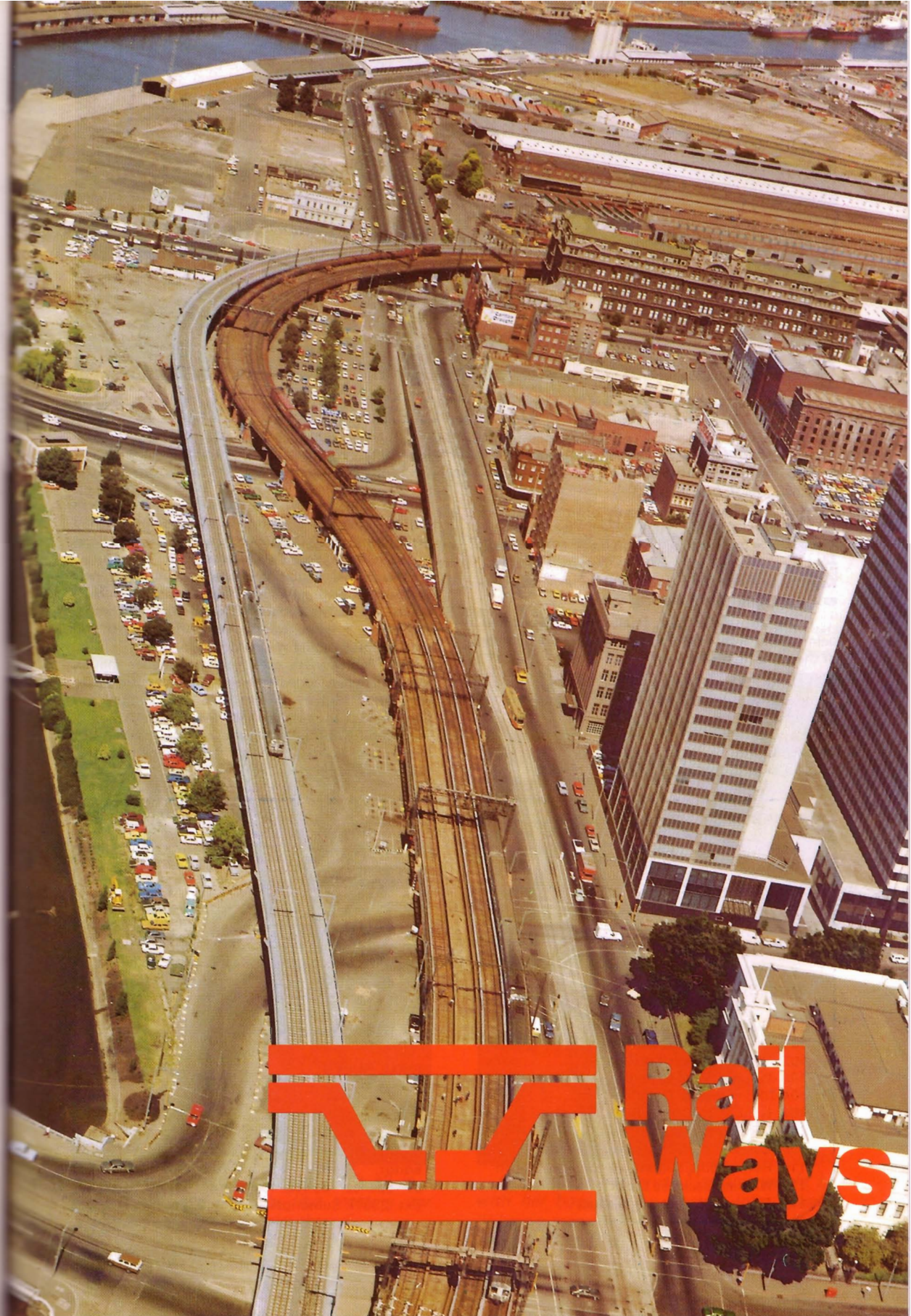
Gordon Brown, on the other hand, has gained much credit for his ever increasing library of advertising and railway promotional photographs.

Underground Loop specialist, Tim Juhasz, has more than made his mark in VicRail's photographic section over the past 18 months with photos of our new "below the ground" transport network.

Ron Irwin, usually involved with photography in the R.I.O.'s section, often does general photography, as do Geoff and George.







**Rail
Ways**



METROL – A MODEL TO BEHOLD

A challenge was set for Commercial Drafting when they were requested to supply the Signal and Communications Task Force with a 1:10 scale model of the proposed control room for the new METROL building.

The initial task was to supply prototype models of the control desks. Alan Marsh, who has had previous model making experience, tried various materials until he decided that polystyrene plastic was the best medium to use, chiefly because of its ease of cutting, filing, shaping, and rigidity.

Once the desks had finally been fabricated, painted and accepted, the next step was the building of the actual control room.

First, the floor plan was laid out using a sub-frame covered with masonite, and next came the columns, interior walls and divisions, carpet and windows. Each section was carefully planned before any work was started, reducing any unnecessary delays and mistakes.

The whole model had to be able to be broken down into many pieces to enable it to be transported from Commercial Drafting to the Task Force Offices in Albert Road, South Melbourne.

The model figures presented a completely new problem as nothing of that nature had ever been attempted in the section before. After much trial and error, a figure was sculpted from plaster and then a rubber mould was made around it.

Six figures were cast from the rubber mould. The arms were added later in different positions to add variety and the figures were then painted and positioned at the various model desks.

It took 1200 man hours to complete, with most staff members of Commercial Drafting contributing to the finished model.



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FRONT COVER

Apart from being a good photo of the viaduct approaching Spencer St Head Office, our front cover this month is quite unusual.

If you look closely it encompasses a wide variety of transport forms. These range from pedestrians to cars, trucks to buses, trams to trains, small boats to cargo ships, and even the helipad for airport commuters is featured along with mobile construction machinery on the Yarra bank.

Photo Tim Juhasz

RAIL WAYS

"Rail Ways" is published by the VicRail Board and printed at our North Melbourne Printing Works. Editorial and pictorial contributions should be addressed to "Rail Ways" Editor, VicRail Public Relations Division, 67 Spencer Street, Melbourne (Phone 61001, Ext. 2397). Subscriptions: Ext. 2265.

ACTIVE LIFE

When Mrs Margaret Michaels retired as station assistant at Oakleigh Railway Station on Monday, June 11, it was like leaving her family.

"It's been like a big family here," she said.

"I've loved my work and the people I have worked with. I've had my laughs and my cries with them. We've had good communication."

But she was looking forward to an enjoyable retirement. "I'm retiring early at 60 because my husband wishes it," she said. "He's been good to me, and accepted my shift work. But we sometimes had to cut our weekends short so that I could be back for work."

"We will live at our home on the Peninsula. We'll go fishing on our boat, travel in our caravan and later may go overseas. If God spares us we will enjoy the time left to us."

Margaret worked at Oakleigh for 21 years. She joined the Railways 24 years ago as a station assistant at Graham on the Port Melbourne line.

She plans to continue a full life. But one thing seems certain, she will return to Oakleigh to see her "big family" again.



Margaret helps a passenger. "It's all in a day's work, and I really like meeting our customers each day. I'll miss them."

Hard to forget

Did You Know?

The world's worst railway disaster occurred at Saint-Michael-de-Maurienne in France on December 12, 1917. A packed troop train carrying 1025 soldiers in 19 Italian carriages weighting 526 tons behind a single locomotive, P.L.M. 4-6-0 No.2592, was ordered away from Modane at the north end of the Mont Cenis Tunnel.

The maximum permitted load for this locomotive was 144 tons. Only the first three coaches had Westinghouse continuous brakes, the rest had only hand brakes.

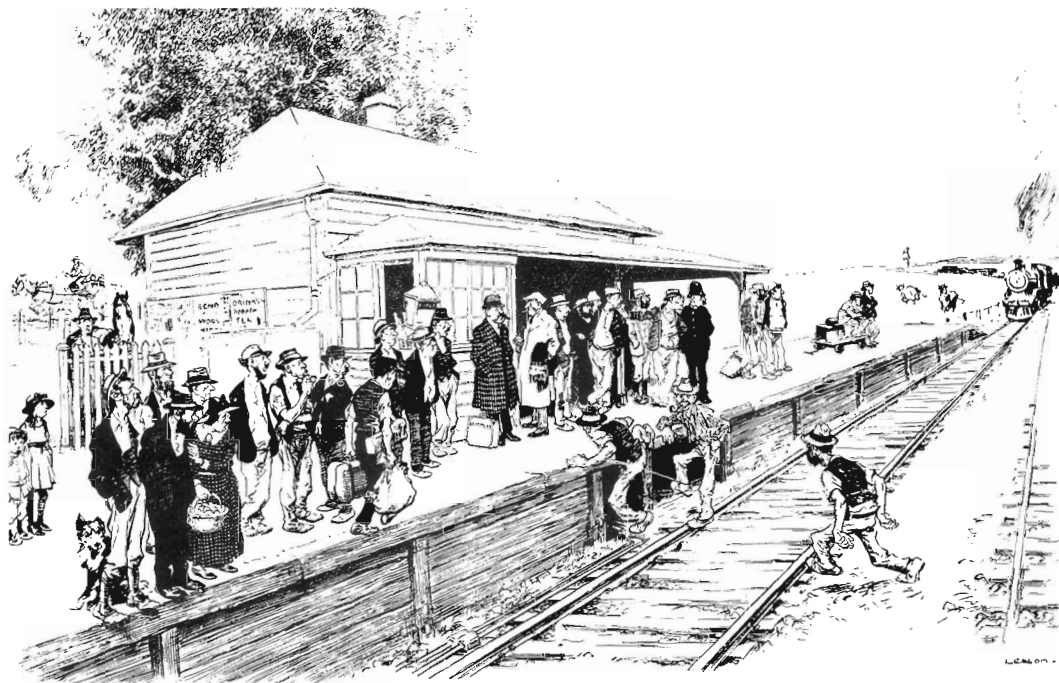
Driver Louis Girard was unwilling to proceed, but was unable to act against military commands. On the 10 miles of 1 in 33 falling grade, the train ran out of control, brakes became red-hot and set fire to the coaches, the engine became derailed, breaking the coupling with the train, and finally the whole train was wrecked at 91 m.p.h. on a curve.

Of the 560 dead which could be accounted for in the wreckage, 135 could not be identified. The final death toll was estimated at more than 800. The driver miraculously survived and was freed of all blame.

— The Guinness Book of Rail Facts and Feats



One of the last times Margaret would be with her boss, Station Master, John Balsers. "I have a marvellous boss," she said.



SEEN' THE TRAIN IN.

LOOKING BACK AT DIAPUR

Travellers on the Overland express from Adelaide to Melbourne unknowingly share a little bit of history as they pause at Diapur in the middle of the night.

Every night of the year the Melbourne bound Overland stops there to pass its opposite.

Diapur stands on flat ground between a 150 foot ridge of the Lawloit range and a shallow swamp a mile or so wide.

Its railway came in 1886 when the intercolonial line from Dimboola to South Australia was completed.

The swamp provided water for the steam locos, and a town grew up as railway families joined the early selectors.

George Coles, the father of the family whose chain stores now dot Australia, opened a store. The Commercial Hotel quenched the thirsts of the locals until it burnt down in the twenties.

The saddler, bootmaker, blacksmith, school and even the railway families of yesteryear are gone. There are no steam locos to 'pull out' for water, but the Overland and many goods trains cross there every night. Diapur station was exposed to the world, by Percy Leason's drawing, 'seeing' the train in' published in the "Bulletin" in 1922.

Leason grew up in nearby Kaniva and went on to fame as a world renowned political cartoonist. His 1922 drawing (pictured above) shows the station as it was, and historians tell that every person on the platform was real in the past of Diapur and its station.

These days a signalman drives out 12 miles from Nhill to switch in Diapur for the cross.

Around two-thirty in the morning the eastbound Overland wends its way down the bank and comes to rest in No. 2 road at Diapur.

The travellers see little; perhaps most of them are asleep, not aware of their pause in history. Those who come to the doorway see only a lighted signal box and a few signal lights.

Within minutes they become aware of the reason for their journey's pause; a light appears from down along the swamp, the sound of the croaking frogs is gradually drowned out by the quickening roar of N 8141, the westbound Overland as it streaks past, slowing slightly to 60 m.p.h. for the curve ahead before its two diesels roar away at the Diapur Bank.

It's only a matter of minutes and its all over. The eastbound Overland slowly pulls out onto the main line and rushes through the swamp and beyond towards Melbourne. The fading drone of the two air-conditioned Overland expresses gradually gives way to the croaking frogs.

Not one of the remaining locals stirred as Diapur became the most important station between Adelaide and Melbourne. They dreamed quietly of its former days as the "Overlands" passed.



If you've never paused during your travels at Diapur in the middle of the night, before rushing on to either Melbourne or Adelaide; you have missed something.

Diapur is still alive. The swamp offers good duckshooting, the wheat silo is a symbol of its prosperity and the railway station still handles a host of trains each day.

Descendants of the people depicted in Percy Leason's picture are still there and have great stories to tell.

(Story Brian Brooke)
(Recent Diapur photo above, Jack Schwarz).

REAL THOUGHTS

The man who loses his head is usually the last to miss it.

Experience is the name everyone gives to his mistakes.



The chief vice of many people consists not in doing evil but in permitting it.

"Life is the same as a staircase . . . you have to be on the go if you want to reach the top."

All the brains are not under one hat — go easy in criticism of others.

Worth noting

Quick thinking by VicRail staff at the Jolimont yards recently showed great initiative in an unusual situation.

The incident occurred in a blue Harris train from Box Hill as it entered the yards. It had to slow down and while waiting for clearance a passenger suddenly fell ill.

Fellow passengers found a seat for the young woman. At this state the train was caught in a snarl caused by overhead wire problems and looked set for a long wait.

One passenger opened the door and asked a track maintenance man to try to phone the signal room and have the train speeded through.

The maintenance man, whose name is not known, managed to get the message through and within two minutes the train was moving into platform two.

Flinders St S.M. Les Poulson, accompanied by First Aid Officer Betty Reidy, were waiting when the train pulled in. Fortunately, by this time the woman had recovered.

Herald Transport Writer Lawrence Money featured a story on the front page of the newspaper. In the article he said a passenger had phoned in and commented: "The Railways get so much criticism, I thought they should be congratulated on this one."



Farewell to Val

It was a day filled with joy and sadness recently when train driver Val McMaster retired from VicRail after a career spanning 44 years.

Val (65) started as a train fireman at Korumburra in 1935 and became a driver in 1946.

Over the years he has been in charge of Australia's top trains including the Spirit of Progress, Inter-capital Daylight, Southern Aurora and Gippslander.

From 1954-66, he was in charge of the Orbst Depot, and also spent five years in the Goulburn Valley Depot. He has been a train driver at the South Dynon Locomotive Depot in North Melbourne since 1966.

Val followed in the footsteps of his father who was a driver for 46 years. "I'm quite happy to settle for 44 years," he said. "I don't want to break my father's record."

Living at St. Kilda, Val has four children aged between 29 and 35, two of them twins. However, none of them are interested in working for the railways.

And what of retirement . . . well, Val plans to travel around Australia, do a lot of fishing and play plenty of golf. "After 44 years one real pleasure will be sleeping in," he said.

His workmates were very sad to see him go as "he seems like part of the furniture." "They're sure to miss me because I'm a stirrer - I can really dish it out, as well as take it," Val said.

Many of Val's friends and workmates got together for his official farewell, and the Australian Federated Union of Locomotive Enginemen presented him with a copper embossed plaque.

Good fishing Val!

LATEST LETTERS

From Mrs. J. Ashley and Mrs. E. Charles, Mitcham:

"We were speaking to your representative recently when we booked our trip on the "Little Desert Tour", who told us not to expect "The Wentworth" exactly.

"We are just writing to say how much we enjoyed the experience, and can recommend it to all ages.

"Wimpy and his wife were very good hosts and the meals were superb.

"The accommodation was very clean and we even had electric blankets for the cold nights at the lodge, which we didn't expect. The couriers on the train were great too.

"We say thanks to VicRail for their tours which we enjoy so much."

From the Association of Civilian Widows:

"On behalf of the Association I would like to say a very big thank you to you (the Ballarat SM and staff) for arranging bookings for our members to come to Melbourne recently. It was greatly appreciated especially at such short notice."

From Wallace Bell, pensioner, Mornington:

"I would like to thank VicRail for their involvement in the "Pass Master" system which gives pensioners such a big help in transport fares. I personally thank you for giving me this opportunity."

From Nagambie Primary School:

Station Officer, M. Shepherd, sent us this one after a party of 58 children, two teachers and 15 mothers of children from the school travelled to Melbourne to see a play. According to Mr. Shepherd the two thank you letters forgot to mention the assistance given by the Station Master at Spencer St.

"I would like to thank you for helping us on the trip by giving us a cut off the fare and also arranging a special carriage for us - Kevin O'Connor."

"I would like to thank Mr Shepherd for organising the train and the special carriages. The train ran so smoothly it would be a pleasure to do business once again. On behalf of Grade 4 'S' 6, thank you - Michael Smith."

VicRail has its own spark of the Gilbert and Sullivan fever which fired Melbourne with the coming of the D'Oyly Carte Company.

The Employee Relations Division has its own "Cox and Box". "Cox and Box" is the name of a short comic opera with music by Sullivan and words by F. C. Burnand, often put on with G and S productions.

Our Chief Safety Officer, Bill Cox, and our new Senior Industrial Officer, Kevin Box, make up VicRail's contribution to please G and S fans.

CO-OP MEETING GREAT SUCCESS



"Miss VicRail" (left) talks with a guest over dinner.



"Food for thought."



Co-op Chairman Graeme Smith officially opens the meeting.



No food left – but hearty participation in the general business.

More than 180 members and guests recently attended the 8th Annual General Meeting of the Railways Staffs' Credit Co-op held at the VRI ballroom at Flinders St.

Before the formal business got underway, all present enjoyed a magnificent smorgasbord and drinks while getting to meet each other. (Well done Flinders St Catering).

Co-op Chairman Graeme Smith got the meeting underway, and among the general items to be covered was the election of three Board Members. A ballot was held and the three retiring Directors were voted back – Messrs. V. Brown, H. J. Crouch and M. Langan.

A highlight of the evening was the introduction of "Miss VicRail" Joanne Curcio, who mixed with fellow Co-op members and sold raffle tickets to raise money for the Spastic Society.

Among the many achievements of the Co-op over the past year are a turnover of \$13,482,524 a surplus on operations of \$62,961, a membership of 6704, and the announcement of a savings interest increase to 9% p.a. on all "On Call" accounts.

Without a doubt the most exciting news of the year was the purchase of the building at 527 Lt. Collins St which will soon become the new headquarters.

OBITUARY

Many folk throughout VicRail will no-doubt regret the recent passing of Terrence Ahern, aged 70.

Terry first started with the Railways at East Richmond and then later moved to Flinders St.

He retired seven years ago as a fitter in Way and Works due to ill-health, and had served more than 30 years with the Railways.

We extend deep sympathy to Terry's family and his many close friends.



A TEAM TO HELP US ALL

Many stories have appeared in "Rail Ways" over the years concerning the Medical and Vision Test Car, but we thought it had been too long since mention of it had been recorded.

For those who don't know much about this car, we publish this article to give you an idea of its benefit in providing a mobile base for important regular medical checks of our many employees.

Our search for this special car took us to the country recently where we found it housed outside the Ballarat North Workshops.

Tours of this train (shown above ready to depart from Spencer St) highlight the rigid standards of physical fitness required from railway men and women who are associated with the running of our trains.

In this unique train, staffed by a doctor and a clerk, nearly 1200 country railway staff are examined each year. In addition, more than 600 staff are tested in the Metropolitan area.

The Medical and Vision Test Car is a self-contained train in a single carriage. It combines the functions of examination rooms, staff living quarters, and a brake van.

Staff on the train conduct examinations for periodical tests, new employees, and those absent from duty because of sickness or injury.





Clerk Greg Dalziel (25), has an examination with the electrocardiograph on board the test train.

The train runs to a comprehensive schedule, and covers most of the 7085 kilometres of Victorian track in a year.

At some wayside stations, examinations may be completed in about 10 minutes, but the train may have to stay for several days at main country centres that have large depots.

By sending the train on tour, VicRail is able to minimize the time that country employees need to be absent from duty for medical appointments and, at the same time, preserve the efficiency of examinations.

The Medical and Vision Test Car has modern appointments — included are hot and cold reticulated water, and electricity and gas for lighting and heating. The guard's compartment serves as a comfortable waiting room.

The special train has also been used for staff recruiting in many areas where applicants for local and metropolitan jobs have been interviewed.

The carriage was built in 1908 as the "Wimmera" dining car for long distance and interstate passenger trains. It was converted for its present use in 1938.

One man who really knows the value of the test car is VicRail Medical Officer, Dr Robert Wallace. For many years he has travelled with the train and carried out countless health examinations of staff. He joined the medical staff in August 1964.

"Doc" Wallace was born in Brisbane in 1911, completed his secondary education there, and studied medicine for one year at Queensland University.

He then moved to Melbourne with a fellow medical student to complete his studies at Melbourne University.

He graduated in 1934, joining his father Robert, Uncle Thomas, and Aunt Edith in the medical profession.

His reason for becoming a doctor? "My father wanted me to do it: that's all it was."

He said at times his job had been "a bit bloody hard".

For 16 years he had his own practice in Mirboo North, working virtually 24 hours a day, seven days a week.

He was for 12 months a resident doctor at the Alfred, assisted another doctor in Wonthaggi for 12 months, practiced for three years in Queensland, in Thornbury for three years and was locum all over Victoria for another 12 months.

Continued next page



Rehabilitation Officer, Dick Mills, points to the eye chart which he used in a specially fitted optical test section of the carriage.



While at the Ballarat North Workshops we met boilermaker/welder, Rod Pacey, who owes a lot to VicRail's rehabilitation program.

Rod (35) had a serious accident in 1974 when his left hand was caught in a metal press which resulted in the loss of three fingers.

After six months off work Rod can now turn his hand to almost anything. At present he is mainly involved with the construction of the new grain wagons (pictured above), but also is involved with repairs to damaged rail stock.

Also pictured are (left to right) Rehabilitation Officer Dick Mills, Ballarat North Workshops Manager Frank Uhe and Dr Wallace.

[From previous page](#)

Dr Wallace's work with VicRail has centred mainly around the Vision centre and Vision train.

Most of our readers have probably had their eyes checked out by him at some stage.

He said some people have tried to bluff him. For example people say they can hear the watch ticking when they can barely hear the doctor talking.

Dr Wallace married in 1937. He and his wife Dora, a former nurse, have four children — Margaret, a university graduate; Robert, a mechanical engineer; Russell, a civil engineer; and Ian, who is in our accountancy branch. He also has six grandsons.

While Dr Wallace officially retired in 1976, he is still seen about the medical section in the capacity of a locum.

In his spare time he continues playing bowls, and does a bit of gardening about his Hawthorn home. He also enjoys cooking.

(White speaking of the Medical Section, it is with much sadness that we report the passing of Dr Rayden Ackland. Born at Jung Jung in 1914, Dr Ackland joined VicRail as a Medical Officer in 1967 and was appointed Chief Medical Officer the following year.)

RAILWAY DIET

MONDAY

- Breakfast: Weak Tea.
 Lunch: One Bouillon cube in ½ cup of diluted water.
 Dinner: One pigeon thigh, 3 ounces prune juice (gargle only).

TUESDAY

- Breakfast: Scraped crumbs from burnt toast.
 Lunch: One donut hole (without sugar), one glass of dehydrated water.
 Dinner: Three grains of cornmeal, broiled.

WEDNESDAY

- Breakfast: Boiled-out stains of old tablecloth.
 Lunch: Belly button of naval orange.
 Dinner: Three eyes from iris potato (diced).

THURSDAY

- Breakfast: Two lobster antennas.
 Lunch: One tail joint of sea horse.
 Dinner: Rotisserie broiled guppy fillet.

FRIDAY

- Breakfast: Four chopped banana seeds.
 Lunch: Broiled butterfly liver.
 Dinner: Jelly vertebrae a la centipede.

SATURDAY

- Breakfast: Shredded egg shell skin.
 Lunch: One-half dozen poppy seeds.
 Dinner: Bee's knees and mosquito knuckles sauteed in vinegar.

SUNDAY

- Breakfast: Pickled hummingbird tongue.
 Lunch: Prime Rib of tadpole, aroma of empty custard pie plate.
 Dinner: Tossed paprika and clove-leaf salad.

NOTE: A seven-ounce glass of steam may be consumed on alternate days to help in having something to blow off.

Paint job at Ivanhoe Station



Art plays an important part in the life of one of the station staff at Ivanhoe Station, twenty-three-year-old, Satinder Sekhon.

She got her first job as a station assistant with VicRail about a year ago after migrating from India, and since then has been the talk of the commuters with her painting, cheeky smile and infectious personality.

Satinder recently completed a painting of Ivanhoe Station from the eastern aspect, and it's hanging in the stationmaster's office.

The painting, ordered by her "boss", is certainly not the work of an amateur, as she has completed a masters degree in fine arts at the Government College in Chandigarh, north India.

"My boss knew I could paint, so he asked me if I would paint a picture of the station," she said. "I painted it after work and because I live close by, sometimes on the weekend."

"A local schoolboy has also asked me to paint a picture for him. He has given me a slide of a beach scene and I will paint from it."

Satinder came to Australia alone, at the encouragement of her father, because of the opportunities here. However she has found the going fairly hard and has often suffered homesickness.

Apart from painting she also enjoys music, dancing and reading.

Our picture shows Satinder with her painting outside Ivanhoe Station.

(Photo courtesy of the "Heidelberger").

GOOD READING

A book to delight all lovers of rail travel has been released by AH and A.W. Reed Pty. Ltd.

Titled "Australian Steam", this 128-page hard-bound volume written by A. E. Durant is unlike many railway books, as it is not dry and boring, but very well written and most thought provoking.

One of the Book's best features is the comparison of Australian locomotives with well known overseas types designed for similar jobs. Revealing comparisons are also made with similar locomotives in other states.

The book commences with a general description of the geography and population distribution of Australia, and then has seven chapters dealing with each state, and Commonwealth Railways.

Unfortunately the early Victorian Railways' types are not mentioned by class, only by wheel arrangement. The final chapter supposedly deals with private railways, and is largely limited to those which provided a public service.

The text is supported by a large number of well selected and well printed photos, and the book sells at a recommended retail price of \$8.95.



Gala night at VRI dinner dance

The Victorian Railways Institute held another successful annual dinner dance recently in Melbourne.

Nearly 200 people attended the function at "The Princeton" reception room in the Exhibition Buildings and danced the night away until 1.00 a.m.

The band, "Ramrod", played as people enjoyed pre-dinner sherries followed by a three course meal. There was a plentiful supply of drinks such as wines, spirits, ales, etc.

This year's "Miss VicRail", Joanne Curcio, was introduced to everyone by the Comptroller of Accounts, Jock McGowan. Joanne also drew the lucky door prizes.

I think all present are looking forward to the 1980 soiree.



A MAN WITH A TOUCH OF CLASS

All Junior Station Assistants who started in the suburban area during the past five years will know the name Lin Summerfield. Lin is the man who has run the Junior Station Assistant classes since 1974.

He elected to voluntarily retire at 60 on May 20, after 38½ years service.

Lindsay Alfred Summerfield started as a casual laborer in December, 1940, and became a supernumerary porter at Box Hill in February 1942. He also worked at Blackburn.

He was stationed at Tunstall before the local councils of Blackburn and Mitcham were incorporated and named "Nunawading". As the council chambers were in Tunstall, the railway station name was changed to Nunawading in 1946.

"I remember in those Tunstall days the railway gates at Springvale Road crossing were closed to road traffic after the passage of the last down, until the first up in the morning. It's quite different today, where we now have booms," Lin recalls.

"At Armstrong a railway bicycle was supplied for me to ride to Great Western every second week to work a group roster. Forty minutes was allowed to ride the six miles.

"From 1948 to 1950 I was utilised to run guard at Ararat, from there to various locations, whenever a shortage of guards existed.

"Our daughter Jan was born prematurely at Ararat hospital in 1947, weighing 2 lb. 10 oz. She lived in a humid crib until she was three months old. After finishing duty each night at Armstrong, I rode the bicycle six miles to Ararat to visit my wife and baby in hospital," Lin said.

In his early years he passed the usual qualifying exams — double line block, electric staff and tablet, staff and ticket, guards, ticket checkers, and after

passing Assistant Station Master, was appointed ASM at Armstrong in September 1947.

After nearly five years at Armstrong he returned to the suburban area as an ASM, first in the Box Hill group, then Blackburn, Glenferrie group and Mitcham before taking up a position as Station Master at South Melbourne in 1962.

In January 1964 Lin returned to the Ringwood line this time as SM at East Camberwell where he remained until 1974.

He then accepted the challenge of starting junior recruits on the correct path and shaping their careers as future railwaymen and women.

Since then he has seen hundreds of Junior Station Assistants through his classes.

His ability and knowledge are such that on many occasions he has been used in the station accounts classes either to assist or relieve Hughie Davis as Station Accounts Instructor.

Many of his pupils who are now qualified in more senior grades owe him a debt of gratitude for the kind interest and encouragement he has always given.

Lin's sense of humor and dedication to his duties will be missed by his mates in the Staff Training Section who wish him and his wife a long and happy retirement.

Talking briefly with Lin after a surprise party arranged by his daughter, he assured us that he and his wife, Joyce, would have plenty to do with their extra time. Apart from regular gardening, there are itineraries being planned for extended holidays in NSW and Qld. to visit relatives and friends.



VicRail Examining Officer Jack Tulloch (right) presents Lin with a special folio of humorous answers to examination questions collected over the past four years.

RETIREMENTS

STORES

Barbas, C., Permanent Way Depot, 21/7/79

TRAFFIC

Biciacci, F., Sig. Asst. Lalor, 27/4/79
Lippa, E., Loading Vanstower, Sp. St., 27/4/79
Mullen, H. M., Signalman, Bendigo, 13/2/79
Michaels, M. M. Mrs., Stn. Asst. Oakleigh, 11/6/79

DEATH

McMullen, N., Stn. Asst. 3, East Richmond, 3/6/79

WAY AND WORKS

Ackhing, A. V., S & C Engineer, 25/9/79
Avola, R., Eng. Spl. Works, 31/8/79
Ciechorski, J., Eng. Spl. Works, 3/9/79
D'Andrea, B., W. M. Spotswood, 10/5/79
Dimopoulos, P., W. F. Caulfield, 18/6/79
Falletti, V., Line Supervisor, 6/6/79
Frost, S. J., R. F. Bendigo 1, 16/6/79
Kerby, F. C., D. E. Seymour, 6/7/79
McCauley, S. A., R. F. Benalla, 6/6/79
Rohan, J. J., D. E. Ballarat, 1/6/79
Ross, M. D., S & C Nth. Melbourne, 8/6/79
Turner, M. A., Eng. Spl. Duties, 13/9/79
White, H. H., W. F. Bendigo, 27/9/79
Wyatt, E., R. F. Warragul, 7/9/79

DEATHS

Barnes, W. A., R. F. Laurens St, 11/6/79
Lear, G. H., W. F. Geelong, 20/6/79

FREIGHT

Briggs, R. W., Melb. Freight Terminal, 27/6/79
Ferris, F. C., Melb. Freight Terminal, 5/7/79
Haines, K. J., Bairnsdale Freight Centre, 6/6/79
O'Shea, A. W., Sale Freight Centre, 15/7/79

DEATH

McRae, C. J., Horsham Freight Centre, 11/7/79

Vale "Cocoa"

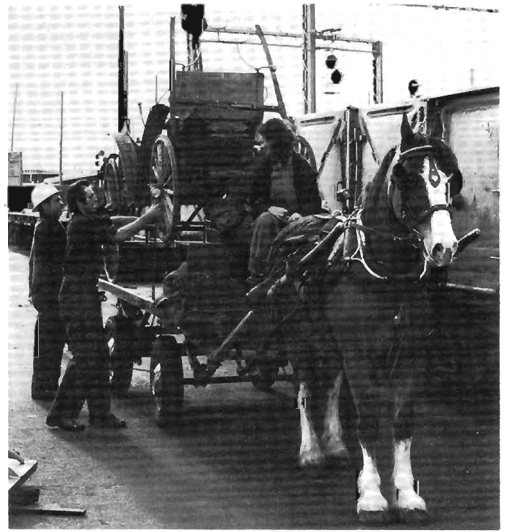
It is with regret that we announce the passing of a colorful railway employee, "Cocoa" Jackson.

Born Frederick James, he worked with the railways from the early 1930's mainly in No.4 Shed at Melbourne Freight Terminal.

"Cocoa" led an active life, becoming feather-weight champion of Australia in 1928. From all accounts he was a clever boxer and won his title from Tommy Barber. He lost his title however the following year to Tommy Crowle.

Dubbed as one of nature's gentlemen, he was held in high esteem by everybody in the fight game.

Fred retired from the railways due to ill-health in 1963, and died aged 73.



QUITE A WAGON

Eagle-eyed photographer George Bambery, grabbed another scoop shot recently when he peeked out of a Spencer St office window overlooking the Melbourne Goods Yard.

It was an unusual sight to behold when Frances and Burnie Dingle arrived to take delivery of a phaeton buggy which had been sent to them by rail from Mile End in South Australia.

Workmen were a little surprised when they had to unload the buggy onto the Dingle's wagon with Clydesdale, "Rocky", in the harness. Fortunately, "Rocky" behaved well and soon became accustomed to the grinding antics of the overhead crane.

Burnie has a coach building workshop in Caulfield where he plans to restore his newly acquired buggy.

He says he doesn't believe in cars and has never driven one. He also adds that with the imminent oil shortages, a lot more people may be returning to his mode of transport in the future.

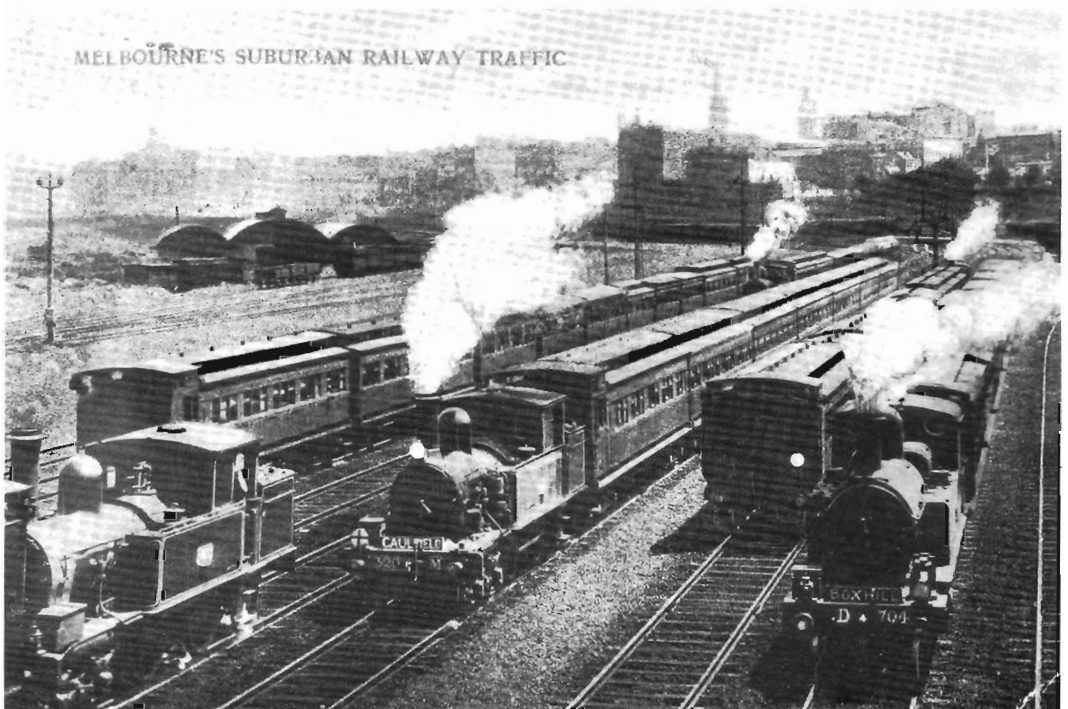
SUGGESTIONS

As part of an on-going scheme, VicRail employees are invited to present suggestions which increase efficiency, productivity or safety in the railways.

Modification to release valve on TVX wagons	\$100
Change to cashier form A.571	\$25
Method of reproducing plans	\$20
Waiting room heater at Donald	\$10
Fire unit trailers to be fitted with jockey wheels	\$10
Air hose on winding floor be placed on hose reel	\$10
Securer safety barriers be erected in workshop	\$10
Relocate cutlery dispenser at Spencer Street Cafeteria	\$10

WINDING BACK THE BUNDY CLOCK

We managed to procure several old postcards recently which will no doubt bring back memories to some staff as well as provide a pictorial view of the good old days of train travel (also see back cover).





**RAILWAY VIADUCT
FLINDERS ST. MELB^{ORNE}**



Rail Ways





MISS VICRAIL

Miss VicRail, Joanne Curcio (pictured above), spearheaded the "Forget-me-not" appeal recently at Flinders Street Station with her double tin approach.

Along with a large group of determined fund raising volunteers who manned Spencer, Flinders and Princes Bridge Stations, she jiggled tins to collect money for the Spastic Society.

The day proved very successful with more than \$550 being added to her charity account in the Miss Victorian Government Service Quest section. At present this account is approaching \$3000 with many more fund raising activities yet to take place before the official end of this year's quest in September.

Gratitude is extended to the staff and patrons of the suburban stations who have generously given money in collection tins. Special credits go to Dandenong Station staff, the Credit Co-op, the VRI, and the Batman's Hill Hotel for their great help.

History highlights

The Railways of Australia will be 125 years old on Thursday, September 13.

To celebrate the occasion VicRail with the Railway Historical Society will run a commemorative steam train. The train with special guests will run from Flinders Street to Sandridge (Port Melbourne) on Sunday, September 16, at the original train time of 12.20 p.m.

The train will draw veteran carriages which will remain at Port Melbourne for the afternoon as a static display.

During the afternoon two steam engines will pull passenger trains between the two stations, interposed with the regular 40 minutes Sunday service.

VicRail will run a steam train each day between Monday and Friday, October 15 to 19 on a different suburban line.

Sharing this anniversary are "The Age" newspaper, the Eureka Stockade incident, and the first coach run of Cobb and Co. "The Age" is combining with VicRail to make the anniversary a memorable occasion.

Two one-day steam train tours will run on Saturday and Sunday, October 13 and 14 between Melbourne and Ballarat linking with the old Cobb and Co coach at Ballarat and visiting the Eureka Stockade site.

"The Age" will be issuing various mementos of the occasion — reproduced pages from their first issue and place mats with late 1800's drawings of Melbourne.

Australia Post will join the celebration by bringing out a special cover on Sunday, September 16. The Post will also place a bag of specially franked mail on the commemorative train.

To the VicRail management we also extend sincere thanks for their support as well as to the many folk who have given their time to sell raffle tickets, collect donations and help organise functions.

An anonymous donor is also thanked for his contribution of \$50, which was his award in a recent VicRail Suggestion Scheme decision.

Please keep your eye out for Miss VicRail money-raising activities in the Weekly Notice and on notice boards. Every cent helps the Spastic people.



Rail Ways

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(PRICE 20c)

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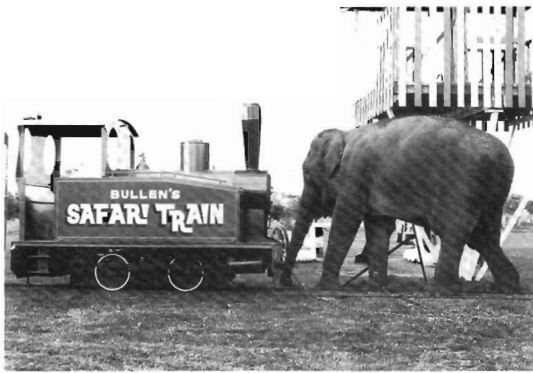
FRONT COVER

As a new day begins, so does the journey of the 7.15 a.m. passenger train from Bacchus Marsh to Melbourne.

Photo George Bambery

RAIL WAYS

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"I know I'm early -- must be a strike."



"Don't give me that, 'you're too heavy', business."

WELL TRAINED AND LOVES IT

Heard any good stories lately? Well we have! What weighs five tons, consumes close to 22,000 gallons of water per year and travels untiringly through almost any terrain at speeds up to 25 miles per hour.

Did you guess it was a horse drawn tram operating from Welshpool to Port Welshpool in the early days, or maybe one of the private timber trams which worked around Warburton, Powelltown and the Otways.

Wrong! Would you believe an affectionate Indian Elephant called "Sue"?

Sue featured recently when she was spotted close to the rail line near Rockbank on one of her favourite train spotting expeditions. Although this "elephant walk" may sound a little dangerous, it was nothing more than the pachyderm's uncontrollable desire to check out the local trains from within the park's confines.

Living at the Bullen African Lion Park for eight years has instilled in Sue a love of trains which pass by her 147 acre home every day. So keen is she on rolling stock and she decided to break her chain shackle one morning in order to get a close look at the "Overland" and a Ballarat - Spencer St train. (Not a bad trick, as the chain has a breaking strain of five tons).

Both trains were stopped well before they got to Rockbank so there was never any danger.

Sue's interest in transport probably stems from the fact that she has travelled extensively throughout the world during her lifetime as an entertainer.

She entered the world as a 300 lb baby in Singapore 40 years ago and came to Australia when she was only five feet tall.

According to the Lion Park's Managing Director, Greg Bullen, Sue is the most intelligent and placid attraction he has ever had during his many years in the circus and animal training business.

Apart from keeping track with VicRail train movements, Sue always likes to maintain a watchful eye on the park's own railway system, as you can see from our pictures.

What makes Sue tick? How about a daily diet of 200 lb of fruit, vegetables, vitamins, oats, lucerne, chaff, four bails of hay, and 60 gallons of water. (Keen as Sue is on trains she still refuses to eat loco weed).

As elephants view everything at approximately 10 times their actual size her food intake sure appears to make jumbo sized smorgasbord. In fact everything Sue needs for a healthy life is dished out in super sized doses. A cold for example is remedied with two packets of Aspros pushed inside a dozen apples.

Apart from being a train watcher, Sue is also an excellent security guard for the animal park. Her bellow at the sight of any unwelcome intruder could well be likened to a locomotive warning blast.

We tried to interview Sue in the afternoon regarding her interest in rail transport - but to no avail. She has a rest during the day and all we could deduce is that she's the biggest "sleeper" we've ever seen.

"It might be a trunk curling problem finding me a seat, but I do have a weekly pass."

"I've saved and saved to pay for this ticket. It's all aboard or I eat it."



August 1979





HE'LL NEVER BE STATIONARY

The old saying, "I'd love a dollar for every time I've seen that", would probably have earned a fortune for recently retired Richmond Station Master, Frank Cann, who has watched countless numbers of trains stop or go past his station.

Born in July 1919, Frank started his railway career at 17 as a porter at Elsternwick. He moved to Gardenvale Station in 1938 and just prior to the start of World War 2 had also worked at Caulfield.

He joined the Army in 1939 but due to a shortage of necessary rail staff, was placed at Goorambat where he spent the next three years as an operating porter.

From 1943 until 1947 he was ASM at Portland. The following year he was appointed ASM at Peshurst.

Frank became SM at Peshurst not long afterwards, and later had various relief positions as an SM at Lake Boga, Irymple, Moreland and Blackburn. He also held positions from Yarrowonga to Flinders Street.

With about 868 trains stopping at Richmond Station's 10 platforms each day, Frank, and his 26 staff, have been used to a pretty full daily schedule.

Frank has made railways his life and, especially misses the days of steam. "You could really talk to them," he said.

Following in the footsteps of his father (Bert), who was a guard and shunter, Frank loves to recall the memorable experiences he has had, like travelling on the first Spirit of Progress trip to Sydney in October 1937.

Life will no doubt be much different for Frank in his retirement, but he has many plans. Among these are to visit his sister in America with his wife, Kathleen. The North Blackburn Bowling Club will no doubt see more of him as will the fish in the Murray River.

We asked Frank if he could recall a favourite story during his time with the Railways. It wasn't long before an incident in 1951 came to mind.

It appears that a chap called Joe Whitehead had a rather ticklish experience at Lake Boga while operating the hand points one day. He rather upset his wagon shunting directions when a frill-neck lizard went up the leg of his trousers.

IF YOU FIND ANY MISTAKES IN THIS MAGAZINE, PLEASE REMEMBER THAT WE TRY TO PUBLISH SOMETHING FOR EVERYONE . . . AND SOME PEOPLE LOOK FOR ERRORS!

It really suits them to a tee

Back in the dark dim ages, Melbourne Show Day was a day Ballarat Accounts staff loved and loathed.

Loved because they were the "lucky ones". While the rest of Ballarat went about their daily chores, they had a day away from debits and credits.

Loathed because there was nothing happening in Ballarat to enjoy (cynics might say nothing ever happens in Ballarat, but that is another story).

At the time there were several employees as interested in divots and bunkers as much as the dreaded debits and credits.

So in 1954 Jim Gordon organised a golf day at Midlands. Apart from Jim the inaugural competitors were Laurie Dixon, John McGregor, John McGowan (now Comptroller of Accounts), Bob McKean, Les Robertson and John Haywood. Laurie Dixon donated a trophy (a cracked cup from his wife's flour bin!) for the winner.

No doubt all budding accountants have already worked out our little mathematical problem but for the rest of us — if you take 54 away from 79 you are left with 25 — which makes this year the silver jubilee of the tournament.

Late in 1957, John McGowan was transferred to Melbourne and the following year he brought several employees from the big smoke up for the day. The golf day has grown over the years and last year a total of 35 players including five associates, took

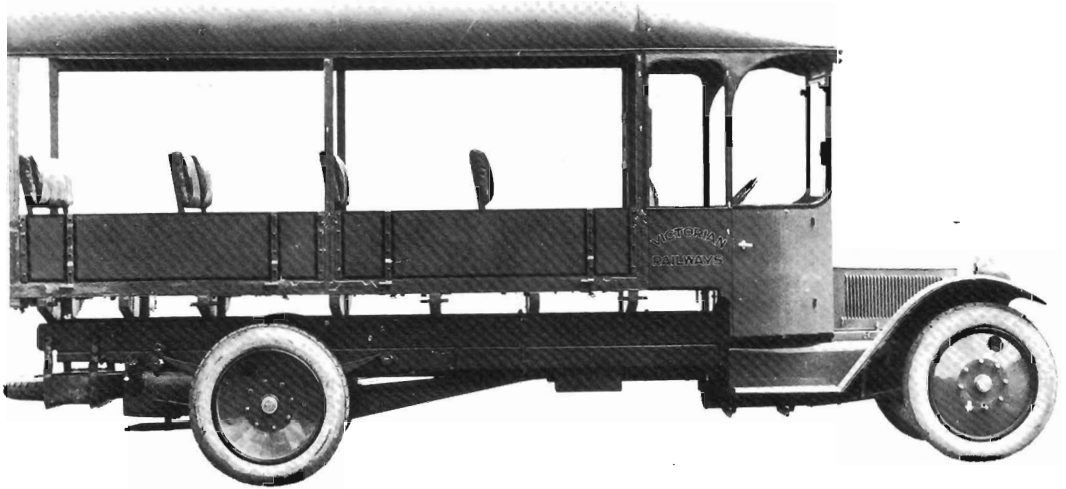
part. They came from accounting offices in Bendigo, Geelong, Melbourne and of course, Ballarat.

In 1965, Bob McKean died and Jim Gordon donated a memorial shield. Past winners of the Bob McKean Trophy are:

- 1966 Alan Whitla
- 1967 Jack Mathie
- 1968 Jim Gordon
- 1969 Ron Featherstone
- 1970 Jim Gordon
- 1971 Wayne Ashman
- 1972 Ian Vincent
- 1973 Ian Jeffery
- 1974 Stan Booley
- 1975 Peter Kenny
- 1976 Peter Kenny
- 1977 John McGregor
- 1978 Tom Biles

Jim Gordon, who retired recently, is busily organising the silver jubilee day and Ballarat Accounts would like to see anyone who has taken part over the years at the Creswick course on Thursday, September 27. The Calway handicapping system will be in force so everyone has a chance to win.

Ballarat Accounting Office on extension 218 can supply all details.



A MOVING PIECE OF HISTORY

Here's an interesting mind bender for the true railway buff.

We received the above picture recently from a group of people who are restoring this rather remarkable machine.

What we know about it is that it is a 1924 Lancia "Pentaiota".

What we would like to know is a little more detail. What sort of Victorian Railways vehicle was it? Was it one of many such road cars? When did it cease operation?

If you feel you can answer any of these questions, please write to us.

We do know that the unit will take part in the Lancia Rally at Castlemaine on October 7, and that the person who can give us the most information will be given a free ride (with his or her family) in this unique piece of historic transport. Please write to the Editor.



This year's apprentice awards

This year's VicRail awards for apprentice achievement were presented recently at the VRI Concert Hall in Melbourne by General Manager, Ian Hodges.

Apprentices who were given awards were involved in many sections of the rail industry. These included boilermakers, car and wagon builders, electrical fitters, electrical mechanics, fitters and machinists, carpenters and joiners, telephone technicians, painters and signwriters and plumbers and upholsterers.

Another function was also held at the Dallas Brooks Hall where Outstanding Apprentice Awards were handed out. Our representatives at this evening were Deputy General Manager, Lindsay McCallum

and Director of Personnel, Peter Stuart.

Congratulations are extended to all award winners, particularly Apprentice Coppersmith, K. D. Meyer, who also attended a special luncheon organised by the Melbourne Rotary Club.

Above: Award winning apprentices are shown with (centred front row, left to right) Bob Baillie (Supervisor of Apprentices), Alan Firth (Chief Electrical Engineer) and Ken Hall (Principal of the VRTC).

VicRail General Manager, Ian Hodges, is pictured congratulating Apprentice of the Year David Colbourne (Carpenter and Joiner, Rolling Stock).



Fine food at our new canteen



Staff at 67 Spencer Street, can now eat in style at their new canteen which opened on June 11.

The new canteen has a broader menu, more eating space and more staff than the previous canteen, as well as being more elegant.

The canteen features 18 cream and chocolate colored tables which, with a gold carpet and an attractive mural, make a pleasing environment.

Above, Manageress Anne Wilson who is in charge of three full-time and two part-time staff is picture above at the cash register greeting a customer at the clearly marked counter.

Anne has worked with VicRail for six years. She began as a counter hand on the Inter-capital Daylight but she soon worked her way up. Anne did a supervisor's course and has been canteen manageress for one and a half years.

Mr Thoms dies

With sadness we report the death of Senior Train Controller, John Henry Thoms, aged 50 years, after a stroke on Tuesday, July 17.

The late John Thoms was born in Sydney, joined the Railways there, then worked as a boundary rider on a Queensland cattle station before joining the Merchant Navy.

In 1960 he came to Melbourne for an intended weekend stay, where he met his wife to be, Helena, and so remained to be married on May 3, 1953.

John Thoms joined the Victorian Railways on August 21, 1951, and worked at various stations throughout Victoria, until he commenced as a train controller at Spencer Street in June, 1959.

He was promoted to Ararat Control in August 1962, and returned to Spencer Street in July 1964, where he was employed as a locomotive and senior train controller until his death.

John Thoms was actively involved in work, social and union activities. He was respected by his colleagues at VicRail and will be greatly missed by them all.

SUGGESTIONS

Use boxes in the compactus unit at BHP House to store waybills and abstracts.	\$475
Mark rubbish tyres with paint to distinguish them from new tyres.	\$50
Tail disc on Silver Diesel Rail Car to be painted a different color.	\$25
Issue of a leaflet advertising the various types of tickets available.	\$10
Provision of directional signs to Watsonia Station.	\$10
Rack to be supplied to store insulation.	\$10
Sign, stating VicRail, be placed at the Appleton Dock office.	\$10
Schedule be provided at Flinders St barriers to show the time of next Spencer St train.	\$10
Proper wire cutters be issued to bookstalls.	\$10

A LOOK AT WODONGA FREIGHT

If only they knew! Most dogs and cats of Australia would lick their lips every time they heard of Wodonga.

Every week more than 50 wagons, each loaded with 35 tonnes of freight, leave the Uncle Bens Company siding at Wodonga to help keep the pet population content. Food, it seems, is an integral part of Wodonga.

The rural city derives its name from the aboriginal word "Wodonga", which means edible nut.

Built on the civilised side of the Murray, Wodonga along with Albury seven kilometres away, form Australia's first growth centre. These two cities and surrounding districts are being developed by the Victorian, New South Wales and Australian Governments through the Albury – Wodonga Development Corporation.

Since its opening in April last year, the Wodonga freight centre has increased its monthly tonnage figures by 30%. In the first year the centre handled more than 20,000 tonnes of general merchandise and nearly 20,000 tonnes of bagged and bulk superphosphate.

One good taste the people of southern New South Wales have picked up over the years is the taste for Victorian beer. There are at least 80 hotels and clubs in the freight centre region and New South Wales which receive their supplies from Wodonga.

Other large inwards consignments received at the centre are of component parts for Sanyo products. These are shipped from Japan and then railed from Melbourne.

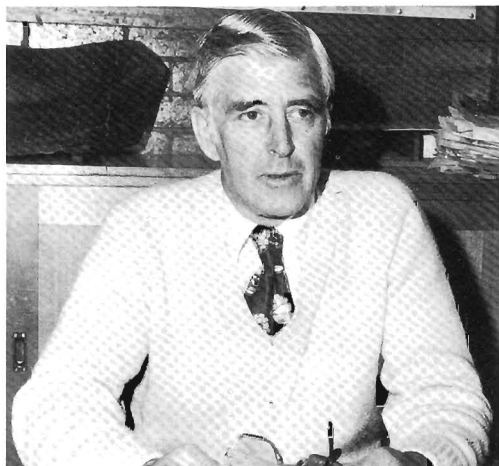
The Freight Centre provides Wodonga with a Monday to Friday town delivery service. Outlying towns – Bonegilla, Huon, Tallangatta, Bullioh, Shelley, Beetoomba, Cudgewa and Corryong – also have a Monday to Friday service.

The Freight Centre is managed by Gerald Tanner, who is in charge of three clerical staff, a goods foreman and 11 shed staff.

Forklift driver Jack Stapleton loads a crate of automatic transmissions onto a VLX wagon. The wagons hold 11 crates with each crate containing 18 units.



Freight Centre Manager Gerry Tanner has spent 37 of his 41 years in VicRail at Wodonga.



Wodonga Freight Manager, Gerry Tanner has seen a lot of changes in his years at Wodonga.

Since he started with VicRail back in 1938 he has spent all but four years at Wodonga. Gerry left Wodonga in 1939 and returned in 1943.

In the intervening years Gerry saw the first of the diesels come in from New South Wales, the construction and operation of the standard gauge, and the north-east centenary.

From 1943, for the next 12 years, Gerry worked in the goods office. In 1955 he transferred back to the station office and in 1976 returned to the goods office. He was appointed freight centre manager when the centre opened on April 24, 1978.

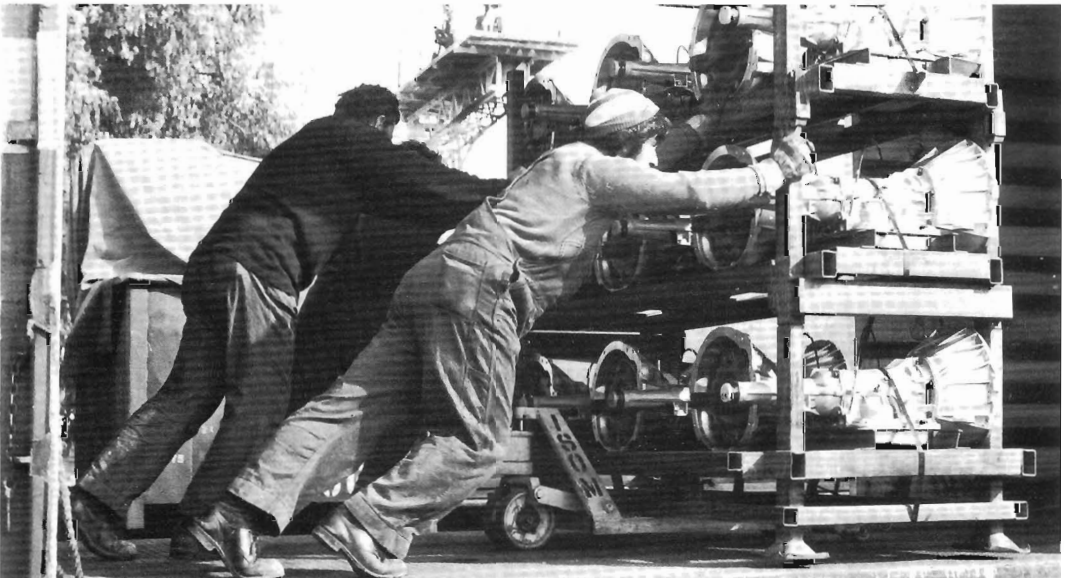
In his spare time Gerry likes to take in a round of golf. He is a life member of the Wodonga Turf Club and is a trustee of the Racecourse and Recreation Reserve. For 20 years he was a member of Tallangatta Football League tribunal.

"I could write a book from some of the stories I have heard over the years", Gerry said.



Darryl Gilmartin another clerk in the freight office freight centre has been at Wodonga for the past 15 months. Before coming to Wodonga, Darryl was at Deniliquin, Stawell and Horsham in his 17 years with VicRail. In his spare time Darryl enjoys a round of golf.

Stowers Robert O'Dwyer, (in front wearing beanie), Bill Fleming (Middle) and Ken South (partly obscured) with the help of a hydraulic hand trolley then position the crate. The automatic transmissions were being forwarded from Borg-Warner in Albury to Chrysler in Adelaide.



When "Rail Ways" called at Wodonga Freight Centre, one clerk, Jack O'Halloran, was not a happy person.

It had nothing to do with us interrupting his work, but Jack, who is captain of Wodonga Football Club in the Ovens and Murray League, (had suffered a severe blow when his team was beaten on Saturday.)

Not only had they been beaten, but they had thrown away the chance to move into second place.

Wodonga, the "Bulldogs" of the north-east, are coached by John Henderson, the former Collingwood captain and Yarraville captain-coach.

Jack who has worked nine years in VicRail at Wodonga, played six seasons with Wangaratta before moving to his home town side two seasons ago.

Centre half back for the "Bulldogs", Jack hopes to be able to smile easier after the Grand Final in September!



Despite a shock loss the previous Saturday Bulldog skipper Jack O'Halloran was still able to manage a smile for "Rail Ways".

TRACK RELAYING ON THE YARRAWONGA – OAKLANDS LINE

Thirty kilometres inside New South Wales is hardly the place you would expect to find a VicRail track gang working.

But that is what is happening north of Yarrawonga. The line from the place you want to “linga longa” to Oaklands, 40 kilometres, away is being relayed.

New track weighing 36 kg (80 lb) is being laid in 82 metre (90 yard) lengths. It is replacing 34 kg rails of seven metre lengths.

During the recent record grain harvest, up to 10 grain trains a day headed south to Geelong. Even now in the middle of winter several trains a day are still bringing overflow wheat from New South Wales to Geelong.

There are 50 men working in the gang. Road Foreman Trevor Lehmann said they started working on the track in December last year and expect to finish around Christmas this year.

The Yarrawonga – Oaklands line is one of four lines in New South Wales operated by VicRail.

In 1922 agreement was reached between the two states on the construction of these “Border Railways”. Victoria paid for the construction and operation of the lines while New South Wales provided the land for the track and station grounds.

Construction of these lines considerably shortened the haulage time of goods from the Southern Riverina to the sea ports.

For example, Oaklands is only 200 kilometres from Melbourne but is 676 kilometres from Sydney.

Other lines constructed were the Barnes – Balranald and Murrabit – Stony Crossing lines. The line from Moama to Deniliquin was also taken over.



BELOW:

Road Foreman Trevor Lehmann (left) and special ganger Charlie Tebb. Trevor has been with VicRail for 12 years and after starting at Dumboola has worked all over Victoria. Charlie has been in VicRail for eight years and since this photograph was taken has transferred to Shennarton.





The first machine along the track is the rail-sprayer.



After new sleepers and new rail have been positioned, dog spikes are placed in holes that have already been drilled in the sleeper. Like the dog pullers two dog spikers work on the spikes one working on the inside of the rail and the other on the outside.



Hand tools such as the Nordburg wrench then removes the nuts and washers on the rail.



Then the familiar blue metal ballast is spread over the new track.



The reason the track is being relayed. Here T344 leaves Yarrowonga heading south with another train

Something worth thinking about



Since the article published in the August 1978 issue of "Rail Ways" concerning alcoholic drinking problems we have received many inquiries from staff who would like to have more information. We hope the following will be of interest to you.

To the Drinker . . .

The World Health Organisation accepts alcohol addiction as a disease. This fact is also accepted by most Medical Authorities throughout the world including Australia.

This progressive disease is brought about by addiction to the chemical Ethanol. Ethanol is a type of alcohol contained in all alcoholic drinks.

Unfortunately, the reason why some people become addicted to alcohol is not known (Personality? Metabolism? Heredity? Other?) but once addicted, a return to "social drinking" is, in this writer's opinion, impossible.

This chemical addiction (alcoholism) has many strange symptoms which make treatment very difficult. One of the first hurdles is the still lingering stigma of the illness. Most people, when told they have a certain disease are quite prepared to do whatever is required to bring about a cure or control their illness. Not the person with an alcohol problem! He denies, rationalises, and retreats from any help offered, until marital problems, threat of job loss, serious physical illness, etc., become evident. At this point treatment has become much more difficult and traumatic. Early recognition of the disease is required.

A definition of alcoholism should be included and only one of the many offered from time to time is a summary of the World Health Organisation definitions: "alcoholism is any drinking which does more harm than good to daily functioning or health."

I mentioned earlier that the stigma of alcoholism is one of the first hurdles to overcome. It is also probably one of the biggest. The label of an alcoholic is not easy to wear because of our attitudes to the consumption of alcohol in the community. People who drink too much are continually being told by well meaning family and friends, "don't drink so much", "Don't drink top shelf", "just have a few drinks on Saturday", and so on. In the mind of the person with the problem it becomes a moral thing when in fact he or she is sick. He considers himself less of a man because he cannot control his drinking. Shouldn't every Aussie be able to hold his grog? Self-esteem suffers and he retreats further into himself, cursing himself and drinking still more to overcome feelings of failure. Usually, the further down he goes the more vigorously he denies that a problem exists.

Alcoholism ranks semi-officially as our number four National health problem after heart disease, cancer and mental illness. As alcoholism is a primary disease my opinion is that it possibly precedes all the others. Amongst the more well known physical damage is the fact that the consumption of alcohol destroys brain cells which, unlike other cells, do not replace themselves. It should also be pointed out

that alcohol abuse costs the Australian community \$1,000,000,000 annually!

The problem soon becomes evident on the job (only about 5% of alcoholics are the typical unemployed "skid row" types). More well meaning people like workmates and supervisors cover up for him but in the long run only prolong his agony and reduce the chances of recognition and recovery.

Fortunately, in VicRail, as in a lot of industries today, we have a program to assist people with an alcohol or drug problem. If you have such a problem or think you might, come and talk to us. Such voluntary approaches are strictly confidential and arrangements can be made for interviews to be conducted other than in our offices if preferred.

Help can also be sought by supervisors, etc., when an employee shows signs of a problem and it is interfering with his duties (i.e. unexplained absenteeism . . . lowered work performance . . . long lunch breaks . . . poor work relationships . . . etc., etc.). Lates, unexplained days off, etc., must be documented and an initial confidential (if possible) interview can be arranged. If the problem is acknowledged by the person concerned, then a course of treatment can be arranged. This illness is accepted by our Management the same as any other. If help is refused then an improvement in attendance and/or work performance is required. A second and third opportunity is available to the affected employee to do something about his problem **provided some effort is being made on his part.**

Treatment can vary greatly but usually consists of hospitalisation and follow-up therapy (counselling, various group therapies including A.A.). Further out-patient treatment is available at all the hospitals to which we send our people. This writer holds the opinion that Alcoholics Anonymous is the best way to maintain abstinence after hospitalisation. Meetings are available throughout the metropolitan and country areas every night of the week. The Victorian Railways Institute helps by making a room available at Flinders Street Group.

A typical case coming to us might be as follows: "Joe Blow" is referred to our section because he disappears early Friday and takes a lot of Mondays off. He has also been hard to get along with lately and is not looking too good. Joe is very suspicious when we first meet so I try to get through to him about the drug he is taking (alcohol). Joe registers surprise when I call it a drug. One of the things I ask Joe is his idea of why he drinks too much. The following is a list of answers, any one of which Joe might give me.

"I haven't been feeling too good lately and a few drinks makes me feel better!"

"My marriage is in trouble because my wife is,
A. Cold to me!
B. Unfaithful!
C. Doesn't understand!"

"It's not the grog; I just like the company."

"A man's entitled to drink after a hard day's work."

"It cools you down in this hot weather."

"It warms you up in this cold weather."

"I was feeling depressed and needed to cheer myself up."

"I was feeling good; really in the mood to 'bust a dollar'."

I'm sure the reader can add to this list; it's only a sampling.

Perhaps at this first interview, if I'm lucky (and he's lucky!) Joe accepts he has a grog problem. Joe is then referred to the appropriate hospital where an assessment is made by the expert to confirm or refute our opinion of the situation. If it is confirmed then Joe is admitted to receive medical treatment. As far as the department is concerned Joe is off sick with medical cover. There is no loss of promotional opportunities or job risk as long as Joe co-operates to make a recovery.

Armed with knowledge of himself and his problem Joe is able to resume his rightful place on the job and with continued help from out-patient groups and/or A.A., as well as the Rehabilitation Section, there is a good chance that he will maintain his new found life. Provided there is a continued desire to recover, a relapse, if any, can be handled in the same way.

Railwaymen should be aware that their Unions support this program and are ever ready to offer whatever help they can to members.

Any reader who wants further information should contact our office on Auto. 2194 or 2124. We are located in Room 2, Second floor, State Savings Bank Building, on the corner of Spencer and Collins Sts. (the entrance is in Collins St.). This is also the location for the Welfare Officer, Wes. Gordon; Rehabilitation Officer, Richard Mills; and the Retirement Counsellor, Charlie Bone. Our receptioniste Sheryl Morris will make you welcome and arrange a suitable time for us to talk.

Please remember these points:

Alcohol (Ethyl alcohol-Ethanol) is a drug. Addiction to alcohol is a disease. Recovery from alcoholism is possible. Once the point of "social drinking" is passed it cannot be controlled by will alone.

Any alcohol use that interferes with your mental, physical, or spiritual condition should not be tolerated. Your industry has established a program for your assistance.

Come and talk to me; if you don't think I can help there is nothing lost. I can assure you of confidentiality and understanding.

John Morrison,
A/Asst. Rehab. Officer.



NEVER LATE FOR AN OPEN GATE

The bell rings and out runs Ermanno Cappola to open the gates at the Dawson Street level crossing between Brunswick and Jewell stations.

Ermanno, 55, is kept on the move each day to let 48 trains go through.

But on Sundays when no trains run on the line, he can be sure of a rest (if he wishes!) at his Pascoe Vale Home.

In between opening and shutting the gates, Ermanno's base is a cabin on the edge of the track. There he sits with a radiator, a kettle and his favourite paper, "Il Globo".

Ermanno came to Australia from a village near Rome in 1952. He joined the Railways in 1954 as a fettler. An accident to his back 12 years later transferred him to a signalling job with the fettlers but standing all day was so painful for him that after two years he asked to become a gatekeeper.

"This work suits me" he says. "My back hurts if I stay in one position too long." But although he has a solitary job his shifts allow him to spend a lot of the day at home. Ermanno is married and has two grown-up children.

A most successful seminar "Rehabilitation the VicRail Way", was held recently in Melbourne.

The opening address was given by Mr I. G. Hodges (General Manager), and other speakers included Mr R. Mills (Rehabilitation Officer), Mr W. Gordon (Welfare Officer), Mr K. C. Stone (Secretary, Trades Hall Council) and Dr W. F. Cooper (Chief Medical Officer, General Motors Holden).

RETIREMENTS

TRAFFIC

- BRAMANN, J. M. M., S. M. Mt. Wav., 14/7/79
BLEEKMOLEN, S. J. J., Goods Trucker, Newmarket
Livestock, 26/6/79
HARVEY, L. M. (Mrs), Rail Agent, Allendale, 1/7/79
MORRIS, M. E. (Mrs), Stn. Asst., Ballarat, 6/7/79
TAYLOR, H. S. B., Train Conductor, Sp. St., 6/7/79

DEATHS

- FINN, D. M., Shunter, Nth. Geelong, 27/6/79
DEAYTON, K. F., Ldg. Shunter, Melb. Yd., 2/7/79
McCULLOCH, R. M., S. M., Wodonga, 2/7/79

WAY AND WORKS

- ANTHONY, S. H. W., Spencer Street, 26/7/79
CHIVERS, J. H., Benalla, 3/7/79
CONDON, J. T., Geelong, 6/7/79
DIAKOUMIS, S., Spotswood, 13/10/79
ERDEY, I., Track & Drainage, 20/7/79
FATONE, M., Spotswood, 30/9/79
GOODWIN, A. E., Special Works, 6/7/79
KLIPPEL, S. W., Wangaratta, 27/6/79
LOVETT, L. J., Ararat, 11/7/79
MANAI, G., Spotswood, 19/6/79
MERCURI, G., Nth. Melbourne, 6/6/79
MILKULA, A., Spotswood, 10/7/79
PRIEST, H. T., Bendigo, 23/10/79
PURDY, V., Flinders Street, 15/7/79
VALENTINO, C., Laurens Street, 18/10/79

DEATHS

- HINCK, J., Bendigo, 10/7/79
NAPIERACZ, J., Caulfield, 17/7/79

STORES

- SOLOCZYNSKI, P., Storeman 2, Nth. Melbourne
Workshop, 28/6/79
PRATTIS, G., Skilled Labourer 5, Dynon Area
Store, 2/7/79
BARBAS, C., Skilled Labourer 3, Perm. Way Mat.
Depot, 20/7/79
OLDFIELD, C., Typiste, Clothing Depot, 24/7/79

DEATHS

- PUGLIA, A., Skilled Labourer 4, Spotswood
General, 7/7/79
WINGRAVE, A., Storeman 3, Bendigo Workshops,
11/7/79

In 1978 the Victorian Model Railway Society reprinted a facsimile of the official 1904 rolling stock diagrams books.

This book shows diagrams of all the rolling stock in existence to 1904; some dating back to the inception of the Victorian Railway, and also rolling stock taken over from the Hobsons Bay Railway Co.

A curiosity was one class of passenger train car, without a corridor, that had a toilet in one end compartment. It was necessary for the unhappy passenger to wait until the train stopped at a platform so that he could transfer himself to the toilet compartment, there to wait until the toilet was vacant. One wonders how stranded the unhappy passenger would be if he boarded the toilet compartment on the up side and all the rest of the stations were on the down side.

Another book is planned for production this year, covering all the rolling stock built in the period 1904 to 1925. Bound in leatherette, gold blocked on the cover, it will be a companion volume to the original 1904 volume.

Order forms are available from Room 142 at Head Office for anyone wishing to purchase one or both of these books.

FOR THE READER

"DESTINATION SOUTH BRISBANE" — An illustrated history of the Southside railways of Brisbane by John Kerr and John Armstrong. 120 pp 210 x 295 mm with 162 b & w and 10 colour illustrations. Australian Railway Historical Society (Queensland Division), GPO Box 682, Brisbane, 4001. Price \$6.00 post free.

To mark the occasion of the opening of the Merivale Bridge — the long-planned cross-river direct linking of the Southside suburban railways of Brisbane with the rest of the system, the ARHS has launched this most ambitious publication.

Brisbane's Southside system was in many respects unique. It was for over 80 years the 'poor relation', if not in the declining days of the steam engine an operating museum of the Queensland Railways, restricted as it was largely to engines no heavier than the ubiquitous B15 Con and PB 15 and genuine antique carriages, no two of which ever seemed quite alike.

Other highlights of the Southside which was remembered with affection were the famous five-ways series of level crossings with major roads (three originally including long-vanished double track tramways) at Woolloongabba and the equally famous South port Expresses, with the unusual triangular exchange of through carriages at Earnest Junction with trains to and from Tweed Heads.

The Southside too, is unique in another respect as the northernmost terminal of the so-called Uniform Gauge Railway linking Brisbane with the other mainland State capitals on the 4 ft. 8½ in. (1435 mm) gauge. This 69-mile line, though owned by the Queensland Railways, and partially staffed by them, has always been operated by NSW, which has provided the rolling stock and locomotives.

Copies are available from LRRSA Sales or ARHS Sales Centres.



THE GHAN

GHAN — THE GREAT RAIL ADVENTURE

The Ghan, one of the last great train adventures in the world, will run for only another 15 months.

In November 1980, the Australian National Railways will start running trains through to Alice Springs, on a new 831 km standard gauge railway from Tarcoola on the Trans-Australian Railway.

The new Alice Springs railway connection is on an alignment some 150 km West of the existing Central Australia Railway, well clear of the flood prone areas that have rendered the old line impassable on many occasions since the Ghan started operations.

The Ghan passenger service to operate on the new line, will be vastly different from today's 2½-day Adelaide—Alice Springs service. The new Ghan will reduce the journey to under 22 hours.

Construction of the Central Australia Railway from Port Augusta in South Australia to Alice Springs actually started in 1877 though it wasn't until 1929 that the first through Ghan passenger train ran into Alice Springs.

August 6, 1979 marked the 50th anniversary of the first Ghan passenger service.

In its 50 years of operation the Ghan has become one of Australia's best known and loved trains. The Ghan takes only 144 passengers on the weekly return trip to Alice Springs, so there is only a limited number of trips remaining before November 1980.

The Ghan (pictured back cover) features an excellent lounge car for first class passengers. It has three first class sleepers, two economy class sleepers,

a composite economy class lounge sleeper, a dining car and a degree of hospitality rarely found on more modern trains anywhere. The train is air-conditioned.

From the comfort of the Ghan train travellers can see some of the most interesting areas of Australia's centre — the Flinders Ranges, the gibber plains, the salt lakes, the Finke River, the spinifex mulga country and the Macdonnell Ranges.

Motorail of vehicles, caravans and trailers is also available on the Ghan and arrangements can be made at the same time and place where you book your train travel. Cars can be loaded onto the Ghan at either Port Augusta or Marree. Motorail charges vary depending on the type of vehicle, but range between Port Augusta and Alice Springs from \$118 to \$214 one way.

Single adult fares as from Sept. 1 on the Ghan from Adelaide are: \$139 (first class), \$107 (economy); Ghan fares including train connections from other capital cities are as follows: Melbourne \$184, \$130; Sydney (via Broken Hill) \$235, \$181; Brisbane (via Broken Hill) \$289, \$211.

All fares shown are for single, one way travel only. Return fares are double. Fares include reserved seats, sleeping berths and meals while travelling. Not included is any overnight accommodation in Adelaide or Port Pirie.

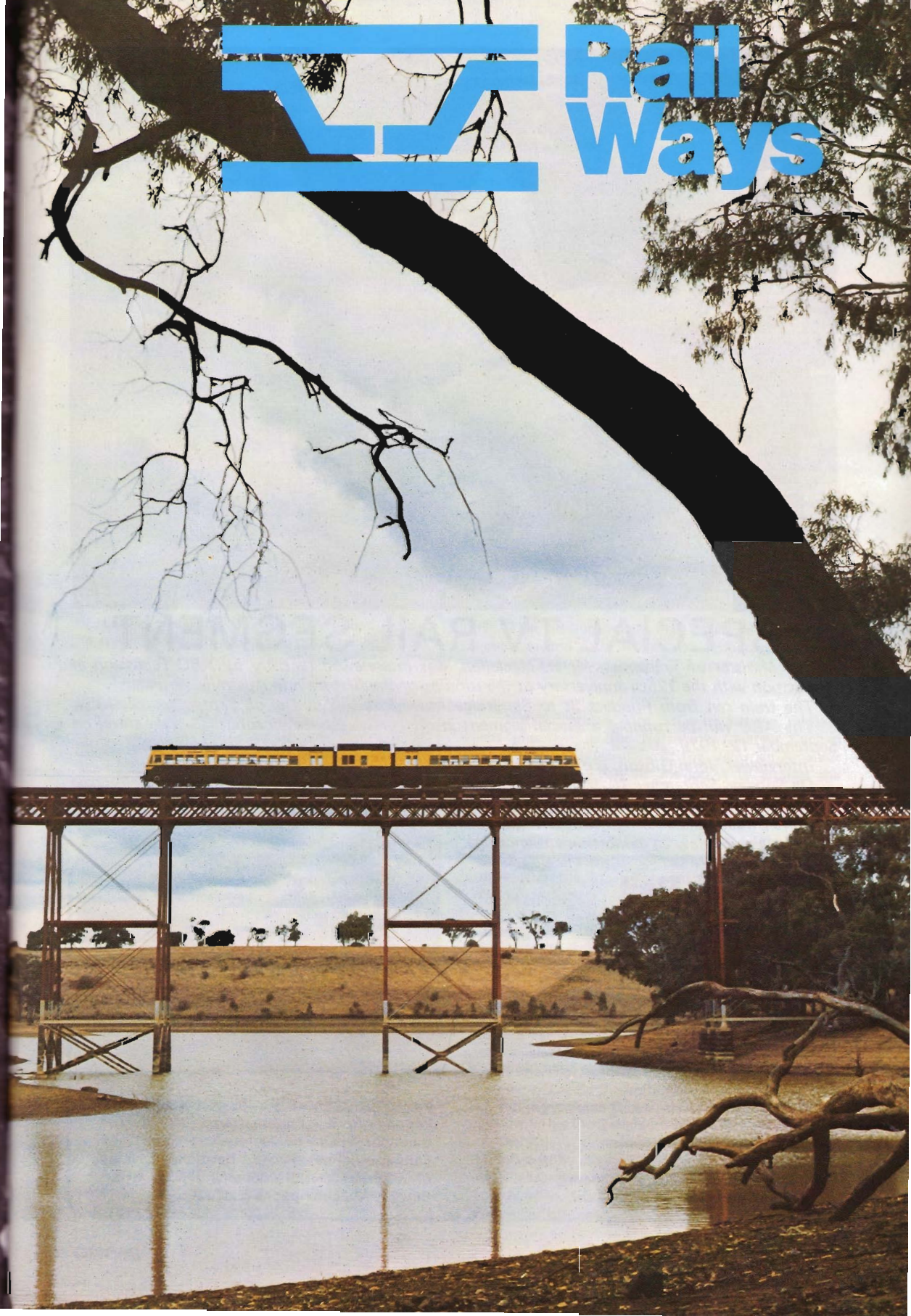
Bookings can be made at all railway booking offices, tourist bureaux and accredited travel agencies.

“THE GHAN” – STORY PAGE 127.





Rail Ways





SPECIAL TV RAIL SEGMENT

The Minister of Transport, Mr R. Maclellan, was interviewed recently by ABC Television in connection with the 125th anniversary of the running of the first train in Australia.

The train ran from Flinders St to Sandridge (now Port Melbourne) on September 12, 1854.

The ABC will be running a special segment in their news service on suburban train travel on September 12, 1979.

Interviewer, John Gibson, is pictured above with Mr Maclellan at Spencer Street.

On Sunday, September 16, VicRail will re-enact the first train trip to Sandridge. Port Melbourne will be renamed Sandridge for that week. A steam locomotive pulling vintage carriages will leave Flinders Street for Sandridge with VIP guests aboard. The public will be able to travel on steam-hauled trains to view an exhibition at Sandridge.



**Rail
Ways**

SEPTEMBER 1979
(PRICE 20c)

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FRONT COVER

It was a quiet day at Melton Weir when photographer George Bambery took this rail scene on the bridge.

RAIL WAYS

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Nation sensation — ride to station

The State Government's attempt to encourage people to cycle to railway stations is well underway. Bicycle storage facilities recently came into service at Box Hill, Nunawading and Mitcham stations.

Box Hill has 12 lockers (two coin-operated) and 17 stands, Nunawading 12 lockers (two coin-operated) and 21 stands, and Mitcham eight lockers and 15 stands.

The lockers and stands allow the bicycles to be locked, securing them from theft.

The facilities are on a year's trial to increase the number of people travelling by bicycle and train.

Leonie Bourke a cataloguing librarian at 67 Spencer Street, Melbourne, has been cycling to work for six years, starting well before joining VicRail nearly two years ago. She says she'd be keen to use lock-up facilities for her bicycle at her local station at Prahran.

"It's easy for me to ride the three or four miles to work from where I live and I enjoy cycling for the exercise. But I use the train at weekends and at night when I would like to lock up my bike at the station".

Leonie travels by train to work in bad weather. "I travel by train if I am going out after work or if I don't feel like cycling", she says.



Fit railway employees, Leonie Bourke and Eddie Martin show how they commute to work.

Leonie parks her bicycle in VicRail's basement with another regular cyclist, Eddie Martin, the suburban marketing liaison officer.

Eddie, 50, who has worked with VicRail for more than 32 years has cycled to and from work daily for 25 years and has raced for 35 years.

Each day he cycles the 11 miles from his home at Keon Park, which takes him about 45 minutes. He commutes by train only on rainy days.

Although the route to work is busy along High Street, Northcote, and Lonsdale Street, Eddie has never had a serious accident. "I've run into a few open car doors, but I've never broken any bones whether riding to work or racing".

"Cycling has kept the cobwebs away and relaxed me particularly while I was working with graphs on suburban time-tables for 20 years," Eddie says. "But I do it mainly for exercise". Eddie certainly doesn't seem a contender for a heart attack. Every weekend he cycles 120 to 130 miles, which includes competitive racing on Saturdays and training on Sundays. On top of that he trains about three times a week which means he cycles about 35 miles between leaving work and arriving home between 6.30 and 7.30 p.m.

That distance means little to Eddie who used to cycle to and from Ararat and Melbourne on weekends. "That was when I was young and silly," he grins.

Not surprisingly considering his keeness, Eddie is the president of the Northcote Amateur Cycling Club and he is secretary of the Victorian Amateur Cycling Union. Part of his job is to arrange the handicaps for the Union races.

Eddie has been a champion cyclist. He won the 1960 Victorian tandem title. "I was in the first 15 in Victoria in the first 20 years of my career. And I have won the local club championship and open championships.

Although Eddie is so busy, he has still helped his wife to raise six children. It's been easy to see them because his wife and four of his children have shared his interest. His wife attends the races each Saturday and helps by registering the entries. "We courted on bicycles," Eddie says. "We didn't have a car so we went out on our bikes." The four children who took up cycle races have "retired" with marriage or the pressure of new interests.

Eddie's passion for cycling began as a schoolboy after entering local competitions at Ararat. Although not personally aiming for championships now, Eddie is still deeply involved in championship racing. He will manage the Australian Cycling Team which will compete in the Oceania Games at Noumea in December this year.

WESTRAIL HOSTS OUR VISITORS AT CONFERENCE AND INSPECTION

Westrail was host to 31 interstate members of the Institution of Railway Signal Engineers who visited Western Australia recently for a Conference and a 10-day tour of inspection.

The Institution has three technical visits annually over the three Eastern States. This year was the first time that they had visited WA.

Comprehensive tours were organised for the group to Forrestfield, Guildford Engineering Training School, Midland Signalling, the newly installed Stores Branch computer supply system and the communication centre at Westrail Centre. A special demonstration was also given to the micro-processor control system for the CTC on the Picton/Coolup section of rail line in the South West.

Seven technical papers were presented covering various aspects of railway signalling and communication and the visitors were guests at an official Westrail dinner hosted by the Commissioner of Railways, Mr W. I. McCullough.

Institution members also flew to the North West at the invitation of Mt Newman Mining Co Pty Ltd and Hamersley Iron Pty Ltd to inspect their respective railway systems at Port Hedland and Dampier.



Ken Burleigh and Alan McKenna, Secretary of the Australian Section of the IRSE, both of VicRail, try their hands at changing signals at Westrail's Engineering Training School at Guildford during their visit to WA.

Hams want to get together

VicRail radio hams will be pleased to know that a group of railway employees want to start an "Australian Railway Award" for radio hams for anywhere in the world.

Driver Jack Thomas VK3NTR, of Ararat, one of the project's initiators with Ivan Searle, VK5NSI, from Tailem Bend, South Australia, and Bill Main, VK6NDZ, of Boulder, Western Australia, is calling for railway employee radio hams to contact him to form a chapter.

"We'd like as many as possible to form a chapter and then we can work out a certificate", he says. "We will then advertise for people from all over the world, not necessarily railway employees, to enter for our award."

"Competitors for the award will have to contact two railway employees in each state on any frequency or mode."

Jack, a novice, has been a radio ham for only 12 months and it took him six months before then to complete a radio operator's course with the Wireless Institute of Australia.

But in one year he has contacted 1400 people from 32 countries throughout the world.

"I have spoken to about eight railway men, four of them from Victoria," Jack said.

One of the most attractive aspects of being a ham to Jack is the comradeship, he says. "The mateship amongst radio hams is marvellous. You can go anywhere and stay."

"I write down and file details about the people I speak to. That way I get to know them well and carry on talking where I left off last time."

"It's fascinating when speaking to overseas hams to learn of their culture and history. One Czech whom I'd tried to contact for about an hour spoke to me for quite a while. He was very interested to learn that I operate a set on 10 watts of power instead of the usual 200 or 300 watts used overseas. We are the only country in the world which has the novice maximum of 30 watts of power."

Jack is 52 and started with the railways as a fireman 19 years ago. Before then he had been a professional soldier for six years and retired as a corporal.

He is used to having absorbing spare time activities. For seven years he was a police photographer in his spare time at Ararat. He built the pony



Jack Thomas is calling for railway employee radio hams to join him in forming a chapter

club ground at Ararat. "For the last six years I have been a keen yachtsman at Portland Yacht Club." He has also helped bring up three daughters one of whom is now married.

Anyone interested in making up the chapter can contact Jack at 1 Stevens Crescent, Ararat, Vic. 3377. (Phone 053-521402).

HEAVY MOVE

One of Lilydale's landmarks, the red girders in the railway bridge across the Maroondah Highway, has moved to a new home.

The Country Roads Board has made the superstructure of the bridge available to the Emerald Tourist Railway Board for use in the historic "Puffing Billy" railway system.

Its removal has made way for the proposed duplication of the Maroondah Highway between Anderson Street and Warburton Highway.

Did You Know?

A locomotive that disappeared was 0-6-0 No.115 of the Furness Railway, England, built by Sharp Stewart & Company in 1881. On October 22, 1892 it was shunting at Lindal, an area of extensive iron-ore mines, when the ground gave way beneath it, and the engine began to sink.

The crew jumped clear and six hours later the engine had disappeared completely. It fell to a depth of 200 ft., beyond recovery, and the hole was filled in.

— *The Guinness Book of Rail Facts and Feats*

KEEPING HER HEAD UP HIGH

There's a girl at VicRail who has been "flying high" for months. Her way of "flying" is literally to take off in an aeroplane.

She is Bernadette "Bernie" Halloran, a clerk in the Secretary's Branch at 67 Spencer Street, Melbourne, who joined the railways four and a half years ago straight after leaving school.

Bernie is a trainee pilot. Most weekends she can be found at or around Sunbury Airfield, flying, studying for one of her many exams, or just talking to her friends there.

How did Bernie get "her head in the clouds"? She didn't come from a flying family, she says. "I hadn't thought about flying myself until a friend asked me to go up with him and his instructor to see how I'd like it."

That trip did it. Since then, in August, 1978, Bernie has spent a large amount of her pay on flying — about \$100 a fortnight — and almost "lives" in and around planes and in the skies.

"I liked it very much and booked a lesson. Flying yourself is very different from being a passenger and it was from then I was hooked."

What is flying's attraction? "It's different and a challenge," Bernie says.

And what of the hazards? "Flying is no more dangerous than driving a car." Bernie found night flying a bit frightening at first. "I was scared because it is very hard to judge the height when landing. But I'm getting used to it."

"Half the battle in becoming a flier is confidence," she says. "You are flying when you are with an instructor. But it takes a while to realise this because you depend psychologically on him, knowing that if you get into trouble he will help."

The three hours on average a week Bernie has flown since last August have enabled her to acquire a restricted licence and she is almost qualified for her unrestricted licence.

Her restricted licence enables her to fly in an area about 100 sq km around Sunbury Airfield. To gain the licence Bernie flew solo and dual (with her instructor) for close to 40 hours, and sat for air legislation and basic aeronautical examinations.

Bernadette says she is "allergic to exams" so her determination is evident because to obtain her unrestricted licence she is sitting for several exams including air legislation, navigation, operation and performance, meteorology and for a radio licence.

Her ambition to be a commercial pilot, helps keep Bernadette enthusiastic. "I hope to qualify in a few years-after at least 155 hours of flying as well as numerous more exams," she says.



Bernie pauses by the single engine Cessna 172 before going up on a training flight



She has returned and enters the time in her log book.

Even if she conquers these hurdles she has to undergo regular medical fitness tests to keep her commercial licence. "You have to keep a medical check on yourself and be sure you are physically alert. Flying is very tiring because you are thinking all the time. You have to navigate, make radio calls at regular intervals and if you find that you've been flown off course, you have to amend everything while you're flying.

Apart from the pleasure of flying, Bernie's hobby

has other attractions. The Great Sunbury Flying School Aero Club to which she belongs, plans to arrange "flyaways" at weekends, and one possible trip is to the Hobart casino.

Flying attracts people of all ages says Bernie but men far exceed women in number.

Bernie says she sees no reason why so few women are flying, particularly as she has found it such an absorbing and satisfying experience.

BENDIGO AWARD

VicRail staff at the Bendigo North car and paint shop were pleasantly surprised recently when they were presented with a special plaque by the Bendigo branch of the Uncle Bobs Club.

During the past year the men in the shop have donated \$100.00 which will be used to help sick children. Car builder, Mel Boyd, (holding the plaque)

was responsible for collecting the money and received the award on behalf of his workmates.

The plaque was presented to Mel by Uncle Bobs Club Vice-President, Fred Bruechert, and Bendigo Branch Secretary, Chas Clarke.

Pictured are (left to right) Mick Waugh (car builder), Max Tyack (car builder), Mel, Chas and Graeme Comer (car builder).



INSIDE TRADING AND CATERING

There must be a lot of hungry VicRail users because each year VicRail's Trading and Catering Services Branch serves two and a half million meals.

Each year VicRail users consume 9600 kg of sausages, 30,000 kg of beef, 38,000 kg of butter, 269,000 dim sims and so the list goes on.

The branch provides food somewhere in Victoria 24 hours every day.

Its service is diverse, extending from train buffet and dining cars, station cafeterias and refreshment stalls, country refreshment rooms, the Mount Buffalo Chalet, to staff canteens. The branch also runs a flower stall at Flinders Street Station, and conducts bookstalls for the sale of newspapers, magazines, novels and tobacconist goods.

Some 517 people make up the staff and most of these are women. The cooking staff includes three chefs, one each at Mount Buffalo Chalet, Spencer Street Cafeteria and Flinders Street Cafeteria and 32 cooks.

VicRail provides good quality food at a cost which compares favourably with commercial food outlets, says the Branch head, Ken Feltscheer.

Some food is bought under tender such as bread, milk, meat, smallgoods, meat pies and pasties. Groceries come from the VicRail central store.

"We cater for the average person's taste," Mr Feltscheer says. Overseas members of the community are generally happy with the conventional food dishes, still the choice of a majority of "home grown" Australians.

But the Branch will change menus in response to public request. Traditional preference remains strong according to a recent survey. "Bacon and eggs lead the field to the extent that there is no race," Mr Feltscheer says. But the traditional winner, the meat pie, has fallen in favor, he says.

A set breakfast menu is provided on the Southern Aurora but dinner menus in the dining car follow a sequence of four and provide the equivalent of a

good class restaurant. The Spirit of Progress and the Intercapital Daylight between Melbourne and Sydney feature a more restricted meal service, however they also provide a wide range of light refreshment items. The Vinelander and The Overland offer a choice of light refreshments and beverages.

On the Southern Aurora you can choose from such familiar dishes as roast turkey and ham, lemon pancakes, leg of lamb and mint sauce, fillet mignon and mushroom sauce. The menu is broad, ranging from appetisers, soups, to cheeses with tea or coffee. A substantial meal can be accompanied by wine or spirits followed by a liqueur from a comprehensive list which includes half bottles of wine for the person dining alone.

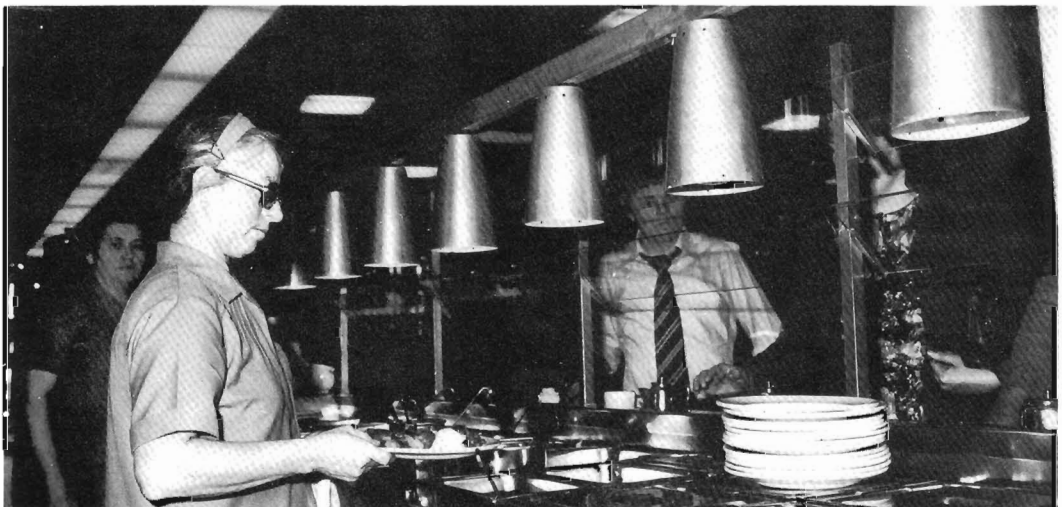
Special Officer, Otto Richter says the Southern Aurora dining car service compares favorably with any in Europe, and it has an a la carte menu.

All meals are cooked on the train. The South Dynon Depot supervisor and depot cook for the Southern Aurora, Paul Fallon, 29, prepares the meats and sauces during the day and grills and vegetables are cooked on the train as are the breakfast dishes. Paul usually caters for 70-80 people, then in the afternoon more is prepared if needed. "We would have enough stores of steak and fish in our freezer and fridges if everyone on the train wanted a meal. "We cook up to 170 breakfasts."

"Passengers using the Southern Aurora dining room appreciate the white linen with silver cutlery and the friendly manner of the staff."

And the service extends to non-passengers. "People can dine with friends they are seeing off at the train and still have time to see a show afterwards if they wish. They can start their meal at 7.00 p.m. and leave by 7.55 p.m." Paul says.

During the tasks of providing catering services to



The pace can be very hectic at the Spencer St cafeteria, but these women are used to coping well. Left is Evica Orban from Yugoslavia, who has worked at the cafeteria for five and a half years. With her is Anna Raszka from the Likoune, who has worked seven years at the cafeteria.

Working at the Spencer St cafeteria during the hectic lunch period are (left to right) chef, Bob Oke, cooks Frank Smale and George Furner and senior catering assistant, Margaret Welsh.

Bob started with VicRail as an apprentice cook 26 years ago. Since then he has worked at various places including the Flinders St cafeteria, the Mount Buffalo Chalet, and the Chairman's and State cars. Bob is now in charge of eight cooks and assistants.

George, who is second in charge has been with VicRail for 24 years. His experience with VicRail has included work at the former bakehouse, the dining car depot and the Chalet. George's speciality is cake decorating and last year he made a cake for the chairman, Mr Gibbs, shaped like the first Victorian diesel complete with such details as bogies, windows and windscreen wipers.

Frank has worked with VicRail for 14 years although he started working with us 22 years ago. Frank has also had wide experience in VicRail and he is now the sweets cook.

Margaret, originally from Edinburgh, Scotland, began working at VicRail 11 years ago as a saleswoman at the Spencer St cafeteria. After five years she moved to the kitchen.



the travelling public a waiter in the Southern Aurora dining car from Melbourne to Albury travels 63,549 km a year. A buffet car catering assistant on the Spirit of Progress travels 114,242 km annually, one on the Overland travels 48,530 km and on the Vinelander, from Melbourne to St. Arnaud, (where the staff changes) 43,976 km.

The attendants cover these thousands of kilometres to provide on the Spirit of Progress almost 154,000 services a year, on the InterCapital Daylight 150,000 and on the Vinelander, 109,000.

Those service each year include on the Spirit of Progress 57,000 small cans of ale and soft drinks, of the Vinelander 97,000 small cans of ale and soft drinks, 175,030 slices of bread, the InterCapital Daylight 39,000 small cans of ale and soft drinks, 68,640 slices of bread and 3588 litres of milk, the Southern Aurora 87,000 small cans of ale and soft drinks, 2015 dozen bread rolls and 17,550 litres of milk.

The Branch operates dining car and/or buffet car services on country race trains, school educational tours, which usually last five days and number 40 a year, dinner dance trains and Sunday package tours. It also caters for the State Car for tours by His Excellency the Governor, and the "Norman" car (the first club car used on the original Spirit of Progress), which is used for country tours by State Cabinet.

The Mount Buffalo Chalet's food is also very traditional. Again it provides quality food. Shortly

before Christmas 1978, service improved further with the introduction of a "BYO" licence, although one had operated on Saturdays before then.

The fact that the Chalet's patronage has increased by 37 per cent during the past four years is an indication that its services are excellent.

The Branch provides and launders 114,000 dozen linen articles a year ranging from sleeping car linen to barbers' towels. Twenty people work at the VicRail laundry at Dudley Street.

Spencer St cafeteria is the Branch's main catering centre, Area Manager, Ian Speight administers some 185 staff which includes cooks, cafeteria, buffet car and canteen staff.

The Cafeteria also provides cooked food for the InterCapital Daylight Express, Spirit of Progress, Special Trains such as Race Trains, School Trains and carton or packet meals for parties on trains.

It has catered for as many as 10,000 in one day during the Scout Jamboree in 1962, and caters for many other functions as required.

Mr Speight says the cafeteria's daily menu is drawn from 300 items which are adjusted daily. "We bake most of our food except bread and cakes because of lack of time."

The cafeteria closes on Sundays but travellers can buy snacks at the refreshment stalls at Spencer Street station.

VicRail's central store which opened in 1919 supplies all of Victoria. Its 19 staff members
Continued next page

From previous page

distribute groceries, liquor, confectionery, soft drinks, cigarettes and equipment such as cutlery, crockery, glassware, pots, pans and furniture. The store situated in Flinders Street makes total purchases of \$2 million a year. About one quarter of its purchases are made on tender and the rest by agreement, says Provedore, Mr Ken McGarry. "Our biggest bulk orders include milk, bread and soft

drinks. Cigarettes make up the highest value of our purchases."

Twelve hundred railway personnel use the South Dynon canteen, typical of the canteens in the railway, says Mr Richter. Five kg of frankfurters, 20 dozen dim sims, ten dozen pies are some of the foods sold daily at the canteen, open from 7.30 a.m. to 9.30 p.m.



Unloading the washing is English born, Robert Horne, who has worked at the laundry for five years



Polish born and grandmother, Wladyslawa Sroka has worked at the laundry for seven years and says she



Chief storeman, George Gholam, left, and his assistant, Sebastian Musco, check some of the great variety of articles at the central storehouse. George came from Alexandria, Egypt, 10 years ago and has worked at the storehouse six years. Sebastian from Italy has been in Australia 18 years and at the storehouse for five years.

A highly successful venture has been the automatic drink and confectionery vending machines, Mr Feltscheer says. The machines were installed at Spencer Street, Princes Bridge and Flinders Street stations three and a half years ago. In 1978 they

sold 1,782,000 drinks and 325,000 items of confectionery.

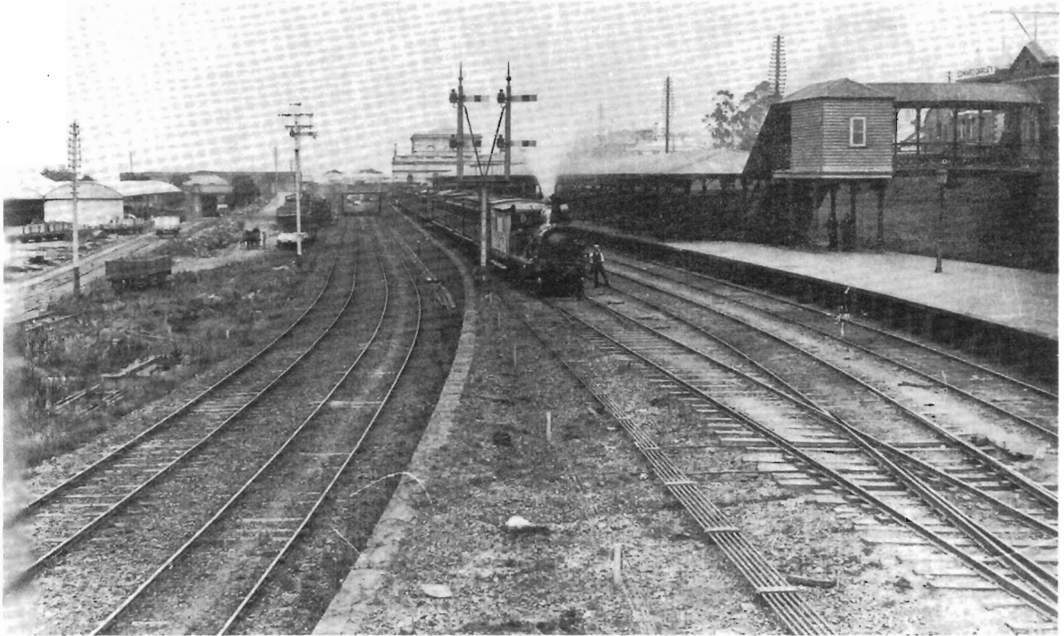
"Sales are very pleasing, but with the machines and all our work the overriding consideration is the provision of good service for railway patrons" Mr Feltscheer says.



The VieRail laundry at Dudley Street, West Melbourne was built by United Nations. The 20 members come from various countries including Italy, Yugoslavia, Mexico, Pakistan and England.

A LOOK AT OUR EARLY HISTORY

With a lot of interest being shown about our rail history pictures published in various issues of "Rail Ways" many folk have requested that we put more photos concerning the early days in subsequent copies of the magazine. Reproduced below are two classics.



The way it was at Princes Bridge in 1886



Staff and passengers pose on a "U" Class at Korong Vale Station in 1883.



The kids really showed enthusiasm when they were asked if they would like a ride in the stockpicker. The two men, who got just as much fun out of the trip, are (left to right) Storehouse Manager, Bill Nokes and Storeman-in-Charge, Bill Bishop.

KIDS HAVE A TREAT IN STORE

Spotswood's General Storehouse was a real eye-opener for the local primary school children recently when it opened its doors for a guided tour.

Spotswood Storehouse is VicRail's main store, and its task is to provide items in general use by workshops, depots, stations and offices throughout Victoria.

Originally built in 1926, it contained about 200 wooden racks to store the various materials. At that time each item was placed to be within a man's reach without using a step ladder.

In recent years, with the addition of more items (totalling about 5500), it became necessary to undertake a complete re-organisation. Wooden racks have now given way to steel shelving with adjustable shelves, which will contain up to twice as much material in comparable areas.

In the paper section, steel shelving has been erected to a height of 12 feet, and bulking material is held in stacking bins.

Two "stockpicker" machines have been purchased to enable storemen to have access to higher levels.

After seeing the main and bulk stores at S.G.S., the children were shown stocks of track materials at the Permanent Way Depot, and the Reclamation Depot, where a gantry crane was loading scrap steel into road motors using an electro-magnet.

An old red Tait carriage standing in the yard proved irresistible to the children and they climbed into the driver's compartment to explore and find out first hand, just how a train driver would operate.

Throughout the excursion the children were intensely interested and constantly asked questions.

Their teachers explained that although the school is located opposite the Spotswood area, the children had no idea of what kind of work is done there.

At the conclusion, the teachers expressed appreciation and thanks, and added that the success of the outing exceeded their expectations.

What's a bus doing on a railway track? Well it's not a bus. It's a car — a super car — or more precisely an "Ultrasound" technical services flaw detector car No. 9006.

VicRail contracted it to test tracks for 14 weeks until the first week in August. During that time the car tested 3000 km of broad and standard gauge tracks throughout Victoria.

From "Ultrasound" of Perth who designed and built it, the car is similar to the one used last year, the SRS 801 operated by Sperry Rail Service. This one is smaller and faster. The Ultrasound car tests in a forward direction at an average speed of 7 kmh (4½ mph) and at a maximum speed of 30 km (18 mph). It can run at a maximum of 65 kmh (40 mph) forward and 16 kmh (10 mph) in reverse.

The Ultrasound is a self propelled rail/road vehicle on a Toyota Dyna track chassis. It can test and run in both directions.

Flaw detector cars under contract have been regularly testing Victorian tracks since 1970.

On the track



RETIREMENTS

STORES

DEY, W., Clerk 2, 470 Collins St, 18/8/79

FREIGHT BRANCH

MORTIMER, G. H., Melb. Freight Term., 13/8/79

DEATHS

JOHNSON, J. A., Melb. Freight Term., 21/7/79

PAULING, J. H., Melb. Freight Term., 7/8/79

ELECTRICAL BRANCH

PARKER, V. L., Overhead Division, 6/7/79

ANGUS, A. M. W., Overhead Division, 14/7/79

HODGE, H. R., Overhead Division, 28/7/79

WALKER, F. A., Distribution Division, 27/7/79

BREW, N. P., Distribution Division, 29/8/79

WOLLBURG, W., Testing Division, 20/6/79

TRAFFIC

COUNSEL, C. B., Station Officer, Kaniva, 25/6/79

CANN, F. M., Station Master, Richmond, 20/7/79

DIXON, W. J., Guard (2) Subn., Lilydale, 27/7/79

DESMIER, D. K. L., Clerk, Head Office, 23/7/79

HYATT, R. J. A., Train Conductor, Sp. St, 13/7/79

MASON, T. A., Yard Foreman, Seymour, 11/8/79

MORRIS, Mrs M. E., Station Assistant, Ballarat,

(L.W.R.A.), 6/7/79.

MURFITT, T. R., Guard (2) Subn., R'wood, 18/7/79

NEWMAN, Mrs P., Despatch Officer, C/o Manager

Suburban Stations, 13/8/79

SHEEN, T. W., Station Officer, Donald, 4/8/79

SPARK, C., Guard (2) Goods, Traralgon, 25/7/79

DEATHS

JACKSON, S. J., Guard (2) Goods, Melb. Yd., 2/8/79

RICHARDSON, I. G., Signaller, Spotswood, 29/7/79

THOMS, J. H., Train Controller, Head Office, 17/7/79

WADE, D. L., Station Assistant (Parcels),

Moorabbin, 31/7/79



SAFETY IS A CHIEF CONCERN



Winners of the Safety Competition number nine reduced their accident rate from one of the highest in VicRail to almost nothing.

Two groups under leader and Storeman-in-Charge Kerry Barr of the Permanent Way Materials Depot, came equal first in the June competition.

In April, 1978, the injury rate was 152 per million hours worked, three times higher than VicRail's average of 47 and over five times higher than the average of the Stores Branch.

VicRail's Deputy General Manager and Chairman of the Safety Council. Mr L. A. McCallum, said when presenting the employees with inscribed tankards and \$75, that it was an excellent effort considering the type of work that the depot carries out.

Kerry Barr, said the first task in eliminating lost time accidents was building up staff morale.

"We established a communications level and this gave the men someone to talk their problems with," Kerry said.

With morale improving all the time, Stores Branch Safety Officer Bill Stevenson was brought in to discuss safety. Films were shown and discussions held.

"Following this we decided to see if we could attempt an accident free month, which we did, we then attempted two months and again we achieved the mark," Kerry continued.

"We hold regular meetings where the men report new hazards in working conditions and work methods. We also discuss safety at home," Kerry said.





This year the Victorian Railways Returned Servicemen's Section celebrated the 60th anniversary of its formation with two special functions.

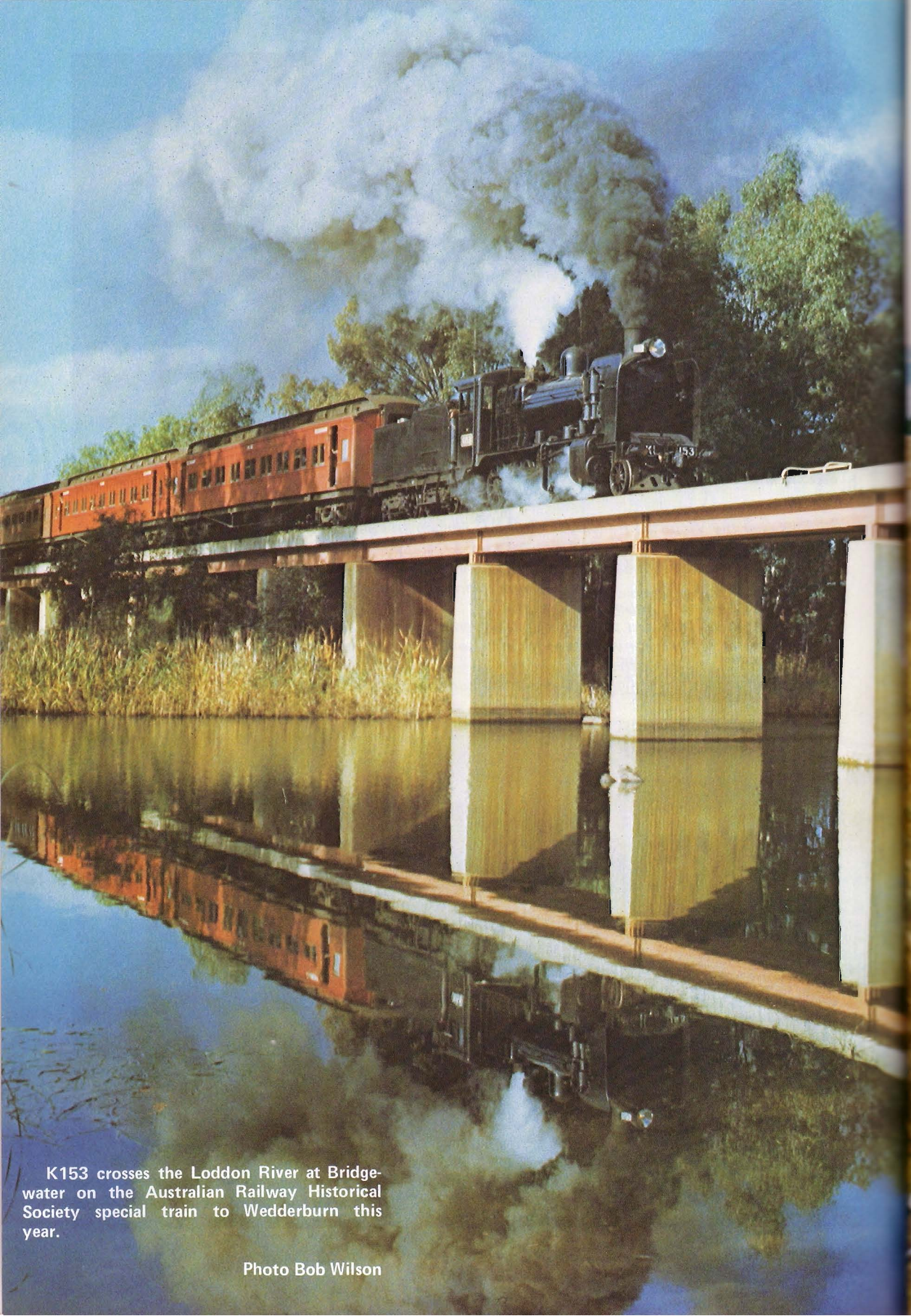
The first was the Annual Dinner in the Ballroom at Flinders Street which was attended by VicRail Chairman, Mr A. Gibbs, General Manager, Mr I. Hodges, other members of railway management and many country delegates.

As you can see from our photo above the evening was a great success.

The second celebration was the 60th Jubilee Dinner Dance held at the Banquet Room of the Sheraton Hotel in Melbourne.

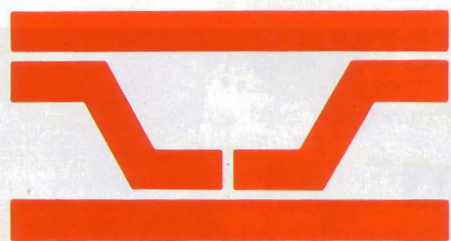
From all accounts the night was an equally huge success.





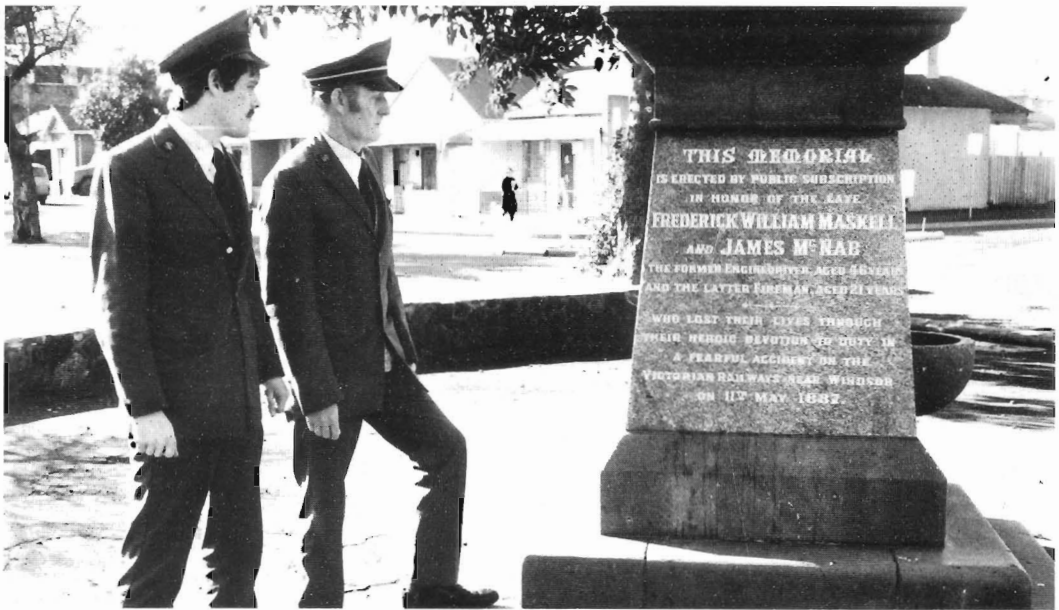
K153 crosses the Loddon River at Bridge-water on the Australian Railway Historical Society special train to Wedderburn this year.

Photo Bob Wilson



Rail Ways





MEMORIAL AT GRAHAM STATION

Passers-by at the Graham Railway Station can now learn of the bravery of two former railway men.

A memorial in their honor in the council gardens just outside the station has been cleaned up and the letters repainted for all to read its message. (The words were almost illegible before, according to Graham Station Officer, Harry Bronstein).

The memorial, erected by the Mayor and councillors of Port Melbourne when it was a Borough in 1890, tells of Frederick William Maskell and James Houston McNab. Maskell, a former engine driver (aged 46), and McNab, a 21 year old former fireman, "lost their lives through their heroic devotion to duty in a fearful accident . . .", the memorial states.

The accident occurred near Windsor Station on May 11, 1887, when six persons were killed and

250 injured. The 5.40 p.m. "down" Brighton express crashed into the rear of the 5.30 p.m. "down" Elsternwick, which was halted at the signal near Windsor station. Public tribute was paid to their devotion to duty in "remaining at the throttle", instead of leaping from their engine before the crash.

The memorial stands near the site of the dismantled Port Melbourne engine sheds, their "home" depot.

Reading the newly cleaned inscription on the memorial are from left, Signals Assistant, Andrew Evans, and Station Officer, Fred McCaugherty.



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(PRICE 20c)

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FRONT COVER

The mood of the day was captured with this shot taken of a "C" class travelling from Bacchus Marsh to Parwan

Photo George Bambery

RAILWAYS

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GOVERNMENT HOUSE FUNCTION

The crowning ceremony for the Miss Victorian Government Service Quest was held at Government House on September 14.

It was a night of fashion and fun and representatives from each section of the Quest who had girls entered were in attendance.

"Miss VicRail" and members of her fund-raising committee were there to enjoy the hospitality of the Governor of Victoria and Lady Winneke.

The winner was "Miss Health Commission" and "Miss Victoria Police" took out the honors as "Miss Charity Queen".

"Miss VicRail", Joanne Curcio, was well in the running but there can only be one winner in each section.

The good thing is that all money raised has gone to help the Spastic Society to care for people.

Railway dedication service

A special dedication service was held recently in the Southern Aurora Club Car to mark the placing by Gideons International of Holy Scriptures in VicRail trains.

Gideons International in Australia expressed their sincere thanks to the Victorian Railways Board for the courtesy and co-operation extended to them by VicRail staff.

The Gideon organisation is an association of christian business and professional men whose objective is to win men and women, boys and girls, to Christ through their service, testimony, and placement and distribution of bibles and testaments in the national streams of life.

Approximately 2500 bibles are now being placed in all trains in Australia where sleeping facilities are provided, and they are among the four million

copies that have already been distributed throughout Australia.

Picture: Among those present at the dedication service aboard the Aurora were VicRail Assistant General Manager — Operations, Mr A. Nicholson, Mr A. Augustine, recently retired Secretary for Railways, Mr A. Edbrooke, Officer of the Country Passenger Operations, and Gideons, Mr Aub. Crozier, Chief Clerk Stores and Zone 3 Trustee of Gideons International in Australia, Mr Ron McKeown, Regional Secretary — East Vic/Tas Region, and Mr Clyde Smith President of Phillip Camp.





"K 190" on its maiden run following its complete restoration.

RAILWAY HISTORY RE-CREATED

Sunday, September 16, was a great day for VicRail as thousands of rail enthusiasts turned out to watch a re-enactment of the first train journey in Australia, 125 years ago.

A special train made up of vintage carriages and hauled by a "K" class steam locomotive

took about 200 invited guests from Flinders Street Station to Port Melbourne.



Minister for Transport, Mr Robert Maclellan, speaks at the official ceremony at Sandridge.



VIP's at Sandridge were (left to right) Bill Gibbs, Robert Maclellan and Ranald Macdonald.

Port Melbourne Station was specially renamed Sandridge (its original name) for the occasion.

The locomotive, "K 190", was making its first public appearance since being completely restored.

The re-enactment was a combined effort by VicRail, SteamRail, who run the restored steam trains for enthusiasts, and "The Age" newspaper which celebrated 125 years of publishing in October.

On the special train Australia Post set up a "travelling post office," and commemorative covers with a special postmark, were available for sale to the public.

Among the VIP's who rode on the special train were Victorian Minister for Transport, Mr Robert Maclellan, Mr Bill Gibbs, VicRail Chairman, Mr Ian Hodges, VicRail's General Manager and Mr Ranald Macdonald, Managing Director of David Syme & Co. Ltd., publishers of "The Age".

The special train left Flinders Street at 12.20 p.m., the same time as the first train 125 years ago.

For the rest of the afternoon services between Flinders Street and "Sandridge" were shared between "K 190" and "K 184" hauling Tait carriages.



Two of the dozen or so members of the Melbourne Historical Re-enactment Society who added color and atmosphere on the day.

A PIPELINE COMES TO LIFE



Mr Ian Hodges

VicRail has entered into a new phase of its history with its venture into the pipelining industry coming to fruition with the opening of Phase 1 of the Altona to Somerton white oil products pipeline.

Our ability to be able to join the venture started with the passing of some unique pieces of Victorian legislation; the Railways (Participation in Pipelines) Acts of 1975 and 1977 which amended the Railways Act 1958 giving the Board the power to subscribe for shares or debentures in pipeline companies or to promote a company or companies to construct, own and operate pipelines on railway and other lands or to participate in the construction, ownership and operation of pipelines with other pipeline companies.

Following the passing of the 1977 Act, VicRail in August 1977 promoted VicRail Pipelines Pty. Ltd. The Company is incorporated in Victoria under the Victorian Companies Act having a nominal capital of \$10,000 made up of \$10,000 \$1 shares and presently an issued capital of \$1000 being 1000 shares owned or held in trust for VicRail. The present Directors of VicRail Pipelines Pty. Ltd. are Mr A. G. Gibbs (Chairman of VicRail) Chairman, Mr. I. G. Hodges (General Manager of VicRail), and Mr L. A. McCallum (Deputy General Manager VicRail).

In its first venture VicRail Pipelines Pty. Ltd. as joined with four major oil companies, B.P. Australia Ltd., Esso Australia Limited, Mobil Oil Australia Limited and The Shell Company of Australia Ltd., in the Altona to Somerton Pipeline.

VicRail Pipelines Pty. Ltd. has a 25 per cent share of the venture and each of the other oil companies has an 18.75 per cent share.

The Altona to Somerton Pipeline joins with the Somerton Terminal and the Somerton to Tullamarine

pipeline which are owned by the other four companies.

Construction of these pipelines promotes the objectives of the Victorian Government in lessening the impact of the oil industry on the environment.

The pipeline is designed to transport a range of white petroleum products from the Altona Refinery of Petroleum Refineries of Australia and from the Shell Refining Company of Geelong to storage facilities at Somerton.

The Somerton to Tullamarine pipeline will transport jet fuel to Tullamarine (Melbourne's international and major domestic airport) by pipeline.

Work has been planned in two phases. Phase 1 is to supply Tullamarine with jet fuel and Phase 2 will supply a range of products to Somerton for further statewide (northern and central) distribution by rail and road. Phase 1 has now been completed.

Whilst Phase 1 is of great importance it will not have the same impact on VicRail as Phase 2 which will generate more distribution of oil products by rail.

No firm agreement has been reached as to when Phase 2 will commence, however VicRail is actively pursuing studies to ensure that Phase 2 can be implemented as early as possible.

The project will reduce significantly the volume of oil industry road traffic now engaged in distribution from in-city terminals and will further diminish the need to extend or lengthen the life of existing oil company storage facilities in the areas of Spotswood and Newport. Both these objectives constitute substantial items of Government policy.

The Altona to Somerton pipeline system consists of 34 kilometres of 355.6 mm OD pipeline from the PRA Refinery at Altona to the Somerton Terminal, with a connection for the Shell Newport Terminal.

The Somerton Tullamarine pipeline system consists of 11 kilometres of 168.3 mm OD pipeline from Somerton Terminal to the Tullamarine Terminal.

At Somerton the facilities include an intermediate storage tank of 75,000 barrels together with all necessary pumps, meters, control valves, fire systems, etc.

The overall system will be operated by a computer based supervisory/control system with a master station located at Tullamarine, connected with Telecom Datel Service private lines to intelligent remote terminal units located at Altona, Newport, Somerton and Tullamarine.

The Altona to Somerton pipeline follows VicRail's right of way for most of the 34 kilometres. This route was found to be the only practicable route available for a pipeline from Altona to Somerton which would avoid adverse public reaction and environmental objection. The Somerton to Tullamarine pipeline is mainly situated on road reservations.

The joint venture's right to use VicRail's land is by way of a licence for the period of the Pipeline

Permit issued to the joint venture under the Pipelines Act. The licence provides for a commercial licence fee to be paid to VicRail and the parties have agreed that this is to be determined by the Victorian Valuer-General.

The joint venture is based on a Participant's Agreement and an Operating Agreement which set out the rights and liabilities of the joint venturers. Mobil Oil Australia Limited has been nominated the initial operator of the system. An interesting term of the Participant's Agreement is that VicRail's Pipelines Pty. Ltd. has a 25 per cent throughput right.

The overall cost of the system is in the vicinity of \$16 million with the Altona to Somerton Pipelines' share of this cost being just over \$11 million.

Whilst the capital of VicRail Pipeline Pty. Ltd. is somewhat nominal, the financing of the companies share in this major project has been by way of loans from VicRail based on a Mortgage Debenture arrangement.

Now with the commissioning of Phase 1 VicRail should see benefits from the pipeline by way of:-

- Licence fee,
- Interest on its investment in VicRail Pipelines Pty. Ltd.,
- Dividend on its shares in VicRail Pipelines Pty. Ltd.,

and of course with the introduction of Phase 2 VicRail can expect substantial additional haulage of oil freight.

In addition to these direct benefits VicRail through VicRail Pipelines Pty. Ltd. is gaining an indirect 'spin off' in being involved in a major commercial enterprise and gaining an understanding of the economics of pipelining and its impact on rail. Such benefits must be of great value to the company the future.



A pipeline is born



OUR GIRL LINDA

Linda Kearns is a very casual trail-blazer. She has achieved two firsts in VicRail by accident.

Brown-eyed Linda is the first woman in VicRail qualified to be a station master, and to be a signaller.

About five years ago Linda, who is a New Zealander and had done some nursing, came to Melbourne as the first part of an overseas trip. She needed a temporary job and noticed an advertisement for a station assistant. (Perhaps noticing a job in VicRail wasn't that accidental, as Linda's brother is an engineman in New Zealand).

Linda enjoyed the position and her "temporary" job continued for a year, after which she sailed to Perth for a holiday. "When I saw the conductor I thought I could see Australia by becoming one too", Linda said.

Another accident led her to become a signaller instead. "I inquired on how to become a conductor and was misinformed, so started a safeworking course by mistake."

Again Linda enjoyed what she was doing, so decided to continue. "Signalling fascinates me," Linda said. She was an assistant signaller for six months then a signaller at the Riversdale box for two and a half years. Since Linda broke the male tradition several other girls have become signallers.

But Linda likes being on the move so it wasn't long before she decided to become a train controller — again an exclusively male domain. To become one, she had to be an SM first. So she studied for about six months in her spare time and passed the two full-day exams. This qualified her to take on her present job as a Group Station Officer, who relieves station masters and their assistants at Burwood, Auburn and Ashburton stations.

With her smart uniform with the gold VR insignia on the pocket, she is the best looking qualified SM VicRail has ever had.

Now Linda is waiting until she has the necessary experience to obtain a position as SM. "I may have to wait a long time but meanwhile I earn good money with 11 shifts a fortnight and penalty rates."

She doesn't mind the odd hours of work. "The shifts don't worry me. I'm used to them," she grins.

FROM MELBOURNE



“HEAR THE WHISTLE BLOW 400 MILES”

Ninety two years of railway tradition went by the board at Serviceton recently.

For the first time since Melbourne and Adelaide were linked by steel, the ritual of changing locomotives did not take place.

Instead diesels C 505 and C 506 hauled the massive load of 1755 tonnes straight through from capital to capital.

The historic event at Serviceton took place at 7.00 a.m., Friday, August 3.

The trial was carried out at the request of the Australian National Railways (Central Region) so they could carry out tests on the suitability of the C Class diesels on their own tracks.

Several stops were undertaken in the Adelaide hills to test the ability of the diesels to lift loads from a standing start on heavy grades.

Also important was the running time over several sections. The main section being from Tailern Bend to Mile End.

Another test undertaken on the through trip was the use of radio telephones between loco cab and guards van, with the units in fixed position throughout the trial.

This was the first time that fixed units had been used under running conditions. Previous trials had used manual units.

Diesel C 505 was the leading loco on the run to Adelaide while C 506 took the lead for

the return trip. Once again stops were made in the Adelaide hills to test the hauling ability of the diesels from a standing start. On the run to Melbourne the diesels hauled 1804 tonnes.

The trial was highly successful with both diesels coming through with flying colours.

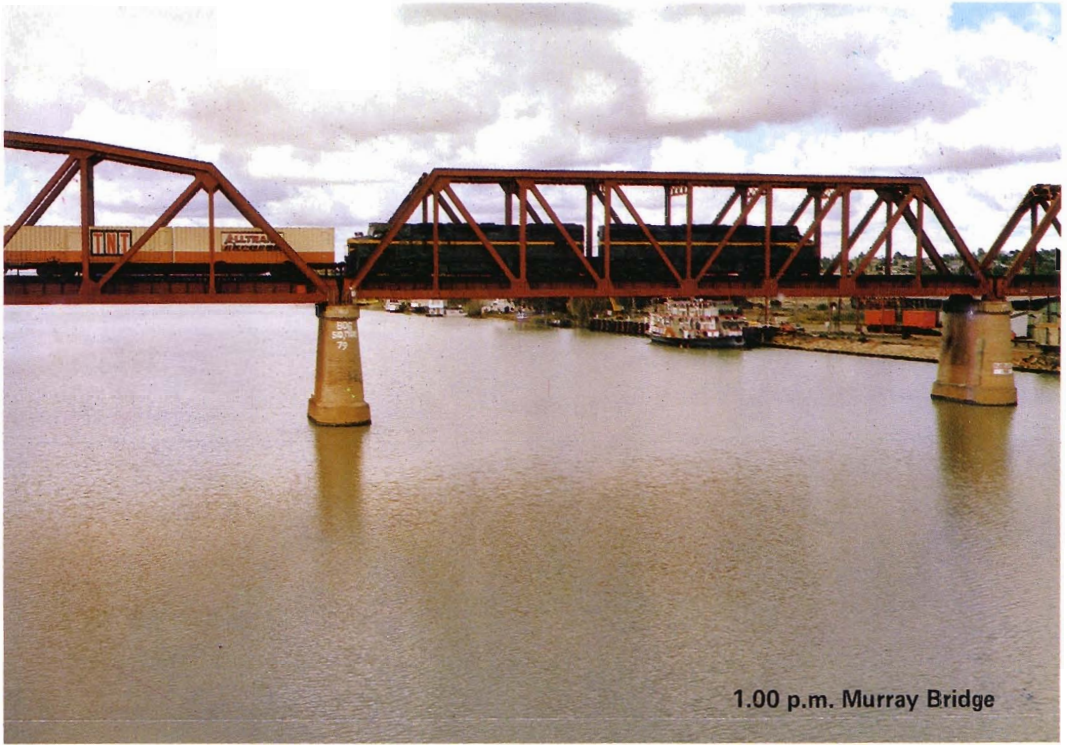
All ANR enginemen who “controlled the throttle” were impressed with the C Class diesels, especially with their ability in hauling loads from a standing start.

The blue and yellow colours of VicRail’s fleet of C Class diesels will become a common sight, not only in Victoria, but also in the land of the Croweaters from November 12.

Through working will become permanent from then with the time consuming changing of locos becoming part of railway history.

The C Class diesels that are at present working on the standard gauge between Melbourne and Albury will revert back to broad gauge and they will be replaced by diesels supplied by ANR.

An interesting sidelight. South Australian rail fans “chasing” the diesels for photographs were caught out with the speed of our diesels. Many times they missed out on shots as they were still setting up their cameras as 505 and 506 thundered past.



1.00 p.m. Murray Bridge

...TO ADELAIDE



2.30 p.m. Mt. Lofty



Detective Chief Inspector, Lawrence Hamilton (seated) discusses some work details with Frank Barclay.

ARE YOU A GOOD COMMUTER?

Public safety, protection of property and crime prevention are three of the most important subjects that VicRail is concerned with every day of the year.

Within VicRail there is a devoted group of people who work untiringly to prove that we do really care about public welfare. This group is the Railways Investigation Division.

The tasks with which this division is involved are varied and in some cases very complex in nature.

One of the most important aspects is the prevention of vandalism which seems to dog communities everywhere. The Railways Investigation Division is actively engaged in a concentrated program to prevent this continuing problem as well as in acting against wrongful behaviour on our railway system.

As well as law enforcement, officers of the Division go into the community to make citizens aware that it is also their problem, as VicRail property should be as closely guarded as their own.

The VicRail Investigation Division is one of the leaders in the field of creating community awareness — the importance of which was highlighted at the Australian Crime Prevention Council National Conference held recently in Hobart.

At a recent public display, VicRail was com-

plimented on its crime prevention efforts by the Chief Commissioner of Police, Mr. Mick Miller.

VicRail has a promotion caravan which is fitted with a comprehensive display with audio-visual material to heighten people's awareness of crime prevention. The unit is made available to the public at many locations throughout Victoria.

To most travellers, VicRail services are usually just associated with the train we catch to and from work or any regular trip we may make around the rail network. The three types of suburban electric trains are familiar sights to those living in the suburbs and other areas around the State, and let's face it, we take them for granted.

The point is that these trains, along with our freight vehicles and the many tonnes of cargo they carry, are all too often the targets for wanton vandalism and destruction. This also goes for the thousands of kilometres of tracks, points and signal positions — not to mention the station facilities.

The prevention of wilful damage is only a part of the work with which the Railways Investigation Division is involved, but it is an area which requires a

lot of attention.

Every officer in special operations, claims section, etc., works a minimum of seven hours 36 minutes a day, 365 days a year, less four weeks annual leave, plus some do considerable overtime.

Armoured car fellows are on the vans every day of the week.

Motorbike patrols are out every day of the week. Two men man the patrols.

The bikes are used to patrol areas to apprehend mini-bike riders, vandals, stonethrowers, etc., and where our cars cannot get to.

Bikes are sometimes used where cars can go so the Division can disguise its officers as pleasure riders.

Another important aspect of the Division's work involves constant checks at ticket collection points at stations and on trains which uncovers thousands of ticket cheats each year.

Since 1974 our figures reveal that more than one million people have been detected at barriers and on trains without a valid ticket and the fares were collected.

Arising out of these statistics, the By-Laws Section collected more than \$35,000 in the metropolitan area and more than \$2,000 in the country area.

It is logical to assume that as the average fare in the electrified area is 57 cents and the above figures are a small percentage of people actually travelling without tickets, the Railways Board is being defrauded of huge amounts of money by 'ticket cheats'.

Some of the most frequently detected offences are people travelling without tickets, placing feet on seats (which naturally upsets other passengers when their clothes become soiled), trespassing on railway property, damaging or removing fixtures from carriages and stations, and a variety of other offences ranging from drunkenness which often leads to assault when those involved are requested to leave the train. Many people also give false names and addresses.

How do you feel when seats and carriages are littered and dirty?

The Railways Investigation Division is there to deter people from being so thoughtless.

It is with much regret that we record the death of Cyril George (Bill) Ainley who was Detective Chief Inspector with the Railways Investigation Division until ill-health struck earlier this year.

Bill died on September 15 after a long illness. The funeral was held with full police honors on September 18 at the Springvale Crematorium.

LADIES DAY

A gala "Ladies Day Dinner" was held recently in Melbourne for members of the "Retired Railwaymen's Association".

Some of the guests are pictured enjoying the function which was held in the VRI Concert Room in Flinders St.

Special thanks are extended on behalf of the organisers to the VicRail Catering Section for the wonderful food and also to the "Merrie Moments" for the entertainment.



THE EVOLUTION OF RAILWAYS

It was a grand weekend recently in Melbourne when, in conjunction with the Victoria Week Celebrations, the Victorian Railways were represented in Queen's Hall, Parliament House, with a display depicting the evolution of the development of railways in the State of Victoria, since the year 1854 and up until the turn of the century.

Other Victorian Government Departments were represented and displays were provided by the Board of Works, Public Works, Police, Fire Fighting, Education and Minerals Departments, as well as others. Great interest was shown by the 12,000 visitors who attended and inspected the various displays.

The Victorian Railways display of early photographs showed historic locomotives, trains and railways scenes and settings of these now by-gone days. These were viewed with considerable interest by all who attended.

Pictures in the VicRail display included views of early Flinders Street Station, Williamstown Workshops, steam suburban trains and even a view of early train arrival and departure activity at the Flemington Racecourse.

Great pleasure was given to the many visitors who recognised a particular old building or location

and many were the verbal comparisons that were made between the early scene being viewed and the one of to-day. One small lad studied all the photographs very carefully and was later heard to ask his Dad where all the diesels had gone to – for he could not find any.

Included in the VicRail display were also fine scale models of early Victorian Railways locomotives and rolling stock, including models of locomotives built at Williamstown Workshops, as well as early railway passes and periodical tickets and builders plates from pre 1900 locomotives and rolling stock.

Mr Gerald Dee was the VicRail representative during the weekend celebrations and he gave comment after the Exhibition that it was nice to know that people still enjoyed trains and were fond of their Railways.



An unusual church service was held recently at St. Peter's Anglican Church at Dimboola in recognition of the importance of the railways to the community of the town and surrounding district.

Rector of the Parish of Dimboola, The Rev. Austin Brehaut (a railway enthusiast), conducted the service, and all members of VicRail at Dimboola were invited.

The bible readings were given by Brian Brooke (engineman, and current Mayor of Dimboola) and John Eldridge (guard).

During the course of the service, "tools of trade" representative of railway operations were brought to the altar for a blessing upon railwaymen and their work by Neville Bothe, Stan Bond, Bill Fraser and John Eldridge.

In the sermon by the Rev. Ian Scutt, he drew a parallel between train control and the divine control of our lives by Jesus, and the need to know who we are and where we are going.

Our photo shows the Rev. Brehaut receiving tools of trade for blessing from (left to right) John Eldridge, Bill Fraser, Stan Bond and Neville Bothe.



Safety is certainly the key

The two men pictured holding certificates have escaped serious injury because of their good sense.

They are from left, Hector (Hec) Neale, a motor driver at Newport and Anastasios (Tarz) Costopoulos, a skilled laborer in the Permanent Way Materials Depot.

Left is the Deputy General Manager, and chairman of the Safety Council, Lindsay McCallum, who presented them with tie pins, each shaped as a pair of feet, and certificates. With them is Comptroller of Stores, Mal McKenzie.

The certificates confirm the life membership of the holders to the "Intactoes Club" run by the National Safety Council of Australia. Members are those who have used foot protection which saved their feet in a work accident.

Hec's accident occurred after a steel pallet which he had loaded on the back of his vehicle slipped with the sharp edge striking his toes.

Tarz's accident happened when an 8 m length of rail which he was stacking and barring into place rolled and pinned his foot. The only damage was bruising to his toes.

VicRail issues the footwear, with protective toe-caps, free to appropriate workers, but it is not compulsory for them to wear these.

Five other railway workers have become members of the Intactoes Club of Victoria.

They are John Wheeler of the electrical centre, Colin Johnson, an assistant high tension linesman, Joe Tanski and Santo Di Pietro track maintenance workers, and Minas Nitsopoulos a fitters assistant.

John escaped serious injury when a portable motor generator set weighing about 80 kg rolled onto his feet as he was reaching over it. The steel cap on the right shoe was pushed in and the left shoe steel cap was dented. John's only injury was bruising to the ankles.

A chain saw could have cut through Colin's foot if he had not been wearing his safety footwear. Colin had just felled a tree in the Hernes Oak Area and was clearing branches off it, when a branch sprang back hitting the saw-blade which then struck his boot.

A 310 kg concrete sleeper fell on Joe's foot without causing injury because he was wearing safety footwear. Concrete sleepers were being unloaded from a railway wagon with a mobile crane. The sleepers had shifted in the wagon when shunted and one sleeper fell from the stack from a height of about one metre, landing on the toe of Joe's boot. The boot suffered no visible damage.

Santo escaped injury when a 42½ kg staunchion fell on his foot. Santo was removing the steel door staunchion from the I.A. wagon when the staunchion slipped and fell striking his foot. The staunchion caused a "V" cut in the leather part of the boot's toe.

Minas was helping transfer traction motor armatures weighing about 1500 lbs from one floor level to another by armature truck. A truck wheel rolled over his foot but Minas' safety footwear saved him from serious injury.



The quiet times – checking equipment, rehearsing lines and looking for that extra lens.

SHOW BUSINESS AT SPOTSWOOD

It wasn't the best day as far as weather went when we recently visited Spotswood to have a look at a student film being made about the early years of our railway history.

A film group from Swinburne Technical College decided to use the yards as a setting for a sequence in their film, and we decided to tag along to see how the railways featured at this location.

Authenticity was the keynote for the film which was based on the conditions which people had to endure during this century's early depression.

The movie, titled "Evictions", was set during 1929 and was filmed by a crew of 10. There are four main characters, and more than 50 extras are featured.

Produced by the Swinburne Film and Television Department and assisted by The Australian Film Commission, the feature appears to offer a realistic

glance at the problems that the Victorian public faced during these hard and torrid times.

The Railway sequences in the film show how desperate many folk were to find accommodation during those days. Evicted from their houses, a large number of people searched desperately for cheap lodgings, and a lot of them ended up sleeping in train carriages at rail yards.

Director/Script Writer, Richard Lowenstein, sums the movie up as "a lash back against society during these crippling days in Australia's growth".

(This re-enacted documentary only lasts 25 minutes, and after filming, only 1000 feet of film for every 6000 feet shot, will be used.)

VicRail's Manager of the Reclamation Depot, Stuart Mahoney, helps Miranda with her tool kit (Stuart has been with us for 44 years.)



RETIREMENTS

WAY AND WORKS

ALDRIDGE, J. J. Benalla, 23/9/79
ARTRIDGE, F. J., Seymour, 2/8/79
BANNA, L. W., Wangaratta, 4/8/79
CALDWELL, C. B., Warragul, 11/7/79
DE-SENSI, P., Spencer Street, 7/11/79
DOUGLAS, D. R., Shepparton, 8/8/79
GOSS, N. C., Seymour, 22/11/79
KOUGICUMTZIS, T., Spotswood, 13/7/79
MOODY, W. S., Seymour, 7/9/79
MORIC, K., Spotswood, 3/8/79
SULIKOWSKI, S., Nth. Melb. 12/7/79

DEATHS

KENNY, B. T., Spotswood, 14/8/79
McBAIN, N., Dimboola, 26/7/79
NEEDS, G., Bendigo, 31/7/79

ROLLING STOCK

AINALIS, S., Newport, 8/5/79
ANAGNOSTOU, A., Newport, 16/8/79
ARMITAGE, S., Newport, 29/6/79
BAKER, H. E., Newport, 13/9/79
BARRY, S. E., Newport, 27/4/79
BOWMAN, W. J., E.R. Depot, 26/4/79
BROWN, B. C., Bendigo, 12/8/79
BUHAGAIR, F., South Dynon, 20/6/79
CALAMARAS, N., Newport, 22/6/79
CAMERON, H., Bendigo North, 13/7/79
CASSIDY, G. W., South Dynon, 26/5/79
CHOLODNIUK, J., Newport, 3/8/79
CHRISTENSEN, H. V., Ballarat Nth., 18/5/79
CONNORS, D. M., Seymour, 20/6/79
COOPER, E. D., Newport, 26/6/79
CORRIGAN, T. P., North Melbourne, 20/7/79
COTRONIS, E., Jolimont, 19/7/79
CRAMER, R. M., South Dynon, 3/4/79
CURRIE, D. J., E. R. Depot, 20/6/79
CUPIRAGGI, F., Jolimont, 1/6/79
DICKSON, C. C., E. R. Depot, 21/6/79
DURSKI, J., Newport, 13/5/79
EFSTATHIOU, M., T. L. Depot, 8/6/79
FOLEY, R., Newport, 20/6/79
FULLARTON, A. S., Bendigo North, 1/7/79
GATTA, D., Newport, 10/9/79
GERAKIS, N., Jolimont, 13/6/79
GOLOWKA, M., South Dynon, 2/5/79
GOULDSON, P., Newport, 24/8/79
HENNING, G. A., E. R. Depot, 10/8/79
HUMPHRIES, A., E. R. Depot, 24/5/79
JASKOLSKI, P., North Melbourne, 26/6/79
JURAS, J., Newport, 30/5/79
KACZMAREK, J., Jolimont, 20/7/79
KELLETT, R. W., E. R. Depot, 15/8/79
KYRIAKOPOULOS, V., Newport, 13/7/79

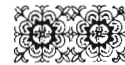
LUNT, K., Maryborough, 1.5.79
MALAK, J., Newport, 28.6.79
MALBERG, F. L., South Dynon, 8/6/79
MAZZITELLI, P., Newport, 6/6/79
MELLON, J., T. L. Depot, 15/7/79
MILLER, T. A., Ballarat North, 2/7/79
MORGANTE, D., Newport, 3/6/79
MOUTEDURO, P., Ballarat North, 26/6/79
McGANN, J. W. P., South Dynon, 10/5/79
McMASTERS, V. C., South Dynon, 23/5/79
NARDELLA, A., Newport, 8/7/79
NESTOR, M. F., Ballarat North, 27/7/79
NOONAN, J. P., Ballarat North, 13/7/79
OAFF, N. G. S., Ballarat North, 31/8/79
PAPOULIAS, A., Newport, 16/5/79
PIATROV, S., Jolimont, 27/6/79
PISANELLI, M., Newport, 11/7/79
POWELL, H. J., Ballarat North, 21/7/79
RICHARDS, R. M., Ballarat North, 20/7/79
ROGAN, C. J., Maryborough, 22/6/79
ROSS, T. C., North Melbourne Shops, 30/4/79
SALGRAM, C., Newport, 26/4/79
SILCOCK, B. F., E. R. Depot, 20/4/79
SHELTON, S. R., Bendigo North, 16/8/79
SLEEMAN, C. A., Newport, 24/8/79
SMITH, J. I., Newport, 31/8/79
SMITH, G. A., Ballarat North, 22/7/79
SORBARA, G., Newport, 15/6/79
SZABO, J., Newport, 16/7/79
SPURIO, S., Newport, 20/6/79
TREMBATH, R. C., Bendigo North, 7/6/79
VOUVOPOULOS, A., South Dynon, 19/6/79
WAWRZNIAK, H., Newport, 19/6/79
WILMOT, C. A., Jolimont, 2/8/79
WOODRUFF, W. P., Ballarat North, 6/7/79
WYSECKI, S., Geelong, 28/5/79
ZIELSKI, F., Ballarat North, 13/7/79

DEATHS

GREEN, H. R., E. R. Depot, 16/8/79
CURRIE, L. R., Newport, 20/8/79

MARKETING

TOPP, A. C., Display Officer, Melb. City, 31/8/79



BACK COVER

With the wattle trees coming into full bloom a Healesville bound DERM crosses a peaceful back water of the Yarra River at Yarra Glen.

Photo John Phillips (11.7.79)



A steam locomotive pulling a train through a landscape with a large tree in the foreground and hills in the background. The locomotive is emitting a large plume of white steam. The train is moving along a track that curves through a green and brown landscape. In the background, there are rolling hills and a small town. A large, gnarled tree is in the foreground on the left side of the image.

Rail Ways



WHEN COPPER TURNS TO GOLD

It is said that every person has several talents which too often are not realised. But fortunately, Manager of VicRail's Policy Bureau in the Personnel Branch, Ben Rodda, has developed at least two of his talents.

Away from work (where he has been for almost 41 years) he has developed as an artist. Ben, 58, of Hotham Street, Oakleigh, is a copper etchist.

He is so good that he has twice won prizes at the Royal Melbourne Show for the best metal work in the beaten or etched class. Last year he entered a chess table and this year a plaque, depicting an oriental scene. They were both made in repousse style, which is a type of relief design done by hammering metal from the back.

Ben took between 30 and 40 hours to complete the plaque which is a 60 cm scalloped circle.

It took him about the same time in preliminary work. This involved the design, oxidising the metal in a chemical bath, and before completion, polishing off the highlights.

Clayton Arts and Crafts Council liked Ben's work so much that they asked to exhibit the plaque at its show in October.

Ben's excursion into art started as an escape. "I started learning five years ago at Oakleigh Technical School as an escape from the office life and personalities, and it's grown since then," he says.



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FRONT COVER

A "K" class steam locomotive (K153) with a train of vintage carriages tackles the grade out of Sunbury on an excursion trip. These outings are run on a fairly regular basis by SteamRail Victoria, a group of enthusiasts devoted to railway preservation. VicRail supplies the crews for the trips which are well patronised by enthusiasts and the general public.

Photo George Bambery.

RAIL WAYS

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A LOOK BACK AT APPRENTICES

Forty years ago, in August 1939, a part of 20 third and fourth year apprentices toured New South Wales Railway Workshops, Depots and Industries in Sydney and Newcastle, with W. Grace, Principal of the VR Technical College, R. Curtis, Supervisor of Apprentices and a representative of the NSW Railway Institute.

The photograph of the party taken in Wynyard Park on September 1 shows:

Back row: L to R — R. Tijou, E. Rudolph, E. Mutton, F. E. Parker, G. Turner.

Middle row: NSW Rep. — R. Curtis, H. Osborne, N. Abbott, J. Crouch, B. Hall, K. Miller, A. Nicholson, E. Eyres, E. Brown,

Front row: — C. Donaldson, W. Gulliver, K. Hardy, N. Cave, F. E. Parker.

We know the names of the other apprentices who fill the gaps but we don't know which gap each name should fill. Their names are W. Leddick, R. Hatch and N. Beddison.

The party arrived back in Melbourne on Sunday September 3, 1939, the day that Australia declared war on Germany. Those who were members of the Reserve Defence Forces were called up on the Monday and did not report back to work until after the war.

The only members still with VicRail are:—

A. J. Nicholson, Asst. General Manager, Operations.

E. W. Rudolph, Deputy Chief Electrical Engineer.

S.R. Eyres, Workshops Superintendent, Newport.

H. J. Crouch, Engineer, Laboratory Newport.

C.R. Donaldson, Technical Officer Senior, Laboratory, Newport Workshops.

GOOD READING

A book we recently reviewed has outlined an interesting claim to fame often overlooked that the NSW rail system was the 'first government-owned railway in the British Empire'.

The 22 kilometre section of line from Sydney to Parramatta was opened on 26th September, 1855 — only 25 years and 11 days after the coming of the world's first steam public railway — the Liverpool to Manchester line in England, and 12 months after the first steam train in Australia ran from Flinders St to Port Melbourne.

'The Observer's Book of Steam Locomotives of Australia', written by David Burkem is well illustrated and reviews the motive power of each Australian railway system. It contains a listing and principal dimensions of those steam locomotives that can still be 'observed'. In the case of locomotives which saw service in NSW representative types can still be seen at such locations as the NSW Rail Transport Museum, Thirlmere; the Hunter Valley Rail Museum; at Canberra and various NSW country locations.

'The Observer's Book of Steam Locomotives of Australia' records for posterity:

'Locomotives of the hills, of the plains, of the city lines, of the outback country branches; of the shunting yards, of dingy colliery sidings, of the Great Express routes, of steep cogwheel slopes. Steam locomotives that clattered across high iron bridges, that rattled by suburban backyards liberally spraying Monday's washing with their soot; that rambled across the Nullarbor; that plunged into black tunnels filled with swirling smoke. Locomotives of troop trains, of wheat trains, of mineral trains, mail trains, mixed trains; of the Sunshine and the Spirit, Overland and Australind, the Flyer and the Fish; locomotives of the dawdling weekly goods, of fast fruit specials, of the seaside excursion train; locomotives that made haunting whistle sounds across the valley on a cold frosty night'.

Recommended retail price for this 252 page book is \$3.95 — publisher Methuen of Australia Pty. Ltd.



Another train load of passengers stream through the gates. During the show VicRail carried 270,846 passengers.

ONE OF THE GREATEST SHOWS

For eleven days of the year it becomes one of the busiest stations of the system, yet for the other 354 days it is deserted.

The location? Not hard to guess the Royal Melbourne Showgrounds platform.

This year 270,846 passengers travelled to the Show by VicRail. Despite lower overall attendance at the Show VicRail carried 34.48% of the people who attended as compared to 27.69% last year.

Stationmaster John McDonald paid the staff a great tribute. He said the team he had working this year was the best he has had in the three years he has been out there.

"And this is not taking anything away from the staff of other years", he said.

"Each year we get many compliments from the travelling public. The staff out here are always a great advertisement for VicRail" said John.

Actually the Showgrounds station is open a little longer than 11 days. Along with John, clerk in charge Stan Jolly, a veteran of 11 Royal Shows, and several station assistants spend the week before the show setting up equipment, cleaning and generally making sure everything is spic and span for the big week and a half.

Then after 11 hectic days, they then have to tidy up, balance the books and note what has to be done before next years carnival. Also a large number of

exhibits are consigned back to country locations. Last year 17 wagon loads of farm machinery went from the Showgrounds to Elmore for display at a field day.

But it is during the 11 days of fun, fairy floss and farm life that it all happens.

On a normal (if such a life is normal) day there are about 50 staff employed on day and evening shifts. This total does not include train crews.

Nine clerical officers, two head station assistants, 2 hostesses, 17 station staff, eight signalmen and eight gatekeepers make up the staff under John McDonald's control in his area.

While the "Show Specials" were running, safeworking officers were situated at Spencer Street No. 2, Franklin Street, North Melbourne Junction and Kensington for all trains. Flinders Street "A" and "B" signal boxes had safeworking officers situated there part of the time.

In case of a break down an equipment examiner was on duty at the Showgrounds right through while a linesman was on duty at both Flinders Street and the Showgrounds all days except Show Day when a complete gang were stationed at both Flinders Street and the Showgrounds.

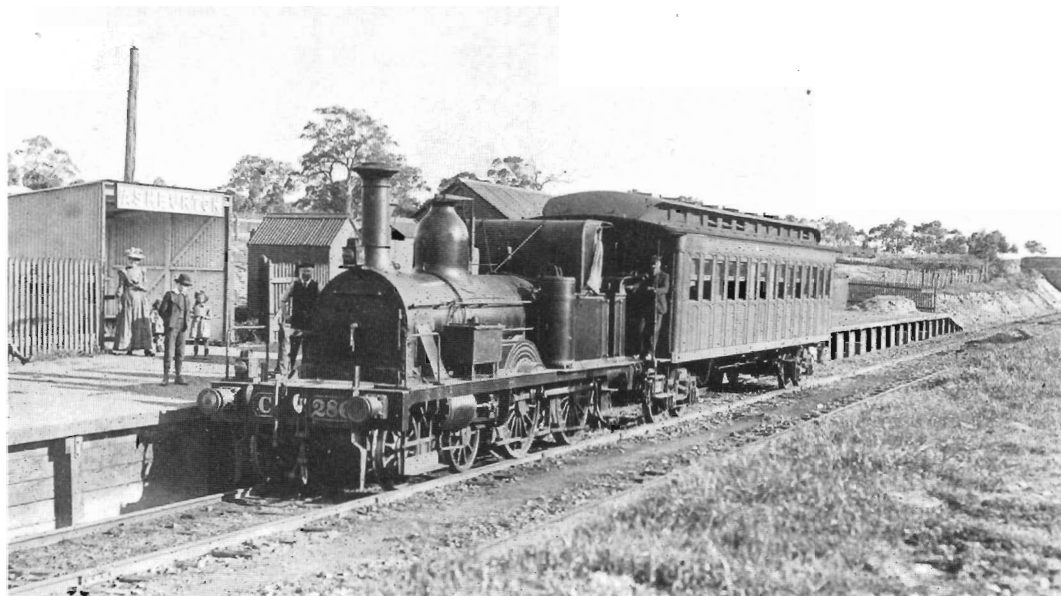


Clerk-in-Charge, Stan Jolly describes himself "as a jack of all trades". In his 25 years with VicRail he has been a station assistant, shunter station officer and is also a part time instructor at the station assistant, booking clerks and conductors classes. For the past 19 years he has been on the relieving staff and for the last 11 years has worked at the Showgrounds.



Bill Osborne, relieving signalman, has spent the past six shows working in the rostrum on the platform. Bill, pictured here talking on the direct line to Flinders Street, said that he never has the same day twice at the show. "There is always something new happening", he said.

Continued page 170



THE FAMOUS OUTER CIRCLE

“The Outer Circle” is a lavishly illustrated book of the intriguing history of one of Melbourne’s most unusual railways.

The Outer Circle Railway which operated as a complete entity for just two years ran from Oakleigh to Fairfield Park through what was then the picturesque wooded hills of the lightly populated eastern suburbs of Melbourne.

The Railway had its genesis in the early 1870s arising out of the difficulties facing the Government of the day in bringing the Gippsland Railway to the Government Terminus at Spencer Street. It was finally approved and built as a result of the railway mania which gripped Victoria in the 1880s.

In 1872 the then Engineer-in-Chief of the Victorian Railways, Thomas Higinbotham, suggested that the Gippsland Railway from Sale to Oakleigh could best enter Melbourne via an outer circle route through Camberwell, Kew, North Fitzroy and North Melbourne. This would have allowed the Government to avoid the contentious purchase of the privately owned Melbourne and Hobson’s Bay United Railway Company which operated lines in Melbourne’s southern and south eastern suburbs.

Thomas Higinbotham also saw the Outer Circle as a means of providing Melbourne’s northern and north eastern suburbs with a much needed railway. The Government however subsequently purchased the Melbourne and Hobson’s Bay United Railway Company in 1878 thus avoiding the need for the construction of the Outer Circle Railway.

In the early 1880s a group known as the Outer Circle Railway League re-formed in the inner northern suburbs and in Boroondara (Camberwell). This group, which had pressured parliamentarians in the 1870s, again focussed attention on the old Outer Circle Railway proposal. In the optimistic times of the land boom era of the 1880s politicians took a ‘please everyone’ attitude and approved the con-

struction of railways throughout the colony of Victoria.

Even though it was to serve no real purpose the Outer Circle Railway running from Oakleigh to Fairfield was included in the famous ‘Octopus’ Act of 1884. The Octopus Act was so named because the railways included in it spread over Victoria like the tentacles of an octopus.

When the Outer Circle finally opened in March 1891 its trains carried few passengers because of the sparseness of the population along the line and the long travelling times to Melbourne.

The advent of the Great Depression of the 1890s soon led to the closure, after only two years of operation, of the Riversdale to Fairfield Section. By the middle of 1897 the entire Outer Circle was closed, thus becoming a \$600,000 white elephant.

In 1900 the section from Deepdene to Ashburton re-opened and for the next 25 years a tiny little train affectionately known as the “Deepdene Dasher” plied its way up and down the line.

Hard times subsequently came to the railway and the only trains which now run on the Outer Circle are those operating from Camberwell to Alamein, and a goods train service to the Australian Paper Manufacturers’ sidings at Fairfield.

Today the rubbish filled cuttings and eroding embankments of the old railway formation between Riversdale and Fairfield remain as a monument to the political corruption and intrigue which characterized Melbourne’s famous land boom of the 1880s.

There is a special pre-publication offer for this 132 page book. Those interested should contact the Australian Railway Historical Society Sales Dept, GPO Box 4016, Mail Exchange, Melbourne 3001, before November 25. The cost is \$8.95 which includes postage and packaging in Australia.

VICRAIL MANAGEMENT CHANGES

In its continuing program of streamlining and improving VicRail's performance in a constantly changing business and technological world the Board has just approved a reorganisation of VicRail's management.

Announcing the changes, the General Manager, Mr Ian Hodges, said the latest moves were part of an ongoing program of improvement begun with the Bland report and followed up with detailed studies carried out by VicRail's own staff.

"The main thrust of these studies showed that our organisation needed to be restructured to be more commercial and competitive in its approach and should be reshaped as a modern business operation," Mr Hodges said.

"We have already seen some of this reorganisation implemented and in service. Initially, a non-executive Board was established and the position of General Manager was created.

"Later two Assistant General Managers were appointed so that the increasingly diverse functions within VicRail could be handled at senior level by personnel with the necessary specialised knowledge and experience," he said.

In the latest moves the Board has approved the appointment of Mr R. J. Gallacher as Assistant General Manager, primarily to administer the Marketing and Planning areas.

Other changes approved by the Board will principally affect the following branches; Rolling Stock, Traffic, Electrical and Way and Works.

The Traffic Branch will be abolished as such and divided into two separate branches, Operations Branch and Transportation Branch.

The Operations Branch will direct and control staff directly concerned with the operation of all interstate, suburban passenger and freight trains. Staff affected will include locomotive enginemmen, guards, conductors, yard and terminal shunting personnel, safeworking officers and all associated management and administrative staff.

The new Transportation Branch will control all station staff involved in the movement of passengers and parcels, again throughout the entire network.

Freight terminal staff will continue to come under the direct control of the existing Freight Branch.

The new Workshops branch has been formed to rationalise VicRail's workshops operations. In the past individual engineering branches have had their own workshops concerned with a wide variety of tasks ranging from day to day maintenance to major repairs and rebuilding and sometimes actual manufacturing.

This arrangement, which had evolved over a number of years was proving inefficient and difficult to control, particularly from a cost point of view.

Areas of distinction between one branch and another had become blurred and it had become increasingly difficult to distinguish between what was day to day maintenance and what should rightly be classed as a repair.



Robert Gallacher

In the interests of simplifying the situation the General Workshops Branch will be created with the specific responsibility for all repair, rebuilding and manufacturing functions, previously handled by individual branches.

This means that apart from running and field maintenance the workshops functions of Rolling Stock, Electrical and Way and Works Branches will now be handled by the new Workshops Branch.

Because of the increasing complexity of modern day electrical and electronic technology in the fields of signalling and communication the Board felt that the Signals and Communications division now fits more appropriately in the Electrical Branch rather than in the Way and Works Branch.

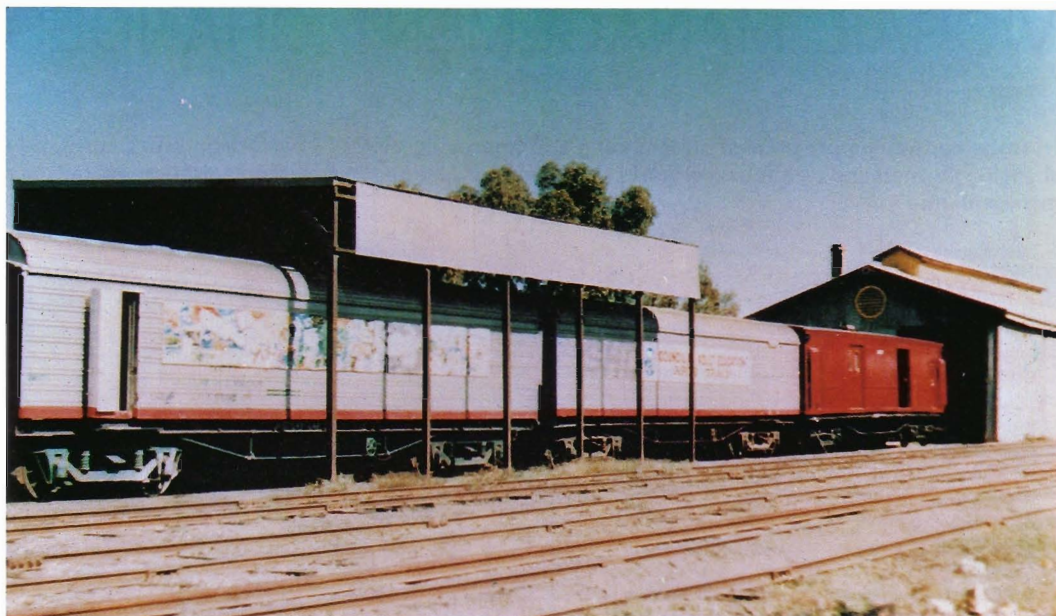
The new Assistant General Manager, Mr R. J. (Bob) Gallacher joined VicRail in 1943 as an apprentice fitter and turner, Rolling Stock Branch, Newport.

He was later granted a Departmental scholarship and graduated from Melbourne Technical College with a Diploma in Civil Engineering.

He has worked on such projects as the Gippsland line electrification and duplication, was engineer in charge of the Melbourne-Albury standard gauge construction and Engineer of Maintenance when mechanised track maintenance was introduced.

He held the position of Assistant Chief Civil Engineer until his appointment as Director of Planning in 1976.

Earlier this year he was named as Co-Ordinator Loop Operations working on the integration of the new Melbourne underground loop, due to start late in 1980.



The silver and red arts train at Wahgunyah on the Murray River. The shelter gives the train some protection from the weather.

ON THE TRACK WITH THE ARTS

A train with four silver carriages attached to a goods locomotive is becoming a familiar sight as it travels around Victoria with an unusual purpose.

The train whose carriages were built about 1898 is hired by the Council of Adult Education which brings art to people in small out of the way places.



A creation emerging from between her hands.

"The arts' train is a catalyst for groups in isolated places to develop their interest and skills in art." So says the C.A.E. Head of the Creative Arts Department, Lou Senini.

How does the arts train act as a catalyst? "The train usually goes out on two, three month periods a year stopping three to seven days at each of several small towns in an area. Since September 8 it has been on its 13th tour travelling the North West and Mallee region."

"If asked we follow up the visits with weekend work-shops, providing equipment and materials. It is important to have back-up services to help communities set up their own groups, or the train is just a gimmick. If requested we send extra tutors for a weekend and extend the activity.

"During the tour the four carriages are each devoted to a separate activity. On this trip one is devoted to pottery, another painting, another lead lighting, and the fourth is used for displays and meetings. The current exhibition features the works of Melbourne artists and tutors on the train. Three experienced tutors and a train manager, who is also a qualified tutor, travel with the train. This time the Victorian Youth Association will use part of the display carriage while they visit five towns. They will perform at schools and other

community centres and encourage people, mainly children, to start their own groups.

"Everyone is welcome to visit or to use the train's facilities", says Mr Senini. "Anyone can experiment without paying for a session. People should not feel they have to participate in art activities. They are welcome just to come and look. The train is a meeting place, a bit like a pub. There's value just in a casual visitor seeing how a pot is thrown on a wheel. Perhaps months later she or he remembers this while drinking a mug of coffee."

Up to 12 people take part in each class which attracts a mixture of sexes and ages. For those who want to take part in an art activity these are organised so they can make at least one article.

Sessions on every day of the week, run for adults, from 1.30 p.m. to 3.30 p.m. and 7.30 p.m. to 9.30 p.m., and for children from 10.00 a.m. to 11.00 a.m. A person can go to sessions twice daily and to as many or as few as he or she likes. That is providing each time he or she pays the nominal fee (which covers all equipment) of \$2 a session or \$3 for a lead-lighting session and 50c for children for each session.

"The fees are definitely only nominal because they provide only \$3000 of the \$30,000 it costs to run a three months tour", Mr Senini says. "The equipment is up to date and includes things like an electric potters' wheel, two electric kilns, and gas torches for jewellery making.

"Our aim is to be available for however people want to use our resources. We're not in the business of telling others what to do. That means we're very flexible in how we use our tutors and equipment. A group may want us to hold classes in a community hall rather than on the train. Or the train may be used in conjunction with a local festival, perhaps for an exhibition.



A silver-smith in the making. The artist is hammering a design on silver which rests on a protective layer of wax.

Concentrating on their works of art. The girl on all fours is preparing the surface for painting.



"Charles Rocco, the co-ordinator of the creative arts country services, contacts the local artcraft groups when organising a tour to find out what they want. For instance, we are providing lead-lighting making facilities this time while on another tour we could be making jewellery.

"The train carries a vehicle so that we can easily transfer activities to a local site according to what the community wants. For instance, when we visited Myrtleford, we took our equipment to Beechworth prison and the mental home to show the staff how they could help the inmates."

The arts train began seven years ago following its conception by Harold Baigent who retired from the C.A.E. drama department about three years ago. He had been travelling around the country promoting drama and discovered the need for an art resource group to help those interested in developing their art through a community group.

On the last trip, at the beginning of the year, 400 adults, 800 children and 800 visitors, attended during a six weeks trip around the Bairnsdale area.

"The train's success has attracted interest from South Australia which may start such a program. New South Wales has just set up a similar train", Mr Senini says.

"People not only enjoy the art activities but a lot of friendly feeling is generated during the sessions and often at the end of the train's stay, the students bring the tutors home-grown vegetables and home-made cakes.

"There's a tremendous nostalgia over the use of the train. It looks gorgeous, particularly since it's been repainted and it glitters silver in the sun as it moves from place to place."



Showgrounds stationmaster John McDonald using the station p.a. system. The cassette deck is used to inform passengers of train information.

From page 165

In order to facilitate a speedy turn around of trains, a system called "drop-on" for crews was used. In laymans language the crew off a train from Flinders Street would be replaced by a stand-by crew for the return trip and the first crew would then switch ends and take charge of the next train along. This procedure is used most of the show period.

Six silver trains were utilised for the show traffic with additional trains used on Saturday and Show Day.

With virtual "peak running" from first train to last (approximately 9.00 a.m. to 11.20 p.m. every day except the first two days) means constant pressure on all staff involved. John said without teamwork and everyone working in together nothing could be achieved.

"All staff, especially the signalmen on the day shift at the Showgrounds, Bill Osborne, Rod East and John Grace do a fantastic job" said John.

"On Show Day we all earn our keep with trains every four minutes or less -- that really keeps us on our toes", John said.

Showgrounds Stationmaster John McDonald, (pictured above) is certainly following some pretty important footsteps.

Present Chief Traffic Manager Mike Ronald, Assistant C.T.M. Ray Barden and Acting Manager, Wagon Operations, John Blackie are among the Showground stationmasters of the past.

In between train arrival and departure p.a. announcements, asking a little boy to stand behind the white line as a train approached and a million and one things an SM has to do, we discovered that John has worked for VicRail for the past 24 years.

John started as a lad porter at Dunolly and gained his first stationmaster's brief at Lockington. He relieved as stationmaster throughout the Bendigo district before becoming Traffic Inspector (now Operations Officer) at Bendigo.

He transferred to Melbourne nearly four years ago as a Section Traffic Inspector and has worked up to the senior position of Station Inspector.

The Station Inspector is always the SM of the Showgrounds.

"You really earn your money out here, but the compliments keep you going to live another day!" John said.

At this stage more important things took over; a woman had collapsed on the platform and John was down from the rostrum in a flash to give a helping hand.

Sad Passing

Former railway employee, Leslie James Sly died on Saturday September 29, at 85 years of age.

Les retired as Station Master at Dandenong more than 20 years ago.

He leaves a sister, Mrs Rita Tobin, his three children, Joan Findlay, Frederick and Ronald, five grandchildren and five great grandchildren.

Les was born in North Wangaratta and began work on the railways as a lad porter. His job took him to several places throughout Victoria, including Portland, Donald, Stawell and Yea.

FINE DINNER

The Victorian Railways Returned Servicemen's Section, who recently celebrated its 60th anniversary with a special dinner in the Ballroom at Flinders St, was honored by a special guest, the Governor of Victoria, Sir Henry Winneke and guest speaker, Sir Edward Dunlop.

The function, attended by many of VicRail's top management team, was a great success and those present are looking forward to another enjoyable soiree next year.

SOMETHING FROM THE PAST

From time to time we receive interesting pieces from around the network which often bring back memories of the early days of rail and quite often raise a smile from those who work in this modern age.

The one published below is a reproduction of a poster which was displayed in many railway lodgings during the middle 1920's.

Things have certainly changed!

VICTORIAN RAILWAYS

HINTS TO STAFF

Make your Staff Quarters a "Home Away from Home."
Do everything at the proper time.
Keep everything in its proper place.
Never think any part of your duty too trifling to be done, and well done.
Let the fresh air into your rooms.
Air daily all bed linen.
A sound body makes for a sound mind.
Both are to be gained by clean habits which should therefore be cultivated.

INSTRUCTIONS TO STAFF

1. On rising, each member of the staff should see that the bed clothes are turned back to be aired.
2. Open all windows, except when exposed to rain, and allow them to remain open all day.
3. Time for cleaning bedrooms will be arranged by the Manager, and carried out in the following order:
 - (a) All surplus clothing to be neatly folded and put away.
 - (b) Beds to be made.
 - (c) Floors to be thoroughly swept, and general cleaning work completed.
 - (d) Rooms to be scrubbed out at least once a week. (a little phenyle should be added to the water.)
 - (e) Windows to be cleaned once a week.
 - (f) All drawers of chests to be kept in an orderly manner.
 - (g) Soiled linen, such as sheets, towels and runners, are to be taken once a week to the Manager, or his wife, who will replace such with clean linen.
 - (h) Quilts are to be changed every two weeks.
 - (i) Blankets are to be washed every 6 months, except in special cases where it is advisable to have them done oftener. Manager will arrange for the washing.
4. Smoking in staff rooms is strictly prohibited.
5. Liquor is not, on any account, to be taken into staff rooms or be consumed on the premises.
6. Members of the staff must not bring their friends on Refreshment Room premises without permission of the Manager.
7. Members of the staff are expected to keep proper hours. If they stay out unduly late at night it is likely to cause unfavorable comment respecting the Room and the staff.
8. Baths are provided and should be availed of of at least once a week.
9. Discarded clothing, boots, shoes, etc., should not be left in the bedrooms but should be destroyed.
10. A chair is provided for each occupant of the bedroom and there is no need to lounge or sit on the beds after they are made.

HELP US TO HELP YOU

VICTORIAN RAILWAYS PICTS

0167-36

By Order of The Victorian Railways Commissioners



The depot has a touch of beauty provided by its 18 months old garden which, not surprisingly, came second last year in the VicRail State wide new work competition. In the background, centre, a locomotive is waiting to be serviced at a fuel point.

SOME NEWS AT SOUTH DYNON

The sun shines as the C Class locomotive rumbles over the "pit" into the South Dynon Locomotive Depot, ready for its service after the run from Albury.

This locomotive is one of 150 diesels which are serviced daily at the depot, says the superintendent of locomotive maintenance, Frank Martin.

The depot which is the main one for Victoria, was opened in 1961 after the North Melbourne Locomotive Depot was outgrown (it was later demolished). Eleven other fuel points are scattered throughout Victoria, and two small diesel maintenance shops for major repairs are situated at Ballarat and Bendigo.

South Dynon is the base for 328 locomotives which include 10C, 94T, 26B, 16S and 24X diesel electric main line 25L and 10E electric, 75Y and 16F diesel electric, 5H diesel electric hump shunting, and 27W diesel hydraulic locomotives.

A large number of staff, about 700 enginemen, and 200 locomotive maintainers, is also based at the Depot. The maintainers include about 100 tradesmen comprising diesel maintainers, boiler makers, painters, carpenters, battery attendants and a copper-smith, and about 100 non-artisans made up of fitters assistants, brake blockers and laborers.

To supply sufficient fuel for the locomotives the two depot fuel storage tanks hold a total of 250,000 gallons of diesel fuel which is pumped from the bulk Shell depot at Spotswood. South Dynon uses

about 200,000 gallons a week and the total fuel consumed by the other fuel points in Victoria is about 100,000 gallons a week. The larger locomotives each hold between 1000 and 2000 gallons.

As a train finishes its journey the locomotive is uncoupled from its carriages in the passenger yard at Spencer Street, or its goods wagons in the goods yard at North Melbourne.

The goods wagons arrive at the hump yard, which can accommodate 21 to 72 wagons on each of its 32 tracks. The yard has been fully computerised for nine years.

Two H Class locomotives push the wagon up the hump at one and a half miles an hour. The control tower crew of three directs the wagons onto the correct tracks, and controls the speeds with air-operated retarders on the tracks.

When locomotives reach the Depot or "pit" (so called after the pits over which steam locomotives had their ash cleaned out) they go to one of four fuel points, three for broad gauge and one for standard. There are only 15 locomotives (4C's, 7X's, one T and 3Y's) used on the standard gauge.

Servicing at the Depot usually takes about 40 minutes but a major repair could take up to several weeks. Most locomotives need no repairs or

only minor ones, which can be made at the fuel point or in the diesel shop servicing roads, says Frank Martin.

At the fuel point, fuel, oil and water are replenished and the engine and compressor oil is checked. Sand is added to the sand boxes so that the driver by pressing a button, can direct sand on the rails to prevent the wheels slipping when the locomotive moves up a gradient.

The diesel maintainer checks the driver's log book in the cabin to see if any repairs are needed. A general inspection is also made to ensure the locomotive is in proper operating condition.

After the service the locomotive goes to the diesel maintenance shop for a wash. This involves manual washing of windscreens and cab floors and if time allows, the outside body. "We have plans to install an automatic cleaning plant", Mr Martin says.

If a major repair is necessary the locomotive stays at the maintenance work shop. Every 32,000 km (20,000 miles) a locomotive undergoes a major service which usually lasts a day.

The locomotive then goes to the storage or turntable roads ready to go and pick up wagons or carriages for its next journey.

Nitovo Carmelo, who is hosing this T 405, has been a laborer with VicRail at South Dynon for five years. He was a farm laborer in Italy before coming to Australia 16 years ago. His two children attend school.



These men are removing a traction motor from a wheel which had been on an X31 locomotive that had been running on a standard gauge. Left is Brian Marshall, a diesel maintainer trained as a fitter and turner at Newport Workshops. From Daylesford, Brian is in his ninth year with VicRail. Centre is Guiseppe Nardella from Italy, a fitter's assistant who has worked 17 years with the railways. Brian Cahill a diesel maintainer, like Brian Marshall, is in his ninth year with VicRail and completed a four year fitter and turner apprenticeship at Newport Workshops.





IT HAPPENED IN NOVEMBER

November 23, 1937 is down in VicRail's history books as one of those truly great red letter days.

On that date the "Spirit of Progress" was introduced into daily service between Melbourne and Albury.

"The Spirit", designed by VicRail and constructed at our Newport Workshops, was Australia's first completely streamlined, air-conditioned, all-steel train.

Men from over 60 railway grades at Newport Shops alone had worked on the construction. Some of the more obscure grades included block and tackle hand, colourman, minor machinists, saw sharpener and screwers.

Train services between Melbourne and Sydney had commenced in 1883 (with, of course, a change of trains at Albury) with the "Sydney Express".

Later, with increased traffic, two trains, the "Albury Express" and "The Sydney Limited", operated between Melbourne and the border.

In the mid-thirties, plans for the upgrading of "The Sydney Limited" commenced. On December 23, 1935, the first all-steel air-conditioned carriage was introduced on trial and on February 13, 1936, the first all-steel air-conditioned dining car was brought into service.

The V.R. News Letter of January, 1937 commented:

"During the year, these carriages were in service in all kinds of climatic conditions but due to marvels of the air-conditioning mechanism, passengers travelled quite oblivious of the outside temperatures and other discomforts".

Throughout 1937 various works including strengthening the track were carried out. Heavier points and crossings were layed, curves were improved in alignment and also strengthened and this enabled the maximum permissible speed to be increased from 55 to 60 mph on curves of 40 chains radius, and on curves over 40 chain radius trains were permitted to travel at the maximum speed of 70 mph.

Streamlining of the "S" Class locomotive took place while the tenders were increased to 35½ feet which permitted more water (13,000 gallons instead of 8,600) to be carried, but coal was reduced from 9 to 7½ tons.

This meant the "S" Class locos could travel the 190½ miles between Melbourne and Albury non-stop, the longest non-stop run in Australia at that time.

Throughout 1937 the public was continually informed of the new train's progress — the new colour scheme, both outside and inside, the details of the internal fittings, details of the kitchen, details of its parlor car and so on. It all whetted the appetite of the public.

Then in October came the announcement of the new name. The News Letter of November said:

"This selection has met with spread approval. The consensus of opinion is that the name has been wisely chosen. It dramatically symbolises the step forward which this new train represents in the history of the Victorian Railways".

On November 17, Spencer Street station saw the launching of the train. Guests, railway officials, both past and present, along with some of the railwaymen who had helped construct the train were on the "S.O.P." on its inaugural run to Geelong.

The driver of the train was Frank Myers, and the other train crew members were fireman W. H. Turner, Commissioners' special guard M. Dean, dining car steward D. Dunbar, parlor car steward J. F. McCahery, conductors C. H. Bacon, D. J. Freeland and M. C. Snell.

Six days later the "Spirit" commenced its run between Melbourne and Albury.

Until 1962 the "S.O.P." held pride of place within VicRail. With the introduction of the Standard Gauge a new train, the "Southern Aurora" commenced, with through running. The "Spirit" then went through to Sydney for the first time.



RETIREMENTS

MARKETING

EDWARDS, M. H., Asst. Claims Agent, 28/9/79

ACCOUNTS

HOLMES, B. N., Revenue Accounting Office B.H.P. House, 10/10/79

STORES

BOCCIA, A., Newport Workshops, 24/9/79
HADJAKIS, N., Permanent Way Depot, 6/10/79

DEATH

WALLACE, G. R., Clk. 5, 470 Collins St., 19/9/79

TRAFFIC

BYCZEK, J., Suburban Guard, M.S.T.O. 16/8/79
DUNNE, B., Stationmaster, Windsor, 1/9/79
FITZPATRICK, E. J., Subn. Guard, Fl.St. 10/8/79
HALE, A. D., Subn. Guard, Oakleigh, 31/8/79
KOTOWICZ, J., Station Asst. Footscray, 3/8/79
PINCHES, A. L., Subn. Guard, Dandenong, 14/8/79
STRAWBRIDGE, W. B., Senior Shunter, Melbourne Yard, 28/6/79

DEATHS

FERGUSON, H., Shedman, Yarrowonga, 18/8/79
KING, Mrs. E. M., Station Asst. Heathmont, 3/9/79
SMITHERS, V. G., Station Officer, McKinnon, 11/8/79

WAY AND WORKS

AITKEN, E. L., Spotswood W/shops, 7/12/79
BASILE, P., Metro. Extra Gangs, 11/12/79
BLACKWOOD, N. H., Spencer St., 27/12/79
DALECKI, J., Flinders St., 30/11/79
DEVITT, B. P., Warragul, 10/12/79
DOOLEY, B. O., Geelong, 22/9/79
FITTON, J. T., Geelong, 29/8/79
GALLI, P., Spencer St., 19/12/79
KECECI, B. S., S. & C. Caulfield, 21/8/79
KELLY, J. P., Ararat, 24/12/79
MARTIN, L., Horsham, 5/12/79
MAZZONE, E., Flinders Street., 3/9/79
PATTERSON, A. J., Caulfield, 20/12/79
PAYNTER, R. B., S. & C. Geelong, 29/8/79
POTTS, R. D., Special Works, 14/9/79
STOJANOVSKI, I., Flinders Street, 22/8/79
TAYLOR, F. J., Flinders Street, 30/8/79
VAUGHAN, J. G., Struct. Design, (H.O.), 21/9/79
WLODARCZYK, J., Special Works, 10/9/79

DEATHS

DIAS, R. D., North Melbourne, 10/9/79
RICHARDSON, J. A., Spotswood W/shops, 24/8/79

ROLLING STOCK

BAIRD, W., Newport, 17/7/79
BROWN, B. C., Bendigo, 12/8/79
BROWNBILL, S. N., Traralgon, 17/7/79
CAVE, N. A., Head Office, 31/8/79
DEWHURST, T., Bendigo, 21/8/79
ENEVER, A. H., Bendigo North, 23/10/79
GRAY, H. E., Ballarat North, 29/9/79
HARRIS, J. F., Bendigo North, 17/8/79
JENKINS, J. N., Ballarat, 5/10/79
KARCZYNSKI, J., Motor Garage, 28/9/79
LAWSON, A. E., Jolimont, 13/9/79
LIKOUDIS, D., Jolimont, 5/7/79
NICHOLSON, J., Jolimont, 19/10/79
MANNING, J. B., Benalla, 22/9/79
MASUINO, A., Newport, 29/8/79
McCARTHY, A. M., Warragul, 15/8/79
NAPOLEONE, F., Newport, 7/10/79
PANTLAND, W. A., Head Office, 21/9/79
PARAVIZZINI, G., Shelter Shed, 7/10/79
PASQUALONE, G., North Melbourne, 12/10/79
PORTELL, S., Newport, 9/9/79
SLEEMAN, C. A., Newport, 24/8/79
TOUMINIDIS, A., North Melbourne, 18/7/79
ZAMPA, E., Bendigo Shops, 31/8/79

DEATHS

HALSON, G. J., Ballarat North, 8/9/79
JORDAN, R. K., Ballarat North, 15/9/79

SUGGESTIONS

Transfer charges on intersystem revenue invoices	\$1,250
Change the length of carbon brush E.6140	\$ 250
Screening of main gallery at Spencer Street	\$ 100
Prices for unserviceable material	\$ 100
A modification to Nordberg Hydraulic Spike Puller	\$ 90
New method of sealing stainless steel supervisory cable	\$ 75
Provision of skid guard at Huntingdale and North Roads, Huntingdale	\$ 65
Four wheel drive vehicles be fitted with free wheel hubs	\$ 50
Method of excluding foreign particles from seven step relay of brakes	\$ 40
Use fibre-glass tanks on Department fire tanks instead of galvanised steel tanks	\$ 25
Use 1/4" spring washers and 2-1/4" adjuster screws on brake gear of wagons	\$ 10
Exhaust fan be installed at Mildura loco. Drivers' meal room.	\$ 10
Railway Logo be displayed on top of consignment notes.	\$ 10
Re-locate senders' account number of freight consignment notes.	\$ 10
Safety covers for fluorescent lights at Jacana Station.	\$ 10
Light in Electrical fitters room be removed from Brighton Beach Station timer.	\$ 10
Exhaust fan be installed in the concourse despatch room.	\$ 10
Introduce card to record staff issues	\$ 10
Attach cable to rail anchors	\$ 10



E1107 and E1106 Bayswater suburban goods train pictured at Mitcham.

Photo John Phillips



Rail Ways





Asst Secretary for Railways Keith Newton (at left) presents Andy with his farewell gifts.

A FAREWELL FOR MR. AUGUSTINE

From lad porter to Secretary for Railways . . . that was the proud record of Andy Augustine who retired on August 31.

Andy started as a lad porter in Melbourne Goods in January, 1933, and became a junior clerk in November the following year.

Clerks in VicRail at this time had to learn shorthand and, as Andy had won a prize he was offered a position in the Crown Solicitor's Office (Railway Branch). This meant transfer from the Transportation Branch to the Secretary's Branch.

When he took up this position it was suggested that he undertake a law course at Melbourne University, which he completed in 1947. In September 1949, he was admitted to practice as a barrister and solicitor.

From then Andy worked through the ranks, as Legal Assistant, Legal Officer, until in 1960 he became the Principal Legal Officer, a title which was changed in 1967 to Chief Legal Officer, Railways Branch, Crown Solicitor's Office.

In 1972, VicRail established their own legal division and Andy Augustine became the first Solicitor for Railways.

Upon the retirement of Clive Miller as Secretary, Andy Augustine became head of the Secretary's Branch on January 24, 1977.

In his retirement Andy plans to spend most of his time with his family and using the handyman's tools that were presented to him at his farewell.



DECEMBER – JANUARY 1979/80
(PRICE 20c)

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FRONT COVER

After going through one of the few remaining tunnels on the VicRail network Y173 drops down into Healesville with the weekly goods.

Photo: VicRail photographer John Phillips (15.8.79)

RAIL WAYS

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As We Go Into The 1980's...

SEASON'S GREETINGS

FROM

THE CHAIRMAN

As the year draws to a close we leave the 1970's and start to think about the 1980's.

In September 1979 VicRail celebrated the 125th anniversary of the running of the first steam train in Australia. There is every reason for being confident that when we celebrate the 135th anniversary in 1989, the Railways will be playing a much bigger transport role in Australia.

A lot of attention has been and will be focussed on the fuel and energy problems of the next decade together with the changing roles of the various transport modes. Given the proper facilities, one can be quite optimistic about the future of rail.

I hope that 1980 means a year of advancement for the whole VicRail organisation and thus provide a solid base for the decade to follow.

The Railways Board in its Annual Report tabled in Parliament in October commented –

"The manner in which one of the greatest single transport tasks ever faced by VicRail was carried out was a tribute not only to the soundness of the initial planning but to the expertise of the railway staff in the field, and the Board places on record its acknowledgement of the devoted and thoroughly professional way in which the officers and employees concerned went about their work. As a result of their efforts it soon became evident that the only real factor constraining the ability of the Railways to move the grain was the capacity of the terminals and storages to discharge the wagons and return them for further loads."

We have already seen an increase in freight traffic for two years in succession and the prospects for 1980 support this trend, which brings with it job opportunities and a sustained future.

It is with this thought of a bright outlook for VicRail that I take the opportunity to extend Season's Greetings to all our staff and their families and best wishes for the New Year.



A handwritten signature in dark ink, appearing to read 'A.G. Gibbs', written over a horizontal line.

A.G. GIBBS
CHAIRMAN.



CHRISTMAS

MESSAGE

FOR YOU

We always look at Christmas as a time of happiness spent with our family and friends. It also means a time of great change for the world.

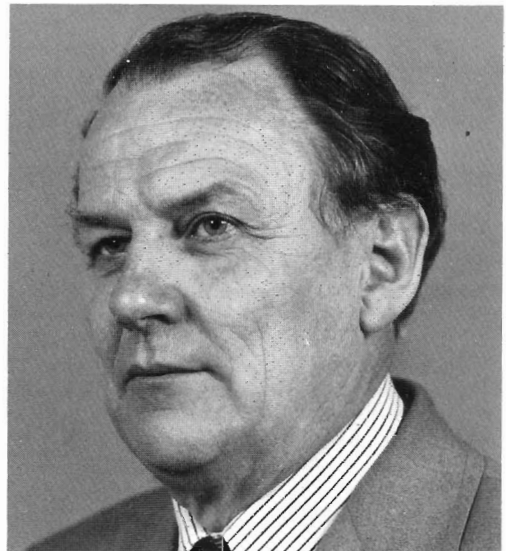
We in the Railways in our small way are always in the midst of major changes which are designed to allow us to give a better service more suited to the needs of our customers.

We have always made many changes in the ways we serve our customers and we will need to continue this process in the next year.

I know many of us are a little afraid of change because it means a step into the unknown. I want to reassure you about this and say to you that at least what we are doing is based on a desire to make our service better for everyone concerned.

In addition, I would say that at the back of everything we are doing is a desire to assure the future of all of you who make the Railways operations possible.

GENERAL MANAGER



A soccer star at Head Office

Obliging lad messenger, Carmelo Proietto, who smilingly goes about his duties at the Public Relations Division, Spencer Street, Melbourne, doesn't have the airs of a star.

But Carmelo is a star being a new recruit of the State Soccer Club under 19 team.

He will really feel part of the team when they start practising for the season from early April next year. The season coincides approximately with the Australian Rules Football season from April to September.

Then he will practise three times a week and play weekly matches.

This will be the result of his life's dream. From his earliest days Carmelo dreamt of becoming a soccer star.

He has played soccer most of his life since when six years of age he played with neighborhood boys at his home in Sicily, Italy.

He continued playing at school in Italy and after coming to Australia with his family six years ago.

Carmelo played in the school team at Debney Park High School in Flemington. In the past three

years he has been number nine, centre forward, with Keilor Austria his local soccer team.

It was while playing for Keilor Austria that a representative of the Victorian Soccer Federation spotted Carmelo.

Carmelo's ambition doesn't stop here. He aims to make the Australian team perhaps in four years time.

Carmelo can look forward to many years playing top soccer. He says soccer players, unlike Australian rules footballers, can reach their peak in the thirties and can be top players until about 40 years.

But Carmelo's life isn't taken over by soccer. Now in the off-season his only physical activities are dancing about once a week, and he digs the garden at home where he lives with his parents.

Carmelo says his serious interest in soccer is a first in his family. Neither his father nor brother, John, who is four years older than he, have played much soccer.



Carmelo shows the style of a champ

Carriage 36 "AE", the first in the British Empire to be air-conditioned.



It happened in December/January

The first carriage to be equipped with air-conditioning in the British Empire entered service between Melbourne and Albury on December 23, 1935.

The experimental carriage, 36 "AE", made its eagerly awaited appearance as part of the "Sydney Limited".

"News Letter" of the day said the car was an immediate success.

Under the heading "Striking success achieved", "News Letter" continued:

"There is no doubt whatsoever about the immense superiority of the air-conditioned car over the present standard type of railway carriage. In addition to providing cool, fresh air with the temperature and humidity controlled regardless of the weather outside, the car has eliminated dust and draughts and has substantially reduced the noise during train travelling."

The carriage was a trial for the new "Cor-ten" steel train which became the "Spirit of Progress". In the 1935-6 Annual Report it was announced that 36 "AE" had proved successful and further air-conditioning equipment to convert other carriages had been ordered.

Back in November 1917, the workshops at Bendigo North opened. Between 1919 and 1922, 13 locomotives (eight DD's and five A2's) were constructed at the workshops.

During "Operation Phoenix" in the fifties the workshops played a major part in rehabilitating rolling stock.

At present conversion of GY wagons to the GH grain hopper wagons is taking place.

On January 22, 1980, the VRI celebrates its 70th anniversary.

The Institute was founded to provide members with a reference and general library, instruction in the different branches of railway operation and entertainment of various kinds.

So in 1904 the Commissioners set up a special fund which by November 1909 had reached £4,000.

A provisional committee was appointed to draft a constitution and on Saturday, January 24 the first members were enrolled.

The VRI proved so popular with metropolitan rail workers that in 1914 the first country centres opened.

The VRI has now expanded its field of operation. From flats on the Gold Coast, to concessions to city cinemas, the VRI is providing top services for its members.

A SPECIAL CHRISTMAS ISSUE

Many readers may wonder why 'Rail Ways' has grown in size at the end of this year.

Well, the reason is that in order to meet our printing deadlines and to ensure that you receive your copy on time, we have combined the December and January issues.

Subscription prices for next year will remain the same.

We hope you enjoy your bumper issue and wish you Season's Greetings and a successful 1980.

More Trains

An improved train service for the rapidly developing Sunbury district started on Monday, November 12.

Two extra trains have been added to the early morning service, an additional train leaves at 11.45 a.m. and to cater for people working in Sunbury who live in Melbourne there are two trains one leaving Sunbury at 5.20 p.m. and the other leaving Kyneton at 5.27 p.m.

Bendigo residents will also benefit through these extra trains. Both the 1.40 p.m. train to Bendigo and the 5.20 p.m. (formerly the 5.25 p.m.) train from Bendigo have been speeded up.

The 5.20 p.m. train now arrives at Spencer Street at 7.50 p.m., in time for passengers to connect with the "Southern Aurora".

FLEXI-FARE

A new method of selling suburban travel was introduced from Thursday, November 1. The main benefactors are passengers who travel frequently but not every day of the week.

The new system, known as Flexi-Fare, takes the form of books of 20 pre-paid vouchers which are sold at a 10 per cent concession compared to single and return fares.

Not available for travel, the vouchers are exchanged at booking offices on the basis of one voucher for a single ticket and two for a day return.

They are valid for an unlimited time and are also transferrable.

The vouchers have particular appeal for people working flexi-time whose travel is not fixed and would not get the full benefit of a weekly ticket.

Vouchers can only be exchanged for a similar section ticket — a section one voucher for a section one ticket.

GOOD SUGGESTION PAYS OFF

Czeslaw Szpakolski, an electrical fitter in signal maintenance at Footscray, was sick of going back time and again to repair the train stop at the same signal location.



But instead of just grumbling about it, he invented a way to stop the breakdowns — and in doing so earned himself \$2500 and VicRail's gratitude.

Czeslaw says he spent about half an hour designing the modification to the controller on the train stop motor. "It took me five to six hours to build it. I sent the idea to the Suggestion Board so that it would be tried."

It has now been tested and it operated 250,000 times before a contact spring burnt. Even this didn't stop it running but the contact spring has been replaced.

Czeslaw says the reason the signals kept breaking down was that they were designed to operate on 25 cycle power available from Newport. But this is being phased out and the signals are not designed to cope well with the 50 cycle power from the S.E.C. now being used.

Czeslaw who started with VicRail as an apprentice at Newport eight years ago, says he has no other plans for inventions.

Pictured is VicRail General Manager, Ian Hodges presenting Czeslaw, 23, with the cheque — the biggest ever given for a suggestion to improve VicRail's operations.

VETERANS TRAVEL MEDALLION

Transport Minister, Robert Maclellan recently announced that the Victorian Government travel medallion is now available to all Australian and Commonwealth World War 1. Veterans resident in the State and will, on presentation, entitle the veterans to *free* travel throughout Victoria on trains, trams and tramway buses.

Mr Maclellan said "the medallion, slightly smaller than a 20 cent piece, is an attractive one finished in blue and gold enamel. It will be issued for life and is not transferable".

The Minister added that although the medallion is inscribed with the figures "1980" it may be used immediately on issue for the closing months of 1979.

Applications for the medallion should be made in writing, stating full name, regimental number and unit, to the Melbourne and Metropolitan Tramways Board, Ground Floor, 616 Little Collins St, Melbourne or the Returned Services League, Anzac House, 4 Collins St, Melbourne.

Medallions may be collected in person by the veteran at the Tramways Board or mailed from the Board or the RSL.

Further information regarding the availability of the travel medallions may be obtained from the Tramways Board, telephone 62 0291, extension 636.





The supervisors who attended the first Supervisor Productivity Achievement Program run by VicRail with the help of Productivity Council of Australia. Savings of \$177,559 have been achieved. Mr Nicholson (front row, second from right) presented the awards. On his left is Bill Hunter, Manager Training and Development.

Improved productivity achieved

Once again VicRail staff have proved that given the opportunity, the encouragement and the support that they produce outstanding results.

Assistant General Manager, Operations, Mr Alf Nicholson, recently congratulated 22 supervisors on their efforts to improve productivity in their own areas.

The supervisors had just completed the first Supervisor Productivity Achievement Program undertaken by VicRail Training and Development Section, in conjunction with the Productivity Council of Australia.

Previously, our supervisors had attended externally run courses (see "They'll save VicRail \$38,954", in the October 1978 Rail Ways).

Mr Nicholson said when presenting the certificates that total savings of \$177,559 had been achieved.

"While monetary savings are important in today's economy, other benefits such as less fatigue and accidents, decision participation and responsibility all contribute to job satisfaction, Mr Nicholson said.

"These results were achieved because supervisors, managers and our Management Services Section all worked as a team."

Projects covered by the supervisors covered a variety of topics and included:

- * More efficient use of existing dog spikes in track renewal (Saving of \$40,000).
- * A new method of assembling strap hangers (Saving \$409).
- * Use of tape recorder in compiling the lost Property catalogue (Saving \$1200).
- * Improved clerical procedure for consignment notes in station to inter-system consignments (Saving \$8200).
- * Reduction of monotonous and dirty work involved in removing grease from traction motor gear cases by 75% (Saving \$1875).
- * Improved tooling design to straighten out kinks in contact wire (Saving \$7500).

Three S.P.A.P. courses will be conducted by the Training and Development Section in 1980.

FAREWELL TO A GENTLEMAN



Jim Fitzpatrick thanks his well wishers for their thoughts and gifts. He is pictured right of a group of three who from left include Light and Power Engineer, Peter Burt, and the Deputy Chief Electrical Engineer, Bill Wilkins.

"He is a thorough gentleman and I have never heard anyone say anything against him."

These words by Electrical Branch Acting Assistant Staff Clerk, Jim Kippen, is rare praise for anyone who has worked anywhere for 33 years.

But it was obvious that Jim Fitzpatrick, 60, who recently retired from the Electrical Centre, Batman Avenue, was held in high regard by the large number of work mates (more than 150) who packed the room at his send-off.

After serving in the army for three years during World War Two, including two years in signals at Darwin, Jim joined the Victorian Railways. He started as a mechanic's assistant and during the past 15 or 16 years has worked as a telephonist at the Lighting and Power Metro Foreman's Office.

The speakers who farewelled Jim spoke of his unflinching courtesy to his workmates and to the public which had done a great deal to lift VicRail's standing in the community. They spoke of his interest in all his colleagues and of his valuable knowledge of the centre's operations so he could always answer queries by anyone at the centre or outside it.

Among those who farewelled him were the Deputy Chief Electrical Engineer, Bill Wilkins, Light

and Power Engineer, Peter Burt, and Light and Power Metro foreman, Dick Hanan.

Jim's workmates presented him with a rocking armchair, a sketch of him at work which was autographed by them, a model of a rocking chair, a sum of money, and a bouquet of flowers for his wife, Mary.

And what of Jim's own plans for retirement?

Jim says he is considering taking an overseas trip. He looks forward to gardening at his home at Greensborough. Cricket will continue to be a strong interest. He is on the committee of the Riverside team in the Diamond Valley Competitions.

Jim also looks forward to spending more time with his family. "That's the important thing," he says. Jim has two married twin daughters and four unmarried sons — including another set of twins — still living at home ("Mum's cooking is too good") as well as three grandchildren.

The last words come from Bill Wilkins: "Jim was Father Christmas at the Lighting and Power picnic and in a sense that typifies him."



New Secretary for Railways

The newly appointed Secretary for Victorian Railways, Ian Reiher, started off his working life determined to be a farmer.

After leaving school a venture into farming was cut short by disastrous flooding in the early '50's. Determined to continue with his chosen career he applied for enrolment at the Dookie Agricultural College.

The waiting list at that time was 18 months so to fill time he joined the Railways as a junior clerk in 1952 . . . he never got to Dookie.

When he joined he was posted to the Victorian Railways section of the Victorian Crown Solicitor's office where he met former Secretary for Railways, Andy Augustine.

Encouraged by Andy Augustine he undertook a law degree course at Melbourne University.

Ian Reiher graduated and was admitted to the bar of the Supreme Court of Victoria as a barrister and solicitor in 1965.

In 1972 VicRail's own legal office was established and Andy Augustine was appointed Solicitor for Railways and Ian Reiher went to work with him.

In this section Ian Reiher was heavily involved in the land acquisitions and transactions necessary for the establishment and construction of the underground loop, acting on behalf of the Melbourne Underground Loop Authority.

When Andy Augustine was appointed Secretary for Railways in 1977 Ian Reiher became Solicitor for Railways and now succeeds him as Secretary.

Ian Reiher is also Secretary for VicRail Pipelines Pty. Ltd. and acted as solicitor in the formation of ARRDO (Australian Railways Research and Development Organisation).

As Secretary for Railways Ian Reiher will have his hands full from Mondays to Fridays, guess what he does at weekends! That's right, he has a small property at Woodend. "I'm a spare time farmer," he says with a smile.



BACK TO THE DAYS OF STEAM

No, you're not mistaken. You are looking at a steam locomotive pulling a passenger train across the Merri Creek bridge on its way from Reservoir to the city.

The locomotive was one of two used in October, from Monday 15, to Wednesday 17, to give people of all ages a rare treat.

The trips on various suburban lines were part of the celebrations for the joint commemoration by VicRail and "The Age" newspaper, of 125 years of railways in Australia and of the newspaper's existence.

Each day two steam-hauled trains travelled once to and from Melbourne and a suburban destination.

The locomotives went to Broadmeadows, Coburg, Reservoir, Greensborough, Sunshine, Williamstown, Mordialloc, Oakleigh, Ringwood and Sandringham.

The locomotives and a third on stand-by, are owned by VicRail but maintained by SteamRail Victoria.

Turning the clock back in train travel was a fresh experience for many youngsters while sparking off memories for many a senior citizen.

HIGHLIGHTS OF A BUSY YEAR

The financial improvement of the Victorian Railways operations in 1978-79 demonstrated the effectiveness of means used towards the goal of providing the State with an efficient total transport service.

The following text is a summary of the most important developments which appeared in the latest Annual Report.

ON THE RIGHT TRACK

For the second year in succession freight traffic increased and the Victorian Railways Board's financial target was bettered.

For the third year in succession the revenue supplement — the contribution to Railway costs — was lower in terms of constant money values.

These results reflect the combined influence of several factors:

1. Improved organisation and formation systems;
2. The rationalisation of both freight and passenger operations to reduce the use of the rail mode where road transport is more economical;
3. Greater emphasis on a market-oriented approach throughout the organisation;
4. More effective manpower use, including long range planning;
5. and capital investment in modern technology, improved facilities and new rolling stock.

Two are worthy of further comment.

At the close of the year, 33 of the planned network of 35 Regional Freight Centres began operation. Further progress was made in substituting road coaches for branch line rail car services. There is still a considerable lack of public understanding of the economic role of the rail mode in an efficient land transport network.

Rail is the most efficient user of fuel for high-volume land transport. But this does not apply to low volume tasks such as branch line passenger services, or to the local pick-up and delivery function. VicRail is now using road transport for the latter through the Regional Freight Centres.

Since the Board's inception in 1973, 292 km of rail route have been closed in Victoria, and a further 335 km are under investigation for closure. But the scope for rationalising the use of rail and road modes in Victoria for fuel and other economies is not exhausted.

Further such measures, either in respect of entire low-density lines or of particular services on higher-density routes, must be introduced for greater efficiency and economy.

The second vital factor to continue financial improvement is the availability of adequate capital funds for three main purposes:

- a. to replace assets which have become outworn or obsolete because of inadequate past investment;
- b. To exploit available technological improvements so as to reduce costs;
- c. to increase net earnings by enabling the Board to provide services of the volume, standard and reliability demanded by the market.

One investment towards these aims is a recent order of 50 more modern airconditioned stainless steel suburban trains (to replace all obsolete wooden-bodied trains) at a cost of more than \$100 million.

But the most important need for additional capital investment is to ensure the railways can cope efficiently with the increasing demand for both passenger and freight transport. This must rise with increases in fuel costs and with the possibility of oil-based fuel shortages.

It is important Governments recognise the close relationship between land use planning and the efficient use of the rail transport systems. The dispersal of population in suburban areas and the location of major commercial and office developments must be planned to give ready access to public transport.

Available industrial land adjoining rail routes should be reserved for those types of industries which can most economically use direct rail connections.

The factor which most governs the amount of the annual revenue supplement to sustain acceptable railway services is the proportion of costs paid by railway users by way of fares and freight charges.

It is generally accepted in heavily motorised communities throughout the world that if passengers are to use public transport rather than the private car charges cannot yield a cost recovery rate better than about 50 per cent; the Victorian figure in 1978-79 was 49 per cent but there is no such acceptance for freight services, and the 78-79 Victorian figure of 56.6 per cent may indicate that freight charges are being held down to a greater extent than the market would accept.

FINANCE

Results — The surplus after the revenue supplement target of \$160,522,000 was \$698,000 which compares favorably with the supplement surplus of \$335,882 in the previous year.

This improvement occurred despite additional costs, amounting to about \$10 million, for wage awards and higher material prices (including fuel) not provided for in the Budget.

Compared with 77-78 receipts increased by \$8.3 million or 4.6 per cent. Passenger earnings rose by \$3.8 million or 6.9 per cent. Revenue from freight rose by \$8.1 million or 8.5 per cent because of a record grain harvest, increased general traffic and higher charges imposed in September 1978 for less than wagon-load freight.

Expenditure rose by \$15.8 million or 4.7 per cent due mainly to the effects of wage indexation awards and higher material and fuel prices.

These increasing factors were partly offset by staff savings and other economies.

The productivity gain was about three per cent as the expenditure increased was only 4.7 per cent for a comparable work load with 77-78, while the consumer price index rose by 8.2 per cent.

Continued next page

From previous page

THE MARKET

The Marketing Branch was strengthened with three new positions for managers whose function is to develop specific freight and passenger traffic groups and liaise and negotiate with major shippers.

The Marketing Planning area was strengthened and the Sales section reorganised. Four resident positions for Sales Representatives were established at Bendigo, Morwell, Wangaratta and Warrnambool, and a further position at Geelong was approved.

FREIGHT TRAFFIC TASK

Despite fierce competition a small growth of 1.2 per cent occurred with net freight tonne-km being 3,145 million compared with 3,109 million the previous year. This growth was due to factors other than carriage of the record grain harvest.

VicRail expertise successfully managed one of its greatest single transport tasks by moving the record grain harvest.

This was achieved by close co-operation with the Grain Elevators Board and the Transport Regulation Board. A vital element of its success was the maximum operation of high-capacity unit trains.

REGIONAL FREIGHT CENTRES

Sixteen new Regional Freight Centres were opened lifting the total of 33, two less than the target of 35. An analysis of seven centres which had been operating for a sufficient period to make a valid comparison revealed an average increase in tonnage of 20 per cent. Total traffic through the Dynon Freight Terminal during the same period increased by 25 per cent.

VARIATIONS IN FREIGHT CHARGES

From September 11, 1978, Victorian goods tariff rates for less than wagon load traffic were increased by a weighted average of nine per cent, while livestock charges were increased by 33 1/3 per cent. No increase was applied to wagon load rates other than livestock, or to traffic carried at special rates.

Further rate simplification and rationalisation was achieved with the rate increase.

The Railways of Australia intersystem tariff rates were increased by three per cent on September 1, 1978, and by a further five per cent on March 1, 1979.

Intersystem freight contract charges were increased by three per cent, with some exceptions related to market conditions from September 1, 1978. A further increase from two to five per cent was applied from March 1, 1979, except to traffic between Melbourne and Perth.

PASSENGER OPERATIONS - METROPOLITAN

From April 4, 1979, suburban off peak day return fares were reduced from ordinary return fare less 25 per cent to ordinary return fare less 33 per cent.

An increase of 6.7 per cent over last year occurred in overall revenue from suburban travel.

Adequate capital funds for new facilities and equipment are necessary to eliminate such basic causes of poor performance as mechanical failures and breakdowns.

Apart from the age and condition of the wooden-bodied Tait trains which still comprise 25 per cent of the fleet, the reliability of suburban services is severely constrained by inadequate communications and the complex and inefficient intermingling of trains and crews which takes place at Flinders Street.

Projects (including the city underground loop system) to overcome these problems are in hand.

PASSENGER OPERATIONS - COUNTRY AND INTERSYSTEM

From February 5, 1979, off peak fares were extended from Geelong to South Geelong. The building of 36 modern airconditioned carriages in departmental workshops, was approved for use on the Geelong and Ballarat lines, and construction will begin in 1979-80.

The VicRail Package Tour program in both sales and revenue recorded increases of 13.8 and 21.3 per cent respectively.

Services between Bendigo and Deniliquin and between Bendigo and Cohuna, were converted to road services on June 11, 1979. In addition a road bus replaced the daily rail car between Horsham and Serviceton, for a 12 months trial period from December 4, 1978.

A MotoRail service for the carriage of passengers' cars on 'The Overland' express in each direction between Melbourne and Adelaide, was inaugurated on November 6, 1978. Patronage has been encouraging.

Patronage of interstate passenger trains between Adelaide, Melbourne and Sydney, increased by 3.5 per cent, compared with the previous year.

PUBLIC RELATIONS, PROMOTIONS AND ADVERTISING

The portion of the Public Relations Division dealing with advertising and sales promotion transferred to the Marketing Branch to provide a more integrated and effective promotion of rail services.

Other aspects of public relations activities, including contact with the media, remain with the Public Relations Division of the Secretary's Branch.

A series of "Inside VicRail" brochures, explaining VicRail management policies, were produced and delivered to all staff.

Several publications, displays and exhibitions were produced for the public.

The Public Relations Division initiated a much improved information service to the public on commuter train running at morning and evening peak hours.

ORGANISATION

To increase efficiency and develop a more commercial and competitive structure during 1978-79 the following changes were decided upon: the Traffic Branch will be divided into an **Operations Branch** covering all staff concerned with the operation of trains and a **Transportation Branch** to control all station staff involved in the movement of passengers and parcels. A **General Workshops Branch** will be formed to rationalise the workshops functions now performed in the Rolling Stock, Electrical and Way and Works Branch. It has been decided to transfer the Signals and Communications Division from the Way and Works Branch to the Electrical Branch.

URBAN WORKS

At the close of the year the Macleod-Greensborough duplication project was nearing completion.

Station buildings were reconstructed at Altona, Dennis, Fern Tree Gully, Seaford and Jewell ('down' side).

Major urban works in hand were the provision of a third track between Caulfield and Mordialloc; duplication of tracks between Ringwood-Bayswater and Ringwood-Croydon; amalgamation of signal boxes in the central area (in conjunction with the underground project); electrification of the Altona Junction-Werribee section of the Geelong line; and the provision of grade separation of Ashley Street, Tottenham.

Reconstruction of suburban station buildings was in hand at Alphington, Aspendale, Bonbeach, Darling, Eaglemont ('down' side), Edithvale, North Richmond and Pascoe Vale.

UNDERGROUND CONNECTIONS

Construction of ramps and box tunnels within existing railway boundaries for the Melbourne Underground Rail Loop Authority, continued during the year and is now 90 per cent completed.

The new Spencer Street No. 2 Signal Box, an entrance-exit route setting installation, was completed, as was the commissioning of automatic signalling on the new two track overpass, (opened to traffic in December, 1978) which connects Spencer Street to Flinders Street.

Further stage work carried out in the Flinders Street area included the power signalling of the Port Melbourne and St. Kilda lines, and the commissioning of the Flinders Street 'A' Box relay room and the connections to the new overpass.

STATION CAR PARKS

Six hundred and ninety extra commuter car parking spaces were provided as a result of the extension and/or redevelopment of car parks at 25 locations. At the close of the year, 16,674 spaces were available at 142 locations.

REPLACEMENT OF SUBURBAN TRAINS

Fifty-nine stainless steel electric suburban trains should be in operation by the end of 1979.

On April 19, 1979, the Board contracted to buy 50 more six-carriage modern air-conditioned stainless steel electric suburban trains at a cost of more than \$100 million.

First deliveries are scheduled by October, 1980 and completion of the 50 trains is due by mid-1986.

Six more wooden-bodied suburban trains were withdrawn from service and scrapped leaving 36 still in operation. These will be replaced as the new trains come to hand.

NON-URBAN WORKS

In connection with the Geelong line duplication between Little River and Corio, earth and drainage works have been completed and ballast has been spread and rolled between Lara and Little River.

Reconstruction of the Duck Ponds Creek bridge at Lara for the second track has also been completed.

LOCOMOTIVES AND ROLLING STOCK

The final unit of an order for 10 'C' class 3,000 h.p. diesel-electric locomotives was delivered during the year.

The following new bogie freight wagons were completed in departmental workshops:

JAF Hopper wagons	5
JBF Hopper wagons	5
JSF Hopper wagons	5
VFTY Timber wagons	29
VHGY Bulk grain wagons	6*
VFNX Mechanically sheeted wagons	50
VOCX Open wagons	70
TOTAL	170

* Part of an order for 30 wagons financed from the Transport Fund. The remaining 24 wagons have since been delivered.

One thousand seven hundred and sixty-seven obsolete freight wagons and 90 unserviceable brake vans were withdrawn from service and scrapped.

ALTONA-SOMERTON PIPELINE

Work was completed on June 28, 1979. An operating permit was issued by the Minister for Minerals and Energy on June 29, 1979. The Board lent VicRail Pipelines Pty. Ltd. a further \$1,704,000 to meet the Company's contribution to the joint venture during the year, making a total of loans to the Company of \$3,000,754.

MAINTENANCE

Sixty-four km of track was relaid with new rail and a further 61 km with serviceable rail, while points and crossing were renewed as required at various locations.

A total of 1,030 km of track was maintained by mechanical means and 220,000 sleepers, representing 64 per cent of the total number of sleepers replaced during the year, were installed by full mechanised gangs. Six bridges were reconstructed and work was underway on seven major bridges in the metropolitan area and at North Shore and Stratford.

A total of 1,850 km of track including 700 km in the metropolitan area was tested, by ultrasonic means.

New plant and equipment for rolling stock maintenance was provided in several departmental workshops at a cost of about \$600,000.

PERSONNEL AND ADMINISTRATION

On June 30, 1979, the staff numbered 22,846 compared with 23,408 at the end of last year.

Salary and wage increases and varied working conditions cost about \$19.6 million. Payments under the State Incremental Payments Scheme also increased at an additional cost of about \$1.8 million.

The average annual payment, including overtime and penalty payment to all staff was \$10,799 compared with \$10,005 the previous year — an increase of 7.9 per cent.

On November 25, 1978, Mr. P. E. Stuart, previously Director, Management Controls, was promoted to the position of Director, Personnel, following the retirement of Mr. V. A. Winter. Mr. J. Thompson replaced Mr. Stuart as Director, Management Controls.

The Personnel Branch was restructured into five Divisions to improve operations.

An Internal Audit Branch was created with Mr. P. J. Stow, formerly the assistant Comptroller of Accounts promoted to the position of Chief Internal Auditor on June 25, 1979.

The General Manager, Mr. I. G. Hodges, undertook and overseas study tour and the Deputy General Manager, Mr. L. A. McCallum, travelled overseas as a member of the Grain Elevators Board to study developments on the handling and transport of grain.

AN INSIDE LOOK AT THE NEW

For those who haven't seen much on the progress of the new underground loop system we thought we should print these two excellent shots taken by VicRail photographer, Tim Juhasz, who specialises in keeping a regular pictorial record of the construction.



MELBOURNE UNDERGROUND

The picture at left was taken on the Burnley loop between Museum and Flagstaff stations during overhead wire installation.

The right hand shot was taken under Adderley St, on the Burnley loop. Workers are shown checking the finished rail and preparing for electrical installation.

Things are certainly taking shape!

(Both photos were taken in October.)



VICRAIL WINS SHOW AWARD

VicRail was honored again this year at the Royal Melbourne Show when it took out the third place award in the Government and semi-Government section for display exhibitors.

Star attraction in the VicRail pavilion was a huge model rail display where people could actually operate the trains on the extensive scaled down track complex.

The models are scaled down to 1/10" per foot (1/120th scale, TT gauge) and use 12 mm track. The main line is 6.5 scale kilometres long. This is broken into 16 isolated sections.

Each section is again divided into three sub-sections. The first sub-section has a full 12V battery applied at all times. The second sub-section has either 12V or 6V applied. The third and final voltage applied to each of the sub-sections is 12V or 6V and this is controlled by a panel of relays, thus simulating the functions of both driver and signalling system.

The purpose of the track design and control system is to achieve an appearance of random running without departing in fact from a fixed routine.

All rolling stock, locomotives, signals and control systems were constructed by various railway personnel, the first being used in 1959. Additions have been made in the years since to update the display to its present size and complexity.

The main construction materials used were perspex, sheet and tubular brass. Some of the smaller components used are available commercially - e.g. motors, gearboxes, wheels.

Three additional branch lines are in use and one of them is controlled by children in the public area. A "Puffing Billy" model, introduced in 1969, is constructed in "N" gauge to simulate the narrow gauge in use.

The VicRail pavilion also featured audio-visual presentations which attracted great interest from those who visited. There were many railway personnel on hand too to provide additional information and hand out safety badges to the children.



Chairman of the Exhibitors Award Committee, The Honorable Vernon Wilcox, CBE, QC (left), presents the award to VicRail's Chief Marketing Manager, Alan Weeks. Also pictured (l to r) are Display Fabricator, Robert Bernau, Manager Marketing Advertising, Adrien van Noorden, Passenger Marketing Manager, David Rashleigh, Passenger Sales Representative, Joyce Jordan, and Display Artist Alan Gouldson.



VicRail ran a promotion at the 1979 Melbourne Show to encourage youngsters to avoid placing themselves in dangerous situations on trains, rail property and in the community.

Children received free safety buttons, some of which won the recipients a free return trip to his or her chosen destination for the entire family.

SD/AV

IEW

TRAINING SECTION

The Training and Development Section are currently employed in researching training needs involved for the development of a customer relations course. The research objective is to identify both problem areas in staff/customer relations, and other factors which may have an effective involvement in VicRail's present public image.

In order to cope with an increased work-load, the Training and Development Section have added five new members to their staff.

THESE ARE:

Geoff Griffiths — Research Officer.

A Social Science Graduate. Geoff has had six years work experience in marketing and advertising plus two years teaching experience in the T.A.F.E. system. He is currently involved in researching training methodologies and the proposed customer relations program.

Fil Baessi — Senior Training Officer.

A Social Science Graduate. Fil is involved in the research and implementation of the customer relations course.

Theos Spanos — Training Officer.

A Social Science Graduate. Theo has previous experience in marketing. He is involved in the research and design of the customer relations course.

Marlene Mitchell — Training Officer.

A Social Science Graduate. Marlene has had previous experience in both nursing and marketing. She is currently involved in the research and design of the customer relations course.

The following personnel have been employed full time within Training and Development to organise and conduct courses for staff of the Underground Railway (MURL).

Ray Page — Training Officer.

Ray has been with VicRail for fifteen years. He started off his career in the Traffic Branch, and progressed through the grades to the position of Special Class Signaller.

At present he has been appointed to work on the training needs for MURL along with Dennis.

Dennis Denman — Training Officer.

Dennis has had eighteen years service with VicRail, he started his career as an apprentice electrician and has progressed through various departments to his present position as Training Officer for MURL.

HE'S MOVING STRAIGHT AHEAD

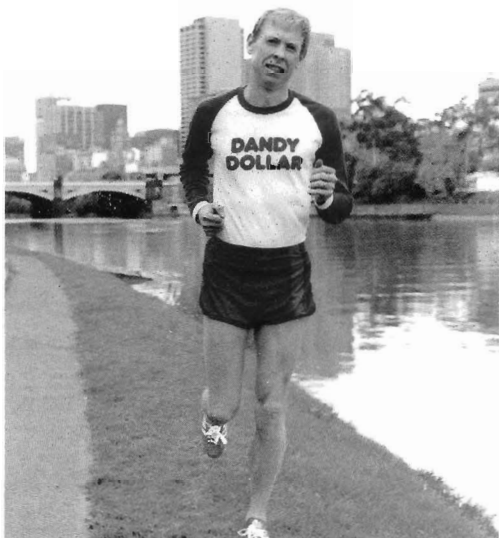
It was Kevin Seer's boss in the Trading and Catering Branch, Norm Harrison, who influenced him to become a professional runner.

Seventeen years later Kevin, now 35, has won The Dandy Dollar (1000 m), one of Australia's richest middle distance races, earning him \$1575 for first prize.

Kevin, a ledgerkeeper in the Accountancy Branch has been running as long as he can remember and has benefited much from it.

He is a trim man weighing 59 kg (nine stone) stands 1.7 m (5ft 7in) tall, and assures us that he has a very strong heart.

Kevin first remembers running at school and then with the local Amateur Athletics Club. When he was only 16 years and had just started at VicRail, he won his first big race, the Victorian sub-junior 880 yards championship.



Kevin Seers shows the style which has won him the Dandy Dollar and many other races. Melbourne's skyline and the Yarra River form the background for this run.

At 18 years Norm Harrison, a rates clerk (now retired), saw Kevin race and persuaded him to become a professional. "Norm was a handicapper with the Victorian Athletic League. He saw me run when I was 18, and offered to give up his position as a handicapper so as to train me if I turned professional. I wasn't good enough to try for the Olympic Games so I agreed, and although I am now self-trained I still see a lot of Norm".

Some of Kevin's big wins have been, five at the Stawell Gift Meeting (and several places), the Melton Mile (the richest mile of the track season) the two miles at Mildura and the one mile at Dandenong.

"My best win was the Back Marker's Mile at Stawell in 1966 when I beat Harry Downes, who was then regarded as the top professional distance runner in Australia. I ran the mile in four minutes. That was my peak."

That race was another milestone in Kevin's life because it was then he met his wife, Lesley. Lesley is not a runner but she was interested in watching foot races and met Kevin at a social function following a race.

"She has been a support to me in running without which I couldn't have achieved what I have. We have to miss out on a lot of social outings particularly shortly before a meeting. I train VFL umpires and there are a lot of social functions connected with that. I never sit down to tea before 8 p.m., so I can do my daily two hours training. In the summer Lesley takes the children, Dale, (5) and Sharon (3) to watch me train and when necessary, times me."

Kevin's diet has to be restricted. He has to be careful what he eats and drinks, and he doesn't smoke and avoids late nights.

The vigorous seven day a week training is a bit of a grind, particularly during the bad weather in the football season when he trained for the Dandy Dollar, he says.

A runner usually peaks in the middle or late twenties, Kevin says. So at 35, Kevin is regarded as a young veteran. The title gives a confusing impression of a man who continues to win big races. He now runs only within two to three seconds slower than at his peak in the '60's.

Kevin's form is even more remarkable when considering that he has returned from retirement of five years. "In 1972 I dropped out of running when we went to the Munich Olympics and stayed overseas for a year. I didn't run for five years and became unfit. I put on two stone. Returning to professional running happened by accident. I started jogging to keep fit because I had felt physically and mentally sluggish. Then as I became fitter, I ran faster and thought I would give professional running a go."

Since then, in 1977, Kevin has won several big races including the two mile at Stawell, the Melton Mile, the Mildura two mile and the Dandenong mile. These with his other wins have earned him far more with fewer faces than his wins in the '60's. Kevin has his sights on another successful season this year culminating in Stawell at Easter. He has not yet decided in which races he will run.

"I have won these races because of a lot of hard work," says Kevin. "I have always trained hard but I don't enjoy it as much as I used to."

That is one reason why Kevin intends to give up professional running after this year. The other reason is that he is running out of goals. "I have won just about every big race and I have always needed a goal to make me train. Now I won't have the same incentive. I would like to spend more time at home with my family who are growing up."

But during his second retirement Kevin intends to keep fit with jogging, golf and training VFL umpires.

Safety talks

A further meeting was held in September between VicRail's Safety Council and representatives of unions in the railway industry.

At that meeting details of VicRail safety activities conducted during the past 12 months were outlined.

These included:—

- * attendance of staff at safety seminars and conventions.
- * establishment of area safety committees.
- * introduction of Supervisor safety training courses.
- * defensive driving courses.
- * safety campaigns and competitions.
- * appointment of trainee safety officers.
- * nomination of staff for membership of the "Intactoes" Club and the "Wise-Owl" Club.
- * training of staff to undertake industrial audiometry tests.
- * field testing of new styles of safety footwear.

An audio-visual presentation on safety purchased by VicRail for showing to ethnic groups was shown at the meeting. This is in seven different languages and should materially assist in communicating the safety message to ethnic staff.

Concern was expressed at the high incidence of eye and foot injuries despite the issue of safety goggles, reimbursement of costs involved in the hardening of lenses of an employee's spectacles etc. and the free issue of safety footwear.

Ways were discussed to improve the employee acceptance of personal protective safety equipment, particularly as many items: overalls, footwear, eye protection, hard hats and gloves were issued following requests from Unions.

The unions agreed to support educational programs which impress on the staff the benefits to be gained by wearing personal protective safety equipment.

New styles of safety footwear are at present being tested by railway staff and these were on show at the meeting.

The meeting was most constructive with excellent contributions being made by the union delegates.

RECENT FAREWELL

A genial character, well known in Head Office and throughout most of the network, has retired after 32 years of service with VicRail.

Alec Topp, who started with the Victorian Railways as a carpenter in 1947, has retired early because of ill-health.

Alec, more correctly Alexander Charles, went from carpenter at Spotswood to Display Officer in the Display Section, then part of the Public Relations Division, now part of Marketing Branch.

In his job as Display Officer Alec travelled the State, and sometimes outside Victoria, setting up displays promoting travel on VicRail.

Before joining the Railways Alec served in World War 2 as a gunner in the 2nd AIF and saw action in Borneo and New Guinea.

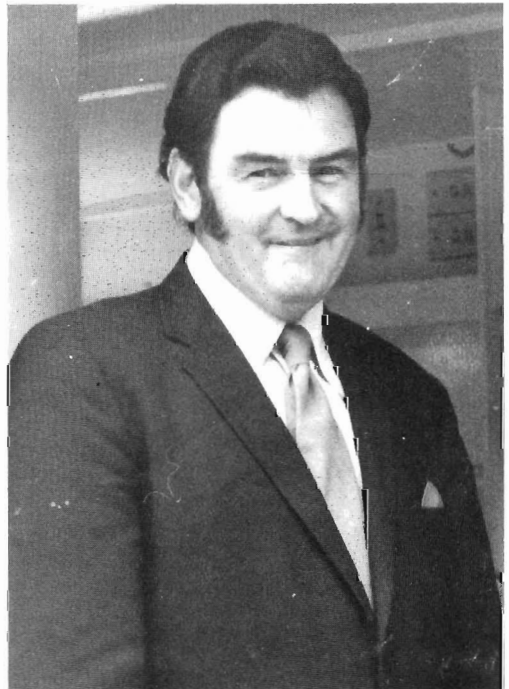
Alec is a little reticent about his plans for retirement but has already embarked on some painting around his home and was last heard to be working on a second carport.

Some of his closer associates, though, are muttering about "The Coomealla Kid". This nickname Alec acquired because of a certain fondness to play the pokies whenever the opportunity presented itself.

One of his favorite hangouts, whenever he is in the vicinity, is the Coomealla Club, at Dareton just across the Murray River from Mildura.

His friends gathered to bid him "good luck" at a function at the RACV Club just after his retirement.

"RailWays" would like to add to that and to record that many will miss Alec's quiet smile and the invariable greeting "G'day chine".





As a Hurstbridge bound train enters Macleod, it passes three Harris trains in the new stabling sidings.

HURSTBRIDGE LINE HAPPENINGS

New timetable . . . new station buildings . . . new track . . . it's all happening on the Hurstbridge line at the moment.

With the completion of the duplication of track between Macleod and Greensborough, a new timetable came into operation on Monday, September 3.

The timetable has been designed to lighten the loads of the distance trains from Eltham and beyond.

The rapidly growing suburbs of Watsonia and Greensborough have had their morning and evening peak services doubled. This has been achieved by extending trains that previously only went as far as Heidelberg or Macleod.

It has also been possible to provide an extra train from Eltham in the morning peak rush.

The longer distance trains have also been speeded up. The new timetable provides for seven trains on the Hurstbridge line to run express from Clifton Hill to Princes Bridge between 7.30 am and 9.00 am.

In conjunction with the track duplication, level crossings at Watsonia Road, Watsonia and Grimshaw Street, between Watsonia and Greensborough have been abolished. Road over rail bridges were constructed in their place.

At Church Street and Main Street, both in Greensborough, where road over rail bridges were already there, new bridges were built to span the extra track.



This new brick station building at Darebin has replaced an old wooden building.



The new style station name board will become a common sight on stations.

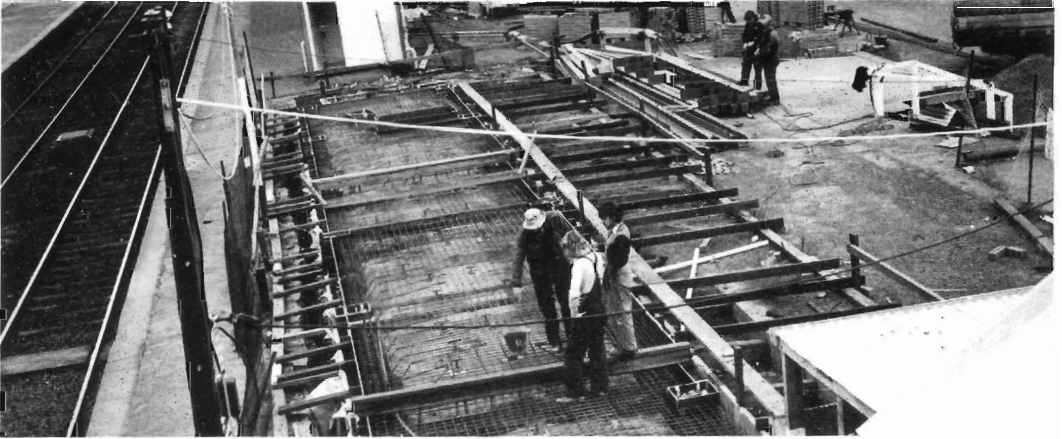
At Watsonia, an island platform was constructed deep in a cutting. The new station replaced an old wooden station building. (A photograph of the new and old station can be seen in "RailWays", January 1978).

At Macleod three new stabling sidings were

constructed. This has removed the need to stable trains at Heidelberg.

New brick station buildings have been built at Darebin and Dennis. Like Watsonia they have replaced old wooden structures. Work is being carried out at Alphington at the present time.

Foundation work being undertaken on the new station building at Alphington. Leading hand Jim Mills (wearing hat) is showing Andy Jackson (in white jumper) and fourth year apprentice carpenter Ian Clark what he wants done.



Carpenter Andy Jackson (in white jumper), apprentice Ian Clark (in football jumper), carpenter John Larkins (on right) and labourer Tim Curry (left back ground) at work at Alphington.





Jim Linton, Manager, Australian Associated Press, Melbourne Bureau.

MEDIA SERVICE — a vital link

Hi! station staff — tired of being glowered at by the suburban commuters when their early morning train fails to turn up at the scheduled time — sick of the moans when the 6.22 up Frankston fails to arrive at all.

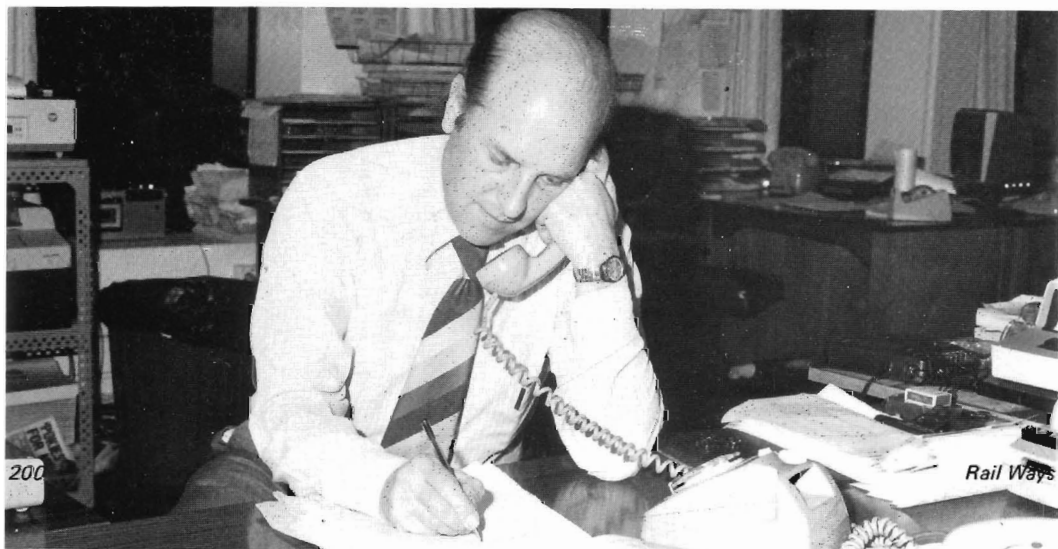
Well, thanks to the co-operation of Melbourne's commercial radio stations, the ABC, Australian Associated Press and VicRail's Public Relations Division, our commuters should know before they leave home whether their train will be on time.

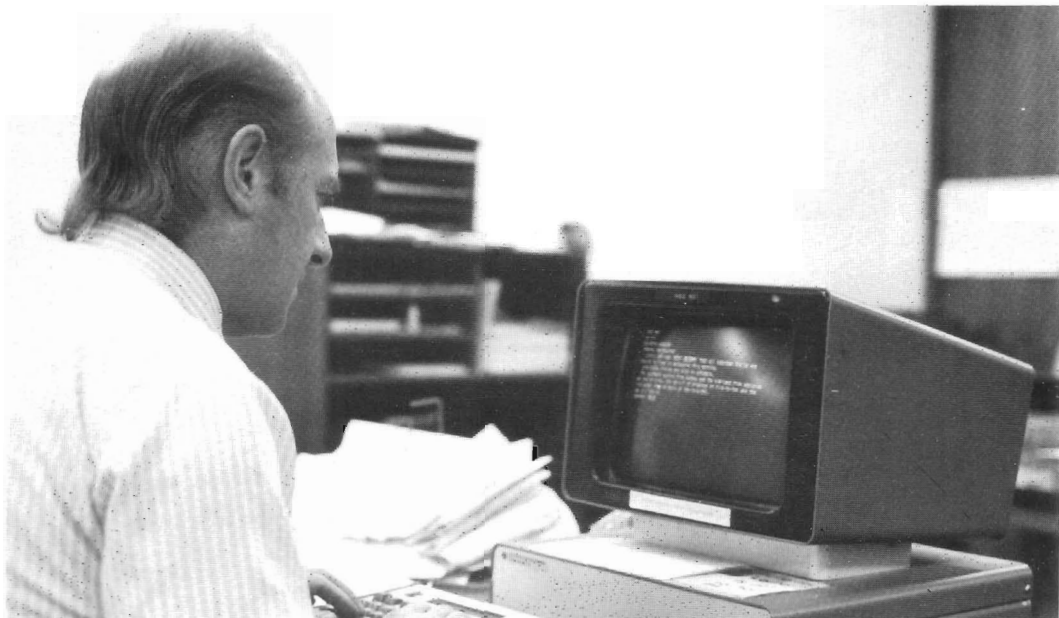
Basically the new system, which has been in operation since June, involves a member of the PR Division ringing train control every 30 minutes from 6.00 a.m. until 7.30 a.m.

Train Control supply up to date rail information to the PR Division after each call as to how the trains are running, if any have been cancelled, and if there has been any particular incident.

This information is then passed on immediately to the ABC and to AAP. At the ABC, Peter Evans, Melbourne's top rating breakfast announcer, broadcasts it to his listeners.

AAP journalist, Brian De Lacy takes the latest train information from VicRail Public Relations Division.





Here Brian types up the information, checks it on the video display unit before it is flashed to the computer in Sydney.

At AAP, utilising one million dollars worth of computer equipment, the train information is telexed to Melbourne's commercial radio stations — via Sydney.

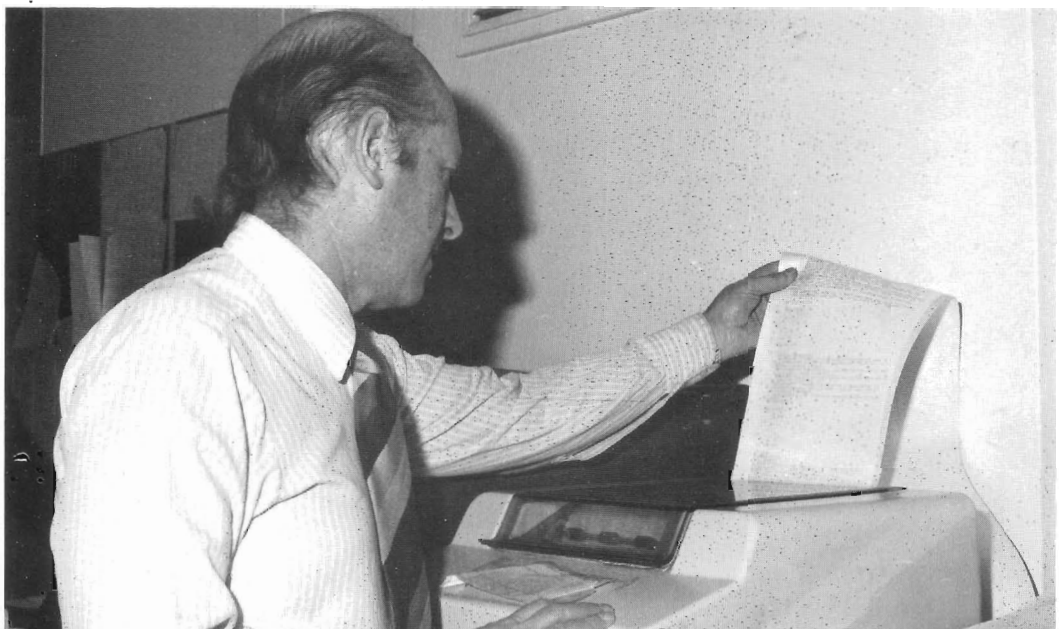
The journalist on duty at AAP takes the information over the phone, types it up on a computer input keyboard, checks it, give it a special coding which indicates the message's destination (in this case to all commercial radio stations in the Melbourne metropolitan area) and its priority rating.

The information is then transmitted to AAP's Sydney based computer.

Within minutes (a maximum of seven) the message is back from Sydney on the telex machines of Melbourne's radio stations ready to be broadcast to the train commuters.

Because the ABC does not take the AAP service, a separate call is made to the Commission's newsroom and the information passed on to Peter Evans.

Continued next page



Within a matter of a few minutes Brian checks the teleprinter output which shows what is concurrently being transmitted to commercial radio stations throughout Melbourne.

Moya O'Shea who broadcasts the train information from 3KZ.



From previous page

The calls are repeated with up-dated information every half hour until 7.30 a.m.

Results of the service have been most impressive with a favorable feedback from the public. It has also brought about a dramatic decrease in the number of incoming calls to VicRail from both the public and the media seeking this information.

As many of these calls went to Train Control they interrupted staff trying to do the job in hand – running trains.

The new service doesn't stop trains going defective, prevent faults in track signalling or other incidents which cause cancellations or late running. In the main it provides a measure of information for the canny commuter who keeps an ear to the radio before setting off for work.



3DB's Ric Melbourne.



Peter Byrne of 3UZ.

Shorthand classes

The high-speed shorthand class held on Monday and Thursday evenings – (5.45 to 7.45) at Room 239, 2nd Floor, Victorian Railways Institute, Flinders Street, will continue as usual in 1980.

This year's Christmas vacation will commence as from December 20, until January 10, 1980.

Those interested in obtaining the Victorian Government Certificate of "Licensed Shorthand Writer", needed for court reporting in State Courts, may do so at this class. Some beginners taken.

Phone 61-3764 for further details.

VRI FOOTBALL

The VRI Melbourne beat VRI Traralgon by 9 points 8.8.56 to 6.11.47 in the annual football match held this year at Edward Reserve, Oakleigh.

It is the first time that Melbourne has beaten Traralgon since the competition started in 1974.

Best players for Melbourne – the whole team (all 15 of them). Goals: Bextream (2), Donaldson (2), Cross (2), Clark (1), Lundberg (1).

Best players for Traralgon – P. Baring, E. Fleming, T. Pumare, G. Edwards, I. Edmonstone. Goals: W. Hough (2), R. Kennedy (2), T. Pumare (1), P. Baring (1).

Special thanks to Peter Dwyer.

A SAD LOSS

It is with deep regret that we record the death of Geoff Holness on October 23, 1979.

Geoff started with VicRail in 1962 as a junior clerk in the Road Foreman's office, Ouyen. Two years later he transferred to Melbourne working mainly in the Senior Timekeepers and Estate Office.

With the transfer of the Estate Office from the Way and Works to the Secretary's branch, Geoff then worked in many areas of both the Secretary's and Personnel branches.

Geoff's interest in his job extended beyond working hours. He was instrumental in reforming the VRI Football League and was its Secretary for several seasons.

With his wide range of contacts in both the Secretary's and Way and Works, Geoff organised the Waysec Football Club. It was one of his proudest moments when the club defeated arch rivals Traffic by two points to win the 1976 premiership.

Geoff also organised the Waysec Cricket Club and also represented the VRI in ten pin bowling against SARI.

Never one to seek the limelight, Geoff had his own quiet manner. We extend our sympathy to his family.



VicRail photographer, Jack Schwarz, didn't make any mistakes when he captured this good action shot at the recent VRI Football League Grand Final at Royal Park.

South Dynon (10.19.79) defeated Newport (8.4.54).



John Phillips – quite the professional looking disc jockey!

Railwaymen up in the air

Don't be surprised if you hear a familiar voice when tuning in to your favorite music one afternoon or that night when you just can't get to sleep.

Your ears are not deceiving you, for it could be the voices of engineman, Richard Gilbert or chief VicRail photographer, John Phillips. Both men use their broadcasting talents on the community radio station, 3CR.

Friends for many years because of their railways interests Richard and John have run a one a.m. to 6 a.m. music and talk program. With another friend, an electrical contractor, Wayne Mills, they have held two of these occasional programs since early this year.

But Richard who is 29, has worked on radio since June '78. Richard has been running a Railway Enthusiast Program every second Tuesday, at 6.30 p.m. for 15 months. He interviews people who have had interesting experiences while working for the railways and tramways, or experts on subjects such as railway safe workings, signalling histories and historical research.

"The programme is sponsored by the Association of Railway Enthusiasts which has about 1600 members throughout Australia and overseas," Richard says. "I am on its board and do the program with Rod Cook, another board member, who works for the Taxation Department."

Since June 1978 Richard has been compering the late afternoon program "Hometime," every Tuesday, from 4.30 p.m. to 6.00 p.m. "It's a music, news and conversation show with community announcements," Richard says. "There's an occasional interview such as a recent one on Melbourne before the automatic telephone exchange. The Steam Traction Engine Club spoke on their carnival and we played a lot of records of steam operated fair organs. That created a lot of response."

Richard occasionally hosts a special music program such as the one on theatre organs which included the organist Tony Fenelton at the Dendy Theatre.

Apart from the time broadcasting, Richard also has to prepare the shows. "For the afternoon show I spend half an hour selecting a broad selection of music concentrating on Australian music. I might spend one and a half hours in preparation and recording material for the Railway Enthusiast Program.

How did Richard take on this unusual past-time? "I was always interested in radio," he says. "My landlord who is a musical director at 3CR first gave me the idea. I started by doing program mail outs to members, writing up community announcements and restacking the record library."

In preparation for doing a show, Richard completed a short course involving two hours a week for four weeks. That course trained him in the technical requirements of putting on a program.

It did not train him in announcing. That comes fairly easily for him, and John Phillips has a natural flair for it too, he says. That is John's particular strength in the one to 6.00 a.m. show where each of the three contributes his particular talents.

"Wayne has a very good collection of old nostalgia records and rock. John has some good '78's and he speaks very well. I operate the turntable, microphone and tape machine. Wayne and John make announcements over the desk microphone and fill in the log book. They note the records played so royalties can be paid."

John, 30, now takes up the story, "We do it just for a bit of fun. It's a request program, partly nostalgic, featuring all types of music (about 50 to 60 per cent being Australian) and comedy, such as W.C. Fields and the Goons. We use some of our records and others from the 3CR library."

Preparation takes about 90 minutes and involves taping '78 records. But the show is pretty much ad-lib.

John says: "Anyone can do a similar show. That's why we have to wait so long between shows. We put our name down for a spare session and the next free one since the last show we did on September 16, wasn't until January.

"It's surprising how many people ring if you ask them to. Perhaps two or three call each time and all night. All sorts of people listen, shift workers, people at a party or those who just can't sleep. "You think you are talking to no-one then someone rings and congratulates you."

One bloke rang when we played some of Smacka Fitzgibbon's music, because he has played a few



Richard Gilbert is all set to put another favorite on the turntable.

times with Smacka. He hadn't intended to listen to the show but he kept on and rang us several times. A couple of blokes rang from Warrandyte which is a hell of a long way from 3CR. The station at Cromwell Street, Collingwood has a transmitter of 250W while most Melbourne stations are on 500W. 3CR has a guaranteed 10 miles radius although it can generally be heard up to 30 miles away. Some calls have come from Northern Tasmania, Geelong and Rye.

Of course feeling you are not talking to anyone helps keep nerves away. This could be important as this has been John's first experience in broadcasting. "I don't get really nervous," John says. He admits it takes a certain type of personality to do this sort of activity. "Some people would pack up. You do make a few mistakes to start off with because you're a bit nervous and you try to work out in advance what you are going to say. But it doesn't matter much because it's not supposed to be a professional show."

"It's incredible how fast the time goes. You're kept busy and you don't notice the time going. You're taking phone calls and announcing requests over the air. Then you have to find the requests in the library. You have to keep a log of the records played. You don't notice any tiredness because you are flat out, although you feel it the next day. I don't listen to the show because you are working ahead of time so there are no blank spots."

Real gas train

A train with over \$200,000 worth of gas appliances recently undertook a three week tour of rural Victoria.

Organised by the Gas & Fuel Corporation of Victoria, the "Heatane Gas Train" travelled over 3300 kilometres between August 27 and September 12.

With this novel idea to give country people the opportunity to see a wide range of gas appliances, more than 2850 people visited the train.

Country dealers were also able to see the latest range of goods. Normally the Corporation holds small functions with just two or three items on display.

In the first week the train went to Warrnambool, Horsham, Warracknabeal, Hamilton and Ballarat.

Swan Hill, Bendigo, Echuca, Shepparton, Eurora and Wangaratta were visited in the second week while Bairnsdale, Dandenong, Korumburra and Leongatha residents saw the train in the final week.

The Corporation decided on hiring the train as it was much more convenient than setting up the display in each town.

The display was arranged in three carriages. It was set up by Jim Inglis who has won the award for the best designed float in the past three Moomba parades.

Over 40 different LP gas appliances were on display. They included cookers, space heaters, hot water systems, and outdoor equipment.

The highlight of the display was a solar/gas-

fired water heating unit, something that will probably become common in the future.

Gas & Fuel officials and manufacturer's representatives were aboard the train to answer questions about the use and care of LP gas.

The Gas & Fuel officials were very pleased with the help they received from VicRail. One representative was quoted in the Northern Times of Kerang as saying "VicRail had bent over backwards to help".



Inside the gas train.

RETIREMENTS

ACCOUNTS

MILOTAY, L., Revenue Accounting Office, Melb.
Goods Input, 19/10/79
MITORAJ, E. H., Chief Clerk's Div., H.O., 17/10/79

FREIGHT

COSTELLO, D. W., Ballarat Freight Centre, 25/9/79
FROST, L. N., Dandenong Freight Centre, 12/10/79
NALL, C. F., Bairnsdale Freight Centre, 8/10/79
O'REILLY, W. H., Melb. Freight Term., 26/9/79
SCAETE, M., Melb. Freight Term., 31/8/79
SMITH, F. R., Bendigo Freight Centre, 17/9/79
TINNERY, J. S., Ballarat Freight Centre, 21/10/79
TUDDENHAM, A. W., Bendigo Freight Centre, 4/9/79

DEATHS

GODFREY, R. S., Midlura Freight Centre, 25/8/79
HARTIN, L. J., Melb. Freight Terminal, 10/9/79
PAPA, V., Melbourne Freight Terminal, 29/8/79

TRAFFIC

CHESTER, A. S., Goods Guard, Traralgon, 15/10/79
COLLIVER, A. B., Yd. Foreman, Melb. Yd., 5/9/79
COLLYER, C. V., Asst. Yardmaster, Melbourne
Yard, 4/7/79
DORAN, J. A., Suburban Guard, Manager Suburban
Train Operations, 29/8/79
GUNDRY, R. G. D., Signalman, Fl. St., 24/11/79
JAMES, J., Suburban Guard, Glen Wav., 26/7/79
JULIAN, J., Goods Guard, Warragul, 24/8/79
MARRIOTT, C. G., Parcels Foreman, Sp. St., 4/9/79
MARSHALL, L. W., Station Asst., Fl. St., 13/8/79
MELIA, J. M., Stationmaster, Springvale, 15/8/79
McHENRY, J. R., Clerk, Geelong, 19/10/79
McNIECE, D. J., Station Asst. Sp. St., 20/8/79
O'DONNELL, D., Leading Shunter, Flinders Street
Yard, 15/8/79
PFEIFFER, Mrs. T. R., Car Cleaner, Belgrave, 7/9/79
SUTTIE, D. N., Stationmaster, Bell, 14/9/79
WENHLOWSKYJ, J., Signalman, Sp. St., 31/8/79

WAY AND WORKS

BROADBENT, H., Wangaratta, 14/9/79
DAVIES, R. J. H., Laurens St., 19/10/79
DE SENSI, P., Spencer St., 21/9/79
DICKSON, L. R., Laurens St., 12/10/79
DULLARD, T. K., Benalla, 3/10/79
ENDERBY, L., Head Office, 26/10/79
GAVRIELIDIS, I., Flinders St., 8/1/80
GLAVAS, F., Seymour, 3/10/79
HARRINGTON, J. E., Nth. Melb., 8/11/79
KENNEDY, L. V., S & C Colac, 31/12/79
KERSHAW, W. D., S & C Flinders St., 31/12/79
KIRBY, W. J., Maryborough, 30/11/79
MORRISON, R., Flinders St., 5/10/79
PAGE, H. V., Ballarat, 26/10/79
PEVITT, F. G., Ararat, 15/10/79
RACHELE, S., Flaggind Pool, 17/1/80

RUSCOE, J., S & C Seymour, 12/9/79
SULLIVAN, P. J., Wangaratta, 1/10/79
WHITESIDE, D., Korumburra, 11/9/79

DEATHS

BAHOR, L., S & C Nth. Melb., 4/10/79
CAMPBELL, J. W., Flinders St., 23/9/79
KING, E. S., Ballarat, 2/10/79
MICHALOWSKY, P. J., Special Works, 27/9/79

CASH FOR PICS

"Rail Ways" is always interested in up to date news and pictures and there is now a chance for all budding rail photographers to get \$10.00 for any published slide or print used as a front or back cover of the magazine. They must be of current railway activities.

The best photo chosen by the end of August 1980 will be awarded an additional \$25.00 prize.

Anyone interested should send their work to the Editor (address on inside front cover) and all material will be returned on request.

Credits will be given for all published pictures.

Lots of love

It was a case of Station Master (relieving) meets Station Assistant, when Robert Porter and Jackie Beardsall met in October, 1978. It was love at first sight they say. And as in the traditional happy tale they will now be marrying.

Robert (25) and Jackie (21) met while working at Middle Brighton. It was a happy introduction to VicRail for Jackie who had started only the month before. Robert had been with VicRail for seven years.

Jackie had come from Dargaville, in the North Island of New Zealand where she had been a clerical assistant. She says a sense of adventure brought her here and also her brother's recommendation. "My brother, Robert, who is a sales representative told me of the good pay here."

The young couple are marrying on December 15, at St. Andrews Uniting Church, Frankston. Then they're off for a honeymoon in New Zealand. "We will spend Christmas with my parents and live in a caravan. This will be Robert's first trip outside Australia."



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1980

Terminating dates of Pay Fortnights shown in Red
 Public Holidays shown thus—○
 (Good Friday 1981—April 17)

1980

	JANUARY					FEBRUARY					MARCH					
Sun.	..	6	13	20	27	..	3	10	17	24	..	2	9	16	23	30
Mon.	..	7	14	21	28	..	4	11	18	25	..	3	10	17	24	31
Tues.	○1	8	15	22	29	..	5	12	19	26	..	4	11	18	25	..
Wed.	2	9	16	23	30	..	6	13	20	27	..	5	12	19	26	..
Thur.	3	10	17	24	31	..	7	14	21	28	..	6	13	20	27	..
Fri.	4	11	18	25	..	1	8	15	22	29	..	7	14	21	28	..
Sat.	5	12	19	26	..	2	9	16	23	..	1	8	15	22	29	..
	APRIL					MAY					JUNE					
Sun.	..	6	13	29	27	..	4	11	18	25	1	8	15	22	29	..
Mon.	..	○7	14	21	28	..	5	12	19	26	2	9	○16	23	30	..
Tues.	1	8	15	22	29	..	6	13	20	27	3	10	17	24	..	..
Wed.	2	9	16	23	30	..	7	14	21	28	4	11	18	25	..	..
Thur.	3	10	17	24	..	1	8	15	22	29	5	12	19	26	..	..
Fri.	○4	11	18	○25	..	2	9	16	23	30	6	13	20	27	..	..
Sat.	○5	12	19	26	..	3	10	17	24	31	7	14	21	28	..	..
	JULY					AUGUST					SEPTEMBER					
Sun.	..	6	13	20	27	31	3	10	17	24	..	7	14	21	28	..
Mon.	..	7	14	21	28	..	4	11	18	25	1	8	15	22	29	..
Tues.	1	8	15	22	29	..	5	12	19	26	2	9	16	23	30	..
Wed.	2	9	16	23	30	..	6	13	20	27	3	10	17	24	..	..
Thur.	3	10	17	24	31	..	7	14	21	28	4	11	18	○25	..	..
Fri.	4	11	18	25	..	1	8	15	22	29	5	12	19	26	..	..
Sat.	5	12	19	26	..	2	9	16	23	30	6	13	20	27	..	..
	OCTOBER					NOVEMBER					DECEMBER					
Sun.	..	5	12	19	26	30	2	9	16	23	..	7	14	21	28	..
Mon.	..	6	13	20	27	..	3	10	17	24	1	8	15	22	29	..
Tues.	..	7	14	21	28	..	○4	11	18	25	2	9	16	23	30	..
Wed.	1	8	15	22	29	..	5	12	19	26	3	10	17	24	31	..
Thur.	2	9	16	23	30	..	6	13	20	27	4	11	18	○25	..	..
Fri.	3	10	17	24	31	..	7	14	21	28	5	12	19	○26	..	..
Sat.	4	11	18	25	..	1	8	15	22	29	6	13	20	27	..	..