

VICTORIAN



# RAILWAYS |

JANUARY

1976

10 CENTS



Retired railwayman Les Keay of Tottenham has returned recently from a tour of India, travelling from Madras to Katmandu. He found the following report in the *Indian Express*, a Bombay newspaper: "Five ambush checks were organised by Central Railways on October 22 to stop trains in mid section. During the checks six trains were raided and 113 irregular travellers were detected and fined. Each of 36 prisoners was sentenced to 11 days jail". Obviously vandal squads are as important in India as they are in Victoria.

VR Chairman, Mr Gibbs, has received a letter from a "devoted VR fan and satisfied Mitcham-Melbourne commuter". Mr Ian Weickhardt of Vermont, has asked Mr Gibbs to save the life of a faithful VR servant—the semaphore signal arm from signal 515, just outside Princes Bridge. The 515 now lies discarded against a pile of debris and Mr Weickhardt wants to rescue it and buy the signal arm to decorate his property. The matter is being investigated.

We saw a 1903 NSW timetable recently, detailing services on the line to Rookwood Cemetery (NSW had lines serving three cemeteries at that time). The timetable announced that corpses were carried free, while mourners travelled for 2 s. first class and 1 s. second class (return). We assume the "return" applied only to the mourners.

VR troubleshooter John Nolan thought he knew the ABC of railway operations until a woman rang him about beautification along a suburban line. He thought she was joking when she said her address was Y Street. Don't ask us why—but there is such a street, in Ashburton.

It seems our occasional feature on the origins of Victorian station names attracts a bit of attention. In September we quoted Thos. J. O'Callaghan's authoritative book, and said Nathalia was named after the mother of Peter the Great, Czar of Russia. But we have had a couple of calls to say that the



name comes from an aboriginal word. Can any *Rail Ways* reader solve the mystery?

Conductor Brian May brought his famed ABC Melbourne Show Band to Newport Workshops one day last year to film a sequence for his *Something Special* series.

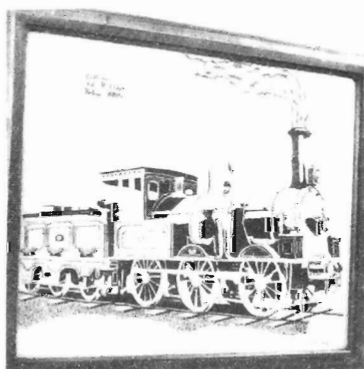
The series is now being shown on ABC television in all States. The band has achieved five gold recordings in sales.

Newport staff put K153 in steam for a sequence showing the band

dressed as troops returning from World War II, accompanied by the stirring songs of the period.

Railwaymen were intrigued with the equipment—mobile changing rooms and canteen, a 10 m (35 ft) outside broadcast transmission tower, huge floodlights, cameras on dollies and what looked like miles of heavy electrical cable.

— Picture shows Brian May, in slouch hat, talking to driver Jim Ryan, left in cab, and fireman Ken Gilham. Three extras look on.



## In black and white

— They try to keep things interesting for apprentices at Bendigo North Workshops, especially during the final few months of training. One idea is to get apprentice fitters and turners to draw freehand, with pen and ink, an old locomotive. Their efforts are then framed by final year carpenters and used to decorate the hall. This R-Class "Bulldog" was drawn by Roy Woodley.

## RAILWAYS

*Rail Ways* is published monthly by the Victorian Railways Board for the information of our staff and customers.

It is printed at the VR Printing Works, Laurens Street, North Melbourne.

Prints of most of the photographs published in *Rail Ways* are available on request.

Contributions are invited from readers, either in writing or by phone, and a fee is paid according to the nature and amount of material published.

Pictures are especially welcome. Editorial and subscription offices: Room 59, Railways Administrative Offices, 67 Spencer St., Melbourne 3000. Telephone 6 1001 (internal auto and extension 1181—editorial or 1367—subscription).

Editors are welcome to reproduce any material with or without acknowledgement.

## FRONT COVER

The race train arriving at Warrambool station through the picturesque countryside.

# VicRail moves into the oil business

**Victorian Railways will join a consortium with three oil companies to build and operate a pipeline to carry petroleum products from Altona to Somerton.**

The \$8 million pipeline will be built on railway land and easements. It is a radical expansion of VicRail's transport function.

**Initially, the pipeline will carry jet fuel for Tullamarine international air terminal and at a later stage will feed a bulk installation at Somerton for petroleum products distribution by rail.**

This will substantially reduce the number of road tankers now required to travel through suburban residential areas to deliver petroleum products to Tullamarine, and as the facility is extended to reduce the number of road tankers travelling through built-up areas to supply Northern and North-Eastern Victoria.

Details of the project were announced by the Minister for Trans-

port, the Hon. E. R. Meagher, in Victorian State Parliament. This followed negotiations over many years, but recently conducted by Victorian Railways Deputy General Manager, Mr Lindsay McCallum, and Marketing Manager Mr Jack Taylor.

Construction is tentatively planned to start in March, 1976, and jet fuel is expected to be flowing by February, 1977.

The 350 mm diameter pipeline, buried for safety, will run 33.8 km from Altona to Somerton.

Feeding into it at Altona will be the existing pipeline from Geelong refinery.

Speaking to the enabling bill in Parliament, Mr Meagher said it was a further step by the Government to assist Victorian Railways to play its proper role in the transport scene.

"There are large volumes of petroleum products moving throughout the State and it is good transport policy that the Railways should, wherever practicable, be involved in the carriage of these commodities.

"It is also good transport policy, indeed good sense, to wherever possible get the movement of highly

volatile commodities off the roads, particularly where they are moved through built-up areas.

"The Railways have, in co-operation with the oil companies, introduced special block trains for the movement of petroleum products.

"There are block trains operating from the Paisley oil terminal to Wodonga and these trains carry some 1 800 tonnes of petroleum products per week.

**"To carry these products on road would mean more than 6 000 return trips by road tankers along the Hume Highway each year," Mr Meagher said.**

The Minister said the examination of the Altona-Somerton project in the light of total transport was the first of its type in Victoria and had to be just the beginning.

"The Altona-Somerton project will enable the establishment of a petroleum distribution terminal north of Melbourne and outside the built-up area.

"It will also provide a bulk terminal facility for block train movement for the supply of petroleum products through a large area of the State."

## X45 - ready to roll

**The X45—the first locomotive to enter service in Victoria for five years—was commissioned at Spencer Street station on November 14.**

The 2 200 hp locomotive was named "Edgar H. Brownbill". Mr Brownbill was a former VR Commissioner (1935-56) and Chairman of Commissioners to 1967.

It is the first of an order for 26 main-line diesel-electric locomotives, each costing about \$½ million.

The naming ceremony was attended by Mr Brownbill, members of his family, Transport Minister, the Hon. E. R. Meagher and Mrs Meagher, VR Board Chairman, Mr A. G. Gibbs and Mrs Gibbs and Board members, Mr I. G. Hodges (General Manager VR), Mr J. J. Brown, Mr L. M. Perrott, Mr G. F. Brown and Mr N. G. Wilson. Representatives from Clyde Engineering (SA) Pty. Ltd. the company which built the locomotive were there.

Mrs Brownbill was in hospital but she kept in touch with the proceedings by telephone. Mr Brownbill unvei-

ed the name plaque while his daughter-in-law christened the locomotive with a bottle of Great Western special label champagne.

After the ceremony Mr Gibbs presented Mr Brownbill with the engineman's cap and a model replica of the X45. Mrs Brownbill junior received a bottle of champagne.

The locomotive then pulled the

Norman car and an AZ car on a special run around nearby installations while Mr Brownbill travelled in the cab with driver Les Haining and fireman Harry Greaves.

The "Edgar H. Brownbill" and the other X-class locomotives will play a major part in this season's grain haul.



● The X45 waits at Spencer Street ready for its first run for VicRail.

# The Norman record - 113 years

**Five continuous generations of railwaymen—not to mention an uncle—is an almost unbeatable record.**

It was set last year when Paul Norman (*right*) became a lad trainee at Bendigo North Workshops.

His family's railway tradition began in 1863, when English-born William Norman signed on with the six-year-old Victorian Railways Department.

The signature is still in existence—certifying he had read and understood the 1862 rule book. The rule book has changed drastically. Signals were in their infancy then, but rule 17 for enginemen covered that problem:

"All engines travelling on the same Line shall keep at least HALF A MILE apart from each other, that is to say, the Engine which follows shall not approach within HALF A MILE of the Engine which goes before; and in coming down any incline the engine following shall not come within THREE-QUARTERS of a mile of the Train which precedes it."

Enginemen were also responsible for ensuring their engines passed "along the proper Line of the Road, which is the Left-hand side of the

Permanent Way."

William Norman became driver-in-charge at Ballarat Loco, but there is no record of his retirement.

His son, William Junior, joined VR in 1878 as a "boy, temporarily" according to his memorandum of acceptance, at four shillings a day.

He became a driver at Ararat, while his son, Alfred, was a driver in the Bendigo district.

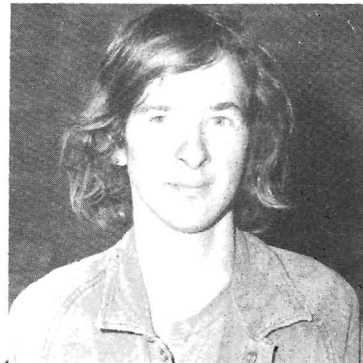
Another son, Percy, was the last of the Norman family drivers. He retired in 1955, after 48 years Railways service.

Percy joined VR in 1908 at the Way and Works store at Ararat, and later realised his train driving ambition. He fired suburban trains in the pre-electrification era.

One of the first railwaymen to enlist in the AIF for World War I, Percy won the Military Medal before returning home to become a driver.

He spent the last 34 years of railways service as an electric train driver. In 1927 he was one of a team of drivers for the Royal visit of the Duke and Duchess of York.

Alfred's son and Percy's nephew, Des, is now a running gear repairer



at Bendigo North workshops, where he has been joined by the family's fifth generation of railwaymen—his son Paul.

So far the Norman family has been part of the 119-year-old VR Department for 113 years. It is said that William Norman senior, once wished: "there would always be a Norman to carry on the Railways tradition".

There has been.

## VICTORIAN RAILWAYS.

## VICTORIAN RAILWAYS.

### RULES AND REGULATIONS

TO BE OBSERVED

BY ALL PERSONS

EMPLOYED ON

THE VICTORIAN RAILWAYS.

GENERAL OVERSEER'S OFFICE,

Melbourne, 9<sup>th</sup> Dec 1877.

MEMO. FOR MR. *W. Norman Jr.*

You can commence work as *Boy*

temporarily, subject to discharge at a week's notice; or immediate dismissal for non-compliance with Regulations of the Department, or misconduct. Your rate of pay will be *4/-* per diem. Compensation will not be allowed when your services are dispensed with.

*Sturges*  
General Overseer.

21/1/78

OCTOBER, 1862.

● The inside front page of VR's rules and regulations, dated October, 1862.

● The work contract of William Norman Junior, who joined VR as a "Boy" in 1877.

# Bring on the "Bubbly"

**It's amazing the things we take for granted.**

Quite often an apparently insignificant object has a fascinating history.

**Take for example the humble cork—the one you send popping across the room during a celebration or champagne breakfast.**

For some time now the Victorian Railways has been raiing about two million of these party poppers to Seppelts Great Western Winery each year.

After an average of 40 years growing in the Spanish sun, the cylinder-shaped corks are sent by sea to Melbourne or Adelaide.

In hessian sacks, cartons or plastic wrapping they arrive in regular bulk rail loads at Great Western.

Prior to use they are soaked in water at 113F temperature for an hour, dried, and then passed through an orientator to make sure the right end lands in the bottle.

In fact, one end of a cork is heavier than the other; the orientator is sensitive enough to tell the difference.

Another machine squeezes the cork into the familiar shape and a plunger slams it into the neck of the bottle, one of a seemingly endless stream of new, green bottles.

Further along the production line, the corks are wired and given a final push into the bottle. The bottles are then labelled and wrapped in colored foil and clear cellophane.

There are over 1000 cork suppliers in the world, and Great Western favors the railways as its cork carrier.

The winery uses only Spanish corks for its superb champagnes. "Cork is still the only thing for cham-

pagne," said Seppelts Great Western area manager, Ron Riegel-Huth.

"The cork quality is absolutely paramount."

The different grades of cork are called *natural* and *agglomerate*. Natural cork is used for champagne destined to lie on the shelf for a few years before opening. This variety is used mainly for the top quality vintage Brut.

The Imperial Reserve is sealed by an agglomerate cork—cork made up numerous pieces of compressed cork.

Ron said the corks should be easy to extract from the bottle after a few weeks, but for the first week they are "almost impossible to pull out."

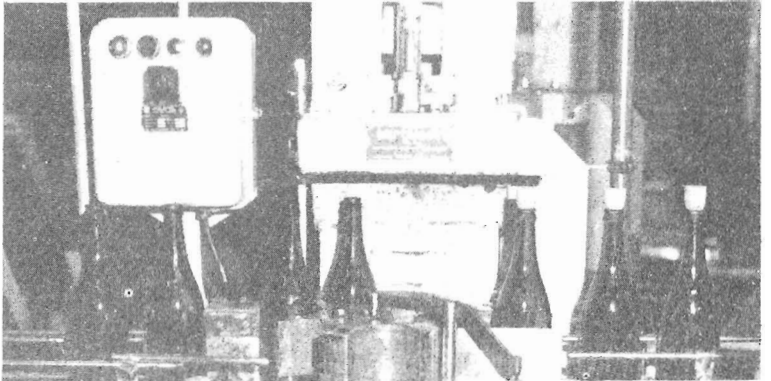
Of course the life of a cork doesn't end when it pops from the bottle.

You've probably seen them bobbing up and down on the end of a fishing line, used as a pin cushion or maybe supplying water for bees.

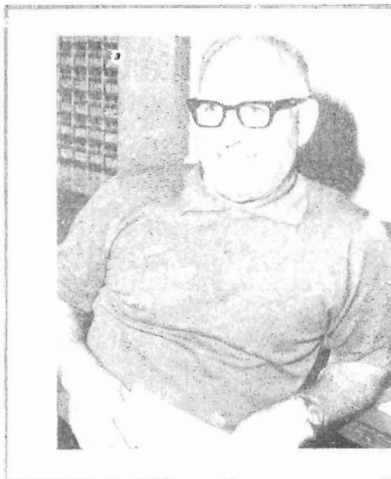
A local apiarist often visits the winery, and takes away the corks left over from wine tastings.



● Seppelts bottling controller Leon Wolman examines the corks railed into Great Western by VicRail.



● The plunging machine — putting corks into bottles of champagne.



## The mail man

**A great deal of correspondence flows in and out of the Victorian Railways head office.**

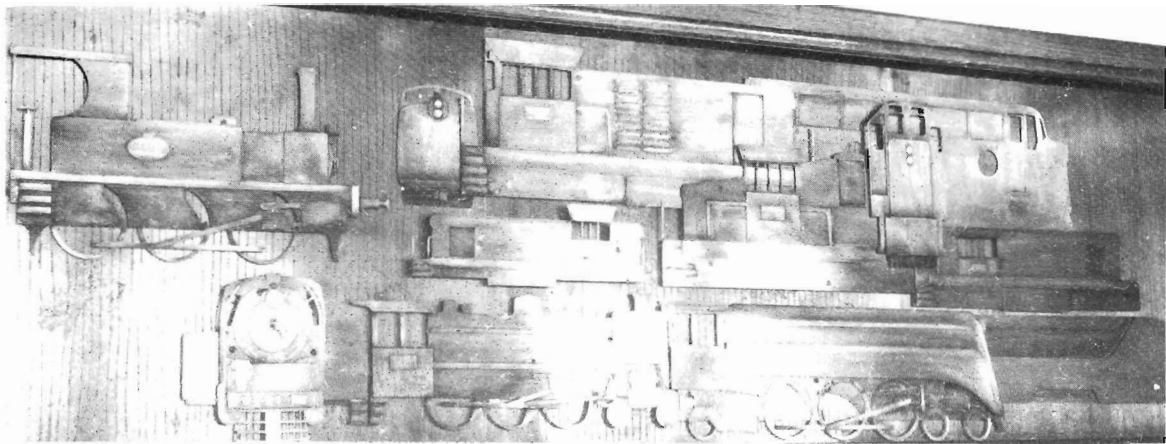
One of the men who makes sure that every letter gets to its proper destination is Gabriele Mazzone, (left) who retires on January 29, one day before his 65th birthday.

When he was asked how he would spend his retirement, Gabriele replied: "I'd like to get a part time job with the Railways".

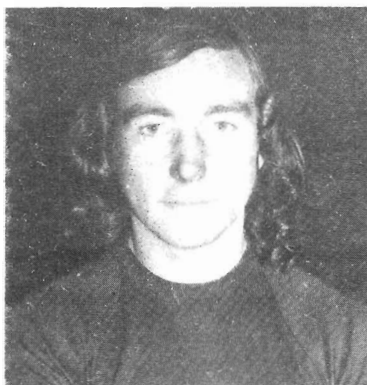
He came to Australia from Italy in 1950 and joined VR as a special ganger in 1953. After injuring his back he became a messenger in the Way and Works Branch and three years ago a despatch officer with the Traffic Branch.

He works from room 34, in the basement, sorting letters and despatching posters, Wednesday Headlines and Weekly Notices.

Gabriele, who lives in Reservoir has a brother Ernesto who is a flagman with VR.



## Rodney's copper mural



The talent of apprentice copper-smith Rodney Jones, is on display at Bendigo North Workshops for all to see and admire.

A mural of copper, which Rodney (left) completed in his spare time, hangs in the Workshops newly completed conference room.

Rodney, 16, is a first year apprentice. He designed and worked on the mural with the help of a teacher from Kangaroo Flat Technical School Mr John McEwen.

It took long hours and three weeks to complete. It weighs about 102 kgs (2 cwt) and measures 3 m x 1 m (10 ft x 3 ft).

The mural (above) traces the history of Victorian Railways from the left to right. On the far left the first train built by Victorian Railways is depicted. It works its way through the locomotives, including *Heavy Harry*, the *Spirit of Progress*, the new X class and the A2 class, the first to be built at Bendigo.

On the far right is the futuristic *British Rail* advanced passenger train.

Outside the railways Rodney's craft might be a dying art, but at Bendigo Workshops they will make sure it stays alive.

## Step into the past

There's an old adage which says that railwaymen stick together through thick and thin.

The proof is at Ararat where three retired railwaymen are the leading light at the Langi Morgala museum.

They are Arthur Hargreaves, Allan Blachford and Sam Gullich all in their middle-plus seventies. Arthur and Allan were engineers, and Sam a chief clerk.

All are members of the Ararat District Railways Historical Society, and Arthur is museum president, Allan vice-president and Sam treasurer.

The museum in Queen Street, Ararat, was formed about five years ago and now has more than 500 exhibits, many directly related to the area's early railways.

Old railway medals, clocks, (right) watches, lamps, kero pots,

trolleys, a fully restored K class locomotive, books and photographs combine with horse-drawn coaches, telephones, furniture and Chinese bellows to illustrate a vibrant era of the past.

One of the first Sunshine harvesters is one display—the Melbourne suburb was named after this machine, when its designer built a factory in that area.

Also in the museum is the former table from the Council Chambers.

Four large paintings hang high above the other exhibits—two in oil, two in water color. They were painted by former engine driver Stan Kelly.

Stan is a noted world authority on the eucalyptus tree and one of his beautifully illustrated books is there on view. His paintings depict early mining and aboriginal settlements.

The museum is financed by



the Historical Society and there is an anti-inflationary admission charge of 20 cents for adults and 10 cents for children.

Langi Morgala—home of yesterday is well worth a visit, if only to experience the feeling of awe as you step back in time.

# It's no champagne breakfast....



**At 2.15 am most Australians are snug in bed.**

But Bob Barnes (*left*) is just starting work at Great Western station, nestled between the gums and the vineyards.

Every day 28 trains pass through Great Western, seven of them during Bob's night shift.

He says freight movements in and out of the station are picking up gradually and Christmas business was heavy.

Chicken, champagne and wine are major items on the freight list, so that's no wonder.

Although Great Western is synonymous with wine, many of the locals still enjoy a beer—several kegs and 70 cartons a week of bottles and cans arrive by rail for the local hotel.

From Seppelts winery, only small private consignments of wine go out by rail, but the inwards traffic is heavy.

Tables, wine samples for analysis, corks and sugar are regulars.

When the winery revamped its storage facilities VR helped once again, and railed in hundreds of wire bulk storage bins over the three year period.

Bests winery rails three or four large consignments of wine a week, interstate—one fortnight recently the winery sent about 17 tonnes of wine.

Bob says traffic is increasing so fast that the present manual loading may have to be replaced with mechanical handling equipment soon.

About 800 bales of wool a year also pass through the station.

Bob, who has been with the VR for five years, agrees the station can be a bit lonely at nights, but the open logfire and the occasional chat with the enginemmen help pass the time.

But he doesn't want to swap his job. "I've a lot of friends around the district," he said.

And it just so happens he is a bit of a wine buff too.

## The last train to Tocomwal

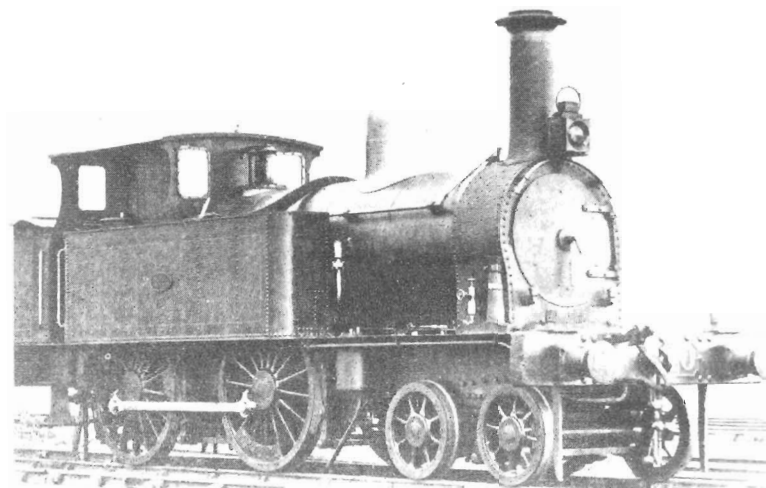
A moment of nostalgia. The last regularly-scheduled passenger train into Tocomwal crosses the flood-swollen Murray River.

The bridge is about 182 m (200 yards) on the up side of Tocomwal station and the train made the crossing about 1 pm on Saturday, November 8.

The passenger service, along with several others to country centres was withdrawn following recommendations in the Bland Report on Public Transport.



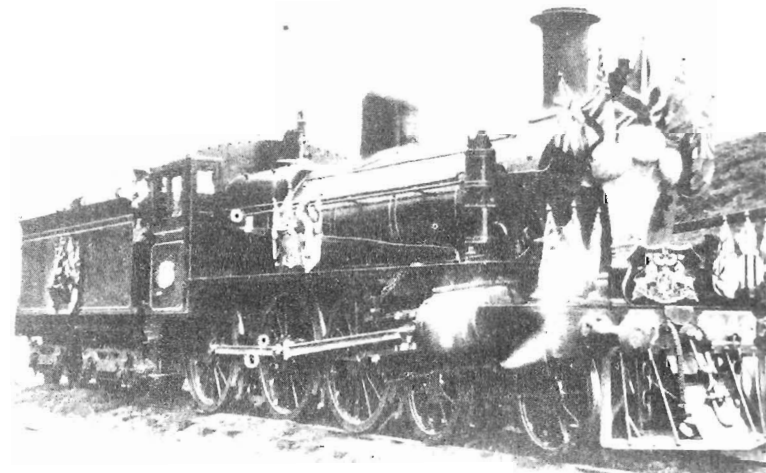
● The picture was taken by Bob Wilson, secretary to the Deputy General Manager, in Head Office.



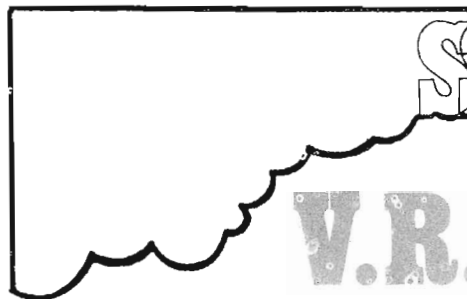
*The M class. This one, the M40 was built by Beyer Peacock & Co., Manchester, England in 1878. The engines were rebuilt as 4-4-2 tank engines between 1900-07 and the last was scrapped in 1922.*



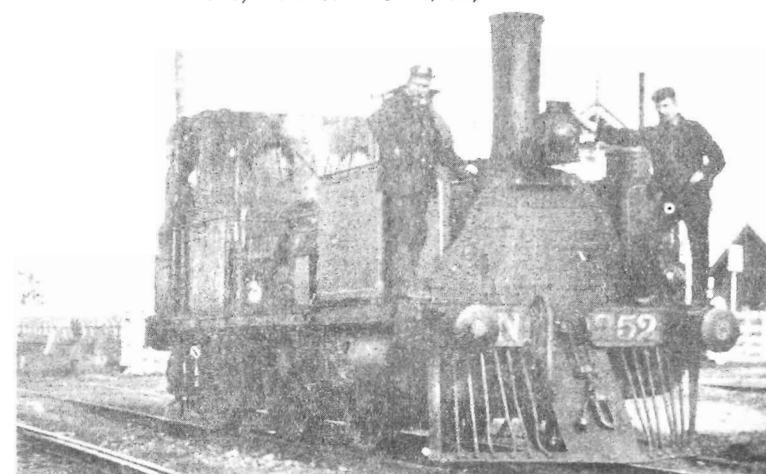
*A C class belonging to the South Suburban 1880s. The engine was built by Robison Brothers and was scrapped in 1922.*



*The DD class. This pulled the train during the Prince of Wales visit to Victoria in 1920. They were built in England, USA and Australia between 1902-20. They were reclassified D1, D2, D3 in 1929.*

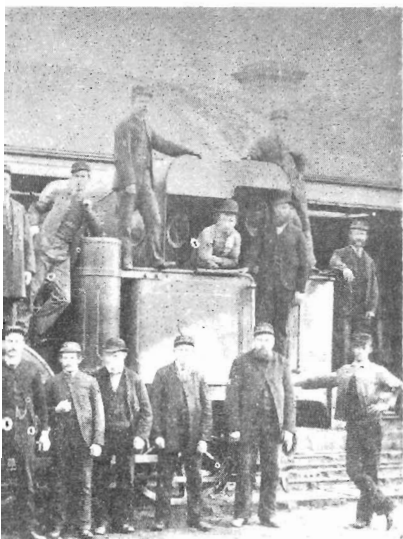


*The T class. The T283 was built at the Phoenix Foundry, an exception, (No. 265, renumbered 283).*



*The N252 at Somerton in 1899. Records give the guard's name as J. Hargreaves and the fireman's as T. Dunstan. The 252 was built by Robert Stephenson and Co., Newcastle, England in 1858-70. The last was scrapped in June, 1906.*

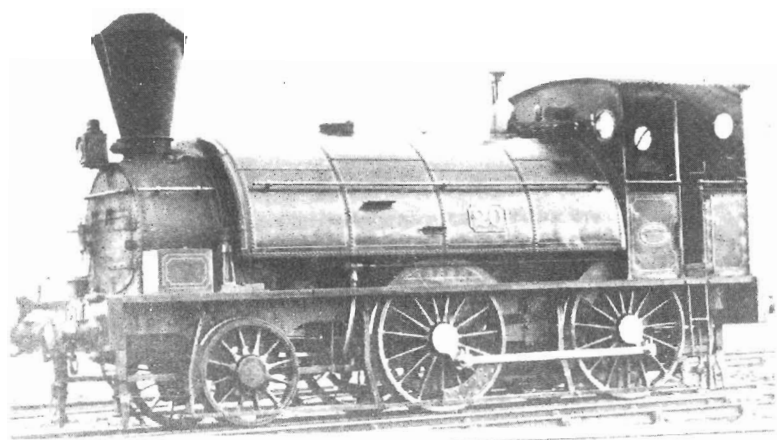




way, pictured at Flinders Street in the Melbourne in 1880. The last of the class was scrapped in 1906.

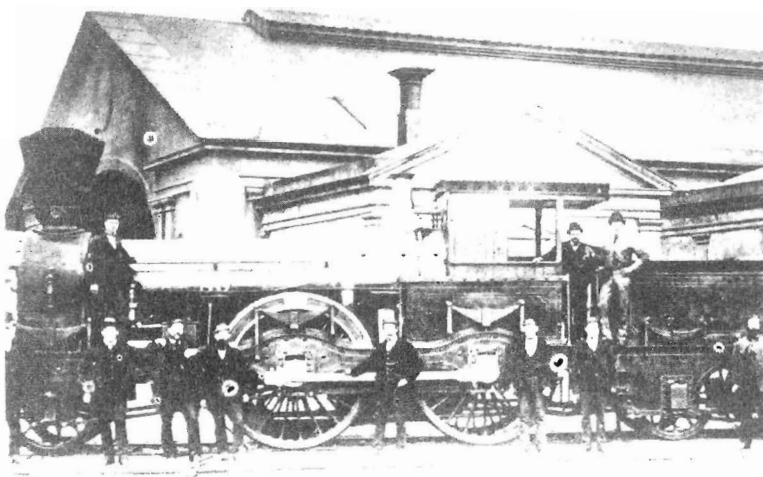
# STEAM

# STEAM

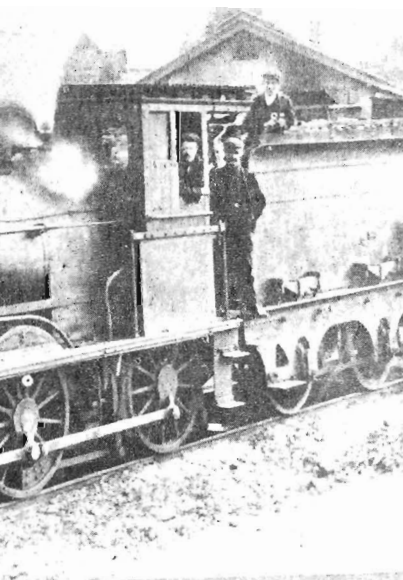


VIII

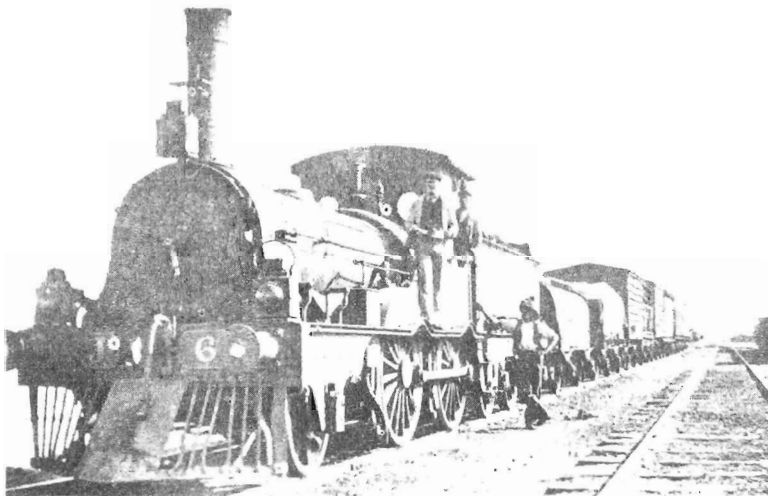
The L class was built by George England & Co., England. The first entered service in 1861 and the last was scrapped in 1906.



The B80 at Ballarat. This was built by R. & W. Hawthorn, Newcastle, England in 1862 and the last scrapped in 1917.

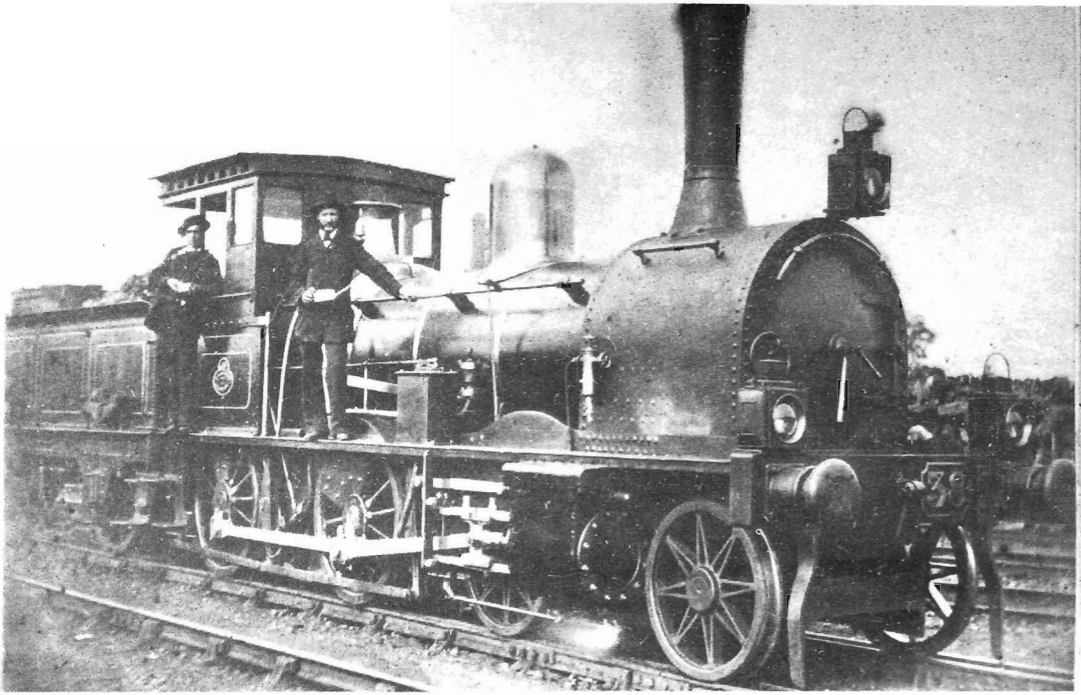


x Foundry, Ballarat, in 1884. With one (A) all have been scrapped.



The J6 at Birchip in 1903. The engines, which began service in 1860 were built by Beyer Peacock & Co. and the last was scrapped in 1916.

# The place of the bream



● A G-Class steam locomotive, built at Williamstown workshops in 1876. It remained in service until 1904 when it was scrapped.

**Sandford station took its name from the township which was called after the Sandford Pastoral station, owned by the Henty family in 1837.**

We are told in Thos. J. Callaghan's book on Victorian Railway station names that John Henty owned the place for many years, and probably named it after a place in his native England.

**The native name for the site is *Watchropat* meaning "the place of bream".**

This month *Rail Ways* ends its series on the history of station names.

*Sandown Park*—the Committee of the Victorian Trotting Club changed the name of the racecourse from *Oakleigh Park* to *Sandown Park* in 1891. The name *Sandown* was taken from a racecourse in Surrey, England.

*Seaford*—at a meeting of residents to name this township, it was agreed that whatever the name it should contain some reference to the sea. Cr Sydney Plowman, thinking of his native *Sleaford* in Lincolnshire, England, suggested dropping the "l" and naming the place *Seaford*.

*Serviceton*—named after the Hon. James Service, a former Premier of Victoria.

*Sheephills*—named after the small hills on a nearby property which were used as sites for sheep yards.

*Shepparton*—named after Sherbourne Sheppard, owner of the nearby Tallygaroopna pastoral station in the 1840s and 1850s.

*Springvale*—a Matthew Bergin built a hotel near the station and called it *Springvale* after a spring in the area. The settlement took its name from the hotel and the station from the settlement.

*Stawell*—previously known as *Pleasant Creek* it was renamed in honor of Sir William Foster Stawell, a Chief Justice of Victoria. The native name was *Yerip* meaning "iron-bark gum trees".

*Stratford*—the river close by was called the Avon, and the town was named after Shakespeare's birthplace, Stratford-On-Avon. Ironically the river was named by an Angus McMillan after a river in Scotland, not England.

*Sunshine*—took its name from the

Sunshine Harvester Works, established at Braybrook by the McKay brothers.

*Swan Hill*—an exploration party, camped in the area was disturbed one night by the noise of native wild fowl. The leader, Major Mitchell gave it the name.

*Tallygaroopna*—native meaning "large tree".

*Tarradale*—named after *Tarradale* in Scotland, birthplace of the eminent geologist, Sir Roderick Murchison. The name was suggested by surveyor, Mr W. S. Urquhart as a tribute to a man who had made many important discoveries of mineral deposits.

*Tarranginnie*—native describing "a man with sore feet".

*Tempy*—was once a temporary siding between Speed and Ouyen. In Railway correspondence the word "temporary" was always abbreviated to "tempy" and that was adopted as the station name.

*Timboon* — native *Timbounn* means "fresh water mussel shell used as a knife".

*Tresco*—named by a Mr William Cornish, after the birthplace of his father in Cornwall, England.

*Tingamah*—native meaning "wild turkey".

*Tyabb*—the native *Tyaba* means "worm".

*Tynong*—a Mr McKeown took up land in the vicinity, calling it by the native name *Tynong*, meaning "plenty of fish".

*Ultima*—the name was given to a pastoral station in the Mallee country owned by a Mr G. Govett in 1851, intended to signify the furthest limit of settlement.

*Underbool*—native probably from *Wimbool* meaning "ear". *Bool* means "water".

*Upwey*—the name was suggested by a Miss Tullidge, after her estate in the area. She named the estate *Upwey* because her forefathers had lived at *Upwey*, an old village on the River Wey in England.

*Victoria Park*—the park after which this station was called took its name from Queen Victoria, monarch of the time.

*Violet Town* — named "Violet Ponds" in 1863 because of the flowers growing around some ponds.

When a settlement was formed the name "Violet" remained.

*Waia* — native meaning "the crow".

*Wahginyah* — native meaning "the resting place of the crows".

*Walhalla* — the name "Valhalla" was given by a Mr Johnson to a mining claim and afterwards adopted as the name of the town. "Valhalla" is a Norse word meaning the palace of immortality inhabited by the souls of heroes slain in battle.

*Wallan* — native "Walla Walla" means "much rain or a great flood".

*Warburton* — named after Charles Warburton Carr, police magistrate and warden.

*Warragul* — native meaning "wild, ferocious or savage dog".

*Warrnambool* — Originally "Warrnible", meaning "a place of plenty". There is a native word "Warrnambool" meaning "the milky way or a strip of land abounding in fine trees and shrubs with a stream of water running through it, the home of the blessed dead".

*Wedderburn*—there are two stories about this name, the first is that it was taken from Sir Walter Scott's poem "Lay of the Last Minstrel" about Sir David Home of Wedderburn. The second is that it was named after a stream near the home

of an acquaintance of surveyor Mr Mills in England.

*Werribee*—the native name meaning "backbone or spine" originally referred to the river.

*Willaura*—the name given by the surveyor was from the names of his children William and Laura.

*Williamstown* — this station was called after the town which was named by Governor Sir Richard Bourke in 1837 in honor of King William IV.

*Windsor* — named after Windsor, England.

*Woodonga* — native "Woodanga" meaning "an edible nut".

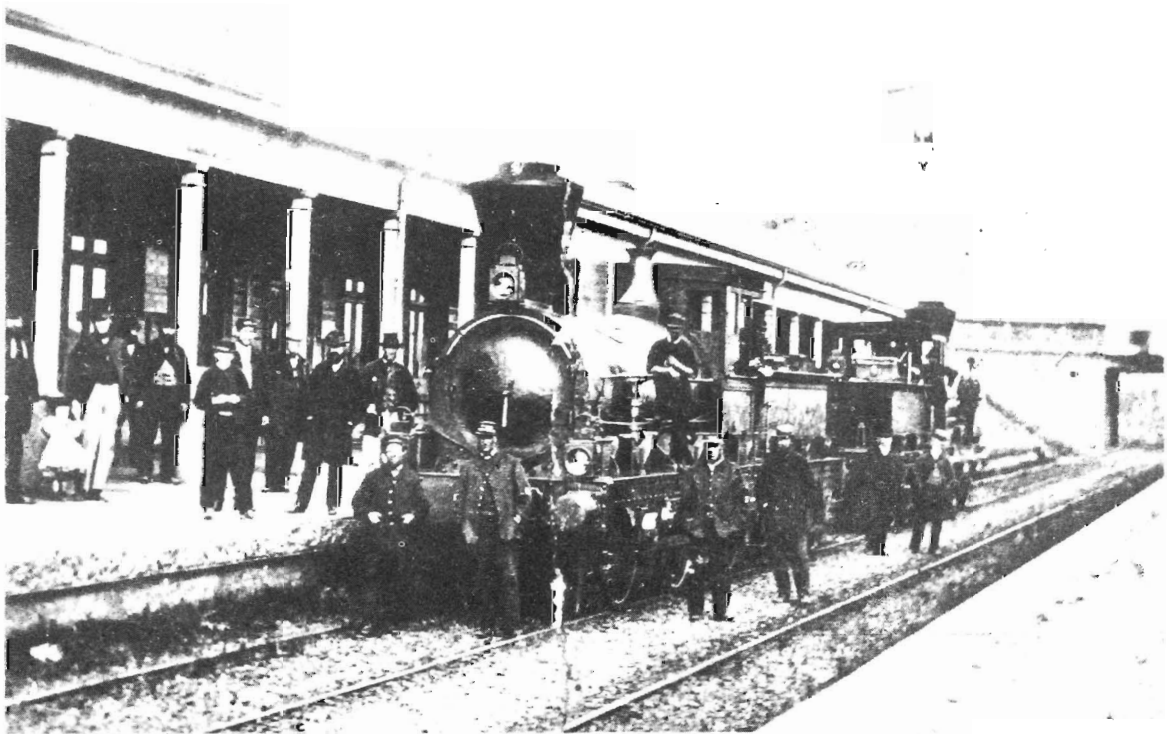
*Woodend* — so called by people travelling to the Castlemaine and Bendigo diggings because it marked the end of the Black Forest, a wood then infested by thieves and highwaymen.

*Winginu*—pronounced "one yuh" by natives, it means "boomerang".

*Whycheproof* — native "Wyche-poorp" means a plant called "Witchie" growing on top of the hill.

*Yaapeet* — formerly "Turkey Bottom" it is the native name for "natural waterholes".

*Yarrowonga* — native meaning "where the wonga or cormorant, builds its nest in the tall gums. The name was originally "Yarrowam-mether".



● Passengers ready to leave Woodend station, about the year 1864.

# VRI news and sport

## VR girls win basketball



● Back row:—(left to right) B. Connelly, S. Gunston, S. Spinner, N. Bradbury, Front row:— (left to right) A. Bradbury, B. Nation, T. Newman.



● Back row:—(left to right) C. Clee, L. Power, I. Bett, D. Wilson, N. Bradbury. Front row:—(left to right) B. Connelly, (VRI representative), T. Triball, G. Taylor, J. Leech.

The ANZRI basketball carnival was held in Perth recently with the WA Government Railway Institute as host.

Victoria fielded a small squad, but again proved that quality not quantity wins games.

With seven males and five females (usually 10 per squad) it meant that VRI had very little in reserve.

The five girls showed just how good they were by again winning the Commissioners Shield, going through the carnival undefeated.

To continue the success story, captain Anne Bradbury won both the best and fairest and most goals scored trophies. All five VRI girls were chosen for the all-Australian female team.

While the female team was sweeping all before it, the men were finding things a little harder. They had to battle their way into the final against the strong ANR team, which proved just too good. VRI had to be content with the runner up position.

Ian Bett was the only Victorian member of the all-Australian male team.

To both teams we say congratulations on a job well done.

## VRI team snookered

At the end of the snooker season the VRI team (known as "Rails") finished in sixth place in the Willis No. 1 competition and third in the group three.

Both sections proved stronger this year and the VRI thinks the lads deserve a pat on the back for their efforts.

In the Willis No. 1 competition the best break was 31, made by Allan Robertson, who also won the most games for the VRI, 17 out of 28.

Phil Lane won the trophy for the best break in the group three with a break of 40. Des Williams won the greatest number of games with 16 wins from 24.

# Golf grudge match



● VRI golfer Gordon Hackett lines up the ball while API men (left to right) Jack Alford, Ron Langley and Dave Harfield look on.

This year the picturesque Latrobe golf course was the venue for the annual grudge match between the VRI and API clubs.

Once again the posties battle cry was: "1975 is our year", but this was not the case. While the posties looked for the greens amongst the trees the VRI players were knocking them in the holes.

The result was VRI 17 to API 6. Mr Lindsay McCallum, VR Deputy General Manager represented the Board at the presentation dinner with Mr Alan Fell, president, VRI from the Institute.

## RETIREMENTS

### ROLLING STOCK BRANCH

Alickolli, A., Newport, 14/1  
 Andriopoulos, A., Newport 18/6  
 Attwater, O. G., Bendigo North, 29/12  
 Bain, A. M., Newport, 10/10  
 Ball, G. F., Newport, 29/10  
 Baker, C. M., Ballarat Loco, 30/9  
 Barron, J. D., Ballarat North, 14/12  
 Baxter, K. A., Ballarat North, 17/10  
 Bell, R. C., Newport, 31/10  
 Bennett, S. C., Newport, 31/12  
 Birch, V. F., Newport, 14/11  
 Bouchier, J. F., ER Depot, 13/9  
 Broughton, G. F., SD Loco 30/10  
 Bryan, A. D., Ballarat North, 7/11  
 Bunton, W., Newport, 24/10  
 Colangelo, N., Newport, 18/1  
 Coloprisko, G., Geelong, 26/8  
 Cross, F. J., Newport, 18/1  
 Dale, J. L., SD Loco, 19/11  
 Dawes, R., Newport, 24/10  
 Edmondstone, K. McK., ER Depot, 30/9  
 Emmett, N. H., Newport, 17/1  
 Fisher, E. A., Bendigo North, 22/1  
 Fogarty, L. J., Geelong, 29/10  
 Harper, R. J., Ballarat North, 26/9  
 Herdman, D. F., S. Shed, 12/7  
 Hogan, L. B., Bendigo Loco, 7/11  
 Hon. R. H., Ballarat North, 28/11  
 Icke, F. P., Ballarat North, 29/10  
 Latimer, H., Head Office, 10/10  
 LoTerzo, V., Newport, 31/12  
 Micallef, J., North Melbourne, 31/1  
 Minchinton, W. L., Head Office, 31/10  
 Moore, W., Newport, 2/1  
 Moss, W., Newport, 13/11  
 Murray, J. A., Jolimont, 15/12  
 Murray, S. P., Maryborough, 22/11  
 McIlvenna, E. F., Ballarat North, 31/10  
 Naughton, P. J., Bendigo North, 30/1  
 Powell, L. T., Seymour, 15/1  
 Prunty, K. V., Ballarat North, 31/10  
 Reitman, A. G., ER Depot, 21/7  
 Stewart, G. B., Newport, 31/12  
 Travers, J. B. B., Newport, 10/10  
 Twomey, L. W., Newport, 30/10  
 Vendy, N. L., Ballarat North, 17/10  
 Webber, W., Newport, 8/11  
 Welch, A. T., Newport, 3/10  
 Whitty, W., ER Depot, 16/11  
 Willmott, R. D., Bendigo North, 4/12  
 Woodford, B. C., Ballarat North, 15/10  
 Zerafa, G., North Melbourne, 12/1

### TRAFFIC BRANCH

Allan, I. D., Lalor, 8/11  
 Baker, S. T., Melbourne Yard, 3/11  
 Bentley, O. A., Melbourne Goods, 17/11  
 Cairnduff, A., Glen Waverley, 11/11  
 Caminto, M., Melbourne Goods, 31/10  
 Carr, W. H., Warragul, 29/11  
 Day, E. R., DS Eastern, 29/11  
 Gleeson, S., Melbourne Yard, 4/11  
 Goswinckel, A. E., Melbourne Goods, 31/10  
 Harris, R. J., Wodonga, 21/10  
 Hastings, A. W., Newmarket Livestock, 17/11  
 Lancaster, S. D., Flinders Street, 15/10  
 Lochart, J., Dynon, 31/10  
 Martin, L. J., Melbourne Goods, 15/11  
 Morton, P., Melbourne Goods, 13/10  
 Norris, F. A., Spencer Street, 16/11  
 Pollard, W. J., Flinders Street, 12/11  
 Reilly, J. F., Flinders Street Yard, 10/11  
 Rowe, C. J., Warrnambool, 15/11  
 Skillecorn, J. W., Riddell, 18/11  
 Swale, C. A., Melbourne Yard, 25/10  
 Warner, C., Clayton, 25/10  
 Wemyss, Mrs S., Head Office, 31/10  
 Wiegard, A. J., Bendigo, 14/11

### WAY AND WORKS BRANCH

Aitken, H. J., Ouyen, 12/9  
 Banitsiotis, M., Special Works, 17/9  
 Bennett, G. H., Head Office, 3/10  
 Bidmade, H. C., Warrnambool, 10/10  
 Burn, J. F., Flinders Street, 26/9  
 Cowley, P. W., Ouyen, 6/10  
 Dunne, J. R., Echuca, 10/1  
 Featherstone, G. R., Foreman plumber, 30/1  
 Fuller, A. D., Maryborough, 4/10  
 Grant, R. R., Geelong, 4/1  
 Lambou, F., Caulfield, 12/9  
 Marshall, A., Ararat, 26/1  
 Massari, S., Newport, 2/10  
 McDonald, W. H., Spotswood, 8/1  
 Nuttall, R. H., North Melbourne, 24/1  
 Parsons, L. A., Geelong, 24/1  
 Prodromas, K., Special Works, 4/10  
 Radke, E., Spotswood, 17/9  
 Richards, R. J., Metro. District Engineer, 22/9  
 Roberts, L. C., Sale, 26/9

Smith, F. H. S., Foreman painter, 22/9  
 Tuckett, S. G., Maryborough, 11/1  
 White, P. J., Echuca, 1/10

### STORES BRANCH

Andrews, V., St John, Ballarat North 31/10  
 Biondo, S., Newport Workshops, 12/12  
 Dale, E. D., Electrical Depot Store, 31/10  
 Kopas, A., Newport Workshops, 26/12  
 Snow, W. N., Permanent Way Mat. Depot, 31/10

### ELECTRICAL ENGINEERING BRANCH

Furneaux, W. H., Distribution, 11/11  
 Kerr, L. G., Testing, 13/10  
 Lee, L. J. C., Testing, 31/10

### RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

#### TRAFFIC BRANCH

Clayton, J. H., Spencer Street, 8/7  
 Gange, T. J., Melb. Goods, 12/10  
 Greenway, L. J., Daylesford, 10/10  
 Lawler, J. R., Traralgon, 8/10

#### ROLLING STOCK BRANCH

Cavey, A. T., SD Loco, 15/9  
 Jones, L. G., Bendigo North, 27/10  
 Pattie, J. C., Bendigo Loco, 25/10

#### WAY AND WORKS BRANCH

Zivkovic, S., Seymour, 7/10

#### ELECTRICAL ENGINEERING BRANCH

McDonald, H. F., Overhead Division, 7/9

# CUSTOMERS SAY...

## Mt Buffalo visit

"My wife and I were members of a party which visited Mt Buffalo recently on a tour organised by Victorian Railways. The tour was an outstanding success and was highly praised by all. I did not hear one discordant or complaining voice — a truly remarkable achievement.

From the time we left Spencer Street until we returned home again we were treated with the utmost care and attention. The Chalet was all you claim, and more the meals and accommodation were excellent.

Thanks to those who conceived the idea and to those who carried it through to its conclusion."

—Mr John Geary, of Pascoe Vale, writing to the Secretary.

## School camp

"I recently accompanied a group of children to our school camp at Strangways. The children enjoyed this camp immensely and I feel that a contributing factor was the excellent service provided by the Railways.

I would like to thank those responsible for arranging transport, particularly Mr Pappas and Mr Sweeter, the staff on the Sunshine and Castlemaine stations and the drivers of the railcars to Maryborough."

—Mr Peter Schmutter, of Keilor Heights primary school, writing to the Secretary.

## Child helped

"I would like to pass on my thanks to the young man who met my daughter Donna from the Adelaide train, gave her a drink and saw her safely on to the Geelong train.

The help I received from the Geelong and Ballarat staff was terrific and in future we will be travelling more by train and less by car."

—Mrs Georgina Earl of East Geelong writing to the SM at Geelong.

## SEC Commissioners enjoy rail trip

"My fellow Commissioners, senior staff and I have just returned from a visit to north western Victoria and it is again my pleasure to

thank your Department for the contribution it made towards the success of the visit. As usual on these country visits we welcomed the relaxation which train travel gave us during our exacting tour. We are very grateful to you for making the Norman Car available to us.

Once again the work of your staff was of its usual high standard. The tour was excellently planned and the train crew was courteous and attentive to all our needs. We have of course given our personal thanks to everyone concerned but I would like you to convey our appreciation to them officially.

We are expecting to visit another part of Victoria next year and we hope to use your excellent facilities again."

—Mr J. C. Trethowan, Chairman SEC Commissioners, writing to VR Board Chairman, Mr A. G. Gibbs.

## Thanks to Flinders Street staff

"I would like to express my thanks to a young station assistant and a railways first aid lady for the help they gave me recently when I had two blackouts. Their kindness was greatly appreciated.

I felt so vague and ill that I got on the train without thanking them."

—Mrs D. Heddles of Lilydale, writing to the Secretary.

## Lost purse located

"A few weeks ago when returning from Melbourne after a weekend visit to my sick mother, I left my purse on *The Overland*.

I left the train at 2.30 am, unaware of my loss. The purse went on to Adelaide and it was not until 10.30 that I missed it. I thought it would be a miracle to have it returned, but it was. I am grateful to those who had a part in its return. Great credit is due to the Railways efficiency and the honesty of its employees."

—Mrs Isobelle Scott of Nhill, writing to the Chairman.

## Vineland passenger

"As a traveller from Mildura to Melbourne on *The Vineland* some time ago, I felt ill suddenly.

With this letter I would like to

thank the conductors, especially the one from the first class carriage (Mr J. Clarkson — Ed.) for the wonderful help I received."

—Mrs A. Pruss of Noble Park, writing to the SM at Mildura.

## Trinity Grammar Excursion

"I would like to take this opportunity to thank you for the excellent co-operation we received during the running of the Trinity Grammar School excursion to Woodend. All railway employees concerned went out of their way to assist us and this greatly facilitates the conduct of any excursion.

I feel I must single out the driver, Mr Les Haining, for special thanks for the friendly tolerance he displayed to the horde of boys who scrambled over his locomotive on several occasions. Please pass on our appreciation to him, his fireman and the stationmasters at Spencer Street, Gisborne, Woodend and Macedon and to Mr Richard Gilbert of the Traffic Branch."

—Mr J. V. Johnson, Geography Department, Trinity Grammar, writing to the Chairman.

## Freight of forestry equipment

"I wish to convey our thanks to the Victorian Railways personnel for the efficient way they handled transportation of our forestry equipment, which was rail-freighted to Myrtleford.

The loading in the electric crane area at Spencer Street was handled with meticulous care and regard for our expensive machines and we received the full co-operation and courtesy of Mr Ern Brownsea in overcoming the problems involved in the shipment.

In Myrtleford again we received tremendous co-operation and assistance in both unloading and re-loading equipment. We would like to thank the stationmaster, Mr Ken Kaye."

—Mr K. W. Huxley, Marketing Services Manager of Malcolm Moore Pty., Ltd., writing to the Chairman.

## NSW visitor impressed

"I wish to commend your public transport system. I have visited Melbourne several times and have become more impressed each visit. I have always found the services very convenient and the personnel exceptionally friendly, helpful and efficient, especially the staff at Flinders and Spencer Streets."

—Mr H. L. Hyland, NSW, writing to the Chairman.

## Thanks to station staff

"I feel I should tell you of my appreciation for the courtesy and help I received from your team at the Sandringham station recently when I foolishly got bogged in my car at the bus terminal.

I cannot express how grateful I am to your stationmaster and his assistants for their help and extreme courtesy to three grey-haired old ladies. I cannot say enough in their praise."

—Ruth Purvis of Beaumaris, writing to the Secretary.

## Drivers' caps to kindergarten

"Just a quick note to say many thanks for the donation of 12 engine-men's hats to our pre-school. The children have already used them extensively and they are much appreciated."

—Clare Gavens, Director, Eltham Community Pre-School, writing to the manager, public relations.

## Fete display appreciated

"The fete committee of the Greensborough Primary School have asked me to write to you to express our appreciation of your help with regard to our recent train display and fete.

Doubtless you have heard of the success of the fete. Our grateful thanks to you for all you did to contribute towards that success. I'm sure that everyone who saw your exhibits enjoyed them."

—The fete committee of the Greensborough Primary School, through T. McDonald, writing to the manager, public relations.

## Students enjoy Show trip

"On behalf of the staff and students of our college, I wish to thank all those responsible for the courteous help we received during the busy Show season. Our trip to Melbourne was facilitated in every way by all officers we met."

—Sister M. Philomena, Principal, St. Joseph's College, Colac, writing to the Secretary.

## Wallet recovered

"In September on the way down from Sydney, I lost my wallet with cash and personal papers, on the *Southern Aurora*. These were found and I have since received my wallet and papers and a claim for the cash.

I would like to know the name and address of the finder as a letter of appreciation and thanks is called for. Thanks sincerely for the part played by the railways."

(The wallet was found by carriage cleaner Dominic Carnevale at South Dynon Loco Depot.—Ed.)

—Mr D. A. Miller of Terang, writing to the Secretary.

## School visit was pleasant

"We recently travelled to Stawell and back by Victorian Railways and had a pleasant trip both ways. This trip is part of an educational venture which includes a week in the Grampians.

Part of the education of our children includes anti-pollution and anti-litter care etc., and to achieve this we always take plastic bags or boxes to collect our litter.

Very few of the stations had rubbish bins but all station staff, when asked for bins, promptly supplied a bin or box. I trust that the points made are positive comment and are accepted as such.

Many thanks for the assistance given by the railways."

—M. J. Molloy, Excursion Organiser, Glen Devon Primary School, writing to the manager, public relations.

The following letters are from people, including railways staff and retired railwaymen, who have renewed their subscription to the magazine.—Ed.

"I and no doubt many other ex-railwaymen look forward to receiving *Rail Ways* each month. To overcome rising postal charges why not have *Rail Ways* forwarded to local stations, to be picked up by readers."

—F. C. Zeigler of Yarraville.

"I appreciate very much this link with the old job. Every copy seems to have another instance of the vast improvements in the rolling stock and the handling of traffic generally."

—C. L. Waderton of Taroona.

"Thank you for *Rail Ways* every month. I find it very interesting after almost 50 years with the department."

—Arthur Ridsdale of Buderim, Queensland.

"I enjoy reading *Rail Ways* news. I am 84 years old, last August and the oldest steam engine driver of the Spirit of Progress, still going. I have another engine driver, Dave Johnson, aged 88, living here in Wodonga. We are ex-servicemen. He also enjoys reading *Rail Ways*."

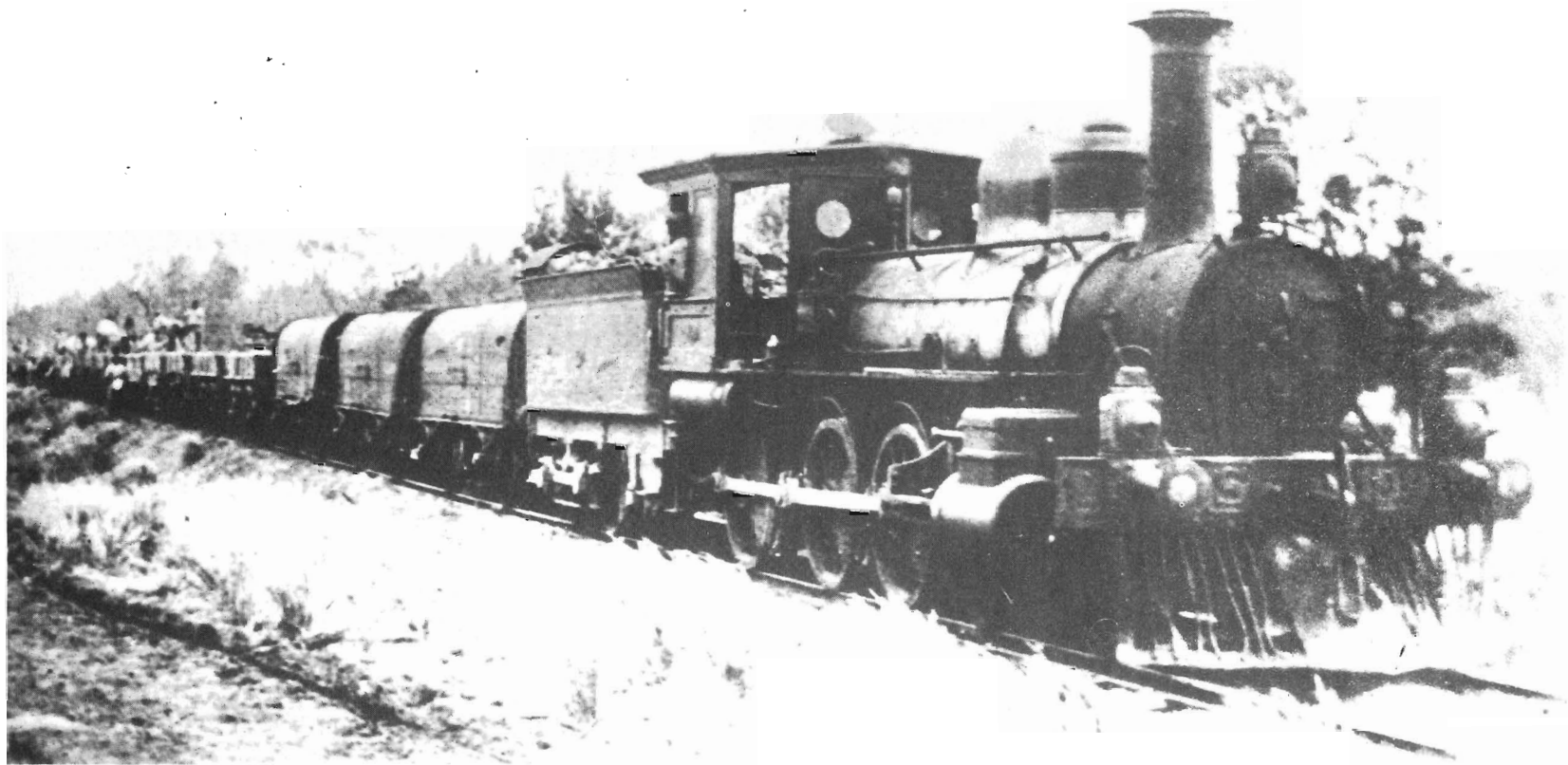
—Alex Reid of Wodonga.

"I derive great pleasure from receiving the copy of *Rail Ways* each month. I can assure you that it is not wasted by me, when I have finished with it I give it to a lad nearby who is keen to read about the railways."

—N. W. Bennie of Frankston.

"Thank you for a most informative and interesting publication. I would be willing to pay more than the \$2 for the year's subscription."

—R. D. Goodman of Ringwood.



*The S 199 on the Mildura line in 1903 between Yatpool and Irymple.*



VICTORIAN



# RAILWAYS |

FEBRUAR

1976

10 CENTS



Ian Weickhardt of Vermont, who wrote to VR Board Chairman, Mr A. G. Gibbs, pleading for the life of the signal arm from signal 15, has got his wish. The signal arm now decorates his garden. He bought it from VR for a token \$1. He had some funny looks on the way home, with a signal arm poking out from his car boot, said Ian.

*Rail Ways* has received a letter from one of our East German readers asking for a pen friend. Dieter Pockel, aged 29, is a locomotive driver for the German State Railway. He collects stamps and postcards and he wants to correspond (in English) with people of all ages, trades and professions. Dieter's address is DDR—7033 Leipzig, Hauptpostamt 7033, P.O. Box 72, Germany GDR.

Australian individual first aid champion, Max Sternberg, of Ballarat North Workshops, was Ballarat's "Citizen of the Day" on November 21. He won the first aid title for the second year running in Launceston. The Ballarat North Workshops senior team came fourth in its competition.

There's a Scottish hostess on *Spirit of Progress* and *Intercapital Daylight* who recalls looking after a distraught lady one day. The lady had lost her husband, and, when a search produced no results, it was thought he had fallen off the train. The *Spirit* was stopped, a track search organised, when the husband was found, safe and sound, and still on the train, after he'd gone to "stretch his legs". A report from the hostess was requested, and supplied. The lady, it said, had "tea and sympathy administered."

The *Victorian Railways Magazine* of August, 1928, which carried as many advertisements as stories about the staff, published one ad. offering a "brick home, containing four rooms, complete with all modern fittings and conveniences from £650. Repayments of 24/- per week (including both principal and interest)". To railwaymen of 1928 it would have been a lot of money.

The same issue tells us that in 1927-28 the total revenue for the average mile of line operated was

£9.4 for each of the 313 working days and was made up of £4.3 freight transportation, £1.9 country passengers, £2 suburban passengers, 10/- parcels, horses, cattle and dogs, 4/- miscellaneous operations, and 3/- miscellaneous revenues. Direct operating expenses took 74.07 per cent of this revenue or £7.2 per day. Of this £4.7 represented labor costs.

*The Age* reports the story of a Belgian who claims to be the "world's strongest man". He set a record by pulling, with his teeth, a locomotive and carriage weighing 113 tonnes over a distance of two metres. Now that's a story with a bite.

Gerry Digby ran into a ticklish problem the other day when an elderly woman came into Head Office and asked him how she could exchange her free travel voucher for rail travel in Victoria for a ticket to her homeland—Malta. Gerry sent her to the office of the principal fares officer Fred Peake, where her problems were sorted out.

When a signal assistant Bill Umbers was promoted to signalman at Geelong not long ago he handed in his cap and badge—number 3 100. Bill's son Peter, 15, joined the service recently as a station assistant at North Geelong. There's no prizes for guessing that he was issued with cap badge number 3 100, quite coincidentally, honest!

After three months, this issue of *Rail Ways* may self destruct—if it's en route for Vancouver, British Columbia. Angus McIntyre returned his August copy of *Rail Ways* from

Canada because he could not open the wrapper. The whole thing was a papier-mache mess. It seems Canada's mail deliveries have just resumed after a 40 day stoppage, but just what happened to Mr McIntyre's magazine, which was showing signs of mould, is not clear. We sent him another copy—air mail.

In his accompanying note, Mr McIntyre also mentioned the case of a New York woman receiving a letter with part of the envelope well flattened. It bore a rubber-stamped message: "Run over by a railroad train".

Belated congratulations to Crawford Productions on its success in Australian Drama section of the Penguin TV awards. Crawford's won a first prize for a *Matlock Police* episode and a second for a *Homicide* story "The Graduation of Tony Walker". VR played a part in this episode. Some of the filming was done on a Dandenong line suburban train specially organised through the public relations section and manager passenger operations Fred Blencowe and his staff.

While *Matlock* and *Homicide* are no longer in production, VR still arranges for filming quite often around Healesville station for the ABC's *Bellbird* series.

The station staff at Essendon are collecting aluminium cans to aid cancer research at the Peter McCallum Clinic. If anyone can help them raise more money with these cans they would be grateful to receive any consignments.

## RAILWAYS

*Rail Ways* is published monthly by the Victorian Railways Board for the information of our staff and customers.

It is printed at the VR Printing Works, Laurens Street, North Melbourne.

Prints of most of the photographs published in *Rail Ways* are available on request.

Contributions are invited from readers, either in writing or by phone, and a fee is paid according to the nature and amount of material published.

Pictures are especially welcome. Editorial and subscription offices: Room 59, Railways Administrative Offices, 67 Spencer St., Melbourne 3000. Telephone 6 1001 (internal auto and extension 1181—editorial or 1367—subscription). Editors are welcome to reproduce any material with or without acknowledgement.

### FRONT COVER

Maryborough station, once described by American author Mark Twain as "a station with a town attached".

# “Age” editorial supports funds for railways

**In this issue of *Rail Ways* we reprint an editorial which appeared in *The Age* on January 8, headed “Railways still a Cinderella”. Our thanks to *Age* Editor, Mr Les Carlyon, for permission to use the article.**

“The Victorian Railways Board’s latest annual report tells a story that has been depressingly familiar for at least 50 years. It is not simply one of spiralling deficits that take such a large slice out of State Budgets. It is that successive Governments have allowed the railways to deteriorate in their physical assets, standards of service and staff morale by systematically starving them of adequate revenue and capital and by denying them proper control over their affairs. For these failures the public whether as passengers, customers or taxpayers, continue to pay dearly. The only heartening news is that the end of the postwar decline in passenger traffic is again confirmed, although the increase in suburban passenger journeys still falls short of population increase.

The real tragedy is that the promises of the Hamer and Whitlam Governments to revitalise the railways are fading. The Hamer Government decided that public transport was important and ought to be improved. It appointed Sir Henry Bland to investigate land transport in Victoria and “adopted” his report.

It appointed a new Railway Board and instructed it to operate so far as possible on commercial criteria. It accepted Federal grants to buy new suburban trains and improve the suburban network. These were welcome moves. In spite of the growing public dependence on or preference for motor transport, the railways are still the most efficient means of moving large numbers of people to and from work in the city and of transporting goods over long distances.

Unfortunately the State Government’s good intentions have fallen woefully short in performance. The railways are still required to maintain country lines and provide services where other arrangements would be more economical. Their fares and freight charges are still subject to political interference that has no consistent economic and social rationale. And, as always, the railways are still desperately short of funds for replace-

ment of dilapidated rolling stock and antiquated equipment.

The old argument that railways cannot hope to pay their way and that therefore deficits don’t matter is fallacious. One way or another the community has to pay and it ought to be able to judge whether it is getting value for money. The best way to ensure that resources are not wasted, social priorities are not obscured and efficiency is not impaired is to try to run the railways as much as possible as a commercial enterprise. Where they are required to provide uneconomic services or to keep their charges below cost for social purposes, they should be compensated by clearly identifiable and fully justified subsidies.

Paradoxically, the best way for the railways to save money is to increase their capital investment. Ramshackle trains and obsolete equipment not only deter custom but cost more to maintain. And the most promising means of limiting the ever-growing wage bills—if the unions cannot be persuaded to agree to a reduction in train crews—is to introduce more labor-saving technology such as automatic train control. The pity is that the massive renewal of the railway system is beyond the financial resources of the State and is unlikely to be so generously supported by a new Federal Government committed to restraint in public spending.

## PR manager appointed

**Mr David Evans has been appointed Manager, Public Relations, for Victorian Railways.**

He joined VR on January 5 from the Hydro-Electric Commission of Tasmania.

Mr Evans, 42, a Welshman, migrated to Perth in 1969 and worked as a public relations officer in the Western Australian Premier’s Department. He went to the HEC in 1971.

He has a wealth of experience in the business and public relations fields. Mr Evans began his career with three years Articles of the Royal Institute of British Architects before he was called for national service.

He joined the Royal Welch Fusiliers and volunteered for duty in the King’s African Rifles during the Mau Mau emergency in Kenya.

After national service he joined the British Colonial Service and returned

as an administrative officer to East Africa to assist with preparations for Kenya’s self-government and independence.

About this time Mr Evans began freelance writing and photography for overseas publications—mainly articles on wildlife conservation.

In 1961 he joined East African Airways, then an associate of BOAC as a sales development officer, handling the company’s public relations.

Mr Evans left the airline to work in London for the UK Government Central Office of Information as editor of “News Pictorial”, producing information newsreels for use in third world countries.

A talented photographer, Mr Evans won a silver medal in the 1964 Kodak International Color Photographic Exhibition at the New York World’s Fair, a competition which attracted more than 150 000 entries from 58 countries.

Mr Evans and his wife Tricia have three children.



David Evans

# Rehabilitation scheme

**The Victorian Railways rehabilitation scheme is one thing we all hope we can do without.**

But it's reassuring to know that the scheme is there to help any railways employee in the event of an accident at work or outside.

**And it's reassuring to know that your family will be cared for if an accident puts you in hospital.**

Dick Mills is VR's rehabilitation officer. In conjunction with the welfare officer and railways and outside medical staff Dick runs the rehabilitation scheme.

He works under the assistant manager, welfare, Frank Neyland. Rehabilitation cases often come to Dick when the welfare officer has finished with the domestic arrangements, -pay, leave, medical certificates etc., of an employee in need of rehabilitation.

In the case of a physically handicapped employee the rehabilitation officer must find him employment suited to his particular disability.

The job must give satisfaction to both the employee and VR. If the disabled person returns to a workshop environment he works alongside other employees under the same foreman.

The rehabilitation officer and medical officer make regular follow-up visits to ensure the suitability of the job.

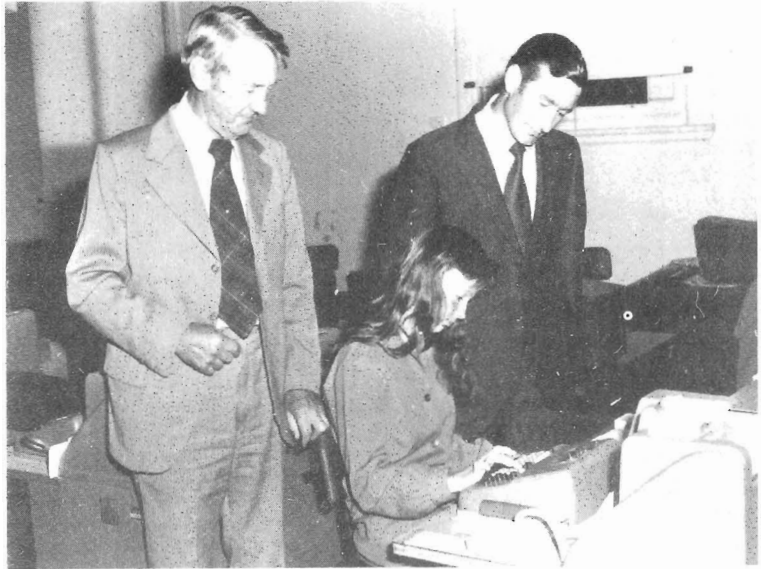
Medical officer Dr Wallace said: "The scheme has been successful in replacing men in jobs suitable to their qualifications. There are various jobs available which give a man job satisfaction and at the same time involves him in productive work for his benefit and for the benefit of the railways."

Dick Mills seems to remember every individual case vividly. He recounts them all in great detail.

"We have one man at the Austin Hospital who will be a paraplegic all his life after a car accident. He was a guard at Bendigo. I have been at Bendigo several times, to arrange a new career for him. He will probably take on a clerical job.

"We will have to make sure that he can have access to the building with ramps and that the toilets etc. are suitable.

"We have to find him a suitable job now that he is a paraplegic but at the same time we will expect him to



Rehabilitation officer Dick Mills with Ronda McVeig, a deaf mute. Ronda is employed as a key punch operator in the Secretary's branch at head office.



Former goods guard Ronald Bailey, hard at work in his new job as a clerical assistant in the Traffic branch at Warracknabeal. Ronald lost both legs in a shunting accident. He is pictured here with yard assistant Noel Taylor.

do a full day's work and feel he is contributing something to VR.

"I have been following this case since the man was injured, working closely with rehabilitation officers at the hospital while he was undergoing therapy and I will make regular visits

to Bendigo when he starts work to watch his progress."

Recently Dick has spent some time at the Hampton Rehabilitation Hospital where a young VR apprentice was recovering from a car smash in which he was badly injured.

Dick tells his story with compassion and concern combined with practical good sense: "The boy was an apprentice boilermaker before the accident, but because of his injuries he could not finish this apprenticeship."

"After consultation with the supervisor of apprentices and the employment officer, we made arrangements for him to begin an apprenticeship as an upholsterer. Credit was allowed for some time he had spent as an apprentice boilermaker."

"He is now able to continue his career as an apprentice in an interesting job which suits his physical capabilities."

The railways also has a scheme for employing physically handicapped people from outside the department. The railways employ a certain percentage of handicapped people in jobs where they can overcome their handicaps and make a success of the job. Dick Mills finds they are glad to find employment (one man was without a job for 7½ years).

They work hard, their attendance is extremely good and the work performance high.

Dick is quick to point out that his job is made easier by the cooperation received from the various branches and the medical advice from the chief medical officer.

He says proudly that VR has been the first Government department to set up a rehabilitation scheme for problem drinkers and drug dependents.

Senior doctors outside the department have praised the program, saying its great advantages lie in the fact that it is an unwritten and flexible scheme.

The scheme operates through many channels including families, the Railways Discipline Board, supervisors, or workmates. Dick stresses that no one who is offered help and refuses it is forced into accepting support.

VR employees with these problems are referred to Dick and are then admitted to a Government assessment centre at Pleasant View, Preston, where they have treatment and therapy with lectures and films.

Dick visits the centre regularly and watches their progress, and at the same time he keeps an eye on the inmate's family. Inmates are given free board and lodging and the family is paid full sick pay benefits.

Dick stresses that Pleasant View is NOT a drying out centre, but a centre for treatment and rehabilitation.

When employees are released they return to VR and Dick Mills for placement in a suitable job.

The railways recognise alcoholism and drug dependence as illnesses and the success of this program to date has been due largely to the support given by senior management and union participation.



● Dr Wallace from the medical centre with John Kenney, a former apprentice boilermaker. John was involved in an accident which left him with one leg shorter than the other. After rehabilitation he continued with VR as an apprentice upholsterer in the Rolling Stock branch at Newport workshops.



● Former goods checker and goods guard at Bendigo, Paul Abra is now a paraplegic following a car accident. He will start work in April at Bendigo as a clerk. Paul is pictured at Austin Hospital with (left to right) Don Perryman (physiotherapist), Sister N. Cooper, Mrs Nancy Bower (chief social worker), Hilda Erbreris (physiotherapist) and Liz King (occupational therapist).

Another facet of Dick Mills' job is dealing with VR employees serving terms of imprisonment at Pentridge and other corrective institutions.

He has to talk to the branches and try to give the men a second chance in the VR workforce.

"I see my job as a combination of providing correct placement and a future for employees who are handicapped by illness or accident, to co-

ordinate a program for employing handicapped persons and to give every assistance to those people with a drink or drug problem.

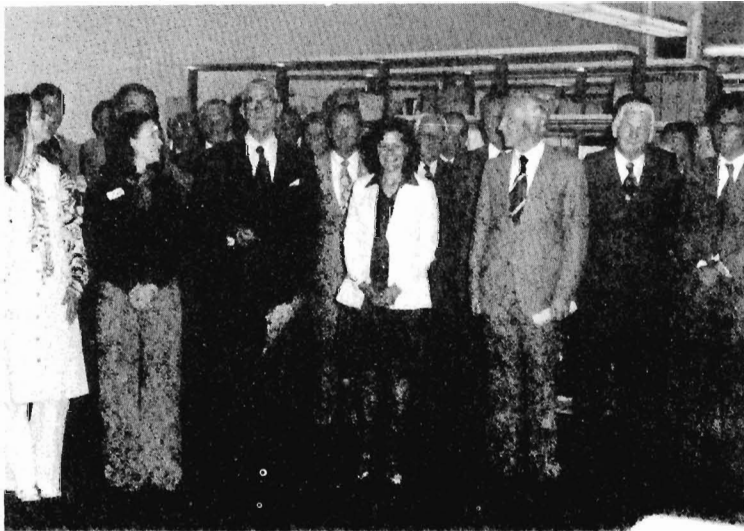
"We have a rehabilitation program to be proud of, one which is equal to any other outside program."

If you have any problems or queries you would like Dick to deal with, ring him on auto 2124 or 2194.



● Bob Wilson, senior clerk at head office, is one of the library's first customers.

## VR library open and ready for business



At the official opening of the library. At the front (left to right) assistant librarian Janine Lucato, typist Rosalyn Layton, VR Chairman Mr A. G. Gibbs, librarian Maureen Carroll, assistant chief civil engineer and head of the library committee Bob Gallacher.

**You wouldn't recognise room 109 at head office these days.**

It's been transformed with a coat of paint, a new carpet and rows and rows of books.

**The library is open and ready for business.**

It has been established to provide an information service to the department's management scientific, technical and administrative staff to support their work activities.

The library is there for your use and its staff would welcome suggestions for ordering the most useful published material.

Most publications are available for a loan period of two weeks, but longer loans are possible when publications are required for constant consultation.

Where possible, publications not usually available from the library will be located and borrowed from other

libraries.

The library staff offer a number of specialised services including the compiling of bibliographies of published literature, photocopying of library material (subject to provisions of the Copyright Act), arranging translations of foreign language articles, and maintaining a register of members of professional and trade organisations.

Two of the most important services planned for the future are the distribution of current awareness bulletins containing abstracts of current periodical literature and lists of new acquisitions and the display and circulation of periodicals.

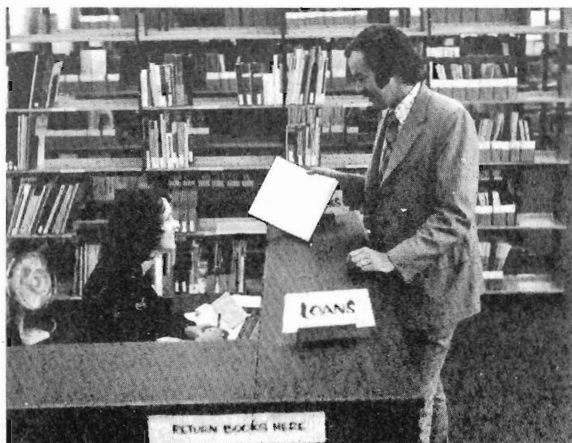
The library is open Monday to Friday, 8.30 am to 4.51 pm. If you have any queries about the library the librarian, Ms Maureen Carroll, auto 1140, would be happy to answer them.



● Bob chooses a book from one of the well stocked shelves.



One of the study areas available to all library users.



● Typist Rosalyn Layton checks out the library book.

## Safety campaigns take off

**During the past few years VR's safety campaigns have been conducted at branch level with great success.**

For example the Traffic branch had a campaign in November 1975 to reduce pit crossing accidents. The campaign successfully reduced this type of accident by 80 per cent.

It was decided last year that this type of campaign could be even more successful on a Departmental basis.

Therefore three Department-wide safety campaigns will be conducted during 1976; January to March—slips, trips and falls; April to June—

manual handling; July to September—housekeeping.

### Safety competition

In conjunction with each campaign the VR Safety Council will run a competition, which will be open to every railways employee.

The first competition closes on March 31. It is simple to enter. The Safety Council asks all employees if they have seen a hazard or a hazardous method of working in the railways which could cause someone to slip, trip or fall.

If you have, all you have to do is

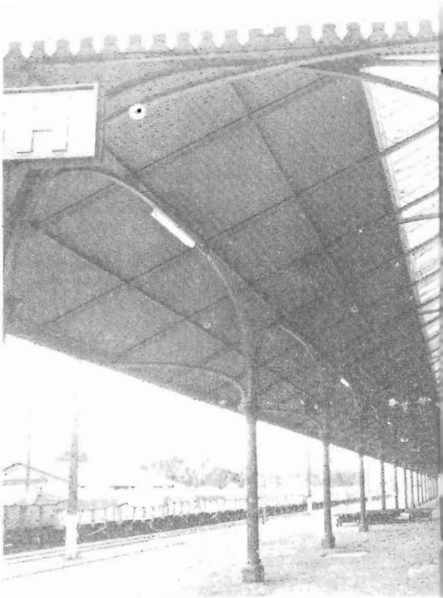
write on the official entry form your suggestion on how to get rid of the hazard. Send the entries to the chief safety officer, head office, Spencer Street, in a sealed envelope to reach him before March 31. Results will be published in the Weekly Notice of April 13.

There will be a prize of \$20 and an inscribed tankard for the best suggestion and the next 20 best will receive a tankard.

The best safety suggestion of the year (decided at the end of 1976) will win a week's holiday for two at the Mt Buffalo Chalet.



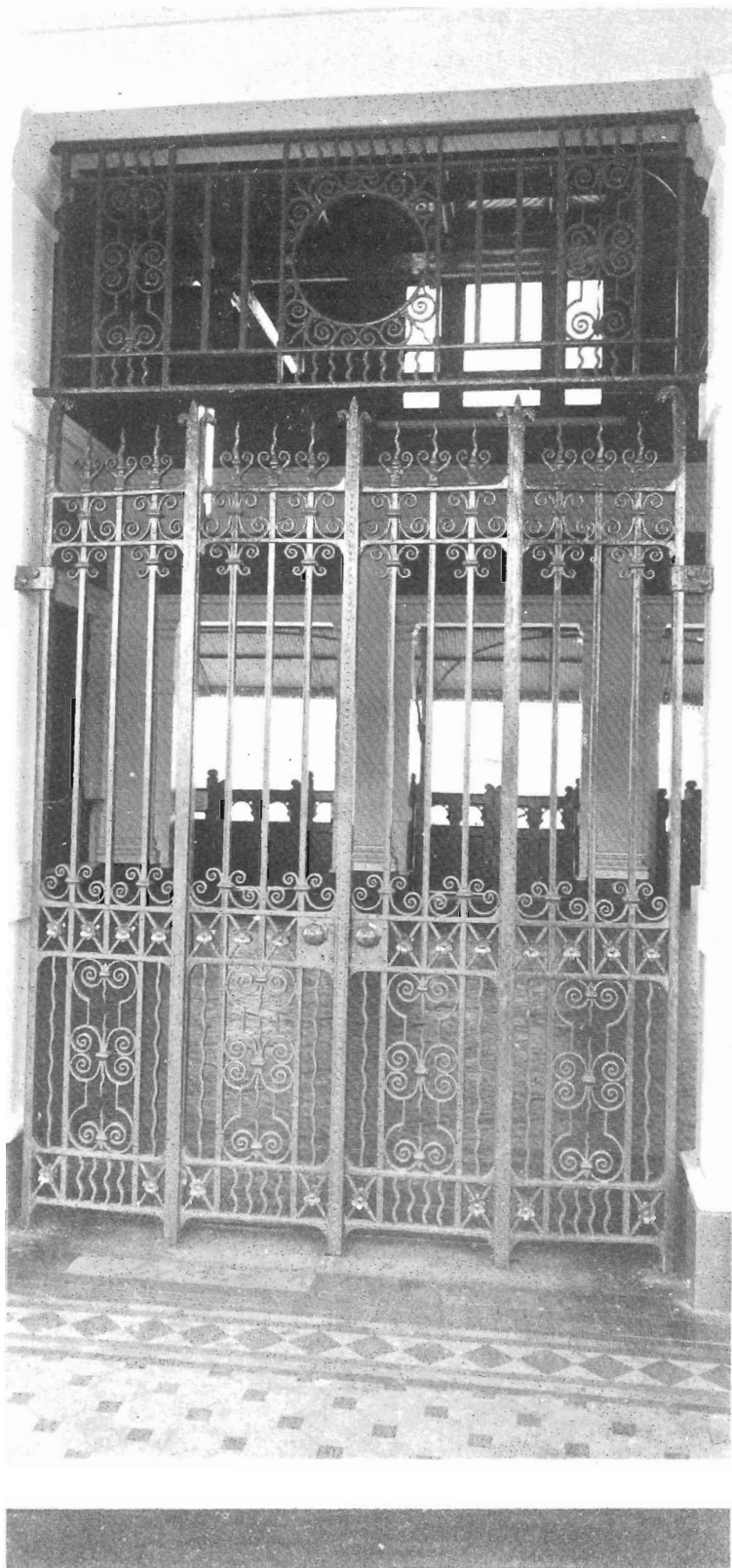
**MARYBO  
STA**







**ROUGH  
ION**



# The last day for Ted

**Edgar (Ted) Day retired on November 28 after almost half a century with Victorian Railways.**

Ted, 65, was chief clerk in the Eastern District Superintendent's office.

When *Rail Ways* caught up with him Ted was in the middle of final preparations for moving the office to Dandenong.

But he took time off for a quick review of his railways career.

He joined VR in 1926 as a boy of 16 working in the Melbourne Goods Yard. He transferred to the ticket checking division and worked in the booking offices at Flinders Street and the interstate booking office at Spencer Street.

After various jobs in the Melbourne Goods Yard he became the Traffic Branch staff officer and took over his last job in 1970.

He came from a railways family. His

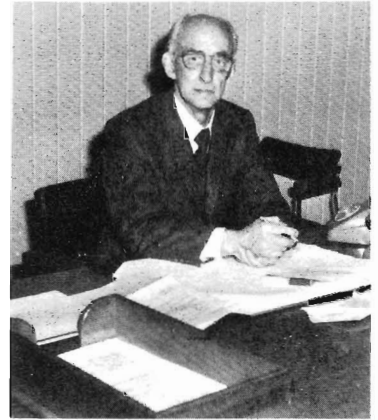
father was a road foreman.

Ted who has one son and two grandchildren intends spending his retirement perfecting his hobby—fishing.

He enjoys fly fishing as well as beach and shore fishing. He would like to make regular visits to New Zealand for the fly fishing and if his health permits a trip to the west coast of America.

Ted was superannuated for two years in 1946–48 and he is grateful to the railways for giving him the chance to rehabilitate and get back to work a chance he says that would not be available in any private business.

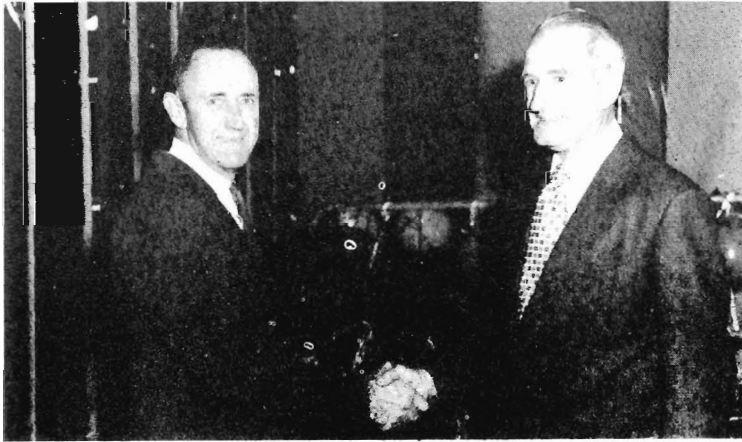
His word of advice to younger staff members is: "Despite serious operations and illness it has still been possible for me to retire with an assured future. Young people could bear this in mind when they are offered tempting temporary outside



jobs".

The new chief clerk at Dandenong is Henry Cullen.

## Smith the "smithy" retires



**Two retirements in the same day is not so unusual for a large business like Victorian Railways.**

**But when the employees concerned work in the same section of the same branch and sit about six feet apart in the same office, it becomes a novelty.**

And that's just what happened when Norm Emmett, 65, clerical assistant and George Olaf Smith, 60, foreman retired from the blacksmith's shop at Newport.

Norm (left) joined VR in 1928 as a lad laborer. He has worked mainly at Newport, one of a long line of

railwaymen in his family. His father Robert was a shunter at Castlemaine, his brother Robert worked for VR for 20 years, and he has three nephews and a son-in-law with VR. Daughter Maureen and eldest son Norm have worked for VR for some time.

Norm was a keen competitive cyclist in his younger days and has several long distance bike race wins to his credit. He is a former cricketer but now an ardent follower of the game. Also a football fan, Norm is quick to add that: "St Kilda is the best team".

He is planning an overseas trip during his retirement and in the

meantime jobs around the house keep him busy.

For George the only football team is Footscray. When he and Norm retired the boys at the blacksmith shop decorated a canopy in the colors of both teams and they took their respective sides of our picture.

George joined VR as an apprentice blacksmith in 1925 and worked his way up to foreman. Of course, when a blacksmith is called Smith what else could be his nickname but "Smithy"?

His family tree has blacksmiths dating back five generations. In the early days the family's name was Steinbon. George's Swedish grandfather changed his name to Smith when he jumped ship in Australia.

George has been planning his retirement for 10 years. His main hobby is cultivating a large block of land in the bush at Central Lake, Daylesford.

"It's like a park, with plenty of native trees and mown lawns. There's plenty of fishing in the lake and I spend some time panning for gem stones," said George enthusiastically.

He has found dozens of small rubies and a few specks of gold.

When George is not in the bush at weekends, he lives at Spotswood where he grazed three cows on the creek in the rear during the war years.

His enterprise supplied the blacksmith's shop and a few friends with fresh butter during the rationing period.

# Superintendent leaves VR

**What you don't know about your workmates is enough to make your mind boggle.**

Take Mr Jack Stirling for instance. A man on call around the clock, fulfilling the demanding job of number one engine driver, perhaps better known as superintendent of locomotive running.

*Rail Ways* caught up with Jack (right) at head office just before his recent retirement. We were surprised to discover that VR was lucky to have Jack on the staff.

You see, back in 1944 Jack spun 1 524 m (5 000 ft) out of the clouds over Scotland and crashed into an open paddock. The impact splintered the *Oxford* twin engine plane he was piloting.

While his co-pilot clambered for the emergency exit, Jack tried to get out of the plane's rear door.

Then came the crash. The co-pilot was killed, but Jack, suffering from concussion and bruising, managed to walk to a nearby farmhouse.

"I never got out of that rear door. I'm lucky—I didn't have a parachute on," said Jack calmly.

Jack later returned to Australia, where he resumed flying on inspection tours of emergency landing fields. After the war he returned to civilian life.

He survived three crashes altogether during his time with the RAAF.

His career with VR began in 1932 in the Way and Works Branch. He stayed about a year before leaving to take up hairdressing at Manangatang and Ouyen.

In 1937 Jack rejoined VR and steadily climbed his way through the ranks to reach the spot which most engine drivers covet—number one.

He nursed new drivers through the important period of VR's history when diesels were introduced to the system.

He's been fireman, engine driver, night depot foreman, Westinghouse brake inspector and assistant to the superintendent of locomotive running, just to name a few.

Jack said he preferred to be out on the road, but ambition led him to office work in 1958.

He said senior officers and staff had given him great backing and assistance in everything he had been able to do for VR.

After 38 years service Jack thought it was time for a break: "I feel I would like to go touring while I'm reasonably young."

But before his planned trip to Europe, Jack intends to take a good rest. Jack is a keen gardener in his spare time and he has played a useful game of tennis and cricket for the VRI in the past.

Jack is disappointed that he will not be with VR when the underground rail loop opens.



He said: "It's going to be a terrific thing. It will make a great difference to the suburban system and the overall running of trains."

Jack is looking forward to seeing the 3 300 hp locomotives in action. After all he has grown up with diesels.

He told *Rail Ways* he had always found his job fascinating, particularly the operations side. "That's concerned with the running of trains—the important part," he added.

## Pin-up train driver

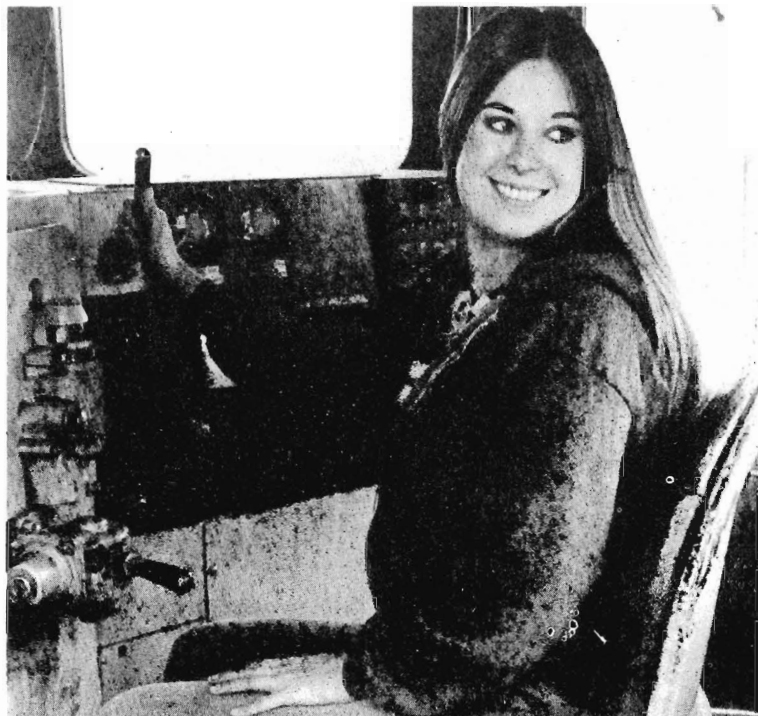
Assistant Chief Traffic Manager Ray Barden returned from an overseas trip recently armed with a wealth of stories, including one about the glamor girl of the Santa Fe railway—a 20-year-old engine driver.

On March 4, 1975 Christene Gonzales became the first female on the Santa Fe system to qualify as a locomotive engineer.

She was the company's first woman trainee. Her training period was about 12 months, VR's is much longer. Christene trained in the yards at Albuquerque and at the system's locomotive simulator school in Topeka, Kansas.

Christene (left) took up her unusual career after leaving high school in Texas and briefly attending the local college. Soon bored, she turned to a more exciting life.

Christene has become something of a celebrity since she qualified and made her first regular trip, driving engine 3205 and carrying over 2 000 tonnes of ballast for a work crew.



# Crossing expert retires



Many motorists approach level crossings with a complete disregard for their own safety, according to level crossing specialist, George van Eede.

George, (left) who retired recently as special assistant engineer, has spent the past 15 years in the VR team working to improve level crossing protection.

He thinks motorists are too impatient and that despite the Department's "tremendous efforts" to make level crossings safer, the answer still lies with the motorist.

Many improvements have gone unnoticed—for example the repositioning of flashing lights to ensure visibility under all conditions. But all are part of the constant campaign to improve safety.

George joined VR in 1938 as an electrical fitter and completed an electrical engineering course at RMIT.

During the war one of his jobs involved converting electric hares from greyhound racing tracks to moving targets for gunnery practice by the Army at Puckapunyal and the RAAF at East Sale.

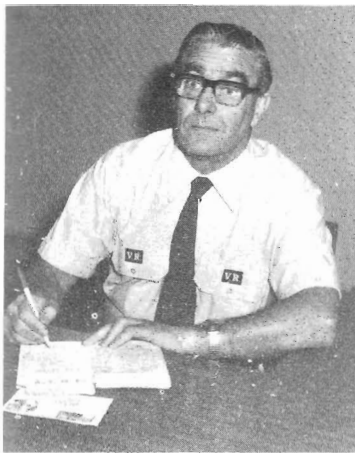
He later modified electric power units for Army workshops in the Middle East and searchlight units for Melbourne's anti-aircraft defence.

By 1954 George was a construction engineer involved in the overhead construction for the Gippsland line electrification and in 1957 he transferred to the Way and Works Branch as country lighting and power engineer.

In 1960 a new position of assistant signal construction engineer was created and George appointed to the job.

Since then he has worked continually with the team on level crossing safety and has spent much of his time inspecting crossings and watching reactions of motorists to the various warning systems.

## Gerry Digby leaves Head Office



Staff at Head Office will miss the smiling face of hall officer Gerry Digby this year.

Gerry, the last of VR's hall officers, has been transferred to Newport

and his place taken by a female receptionist.

Gerry was hall officer from March 1973. He has been with the railways for 25 years. He joined on Cup Day 1950. "Comic Court won the Cup at 25-1 and that's all I know about racing" said Gerry.

He and his wife Maude, who works in the electrical testing division, migrated to Australia from London in 1950, under the "Operation Snail" plan. "I'm the longest serving Pommie on the job from the ones who came out on that scheme".

Gerry started in the gallery at the Newport sub station, then went to the electrical depot workshops as a driver carrying the equipment for the electrification of the Gippsland line.

In 1969 he had an accident—a twisted ankle—which with complications kept him off work for three and a half years and in a wheelchair for 12 months.



## Leo farewelled

About 150 colleagues and friends farewelled depot foreman Leo Hogan at Bendigo Loco when he retired recently.

Leo joined VR in 1935 on Melbourne Cup Day as an engine cleaner at Benalla Loco and in succession became a fireman, driver, engineman's instructor, night depot foreman, assistant shed foreman and depot foreman in 1960.

The great number of workmates and friends at both the retirement presentation and an evening function were proof of Leo's popularity.

## Ten hours of playing chess

On December 17 the VRI chess club held its rather unusual Christmas function—10 hours of chess playing.

It may seem an odd way to celebrate to some people, but for the chess addicts the time passed too quickly.

The day was divided into two sessions. There was a "skittles" tournament in the afternoon, with each game played for 10 minutes to the rules of lightning chess.

Stan Christodoulou was the winner with 6½ points from a possible seven. Malcolm Kirkwood with 5½ finished second and Charlie Skomina came third with five.

In the evening Doug Hamilton, twice Australian champion, took on 12 opponents simultaneously.

He defeated 11 of them and lost to Stan Christodoulou.

The chess club would like to hear from anyone interested in joining. Ring Sam Soposki on auto 2113 or go along any Wednesday evening to room 109, third floor, VRI, Flinders Street. The members will make you welcome.

## Bowling club wants new members

The VRI ten pin bowling club has special rules and conditions to suit all railway workers.

So if you work shifts you can join the club and play.

There are vacancies for both male and female players.

Peter Dwyer on auto 1788 will give you further details.

## VRI beaten in annual tennis match

At the annual tennis match between the VRI and API, the VRI was well and truly trounced nine rubbers to nil.

Over the past few years this event has been a close fight with one side or the other just scraping home.

The Perpetual Trophy was presented to API captain Kevin Saunders by Alan Fell, president of the VRI, at a presentation dinner.

## Western District golf day

The Geelong VRI golf club played host to 80 competitors in the Western District Championships recently at the Swan Island golf course.

The major event went to W. Brown (Ballarat) and T. Garside (Melbourne) took the minor championship.



Mr Barry Jones, MLA, addresses the Retired Railwaymen's Association dinner.

Once again the VRI ballroom was the setting for the annual reunion dinner of the Retired Railwaymen's Association.

On December 11 about 200 retired railwaymen and their guests sat down to a beautiful meal, washed down by ample beer, no mean feat at a time when most of Melbourne was "dry".

Invited guests included Mr Barry Jones, MLA for Melbourne, Mr Lindsay McCallum, Deputy General Manager, Mr Jock McGowan, vice-

president VRI and representatives from unions, the Institute and Country Retired Railwaymen's Clubs.

Three of the oldest members present were Jack Allen, Jack Brady and Charlie Collins, who are all in their 80s.

Any retired railway employee wishing to join this association would be welcome. Ring Merv Feehan on 25 1561 or write to him at 19 Estella Street, Glen Iris, 3146.

# Retirements

## WAY AND WORKS BRANCH

Asquith, W. J., Benalla 21/11  
 Banasik, S., Sale 24/2  
 Barnett, G. E., Special Works 20/3  
 Bending, R. A., Seymour 3/12  
 Bonello, C. P., Spotswood 19/2  
 Bourke, D. P., Seymour 10/11  
 Bremmer, J. W., Korumburra 21/3  
 Brock, F. E., Seymour, 11/3  
 Browne, J. J., Special Works 31/1  
 Cowling, I. C., Seymour 17/10  
 Ditchburn, J. W., Sunshine 21/10  
 Ellis, W. R., Flinders Street 10/2  
 Ferguson, W. J., Head Office 7/11  
 Formica, F., Head Gardener 18/11  
 Galiavskas, N., Sale 28/10  
 Giblett, A. F., Wangaratta 5/12  
 Hunter, S. J., Bendigo 19/2  
 Kiszczak, J., Shepparton 29/2  
 Martin, F., Spotswood 19/12  
 May, A. E., Shepparton 17/10  
 Meadows, G. H., Wangaratta 26/11  
 McKenzie, G. D., Ballarat 9/3  
 Millen, J. J., Warrnambool 28/11  
 Muir, J. S., Wangaratta 19/9  
 McHugh, G. K., Ballarat 27/10  
 McLean, R. J., Bendigo 1 29/10  
 Nowakowski, M., Metro District Engineer 14/3  
 O'Callaghan, J. P., Spotswood 5/11  
 O'Reilly, W. L., Flinders Street 21/11  
 Paleochoritis, D., Caulfield 14/3  
 Palmese, R., Spotswood 29/10  
 Papazoglou, N., Engineer Special Works 1/12  
 Parker, W. C., Laurens Street 29/10  
 Pegg, C. A., Bendigo 19/12  
 Perri, V., Spencer Street 2/3  
 Ridgeway, N. S., S & C Flinders St. 9/11  
 Rogers, L. D., Ballarat 17/10  
 Rosenow, A. E., Echuca 21/11  
 Sanders, M. G., S & C North Melbourne 24/11  
 Schulz, A. A., Wangaratta 19/9  
 Senaniuk, M. R. F., Seymour 9/11  
 Shepherd, L. T., Echuca 21/11  
 Shipley, D., Plant Division 23/3  
 Smith, F. J. J., Dimboola 19/12  
 Spasic, D., Wangaratta, 29/8  
 Spencer, R., Bendigo 13/11  
 Stivey, S. G., Flinders Street  
 Swalwell, G. D., Flinders Street 15/12  
 Taylor, J., Geelong 4/8  
 Taylor, L. N., Spotswood 12/12  
 Tiscia, P., North Melbourne 15/12  
 Toomey, H., Spotswood 24/10  
 Van-Eede, G. W. J., Head Office 22/12  
 Wenczel, R., Caulfield 6/11  
 Wilhelme, T. H., Benalla 16/12  
 Wirowskij, W., Plant Division 23/3

## TRAFFIC BRANCH

Aliotta, N., Melbourne Goods 21/10  
 Azzopardi, J., Melbourne Goods 10/10  
 Bergin, A., Melbourne Goods 10/12  
 Boyle, W., Raywood 12/12  
 Breen, F. M., Head Office 5/12  
 Browne, H. E., Aspendale 14/12

Brown, H., St. Kilda 11/10  
 Burgess, S. E., Carrum 30/11  
 Caddaye, H. F., Spencer Street 18/10  
 Clark, J. M., Cranbourne 10/12  
 Clohesy, E. V., Hamilton 17/12  
 Cross, D., Seymour 16/12  
 Curwen, A. S., Central Despatch 24/11  
 Devoy, N., Flinders Street 23/12  
 Dillow, E. T., Flinders Street 7/11  
 Healey, M., Melbourne Goods 25/11  
 Hurst, V., Melbourne Goods 3/10  
 Janson, R., Ballarat 18/10  
 Karnilowicz, P., Melbourne Goods 10/10  
 Kusmider, J., Melbourne Goods 5/12  
 Ladno, J., Camberwell 19/12  
 Lee, G. E., Spencer Street 4/10  
 Liszcynckyj, M., Flinders Street 11/12  
 Megroz, G. P., Dandenong 21/11  
 Mummery, G. A., Melbourne Goods 13/10  
 O'Brien, E. F., Franklin Street 28/10  
 O'Connor, Mrs H. J., Edithvale 21/11  
 Pollard, W. J., Flinders Street 12/11  
 Peachman, N., Melbourne 7/11  
 Sayegh, M. B. E., Passenger Operations 7/12  
 Sturrock, C. L., Oakleigh 24/10  
 Surridge, W. H. P., Bendigo 18/10  
 Taylor, I. J., Melbourne Yard 3/1  
 Teague, A. R., Flinders Street 1/9  
 Ware, W. J., Dynon 5/12  
 Watson, Mrs E. M., Westall 2/12  
 Yeatman, J. W., Geelong 20/10

## ACCOUNTANCY BRANCH

Beagley, J. C., North Eastern 7/10  
 Excell, W. M., Ticket Supply 18/12  
 Green, K. M., North East A/O 26/12  
 Tighe, F. X., Head Office 19/9  
 Warner, H. M., Passenger Audit 30/12

## ELECTRICAL ENGINEERING BRANCH

Fowler, O. A., Overhead Division 20/11  
 Lawson, A. J., Overhead Division, 13/12  
 Taylor, G. T., Overhead Division 2/1

## SECRETARY'S BRANCH

Anderson, R. W., Head Office 7/11  
 Jackson, J. L., Netherlands House 19/11  
 Lech, R. E., Melbourne Yard, 23/11  
 McPhee, R. W., Head Office 14/11  
 Martin, J. L., Advertising Division Spencer Street 22/8  
 Watson, F. R., Netherlands House 27/11

## STORES BRANCH

Brannelly, P., Ballarat 27/11  
 Snow, W. N., Permanent Way Depot Spotswood 31/10

## MARKETING BRANCH

Jordan, V. J., Netherlands House 17/10

## RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

### WAY AND WORKS BRANCH

Birsa, M. F., Engineer Special Works 17/10  
 Eichler, K. K., Spotswood, 2/11  
 Gorrie, E. J., Wangaratta 26/11  
 Haigh, J. R., North Melbourne 24/11  
 Hillard, L. R., Caulfield 3/11  
 Ionescu, V., Head Office 24/10  
 Maher, V. P., Ballarat 17/11  
 Sangster, I. B., Seymour 10/12

### TRAFFIC BRANCH

Bryce, K.M., Spencer Street 22/11  
 Drazek, E., Frankston 2/12  
 Schumann, D. A., Seymour 9/11  
 Traczyk, J., Geelong 30/11

### ELECTRICAL ENGINEERING BRANCH

Giddens, R. P., Lighting and Power Division 1/12

## Suggestions adopted...

- Modification to penalty brake valve limit switches of L class locomotives .. \$40
- Method of stacking packaged briquettes .. \$20
- Sign to indicate Education Centre, Flinders Street .. \$10
- Signs for bus loading area at Bayswater .. \$10
- Office of MDE must be shown on Flinders St directory boards .. \$10
- Replacement of counter tops at Spencer Street, interstate and country booking offices .. \$10
- Colored tube in electrical indicators on 2 and 3 platforms, Flinders Street .. \$10
- Alteration of form P.29AC .. \$10
- Inclusion of telex number on letterheads .. \$10

# CUSTOMERS SAY...

## Conductor praised

"I would like to praise the kindness and consideration of your conductors, especially the services rendered by conductor 223 (Mr C. J. Breen—Ed.) whose keenness and ability made my journey one of great satisfaction."

—Mrs Robyn Good of Charlton, writing to the manager, passenger operations.

## Couple enjoy Chalet visit

"I am writing to compliment you and your staff on the wonderful holiday my wife and I were fortunate to have at the Mt Buffalo Chalet.

"The help and organisation from the beginning of our journey until we reached our destination was excellent. The catering and food were also of the highest standard and we are looking forward to any future holidays with Victorian Railways, as are all our friends."

—Mr W. Peters of Shoreham, writing to the General Manager.

## Warragul staff appreciated

"We, the Rail-Coach Touring Association, wish to thank the staff of the refreshment service at Warragul for opening the refreshment rooms for us on October 19. They did not know we were coming, but served us cheerfully with freshly cut sandwiches.

"This made our day complete and we wish to thank the staff and stationmaster."

—Mr Ray Pearson of the RCTA, writing to the troubleshooter.

## Blind travellers on Southern Aurora

"On September 18 and 24 two large groups of blind people and their sighted escorts travelled to Sydney on the *Southern Aurora*. Throughout the entire journey our staff received the utmost cooperation and the blind people were given every possible assistance by railway employees.

"While all railway personnel were helpful, we were particularly

indebted to Mr Elliott, senior booking clerk at Spencer Street."

—Mr Arthur Wilkins, manager of rehabilitation services, Blind Citizens' Community Centre, Kooyong, writing to the Secretary.

## Sick passenger given help

"I wish to extend my sincere thanks to the railways for their excellent service.

"Recently I was travelling to work on the train when I became ill. I got off at Spencer Street and the staff there called the first aid room.

"The staff in the first aid room are to be congratulated on their kindness and competence."

—Mrs Margaret White of Sunshine, writing to the manager, personnel.

## Umbrella cover found

"About one week ago I lost the top of my umbrella near Bentleigh station. Two nights later I made enquiries at the station and was interviewed by a most considerate and courteous young railway employee, Mr Tony Cincotta.

"He went to a tremendous amount of trouble and inconvenience to find the cover which he finally located in the rubbish bag.

"Would you kindly convey to him my most sincere thanks and deep appreciation of his kindness and I wish him a long and successful career in the Victorian Railways."

—Miss Mary Dunlea of Bentleigh, writing to the Secretary.

(The following letters are only a small selection of the many we have received from pensioners who enjoyed specially arranged tours for them to the Mt Buffalo Chalet—Ed.)

"It is with much pleasure I am writing to tell you of the great five day trip last week to Mount Buffalo and the wonderful time all we pensioners had at the Chalet.

"The food and accommodation were first class and all the staff were most courteous. Please let me

know if there will be more railway trips next year."

—Mrs M. Taylor of Parkdale, writing to the Chairman.

"I am writing a few words of appreciation for the lovely days I had at Mt Buffalo last week. I had a lovely comfortable room, plenty of very well-prepared food, capable and pleasant staff, well-organised day trips and helpful bus drivers.

"I had not been to Mt Buffalo before, so I thoroughly enjoyed the scenery, birdlife and walks."

—Mrs B. Hulston of East Malvern, writing to the Secretary.

"I wish to express my appreciation and thanks for the courtesy and wonderful service I received during my trip to Mt Buffalo Chalet with the pensioner package deal."

—Ms Audrey Jeffery of East Brighton writing to the Chairman.

"After spending a delightful five days at Mt Buffalo (my sister and I) the least I could do would be to write and tell you of the excellent service we received everywhere. I could not fault it in any way and all my friends think the same.

"Keep up the good work and I hope to enjoy many more such trips. Thanks to the railways,"

—Mrs J. Welsh and Mrs F. Hooper of South Melbourne, writing to the manager, passenger operations.

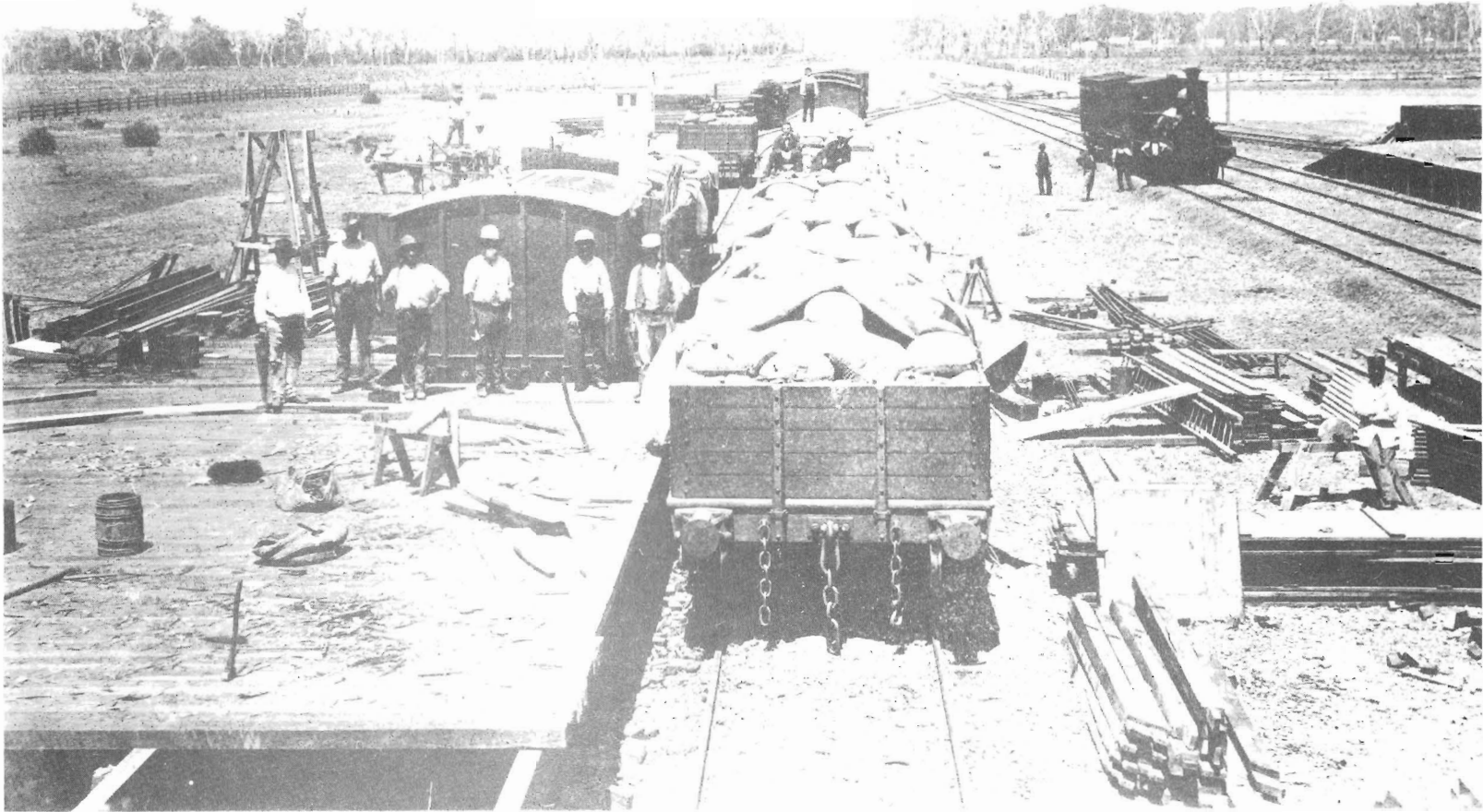
"My husband and I have just returned from a brief but most enjoyable sojourn at the Mt Buffalo Chalet and we would like to thank you most sincerely for giving us the opportunity to enjoy the delights of the district and at the same time congratulate all concerned in the splendid organisation of the tour."

—Mrs Moira Fell of East Brighton, writing to the Secretary.

"My husband and I wish to express our appreciation of the special tour arranged by Victorian Railways for pensioners to Mt Buffalo.

"It was a really unforgettable experience from the time we left Spencer Street. We hope you will arrange similar tours in the future."

—Mrs Doris Maggs of Seville, writing to the Secretary.



*Toolamba Yards sometime last century*



VICTORIAN



# RAILWAYS |

MARCH

1976

10 CENTS



Alf Tickner, RSM at Linton found an old cash balance, dated Wednesday, September 30, 1896. Among the credits for notes and cheques, there was a payment of £3/10 in gold. Other payments were recorded for silver and copper.

On the debit side of the same balance the passengers brought revenue of £1/12/1, goods £18/4/11 and parcels 4d.

Former railways guard L. G. Hooley says he read our feature on the origins of station names with interest. He has a book, written by A. E. Martin, giving the derivations of Victorian place names. It agrees with Thos. J. Callaghan that Nathalia was named after Nathalia Narishkina, mother of Czar Peter the Great, but Phillip Corstensen, from the Management and Research Accountant's office, says the word is aboriginal meaning "no stones". He should know, it's his home town. The mystery continues.

Public relations department advertising co-ordinator Ted Findling had a phone call from the president of the University of Queensland Norman Gunstan fan club, asking if VicRail could print the face of Norman Gunstan on the back of our rail tickets. Ted asked them to put the request in writing. We await the letter with interest.

VicRail is one of the major domestic tour operators these days, according to VR passenger marketing manager Paul Donohue. He says that three years ago VicRail had no packages to consider. Now it offers more than 25 in Victoria and between 60 and 70 joint packaged tours to three other states. The number of people travelling on VicRail tours increased by 156% between 1974 and 1975.

**Victorian Railways Returned Servicemen** who wish to take part in the Anzac Day march on Sunday, April 25 must assemble outside the SEC in Flinders Street at 1.45 p.m. After the march refreshments will be available at the VRI ballroom at \$4 a head. Tickets must be bought before April 14 from Frank Hall (auto 2182), Les Wignall (1845), Bob Stavely (2028), Bill Hutchieson (1205) or the VRI (2445).



● An unusual sight was captured on camera at Bayswater recently by Ross Cropley from the data processing section.

The four E classes were shunting briquettes in a siding about 8 p.m. Their numbers were E1103, E1102, E1107 and E1110.

## Yooralla children visit



● A group of children from the Yooralla Special School at Carlton visited the VR's computer centre recently. They were shown the procedure by Steve Kirby and Kay Baldwin.

## RAILWAYS

Rail Ways is published monthly by the Victorian Railways Board for the information of our staff and customers.

It is printed at the VR Printing Works, Laurens Street, North Melbourne.

Prints of most of the photographs published in Rail Ways are available on request.

Contributions are invited from readers, either in writing or by phone, and a fee is paid according to the nature and amount of material published.

Pictures are especially welcome.

Editorial and subscription offices: Room 59, Railways Administrative Offices, 67 Spencer St., Melbourne 3000. Telephone 6 1001 (internal auto and extension 1181—editorial or 1367—subscription).

Editors are welcome to reproduce any material with or without acknowledgement.

### FRONT COVER

A silver train glides past Princes Bridge station on its way from Flinders Street Station.

# Observations of study tour

**An overseas study tour has discovered that Australian railways' handling of maritime container traffic compares favorably with the methods used abroad.**

Ray Barden, assistant chief traffic manager and Jack Emmins, chief design engineer, undertook the study tour to investigate overseas container terminals, less-than-car-load (LCL) traffic, goods handling techniques and innovations, commuter car parking and gas pipelines in railways reserves.

**A report of their findings has been submitted to the General Manager, Mr Ian Hodges.**

The first stop was Italy, where they visited the modern container terminal at Pomezia, about 32 km (20 miles) south of Rome.

They went on to England where they investigated parcels handling and LCL at Euston (London), Manchester and Leicester. They were impressed by the handling of parcels at Manchester and Euston and the efficient operation of domestic container traffic within England.

They found the service for parcels was door to door with road delivery and pick up made by National Carriers, a subsidiary company of the National Freight Corporation in which British Rail owns 49% of the shares.

Delivery and pick up of containers is controlled by Freightliners Limited, a subsidiary of the National Freight Corporation. Freightliners also hires trains and blocks of rail vehicles from British Rail.

British Rail is unable, under the 1968 Transport Act to operate its own road vehicles, so subsidiary companies were formed to provide the door to door service.

The VR pair travelled on the efficient passenger service from London to the north. The trains reached 193 kph (120 mph), a speed which will increase to 225 kph (140).

In England they met Ray Oakley, who is well known to many Victorian railwaymen. He took Ray and Jack on an inspection of the partially completed London Bridge signalling complex.

## Europe

Next stop was Holland where they met Henri Dekker of Netherlands Rail, who was in Victoria last year to discuss the VR's new clearance survey project. (See *Rail Ways*, April 1975.)

They were surprised to learn that Netherlands Rail does not handle parcels and LCL traffic. This is done by its very efficient and wholly owned subsidiary company Van Gend and Loos.

Most discussions took place in Utrecht and another stop was Rotterdam, the biggest shipping container terminal in the world.

The Dutch intercity passenger service is completely electrified, providing a fast, efficient service between Utrecht, Amsterdam, Rotterdam, The Hague and other major centres.

NS does not run goods trains during the day because of frequent passenger services. Goods traffic is a night operation.

After Holland they visited France's container terminals and investigated LCL handling in Paris, Lucerne, Munich and Stockholm.

French railways have formed a wholly owned subsidiary company, *Sernam*, which handles LCL traffic door to door. Rail vehicles are used for longer line hauls.



● Jack Emmins (left) and Ray Barden, back at head office, discuss their overseas study tour.

## Canada

In Canada the VR representatives had discussions with Canadian National, the government railways system, and Canadian Pacific, a privately owned company.

Both systems are heavily involved in overall transport and have diversified into road trucking, shipping, airlines, hotels and telecommunications. A tower, 520 metres (1750 ft) high, on the site of the old Toronto Yard is owned and operated by CN.

Both companies have headquarters in Montreal and they are in direct competition. It was here that Ray and Jack met Con Bach and Joe Vilagos, two engineers from CN who came to Victoria in 1975.

The volume of freight, including parcels and containers traffic on Canadian railways is a significant factor in their successful and profitable organisations. Another is the necessary long hauls.

With both CN and CP, LCL traffic is part of an integrated transport system with greater use being made of road transport for shorter hauls.

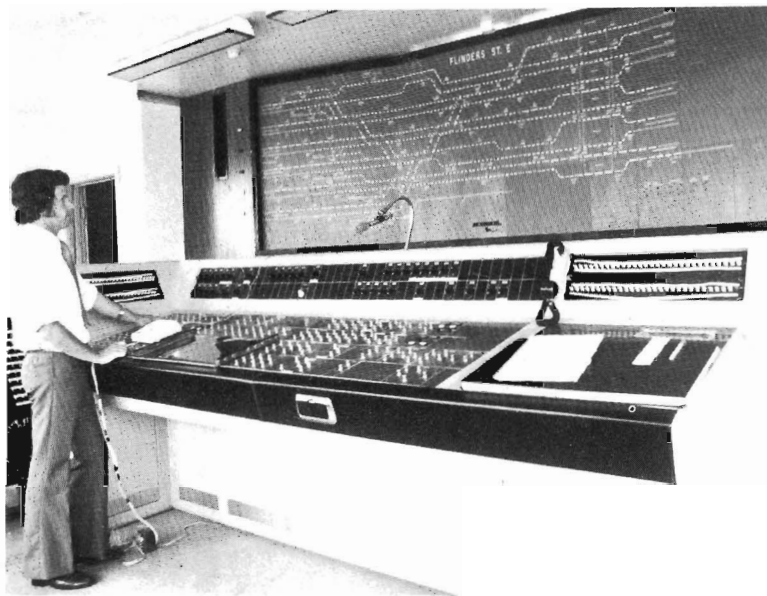
## America

Back to America where Ray and Jack were impressed by huge marshalling yards and the magnitude of the operations.

In the US, LCL traffic is not handled by the various rail companies, but is consolidated by forwarding agents or subsidiary firms. Depending on the distance the goods are carried by TOFC (trailer on flat car) or in box vans, or in the case of shorter distances, sent by road.

(cont. next page)

# New 'E' box begins operation



● The control room of E box, showing panel and indicator lights.

## Victorian Railways has taken the first step towards a remote controlled metropolitan rail system.

An electronic / electro magnetic fully automated system replaced the old manually operated "E" signal box in Jolimont Yard.

The old box was built in 1919 and the new system began operation on March 1. It represents the latest technology in signalling and is based on the latest overseas standards.

The immediate effect of the new

signal box will be smoother and more efficient signalling and point operation in the Jolimont yard for the movement of trains in and out of Flinders Street station.

More important, it leads the way for the Caulfield and Burnley group of lines to be connected to the Melbourne Underground Rail Loop Authority's city tunnels.

The new signal box is suitable for adaption to remote control from a new metropolitan train control centre to be built at Batman Avenue.

This centre is now in the final design stages and will be in operation before the underground opens.

Construction of E box, sometimes called "Jolimont Junction", has taken two years at a cost of over \$2 million. This has been shared by VicRail and MURLA.

Construction work included the changeover from electrically operated point changes to compressed air operation, and the modification of signals.

Eventually the old semaphore (arm) signals, dating back to the last century, will be completely replaced by illuminated signals, many of which are now in operation.

The new E box is the fourth built to control the train movements at this important junction. The original box was built in 1891 and replaced in 1901. The third, which ceased operation recently, was built in 1919.

Each signal box was built as the number of tracks increased and new types of operation systems became available for improved train running.

E box (1919) was built when Melbourne's rail was electrified. It had a mechanical interlocking machine to operate points and signals by a combination of electrical and mechanical means.

It had 65 levers controlling multiple points, but it was not suitable for centralised train control.

The new E box will control all train movements in and out of the eastern approaches to Flinders Street and the underground.

## Study tour (cont.)

Ray and Jack saw a definite trend away from containers or box vans for domestic traffic to the trailers on flat cars. This is viable in the US, because of the higher clearance to overline structures.

They visited a major, automatically controlled and operated hump marshalling yard at West Colton, 65 kms (40 mls) from Los Angeles. They describe this as a "railwayman's dream". The 10 kms (6 mls) long yard is very modern, and the handling operation incorporates sophisticated equipment for a high degree of monitoring and control.

They investigated the Southern Pacific railways 4425 kms (2750 mls) of pipeline, mainly along railway reserves.

The line carries several commodities, including coal slurry and is a good revenue earner, requiring little maintenance.

Jack investigated railways interests in gas pipelines and others which crossed or were laid along railway reserves, studying closely the construction requirements and the maintenance of safety standards.

## Observations

The VR representatives found the staff of overseas systems were convinced that the railways were a viable and competitive industry and that they were part of a team which would achieve success.

Most systems impressed them with the control and organisation of their operating branches and their cost consciousness. They were conscious of costs of operation related to revenue and of the value of modern business management techniques.

During the tour they travelled on the undergrounds of London, Rome, Rotterdam, Paris, Montreal, Toronto, Stockholm, Chicago and San Francisco where the BART (Bay Area Rapid Transport) joins San Francisco and Oakland via a tunnel under the bay.

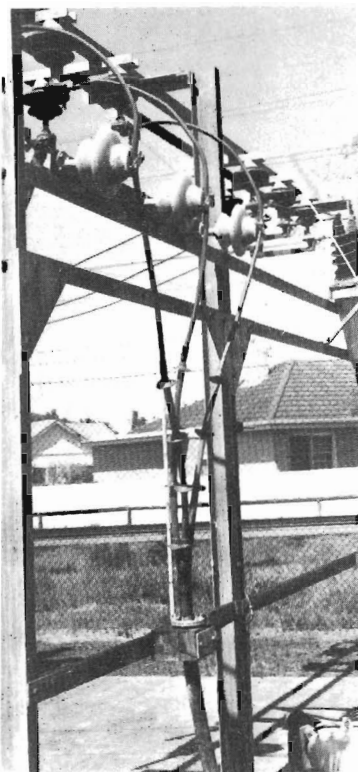
They saw almost every type of automatic ticket vending machine and automatic barriers, some of which could have potential, others seemed to be complicated.

One interesting observation was the definite trend overseas to prohibit smoking in all public transport.

Ray and Jack thought they made a good team. While Jack looked at the design of equipment and various structures, Ray was looking at their viability under Victoria's operating conditions.

This amounted to a worthwhile exchange of disciplines.

# Up the pole at Mentone



● Above — The original Raychem style bracket. It is being replaced by the bracket (pictured right).

● Right — A close-up picture of the new bracket, showing the three insulated wires on the right. On the left in the background is the older type of porcelain insulator.

**The Electrical Engineering Branch has added another first to the lengthy history of the State's rail system.**

Branch engineers have perfected the design of a bracket to reduce the number of cross arms necessary on power poles.

This provides savings, both in labor and material, over previous terminations made of porcelain insulators mounted in pitch inside a steel casing (in the background of the picture).

An electrical fault on a 22 000 volt cable adjacent to the Mentone substation, offered the chance to try the new construction method—the first of its kind in Victoria.

The picture shows three lightning arrestors mounted horizontally on a single bracket, incorporating a Raychem heat shrinkable termination system for a 22 000 volt cable.

VR has been using these heat shrinkable terminations for the past four years.

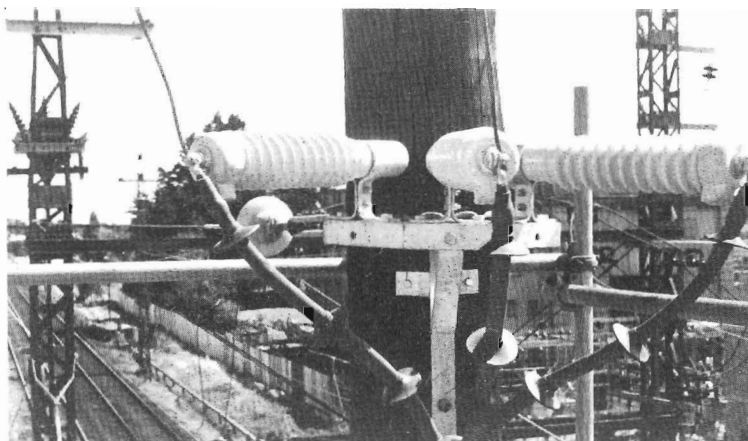
The new bracket will cut costs and provide a neater method of connecting an underground power cable to the 22 000 volt overhead power lines.

Raychem manufactures a large range of other heat shrinkable products in use by other railways engineering branches.

Some of the sleeves used to shrink over cable splices change from as much as 114 mm (4½ inches) to 38 mm (1½ inches) in diameter when heat is applied from a propane torch.

These sleeves have an interior adhesive which melts as the tubing shrinks, to form a complete seal over the splice.

One other form of Raychem's shrinkable product is being used at the other end of the world—as a protective covering wrapped around an Alaskan pipeline.



## A day in the life of...

**A day in the life of a junior station assistant at a country station is rarely dull.**

But saving a man's life can hardly be described as "all in a day's work".

But that's what it was for Terang junior station assistant Ronald Issell recently.

Ronald, 18, was on the station when a customer collapsed and stopped breathing. He administered mouth to mouth resuscitation and heart massage before the ambulance arrived. The man was released from hospital two days later.

Ronald joined the railways in December, 1974 and he wants to be a

country stationmaster. When *Rail Ways* spoke to him he was in Melbourne, spending his annual leave at a Traffic Branch safe working class studying for an electric staff certificate. He already has a double line block certificate.

He really enjoys his life at the railways and spends his spare time fishing or playing cricket.

Terang SM Ted Kenny told us that Ronald was the best station assistant he had ever seen. When he asked Ronald where he learned the resuscitation procedure he answered:

"It was on TV and I thought, 'Now is the time to put it into practice!'"



# Mick's survival abroad

**It seems that every time Mick Hughson and his wife Emily take a holiday they run into danger.**

Like the time they were aboard the *Marconi* in 1969. Just outside Durban a freak wave hit the ship, tilting it sideways to within a couple of degrees of disaster.

**Undaunted the Hughsons returned to the sea air, this time in 1974 aboard the *Fairsky*. Incredibly the same thing happened again and they came within inches of a watery grave.**

An earlier sea trip to New Zealand on the *Johann Van Oldenbarneveldt* passed without incident. However on its next trip the ship was lost at sea with 300 passengers.

On another holiday the Hughsons visited Hong Kong and left just the day before the riots of 1966 began

and bombs exploded all over the colony.

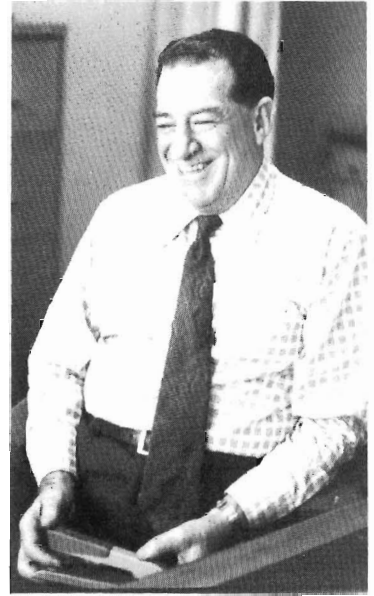
During a world tour they could not decide whether to visit Dublin or Belfast. They chose Dublin, and the day they arrived, half of Belfast was blown up in a day of violence and terror.

The Hughsons' misfortunes have not been confined to sea travel. One year they were on the way to Perth, by train, when it caught fire between Kalgoorlie and Perth and the passengers had to be rescued.

Surprisingly Mick has survived all these plus a wartime plane crash, to reach retirement age—he is 60. He left the railways last month after over 43 years service.

Mick, the chief clerk, Trading and Catering Branch, joined VR in 1932 as a lad porter at Regent station. He transferred to the refreshment services in 1934 and his positions included provedore, manager of the dining car depot and relieving manager at Mt Buffalo Chalet, which he thinks is a wonderful place.

He has many amusing anecdotes of his railways years. He smiled as



he recounted this one: "One of the country waitresses was told that she could not wear her uniform to go up the street, because it was against the rules. So she took off the uniform and went out in the petticoat."

Mick has had a wide and interesting life outside the railways. He was a centremen with the Fitzroy Football Club for 10 years from 1937-46 and is now a life member of the club.

But racing holds his interest now. His favorite track is Moonee Valley and his favorite horse is the one which wins. And there have been quite a few winners for Mick. His hobby paid for a world trip.

Travelling has been another hobby with Mick ever since his three years war service took him to about 25 countries. He and Emily recently returned from a six-week trip to Indonesia and they have already decided on the next destination—South America.

Mick, who lives at Northcote, has one other claim to fame. His story appeared in *The Herald* in March, 1972 after doctors discovered he had lived for 14 years with a rabbit bone lodged in a lung.

It was Christmas, 1958 when Mick choked on a rabbit bone. It was 14 years and 30 X-rays later before the doctors agreed with Mick's own diagnosis and removed the bone—a one inch piece of the rabbit's vertebrae.

Mick hopes to take things easy during his retirement and spend more time with his seven grandchildren.

## Bend your mind just slightly

The following mind-bender, known as the Smith-Jones-Robinson classic, will probably interest railwaymen.

It was found by John Williamson a clerk in the bookkeeper's office, Dynon, in the *Riverine Herald*, Echuca.

We reprint the mind-bender by permission of the editor, Andrew Lias.

Here are the facts: "On a train, Smith, Robinson and Jones are the fireman, guard and engine driver, but NOT respectively. Also on board the train are three businessmen who have the same names: Mr Smith, a Mr Robinson and a Mr Jones."

1. Mr Robinson lives in Melbourne.
2. The guard lives exactly halfway between Sydney and Melbourne.
3. Mr Jones earns exactly \$8000 a year.
4. The guard's nearest neighbor, one of the passengers, earns exactly seven times as much as the guard.
5. Smith beats the fireman at snooker.
6. The passenger whose name is the same as the guard's lives in Sydney.

### WHO IS THE ENGINE DRIVER?

Agreed the mind-bender is difficult, but there is no catch.

Try it for yourself, but remember that all the facts listed are important.

We won't make you sweat it out until next month. You'll find the answer further back on page 42.

# From the "heart" of Africa

The following letter is an exact copy extracted from the records of East African Railways and Harbor. It was addressed to the Traffic Manager of Uganda Railway in Nairobi, from the station-master's office in Londiani. It was dated April 4, 1905.

The letter is one of the souvenirs brought back by David Evans, manager, public relations from his years in East Africa.

## MOST HONOURED AND RESPECTED SIR,

I have the honour to humbly and urgently require your Honour's permission to relieve me of my onerous duties at Londiani so as to enable me to visit the land of my nativity, to wit India forsooth.

This in order that I may take unto wife a damsel of many charms who has long been cherished in the heart-beats of my soul. She is of superfluous beauty and enamoured of the thought of becoming my wife. Said beauteous damsel has long been goal of my manly breast, and now am fearful of other miscreant deposing me from her lofty affections. Delay in consummation may be ruination most damnable to romance of both damsel and your humble servant.

Therefore, I pray your honour allow me to hasten India and contract marriage forthwith with said beauteous damsel. This being done happily I will return to Londiani to resume any fruitful official duties and perform also my natural matrimonial functions. It is dead loneliness here without this charmer to solace my empty heart.

If your Honour will so far rejoice my soul to this extent, and also as goes equally without saying that of said wife-to-be, I shall forever pray, as in duty bound, for your

Honour's life-long prosperity, everlasting happiness, the promotion of most startling rapidity, and withall the fatherhood of many Godlike and lusty children to gambol playfully about your Honour's paternal knees to heart's content.

If, however, for reasons of State or other extreme urgency, the Presence cannot suitable comply with terms of this humble petition, then I pray, your most excellent superiority to grant me this benign favour for Jesus Christ's sake, a gentlemen whom your Honour very much resembles.

I have the honour to be, Sir

Your Honour's most humble and dutiful servant, but terribly lovesick mortal withall.

(sgd.) GOKAL CHAND

(B.A. failed by God's misfortune, Bombay University and now station master, Londiani.)



## The search for a giant's tooth

Two visitors to Mt Buffalo Chalet recently rediscovered a lost landmark on the mountain.

With only a postcard photograph printed in 1912 (left) as a clue they searched for a rock formation known as the "Giant's tooth".

Max Longford and Ron Campbell had been looking for the rock for years and this time, after clawing their way through the fallen trees and dense bush on the extreme edge of the plateau close to Mushroom Rock, they found the Giant's tooth within a kilometre of the Chalet.

Both Max and Ron know Mt Buffalo well through explorations of the area on foot or horseback. They are members of the Buffalo Horseriders Association.

Max makes a hobby of collecting references to the plateau from old newspaper files, maps and postcard photographs. He is also credited with the rediscovery of the "Plum Puddings" rock formation on the slopes of Mt Dunn.

Ron was recently interviewed by Bill Peach for his television series and is the brother of a typist in the Way and Works Branch.

The men hope that the authorities can restore the track to the Giant's tooth formation so that the rock and its panoramic views of the Ovens and Buckland Valleys can be reached easily by Mt Buffalo visitors.



*Mount Waverley station, rebuilt as part of the upgrading of the Glen Waverley line. The subway has been decorated with a mural, painted by college students.*



*Dandenong station got a facelift with a new platform that protects passengers.*

## New Station



*Moorabbin station, a new building was necessary to fit in with the third track project between Caulfield and Mordialloc.*

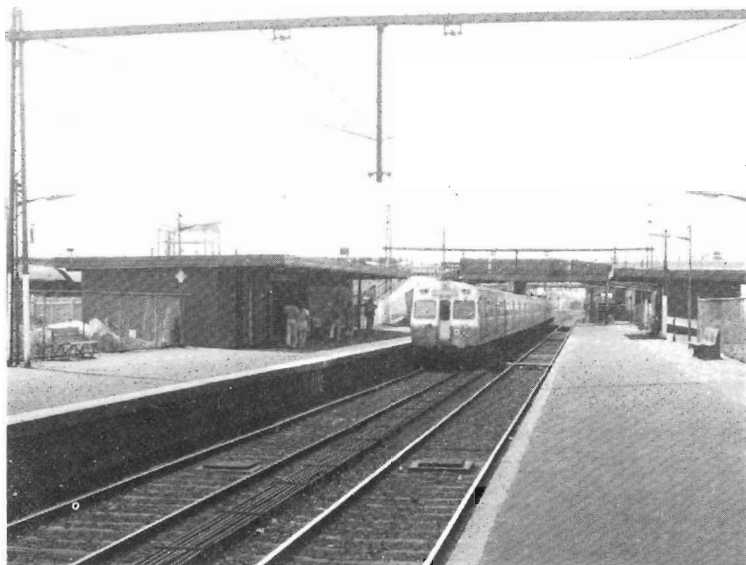


*Ormond station on the Frankston line. The new platform is a model as part of the third track project.*





...coat of paint. And a brick shelter (on the left) ...ing on platforms 1 and 2.



West Footscray, the station for the Footscray football ground was in bad repair and had to be replaced. This modern building was a great improvement.

## n Buildings

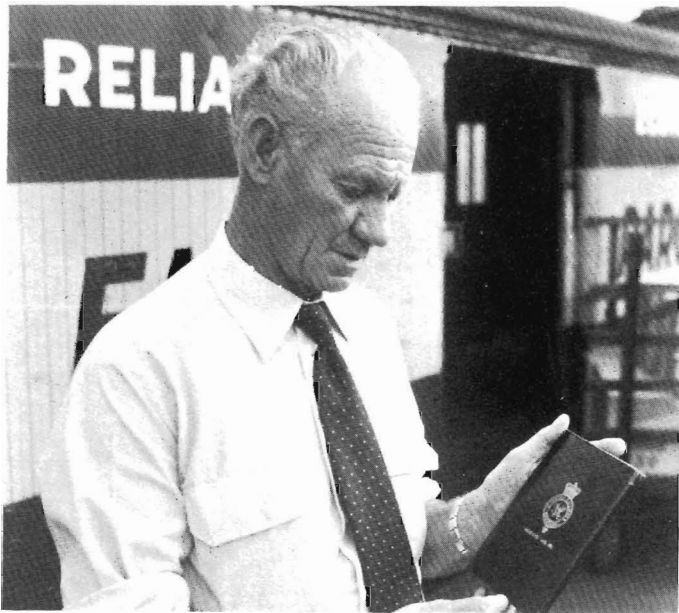


...wooden buildings were replaced with the brick ...ect between Caulfield and Mordialloc.



Macaulay station too, was old and desperately out of date. It was replaced last year with this modern, easy-to-work-in station building.

# Collector's item stays hidden



Arthur Greensill had every reason to be cautious when *Rail Ways* caught up with him at the Flinders Street parcel dock recently.

For days he had been carrying a precious parcel—a copy of an 1864 book, *Rail Ways Rules, Regulations and Bye-Laws*.

The book belongs to Arthur's friend Edwin Swift, a retired Box Hill station booking clerk.

"It's quite a valuable collector's item," said Arthur, as he brought the book to light for our photographer.

"It hasn't been out of my sight. I certainly don't want to lose or damage it."

The book originally belonged to Mr Swift's grandfather, Edwin. It was handed on to his son, also an Edwin, and to the present Mr Swift.

But who will be the next in line for the book? It's a bit of mystery since Mr Swift is a bachelor.

## Last train

Bill Carr took his last train out of Flinders Street at 12.57 on November 28.

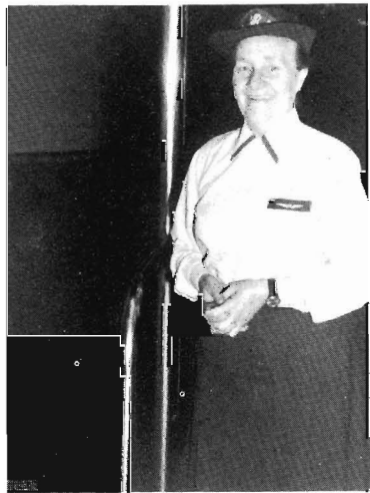
He was headed for Warragul, his home station. Bill retired after 47½ years with VR, 28 of them stationed at Warragul. He will be 65 in April.

Bill joined the railways in 1928 at Hayfield as a lad porter.

On his last day Bill took the school train from Dandenong to Warragul as usual and he was very touched when the children, as they trooped down the ramp at Drouin station gave "three cheers for Bill".

The celebrations continued until the Saturday night when Bill was honored by his fellow employees at a dinner at the local RSL club.

Bill and his wife Marjorie are off on March 10 for a four-month trip overseas, visiting England, Scotland and Europe. They will travel most of the way by camper van.



Flinders Street ticket checker Amy Redpath (above) has dedicated her spare time to teaching gymnastics to mentally retarded children.

She works split shifts so that she can visit the Thornbury day care centre, two days a week and the Lalor centre every Wednesday

Amy has been interested in gymnastics all her life and enjoys seeing the pleasure which calisthenics gives to the children.

She has just started her 25th year as a ticket checker and still loves every minute of it. One of Amy's seven grandchildren is Leonie Goodwin, a junior typist at Head Office.

## Who drove the train?

This is where we undo the Smith-Jones-Robinson knot.

Here is the reasoning process and the answer:—

Jones is the first to be eliminated. He is the guard.

He lives halfway between Sydney and Melbourne, the passenger named Mr Jones lives in Sydney and the guard's nearest neighbor earns seven times as much as he does.

His nearest neighbor cannot be Mr Robinson who lives in Melbourne.

And Mr Jones, on \$8000 a year cannot possibly earn seven times as much as the guard.

His nearest neighbor, therefore, is Mr Smith.

Mr Smith is not the fireman because Smith beats the fireman at snooker.

**So Smith is the engine driver.**

# Anyone for tennis? . . .

Two railwaymen who took more than a passing interest in the recent Australian Tennis Championships at Kooyong were Kevin Bolton and Phil Leek.

Both were umpires during the tournament, organising and directing this important part of the championship.

Kevin was deputy referee and Phil the central umpire for the final match, in which Mark Edmondson scored a surprise win over titleholder John Newcombe.

There was more tennis to come for the VR pair. They led a contingent of Victorian umpires to Hobart to take part in the umpiring of the Davis Cup matches between Australia and Indonesia.

The pair are two of Australia's best umpires. Each has received the Australian Lawn Tennis Umpires' Association top award for meritorious service.

Kevin, who works in the Traffic Branch's staff division, is the Association's secretary.

Phil, a water supply engineer, is its Victorian secretary.



● Phil (left) and Kevin discuss the result of the thrilling final match between Edmondson and Newcombe.

## Or do you prefer bowls?

It was one of those matches when the game was won on the last shot of the day.

And Eric Grant had never been so relieved to "trail the kitty".

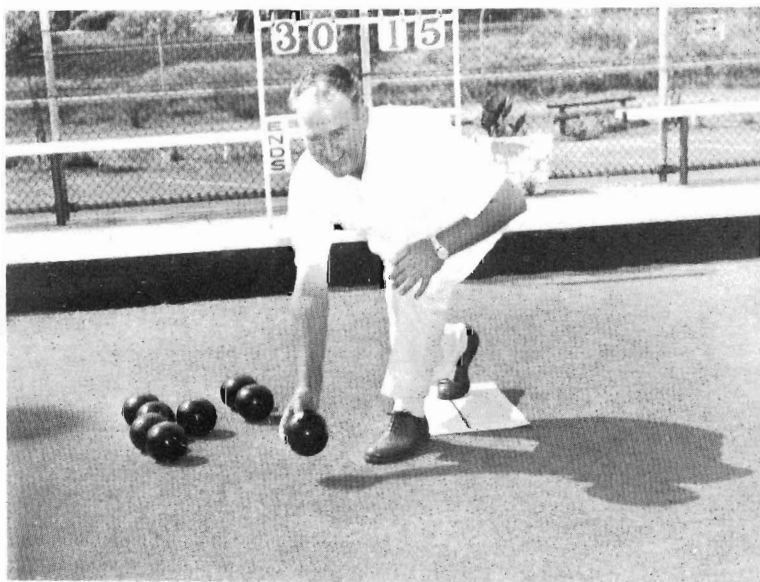
Eric, a clerk in the Way and Works Branch, and his partner, production engineer Bob Sharp, won the B grade of the Royal Victorian Bowling Association Metropolitan pairs, with that last shot.

The final score in the match against a pair from Burwood was 14-10. The game was played on the Melbourne Cricket Club grounds.

Eric and Bob are members of the Footscray City Bowling Club where we found them on the first day of Eric's leave. They were just leaving for Deniliquin with other club members, to play in a tournament on the RSL grounds there.

Eric has been bowling for many years, 25 of them with the Footscray club. He graduated to bowls from tennis, which he played for the railways.

He was an interstate player for the VRI and captain of the Spotswood team in the 1950 Pimms Cup.



● Eric Grant shows the form which won the title for his partner Bob Sharp and himself.

He is still interested in the tennis scene and he will be on the sidelines for the intersystem tennis carnival in Melbourne this month.

Another sporting interest is horse racing.

This title is Eric's first major win.

He joined the railways in 1933 as a lad in the Spotswood shops and graduated to the office there.

In 1950 he came to head office where he worked his way up to accident clerk in the Way and Works Branch staff office.



## The Lonergan trio

When one Lonergan retired from the railways recently he left two more to carry on the family tradition.

John Lonergan retired as a guard on the *Spirit of Progress*, farewelled by his sons Michael,

31 (left) and John 38, both railwaymen.

John, 64, enjoyed his years with VR although the job played havoc with his social life. Wife Leila will be happy to have John home at last.

They are planning a trip overseas to keep them active.

## The end of the road



Robert Matheris reached the end of his VR road recently when he retired after 30 years with the railways. He was a road foreman.

Robert joined the railways as a laborer at Serviceton and worked in country areas until about 18 months ago when he came to Melbourne.

The highlight of his career was working on the standard gauge. He was the first special ganger to start work on the standard gauge at Wodonga.

Robert, who lives in Albion, has joined a bowls club in Sunshine, returning to the sport after a break of some years. He hopes it will lead to a relaxing retirement.

He is part of a railways family, two of his six sons now work for VR. Roger is a road master doing special duties in Melbourne and Brian is a plant operator at Geelong.

Robert's grandfather began the family's railway connection. He was a locomotive driver at Stawell many years ago.

## The best medicine



No one really likes the idea of a visit to the doctor.

But the pleasant surroundings and the reassuring smile of senior medical clerk Ron Pearce make a visit to VR's new medical centre less frightening.

Ron, 38, joined the Way and Works Branch in 1959 as a clerical assistant and transferred to the Secretary's Branch and the medical centre in 1963.

His job is to supervise and maintain an even flow of medical examinations, instruct the clerical staff on medical procedures and arrange appointments for specialist examinations as well as ensuring the efficient running of the medical centre. He and his staff aim to give the best service to patients.

Ron married into a railways family. His wife Lesley was a typist with the Traffic Branch at Melbourne Goods Yard. Her father, Bill Frain, was VR's head gardener for many years and two uncles also spent many years with VR. Between the four of them they notched up over 120 years service.

Ron and Lesley have three children, Gregory 13, Rodney 10 and Jacqueline five. Their interests centre around the children, the garden and the pool room in their home at Aspendale.

# API wins the cricket

After an exciting day's cricket in the annual VRI-API match at the Junction Oval, St Kilda the API scored a win by a mere four runs.

Finishing with 137 runs, the API won the perpetual trophy.

VRI captain Jim McCalman won the toss and sent the API in to bat. It seemed the move would pay off when Jack Robertson took a quick wicket from his fifth ball.

Opener Peter Mullins was out lbw and the API was 1 for 2. Paul Uccello, bowling from the other end clean bowled the other opener, Rod Wescombe, for 10.

In his next over Robertson cleaned bowled Peter Clarke. McCalman took the ball and in his first over, a maiden, he captured the wicket of Alan Williams. The score was 4 for 25.

McCalman took the next two wickets, both lbw, for the addition of 21 runs.

A persistent partnership between Kevin Prendergast and Graeme Davidson added 14 runs before Kingsley Stanley came into the attack and took Prendergast's wicket.

Murray Hunter and Davidson pushed up the score before the next wicket fell at 8 for 88.

Davidson was still at the wicket while Gary McKay added his runs. Davidson's wicket fell to Robertson and McKay was a victim of Garry Bollard for 33 runs, the last wicket down.

Closing with 137 to the API, the VRI best bowlers were Robertson, 4 for 33 and McCalman, 3 for 21.



● Graeme Davidson (API) plays forward to a shot while Ted Barnes (VRI) waits hopefully in slips.

After lunch the VRI went in to bat with openers John Courtney and Robert Thomas. The score was 0 for 42 when Thomas was caught off the bowling of Glen Zimmer.

Ian Willowhite came in but was lbw to API captain Graham McColl for three.

Courtney and Ted Barnes took the score to 70 before Courtney was out for 39, to McColl. Barnes was joined by Ian Quarrell and they added 34 before Barnes was out to Prendergast lbw for 16.

McCalman was out lbw to Prendergast shortly afterwards and Quarrell was the next to go, with the score 6 for 119.

Hunter broke the Keith Carmody-Robertson partnership when Carmoy was out to the "catch of the day", for 10.

Robertson was caught during the next over and Bollard was stumped brilliantly for no score.

Uccello was out lbw for one, the final wicket. Stanley was not out two. The final VRI score was 133.

After the match McCalman presented the trophy to the API captain, McColl.

## Snooker wins

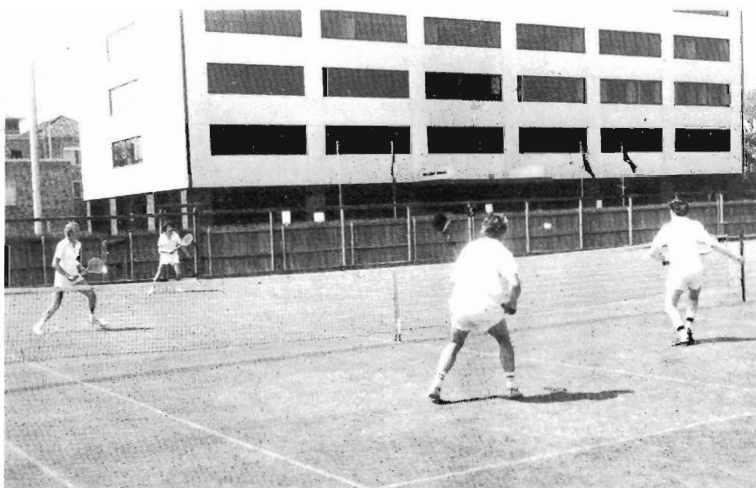
For the first time in many years the Geelong Centre entered teams in both the snooker and billiards sections of the Geelong Amateur Billiards Association and they met with outstanding success.

In snooker, the A and B teams won the premiership. The A side finished the season without a loss. In the final of the A section the VRI defeated Corio Club five games to three.

In the B section the VRI beat Torquay RSL six games to two.

Both finalists in the B singles championships were VRI men. L. Harrison defeated I. Colenso.

The VRI A team in the billiards section finished third.



● Some of the action at the API-VRI tennis match recently.

# CUSTOMERS SAY...

## Surrey Hills station

"May I congratulate the stationmaster at Surrey Hills station for the immaculate condition of his station. The beautiful display of flowers and flower beds really make the station look wonderful. It always looks so clean."

—E. Wilmot of Hawthorn, writing to the editor of *Rail Ways*.

## Conductor praised

"We travelled from Bairnsdale to Flinders Street and we were most impressed by the courtesy and helpful manner of the young conductor (Mr J. Mellington—Ed.). He helped everyone with their luggage and spared nothing to attend to everyone's comfort."

—M. and J. Harkings of Warrandyte, writing to the manager, personnel.

## Mildura staff thanked

"The service provided recently by Mr Ken Bailey, stationmaster at Mildura and his staff during the organisation of our recent educational trip via Melbourne was courteous and efficient. The service he provided for 93 children made my task very much easier."

—Mr W. H. Knight, Principal, Gol Gol School, writing to the VR Chairman.

## Organisation appreciated

"It is rarely that one is inspired to show appreciation to a faceless group of workers. However, I feel congratulations are in order and would be obliged if a word of thanks was passed to those individuals who so smoothly managed and assisted rail commuters on the Ringwood line when services were disrupted by an accident at Nunawading. The inconvenience was minimal and the alternate transport well organised. The extra effort was commendable."

—B. G. Anderson of Vermont, writing to the Chairman.

## Lost wallet returned

"I left my wallet and keys on a train to Williamstown and did not realise until later that I had lost them. I went back to Spencer Street station where I thought I had lost them but there was no news. I returned home where I found the items waiting. The stationmaster at Williamstown had rung my home and told the family that the guard had found them and handed them in to him. Please convey my sincere thanks to the guard and the stationmaster."

—K. M. Lewis of Oak Park, writing to the Secretary.

## Cheers from school

"Please accept our thanks to you and your staff for the great help you have been to us on the many excursions which we have taken by rail from Murrumbena. Your cooperation and courtesy has been very much appreciated and has contributed a great deal to the success of our outings. Best wishes for the New Year."

—A. G. Waugh, and A. J. Bell acting Principal of Murrumbena primary school, writing to the SM at Murrumbena.

## Little Desert tour

"My sister and I have just returned from a VicRail tour to the Little Desert and Nhill. I must congratulate all those concerned. The accommodation and meals from first to last left nothing to be desired. The time just flew by, there were lots of laughs and the memories will stay with us for a long time. This was all arranged with one phone call to your office and a trip to our local station."

—Mrs E. Walker of Nunawading, writing to the Secretary.

## Briefcase left behind

"I should be grateful if you would convey my thanks to the members of your team who assisted me so readily and effectively

when I arrived to catch the 6 am train to Melbourne to find I had left my briefcase containing important business papers, at home. There was no time to return for them as I was scheduled to meet a colleague at Spencer Street and drive to Tullamarine to catch the 8.30 flight to Canberra.

"To cut a long story short, the Geelong stationmaster arranged for the briefcase to follow with the guard on the 6.33 train. My colleague went to Tullamarine alone and the staff in the stationmaster's office at Spencer Street arranged for the guard to give me the briefcase as soon as the train arrived.

"Everything fell into place and a taxi whisked me to the airport with five minutes to spare. It was a magnificent effort. Thank you Victorian Railways, the stationmaster at Geelong, the guard on the 6.33 and the stationmaster and staff at Spencer Street."

—Mr Walter Spratt, manager information and statistics, Royal Insurance Co. Ltd., Collins Street, writing to the Chairman.

## Mr Brownbill says thanks

"Thank you very much for the wonderful ceremony. (The naming of the new X45 locomotive, the *Edgar H. Brownbill*—Ed.) Everything went perfectly with a highlight the unusual and very thoughtful way it was organised, so that my wife in hospital could join in with us.

—Former Chairman of Commissioners, Mr E. H. Brownbill, writing to the Chairman.

## Reading glasses returned

"I would like to express my thanks for the very prompt return of my reading glasses which had dropped from my pocket while I was travelling on a Belgrave train. I appreciate the honesty of the employee who found them and the courtesy of the assistant stationmaster at Ringwood"

—Mr John Findley of Ringwood, writing to the manager, public relations.

# Retirements . . .

# Suggestions adopted . . .

## WAY AND WORKS BRANCH

Bramwell, J., Spotswood 5/1  
 Corkran, G. A., Seymour 14/2  
 Cummaudo, S., Spencer Street 4/12  
 Dooly, W. T., Maryborough 16/1  
 Edmondson, C. V., Maryborough 25/12  
 Frayne, L. W., North Melbourne 21/12  
 Guthrie, A. A., Warrnambool 9/1  
 Hood, R., Spencer Street 9/1  
 Inglis, W. H., Flinders Street 10/1  
 Johnson, C. K., Plant engineer 19/1  
 Johnstone, R., Bendigo 10/1  
 Keane, J., Warrnambool 6/4  
 Kortzis, D., Laurens Street 23/12  
 Lo-Giusto, G., Flinders Street 11/12  
 May, H. D., Wangaratta 6/2  
 McDonald, W. H., Engineer track and drainage 20/4  
 Nicol, E. H., Spencer Street 5/1  
 Preusker, W. B., Dimboola 27/2  
 Salamone, S., Port Melbourne 20/4  
 Trickey, M. J., Ararat 10/1  
 Tsouveleakis, A., North Melbourne 16/4  
 Van Eede, G. W. J., Head Office 22/12  
 Webber, E. C., DE Eastern 17/12

## ROLLING STOCK BRANCH

Allan, J., South Dynon 15/12  
 Attwater, O., Bendigo North 29/12  
 Barclay, H., ER Depot 9/1  
 Bennett, S., Newport 31/12  
 Burnett, J., Newport 13/2  
 Capper, T., ER Depot 28/1  
 Clee, R., Bendigo North 24/1  
 Colangelo, N., Newport 16/12  
 Connors, A., Jolimont 23/1  
 Conolan, W., Bendigo North 12/2  
 Cruickshank, G., Newport 8/2  
 De Donato, C., Jolimont 5/12  
 Feuk, R., Newport 19/12  
 Flewin, L., Newport 26/2  
 Forden, L., Newport 27/1  
 Goates, E., Newport 31/10  
 Hurwood, C., North Melbourne 4/2  
 Kavanagh, V., ER Depot 14/12  
 Lo Terzo, V., Newport 31/12  
 Mann, A., Newport 31/12  
 Messina, F., Newport 11/2  
 Moore, W., Newport 2/1  
 Moynahan, J., Ararat 12/1  
 North J., Bendigo Loco 8/2  
 Oackham, S., Bendigo North 19/2  
 Pandelopoulos, G., Jolimont 14/2  
 Pignatelli, P., Newport 12/12  
 Ritchie, J., Ballarat Loco 19/12  
 Roberts, C., Ballarat North 16/2  
 Scown, H., Newport 5/12  
 Stirling, J., Head Office 5/1  
 Superina, Z., North Melbourne 2/2  
 Wilson, T., Shelter Shed 5/1

## TRAFFIC BRANCH

Ascoli, R. P., Ruthven 21/11  
 Ballantine, W. R. C., Melbourne Goods 2/1  
 Blake, V. D., Head Office 3/1  
 Bokich, M., Spencer Street 26/12  
 Boothman, A. E., Stawell 14/12  
 Dall, D. P., Flinders Street 8/12  
 Davidson, T., Ararat 20/1  
 Dell-Albani, G., Melbourne Goods 25/1  
 Dorman, K. M., Melbourne Yard 30/1  
 Falls, B., Dandenong 24/1

Fitzgerald, T. J., Flinders Street 8/1  
 Fletcher, H. E., Head Office 17/1  
 Grzybkowski, B., Spencer Street 21/1  
 Ingram, H. J., Mildura 1/1  
 Le Lievre, L. B., Geelong 1/1  
 Long, L. P., Melbourne Yard 29/1  
 Pepyat, R. J., Dynon, 27/1  
 Somers, A. E., Wangaratta 21/1  
 Unwin, W. M., Flinders Street 26/11  
 Van Berkel, R. G., Melbourne Yard 17/1  
 Wearne, E. E., Bendigo 10/1  
 Williams, J. H., Flinders Street 2/1  
 Windsor, A. J. A., North Geelong 3/1  
 Wood, J. W., Bacchus Marsh 17/12

## STORES BRANCH

Biondo, S., Newport Workshops 12/12  
 Bolkas, P., Reclamation Depot 13/2  
 Brannelly, P., Ballarat 27/11  
 Dunkley, G. G., Spotswood General Storehouse 6/12  
 Gatehouse, J. M., Jolimont Workshops 19/12  
 Germaine, A., Newport Workshops 5/3  
 Jensen, C. W., Printing Works 4/2  
 Kopas, A., Newport Workshops 26/12  
 McCurdy, H., Electrical Depot 26/3  
 McMillan, H., Geelong 12/3  
 Pattison, W., Newport Workshops 21/2  
 Santoro, G., Newport Workshops 17/12

## ELECTRICAL ENGINEERING BRANCH

Bennett, R., Overhead Division 3/1  
 Hassett, W. G., Distribution Division 25/1  
 Johnson, L. G. E., Distribution Division 19/12

## ACCOUNTANCY BRANCH

O'Loughlin, R. A., Head Office 15/1

## RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

### WAY AND WORKS BRANCH

Ellis, W. R., Flinders Street 14/1  
 Irwin, A., Bendigo 28/12  
 Kearney, D. L., Plant Engineer 12/12  
 Vesty, H. T., Echuca 26/12

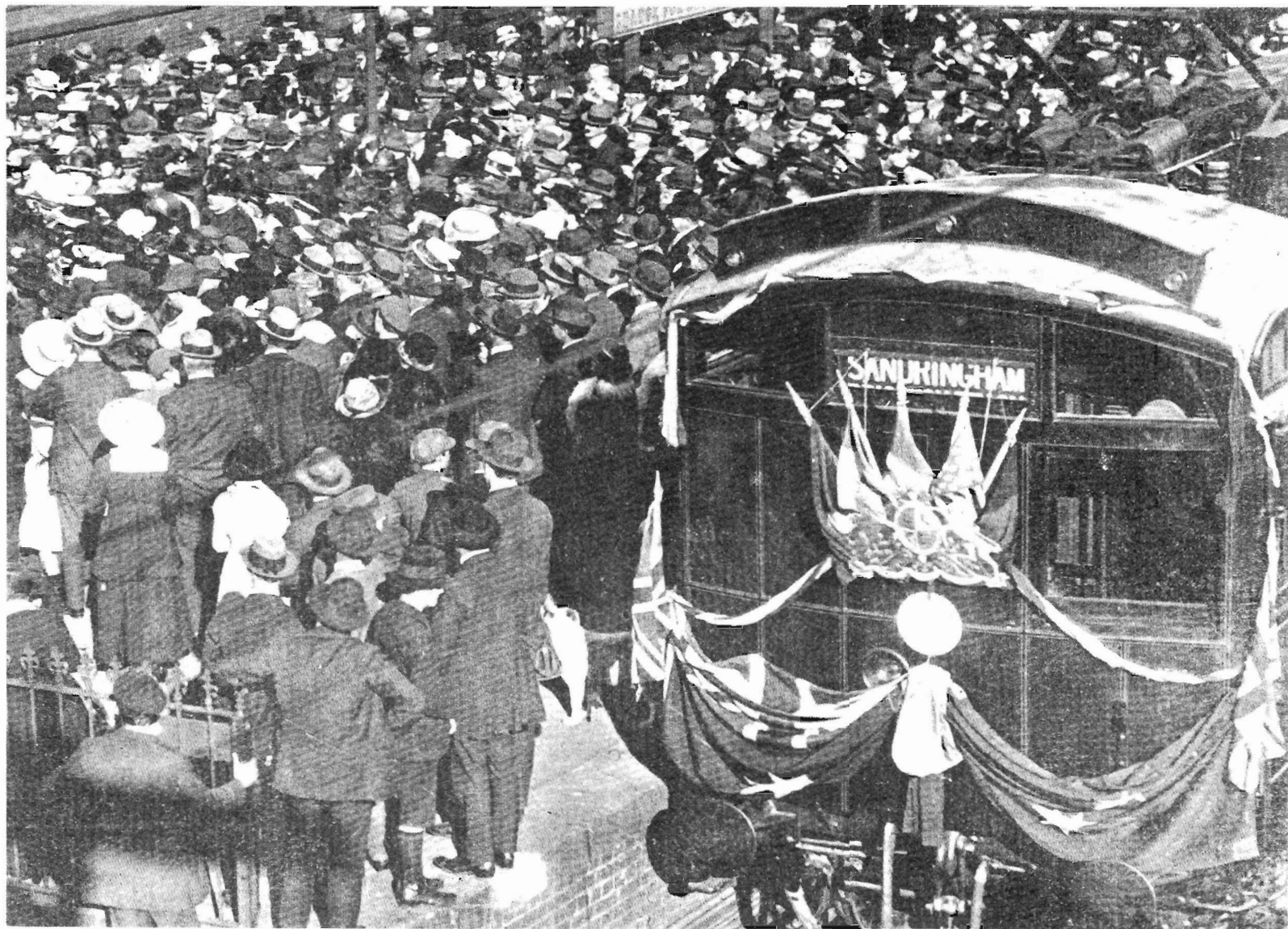
### ROLLING STOCK BRANCH

Burger, M., Newport 8/11  
 Doutsas, P., TL Depot 27/12  
 Green, S., Seymour 17/12  
 Moschetti, D., Ballarat North 29/2  
 Pilecki, J., Ballarat North 24/11  
 Purchase, S., Newport 9/11

### ELECTRICAL ENGINEERING BRANCH

Petkovski, P., Overhead Division 24/12

- Electrical switch on concrete vibrator units \$625
- BCPL carriage to be converted to a dance car \$ 50
- Illuminated signs to indicate parcels offices at Spencer Street \$ 40
- Variation to track circuit at Broadmeadows \$ 20
- Stop and go signal bats for level crossing control \$ 20
- Non attachment of trailer to Donald rail motor \$ 20
- Production of form P 149 in a larger size \$ 15
- Economy in printing of general wage and salary variations \$ 15
- Modification to L class locomotive swing link pins \$ 15
- Sign at Spencer Street indicating platform tickets not required for people meeting trains \$ 10
- Interstate booking sign, Moorabbin \$ 10
- Varied listings in Telcom directories \$ 10
- Alteration to whistle valve on T class locomotives \$ 10
- Improvements to Healesville line schedules \$ 10
- Instructions relating to discharge of hot water from carriages \$ 10
- Amendments to form Y 43 \$ 10
- Replacement of light in room 146 A, head office \$ 10



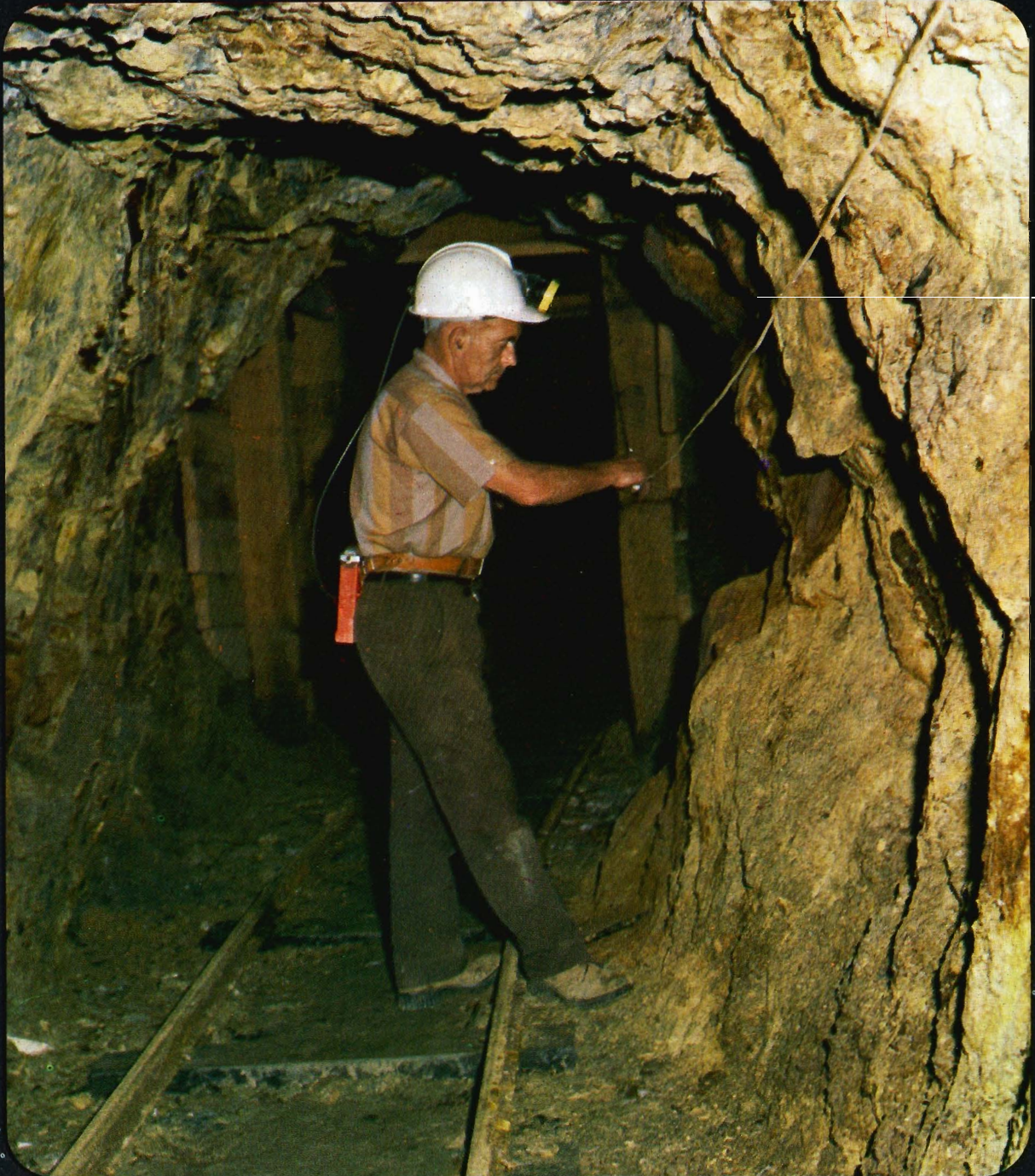
At Essendon station, May 28, 1919. The opening of the electrified station. The photograph appeared in Melbourne's *Punch* on June 5, 1919.





# Rail 10 CENTS Ways

APRIL 1976



Signalman Peter Nanos of Clifton Hill has found a memorandum dated March 7, 1936. It says: "The Metro Superintendent complains that during the morning peak period, between East Malvern and Heyington, preference is given to road traffic. This practice must cease and every effort made to expedite running of trains. Delays react on Kew and main lines services. Please note and place this instruction in order book." The memo was signed by TSM E. E. Prosser. Mr Nanos would like to trace him, can any *Rail Way* reader help?

The library at head office, urgently needs a copy of *Victorian Railways to '62* by Leo. J. Harrigan. Would anyone who can sell or donate a copy please contact the librarian, Ms Maureen Carroll, on auto 1140 or at room 109.

The *Dandenong News* reports on a day at the Springvale Court recently when 13 people were charged with crossing the Springvale Road level crossing while the bells and lights were operating and the boom barriers were down. Most were fined \$5 and ordered to pay \$4.40 costs. Two were fined \$10. One had crossed the line while a train stood at the platform about a metre away. The other refused four times before giving her name and address to the railways inspector. Their reasons for risking their lives? Nine said they were late for work, two said they were late for school, one was in a hurry and another said: "I was stupid".

On a homeward bound train one evening recently a middle aged passenger slowly slumped sideways on to the lap of a young lady sitting next to him. Embarrassed she remained seated. A commuter sitting opposite noticed her blushes and tapped the man on the shoulder. He sat up abruptly and said calmly to the young lady: "Sorry dear. . . wrong lap".

The *Age* of August 12, 1924 reports that the July returns from Shepparton railway station were: passengers £786; parcels £176; goods £3388; livestock £120; miscellaneous £65; total £4535. The increase on July, 1923 was £562.



## A tall story

From Traralgon stationmaster Les Hedges, comes the story of the extra tall cactus plant.

For years cactus plants have grown on railway land near the Sale Station, usually only to a height of one metre (3 ft).

This one grew to 7 m (21 ft) and flowered for the first time in over 15 years.

However vandals couldn't keep their hands off the cactus. Soon after the story of the cactus appeared on page one of the local newspaper, three separate groups of vandals tried to hack down the cactus.

Two groups were chased away by nearby residents, but the third successfully ringbarked the stalk and lacerated the cactus. Soon afterwards a strong wind brought the mauled cactus crashing to the ground.

## Rail link up North

The fourth new line to be constructed in the past eight years for the Queensland Government Railways opens for traffic this month.

The 68 km (40 mls) Phosphate Hill line links the phosphate rock deposits in north west Queensland with the QGR system at Gungahlin, near Duchess.

The \$26 million project is financed by the company working the phosphate rock deposits, Queensland Phosphate Ltd.

Initially the rail link will carry one million tonnes of freight a year. The phosphate rock has been carried by road to the railhead at Duchess and railed to Townsville.

The project required the construction of formation and track, four bridges 122 culverts and a weigh-bridge at the mine.

In conjunction with the construction of the new line, the Great Northern Railway is being upgraded. This work included the replacement of 21 timber bridges by prestressed concrete bridges and culverts.

## RAILWAYS

*Rail Ways* is published monthly by the Victorian Railways Board for the information of our staff and customers.

It is printed at the VR Printing Works, Laurens Street, North Melbourne.

Prints of most of the photographs published in *Rail Ways* are available on request.

Contributions are invited from readers, either in writing or by phone, and a fee is paid according to the nature and amount of material published.

Pictures are especially welcome. Editorial and subscription offices: Room 59, Railways Administrative Offices, 67 Spencer St., Melbourne 3000. Telephone 6 1001 (internal auto and extension 1181—editorial or 1367—subscription).

Editors are welcome to reproduce any material with or without acknowledgement.

### OUR COVER

Pictured is miner Lloyd Coleman working in the Long Tunnel Mine at Walhalla — see pages 58 & 59.

# RAY MEAGHER SAYS "FAREWELL"

On March 20 Mr E. R. Meagher completed his second and final term as Minister of Transport.

Speaking to reporters at the Knox Club a few days earlier, he said "the car was supreme"—and because of that public transport in Victoria had suffered for about 25 years.

"We want to make public transport so attractive that anyone who would use a car to travel to work would be a fool," he said.

He envisaged a situation where cars would only be used at weekends.

Mr Meagher said at present more than \$500 million was being spent on projects to improve public transport.

● *Rail Ways* invited Mr Meagher to write this story to mark his retirement.



● Former Minister of Transport Roy Meagher.

On my retirement from Parliament I would like to express my appreciation of the privilege I enjoyed from 1962-67, and again from 1973-76, of being associated with the vast, and despite public criticism, generally very efficient service provided by the Victorian Railways.

It is all too easy to criticise the relatively few failures while ignoring the many successes of such a system.

The apparent view of the media that Railways mishaps are news and successes are not does nothing—to help the community—rather it distorts the picture and hampers the efforts of the great majority of railwaymen, who, by their dedication to duty, keep the system operating with surprising regularity in view of the many problems they meet with regard to old rolling stock, shortage of capital funds, and intense competition from the private motor car and commercial road vehicles.

I therefore place on record my wholehearted respect for an organisation and staff which has continued to operate and improve the railway service in the face of these difficulties and a barrage of largely uninformed and unfair criticism.

Of course it is true that much of the Railways equipment is out of date, but it is equally true that it is being steadily updated as quickly as the economic situation permits, and the management skills of the Rail-

ways can be applied.

During the period covered by my two terms of office, which saw the completion of the transfer from steam to diesel locomotion, the Victorian system has produced several "firsts" in Australia.

Bogie changing, hump shunting at Melbourne Yard, the concept of modal interchanges at Box Hill and Frankston, central traffic control on the Sydney line, regional freight centres and entry by the Victorian Railways into pipelining are just some of these innovations.

The underground loop, conceived and planned by Railway personnel will undoubtedly transform the transport patterns of Melbourne and will, by facilitating traffic in the centre, have beneficial effects throughout the State.

Here again the more carping critics refuse to acknowledge the clearly stated objectives of this great enterprise which, with third tracks, automatic signalling and new rolling stock, will make possible greatly increased carrying capacity, speed and

comfort, which will, I am sure, enhance the public image and patronage of the service.

## Unrealistic

*The frequently expressed demand for "instant" improvements to the service are of course unrealistic.*

They ignore the problems of finance, industrial capacity, and the vast amount of skilled planning and management which must take place to allow improvements to be made while still operating the service.

The setting up of the Railways Board and the placement of roads under the Ministry of Transport were significant moves in the direction of a planned and carefully co-ordinated transport system for the State—a system in which the Railways as bulk hauliers using private right of way and efficient, largely non-pollutant, energy sources must play a prominent part.

Modern rolling stock, improved tracks and automatic signalling are

(Continued page 61)

● A new look for our front cover — and a new look for VicRail. This is the new logo, officially launched on April 12. Full details next month.



# VicRail

# The Board's busy six months

## The last six months of 1975 were busy ones for the Victorian Railways Board.

The eight-man Board discussed the railways' problems and achievements at fortnightly meetings.

Among the many topics under examination were the Flinders Gate project, the Karlsruhe-Daylesford line, parcels rates, fares increases, the Frankston and Box Hill modal interchanges, overseas study tours, regional freight centres, Mt Buffalo Chalet and many others.

The following is a short record of some of the subjects discussed by the Board.

### Flinders Gate

The General Manager, Mr Ian Hodges, is a member of the planning committee for the Flinders Gate project. He reported on changes made by the developers to overcome many of the Board's queries on the original scheme.

Board approval of any scheme would depend on its suitability for operation in conjunction with the underground.

The revised plans provide for a plaza on the Swanston Street frontage and the relocation of the tower buildings to lessen their visual impact on the north-south alignment.

The new concept has been presented to interested parties.

The Board's vital concern continues to be the provision of a station with proper passenger access, particularly from the Swanston Street concourse to no. 1 platform. This will be hindered by retaining the structure supporting the dome.

### Altona-Somerton-Tullamarine Pipeline

The pipeline scheme for carrying fuel from Altona to Somerton and Tullamarine was reviewed. The scheme is part of a joint enterprise with major oil companies. As the pipeline would be constructed on railway land it is important for the railways to have sufficiently equity in the pipeline.

### Board Membership

Board membership was increased from seven members to eight, from November, with the appointment of Mr J. J. Brown. It now comprises the VR Chairman, Mr A. G. Gibbs, VR General Manager, Mr I. G. Hodges, Mr G. F. W. Brown, Mr R. W. Ellis, Mr L. M. Perrott, Mr J. G. W. Urbahns, Mr N. G. Wilson and Mr J. J. Brown.

### Study Tour

Mr A. Nicholson, assistant chief mechanical engineer, went overseas to investigate suburban carriage design and train running.

There were two outstanding features in his report. The first was that

each of the manufacturers visited, insisted on models, mockups, and prototypes being fully approved before they went into production. Mr Nicholson said this was consistent with the VR approach to any new order for trains.

The second was the concentration in Europe on maintenance facilities for rolling stock. The view is that there is little use in acquiring new cars unless the maintenance facilities are available.

### Regional Freight Centres

Proposals for another three regional freight centres to follow Horsham were discussed. It is important for the centres to be more than 240 km (150 mls) from Melbourne to ensure they are far enough away from the city to compete successfully with direct road services. Planning will proceed on a study of areas likely to be most suitable.

### X Class Locomotives

With delivery of the first of the new 2 200 hp X class locomotives, the Board decided that the first should be named after former Railways Commissioner, Edgar H. Brownbill. The first (X45) was commissioned into service on November 14.

### Mt Buffalo Chalet

The Board discussed the present management structure at the Chalet and decided that there could be advantages in having an advisory board, with part time members with expertise in the tourist and accommodation industries. The Board would retain overall control. However the matter could not be discussed without knowledge of the findings of the State Committee Inquiry into Tourist Activities.

### Karlsruhe-Daylesford line

On the advice from the State Government the Board decided to keep the line open and to spend a certain amount on maintenance. The line will be operated at its present level of services until its future is reviewed.

### Parcels Rates

The Board approved a simplified charging scale for parcels, from February 1, as the first step in the necessary rationalisation of many long-standing charging scales for both parcels and goods.

### Passengers

Upward trends in passenger traffic delighted the Board. The figures for both suburban and country in the past two years reaffirmed its policy to foster business by providing and selling services appropriate to marked demands in relation to capacity and quality.

### Rehabilitation

The rehabilitation officer was given permission to extend his activities to include the counselling of chronic alcoholics who seek this help.

The proposition has union support, but it will not mean a departure from the present practice of terminating the services of any employee engaged in an operating area, who impairs his faculties by consumption of alcohol.

The scheme was given the Board's full support.

### Puffing Billy

A proposal that the railways relinquish all responsibility for the operation and supervision of Puffing Billy was discussed. The matter will be discussed. The matter will be kept under review.

### Trading and Catering

A consultant's investigation of the Trading and Catering Branch had been a worthwhile idea, particularly in the way it stimulated thinking in the Branch and the Board agreed it had generated a fresh outlook on many problems.

Further expert advice is needed and the Board will specify objectives in relation to service standards and financial results.

The object must be to generate an image, which the public would come to associate with all railways catering. The product must be uniform, with prices tailored to the particular market.

**The first small step towards the building of VR's model interchanges at Frankston and Box Hill was taken last month.**

As one of his final official functions, former Transport Minister, the Hon. E. R. Meagher, opened the first stage of each project.

This involved activating test drills on each station platform. VR Board Chairman, Mr A. G. Gibbs, and General Manager, Mr I. G. Hodges attended both ceremonies.

At Frankston, in the heart of his own electorate, Mr Meagher said: "During the past decade Frankston's population has grown from 26 000 to 59 000, while population growth in the surrounding districts has more than doubled.

"Frankston has now become one of the largest growth centres in Melbourne, offering a wide variety of good living conditions, employment, shopping and recreational facilities."

He said the new transport centre would become the third major activity in central Frankston.

"Every care will be taken in the planning, to ensure other areas in the central business district be integrated, the common factor being to unify the three pedestrian areas with the transport centre's shopping area and commercial zone," Mr Meagher said.

The Frankston transport centre includes:—

- bus and taxi loading bays
- a multi level car park
- an office tower and shopping malls.

At present about 8 000 people use the station each day.

The Box Hill ceremony attracted a colorful protest group. Dressed in period costume they declared the transport centre was 57 years too late.

Undaunted Mr Meagher put the drilling rig into action on the northern end of the station platform.

He told his audience: "Box Hill is one of the busiest transport centres in the metropolitan area, but the existing facilities and the Station Street level crossing are limiting rail traffic demands to the area and districts beyond.

"The new transport centre provides for the lowering of the railway



● Box Hill protesters take a rest

● Mr Meagher puts the drill into action



and station below street level, so the lines can pass beneath Station Street.

"I feel that strategic focal points in local communities, such as the Box Hill station area, must be retained and developed in a manner consistent with social, recreational and commercial interests of the whole community."

Mr Meagher said development of the site would be carried out in consultation with the Box Hill City Council and the Chamber of Commerce.

Both transport centres will be financed by the Ministry's Transport Fund.

Mr Meagher said much planning work was involved on both centres so normal rail services would not be interrupted during construction work.

(See *Rail Ways* September 1975 for more details on the Frankston centre and the November 1975 issue for Box Hill details—Ed.)

# VicRail and the loop

Melbourne's Underground Rail Loop has come a long way since it was last mentioned in detail in *Rail Ways*.

In this issue we will give you a short resume of the work already done on the loop and a background to its construction.

Future issues will include articles on the more technical aspects of the loop to keep railways staff informed of its progress.

## Background

Four separate groups have combined to design, plan, construct, finance and manage the loop. The Melbourne Underground Rail Loop Authority (MURLA) is responsible for the planning, financing and construction of the loop.

The Principal Consultants (PC) provides the overall project management, design and contract supervision outside railway property.

The Railway Construction Board (RCB) is the consultant to MURLA for civil works on railway property.

The Victorian Railways Board (VRB) is MURLA's contractor for civil construction on railways property and both consultant and contractor for signalling and communications, electric traction and other connected matters.

The first sod was turned in June 1971 and the first train is scheduled to run through the loop in 1979.

The loop is an extension to the suburban electrified system and it will ease congestion at Flinders Street by providing three new stations, underground, to supplement Flinders and Spencer Street stations.

The five stations will be linked by rail tracks in four tunnels to form a loop around the city's central business district.

Four separate underground tunnels, each carrying a single track, make up the loop. Under city streets the four will run in parallel pairs, each with one tunnel above the other.

The four tracks will run underground, on the surface and on an elevated structure. Underground the tracks will run along Spring and LaTrobe Streets. They will surface near Spencer Street or North Melbourne station at one end and between Flinders Street and either Jolimont or Richmond stations at the other, connecting there with existing tracks.

The loop will NOT be an independent railway system. It will be an addition to the existing system. Train passengers will have the benefit of five city stations, all conveniently located. The three new stations are Parliament, Museum and Flagstaff.

Each track is designed to serve a



A view of the Museum station site, showing temporary road diversion and station construction work.

Maximum depth of excavation is 95 ft.

group of suburban railway lines. One for the trains passing through South Yarra station (the Caulfield-Sandringham lines loop).

One for trains passing through Burnley station (the Burnley lines loop).

One for trains passing through Jolimont station (the Clifton Hill lines loop).

One for trains passing through North Melbourne station (the Northern lines loop).

The Clifton Hill loop will be connected to form a closed circuit loop to serve the double purpose of providing a continuous, round the city service.

The loop will ease problems at Flinders Street with both trains and people.

Because the train stabling yards are at Jolimont, on the same side of the city as the most heavily used lines, many peak hour trains have to be reversed out of Flinders Street for stabling until they are needed again.

This means that the maximum number of trains which can be handled at a single platform is 10 per hour. With the loop and uni-directional train flow, 24 trains an hour could be handled.

## Progress

Construction between Flinders Street and Richmond stations is the responsibility of the VRB and the work is being done by the VR Special Works Division.

Already completed are the box tunnel and ramp for the Burnley loop connection, one of the two tunnels and ramps for the Caulfield-Sandringham loop and the emergency exit at the corner of Jolimont Road and Brunton Avenue.

One recently opened facility was the new "E" signal box at Jolimont. Eventually this will be operated by remote control from a new metropolitan train control centre (METROL).

The VRB is in charge of construction between Princes Bridge and Jolimont stations. The approach ramp to the Clifton Hill loop adjacent to Wellington Parade has been completed.

Work is progressing on the piling construction of the city circle box tunnel under the abutment of Wellington Parade south bridge.

The tunnelling between Jolimont yards and Spencer Street yard, via Spring and LaTrobe Streets, is being constructed by a series of contractors

under the control of the Principal Consultants.

The tunnelling of all four tunnels from Jolimont yards to Parliament station is well advanced.

The construction of Parliament station is well underway. The Burnley loop tunnel is progressing northwards from Parliament station and each way from the Commonwealth Centre.

The excavation of Museum station is almost complete and construction is in progress. The tunnelling contract between Museum and Flagstaff stations was let recently. At Flagstaff station construction is underway, using unique tunnelling methods.

Tunnelling of all four tunnels from Spencer Street yards towards Flagstaff station is in progress and one tunnel has reached King Street.

The VRB is carrying out the work on the section between North Melbourne station and Dudley Street bridge.

The box tunnel and approach ramp from the eastern set of tracks through North Melbourne is complete.

Work on the Y-junction of eastern and western approach ramps is almost complete. This forms the single tunnel for the Northern loop. The eastern ramp is complete and preliminary work on the western approach began recently.

The construction work between LaTrobe Street and Spencer Street station is in the hands of the VRB. This includes the continuation of the three box tunnels in Spencer Street yards for Clifton Hill, Caulfield-Sandringham and Burnley loops.

Construction of a new signal box and electric tie station beyond the northern end of platforms 13 and 14 is underway.

Site clearance and alterations are necessary to form a new island platform (9 and 10) for suburban working and for extended parcels handling areas.

Between Spencer Street and Flinders Street stations two new viaduct tracks are to be built and a contract for the additional overpass structure was let recently.

Preparatory work by the VRB included construction of a new signal bridge (near head office), the relocation of gantry cranes and the paving of the electric crane area in Melbourne Goods Yard.

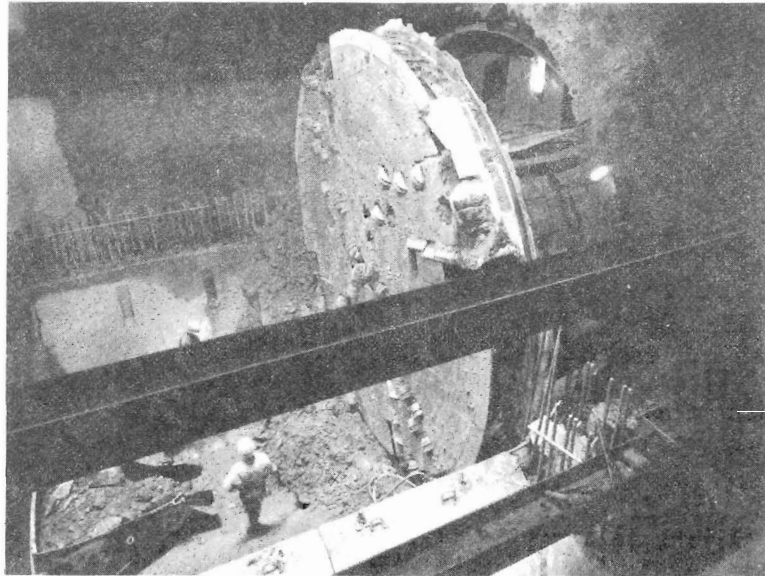
East of Princes Bridge station the VRB also has the responsibility for construction of the box tunnel and ramp for the city circle loop. This work is in progress.

## Opening

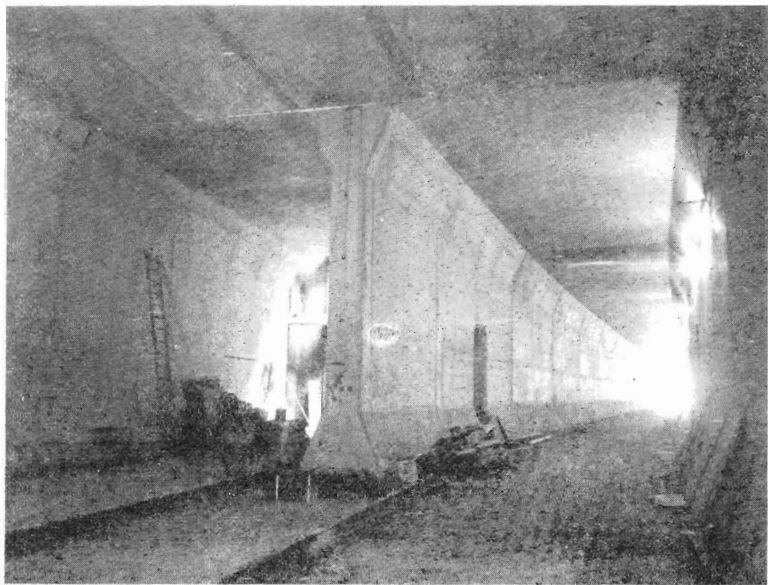
The recent official opening of the new "E" signal box was the

first significant step towards the operation of the loop. The first train is due to run through the first tunnel in 1979.

This has been a small resume of the complicated business of building an underground loop. As we have said, future issues of *Rail Ways* will try to keep you up to date with developments.



● Breakthrough of full-face tunnel boring machine (Mole) from the Burnley lines loop tunnel at the south end of Parliament station site. Note the size of the man.



■ "Y" junction between east and west ramps at the Northern loop, North Melbourne.

# WHERE ARE THEY ?



1



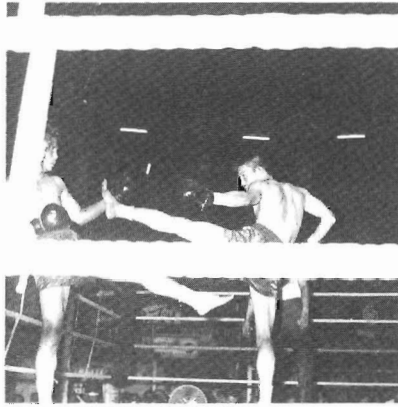
2



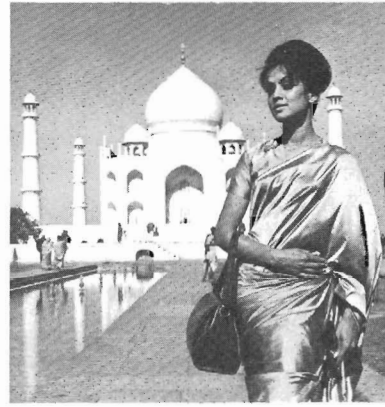
3



7



8



9



13



14



15



THERE ARE SCENES FROM EIGHTEEN DIFFERENT COUNTRIES ON THESE CENTRE PAGES.

An employee able to identify all the countries correctly will receive a book token for \$20.

Entries should be addressed to the Manager, Public Relations, 67 Spencer Street, Melbourne, 3000.

The first all correct entry opened will receive the book token.



4



5



6



10



11



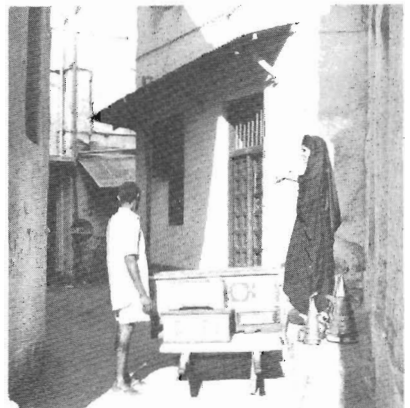
12



16



17



18

# South Gippsland for the

**The Ministry of Tourism and H. C. Sleight (Golden Fleece) have combined to promote South Gippsland as a family holiday area.**

**This is the first time that a Government department and a commercial organisation have jointly promoted a region of Victoria.**

Throughout the South Gippsland area, Golden Fleece service stations have provided tourist information centres for travellers.

Brightly colored brochures and information pamphlets are provided free and advice given about destinations and directions.

**Recently the Ministry took a group of press representatives on a tour of the area, to places of interest, using all methods of transport.**

*Rail Ways* was lucky enough to join the tour.

It started from Spencer Street station, by bus. First stop was Bunyip where we saw one of the Golden Fleece tourist information centres.

Then on to Moe and the Gippsland Folk Museum, a reconstruction of an early settlement on 2.8 hectares (7 acres) of scenic woodland.

There's something for everyone here. Exact replicas of a bank, police station, doctor's surgery, dress-maker, newspaper and many more.

A collection of magnificent vintage cars, in varying stages of restoration, stand in majestic splendor in a central display.

And when it's time for a rest the museum's ladies' auxiliary will serve you with home made scones and jam and cream. For the kids there's raspberry vinegar, a type of cordial made to a 50-year-old recipe.

The tour went on to Morwell for comprehensive visit to the SEC installations and the open cut, where huge dredgers seem to eat the coal from the ground.

Next stop was Walhalla, that fascinating old gold town. A veteran Walhalla dweller, "Bluey" Dunn, was the guide and he traced the route of the old railway line, along the creek bed and past the old, forgotten diggings.

We were the first group to see the interior of the Long Tunnel Mine, since money granted under the RED scheme enabled the township to hire men to work on the renovations.

The mine was worked from 1871 to 1912. Our guide, Lloyd Coleman, showed us through the catacomb of



● At Bulga Park, just some of magnificent trees and shrubs, on one of the jungle walks.



● At Coal Creek mine, Korumburra, one of the coal hauling locomotives restored and sitting majestically near the mine head.

tunnels, all the time following the rusty, narrow gauge rail track.

Walhalla, with its population of only 18, has a great deal to offer the tourist, scenic beauty, the history

of the gold diggings and peaceful surroundings.

The second day of the tour took us to the Hazelwood Pondage, a warm water, man-made lake near Morwell.

# perfect family holiday

On SEC property, the lake has become the boating, swimming and relaxation centre of the district. Its two square miles of water are usually heated to a temperature of about 21°C (70°F).

We then travelled through Churchill and up the Calder Junction Highway to the Bulga National Park. Churchill originally was to be called Heatherton, but was renamed by Sir Henry Bolte, on the death of British statesman, Sir Winston Churchill.

The road to the Bulga Park winds its way steeply uphill. The trees and ferns which abound on the roadside are dark green and smell of moisture.

Several wallabies bounded across the path of the bus and the air was filled with the sound of Australia's native birds.

Bus driver Henry Beames handled the 14-tonne (14 tons) bus as if it was a Mini. Several of his passengers turned slightly green with the swaying motion, and he promised faithfully to take the easy way down.

In the beautiful park we met ranger Ken O'Connor, a former city dweller who has found peace and contentment high up the mountain at Bulga.

He knows the park well and described for us some of its inhabitants, the lyre birds, rosellas, falcons, yellow, flame and pink robins, owls, cockatoos, goshawks, wrens, honeyeaters and many more. There are wallabies, wombats, marsupial mice and many species of trees and ferns.

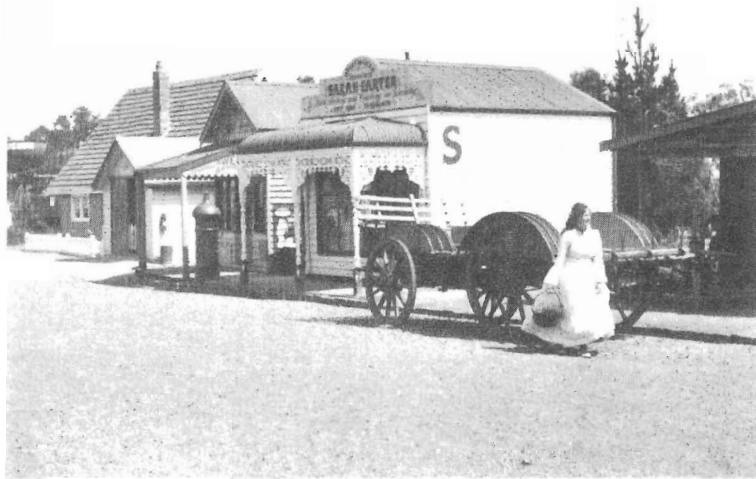
The tour then went on to Port Albert, via the old towns of Yarram and Tarraville. Most of the tour members, including *Rail Ways* photographer John Phillips, took a flight, in a single or twin engine plane, over the coastline, including Wilson's Promontory and Bass Strait islands, to land at Foster.

We travelled to Fish Creek and visited *Hedgeley Dene*, the property of Graeme and Deirdre Green. Deirdre and her partner Lyn Fellows operate *The Daisy Chain*, a shop in a cottage, where the local people can sell their handicrafts.

First destination on the final day was Inverloch and the nearby tourist spot, Eagles Nest, a few kilometres along the coast.

Then on to Korumburra and an inspection of Coal Creek Historical Park a recreated coal mining and railway town on the original site of the coal mine.

The bus took us to join the train at Warragul. A special car was attached to *The Gippslander*, and the



● The main street of the town at the Gippsland Folk Museum with Sarah Carter's dressmaking establishment in the background.



● Near Walhalla, the remains of the disused railway bridge which once carried trains to the thriving township.

press was well looked after on the way home.

Victorian Railways runs trains to most of the interesting tourist spots in South Gippsland. The area is

well worth a visit during the family's next holiday, or for a weekend.

To inquire about VR's trains to South Gippsland, ring 62 0771, extn. 6 or 7 or auto 1736.

—Lorrae Willox.

# Report on trouble



● Mr Gibbs and John Nolan discuss the trouble-shooter's report.

**The train travelling public has a direct link to senior railways management and the VR Board, through the troubleshooter, John Nolan.**

Board Chairman, Mr A. G. Gibbs, receives regular reports from John, itemising complaints from customers and outlining the action taken to remedy the complaints.

In this way the Chairman and his senior officers are made aware of the particular problem areas and the difficulties about which the public worries.

According to John's latest report the travelling public wants two things from the railways in future—accurate information about delays to trains and an improved friendly and helpful attitude from railways staff.

His report states: "Most callers said, in addition to their basic complaint about a delay, 'and why can't someone tell us something instead of making us sit around waiting like a lot of cattle.'"

"The modern day homo sapiens seems to have a fairly heavy evening schedule so a reliable train service is imperative to him.

"My impression is that this adds to the tension of living and the only way for our patrons to avoid getting high blood pressure whilst travelling is to tell them that they will be delayed ten fifteen or twenty minutes, so that they can plan their next move."

In his report, John says that announcements during the morning peak are just as important. He gets calls often from juniors, afraid of losing their jobs and from employers, checking on late trains.

With all the problems, John needed help and he is now receiving it from all sections of the operating departments. He says: "I would like to place on record my appreciation for the cooperation I received throughout the year from all sections."

Most complaints are about delays and cancellations. Others include railways amenities, level crossings, car parking and passenger behaviour.

John points out that rail patrons seldom ring to praise the majority of VR's staff. However both the Chairman and the General Manager receive letters praising particular acts of courtesy and assistance.

In the words of the Chairman: "John is on the receiving end of calls from disgruntled passengers and he handles the situation well. I realise that occasional breakdowns in internal communications can make it difficult for our staff to appear to be efficient, but it would help a lot, regardless of such factors, if our staff did not give answers to the public such as: 'You probably know more than we do.'"

"The important thing is that the public feel they deserve a better deal and all of us should try to do something about it."

## That's just not cricket

**It couldn't have been described as the seventh Test, but the teams probably had more fun.**

When Clive's Killers and Ron's Rebels took to the field at Royal Park, spectators waited with bated breath for the outcome of this important cricket match.

After all it's not every day that the boys from room 31 at head office challenge rooms 70a, 70b and timetables to any sort of game.

On the field the game was in earnest. The rules varied somewhat from those used at Lord's. Only two over per bowler, per innings. A maximum of 25 runs. No lbw. No batsman dismissed for less than one. Oh, and 13 players per team.

Manager, passenger operations, Fred Blencowe was the umpire and his word was law.

Captain Ron Austin won the toss and sent Clive Barker and his killers



● Practising for the next match. From left to right: John Ryan, Fred Blencowe, Graham Sessions, Mike Menzies, Don Quayle, Kevin O'Malley and George Pappas.

in to bat. They didn't start well and were 3/15 before Don Quayle and Alan Berry saved them. The side went on to make 98 and Quayle top-scored with 23.

Ron's Rebels fared better and a 27 from Eddie Martin put them on the way to a total of 168.

The Killers' top scorer Don Quayle, was not supposed to play. At the last moment he replaced Graham Smith who was AWOL.

Graham assured his captain that he would be there for the match, despite the fact that he got married only the evening before!



## Tom departs

One of the most popular people in the Way and Works Branch has been its accountant, Tom Fox.

He took over the job 18 months ago, after 12 years as staff clerk. And during that time he had always a sympathetic ear for problems and an easy way to solve them.

Tom retired on March 5 after 43 years with the railways, and his colleagues were sorry to see him go.

Tom was staff clerk when the Branch changed over to mechanical cyclic maintenance.

He and the late Jack Healey of the ARU, and other members of the Branch, travelled around the State interviewing the gangers and finding them alternative, acceptable employment.

Tom joined the Railways in 1933 at Spotswood, doing clerical work. In his time he did most of the senior jobs in the Branch, including senior timekeeper and chief leasing officer in the estate office.

Retiring at 60, Tom hopes to spend his time playing golf with the Sunshine golf club and bowls with the Sunshine bowling club. He and his wife plan an overseas trip next year and to spend the winter in Queensland.

Tom has kept himself fit through the years by playing sport, including district cricket with Essendon and sub-district cricket with Sunshine.

His years of railways service were interrupted by World War 2. He spent five years in the RAAF in England and the Middle East.

Two of Tom's most interesting years in the railways were spent on the Apprentice Selection Board.

(Continued from page 51)

being planned and provided as quickly as possible.

Improved communications by way of telephone, radio and television circuits will reduce the incidence of vandalism and misbehaviour and facilitate the provision of information to passengers.

### Underground

The completion of the underground loop and ancillary works together with the co-ordination of train, tram and bus networks will make possible the introduction of a single ticket for all journeys however many modes are used, and this will undoubtedly prove attractive to the travelling public.

The speeding up of rail services due to the third tracks, automatic signalling, the loop and new trains will make commuter travelling by train more attractive than by car.

*Public transport will mean more time at home every day.*

In the light of ever mounting costs and possible shortages of fuel, increased public awareness of air pollution and increased congestion on the road system, fixed rail public transport will be able to offer an attractive, fast and pollution free alternative to the private motor car as a means of regular passenger or goods movement.

I leave the scene with the knowledge that the Victorian Railways are entering a new era, in which their true value to the community will be recognised. The future undoubtedly holds exciting prospects for the provision of better services and greater public appreciation.

*I wish all members of the Board, the management, and the staff success in meeting the challenges of the next few years during which this transformation will take place, and happiness in the enjoyment of the greatly improved status which will undoubtedly be accorded to the Railways system as a result of their efforts.*

E. R. Meagher

## Retirements...

### ROLLING STOCK BRANCH

Ab Del Kader, S.O., North Melbourne 17/11  
 Allan, L. T., Newport 10/2  
 Austin, K. W., Bendigo North 16/12  
 Barger, J. E. G., Newport 30/1  
 Basile, G. A., North Melbourne 8/3  
 Binch, A. W., Newport 6/2  
 Bolger, J. M., North Melbourne 27/1  
 Bray, V. A., Newport 21/1  
 Buckley, J. G., Newport 30/1  
 Cassini, W. E., North Melbourne 28/3  
 Climpson, S. J., Geelong 28/1  
 Conolan, W., Bendigo North 12/2  
 Craigen, W. R., ER Depot 24/1  
 Cruickshank, G. J., Newport 8/2  
 Culph, R., Newport 21/1  
 Denman, R. C., Newport 31/1  
 Douglas, J. L., ER Depot 27/1  
 Drew, I. R., Benalla 23/12  
 Dunne, W. G., Newport 6/2  
 Eastwood, B. H., Jolimont 27/1  
 Elzow, G., Jolimont 27/3  
 Fisher, E. A., Bendigo North 22/1  
 Hickey, W. E., Newport 29/1  
 Hicks, T. L., Bendigo North 30/1  
 Hocking, B., Bendigo North 30/1  
 Holden, A. L., ER Depot 30/1  
 Holwell, V. R., Newport 25/3  
 Hurnall, G. R., Ararat 28/11  
 Hurwood, C.S.G., North Melbourne 4/2  
 Irving, T. Q., South Dynon 23/1  
 Jones, W. F., ER Depot 20/11  
 Majda, A., Ballarat North 30/1  
 Matthews, E. B., Newport 27/3  
 Mayne, A. E., Ballarat North 31/1  
 Messina, F., Newport 11/2  
 Mitchell, R. W., North Melbourne 5/2  
 Morice, G. W., North Melbourne 30/1  
 Muir, J. G., Bendigo North 4/3  
 McGarity, J. J., North Melbourne 1/11  
 McKay, R. H., Newport 11/2  
 McMahon, W. K., Ballarat North 11/2  
 Naughton, P. J., Bendigo North 30/1  
 North, V. G., Bendigo North 8/2  
 O'Donnell, W. F., Bendigo North 17/3  
 Pandelopoulos, E., Jolimont, 14/2  
 Pearce, D. H., Newport 5/2  
 Peck, A. W., Bendigo North 24/12  
 Pitts, D. W., Newport 25/12  
 Pole, R. J., Bendigo North 31/12  
 Powell, L. T., Seymour 15/1  
 Raso, M., Newport 15/3  
 Scott, P., Newport 20/1  
 Smith, G. O., Newport 13/1

Smith, P. J., South Dynon 12/1  
 Speirs, L. E., ER Depot 1/2  
 Superina, Z., North Melbourne 2/2  
 Van Der Geer, G. H. J., Traralgon 12/12  
 Vanuden, C. K., Newport 18/12

### WAY AND WORKS BRANCH

Banasik, A., North Melbourne 19/5  
 Comin, G., Spencer Street 11/5  
 Decker, L. C., Dimboola 30/5  
 Down, I. D. C., Benalla 5/5  
 Gaspazens, J., Laurens Street 14/5  
 Gauld, J. W., Flinders Street 20/2  
 Grusauskas, A. P., Engineer, Special Works 9/2

### RAIL WAYS REGRETS TO RECORD THE FOLLOWING DEATHS

#### ROLLING STOCK BRANCH

Baxter, G. L., Ballarat North 26/12  
 Billman, H. D., Newport 7/2  
 Vague, F. T., Ballarat North 4/2

#### WAY AND WORKS BRANCH

Rolfe, G. E. J., Seymour 5/2  
 Valli, J., Shepparton 25/1

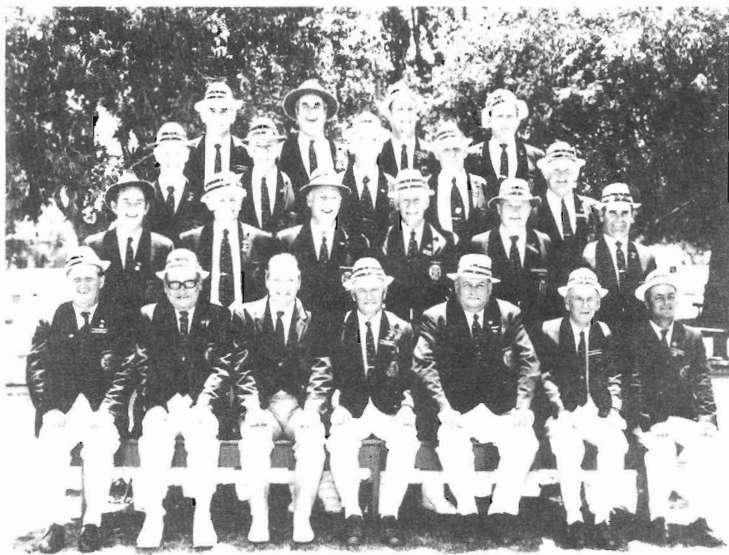
#### TRAFFIC BRANCH

Butcher, J. R., Melbourne Goods 19/1  
 Kendall, T. G. A., Irymple 20/1  
 Raitchevitch, M., Spencer Street 7/1  
 Underwood, A. J., Melbourne Goods 2/2

#### STORES BRANCH

Bell, L. L. L., Printing Works 28/1

# Bowls carnival in Adelaide



**The recent ANZRI Bowls Carnival in Adelaide was not a successful one for the VRI.**

Although the singles, pairs and triples won some of their matches, none of the VRI representatives reached the finals.

The carnival was held from February 1-13. Victoria, Tasmania and NSW went to Adelaide on *The Overland*. They arrived on the Sunday and practised at the the SARI bowling club on the Monday.

On Tuesday the carnival was opened officially at the Adelaide Bowling Club when NSW defeated Victoria by 16 shots.

The preliminary rounds of the singles, pairs and triples were played next morning. Phil Lyons (NSW) beat Victoria's Keith Pope by two shots. Jack McFarlane and Ron Sawers won from the New Zealand pairs, Jim Dempsey and Reg Morrison. The VRI triples had a bye.

In the afternoon the VRI was beaten in the second test by SA. VRI won the third test, defeating Tasmania by six shots.

In the semi finals of the pairs Tasmania closely defeated Victoria, by one shot. The NSW team of Don Hocking, Jack Whitty and John Burke beat the VRI by 13 shots. Arch McDonald, Jack Brown and Jack Jenkins comprised the VRI team.

Victoria had a good win over WA in the fifth test, on the following Monday. The margin was 21 shots.

Next day New Zealand was in the winning seat, defeating the VRI by 10 shots.

The finals of the singles, pairs and triples were held at the Somerton Bowling Club. Leist Feist (WA) won the singles from Phil Lyons (NSW).

The team of Maurie Herbert and Ted Viney (Tas.) won the pairs from Tammy Pascoe and Col Bielenberg (Qld.).

The triples championship went to Hocking, Whitty and Burke (NSW) from Gerry Dalton, Norm Grigsby and Jim McLaughlan (WA).

The seventh test was played that afternoon and Victoria had a bye.

The final points gave the Commissioners Shield for the fours championship to SA, for the first time in 16 years. They also claimed the Denniss Cup. NSW finished only  $\frac{1}{2}$  point behind. Victoria came fifth.

Reg Morrison from New Zealand won the Davey Paxman Trophy for the best individual skipper. The Anderson Trophy for the best rink outside the Denniss Cup went to Queensland for the first time, with Victoria second,  $\frac{1}{2}$  point away.

The farewell dinner and presentation of trophies was held at the Hotel Australia and the teams left for home the following day.

Congratulations to all VRI bowlers.

## Hamilton golf

The annual Hamilton and District Golf Championship was held at the Hamilton VRI golf club last month.

About 40 competitors "teed off" in glorious weather.

The Hamilton and District Championship was won, once again, by Alby Jack (Benidgo) with a score of 72. The A grade Handicap went to Bevan Zimmerman (Hamilton) with a 68. Mrs Petch (Heywood) took the Ladies Handicap with 73.

## Social golf

The VRI social golf club played at the Ballarat golf course recently.

Seven women and 32 men took part in the various events.

J. Lowe (Ararat) won the A division handicap and N. Collins (Ararat) took the B division. Mrs Day (Melbourne) won the ladies event.

# CUSTOMERS SAY...

## Geelong station staff praised

"My husband and I feel we should tell you about the help and courtesy we received from the stationmaster and staff at Geelong station.

We were travelling to Melbourne and had only one minute to catch the train. The staff took our cases and carried them over the bridge to the platform and put them on the train. Because we are elderly they were concerned that they were rushing us too much and we deeply appreciated their help.

This is the second time this stationmaster has helped us. It's a shame there are not more people like him in the world today."

—Mr and Mrs A. Baker of Camberwell, writing to the editor of *Rail Ways*.

## School's zoo trip enjoyed

"I would like to convey my thanks to you and your staff for arranging my recent excursion to Melbourne Zoo. The outing proved to be most successful and the assistance extended by the Victorian Railways was greatly appreciated.

I shall look forward to seeking your assistance for further excursions in the future."

—Ms Marilyn Morris of the Cohuna Consolidated School, writing to the SM at Pyramid.

## Wife aided at Flinders Street

"I would like to express my sincere thanks to the members of your staff who helped my wife when she fainted on a train at Flinders Street station one morning recently.

The kindness they showed her helped to reassure her and made the unpleasant experience not quite as bad as it could have been. Their thoughtfulness in ringing her employer was very much appreciated.

Please pass on my thanks to all concerned, especially the first aid assistants."

—Mr Graeme Brent of Canterbury, writing to the Chairman.

## Help from Frankston

"I wish to report two incidents involving myself and Victorian Railways during the past 10 days, which are a credit to the railways staff.

I was booked on the 8.55 p.m. *Overland* recently but when I arrived at Frankston station about 7.10 I was told that because of storm damage the line was closed for about an hour. I told the clerk of my predicament and after consultation with a senior member of staff, he arranged for me to go into Melbourne by taxi. This eased my anxiety entirely and for that I thank them.

On my return from Adelaide my suitcase was missing. I was assured that its disappearance was being investigated and sure enough my suitcase turned up two days later. It has been included in the baggage of a batch of RAN recruits changing trains at Frankston for Crib Point.

During the two days I was treated with the utmost courtesy and attention by every member of the railways staff with whom I had contact."

—Mr J. Alford of Mt Eliza, writing to the Secretary.

## Compliments to Gippslander staff

"As a passenger on the *Gippslander* I would like to compliment its staff, specially conductor 258.

The few times I have travelled on this route I have been pleased with the courteous and friendly staff. Conductor 258 (Mr J. M. Grima — Ed.) was willing, friendly funny (he had passengers beaming at each other), solicitous and gentle with the elderly. He is a very nice young man and I wanted to thank him through the right departmental channels."

—Mrs Margaret Veith of Lakes Entrance, writing to the Secretary.

## Visit to school appreciated

"I am writing to express the appreciation of our social science teachers and students for the visit to our school of Messrs G. Simmons and A. Padnorodecki. The students are studying a unit on

public transport at present and the information presented to them was particularly relevant. We are continually trying to educate our students to respect public property and it is very helpful to have people other than teachers, to reinforce the message."

—G. Barrown, vice-principal, Dro-mana Technical School, writing to the Chairman.

## Successful trip to Cowes

"Thank you for your informative letter and the comprehensive nature of the information contained therein. The detail was such that we had a most successful trip to and from Cowes and my task of organising travel was made extremely simple.

On behalf of the staff, children and myself I wish to compliment you on the thoroughness of the organisation and the courtesy extended to us by all of the railways staff at each station."

—Mr K. J. Boucher, vice-principal Burnley primary school, writing to the manager, passenger operations.

## Thanks for Mt Buffalo holidays

"Thank you for a very enjoyable holiday at the Chalet. We are grateful to the Victorian Railways staff for making it so."

—Mrs Alice Rowe and Mrs Phyllis Boyd of South Oakleigh, writing to the Chalet manager.

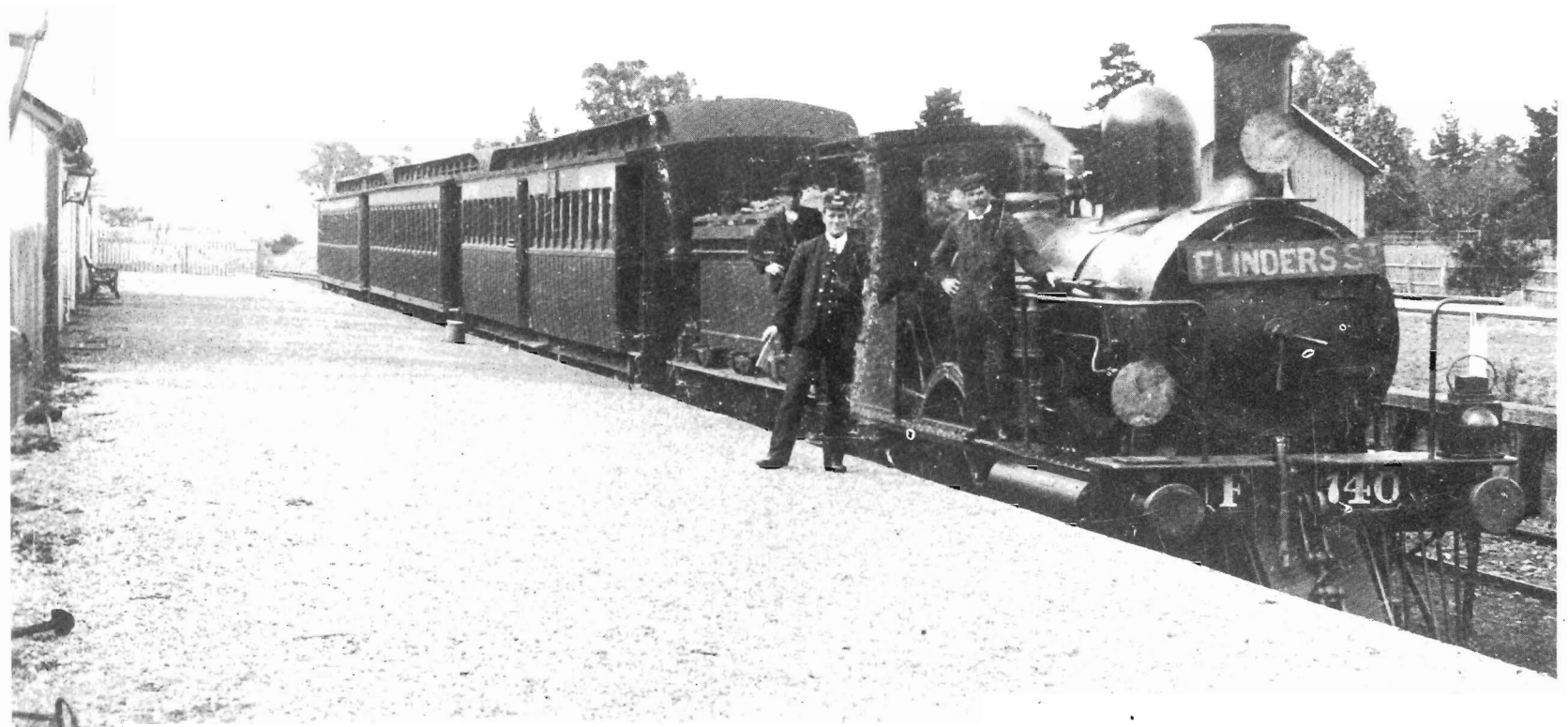
"My warmest thanks to you all for making my stay here such a happy one. For cleanliness and comfort this place would be hard to beat and for quality and quantity the food surpasses any I have had elsewhere."

—Ms Marjorie Bilston of Laverton, writing to the Chalet manager.

"I wish to thank you for the lovely service we have had at the Chalet. My group of 27 have had a wonderful time the accommodation was excellent the staff treated us very well and our coach trips were extra goods. I recommend this holiday to everybody."

—Mrs Mary Mills, of Springvale, writing to the Chalet manager.

# ***A PEEP AT OUR PAST***



*Almost 70 years ago the crew of a Melbourne-bound passenger train pose at Darling station.*





# Rail 10 CENTS Ways

MAY 1976





# Rail Ways

## IN THIS ISSUE

- 68 The Horsham regional freight centre starts operations.
- 69 A new Branch coordinates planning.
- 70 A unique effort to help young offenders
- 71 Introducing the new Minister of Transport—Mr Joseph Rafferty.
- 72 A public thank-you for VicRail.
- 73 Off-beat publicity.
- 74 Get to know us—the first in a series of features on key figures throughout the Railways.
- 76 The Annual Report—a two page summary of the major issues in the 1974–75 Board Report.
- 78 More progress on the underground loop.
- 79 A short story based in South Africa.
- 80 News and humor.
- 81 The VR Board heads for NSW in July.
- 82 More news, and more humor.
- 83 Farewell Doc Wallace
- 84 Personal items
- 85 Safety news—and three competitions for Rail Ways readers
- 86 Retirements
- 87 VRI news and sport
- 88 The second of our “Where are they?” contests

## FRONT COVER

*A shot full of atmosphere as Puffing Billy winds its way along the popular Dandenongs tourist line.*

*VR photographer John Phillips took the picture.*

## RAIL WAYS

The VR Board publishes Rail Ways every month for the information of its staff and customers.

It is printed at the VR Printing Works, North Melbourne.

We invite contributions—both stories and pictures—from our readers, and a fee is paid depending on the type and amount of material published.

Prints of many of the pictures are available from VR Public Relations.

Contact us at room 59, VR Administrative Offices, 67 Spencer Street, Melbourne 3000. Telephone 61 001, ext. and internal auto 2397 for pictures and subscriptions, or ext and auto 2397 for editorial.

Editors are welcome to reproduce material with or without acknowledgement.



## Better and brighter

**The latest VicRail leaflet just off the press is the fore-runner of a new style in package tour promotion material. It features tours to Sydney, Mildura and Adelaide.**

Replacing three single-sheet, one-color pamphlets, the new presentation makes attractive color illustrations a practical proposition.

It was produced by writers and artists in the Public Relations Department, a Railways photographer and the VR Printing Works, North Melbourne.

Station staff will find the new leaflet easier to use in advising customers. If they ask for a weekend interstate you can give them all they need to know in one pamphlet. The prices are listed in the latest edition of What do VicRail tours cost?—it's printed in green ink.

You will be seeing a lot more of the new leaflet in advertising and posters about our popular interstate week-ends. This is another development in our sales promotion techniques: advertising in mass media, such as the papers, radio and television, closely co-ordinated with literature and posters which help you get those customers travelling VicRail.

The next stage will be in June this year when there will be a booklet illustrating all our package tours in color. This makes sales promotion easier than ever before—when customers ask about a tour just give them the booklet. It has pictures of holiday places, itineraries, and prices which will be maintained until December 31, 1976.

Posters will invite the travelling public to ask for this new booklet. And when it gets into their hands you'll find they will buy more than just the one tour they asked you for.

Experience in other industries suggests that we will sell two or three package tours from each of the new color booklets.

# New flags help to bridge a century

On April 12, flags with our new symbol began flying over some Victorian Railways buildings and illuminated signs carrying the symbol began appearing at selected suburban stations.

In 1876 a young Welshmate named Evan Evans swam ashore at Kirby's Inlet, near Warrnambool, when the brigantine Young Australia, carrying rum and molasses from Queensland to Western Australia, foundered during a storm.

The connection between these happenings will become clearer later in this story. But first the signs.

The signs, designed to draw attention to railway stations, are internally illuminated, four feet square on 3 m. freestanding steel tubes and carry the new logo in red and white and the word VicRail in blue.

Announcing the installation programme, VR Board Chairman, Mr A.G. Gibbs, said they had both marketing and economy aspects.

"Our research has shown that many motorists are unaware that there is a rail station near a major thoroughfare they may use every day.

"Therefore we are seeking to bring to their attention that they could park at the station free and ride into the city.

"On the economy side, we are standardising all our signs, letterheads, platform signs, flags and the like to enable mass production and to cut maintenance costs," he said.

Mr Gibbs said that over the years VicRail had used a variety of symbols on its signs, rolling stock, stations and other locations.

He said the introduction of the logo was consistent with the practice adopted by a number of overseas railway systems.

Design consultant Mr Alan S. Porritt, of Alan S. Porritt and Associates, said the new symbol developed naturally from railway activities and incorporated—

- Parallel rail tracks.
- Support bogies.
- Track switching.
- Above and below ground associations.
- VR lower case letterforms, highly stylised.
- Double ended, as is a rail line.

It is not proposed to put the new symbol on rolling stock at present, but it will appear on containers.



● Picture shows Mr Ivor Evans, present principal of Evan, Evans Flags Pty Ltd, at the designing table.

## Now, back to the shipwreck.

Our new flags are being made by Evan Evans Pty Ltd, the flag making and canvas goods firm founded almost a century ago by the shipwrecked Welshman and now run by his grandson Ivor.

Evan Evans had run away to sea on the Welsh coast at the age of 14 and served with the US coast guard before entering the Australian coastal trade.

The shipwreck turned him off the sea and he came ashore to work in canvas, a trade he knew well.

In 1904 his son Ivor W. Evans won \$200 first prize for the design of the Australian flag as we know it today.

He was aged 14 and won from 32,823 entries from around the world!

The present Ivor Evans was responsible for all flags for the 1956 Melbourne Olympics, designed the flag for the Republic of Nauru and, most recently made the VFL premiership flag won by North Melbourne.

And, for the obligatory happy ending, Evan Evans has shipped all its canvas goods, flags and other products by Victorian Railways for the past century.

● New VicRail Flag about to be hoisted at Spencer Street.



# Monkey business at Horsham as freight centre opens

Victorian Railways chose an unusual subject to dramatise the opening of our first regional freight centre—at Horsham in central western Victoria.

VicRail's first ever rail-to-door delivery—part of the new centre's service—was a live monkey!

The centre came into operation on April 6 and has functioned smoothly since.

To publicise locally the improved service available, and to allay farmers' unfounded fears about possible reduction of service, VR publicity officers went to Horsham to make a television film clip for regional telecast.

Horsham sales representative Barry Laird, alert to the need for human interest to sustain viewer interest in our message, learned that a friend of a friend had a pet monkey.

Publicity officer Evan Hannah and staff cinematographer Ted Davis jumped at the chance as an alternative to filming mundane parcels.

And thus it was that Timmy the Rhesus, complete with large VicRail label, became the Horsham centre's first "delivery"—with Barry Laird acting the part of handcart pusher.



● The Horsham centre's first delivery.

The sequence was telecast throughout the area on news bulletins on the night of the opening.

The new centre means initially that all wagons containing less-than-wagon loads of parcels and other freight will have their contents sorted at the centre and sent by road to towns on the line from Horsham to Goroke.

This will also include the non-rail towns of Apsley and Edenhope to which direct consignments may now be made.

Full wagons of freight, however, will continue to be sent by rail on an "as required" basis.

The Goroke line change-over is stage one of the opening of the Horsham centre. Stage two, covering the lines Arkona to Yaapeet, Detpa to Yanac started on April 26.

VR General Manager, Mr Ian Hodges, said it was very satisfactory to be able to start bringing improved service to country customers.

"What we are doing at Horsham is simply this: We are cutting costs and simultaneously improving service to our customers. Ultimately every delivery could be on a daily basis, compared with twice a week by train previously, served by a nightly fast freight express Melbourne to Horsham.

"Contrary to deplorable local rumour, we will not be retrenching any staff whatsoever. The lines involved will come under the supervision of a Line Supervisor—a Stationmaster—who will travel the lines as required.

"Some staff will be relocated in the light of our experience as the scheme progresses. I should point out that railway people in operational grades join the service on the understanding that transfers are involved.

"Indeed, transfer is one of the most common methods used to gain promotion," Mr Hodges said.

The area served by the new centre is bounded by the following stations:—

Serviceton, Yanac, Yaapeet, Patcheqoillock, Bolangum, Glenorchy, Kanagulk, and Carpolac, and includes the non-rail towns of Edenhope and Apsley.

# New Branch coordinates planning

The Development and Planning Division and the Management Services Division have now combined to form the Victorian Railways Planning Branch.

Mr R. J. (Bob) Gallacher has been appointed "Director of Planning" to head the new branch with Assistant Directors Mr Laurie Lynch (Management Services) and Mr John Lade (Development and Planning).

The Branch will have the responsibility of co-ordinating economic planning over the full range of railway activities working in conjunction with the MMBW, Town and Country Planning Board and other government authorities.

The Branch will be directly responsible to the General Manager, Mr Ian Hodges.

Speaking of the new task recently Mr Gallacher said: "Planning must be a continuous process.

"We have to be realistic in our planning to meet the railways long term objectives as an integral part of the total transport scene in the community."

Mr Gallacher said there was a wealth of experience and expertise in all branches of the Department and no lack of ideas for improving the system.

"We hope through this new Branch to provide the machinery to get these ideas together in a workable and co-ordinated program.

"Our job is to work closely with all branches. We must not become an isolated group."

The Branch will service the Board by providing fully documented submissions for new projects and long term planning.

These will be used to gain more financial assistance from the Government to ensure that needed improvements in our system can be made.

These are the top figures in the new Branch:—

● Mr R. J. Gallacher joined the Railways 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 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.



● Mr Gallacher (left) and Mr Lade. Mr Lynch was on leave when our picture was taken.

He has also been district engineer at Bendigo, made an overseas study tour in 1968 and up until his new appointment has been Assistant Chief Civil Engineer.

Mr Gallacher was the Department's liaison officer on the underground loop project.

● Mr J. N. Lade joined the Railways in 1938 as junior clerk, Rolling Stock, head office.

He spent 4½ years in the AIF, returned to HO for nine months before being transferred to Seymour as a clerk. Most of the 13 years at Seymour he spent as a roster clerk.

In May, 1959 he joined the Secretary's Branch where he worked in a number of areas including two years as secretary to the Chairman, Mr Edgar Brownbill. He was later Commissioner's Representative on Transport Regulations for ten years before being appointed Controller, Development and Planning.

He represents the department on a co-ordinating group for growth centres at Albury-Wodonga Geelong, and Melton-Sunbury, and is liaison officer with a number of other Departments.

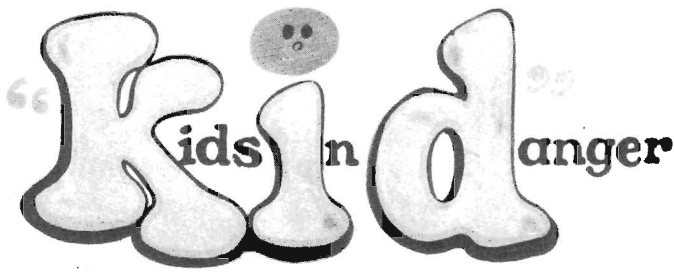
● Mr L. T. Lynch joined VR in 1933 as a lad messenger with subsequent appointment to clerical positions in the Accountancy and Secretary's Branches.

He spent six years in the Army rising to rank of captain and later returned to VR as a clerk in the public relations division.

Other clerical positions were in room 108 (correspondence room), employment office, and in the industrial section.

He was the first methods officer employed by VR when that section began in 1959.

In 1966 he became Controller, Management Services Division.



## Juvenile Offenders Lecture Program

# The KiD gloves treatment

**A new approach aimed at reducing deliberate misbehaviour of youngsters on railway property was launched last month by VR Board Chairman, Mr A. G. Gibbs.**

It is called Operation KiD—Kids in Danger.

Rather than treat young offenders as lawbreakers, they are invited, with a parent, to attend the Victorian Railways Education Centre, Princes Gate.

In his opening remarks, Mr Gibbs told how concerned he was after reading the daily capsule report of incidents that occur on railway property.

"The dangers are real, particularly at level crossings; we don't like to expose our crews and workmen to these hazards," Mr Gibbs said.

Senior investigation officer, Mr Gary Simmons, arranged a series of slides to illustrate various offences including jumping in and out of trains, dashing across level crossings when booms are lowered, throwing stones at trains, playing on tracks and climbing electrical fittings.

Mr C. D. Robinson, Psychologist and Research Fellow at the University of Melbourne Criminology Department told how he researched accidents and their effects.

"People always seem to be trying to save a few seconds and in doing so they usually have one thing in common: they are taking the risk for some sort of gain," Mr Robinson said.

He added that there were four main reasons why people—and that included children—took risks:

- they want to impress someone
- because they enjoy doing it
- they have not considered the risk or don't know any better

● some people have a job whereby it is necessary to take risks.

Mr Robinson said that basically people we respect in the community are those who are sensible; we laugh at those who do stupid things."

The special Magistrate of the Children's Court, Mr A. Blashki, said "The Railways are everyone's property, so if you damage the railways you damage yourself."

Mr Kevin Baker, who handles educational promotions, offered alternatives for the children to "let off steam".

He suggested arranging visits to railway installations, seeing the Railway Museum, riding on "Puffing Billy", investing in a 14-day all lines ticket at holiday times or joining one of the voluntary societies.

Even though there are 35 classes planned it will not be possible to cater for all the 8–13 year old offenders. For these reasons a media campaign was organised in conjunction with the project.

Official announcement of the scheme was delayed until a few days prior to the opening session after the first batch of invitations had been issued. The publicity had the effect of reassuring worried parents that the Railways were sincere.

Mr Gibbs personally spoke on air to radio, HSV 7, and other reporters.

All media reported favourably on the project. The main purpose of the press coverage was to get the message across to the numerous youngsters unable to attend the Education Centre.

# An administrator takes over the transport portfolio

---

*Last month Rail Ways featured the recently retired Minister of Transport, Mr Ray Meagher.*

*This month we introduce his successor, Mr Joseph Rafferty, who has provided this story exclusively for Rail Ways.*

---



## **A top-ranking administrator has become Victoria's new Transport Minister.**

He is Mr J. A. Rafferty, MP for Glenhuntly, previously Minister of Labour and Industry, Minister of Consumer Affairs and Minister for Federal Affairs.

Mr Rafferty will take to the important transport portfolio a wealth of experience in both private and business administration.

During his term as Minister of Labour and Industry, he revitalised the Department of Labour and Industry, long regarded in State Government circles as "the Cinderella department."

At the same time, he set up the first Ministry of Consumer Affairs, which has led Australia in consumer protection.

He successfully "defused" consumer affairs as a high-powered political issue.

Mr Rafferty has no illusions about his new job. He knows it will be tough and demanding.

One of his main tasks will be to ensure that the State Government's \$500,000,000 plan to upgrade public transport is continued and developed in the quickest possible time.

Mr Rafferty wasted no time in meeting heads of the various authorities which come under the ministerial "umbrella".

He was soon able to measure the immense task facing the State Government in its efforts to provide a second-to-none transport system with benefits for all sections of the community.

But he can see a bright light at the end of the tunnel. "I believe Victorian public transport has an exciting future," he said.

Mr Rafferty will shortly send out invitations to representatives of the main trade unions within the rail and tram systems.

He wants to meet them personally and talk informally about their problems and of the great need for a unified approach to public transport service and expansion.

Mr Rafferty has also been deputy Speaker in State Parliament, then Secretary of Cabinet, and Assistant Minister of Education.

Before entering Parliament he was personnel director with ANA for a number of years, and then had his own business as a management and industrial relations consultant. The experience he gained in these areas was invaluable in his Labour and Industry post.

Mr Rafferty holds a Bachelor of Arts degree, and is a Fellow of the Australian Institute of Management and a Fellow of the Institute of Directors.

Although he concedes that he hasn't travelled extensively on Victoria's transport system, he has studied public transport in Canada, United States, Japan, Italy, England and France, during eight overseas trips.

Mr Rafferty has a crisp, incisive mind. He disdains long, tedious and unproductive conferences.

He likes to get to grips with a problem and deal with it speedily.

And the public will appreciate this type of administration—and the news information that will flow from it.

Mr Rafferty believes that the public is entitled to know how, where and when its money is being spent.

"If we meet a tough problem, then the public should know about it and understand our difficulties. The people should share also in our accomplishments and our triumphs."

# Get me to the church on time!

**And the Railways  
did just that . . .**

## Thanks, VicRail, for a lovely wedding

REPRINTED BY KIND PERMISSION OF  
THE JOURNAL (DANDENONG)

BY BOB SPENCER

**So often, harsh, and sometimes bitter, criticism is levelled at the Victorian Railways.**

Lightning strikes, sudden cancellations of trains, old and decrepit carriages — these are things which upset thousands of commuters.

So it makes a pleasant change to tell a story from the other side of the fence.

A story of a Noble Park couple, who say they are so indebted and proud of the Victorian Railways they just had to tell people about it—via *The Journal*.

The story happened like this. . .

Michael Dwyer lives with his sister Peg. Both are pensioners. In February, they received an invitation to attend their nephew's wedding in Sydney.

It was a big trip for them, one which they looked forward to and saved for; a chance to have a few days' holiday in another city doesn't come very often for pensioners.

In the last couple of days before leaving for Sydney, the Dwyers were very busy.

### DISASTER

Booking rail tickets, new clothes to wear, wedding presents to organise, they looked forward more and more to seeing places like the Opera House and THAT bridge.

And so it was that on Tuesday, February 17, at 7 am the Dwyers found themselves at Noble Park railway station waiting for the train to take them to Spencer Street in time to catch the Daylight Express to Sydney.

But then disaster! Waiting passengers were informed that two trains had been cancelled. Some moaned and groaned. Others swore. But the Dwyers just stood staring at the speaker on the roof in disbelief.

The next train, a Dandenong to Flinders Street rattler, meant they would have board another train in Melbourne to take them to Spencer Street.

And by that time the Daylight Express would be passing St Albans on its way to Sydney.

Michael Dwyer went to speak to the stationmaster in a desperate last hope, but really believing that it would be too late to see the wedding.

### 'DON'T WORRY'

But that's when the Victorian Railways swung "Operation Dwyer" into action.

The stationmaster rang the train controller at Flinders Street and returned to the Dwyers and told them not to worry. A minute later, the Dandenong to Flinders Street train pulled in. The guard got off and came across to the Dwyers.

He told them: "I want you to sit in the last carriage in front of my window and don't get off this train for any reason until I tell you."

At Flinders Street passengers were told the train was "not going" and everyone disembarked.

Everyone except the Dwyers. They were to get a VIP ride to Spencer Street.

Meanwhile, the driver of the Daylight Express had been told there had been a "slight hold-up" and the train would be 15 minutes late in departing.

When the suburban train pulled in at Spencer Street the guard and a hostess from the Daylight Express met the Dwyers and escorted them to their carriage, and the train departed for Sydney with two totally overwhelmed passengers on board.

### NO EXTRA

That touch of kindness, thoughtfulness and public relations to help a needy couple get to a relative's wedding cost the Dwyers no extra money.

Michael Dwyer ran *The Journal* because he said he wanted to thank from the bottom of his heart, the staff of the Railways for giving him and his sister a marvellous time.

He said he didn't know how to express his thanks in words. . . we hope we've done it for him.



# Is our fortune really in the stars?

It's a wonder VicRail doesn't get a Logie—after all we've starred in a number of films this past year and there's more to come.

Ours is not to ask the reason why, but, nevertheless, requests are constantly coming into the public relations division from film makers and advertisers wishing to use our trains.

Sometimes we're merely the backdrop—a "bit" part, you might say. Other times we're the whole stage.

Color is no bar either—reds, blues, silvers—they've all had their part to play.

Even the glamor trains, Spirit of Progress, Southern Aurora, and The Overland have rubbed shoulders with some of Melbourne's best models and eager movie makers.

For instance, there was the day London photographer, Christos Raftopolous, was shooting still pictures for the Australian Wool Board.

The day began down at Macaulay siding, with the models posing in the doorway and at the windows of a silver train. Next stop was the passenger yard Spencer Street, where Southern Aurora became the centre stage and the SOP the backdrop.

While Southern Aurora was shunted, catering staff treated the models and photographer to tea and biscuits—a welcome interlude after a tense modelling assignment.

These photographs were recently featured in a women's magazine—the trains providing an excellent atmosphere for the latest wool fashion.

Earlier, summer fashions were the in thing and photographer Colin Beard used The Overland as his backdrop when it docked at Spencer Street.

The colorful polyester dresses worn by the models were offset by the silver and maroon carriages of the Melbourne-Adelaide train. These pictures also appeared in an Australian women's magazine.

Colin has also used our country carriages for pictures connected with cosmetics and casual outfits.

Fred and Rhonda Schepisi of The Film House have shot television commercials aboard our silver trains and, more recently, on a country train to Bendigo and back.

One commercial was for the State Savings Bank, the other for a Violet Crumble commercial.

Amateur film makers have taken a liking to trains. Many of these are students working on Government film grants.



● Two lovely models pose for fashion pictures aboard the Southern Aurora. Our picture—Australian Wool Corporation.

The trains provide a good, close-knit atmosphere for the producers to bring out, with impact, the relationship between their characters.

Mishaps on these trips are few and far between, although we've had a boom mike through a window and coffee spilt on the floor as actors try to gain their train legs.

Considerable organisation has to take place within the Department to ensure these films go off without a hitch.

Full co-operation is always received from the Branches involved and excellent assistance from traffic inspectors, block and signal inspectors, guards, drivers, and station staff.

Many pleasing comments have been received from the film makers and models for the willing help and assistance provided by staff on these jobs.

In all cases these television commercials, magazine ads., and cinema films help keep trains before the public in a favorable light.

After all, we've seen lovely models leaning on cars, boarding planes and standing on the deck of ships—so why not next to trains?

## GET TO KNOW US – NUMBER ONE

*The first in a new series of in depth features on key figures around the railways.*

*Number one in the series is VR Board Chairman Mr A. G. Gibbs, and future issues will feature not only management, but a wide variety of people throughout the State.*

*Pictures are by VR photographer John Phillips—story by VR journalist Paul Doherty.*

# “Young Bill” — always a railwayman at heart



● Although he has a power mower, Mr Gibbs often gives his lawns a touch up with the push mower—it's good exercise too, he says.

● Mr and Mrs Gibbs settle down to a simple lunch on their back garden patio.



**They call him Bill—an abbreviation of his family nick-name “Young Bill”.**

But, with his current energy and capacity for constant work, perhaps the family were right and Victorian Railways Chairman, Mr A. G. Gibbs, AO, should still be called “Young Bill”.

“My father’s name was William, or Bill, and as I apparently looked like my father more than any of the other nine children I was called Young Bill.

“Allan is never used—if anybody uses it I usually put my hand in my wallet and want to find out how much it is going to be”.

Mr Gibbs was born in Adelaide on January 14, 1911.

He attended Adelaide High School and later Adelaide University where he graduated with the degree of Bachelor of Engineering and Diploma in Applied Sciences.

Following graduation Mr Gibbs worked for six months with the South Australian Railways, another six months at the Midland Junction railway workshops, Western Australia, and then spent 10 months working underground in a WA gold mine before going to England.

In England Mr Gibbs was told exactly what he had been told in Australia—“there was no money for railways”. He then decided to join an English motor car company and later returned to Australia to join GMH.

In December 1971, while still Managing Director of GMH, he was asked by the then State Minister of Transport, Mr Vernon Wilcox, to join the newly formed Melbourne Underground Rail Loop Authority.

“At the time it was very hard for people to understand that somebody in the car industry could accept and support the railways. However, the two go together and are needed, but each has a different role”.

Through his involvement with MURLA and close liaison with former Railways Commissioner, Mr George Brown, Mr Gibbs said he was left

with no doubts whatsoever of the deficiencies and problems of the rail system when he took over his present job in July, 1973.

Mr Gibbs now lives in a magnificent two storey brick home in North Balwyn where he has been resident for about 17 years.

"I've quite a large garden and this attracts me tremendously". Both Mr Gibbs and his wife Beryl have cultivated their own garden without any outside help.

He has a special room of his own where he often spends time listening to his large collection of classical records and tapes.

At one stage he was a member of the South Australian Symphony Orchestra (now the ABC orchestra) in which he played the cello.

Mr Gibbs is also a very avid and fast reader; his favorite books are paper back mystery novels and biographies.

"I got into the habit of reading quickly because of the number of massive reports I had to get through. After that I like a mystery novel to escape."

Mr Gibbs rowed in the winning eight crew for the Australian champion schoolboy challenge cup in 1927. He came from Adelaide to row in this race at Henley on the Yarra.

"I was one of the heaviest rowers on the river," he said.

## THE JOB

The most demanding part of his present job is the number "of other things you have to do", for example the many meetings and functions he must attend.

"The worst part was the first twelve months where I had to travel around the system, try to cover every mile of track, and learn about the railways.

"These months were the toughest I have done in physical demand."

He was interim Chairman and later Chairman of the Australian Telecommunication Commission as well as Chairman of the Overseas Telecommunication Commission, jobs for which he refused to take any salary. "I wanted to do it as an act of service: I just wanted to do this extra work and I gave up a lot of my spare time to do it."

## RETIRE?

Mr Gibbs has never considered retiring. "I could have done so in 1973, but I love work; I love working with people, I love challenges and I love big assignments.

"If you're equipped with some sort of driving energy you use it, you go on using it and you want to get things done."



● Mrs Gibbs gives an affectionate pat to the family pets Sookie and Coco.

Before World War II Mr Gibbs was a member of the Militia Engineers for 12 years and became Commanding Officer.

He rose to the rank of major and at the outbreak of the war was called up for full time duty.

Although he applied for overseas service he was sent back to GMH by the manpower controller to take charge of ordnance and aircraft manufacture.

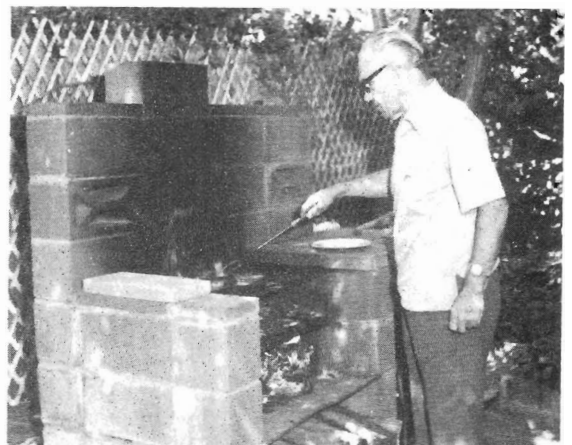
Mr and Mrs Gibbs were married in 1937, "when I was a very junior man having just returned to at General Motors."

"Actually my wife was earning more money than I was. She was the highest paid woman in the West Australian Government at the time."

Mrs Gibbs is a qualified geologist and was the technical assistant to the government geologist.

"So this gives you a tremendous rapport in that she did have a technical type training and therefore understands when I get into problems."

● Summertime provides ideal weathef for Mr Gibbs to turn a steak on his bar-b-que for the Saturday lunch.



# Finance shortage still holds VicRail back

*Rail Ways presents a summary of the major features of the 1974-1975 Annual Report. The Report has not been published before because it could not be tabled in Parliament until after the State elections in March.*

## **Lack of capital, funds, money—whatever you call it, VicRail has not had enough.**

Consequently, the Board has its hands tied when it tries to use 20th century technology to meet the requirements of an ever demanding public.

A sad story, but one where battles are being fought every day to help the Victorian rail system reach its full potential.

When the Board became the governing body back in May 1973, it was virtually 'behind the eight ball'. Today, after a great many delicate shots, the Board is getting the railways back on the track.

But still money is needed.

1974-75 annual report says: "Irrespective of the action taken by the Board to restructure the Railways and initiate internally the system and procedures inseparable from a successful commercial enterprise, the Board's task in implementing its charter from the Government will stand or fall on external factors beyond its control.

"Of these the most important and far reaching are:—

- **the availability of capital funds**
- **the power to set prices in response to market forces**
- **the existence of conditions conducive to equal competition with other modes for potentially payable classes of traffic, and**
- **the ability to rationalise services and shed traffic which is not potentially payable even under conditions of equal competition.**

"Of all these vital matters, the most important is the Railways' urgent and imperative need for an adequate flow of capital funds.

"With labour representing approximately 80 per cent of costs and inflation running at its present rate, capital investment in labor-reducing processes of facilities—particularly those that improve market penetration by increasing capacity and—or standards of service—is the most effective avenue to improvement in the annual accounts."

The report goes on to say the **"intolerable" financial burden of maintaining outworn, outmoded vehicles, both passenger and freight, must be overcome by the provision**

## **of funds to replace such stock.**

*"There are excellent prospects of big tonnages of potentially profitable types of bulk freight to be won if capital funds are made available for the necessary motive power and rolling stock.*

"In the field of competitive road transport, some action has been taken by the government to implement the Bland recommendations, but much is yet to be achieved before road and rail are competing on an equitable basis.

"In particular the Government has been unable to take any effective action to counter the problem of border-hopping.

*"It is indisputable that road operations enjoy a considerable subsidy. . . this fact must be taken into account when determining what subsidies should be paid to maintain comparable railway services."*

The Board is continuing to plan and progressively implement the establishment of regional freight centres and rationalisation of freight distribution within the limits imposed by availability of funds.

The Board plans that, by 1980, the railways will—

- be performing only those functions which are justified, either in the limited business sense or the broader community sense
- steadily gaining in physical efficiency
- presenting financial results which will realistically reflect the Railways' contribution to community welfare and provide a sound basis for future development
- operating as an independent entity with access to capital funds and relying upon the Treasury only for the repayment of essential subsidies.

"Unfortunately, the events of the past year, together with the indications at the end of the financial year in respect to limited additional financial assistance from Federal and State sources, have done little to engender confidence that the target which the Board still considers to be possible by 1980 will in fact be attained."

## **FINANCIAL RESULTS**

Compared with the previous year, income increased by \$14.8 million, of which \$8.4 million was from freight and livestock, \$2.7 million from passenger and parcels, and the balance from

trading and catering operations, rentals, and miscellaneous sources.

Expenditure during the year increased by no less than \$54.9 million.

*"It is a sufficient comment on the vulnerability of railways to inflationary wage increases that the increases in wages and associated costs alone—\$45.2 million—in itself equalled the TOTAL loss that was incurred on current operations only two years ago.*

"The balance of the increase was accounted for by higher material prices and increased pension payments," the report says.

The Railways deficit on current operations for the 1974-75 financial year was \$113 691 503.50. Overall deficit for the year was \$126 286 029.75 after adding interest charges, exchange, and contribution to the National Debt Sinking Fund.

## **DEVELOPMENT AND PLANNING DIVISION**

"In pursuance of its function to advise the Board concerning the selection of future investment projects, the division has conducted investigations and co-operated with staff of the Victorian Ministry of Transport in the preparation of submissions which have resulted in agreement of the Commonwealth Government to support the following additional projects under the Urban Public Transport Agreement—

- duplication of single line and associated improvements between Ringwood-Bayswater and Ringwood-Croydon
- signal box consolidation at Melbourne and Newport
- upgrading of the metropolitan communications network

Other aspects of planning in which the division has been active are—

- the regional freight centre at Horsham
- identification of locations for further regional freight centres
- development of a corporate planning model to assist in the fields of budgeting and forward planning
- development of costing and budgeting models to assist the Marketing Branch

## **MANAGEMENT SERVICES DIVISION**

Supporting the total plan for increased efficiency and economies of operation is the Board's Management Services Division, which reviews clerical, administrative and physical activities, as well as providing a data processing service.

## **URBAN WORKS COMPLETED DURING THE YEAR**

- A new route setting power interlocking system at Oakleigh, which replaced two manually operated signal boxes.
- A new relay interlocking at Springvale to replace a mechanical installation.

- Provision of automatic power signalling between Glenhuntly and Bentleigh with boom barriers at two level crossings, to replace three mechanical interlocking machines and manual double line block safeworking.

- A new electrical traction substation at Flinders Street

- Reconstruction of station buildings at Rosanna, Dandenong, Hampton, Gardiner and Mt Waverley

The following works were in hand:—

- Glen Waverley line upgrading project
- South Kensington—Footscray quadruplication
- Caulfield—Mordialloc third track
- Macleod—Greensborough duplication
- Sunshine—Deer Park West duplication
- Ringwood—Bayswater duplication
- New stations at Kananook and Yarraman
- Ringwood—Croydon duplication
- Reconstruction of station buildings at Glenbervie, Glenroy, Macaulay, West Footscray, East Malvern and Ringwood East.

Numerous other works have taken place throughout the whole state during the year.

Sixty-four new silver carriages were placed in service and also 167 new bogie freight vehicles entered service.

## **THE MARKET**

In continuation of the policy to expand and develop the functions of the Marketing Branch, a new group known as the Marketing Information Section was set within the Branch to further refine traffic costing techniques and, in conjunction with the marketing managers, to develop and institute revenue budgeting procedures and mathematical, econometric, and market-based forecasting techniques.

Freight business was generally adversely affected by economic conditions during the year, and compared with the 1973-74 figures of 3 126 million tonne-kilometres the total freight traffic task performed fell by 1.1 per cent.

Suburban passenger travel increased by one per cent.

On January 20, 1975 the suburban rail network was extended from Dandenong to Pakenham.

Country passenger travel increased by 12 per cent in journeys and 8 per cent in revenue compared with 1973-74, while intersystem travel declined marginally.

## **STAFF**

At June 30 1975 the total staff (including casual, labor equivalent to 681 men working full time and 110 staff employed under RED and CGE schemes) was 25 691.

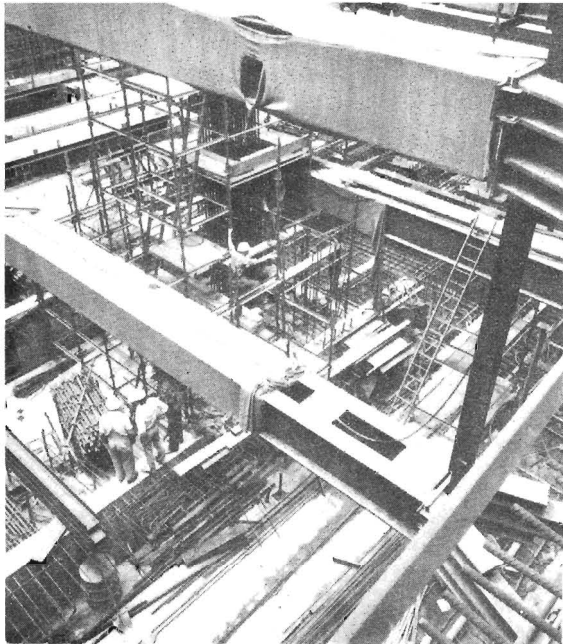
The average annual payment, including overtime and penalty payments, to all officers and employees including juniors, was \$7 386.

# The dream is coming true

**Just over three years and Museum station should be handling at least 1000 commuters a minute on eight escalators feeding four platforms.**

Engineers have reached rock bottom, 29 m (95 ft.) below Swanston Street for over half the length of the station site.

Almost three quarters of the ancient bedrock scheduled for removal has been taken out, in what must be one of Melbourne's largest excavations.



*Museum Station*

## Chairman on council

**Victorian Railways Board Chairman, Mr A. G. Gibbs was recently appointed a member of the new State Coordination Council.**

In addition he has been appointed Chairman of the Works, Services and Development Group and a member of the policy and priority executive.

In 1975 the State Coordination Council Act was passed which provided for the coordination of planning by all State Instrumentalities and semi-government authorities of future works and development.

The council is directly responsible through the Premier to Cabinet.

Construction of the station's skeleton and shell structure is well in hand and more than one sixth of the structural concrete has been placed.

Over 1000 tonnes of steelwork has been placed into final position.

The station area will be equivalent to a city block in size, lying beneath LaTrobe Street between Swanston and Elizabeth Streets.

On completion commuters will approach the underground station by three entrances at street level and ride escalators 9m (30 ft.) down to the booking halls.

Vending machines will dispense tickets to all suburban and city circle stations.

Manned booking offices will distribute country, interstate or other special tickets. Even in peak hour it is not expected to take more than 1½ minutes to buy a ticket.

Passengers will then go through the barriers to the main concourse and ride escalators down to their platform.

As well as escalators, lifts will be provided for handicapped passengers and service requirements.

One entrance will provide an easy ramp down to the main concourse and stairs will be provided for emergency situations.

All the usual facilities, paper, drink, and tobacco stalls, will be included in the final plan.

Special electronically operated signs will give passengers up to date information on train times.

Television cameras installed throughout the station, over escalators, and so on will feed information back to the Central Control Offices giving efficient control throughout the station.

Mechanical ventilation with summer cooling will operate in all public areas.

A high level of quality lighting and specially selected floor, wall and ceiling finishes will ensure brightness, cleanliness and acoustic control.

# The Prospector

*The Prospector is based on David Evans' first visit to South African Railways Head Office in Johannesburg some years ago.*

**It was just before Christmas, at the hottest time of the year, when Abie Goldberg sat smoking a pipe, listening to the monotonous beat of Boeremusiek on the main verandah of his large and sumptuous apartment block, in a part of Johannesburg where the city's central core is reaching ever skyward.**

Although his view down the street extended only as far as the ultramodern railway station, the Railway Headquarters and the skyscraper office blocks nearby, the area was prime real estate and its steady appreciation in value was a constant source of comfort to him and to his "co-director" wife, Rebecca.

The apartments were expensively furnished and on long lease to an exclusive clientele, a number of whom usually went to the Indian Ocean resorts for their summer vacation.

One family, the van der Merwe's, had left that morning for a month's holiday in Durban and, as Abie gazed wistfully through his tobacco smoke, he considered how wonderful it would be if someone would rent the van der Merwe's vacant apartment for the very same period. He would then be paid twice over for the same floor space. The mere thought of it made his nostrils quiver with pleasure.

Just as his mind was about to conjure up another agreeable thought, suddenly he noticed a figure quite strange to the city environment. It was a typical bush Afrikaner, covered in dust, wearing a large flat hat, bush jacket and baggy trousers, carrying a dirty carpet bag. Clearly he had come straight from the open veld on the Drakensberg mountains. He advanced up the street until he was close enough for Abie to see his grimy face and, in particular, the aquiline nose.

"Shalom!" greeted the stranger as he saw Abie.

"Shalom!" Abie smiled in return.

"Do you know where a man can get good accommodation in town for a few weeks?"

"I'm afraid it's all very expensive around here", Abie replied. "If you tried over in . . . . .".

"I'm not worried about the price, man". The stranger interrupted. To illustrate the point, he slowly opened his carpet bag and pulled out a few bags of gold dust. "I'm a prospector and don't come into Jo'burg often, but when I do, I like to live in style".

"My friend, truly God has guided you to just the right place. It's expensive, mind—four hundred rand (about \$400) a week—but it just so happens I could offer you a really fine apartment for the next four weeks".

"Man, that's alright. I'd like to see it right away."

"He doesn't even flinch at twice my usual rent!" rejoiced Abie as he led his guest to the van der Merwe's apartment on the nineteenth floor.

Delighted with what he saw, the prospector handed over the four week's rent in bags of tax-free gold dust and closed the door on Abie, who ran straight to his office safe.

The four weeks passed quickly for Abie. He had hardly noticed the prospector who, in spite of his rough appearance, had moved around quietly, with due consideration to his many other tenants, and who seemed on good terms with them all.

Regardless of the short distance, Abie drove him to the railway station in his new limousine and virtually bowed him onto the train. Just as the train was pulling out the prospector said.

"Abie, I must thank you for providing that apartment for me. I've never had such a good time in Jo'burg before—especially at such a reasonable price too!"

"Do you call 400 rand a week reasonable?" Abie exclaimed.

Well yes, when you consider what I had for it. Don't you realise, man, that I managed to make love to every single woman—except one—in the whole of your big apartment block?"

Abie stood there with his mouth open in surprise as he limply waved goodbye.

"Totsiens!" he cried.

"Totsiens! Alles van die beste!"

Later, as he was lying back in bed with his beloved Rebecca, he murmured, "You know, Beccy, that prospector was not half as simple as we thought. He even reckoned he had good value for money".

"You're joking Abie. You robbed him blind!"

"Yes, but he said he had good value because he had seduced every single woman except one in the whole of this building!"

"Ach," his wife replied dreamily. "That must be that stuck up Mrs Finkelstein upstairs!!"

# Stabling sidings will go to help services and security

It is planned that 23 smaller overnight stabling sidings will be eliminated in the metropolitan area following recommendations in a recent report.

Victorian Railways General Manager, Mr Ian Hodges, said this would keep the trains grouped overnight for better back up in the event of a driver or guard not being able to report for duty for any particular reason.

The trains will be in groups of about 20 and located at any one of 15 stabling yards.

Currently, only one or two trains may be stabled at certain sidings overnight.

Langwarrin, five kilometres from Frankston, will be the first of the new stabling centres. Others will be introduced progressively throughout the metropolitan system.

Establishment of the first centre is expected to cost about \$410 000. This will be done in conjunction with the extension of the electrification system from Frankston to Langwarrin.

Mr Hodges said that, with extra trains being introduced to the system, Flinders Street yard

will be at maximum capacity and new large outer suburban sidings are essential.

The Metropolitan Transportation Committee's report said Victorian Railways would need an additional 73 train services by 1985.

The report also said that by the same date VR should have no more than 1.25 passengers per seat in the transition period (times immediately either side of peak hour) and 1.5 per seat during peak hours.

Mr Hodges said the passenger load on VR's busiest lines in 1964 was approximately 1.8 passengers per seat, or for every ten people sitting, eight were standing.

"Today people won't accept that sort of crowd — people expect a better standard of comfort," Mr Hodges said.

"Part of the additional train requirements is to match people's aspirations."

Mr Hodges said the new trains under manufacture are going partly towards replacing old rolling stock and, providing new train sets to cope with the additional demand.

Already 22 stainless steel six carriage train sets have been delivered.

## A tip for pip-spitters

VR conductor Frank Stoneman remembers vividly the time that an unwary passenger on the Southern Aurora had been merrily spitting orange pips into the toilet bowl of his sleeping compartment.

After mastering his accuracy, the adventurous gentleman attempted to put more power into his missiles, but unfortunately, as he let one go, his silver denture plate proceeded to follow it.

The distraught pip-spitter quickly summoned Frank, who, in his usual courteous manner, knelt on his knees and reached down into the dark, mysterious recesses of the toilet bowl.

This proved unsuccessful, but, as the train pulled into the next station, Frank's brilliant mind moved swiftly into action. Running out on to the track with his torch, he instructed the now hysterical gentleman to flush the toilet. On all fours and with torch shining brightly, he inspected the resulting waterfall. Nothing to be seen, but the determined Frank ordered another flush.. and another...and another.

The train was about to move out by this stage, so Frank yelled "Give it all you've got." The resulting flood did the trick and out fell the silver



plate into the now large puddle beneath the train.

The gentleman was so elated that he nearly put the plate straight back into his mouth. Our valiant conductor, sensible as always, halted him in mid bite and advising him to sanitize them first, then walked off to sanitize himself.

"Cleanliness is next to Godliness", says Frank.

*Similar humorous anecdotes from any of our readers would be most welcome and should be addressed to the editor, "Rail Ways", room 59, 67 Spencer Street, Melbourne.*



# VR Board goes interstate

The 1976 inspection tour by the Victorian Railways Board will be over the first weekend of July, and co-incides with the centenary of the Deniliquin-Echuca rail link—Australia's first inter-colonial rail connection.

Board members will travel in a special consist of The Overland—the train that normally runs overnight between Melbourne and Adelaide. This has been made possible by special arrangement with South Australian Railways—joint owners, with Victoria, of The Overland.

The train will travel to Bendigo-Echuca-Deniliquin (overnight) and return via Toolamba-Seymour. Board members will be able to see first hand many and varied rail projects proposed or in hand.

Much local enthusiasm has been generated at Deniliquin. As soon as official advice of the visit was received the Mayor of the Municipality of Deniliquin, Ald. K. G. Renwick, invited interested citizens and representatives of service clubs and organisations to come to a public meeting to plan what is hoped to be the biggest ever event in the Southern Riverina district of New South Wales.

With many other industries and buildings having centenaries in Deniliquin in 1976, the Mayor has proposed a three-day centenary period with the focal point the Deniliquin & Moama Railway Co.

Ceremonies will begin with a major display in the Deniliquin Town Hall—also 100 years old.

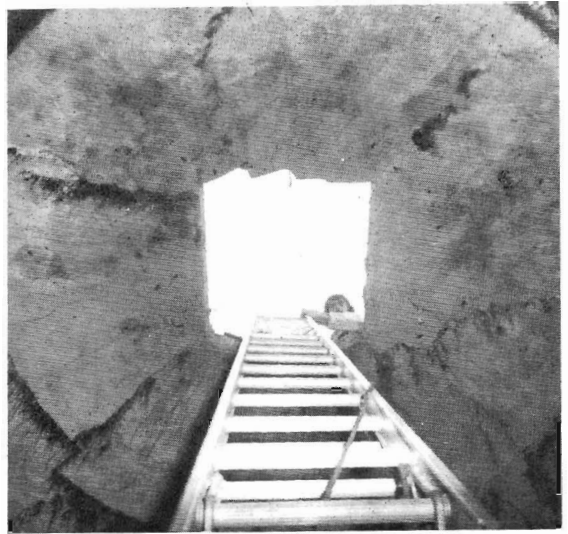
This will be co-ordinated by the Victorian Railways and it is hoped will be officially opened by the Premier of NSW. Other local celebrations will take place in the evening and on Friday.

Saturday is the main day. A steam hauled train arranged by the Australian Railway Historical Society is expected to make a day return trip from Melbourne.

The Board Special will reach Deniliquin at 3 pm. Station ceremonies will be centred around the unveiling of an obelisk which will be cut from the original foundation of the 1876 train turntable.

A piece of 100 year D & M rail will be on top. Ceremonies will be broadcast live on local radio 2 QN.

A procession headed by the Deniliquin Municipal Band and complete with a Cobb & Co coach, marching girls, vintage cars, special mini replica of a D & M train, and floats will then leave on its way to the Town Hall for a review of the historical display.



● The first Deniliquin Stationmaster used this well for general water supplies. It is 100 years old and contains about one metre depth of clear drinking water.

In the evening, there will be a centenary dinner at the RSL Club Auditorium for 400 people to recognise the importance of The Deniliquin & Moama Railway Co which made possible the initial Victoria-NSW rail link.

A twin ceremony will take place at Echuca on the following morning when the other half of the turntable stone will be used for a similar obelisk outside the railway station.

● Senior Water Supply Engineer, Phil Leek, with a glass of well water to be tested at the Newport Laboratories.



# It's a jigsaw, of a type . . .

## You wouldn't want to have the shakes.

Just a couple of tremors—hardly enough to spill a drop of that essential early morning cup of coffee—could break this issue of Rail Ways into 15 000 pieces.

For much of its time, before it finally rolls off the offset presses, Rail Ways is a mind-boggling jigsaw puzzle of individual metal letters.

Not individual lines of type, newspaper style, or the modern photographically produced sheets of paper.

That last full stop once had its own identity.

It's a jigsaw puzzle that sometimes has to be tidied up with a pair of tweezers.

The tens of thousands of characters come mostly from a steaming, chattering jungle at the back of VR's North Melbourne printing works—the "mono" room.

These strange machines eat punched paper tapes, and produce, by methods not entirely clear to the uninitiated, row after row of metal type. Pots of molten metal simmer like cannibal's cooking pots in the mysterious mechanical atmosphere.

The witch doctors take over then—the jigsaw puzzle artists armed with tweezers, knives, and even lengths of string.

They are the comps, sorting the fragile rows of type into blocks to become, eventually, the printed page.

Their skill and infinite patience is needed because of the incredible variety of printing—including timetables, broadsheets, accounting forms color brochures, and so on, that passes through the Printing Works.

And our printing experts tell us mototype—individual pieces for every figure, letter, or space—is the only way to handle it all.

So, think kindly of the comp the next time you take your breakfast Alka-Seltzer. He may need it more than you.

## Loco GMs go home

**The Victorian railways recently lost not just one GM, but three.**

The three Australian National Railways locomotives rented by the Victorian Railways since December 1971 had been used on freight and passenger traffic throughout the state.

GM 31, 32 and 33 were 1 300 hp and ran on standard gauge.

Superintendent of locomotive maintenance, Mr Frank Martin said the locomotives were first rented to help alleviate problems of locomotive shortage before delivery of the new X classes.

He said nine X class locomotives have now been delivered out of an order for 10 2 200 hp locomotives.

He said it was expected the first of an additional 10 3 300 hp locomotives would be delivered towards the end of the year.

The three GM's made the run from Melbourne via Broken Hill to Port Augusta where they are now stationed and run once again by Australian National Railways.

## Chairman opens ARHS Conference

**VR Board Chairman, Mr A. G. Gibbs, opened the Australian Railway Historical Society's recent three day national conference.**

The ARHS conference was attended by delegates from NSW, WA, Tasmania, Queensland, SA, and the ACT, as well as the host State.

Opening the conference, Mr Gibbs said the Society had two main functions—

- fostering intelligent interest in railways and their history
- enhancing association with the general public.

Mr Gibbs said the VR Board and the ARHS had a cooperative relationship with an enthusiastic and willing program to increase public transport awareness.

He specially thanked the ARHS Victorian Division for joining the Board in promoting and commemorating ceremonies at Wodonga, Maryborough, and Ararat, as well as the South Australian Division's liaison for Goolwa's 121st railway anniversary.

"Some people might say the preservation of things past is a waste of time and, some of them are people in the forefront of modern technology.

"You can't understand the present if you have no knowledge of history. You can't have a feeling of how to plan for the future if you don't know what went on in the past," he said.

During the conference, delegates saw railway preservation at work in Victoria.

Visits including Puffing Billy, the ARHS museum at North Williamstown, and the historic Yarra parlor car took the party to Geelong to inspect the Belmont Common railway.



# At the heart of the matter

## What's up Doc??

Well if it's not enough carrots in the casserole you may find this particular Doc a trifle upset.

He's been quoted as being the "highest paid chef in the Victorian Railways".

It seems there's not much he can't cook and he certainly fancies himself as being able to make a terrific variety of casseroles.

According to his regular diners aboard the VR Medical and Vision train he's an excellent cook.

If you haven't guessed—that chef and Doc is none other than Dr Robert Wallace, Victorian Railways medical officer since August 3, 1964.

Dr Wallace was born in Brisbane in 1911, completed his secondary education there, 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.

Dr Wallace's work with VR 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.

He said he doesn't mind examining people who have a good honest day's sweat and dust on them, but throughout his career one of the worst hazards has been people who seem as though "they haven't had a bath for a bloody month".



● Doctor Wallace has press officer, Paul Doherty, wired to the electrocardiograph for a quick heart check. Above—the outcome and all is well.

And while he may spike his casseroles with a touch of garlic, he said some of his patients have had so much "it drives you crazy".

Dr Wallace was married in 1937. He and his wife Dora, a former nurse, have four children: Margaret, a university graduate; Robert, a mechanical engineer with the CRB; Russell, a civil engineer; and Ian, who is in the VR accountancy branch.

He also has six grandsons.

While Dr Wallace officially retires on May 20, he will still be seen about the medical section as he will be the VR's Locum Tenens—he will do part time relieving work.

In his spare time he will continue playing bowls, (he is also president of the VRI Social Bowling Club) and do a bit of gardening about his Hawthorn home.

Chief medical clerk, Ron Pierce, and vision clerk Horrie Patterson had nothing but praise for the way Doctor Wallace operates, so to speak.

Both also agree the doctor is a terrific cook, since that's his second job on the Vision train.

Ron said: "Dr Wallace is held in the highest esteem by all the staff."

# Up, up, and away

**It's out of the sky and down to the sea for railwayman Bill McDonald.**

Bill has been with the Victorian Railways aerial survey team since it began in 1947 and, before his retirement, was chief aerial surveyor.

Bill has gone from biplanes which cruised at about 128 km/h (80 mph) to Aero Commanders cruising around 209 km/h (130 mph).

He said surveying from the air takes about one fifth of the time it takes to be done on the ground.

Before joining the VR survey team the only flying Bill had done was on a reconnaissance flights in the army.

He reached the rank of Major after serving seven years in the East Point Battery heavy artillery section.

He saw active service through the islands and had four hundred men under his control in Darwin when it was bombed in February 1942.

Bill joined VR in 1927 aged 16, as a lad in the assistant metropolitan district engineer's office at North Melbourne. He was later car driver to the MDE, and worked on the hallade track testing equipment before joining aerial surveying.

He says since 1947 over 100 000 aerial photographs have been stored in the aerial survey library.

Many sections, including the estate office, the level crossing committee, and the Way and Works Branch, make full use of the photographs.

They are taken at 613 m (1920 ft) with a 30.5 cm (12 inch) lens covering an area of 130 m<sup>2</sup> (1400 sq. ft.)

Bill has also been Secretary of the Association of Railway Professional Officers of Australia (Vic. Branch) for 21 years.

He proudly states the union has never had to go on strike.

For fifteen years he has also been a member of the professional officers classification committee which governs many promotions.

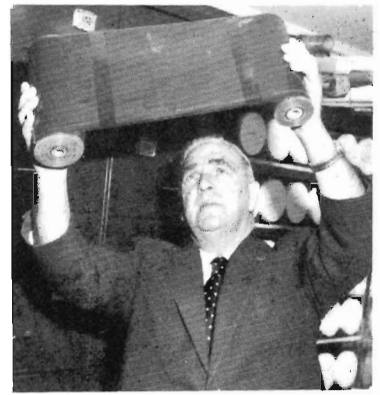
And now he has retired it's time for fishing in his 4.5 m (15 ft) outboard motor boat.

Bill lives at Mentone, but says he plans to spend a lot more time at the family's Rosebud holiday house.

He says he knows some good fishing spots down that way and claims to be quite a successful fisherman.

His wife, Majorie, has the job of cooking the catch.

Bill has two children and three grandchildren.



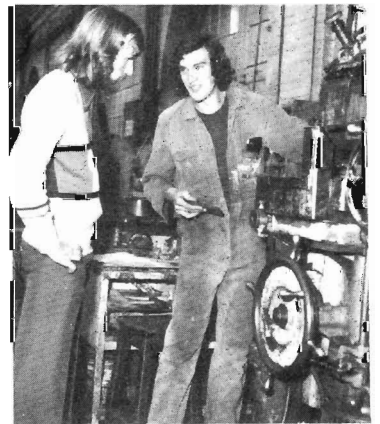
● Railwayman Bill McDonald takes a final check on his aerial survey files.

## Lorrae leaves

**Public Relations recently farewelled one of its most popular personalities, Lorrae Willox. Lorrae left us to join the Environment Protection Authority.**

She began with VR in January, 1975, and is a fully experienced and competent journalist. Lorrae worked for newspapers in Hong Kong, England and Australia.

While with VR her various duties, including the editing of "Rail Ways", made Lorrae a vital part of the PR team and she will be greatly missed.



● South Australian apprentice, Alan Crute (left) takes a close look at the work being done in the VR's Newport workshops.

## VR hosts top apprentice

**Victorian Railways has recently been host to Alan Crute, third prize winner in the South Australian Apprentice of the Year Awards.**

Alan, 23, from Mt Gambier, won a three week tour of the eastern states.

In Melbourne, his tour was organised by one of VR's special works engineers, Bill McGillivray.

In his capacity as a vice-president with the Melbourne Chapter of the Jaycees, Bill arranged various activities for the young South Australian, including visits to GMH, Repco and Johns & Waygood.

# Safety competitions bring a strong response

**The first safety campaign for 1976 has just finished. It was based on "slips, trips and falls".**

The competition, which asked railway people to identify potential hazards in working methods, drew 345 entries. Thanks to all of those who did something about safety on the job.

Winners of the competition were announced in Weekly Notice, April 13 1976.

A second campaign, promoting safety in manual handling, kicked off in April, and ends in June.

The aim is to reduce the number of strain and sprain injuries caused by bad manual handling.

There will be another competition—watch Rail Ways for details.

Your participation is really worthwhile. Do you realise that in 1975, nine hundred railway people lost at least one day from work as a result of sprain or strain injuries?

That may not sound a lot when you think of the great number of people in the railways. But it is a big loss—it's 33% of our total lost-time injuries, or the equivalent of an employee away from work for 3.6 years.

Back strain accounts for 13% of the injuries, the remaining 20% are sprains and strains to the arms, legs, or abdomen.

So, in the next few months, let's look out for ways to improve manual handling.

## Youth fined on four counts

**A youth charged by Railway Investigation Officers was fined a total of \$175 in Broadmeadows Magistrates Court recently.**

The youth had been charged with indecent language, threatening words, impeding, throwing a missile and refusing to give his name and address.

He was convicted and fined \$100 or 15 days jail on the first charge. The threatening words charge was withdrawn.

On the other three charges he was convicted and fined \$25 or five days, \$20 or 3 days, \$20 or 3 days respectively and ordered to pay \$10 costs.

The offences had been committed at the Glenroy station on November 14 last year.

He appeared before two Justices and pleaded not guilty to all charges.

All charges were found proven but their Worships indicated the threatening words charge was alienated to the indecent language charge.

## Three more competitions

**Rail Ways readers now have four competitions to enter.**

The first—'Where are they?'—was introduced last month, and will be featured every issue for at least six months.

Three more competitions, with the winners to be announced before the end of the year, each offer a prize of a \$10 book token.

One is for the best short story of the year, associated with railways either in Australia or overseas.

The first of our new series of short stories, 'The Prospector', is on page 79 of this issue.

Another new competition is for the year's best

picture, and the year's best cartoon will win the third new competition.

The short story will ideally be humorous and no longer than 500 words, while the picture may be any size, black and white or colour negative, or at least 6cm square color transparency. But please remember the best reproduction in Rail Ways is usually from negatives larger than 35 mm.

Cartoons can be any size, clearly drawn in black and white and should be related to VR activities.

Entries for all the competitions should be addressed to the manager, public relations, room 59, head office—and must include your name and address.

# Retirements . . .

## ACCOUNTANCY BRANCH

Bersey, A. G., Head Office, 19/3/76  
 French, T. J., Bendigo, 26/1/76

## ELECTRICAL ENGINEERING BRANCH

Aitchison, R., Testing Division, 27/2/76  
 Brain, D. J., Overhead Division, 29/1/76  
 Burgess, W. E., Light & Power Div., 10/3/76  
 Gibson, K., Dist. Div., 5/2/76  
 Perrow, L. H., Testing Division, 4/2/76  
 Roy, D. H., Overhead Div., 13/2/76

## ROLLING STOCK BRANCH

Aquilina, J., Newport, 26/4/76  
 Bridge, G., Sth. Dynon, 27/2/76  
 Burnett, J. A., Newport, 13/2/76  
 Cleary, J. H., Jolimont, 21/4/76  
 Conway, F. J., Wodonga, 22/1/76  
 Daffey, J. A., E. R. Depot, 13/2/76  
 Di Virgilio, G., Jolimont, 11/4/76  
 Flewin, L. R., Newport, 26/2/76  
 Griffiths, J. R., Bendigo Loco., 5/4/76  
 Hackett, T. R., Jolimont, 22/12/75  
 Harrison, W. F., Newport, 20/2/76  
 Hladyszew, P., Shelter Shed, 12/4/76  
 Holland, J. H., Newport, 6/4/76  
 Ison, L., Newport, 1/3/76  
 Jones, A. F., Newport, 20/2/76  
 Kilby, J. C., Newport, 27/2/76  
 Longden, F., Newport, 22/4/76  
 Mackay, J. L. M., Sth. Dynon, 5/3/76  
 Morris, W. S., Bendigo Nth., 28/1/76  
 Murphy, C., Shelter Shed, 11/4/76  
 Nacinovich, O., Newport, 12/4/76  
 Nyikos, J., Ararat, 28/4/76  
 Pace, A., T. L. Depot, 13/2/76  
 Packham, S. J., Bendigo Nth., 19/2/76  
 Perry, E. A., E. R. Depot, 14/2/76  
 Pianta, A. A., Dimboola, 12/2/76  
 Roberts, C. E., Ballt. Nth., 16/2/76  
 Smith, G. A. J., Newport, 27/2/76  
 Tite, A. W. J., Nth. Melb., 27/2/76  
 Tivanis, J., Newport, 21/4/76  
 Valente, A., Nth. Melb., 13/1/76  
 Webb, J. A., Jolimont, 26/4/76  
 Wilson, R. H. Ballt. Nth., 12/2/76  
 Winnell, G. G., E. R. Depot, 28/2/76  
 Zanarakis, D., Sth. Dynon, 30/4/76

## STORES BRANCH

Alexis, M., Newport Workshops, 9/1/76  
 Attrill, L., Spotswood, 22/2/76  
 Bolkas, P., Reclamation Depot, 13/2/76  
 Germaine, A., Newport Workshops, 5/3/76  
 Harding, A. C., Bendigo, 26/3/76  
 Hicks, J., Collins St., 12/2/76  
 McCurdy, H. J., Electrical Depot, 26/3/76  
 McMillan, H., Geelong, 12/3/76  
 Mills, T. H., Spotswood, 19/3/76  
 Smith, J. A., Dynon, 23/1/76  
 Pattison, Newport Workshops, 20/2/76  
 Poulson, P. O., Duplicating bureau, 5/1/76

## TRAFFIC BRANCH

Austin, S., Melbourne Goods., 10/2/76  
 Bandza, F., Geelong, 17/2/76  
 Banks, H. C., Terang, 2/3/76  
 Biscan, A., Geelong, 3/2/76  
 Blackwood, E. V., Melbourne Goods, 13/3/76  
 Brown, L. D., Head Office, 19/3/76  
 Connelly, A. E., Bendigo, 5/12/76  
 Dodds, L. C., Ballarat, 8/2/76  
 Doyle, J. M., Eastern District, 30/1/76  
 Edwards, J. W., Spencer Street, 4/4/76  
 Gidman, A. E., Dandenong, 6/3/76  
 Goauert, G., Melbourne Goods, 5/2/76  
 Grzywna, K., Dynon, 2/3/76  
 Harris, Miss E. E., Toorak, 12/2/76  
 Hobson, T. J., Frankston, 28/2/76  
 Keon, P. J., Traralgon, 6/2/76  
 King, J. J. J., Flinders Street, 22/2/76  
 Larkins, J. G., Essendon, 2/2/76  
 Lonergan, J. T., Spencer Street, 3/2/76  
 Maynard, A. J., Toorak, 10/2/76  
 Morse, E. C., Flinders Street, 17/1/76  
 Murray, D. J., Mordialloc, 29/2/76  
 McElwain, J. F., Melbourne Yard, 30/12/75  
 McInerney, J. F., Flinders Street, 10/2/76  
 O'Donnell, D. J., Melbourne Goods, 19/12/75  
 Popko, K., Buangor, 4/12/75  
 Price, H. R., Dartmoor, 12/2/76  
 Stephens, J., Head Office, 16/2/76  
 Stevens, S. R., Geelong, 1/2/76

## WAY AND WORKS

Achturbosch, H. L., Ballarat, 20/2/76  
 Ambruiso, R. G., Eng. Spl. Wks., 18/2/76  
 Astle, A., Head Office, 27/6/76  
 Barnes, L. G., Ouyen, 10/6/76  
 Bogicevic, R., Flinders St., 7/6/76  
 Boyce, R. (Mrs.), Spotswood, 12/2/76  
 Callus, L. Spotswood, 18/3/76  
 Conabere, J. A., Spotswood, 26/3/76  
 Ewin, W. E., Caulfield, 12/6/76  
 Fox, T. S., Head Office, 5/3/76  
 Grinham, S. G., Ararat, 9/3/76  
 Kearney, P. F., Laurens St., 26/3/76  
 Lindau, J. W., Caulfield, 22/5/76  
 Lovet, L. L., Hamilton, 19/3/76  
 Madix, A. J., Ararat, 4/6/76  
 Mathers, R. C., Head Office, 6/2/76  
 McConville, W. J., Engr. Spl. Duties, 19/3/76  
 McMillan, M. A., Flinders St., 5/3/76  
 Meade, A. F., Warrnambool, 8/1/76  
 O'Callaghan, J. D., Hamilton, 26/3/76  
 Omielczuk, D., Seymour, 1/3/76  
 Orszulak, W., Flinders Street, 6/2/76  
 Santi, L., Metro, 12/3/76  
 Silverstone, A. S., Flinders Street, 30/1/76  
 Smedley, R. H., Wangaratta, 12/5/76  
 Symmons, W. L., Caulfield, 19/5/76  
 Tavenor, P. W. F., Bendigo, 30/1/76  
 Thomas, J., Ballarat, 21/3/76  
 Wakefield, R. S. B., Spotswood, 12/5/76  
 Wittingslow, R. E., North Melbourne, 30/5/76  
 Wakeling, A. W., Plant Division, 19/3/76  
 Wollidge, A. E., Ballarat, 25/6/76

## STORES BRANCH

Aird, J. E., Newport Workshops, 12/3/76  
 Jones, J. O., Head Office, 29/2/76

### RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

#### ROLLING STOCK BRANCH

Bell, J. E., Sth. Dynon, 20/2/76  
 Miller, A. J., Newport, 6/3/76  
 O'Connell, M. J., Sth. Dynon, 22/2/76

#### TRAFFIC BRANCH

Morgans, Mrs. M. M., Pira, 21/1/76  
 Noble, B. F., Melbourne Goods, 27/2/76  
 O'Driscoll, J. G. F., Ashburton, 13/3/76

#### WAY AND WORKS

Bridgefoot, R. W., Seymour, 10/2/76

#### STORES BRANCH

Aird, J. E., Newport Workshops, 12/3/76  
 Jones, J. O., Head Office, 12/3/76

# Football fixtures

May 23	Traffic	v	Waysec
	Melb. Yard	v	Accounts
June 6	Waysec	v	Melb. Yard
	Newport	v	Traffic
June 20	Newport	v	Accounts
	Traffic	v	Melb. Yard
July 4	Newport	v	Waysec
	Accounts	v	Traffic
July 18	Waysec	v	Accounts
	Newport	v	Melb. Yard
August 1	Newport	v	Traffic
	Waysec	v	Melb. Yard
August 15	Newport	v	Traffic
	Waysec	v	Melb. Yard
August 29	Melb. Yard	v	Traffic
	Accounts	v	Newport
September 12	Grand Final — two top teams		

# Basketball teams net grand final double

**Two VRI basketball teams won their grand final matches at Albert Park on Thursday, April 8.**

The mens team, depending largely on individual efforts, finished the season in fourth place on the ladder. During the finals, however, they improved their teamwork to rise above all opposition.

In the premiership match against Vilkas, a mainly Latvian team, the VRI players trailed by nine points at half time. But a concerted effort in the first ten minutes of the second half soon brought them together a two point lead.

In a mainly defensive game, Ian Bett was shooting and rebounding very well, while Danny Stewart attacked strongly down the court. With the rest of the team backing them up, they brushed aside the frustrated attempts of the Vilkas players, and went on to win by six points. The final score was VRI 47, Vilkas 41.

The VRI joined the Victorian Business Houses Basketball Association in 1961. Since its beginning in the F2 grade the team has risen steadily

through the ranks. This is the first year they have played in the A grade finals.

The members of the winning team were P. Baker, (capt.), I. Bett (15 points), R. Cabenko (2 pts), L. Hately (5 pts), W. Holmberg, G. Katajala and D. Stewart (15 pts). Each of them received personal medallions, as well as the shield and flag presented to the team.

The womens B grade team had a tough and exciting game against E.H. & W., just holding on to win by one point. At half time the girls had a four point lead but found the opposition much more difficult in the second half.

It became very much a do or die effort and the girls never gave up. Fine games from Lynette James, Anne Bowles and Rose Zalewski spurred the rest of the team on until the final whistle. Lynette scored 15 points out of a total of 36.

The other members of the team were C. Gunston, A. McInerney, B. Nation, and C. McInerney.

## “Mr Fencing” honored

**The man who formed the VRI fencing club back in 1950 has now been granted life membership of the Institute.**

Mr E. J. Szakall, known throughout the fencing world as Andy, was hon secretary and hon instructor of the club.

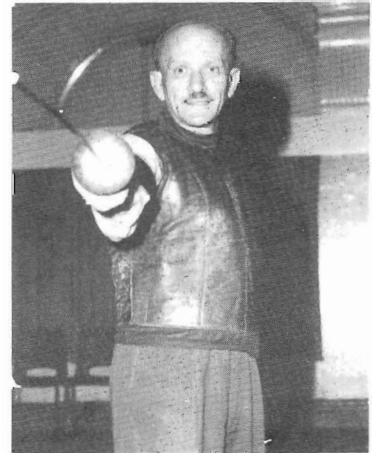
Because of Andy the VRI Fencing Club became the first to introduce fencing for juniors and to sponsor school fencing throughout Victoria.

The club has provided the nucleus of Victorian and Australian teams in national, Olympic, Commonwealth and World Championships.

Andy has been manager-coach of the Australian Olympic fencing teams in 1956, 1960, 1964, 1968 and 1972.

Andy is also hon president of the Victorian Amateur Fencing Association and hon secretary-treasurer of the Australian Amateur Fencing Federation.

Congratulations, ‘Mr Fencing’.



*On Guard—Mr Fencing, Andy Szakall, kept our photographer on his toes with this shot.*

## VRI library moves to head office

**The VRI Library has been re-located and is now in room 109, first floor, head office.**

We hope that the move from the basement to the more spacious area of Room 109 will attract more VRI members at Spencer Street to use the

Library services.

The hours of operation will be 12.30 pm to 1.25 pm on Mondays, Wednesdays and Fridays.

Once again, we urge all VRI members to use these facilities to the utmost.

# WHERE ARE THEY ?

HERE ARE PHOTOGRAPHS TAKEN IN NINE DIFFERENT COUNTRIES  
If a V.R. employee can identify the countries correctly he or she could  
receive a \$10 book token.

Entries should be sent to the Manager, Public Relations, 67 Spencer Street,  
Melbourne 3000, as soon as possible.

*In the event of a number of people submitting all correct answers their names will be put in a hat and the winner's  
name will be drawn. The adjudicator's decision will be final and cannot be the subject of correspondence.*



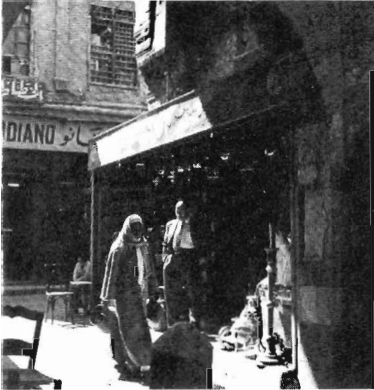
1



2



3



4



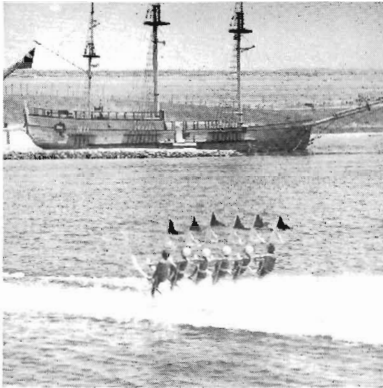
5



6



7



8



9





# Rail <sup>10 CENTS</sup> Ways

JUNE 1976



FREIGHT INVOICE

CUSTOMER No. 1599435

3000

INVOICE No 0000001



## IN THIS ISSUE

- 92 Freight services improve as the Horsham regional freight centre swings into action.
- 94 VR General Manager, Ian Hodges, is the second subject of Get to Know Us.
- 95 Signals features news briefs.
- 96 A pictorial look at the Vintage Train.
- 98 The Converts—a short story.
- 99 VicRail and safety.
- 100 VR's Angelo Tabone becomes an international sporting figure.  
Results of our first Where Are They? competition.
- 101 The shotgun approach for clay pigeons
- 102 Two VR personalities retire.
- 103 Where Are They?

## NEXT MONTH

A pictorial look at the development of Harold Freeman's Spencer Street transport mural.

Another Where Are They? competition—and results of the May contest.

Rail Ways August will take a close look at train control—the nerve centre of VicRail's everyday operations.

## FRONT COVER

*An added attraction for "The Vinelander"?*

Almost—VR graphic designer, Felicity Smith, poses for a poster picture aboard the overnight train between Melbourne and Mildura.

*Picture by VR photographer John Phillips.*

## RAIL WAYS

The VR Board publishes Rail Ways every month for the information of its staff and customers.

It is printed at the VR Printing Works, North Melbourne.

We invite contributions—both stories and pictures—from our readers, and a fee is paid depending on the type and amount of material published.

Prints of many of the pictures are available from VR Public Relations.

Contact us at room 59, VR Administrative Offices, 67 Spencer Street, Melbourne 3000. Telephone 61 001, ext. and internal auto 1367 for pictures and subscriptions, or ext and auto 2397 for editorial.

Editors are welcome to reproduce material with or without acknowledgement.

C/N NUMBER	MISC DR NUMBER	OUR REF NUMBER	TYPE	QTY	DESCRIPTION
---------------	-------------------	-------------------	------	-----	-------------

# Computer accounts are here

**The first stage of the Victorian Railways new freight accounting system is in operation.**

It is part of a new million dollar computer system installed by Victorian Railways last year.

The General Manager, Mr Ian Hodges, said the system would permit more than \$1 million in operating economies.

Freight accounting methods have been streamlined at VR's Melbourne Goods Terminal and will soon be extended to country stations.

The centralised freight accounting system is the result of two years work by a VR project team and outside consultants.

The system is providing the Railways with a more efficient means of dealing with freight traffic payments and the customers with a better service.

It has eliminated the need to prepare waybills by the introduction of a new type consignment note which is also used as documentation for traffic purposes and forms the input for the computer.

The system enables all freight account customers to receive weekly or daily (for big volume customers) one bill direct from the Central Revenue Accounting Office, instead of separate bills from each of the stations they deal with.

Throughout the state already more than 10 000 freight credit accounts have been computerised and centralised in the one accounting ledger.

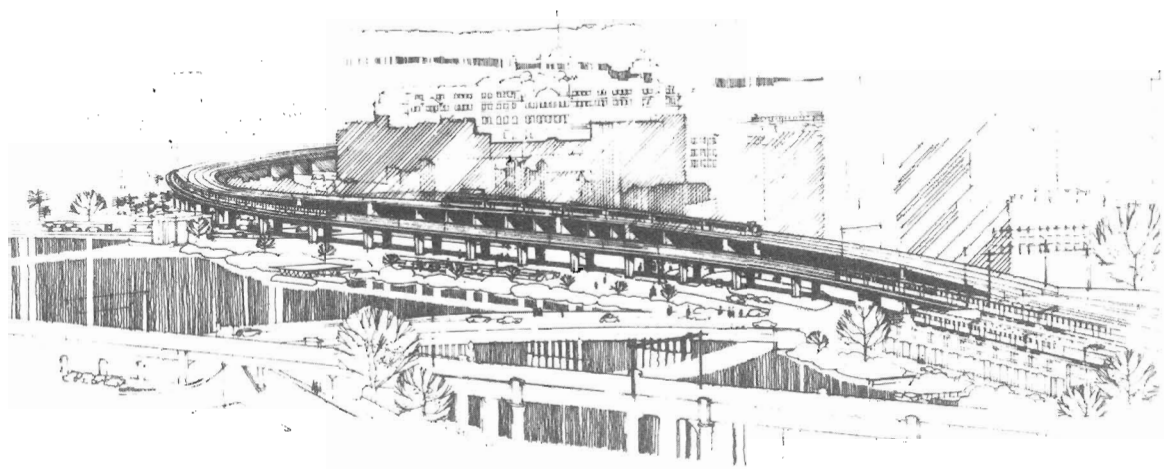
An "on-line" enquiry system utilising computer terminals provides immediate access to details of any credit account.

The customer will be provided with a quicker and more efficient servicing of accounts in a clear and concise manner.

The new system applies to all goods sent at goods freight rates—parcels are not included at this stage.

The old freight accounting system was based on manual accounting methods using accounting ledgers and so on.

# New look viaduct is on the way



**The State Government has approved a \$9 million contract for extra rail tracks to serve the Melbourne underground railway.**

Transport Minister, Mr Rafferty, said the present four-track rail overpass linking Spencer Street and Flinders Street stations would be increased by two tracks.

In the short term, the two extra tracks are needed between these two busy city stations to cope with the growth in peak hour train schedules.

The four track viaduct now limits through running of trains at Flinders Street, which has 11 platforms leading onto the viaduct.

Mr Rafferty said the new tracks would be on a generally straight line from the west of King Street to Queen's Bridge, but diverging from the present viaduct, which had been curved to keep clear of a shipping swinging basin once in use on the Yarra River.

Mr Rafferty said the new tracks were a big step forward in the development of the underground.

"It is an essential part of the above-ground works which are necessary to get the loop operational for the first trains by the end of 1979."

Mr Rafferty said the new project would improve railway operations, and allow for further construction if this was desired later.

He said the contract had gone to John Holland (Construction) Pty Ltd, part of the consortium Codelfa-Holland Pty Ltd now engaged on

MURLA tunnelling between Jolimont Railway yards and Museum station.

It included demolition of existing structures, building large diameter piles, construction of overpass superstructure, and some road and drainage work.

When work is completed the main worksite area will be replanted with trees and landscaped.

Mr Rafferty said the contract came less than three months after contracts totalling over \$9 million had been approved for the first stage of understreet tunnelling between Flagstaff and Museum stations.

He said the Burnley line underground loop was expected to be operating by the end of 1979. The other three loops would follow at about six monthly intervals.

A new signal box is also under construction at present at Spencer Street.

It will be similar to the Signal Control Room at Jolimont Junction which was recently put into operation.

Both signal boxes will later be connected to a new remote controlled train control centre in Batman Ave. This is planned to be constructed and completed by early 1979 to immediately precede the first stage of the underground.

It will be known as Metrol (Metropolitan Control).



## Services improve as freight centre develops

**Residents in towns on the Rainbow line are now receiving a daily door-to-door freight delivery service by road from the Horsham Regional Freight Centre.**

This compares with the previous once or twice weekly rail service before the centre began operation in April.

The new twice weekly road service on the Goroke line is expected to become daily in the near future.

Victorian Railways' General Manager, Mr Ian Hodges, said this when announcing the appointment of two additional VicRail representatives to explore further expansion of the service in the area.

They are Mr Rick Carty and Mr Ron Howse, who are operating from the Horsham centre.

Mr Hodges said the new service to the non rail towns of Edenhope and Apsley would provide a daily delivery to Edenhope residents and twice weekly to Apsley.

This could be expanded if warranted by traffic.

Towns on the Rainbow line are Antwerp, Tarranyrk, Jeparit, Pullut and Rainbow.

Agents and depots are Mr W. Ackland, Jeparit Timber and Hardware Store, Roy Street,

Jeparit and Mr G. C. Wallis, Hardware and Timber Merchants, Federal Street, Rainbow.

Towns on the Goroke line are Natimuk, Mitre, Gymbowen and Goroke. Agents and depots are Mr Bert Major, c/- Railway Yard, Goroke and Mr Ron Schier, Main Street, Natimuk.

The agent for Edenhope and Apsley is Mr Ron Colgate, whose depot is at Apsley Road, Edenhope.

Full wagon loads of freight and all grain and bulk superphosphate continue to be delivered or collected by rail as required.

Freight for residents outside towns may be collected at the road carrier's depots, which also receive outward freight for rail despatch.

Mr Hodges said staff transfers had been kept to a minimum consistent with providing the new improved service and effecting the economies which were one of the reasons for establishing the centre.

"In many cases we have transferred out some staff and replaced them with others with different training.



●LEFT — Rainbow line contractor Bill Ackland, of Jeparit, guides his assistant Laurie Dunn, of Rainbow, as a pallet of goods is placed on a semi-trailer from a rail wagon at Horsham. Bill services Antwerp, Tarranyurk, Jeparit, Pullut and Rainbow on a door-to-door delivery basis.

●ABOVE — Contractor Bill Ackland delivers a roll of fencing wire to Tarranyurk's general store proprietor Ron Jaeschke. Says Ron: "It's an infinitely better service."

"Contrary to deplorable rumour, we have not retrenched anyone—an undertaking we gave in the beginning.

"A total of eleven caretakers or voluntary caretakers, who attended stations briefly on a part time basis, are no longer required.

"I should point out that as far as the transfers are concerned, all VicRail operational employees join the service on the understanding that transfers are involved.

"Indeed, the transfer is one of the most commonly used methods of gaining promotion," he said.

Mr Hodges said the Horsham Regional Freight Centre had begun operation smoothly and was providing a vastly improved service with, for the first time, free delivery to customer's doors.

The question of retaining cranes at the various stations was being examined in the light of their age and condition and demand for their use.

"If they are needed they will stay provided qualified staff are available to operate them. Otherwise alternative arrangements will be made according to demand. It is as simple as that," Mr Hodges said.



●ABOVE — Horsham Regional Freight Centre road contractor Ron Colgate passes a tyre to his son David, who was helping out during school vacation, Ron services Edenhope and Apsley, previously non-rail towns.

# The family generates railway history

Story — Paul Doherty  
Sketch — George Haddon  
Photograph — John Phillips

Ian Hodges is a railwayman through and through and is able to trace his family's railway history back to 1886, when his grandfather, David, joined VR.

Incidentally, Grandfather Hodges held the number one stationmaster's certificate.

His father, Bill, started in the Traffic Branch as a booking clerk and later transferred to the Accountancy Branch where he remained until 1957. In 1939 it was Ian Hodges' turn to join VR and he did so as an apprentice electrical fitter.

Two years later he was granted a scholarship to Melbourne University to study electrical engineering, and graduated.

In 1967 he became Chief Electrical Engineer; in 1971 he was appointed a Railways Commissioner; next he was Deputy General Manager and, in May 1974, became General Manager.

He says he finds being GM "a lot of fun.

"It's a job worth doing, a job I like doing. . . a 24 hour a day job.

"There are so many immediate things to be done during the day, you've got to be prepared

to spend time out of hours thinking about the things you don't have time to do during the day."

Mrs Hodges said he regularly arrives home with a bulging case in each hand loaded with work.

In his spare time Mr Hodges is an accomplished furniture maker, upholsterer and furniture renovator. He has either made or restored much of the furniture in his own home.

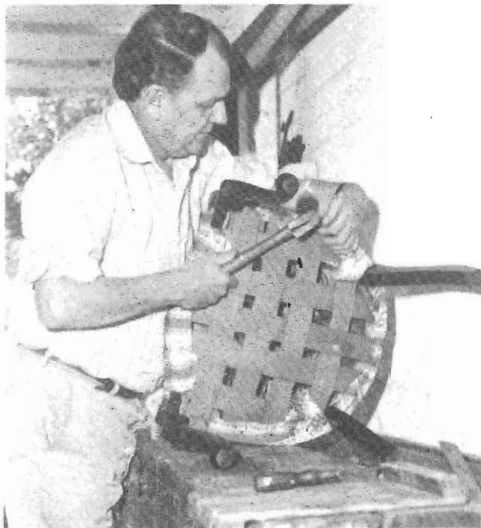
"I just like working with timber," he said.

His other pastimes follow the usual trend of the Australian family man such as painting, reading, listening to music and gardening.

"If I really get worried about the job I just go and pull out weeds."

Mrs Hodges said they both liked giving small dinner parties and, according to Mr Hodges, she is a very good cook.

"We have quite a few intimate friends who



●LEFT — Mr Ian Hodges gives Rail Ways a demonstration of his furniture making technique.

●RIGHT — Wash-up time gives Mr and Mrs Hodges a chance for a good chat.

come to our home and we go to theirs."

And the conversation isn't railways.

"Of course we have a lot of good friends in the railways too," Mr Hodges said.

Asked to describe himself, Mr Hodges said he would rather let others be the judge, but he did say he was a person who liked people.

With the endless stream of people filing in and out of his office each day it's lucky that he does. "I like work and I like to get things done."

He says he likes plain food and has been a wine drinker for many years. "We like to eat and drink simply."

He also used to be an athlete at University—and for some years afterwards; the peak of his career was running second in the Victorian Junior Cross Country Championship in 1939.

For many years he was Commissioner of the Victorian Scout Association, retiring as Deputy Chief Commissioner, and now holds a position on the State Executive Committee.

He is also a member of the Victorian Committee of the Institute of Transport and a director of the Multiple Sclerosis Society.

Mr Hodges travels constantly in his job, inspecting various parts of the rail system, doing about ten trips a year.

"The only way to know what is going on is to go out and see it. You can't do the job by means of reports over an office desk," he said.

Mr Hodges met his wife, Joyce, at University where she was doing a Bachelor of Arts and Diploma of Education course. After graduation she taught for some years.

Mr and Mrs Hodges have three children; Fiona and Rohan are engineers, and James is doing an arts course at Monash University.

Mr Hodges has two brothers, David, who is Minister of the Toorak Presbyterian Church, Ron, who is Assistant Director of the Botanical Gardens and a sister, Alison, who is a kindergarten teacher.

---

## SIGNALS

---

# Is this a record?

---

**WELL**—last month we wondered why we hadn't got a Logie—this month we seem to have made inroads into the country music scene.

An LP record released last month has a credit to VR.

The record was recorded live at the Station Hotel opposite Prahran railway station, and is simply called "Live at the Station".

A song on the first track of side one begins the album with the clanging of boom barrier bells followed by a spark pulling out of the station.

The credit: "Sandringham line train appears courtesy of the Victorian Railways".

The album caters for country music and rock fans and features four of Melbourne's popular groups.

---

## VicRail and TTA stay close

---

**Victorian Railways is maintaining a close relationship with the newly formed Train Travellers Association.**

Its president, Frank Casey, says the Association has been formed to act as a lobby for train travellers, in much the same way as the RACV acts for motorists.

While the TTA says rail travel is the best form of transport for getting to and from work, it feels there are a number of problems facing Victorian rail commuters.

VR staff attend the Association's monthly meetings, and are in close contact with TTA officials.

Many of the TTA's aims are complementary to those of VR—VR's efforts to improve services and replace antiquated equipment will naturally benefit TTA members.

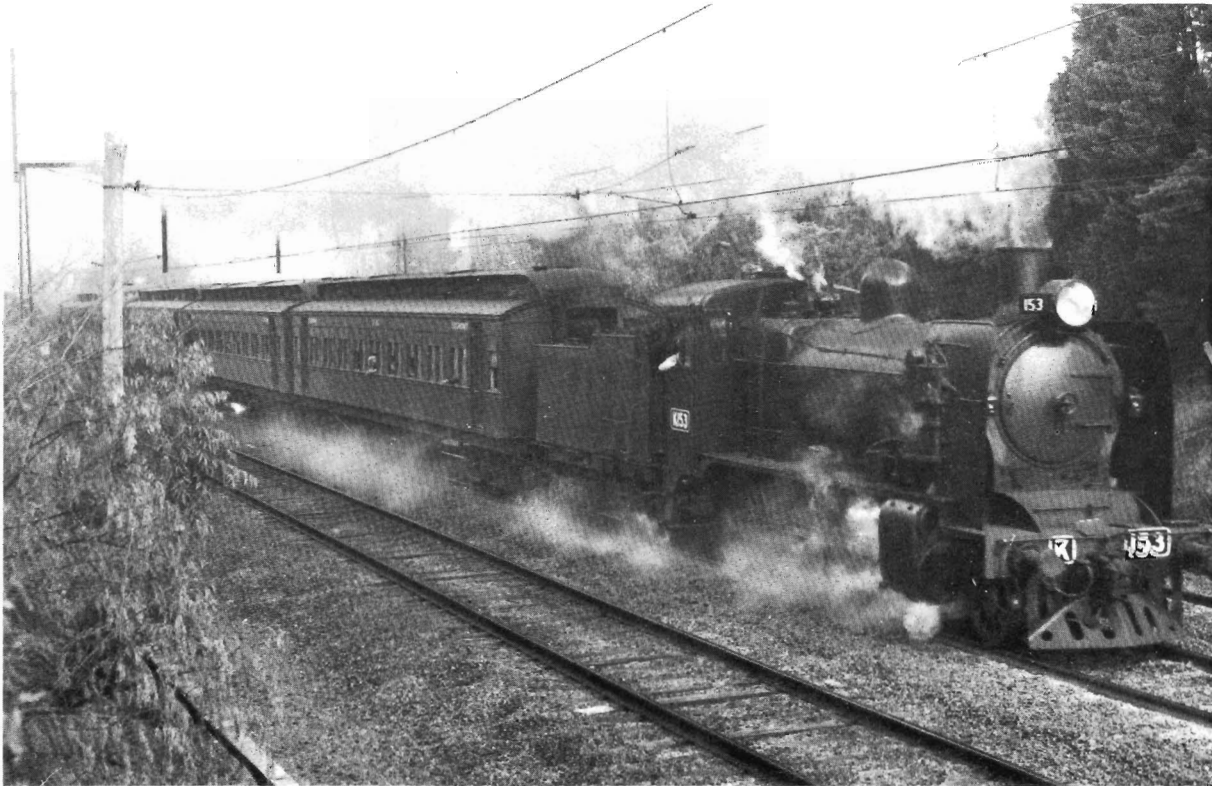
Further information on the Association is available from the Secretary, TTA, Box 35, C/- CTA Building, 318, Flinders Street, Melbourne 3000—telephone 870 8763 or 870 5799 after hours.

# Vintage train is still popula



●ABOVE — Black swans have a comfortable, well-fed life in the bushland setting of the Sir Colin MacKenzie wildlife sanctuary at Healesville.

●BELOW — The vintage train speeds along near Hawthorn on its way to Healesville.



Vintage train excursions have become a re  
but their popularity remains.

Organised by Steamrail Victoria, they fea-  
ture steam locomotive hauled trains to tourist  
attractions around Melbourne.

About 300 children and parents travelled  
on the first of the May school holiday trips,  
to Healesville, home of the famous wildlife  
sanctuary.

Steamrail Victoria is a non-profit company  
formed by the Australian Railway Historical  
Society and the Association of Railway En-  
thusiasts to retain and restore steam loco-  
motives, and some of the facilities needed to  
run them.

Five locomotives—owned, operated and  
maintained by VR have been retained for ex-  
cursions, but the costs are met by Steamrail.

At the moment three of the locomotives  
are out of service awaiting costly boiler over-  
hauls.

O  
loc  
Hea  
Hai  
T  
sum  
win  
and  
D  
curs  
and  
men  
A  
the  
H.  
Mai



feature of the school holidays—

the two remaining K class 2-8-0s, K 153, built in 1943, hauled the excursion, in charge of driver Les and fireman Harry Greaves.

Excursions do not run during the school holidays because of the fire risk, but run on weekends as well as during the May school holidays.

One of all the fascinating, nostalgic excursions open to members of the ARE and ARHS, Steamrail also offers a mailing list for non-

members. The fee, payable to "SPCC", covers the mailing list cost, and should go to Mr. J. H. Greaves, Steamrail Mailing List, Box 4870, Melbourne 3001.



●ABOVE — Ian Taig, four, is fascinated by the steam loco hauling the vintage train.

●BELOW — Everyone takes a good look at K153 before starting its return journey to Melbourne.



# The Converts

**For 60 years he had tended the small farm nestled among the green and sometimes rocky hills, with the turf smoke hanging in the mists around the neat but insignificant collection of low lying whitewashed buildings.**

The Tipperary countryside had been his whole world, and the quiet life had suited his easy-going ways.

Once or twice a week since his youth he'd walked the two or three miles to town, perhaps to bring a cow to market, or to join the regular crowd of singers or storytellers in Mangan's unassuming pub.

A single neat dark suit graced his wardrobe, its style dated, to be brought out each Sunday and aired at Mass.

Most of the young people had left the countryside for the material delights and the active social attractions of Dublin or Cork—the more adventurous would cross the water to England, America or even Australia.

But he had stayed on to mind the family farm when Michael senior had died, and the brothers and sisters travelled to seek a new life.

Time had passed easily and, while the farm had never exactly prospered, it was a fair living. The turf stack beside the house was always high for autumn, to provide a gentle warmth through the long winter nights and spread its sharp perfume in the hazy air.

Little wonder he was single as his 70th birthday passed, as he travelled to meet the train at Limerick Junction one morning without a worry in the world.

A parcel was on its way from Dublin, and he strolled casually to the van to collect it, hardly casting an eye towards the young lady about to leave the train.

As he greeted the guard he saw the lass was struggling with a suitcase. Clutching the parcel, he hurried back along the platform to lend a hand.

She was a tourist from the far Protestant North, but he was in no mood to care as he spoke to her, and offered her a lift in the trap to the hotel.

A fine, gay girl she was, and Michael was well taken with her when they completed the slow journey. She was equally pleased with her new found pleasant companion, and she extended her holiday as he showed her his home ground.

To the unashamed delight of the neighbourhood gossips he suddenly and impulsively proposed, and, despite their opposed religious affiliations, they were soon married.

But the talk of the mixed marriage died down quickly, for she went to see the priest. Within a year she was baptised a Catholic.

Ten years of happy marriage followed, but she was not as healthy as she was attractive and Michael was soon to walk, head bowed, behind the coffin on a sad September day.

But come December he once more had to meet the Dublin train. Ever helpful, he was soon conveying the area's new Protestant minister and his family to town.

A young 80 he must have been, for he was the talk of the townland again as he courted and married the young blonde daughter.

The minister left for a new parish, and Michael, ever one to amaze, soon convinced his bride to convert.

He was approaching his 92nd year when tragedy struck a second time.

But, still full of the determined spirit that had carried him so far in life, he struggled on, and hardly a soul seemed to worry when he met the train once more, only to find another Protestant girl.

Married and settled yet again, he continued to resurrect the old dark suit for his by now much slower Sunday walk along the little lanes to Mass.

The tongues began to wag after a year and more had passed, and the "pagan" bride had not once accompanied him on the regular pilgrimage that was so much a part of the local way of life.

At last the priest chose to visit the old farmer. The greeting was cheery as Father Murphy entered the warm room where Michael was relaxing in his favourite chair.

Pipe tamped and lit, Michael was soon deep in conversation with the Father over a glass of stout.

Far into the evening, the priest eased on to the subject of the call. Why had the wife not been to see him—after such a successful record with his previous brides?

Michael eased himself slowly forward, and leaned towards the earnest Father in a deliberate and confidential way.

"Ah, Father," he said, in the musical Tipperary accent. "The ould converter isn't what it used to be!"

# TV campaign to save lives

**Alfred Hitchcock probably couldn't make death seem as real as it appears in Victorian Railways' series of advertisements on safety at level crossings.**

Like Hitchcock, our characters are nice, normal, everyday people and, as with many of Hitchcock's characters, they end up dead.

But, unlike the master of suspense, our plots are not quite as bizarre; they're typical of the way numerous people have been killed—a look at department files can prove that.

It seems death or injury at level crossings is mainly caused by inattentiveness, impatience, or plain stupidity.

Our characters, two old ladies, a youthful cyclist and a motorist show these weaknesses.

Needless to say, all our scenes were simulated, but the result is dramatic as the viewer virtually witnesses a fatal accident.

For some railway staff, police and ambulance officers the scenes we present are all too often real—it shakes them up and we hope the ads will shake up the public.

The problem facing VR's advertising officer, Adrian Van Noorden, was to show the public how to be safe; to do it we had to be unsafe, safely.

Filming took place early in May at two locations—halfway between Holmesglen and Jordanville, and at the Lower Plenty Road level crossing, Rosanna.

Superintendent of Metro train running, Jack Seddon, efficiently supervised the running of trains through the two locations.

He was ably assisted by Clark Spencer, Evangelos Karalis and Paul Payne, and electrical fitters from Clifton Hill.

At Holmesglen cut in shots were taken of silver trains, while the detailed shooting took place at Rosanna.

Our most complicated scene was a late model panel van criss-crossing through the booms while they were down, and just after a train had passed.

A stuntman took the risks in this tyre screeching exercise.

During the filming local police helped to control the road traffic.

In the commercial great emphasis is placed on the warning signs and urges people to take notice of them.

The three commercials were first telecast on May 30 and are running for five weeks in top-rating prime-time programs on Channel O.

Armstrong Audio-Video filmed the commercials.

## Police have a new appreciation

**The Victoria Police has a new appreciation of the problems confronting train drivers approaching level crossings.**

Members of the Police traffic operations group and enginemen have cooperated closely, and Assistant Commissioner (Traffic) L. J. Newell says the new appreciation comes from a six week period of observations by Police travelling in train driving compartments.

Mr Newell says 101 offenders were detected during this period—

- 49 failing to observe warning signals and bells
- 2 driving around booms (lights and bells operating)
- 50 failing to stop at a stop sign at the Centre Road, Clayton, rail crossing.

●A scene from the Lower Plenty Road level crossing Rosanna, during the filming of the VR safety commercials.



# Angelo joins the International set

A refugee camp in England gave Angelo Tabone his first chance to try his hand at table tennis.

"It was about the only attraction at the camp," he recalled.

Today he is a newly appointed international table tennis umpire.

He was 14 when he took up the bat and ball in that English camp after fleeing from Egypt.

On his way from England to Australia by ship he continued to polish his style, although he says it was quite a challenge playing table tennis while at sea.

He says just about every time a port hole was left open a ping pong ball would go to sea.

After arriving in Australia he joined Victorian Railways and soon began playing table tennis for the VRI.

He is a clerk in special accounts and has been with us for about 17 years.

In 1968 he began umpiring and in that year was a check umpire at the international championships in South-east Asia.

He passed his state umpire's test in 1969 and four years later his national umpire's test.

Angelo is one of four international umpires in Australia.

Next year he hopes to be umpiring at the World Championships in England.



● Angelo Tabone gives VR typist, Gea De Gunst, a few hints on table tennis playing.

"Table tennis takes up quite a lot of my time," said Angelo.

"I umpire twice a week and play at least twice a week." Games are mainly held at Albert Park stadium, but he also attends numerous country tournaments.

To supplement that Angelo trains for about three hours a week with weights, running, and skipping.

"It's a very strenuous sport," he says. "You have to be very fit to become a top player."

He says Victoria has the biggest following in table tennis compared with the other states.

And, he says, the VRI now has about 50 active table tennis players.

Angelo's keenness for the sport doesn't end with the training and playing either—he has to pay his own way.

He attended the World Championships in Calcutta last year, and with England on next year it seems the sport could also prove expensive.

He is also a selector for the Victorian Table Tennis Association.

## COMPETITION RESULT

### Where were they?

The first in our series of **Where Are They?** competitions, in **Rail Ways April**, produced a wide variety of answers.

None of the valiant entrants was able to name all 18 countries correctly.

But two employees top-scored with 13 answers correct.

Their names were put into a hat, and Ms Kim Drummond, of VR's PR division drew

Ian Self,  
Marketing Branch,  
470 Collins Street

as the winner.

The full list of answers is—

- 1—Perth, Western Australia.
- 2—Mt Kilimanjaro, Tanzania, East Africa.
- 3—Speke Hall, Liverpool, England
- 4—Lucerne, Switzerland.
- 5—Mt Cook, New Zealand.
- 6—Garmisch-Partenkirchen, Bavaria, West Germany.
- 7—Venice, Italy.
- 8—Bangkok, Thailand.
- 9—Taj Mahal, Agra, India.
- 10—Athens, Greece.
- 11—Paris, France.
- 12—Filipino village, near Manila.
- 13—St Paul's Bay, Malta.
- 14—Near Cairo, Egypt.
- 15—New York, USA.
- 16—Bolshoi Theatre, Moscow, USSR.
- 17—Hong Kong.
- 18—Zanzibar town, East Africa.

# What a way with the birds!

**Wyatt Earp, Jessie James, and even the Cisco Kid are more than lucky they've never had to face VR's fast talking, fast shooting dead eye Wayne Calaby.**

When he was a lad of seven his father put a shotgun in his hand and Wayne has never let go.

But he is a kindly gent, and always looks after his partners, especially those at Ballarat Loco.

But we heard a whisper that a few were getting fed up.

Week after week Wayne strolls in with his latest victims—stiff and frozen.

Sometimes it's quail, other times duck, rabbit, pheasant or snipe.

He probably feeds more of our Ballarat staff than the local butcher—a job Wayne used to do before he joined VR ten years ago.

His armoury is quite impressive to: an \$1800 Winchester Special Grade Trap Gun, a skeet gun, an automatic shotgun, a .17 Remington and, soon to be added, a \$2900 Browning shotgun.

A few years ago, when game was scarce, Wayne took to clay target shooting and has now won 39 Championships, the South Australian State Title and numerous other minor events.

Clay target shooting has led him as far afield as Mexico, USA, Malaysia, Singapore as well as WA, SA, NSW and Tassie. His wife Carole accompanies him on the longer trips—but she does not shoot.

Naturally he admits: "It's an expensive sport".

Wayne says target shooting fits in beautifully for a person on shift work; you're able to shoot just about anytime day or night (under flood lights using white or irredescent targets).

And you really have to be a good shot as the clay targets are fired out at 90 km-h. Wayne rarely misses.

He spends his spare time shooting, reading books about the sport and the different types of game as well as books on how to cook wild game.

To take on the sport he says you really have to be conscientious and love to go to a shoot.

Wayne believes "just about every second bloke around would like to go shooting".

He only knows of one train examiner who shoots targets but says a lot of railwaymen go for field shooting.



●Wayne Calaby shows his style as he peers down on the sights of his shotgun.

As for Wayne, he is a loco driver at Ballarat and regularly drives the metropolitan electric trains on a relieving basis.

His home in Ballarat is somewhat like a trophy museum, his two favourite pieces being a stuffed pheasant and a stuffed snipe.

He said the snipe he shot last year was the first of its breed to be seen in the district since 1944—they migrate annually from Siberia—conservationists and animal lovers shouldn't be upset, Wayne says—it's all eaten.

At present Wayne is studying for his private pilot's licence. "It will be easier flying to the shoots than driving in the ever increasing traffic."

For those interested in taking up the shooting sport, Wayne says you'll need a shooters licence, a licence for the state you are shooting in, a National Parks and Wildlife Service licence and a permit from the farmers before you take your game off their property.

# Biting the bullet

**Regular supplies of fresh fish and when the season is right ample supplies of duck keep the Carey family appetites more than satisfied.**

The successful hunter and fisherman is Jack Carey, recently retired after 30 years with Victorian Railways.

Every year for the past 36 years Jack has headed off with a few mates up to Trawool, near Seymour, for the duck shooting season.

One morning's shooting is enough to net him about eight good size birds.

His favorite fishing spot is on the Tambo River, near Metung, where he claims he gets a good haul of bream.

When not indulging in his pastimes Jack, like the rest of us, had to earn a quid.

Being a carpenter by trade he joined VR in the Way and Works Branch and just before his retirement was acting leading hand carpenter at Newport.

Before joining VR he was with a private construction company, but he thought VR offered himself and his family more security.



Jack now plans to head off by train to Western Australia with his wife Mavis for a holiday.

His daughter Wendy is a VR telephonist and he has a son, John.

Jack was an ARU shop steward, and a collector for the Orthopaedic Hospital— "my favorite charity".

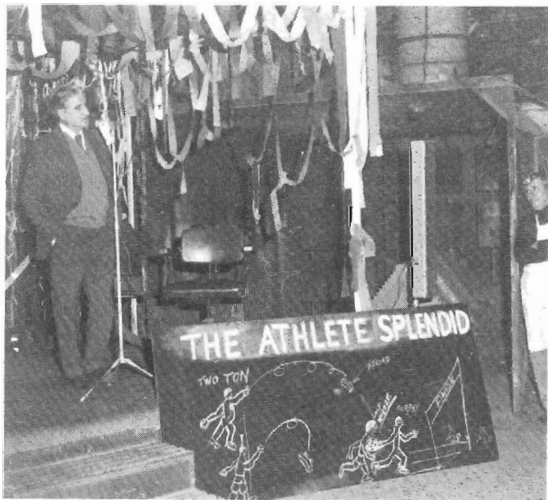
A friend whose daughter had polio gave Jack the impetus to collect for the hospital. He was one of the original contributors about 1942.

He said well over \$50 000 had been collected from railwaymen towards the scheme since then.

Jack is also vice-president of the Fawkner Park Amateur Cricket Club.

# The athlete splendid?

**Well, that's how Jim Holland's workmates described him on his retirement last month.**



● Jim Holland takes a well earned break from his active daily routine. Our picture shows him saying good-bye to his workmates at Newport.

They hadn't forgotten that Jim once held the Victorian record for 220 yards. Nor did they forget his regular lunchtime sprints, or the way he cast heavy metal blocks around like shot-puts just for fun.

Yes, he was a bundle of energy—and still is at 65.

Jim was with the Railways for 49 years. He began as a lad labourer at North Melbourne, but he always fancied himself with a paint brush. He painted his way through the ranks to become leading hand painter and supervisor at the Newport paint shop.

During the last 12 years, Jim was involved with First Aid. Though he has only had to use it on a few occasions, he believes everyone should take it on.

"Knowledge of first aid is a necessity," says Jim, "especially for people in workshop areas."

Jim plans to spend his retirement with his wife and two sons at their Clayton home.

He'll fill in his days listening to music, playing his piano, and yes—you guessed it—painting.

"Landscapes, of course," smiles Jim. "I've painted enough carriages."

# WHERE ARE THEY ?

HERE ARE PHOTOGRAPHS TAKEN IN NINE DIFFERENT COUNTRIES

If a V.R. employee can identify the countries correctly he or she could receive a \$10 book token.

Entries should be sent to the Manager, Public Relations, 67 Spencer Street, Melbourne 3000, as soon as possible.

*In the event of a number of people submitting all correct answers their names will be put in a hat and the winner's name will be drawn. The adjudicator's decision will be final and cannot be the subject of correspondence.*



1



2



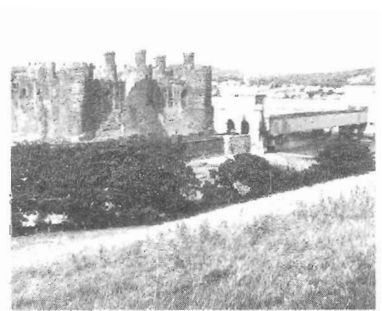
3



4



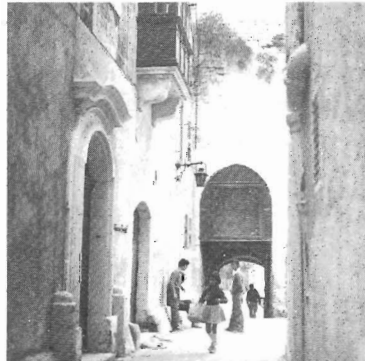
5



6



7



8



9



## VicRail design goes national

This is the new Railways of Australia logo—courtesy of Victorian Railways.

Railways of Australia, made up of all Australian Railway systems, had been unable to agree on a variety of proposals for a new logo.

The proposals lacked originality and were not strictly railway-orientated.

On its own initiative, Vic-



● The old logo.

torian Railways public relations division decided to submit its own ideas.

Graphic designer, Felicity Smith—she's the model on our front cover—produced a set of logos on a similar theme, and the design above was ROA's choice.





# Rail <sup>10 CENTS</sup> Ways

JULY 1976



## IN THIS ISSUE

- 108 VicRail launches its major campaign to educate young and old on the dangers of level crossings.
- 110 Bargains galore on the first Tuesday of every month.
- 111 News briefs.
- 112 This month's centre spread features Harold Freedman's spectacular transport mural, which is now more than half-way to completion.
- 114 Short story.
- 115 Deputy General Manager Lindsay McCallum is the subject of Get To Know Us.
- 116 RIO Frank Jones retires.
- 117 A brief history of the Deniliquin line, which has just celebrated its centenary.
- 118 Retirements.
- 119 The latest Where Are They? competition.

## NEXT MONTH

A fascinating look at the nerve centre of day to day operations—train control—and a pictorial report on the Deniliquin centenary are major features.

Another Where Are They? competition, and some more results will be there, too.

## FRONT COVER

*From the top of the local television mast, a different look at Mildura.*

*Mildura will be in the news again on August 14, when Vic-Rail sponsors its fourth Vinelander Plate Meeting with the Mildura Racing Club.*

*Picture by John Phillips.*

## RAIL WAYS

The VR Board publishes Rail Ways every month for the information of its staff and customers.

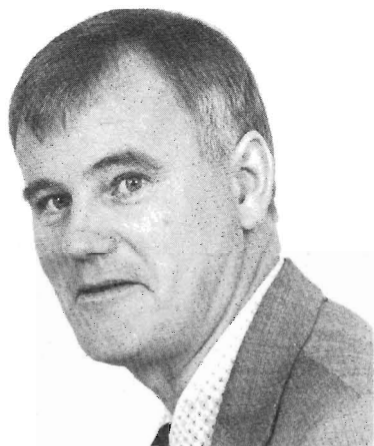
It is printed at the VR Printing Works, North Melbourne.

We invite contributions—both stories and pictures—from our readers, and a fee is paid depending on the type and amount of material published.

Prints of many of the pictures are available from VR Public Relations.

Contact us at room 59, VR Administrative Offices, 67 Spencer Street, Melbourne 3000. Telephone 61 001, ext. and internal auto 1367 for pictures and subscriptions, or ext and auto 2397 for editorial.

Editors are welcome to reproduce material with or without acknowledgement.



● John Townsley

## He's kilt them!

**Victorian Railways public relations division has executed the coup of the year by recruiting its new senior press officer, John Townsley.**

John, 38, was transport writer for the Melbourne Herald for six years.

Married, with two children, his job of transport writer enabled him to travel extensively around the world—without his wife and children!

Born in Edinburgh, he lists his main hobby as "learning English—I'm a Scotsman".

He started his career with The Scotsman, Edinburgh, in 1954, and two years of national service in the RAF followed.

Most of his RAF time was spent at the RAF College, Cranwell, and the local pub.

On demobilisation in 1958 he went to London and joined a Fleet Street news agency which went broke in January 1966. He left a few months later.

John went to North America in late 1966, travelled through Canada, and worked for the Winnipeg Free Press.

Late in 1967 he arrived in Sydney.

After a spell with the Sydney Daily Telegraph he moved to Melbourne, worked briefly for a weekly newspaper and a public relations firm, before joining the Herald in 1970.

He was one of the first Australian journalists to fly in the Anglo-French supersonic Concorde when it visited Australia more than four years ago.

John is also probably one of the first Australian journalists to regard rail travel as a viable alternative to the motor car. "It's cheaper," he said.

*John fills vacancies created by the departure of two P.R. staff members—Kevin Baker (to the Education Division) and Lorrae Willox (to the Environmental Protection Authority.)*

—John Townsley

# Fares and freight rates go up to combat wages bill hike

**The Minister of Transport, Mr Rafferty, has announced rises in rail fares and freight rates.**

The increases took effect from July 4 for passenger fares, and from the next day for freight rates.

Suburban periodical fares went up by an average of 15 per cent, and country fares by about 10 per cent.

The average freight rate rise was 15 per cent.

Foreshadowing the rises shortly before the announcement, Mr Rafferty said the national wage case decision on May 28 made it impossible to hold fares and freights at the old levels.

He said since rises were last announced in July 1975 Railways costs had risen by nearly \$23 million—because of increased wages.

The national wage decision meant VicRail would have to pay out another \$6 million a year.

The new rates are expected to increase VicRail revenue by \$12.5 million a year.

"We can't allow public transport finances to drift any more. We must put the brakes on somewhere," he said.

Mr Rafferty also announced increases in tram and tramway bus fares for the same reasons.

He said the State Government had committed itself to a massive program of public transport improvements, and while wages continued to escalate there was only one alternative to higher fares—to delay improvements and reduce services.

He said that, despite the new fare increases, public transport travel costs were still relatively low.

"It costs about \$45 a week to run a typical family size car, including purchase price, registration fees, comprehensive and third party insurance, higher petrol and oil prices, and costs of service and maintenance."

Details of the increased rail fares include—

## **Suburban fares**

Periodical fares are up about 15 per cent, but some increases are slightly higher because of a cut in the number of fare zones around Melbourne.

The number of zones has been cut from 78 to 10 in two years.

This means economies in ticketing procedures and printing, as well as other areas, with benefits for the customer.

For journeys of more than three km the maximum rise in periodical fares is 16.6 per cent—some increases are as low as 8.2 per cent.

The maximum increase on single fares is 15 cents.

These changes mean the burden of the increases on the regular rail commuter—with a periodical ticket—will be less than for the casual passenger, and will attract more customers by making periodicals more attractive than day return tickets.

Off peak tickets—previously available to and from Melbourne only—are now available for travel anywhere within the metropolitan area.

VicRail and the Tramways Board are jointly offering a \$3 a day tourist ticket with unlimited travel on metropolitan trams, trains, and tramway buses.

## **Country fares**

Single and return fares are up by an average 10 per cent, with some variations to avoid anomalies.

A new 20 per cent off peak discount has been introduced for travel by nominated trains on the Geelong, Ballarat, Kyneton, Seymour, Warragul, Healesville, Mornington, and Stony Point lines.

Country fares structured as suburban fares have gone up by up to 15 per cent.

## **Freight**

A complete restructuring of freight rates on a basic 48 zone system means rates are up by up to 15 per cent.

Rates vary according to the type of traffic between the various zones.

# VicRail launches its big life — saver

**In spite of intensive State Government efforts to improve level crossing safety, more is needed.**



VR Board Chairman, Mr A. G. Gibbs, announcing a series of TV commercials warning of dangers at level crossings, said the situation was "simply intolerable".

Mr Gibbs said 16 people had been killed and 22 injured in level crossing accidents involving trains during the first four months of this year.

Over the same period last year 12 people died and 14 were injured in level crossing accidents.

This was despite the installation of 200 flashing light units over the last seven years, he said.

At the same time the Country Roads Board had spent \$36 million to eliminate some road-rail grade crossings.

- *Left — Mr. Gibbs launches safety commercials.*
- *Below — A scene from the VicRail safety commercials.*



VicRail's three 30 second commercials re-enacting danger situations at level crossings, are being screened during peak viewing hours to educate young and old.

"Probing accident situations we found that three were very common—impatience and over-confidence in young drivers; young cyclists who wanted to get across the tracks as soon as one train had passed, not realising there was another train coming the other way; and old people seemed to forget the warning lights and bells when preoccupied in thought or engrossed in conversation.

At the launching, Mr Gibbs appealed to the media to help save lives—giving the campaign as much publicity as possible.

"We are also planning to make these commercials into a short audio-visual presentation for use in schools.

"But don't think for one minute that publicity is the total answer—powerful as it is," Mr Gibbs said.

"The State Government is involved in a number of initiatives to solve the level crossing problem.

"The Wigglesworth committee is studying crossing warning devices and identification of locomotives.

"The Country Roads Board is continuing its work towards the ideal eventual situation when



● Mr. Gibbs and Ernie Sigley

road and rail never will meet—except at station car parks and modal interchanges."

The media launching at Armstrong Audio/Video studios brought a highly favorable reaction from all three Melbourne metropolitan daily newspapers and all four television channels.

Mr Gibbs appeared on Ernie, with Ernie Sigley, in another effort to promote the life or death campaign.

---

## Minister announces western suburbs transport study

---

**Victorian Minister of Transport, Mr Rafferty, expects an improvement in public transport for Melbourne's western suburbs.**

He said this would follow an examination of all existing public transport services, as well as an independent study of bus services in the area.

Western suburbs residents have recently been campaigning for a number of improvements in local public transport, particularly to the new Highpoint West shopping centre at Maribyrnong.

Mr Rafferty said the examination would be made by senior officers of the Transport Ministry, VicRail, and the Tramways Board, and the private study by a firm of consultants.

"Present indications are that people of the western suburbs will get an improved service as soon as possible," Mr Rafferty said.

He said private bus services played an important part in the western suburbs' transport system.

"The Government recognises there are problems with public transport services in some areas."

Mr Rafferty said senior Ministry officers and the transport authorities concerned had recently discussed the City of Keilor's public transport survey with the chairman of the City of Keilor transport action committee, Mr Terry Catton.

He said the points discussed included recommendations made in the survey, which included—

- provision of feeder bus services to railway stations
- the availability of transfer tickets
- a 15 minute period peak, and 30 minute off peak service.

Mr Rafferty said these recommendations were being considered.

# Going, going, lost!

## A nod's as good as a wink.

And at Victorian Railways' auction sale of lost and unclaimed property even a stare, wave or shake of the catalogue serves the purpose.

"You've got to be quick," says auctioneer Richard Healy, "to pick up whether people are bidding or just talking."

Richard has been sitting on his pedestal, about 1.5 m above the ground, for three years selling almost anything to the auction day crowds.

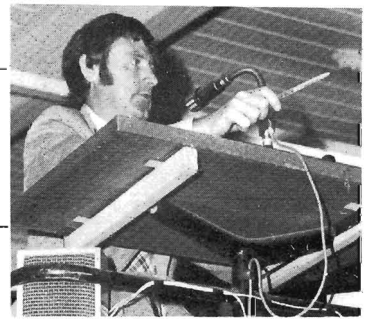
Talking at the speed of sound he can clear 100 lots in an hour—his best so far is 150 lots in an hour.

Lot 125, a roll of barbed wire and Richard starts bidding at \$20. . . . no takers.

\$10 and the bid is made, soon it reaches \$20 and amidst winks, waves and stares goes to \$35—another happy customer hears the hammer thump and the wire is all his.

And on it goes for galvanised spouting, book shelves, chop sticks, cough mixture, watches, clothes, umbrellas, shoes, skateboards, surfboards bikes. . . . the variety seems to never cease.

## ● Auction day crowds think about their bids.



● Auctioneer, Richard Healy.

Lost property store foreman, John Hatt, says not all goods are lost, many have been damaged in transit, claims paid by the railways and the goods then auctioned.

He says at each monthly auction an average of about \$6,000 is taken.

"Roofing iron, spouting, bath tubs and other outside heavy lots can go for up to \$200 a lot," said John.

Most of the customers at the auction are farmers or second hand dealers.

John says while the farmers often pay above ordinary city prices for the wire and stockfeed lots, they save greatly on regular country prices. Most of them buy several lots at the auction, and so make real savings.

John says many of them also enjoy the day in town, and during school holidays bring their families with them.

In fact the whole auction is somewhat like a big family as the auctioneer calls most of the bidders by name and the bidders chat or else avoid each other as they vie for the lots.

Throughout the auction light refreshments are served by railways Trading and Catering staff and usually two Railway Investigation Officers are on hand just to keep an eye on things.

The auctioneers for the monthly sale are from J. W. Styles & Son Pty. Ltd.

Richard says the railway auction provides a good grooming ground for new auctioneers.

He said the lots usually sold quickly and prices weren't too high.

After the days auction is over lots are usually cleared immediately or the next day and goods for the following month start to find their way onto the shelves.

All goods up for auction are held in store for three months to give people time to make inquiries or claim lost property.

A simple but effective filing system gives staff immediate access to all property.

The auction is held on the second Tuesday of each month at the lost property store, Spencer Street, beginning at 10 a.m.

Free parking is available for all people attending the auction.

# Blow, blow, thou winter wind

**Melbourne weather has its moments. VR knows what gales and lightning can do—let alone sudden floods or bushfires blazing in the summer heat.**

But, thankfully, we cannot compete with our Canadian confreres.

From Canadian National Railways' magazine, *Keeping Track*, we quote part of a story on eastern Quebec, which started with a late January blizzard.

"In the last week of January, a rapid rise in temperature, accompanied by heavy rain, flooded the tracks which hug the north shore of the St. Lawrence River between Quebec City and Murray Bay, and brought railway traffic to a halt.

"On Feb. 2 the temperature plummeted, and the rain, turned into a blizzard with 50 mph (80 km-h) winds, freezing the foot-deep (0.3m) layer of water on the tracks, and building up ice and snow that reached 10 feet (3 m) in some places

"Maurice Delisle, Quebec area track supervisor, said. . . 'I have been with the railways all of 35 years and this is the first time I have ever seen, in my whole career, anything like this.

"'Look, I am not exaggerating, but in some spots on our tracks, the packed snow and ice underneath reached, believe it or not, a height of 10 to 12 feet (3 m—3.7 m). . .'

"Lines on the south shore of the river were blocked too, but the line to Murray Bay posed the worst problem for the clean-up crews, who

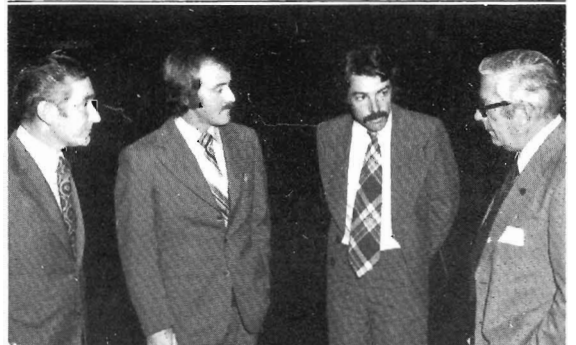
had to dig canals to bring the melting snow down to the culverts.

"Crews found that in one place where the track is only a foot (0.3 m) above sea level, huge blocks of ice had been dumped on them by the tides.

"'That stopped their snowmobiles cold and the men had to chop the ice with axes in order to get through.

"'That was between St Irene and Pointe au Pic, where a 23 car freight train was at a standstill on the pier, wallowing in three feet of water.'"

## VicRail at SRC seminar



● VicRail was represented at a one day State Relief Committee seminar, *Persons in Distress*, by—(left) Mr R. Mills (rehabilitation officer), Mr W. Gordon (relieving rehabilitation officer), and (right) Mr K. Taylor (welfare officer). They are with the principal speaker at the seminar, Mr H. Raysmith, from the Brotherhood of St Lawrence.

VicRail is represented on the SRC by Mr K. Findlay (Personnel Branch).

## Safety seminar sparks interest

**Twenty-eight second year electrical apprentices attended a safety seminar on May 13.**

Branch safety officer, Mr R. Wain, coordinated the seminar, which featured a number of expert speakers.

The apprentices were asked to comment on the seminar—remarks included: . . . "Opened my eyes to the need to work safe," and ". . . made me determined not to be the next statistic".

The speakers included — Mr D. Newcombe, Department of Labor and Industry, Mr J. Castleman, SEC, Mr N. Hellwedge, SEC, Mr J. Evans, Road Safety and Traffic Authority, and Dr J. Birrell, Victoria Police surgeon.

## I spy the troubleshooter

VicRail troubleshooter John Nolan is building up his James Bond image.

A recent caller, dissatisfied with the police lack of interest in his case, asked John to help break up an imagined spy ring.

Seems these spies turn up everywhere the caller goes. Does Smersh have a troubleshooter?

# Mural passes the half-way



● Above — Workmen dismantle the mural panels at the substation studio.

More than half of the spectacular transport mural — after artist Harold Freedman and his man-hours.

That is about eight years for the average working man.

The mural was commissioned by the State Government, and features the development of transport in Victoria.

Mr Freedman says the mural is a dedicated job, but, despite the long hours he has already put into it, he gets great pleasure from it.

"People don't understand—they'll probably say I'm mad—but if I'm held up and can't get on with the painting for three days I'll probably rush home and sketch my wife.

"Any delay is hopelessly frustrating."

The huge mural has been painstakingly researched, down to the finest detail.

Mr Freedman tells how Jim Beeton researched early harnesses for horse drawn carriages—and became so interested that he is now setting up a

● Below — Harold Freedman and one of his assistants Eleanor Bone.





# mark

is now on display at Spencer Street  
colleagues have put in about 12500

and saddler's shop at the Swan Hill pion-  
ement.

enthusiasts have researched the various  
items, and rolling stock engineer Norm  
responsible for most of the railway detail.

n models are varied—Mr Freedman him-  
ears occasionally—but the most impres-  
gle figure so far is a railwayman, power  
ns engineer, Bill Buckingham.

seen driving a typical 1880s suburban  
he impressive centrepiece.

ays form the centre layer of the mural,  
cial travel at the top, and industrial  
t below. Each stage across represents  
years of development.

section tells a great deal about the de-  
nt of every form of transport. The  
ction even features two hearses.

ears later the comparatively utilitarian  
the early days were being replaced by  
t carriages pioneered in the US. The  
and the bakers began to advertise their  
with elaborate signwriting—Mr Freed-  
nts out that the horses are thoroughbreds.

s many of the traders used to take one day  
y Monday—off from deliveries to race  
eds.

ignificant stage of development is high-  
with a gold background. It's real gold,  
applied from unbelievably thin gold leaf  
or Bone, one of Mr Freedman's assist-

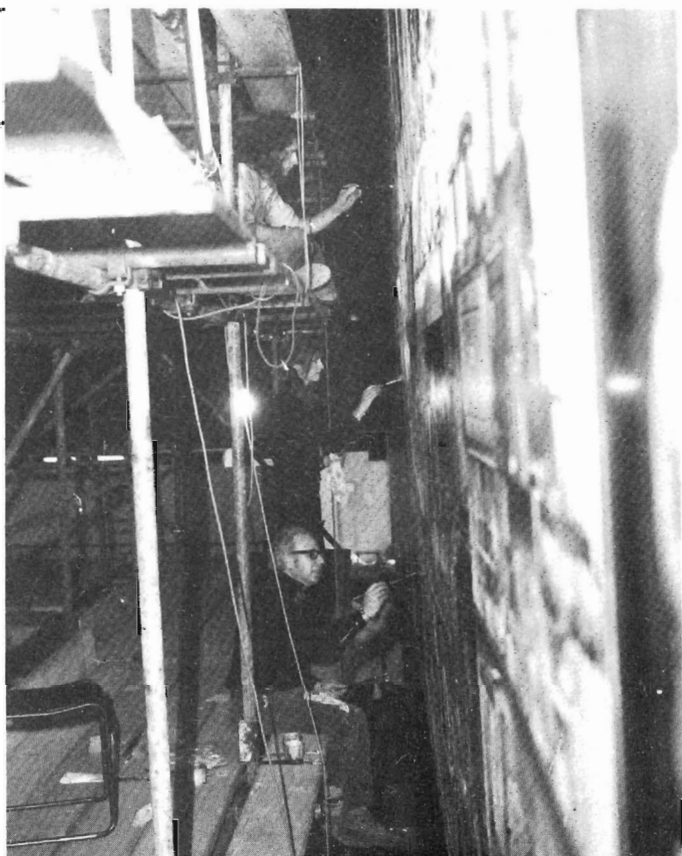
ngest serving helper is David Jack, who  
working on the project for about two  
f years already—he hopes to see the job  
n the next two years.

atural is being painted in sections at VR's  
nberwell electrical substation, which is  
ugh to take the huge easel—built by VR  
ong one wall.

adders and scaffolding are part of the ar-  
quipment, and they are often watched by  
ildren, mostly studying history.

reedman says 1500 visited the studio  
larch, and he expects an average of four  
ndred visitors a week in the future.

ery is being added to the substation to  
h the crowds.



● Above — Harold Freedman and assistants put final touches on the mural after it has been placed in position.

● Below — David Jack — longest serving helper to Mr. Freedman.



# First love

**The Pont Neuf is the oldest bridge in Paris, dating from 1604. It is the best way of approaching the Ile de La Cite—the small island, originally called Lutetia, where Paris was born as a Roman-occupied village.**

Across the bridge strolled a young couple on their way to see that Gothic jewel known as Sainte Chapelle, a marvel of stone lacework and ancient stained glass.

They had not known each other long, just seven days in fact. They had met by accident one afternoon, in the Louvre, before a Van Gogh landscape, on his first day in Paris. Stepping back to admire the distinctive style and brilliant colours, he had squashed her toes.

The genuine embarrassment and profound apologies of this young Australian tourist had amused the petite Parisienne and, as her afternoons were always free, she introduced him to some of the many beauties of the cultural capital of Europe.

In spite of his background — Geelong Grammar and Monash University — he had always been shy, sensitive and retiring with an insatiable interest in the arts, particularly painting and poetry.

After graduation and his twenty-first birthday, his father had given him a round the world air ticket and a comfortable sum for expenses. He had no intention of his son living in drop-out communes in Turkish caves, or of 'bludging' his way around the Greek Isles.

The breathtaking natural beauty, as well as archeological and architectural treasures, of Greece and Italy had been to him like a childhood dream. Paris, of course, was quite a different facet in the vast European jewel and especially since he had met Monique. With her he walked on air.

He was so infatuated with her that he had forgotten how shy he really was and even talked about his home in far away Australia.

"When I was just sixteen my parents took me to Australia," she said in a captivating French accent. "We stayed with a business friend of my father's in a large house in Melbourne. I remember all the great excitement of the Poseidon adventure at the bourse. How do you call it? Ah yes, the stock exchange. My father's friend had a large block of Poseidon shares and, after he had sold out at just over \$200, he celebrated with the wildest of parties. All age groups were invited and champagne—real champagne from France—flowed for two days."

"Yes, that was the time for parties, except for those who lost heavily due to greed."

"Greed? What does that mean?" she asked.

"Avarice, ma petite," he replied in his best French.

Smiling at her innocence he thought: "How different are these cultured creatures of Paris from some of the brassy bourgeois bitches of Toorak and South Yarra, where even the wallpaper is suggestive of vulgar dollar signs."

They covered the short walk from Sainte Chapelle to Notre Dame, the first church of Paris. Monique showed him the spot where Genevieve, patron saint of the city, held off the barbarian hordes of Attila the Hun by prayer and by sword.

They carried on through the Cathedral park and across the foot bridge to the Ile Saint-Louis, whose historical houses and picturesque quais have hardly changed since the 17th century.

They had superb views of the Seine and the apse of Notre Dame and from there it was just a step over to the Rive Gauche, the Left Bank and the Latin Quarter, so called because the students of the Sorbonne spoke and listened to lectures in Latin during the Middle Ages.

Drinking an aperitif at the cafe Flore, they noticed the last of the older expressionist and surrealist painters nearby, later accompanied by their well-dressed wives.

"How times have changed!" he thought.

His mind then turned to the city's gastronomic temples, as he wanted to take her somewhere special for dinner. Nothing was too good for Monique.

He had heard of 'The Rasputin', close to the Champs Elysees.

"That's expensive!" she warned.

"Yes, but we have something to celebrate. We've known each other for exactly one week!"

"It's one of Brigitte Bardot's favourite night spots and if **she's** there you won't take your eyes off her," she taunted.

Two hours later, and \$90 poorer, they emerged. He had no real recollection of the bill. It was a mere bagatelle, especially when he saw the way her eyes had sparkled with childlike fascination at the Russian dancing.

The iced vodka had gone to their heads and he was completely entranced by her every gesture. Before he was aware of what was happening, they were in her apartment in a climactic embrace.

Later, as she dressed, he lay back on the large bed staring at the mirrored ceiling.

"Tell me, Monique, am I the first person to have made love to you?"

'Could be' she mused dreamily, looking quizzically at a road map of Melbourne on her dressing table. 'Your face is certainly familiar.'

# What a bottler!

**The Dickason's Road Imbibing Club is alive and well and thriving out in the bushland setting of Melbourne's eastern suburbs.**

The club has only about six members—and one of them is VR Deputy General Manager, Lindsay McCallum.

The club's main activity is wine bottling.

"We're not great wine buffs, but we do take an amateur interest in wine and of course enjoy the fruits of our bottling," Mr McCallum said.

Mr McCallum was born in Eaglehawk, 170 km north-west of Melbourne, in 1922 and, right from the start, didn't have "much other than railways pumped into me."

His grandfather, William, was stationmaster at Eaglehawk, retiring later as stationmaster, North Melbourne. His father, Arthur, was an iron machinist in Bendigo and Newport workshops, an uncle was an enginedriver, another was in the Traffic Branch and his sister, Shirley, married into another large railway family.

Mr McCallum joined VR in 1938 as an apprentice fitter and turner before winning a scholarship and finally gaining a diploma in civil engineering.

"I have always enjoyed the outdoor life—in that way I have worked with bridge gangs, track gangs and people close to the workshop floor whose friendship it is my pleasure to have."

As relieving District Engineer, he worked at Geelong, Seymour and Ballarat before being appointed district engineer, Bendigo, in 1952. Returning to Melbourne in 1956, he was involved in the introduction of standard gauge between Melbourne and Albury and later became engineer of special works. He was liaison officer when work on the Melbourne underground rail loop began and for some time was VR's Assistant Chief Civil Engineer.

He was appointed Deputy General Manager in 1973.

Mr McCallum thinks VicRail is too large for people to simply be individuals. "We're all part of a team. You're dependent on other people for the performance of your task."

Mr McCallum has an impressive list of clubs and associations which take up a considerable part of his spare time.

He is a member of the Ringwood Rotary Club, Eastwood Golf Club, RACV Club, and Wallaby Club.

He is a member of the gazetted public committee of the National Rhododendron Garden, Olinda, past president of the Australian Rhododendron Society, chairman of the VR Safety Council, the Victorian Railways representative

on the Productivity Promotion Council of Australia (Vic.), a member of the Institute of Engineers, Chartered Institute of Transport, and a member of the Permanent Way Institute.

His hobbies are: cultivating Rhododendrons (he has won a few prizes with his flowers), golf tennis, carpentry, photography and—his favourite—fishing.

His best catch was a 6 kg trout, which was hooked during one of his frequent caravan holiday trips.

His wife, Reba, also shares many of her husband's interests. They were married in 1952.

For 14 years Mr McCallum was a VRI councillor and, for some time, Institute Vice-President. He was also the first person from VR to attend the Australian Administrative Staff College.

He has made two overseas study tours for the department, in 1970 and 1973, looking at public transport in Europe, USA, Canada, England and Japan.

● Deputy General Manager, Lindsay McCallum looks over one of his vintage reds.



# Transport of delight

**Frank Arnold Jones will never forget the LARABARDA.**

It's the small 90 tonne ship that carried him and 149 other troops out of enemy hands during the war.

Frank was with the 2/22nd Battalion and was one of 300 survivors out of 12 000 when the Japanese landed and took Rabaul. Frank spent three months in the dense jungle—"I managed to never be taken prisoner," he said proudly.



● Frank Jones (seated) and his successor, Frank Barclay, study photographs of evidence in a recent case.

His next lucky escape was from the Tol massacre—by half an hour. One hundred and thirty troops were killed there.

Before escaping back to Port Moresby Frank and other survivors were cared for by Fr Harris at the Mal Mal Mission station. They later went to the Pal Mal plantation before leaving on the Larabarda.

Father Harris was later beheaded for his help to the survivors.

Frank said they asked the Father to join the ship but he refused. Frank is still able to quote his parting words: "Your soldier's duty is to escape and return to your country. I am a soldier of God and it is my duty to remain with my flock."

After being discharged from the AIF in 1944 Frank returned to the railways where he had started as a porter in 1932.

He had always wanted to be a signalman, but in 1945 a vacancy arose in the Railway Investigation Division and Frank got the job.

He retired last month while Acting Chief Inspector. He was the first Inspector in the division to come from the railway ranks.

He said he had never even thought of joining the Victoria Police Force—"I've always enjoyed my job with the Investigation Division."

On the lighter side of his work, Frank recalled the man who complained to the division about the way certain officers had treated him.

An investigation on the complaint found the man to be well in the wrong and he was duly charged with indecent language and insulting words.

"I guess he won't complain again," says Frank.

Then there was the precarious occasion he had to arrest a rather huge gentleman who was "full as a bull" in a laneway behind a Warrnambool fish shop.

Frank said he was relieved when the local policeman also turned up at the scene. The man was later charged with stealing a radio from a Railways carrier.

During his retirement Frank plans to invest in a small farm and with his wife, Mary, spend quite a bit of time at their holiday home in Sorrento. He says he loves fishing, boating and swimming.

And just for the record, Frank's father, David, was with VR's Electrical Engineering Branch until 1960, and his sister Helen spent 28 years with us.

# Private enterprise brought foreign conquest

*This issue of Rail Ways went to press before the VR Board's 1976 tour, which included the centenary celebrations of the rail line to Deniliquin.*

*Next month Rail Ways will have a full report on the tour and the centenary—this month we present a look at the line's history by Mr D. E. Darbyshire.*

**Australia's railway era was very much in its infancy when the rival colonies of Victoria and NSW were linked by rail for the first time.**

Given the circumstances of the period it was a decidedly unlikely union of steel and steam.

The NSW Government would not, and the Victorian Government could not—for political reasons—build such a line.

The private citizens of Deniliquin and district had to start the ball rolling, and wait for Melbourne-based finance and engineering expertise to bring the project to fruition.

It was a low cost line, absorbed into the VR network in 1923, across the monotonous black soil plains 70 km south to Moama.

It crossed the mighty Murray River between Moama and Echuca to join the line from Melbourne.

The pastoral trade from a good deal of the NSW hinterland and part of western Queensland was thus diverted to Victoria, and this woke the NSW Government up to the wealth slipping away to its unashamedly ambitious sister colony.

During the 1880s retaliation came in the form of energetic railway construction by the NSW Government in the Riverina—carefully avoiding any link with the feared Victorian line to Deniliquin.

The change-provoking Victorian line encroaching into NSW was owned by the Deniliquin and Moama Railway Company Limited, swiftly nicknamed the D and M.

It was officially opened on July 4, 1876, amid much fanfare from its many Victorian supporters and a distinct lack of enthusiasm from Sydney-based politicians and traders.

The Company was formed three years earlier, and it was largely due to the keen vision and forceful personality of David Griffith Jones, one of its provisional directors, that not only was the Company born, but that it survived major setbacks before the line opened.

Jones, a pioneer Deniliquin newspaper proprietor, lived just long enough to see the line's first few triumphant months of operation.

Among those who assumed control of the D and M, raised the finance, and oversaw the construction, was Sir Simon Fraser, later MP, the grandfather of Mr Malcolm Fraser.

Built under a rapidly repented Act of the NSW Parliament, the Victorian gauge line and its equipment cost more than \$166 000 throughout the D and M Company's existence.

Livestock, wool, general freight, and passengers were the mainstay of its income, later joined by wheat.

Dividends once reached a giddy peak of 10 per cent, and slid to nothing as the effects of railway construction by the NSW and Victorian Governments elsewhere made themselves felt.

Closer settlement rejuvenated the Company's prospects and from 1907 to 1923, when the Border Railways Act allowed the VR takeover, the dividend slowly recovered to eight per cent.

● *Mr Darbyshire, a Melbourne journalist, is a grandson of the last manager-secretary of the D and M Company, the late James Arthur Christian Darbyshire.*

*He is now researching the Company's history and plans to publish a book on the line next year.*

*He would be delighted to hear from any Rail Ways reader who has information or illustrations—please contact Mr Darbyshire at 65, Comer Street, East Brighton, Vic. 3187 if you can help.*

# Retirements . . .

## ACCOUNTANCY BRANCH

Hall, E. W., Head Office, 3/6/76  
Johnston, C. L., Head Office, 21/5/76  
Young, G. B., Head Office, 28/4/76

## ROLLING STOCK BRANCH

Aicken, C. J., Traralgon, 31/3/76  
Alderuccio, M., Newport, 7/5/76  
Boswood, P.A., South Dynon, 13/2/76  
Brennan, L. F., Head Office, 22/4/76  
Casey, J., Ballarat North, 12/3/76  
Cassin, W. E., North Melbourne, 28/3/76  
Chung, J. L., Ballarat North, 30/4/76  
Cirakovic, R., North Melbourne, 30/4/76  
Cirillo, P., Jolimont, 30/4/76  
Clinnick, N. F., Jolimont, 28/4/76  
Culwick, H. J., North Melbourne, 31/3/76  
De Marchi, G., North Melbourne, 18/5/76  
De Marco, P., Ballarat North, 30/3/76  
Dick, D., Newport, 30/4/76  
Elzon, G., Jolimont, 27/3/76  
Fahey, P.C.B., South Dynon, 28/4/76  
Fettes, R. R., North Melbourne, 23/4/76  
Foley, M., Newport, 27/5/76  
Fortune, W. E., Newport, 24/5/76  
Gray, C. J., Bendigo North, 12/5/76  
Hansen, M. J., Seymour, 10/4/76  
Harford, A. C., ERD, 27/3/76  
Hawkins, T. H., South Dynon, 9/4/76  
Hobday, E. S., South Dynon, 14/4/76  
Holwell, V. R., Newport, 25/3/76  
Humphries, R. G., Ararat, 7/5/76  
Hunt, W. G., Newport, 14/6/76  
Julier, R. J., North Melbourne, 31/5/76  
Kirk, H. R., South Dynon, 24/3/76  
Krajewski, M., Geelong, 7/6/76  
Lane, R. W., ERD, 27/3/76  
Leeworthy, T., Newport, 6/5/76  
Lovelace, J. T., North Melbourne, 30/4/76  
Lucas, W. M., Ballarat North, 3/5/76  
Matthews, E. B., Newport, 27/3/76  
McCormack, J., Jolimont, 14/5/76  
McCracken, J. S., Bendigo North, 24/5/76  
McElhinney, D. L., South Dynon, 7/5/76  
McGregor, W. D., Ballarat North, 30/4/76  
McNamara, L. C., Newport, 2/4/76  
Morrison, D. H., Donald, 26/4/76  
Norton, L., Newport, 14/4/76  
Nicolopoulos, N., Newport, 7/4/76  
Nuri, Z., North Melbourne, 16/6/76  
O'Donnell, W. F., Bendigo North, 16/3/76  
Ogier, A.H., Newport, 12/3/76  
Panzera, A., Shelter Shed, 8/4/76  
Papadopoulos, E., Shelter Shed, 5/5/76  
Patterson, R. J., Ballarat North, 2/4/76  
Phelan, T. H., Newport, 9/4/76  
Portelli, A., Newport, 6/5/76  
Porter, W. R., Bendigo North, 6/6/76  
Quayle, M. A., Newport, 6/6/76  
Ralph, G. F., Ararat, 20/3/76  
Raso, M., Newport, 15/3/76  
Read, B. A., Wycheproof, 12/4/76  
Richards, A. T., Bendigo Loco, 2/4/76  
Schultz, E. N., Newport, 26/3/76  
Shilling, M. S., Newport, 30/4/76  
Sicari, B., Newport, 19/5/76  
Sparks, A. H., Wodonga, 4/4/76  
Szapiel, S., Ballarat North, 24/3/76  
Tarascio, F., Jolimont, 2/4/76  
Trenfield, T. K., Ballarat North, 30/4/76  
Twomey, J. L., Ballarat North, 2/4/76  
Valente, V. F., Jolimont, 19/5/76  
White, K. S., Newport, 8/6/76

## STORES BRANCH

Hall, F. C., Spotswood, 4/6/76

## TRAFFIC BRANCH

Beecher, S., Dynon, 24/3/76  
Birch, I. E., Melbourne, Goods, 24/3/76  
Bryans, Mrs J. C., Patchewollock, 18/5/76  
Byron, J. G. H., Wangaratta, 15/4/76  
Clark, A. R., South Dynon, 23/4/76  
Clark, Mrs C. K., Wattle Glen, 5/4/76  
Collins, B. J., Sandringham, 26/5/76  
Cook, A. E., Flinders Street, 24/4/76  
Cross, L. T., Orbost, 27/5/76  
Dunstan, P. R., Flinders Street, 11/5/76  
Freeman, M. E., Geelong, 24/4/76  
Frost, C. S., Lilydale, 9/4/76  
Hillbrick, M. E., Trafalgar, 9/5/76  
Honan, T. M., Coburg, 28/4/76  
Hood, R. T., Deniliquin, 9/4/76  
Japundza, G., Flinders Street, 7/5/76  
Keast, Mrs C. S., Footscray, 11/3/76

Lee, R. C., Flinders Street, 16/4/76  
McNamara, T. St. C., Flinders Street, 3/4/76  
Murphy, F. N., Melbourne Goods, 30/4/76  
Pearson, R. A., Head Office, 30/5/76  
Polglaise, L. J., Bendigo, 17/3/76  
Purcell, J., Spencer Street, 8/5/76  
Spiller, C., Dynon, 19/4/76  
Tickner, W. S., Melbourne Goods, 15/5/76  
Zerafa, F., Spencer Street, 6/4/76

## WAY AND WORKS BRANCH

Archbold, E. L., Spencer Street, 30/4/76  
Anwyl, E. R., Ballarat, 29/7/76  
Berlinger, V., Sale, 6/7/76  
Callipari, P. P., Ballarat, 24/3/76  
Carey, J. W. F., Newport, 30/4/76  
Chance, S. R., Eng. Spl. Works, 10/2/76  
Couch, S. M., Laurens Street, 23/4/76  
Cowling, A. G., Spotswood, 8/7/76  
Cuthbertson, D. Mck., Ballarat, 20/8/76  
Demirdjian, O. T., Spotswood, 23/4/76  
Dennert, V. G., Hamilton, 28/5/76  
Diss, R. B. C., Flinders Street, 6/7/76  
Down, I. D. C., Benalla, 5/5/76  
Evans, E. M., Head Gardener, 13/4/76  
Godfrey, L. J., Warragul, 30/4/76  
Gould, A. H., Newport, 23/4/76  
Hayes, A. G., Korong Vale, 16/3/76  
Jelleff, F. J., Flinders Street, 23/4/76  
Keady, R., Sale, 25/8/76  
Keane, J., Warrnambool, 6/4/76  
Krypciak, W., Seymour, 19/7/76  
Lyell, J. E., Ouyen, 12/5/76  
Mawson, H. A., Warrnambool, 18/8/76  
Nancarrow, G. T., Bendigo, 8/8/76  
Nash, A. C., Spotswood, 4/8/76  
Norton, B. J., Ballarat, 13/8/76  
Parsons, H. C., Warrnambool, 14/4/76  
Ross, V. C., Warrnambool, 28/5/76  
Rutkowski, A., Eng. Spl. Works, 24/3/76  
Seymour, C. J., Wangaratta, 22/5/76  
Sheckelton, W. H., Bendigo, 14/4/76  
Smalley, H. R., Spotswood, 26/4/76  
Taylor, F. H., Newport, 26/3/76  
Thompson, G. W., Warrnambool, 17/3/76  
Toomey, F., Foreman Overhead, 31/5/76  
Tregrove, F. S., Warrnambool, 30/5/76  
Vagg, J. E., Bendigo, 20/2/76  
White, D. F., Warragul, 3/5/76

## AN APOLOGY

Rail Ways May listed Mr J. G. F. O'Driscoll, Mrs M. M. Morgans, and Mr B. F. Noble among the Traffic Branch deaths.

In fact all should have been included in the retirements section.

We apologise to them, their families and friends for any embarrassment this error may have caused.

## DEATHS

### RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

## ROLLING STOCK BRANCH

Biondo, G., Newport, 6/4/76  
Failla, G., North Melbourne, 2/5/76  
Gorey, M. J., South Dynon, 17/3/76  
Klein, A. W., Seymour, 29/4/76  
Mazzarino, S., Shelter Shed, 2/4/76  
McAuliffe, D. P., South Dynon, 3/4/76  
Whitford, W. A., Maryborough Loco, 29/3/76

## TRAFFIC BRANCH

Gibson, B. W., Spencer Street, 23/4/76  
Horn, K. A. F., Spencer Street, 12/4/76  
Kelly, J. T., Ararat, 3/5/76

## WAY AND WORKS BRANCH

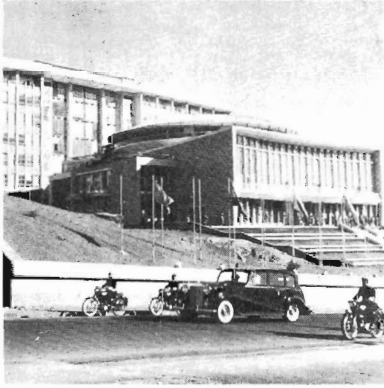
Armstrong, J., Korumburra, 13/4/76  
Conroy, S. D., Eng. Spl. Works, 9/4/76  
Derrick, V. J., Spencer Street, 28/3/76  
Doolan, L. G., Head Office, 15/5/76  
Jones, S., Ballarat, 24/3/76  
Zanatta, A., Spotswood, 21/4/76

# WHERE ARE THEY ?

HERE ARE PHOTOGRAPHS TAKEN IN NINE DIFFERENT COUNTRIES  
If a V.R. employee can identify the countries correctly he or she could  
receive a \$10 book token.

Entries should be sent to the Manager, Public Relations, 67 Spencer Street,  
Melbourne 3000, as soon as possible.

*In the event of a number of people submitting all correct answers their names will be put in a hat and the winner's  
name will be drawn. The adjudicator's decision will be final and cannot be the subject of correspondence.*



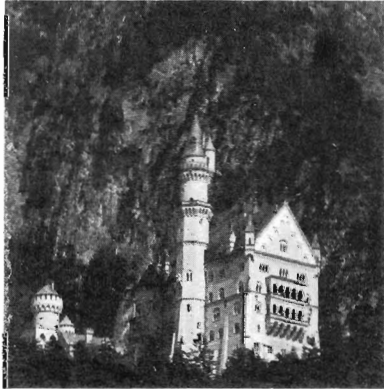
1



2



3



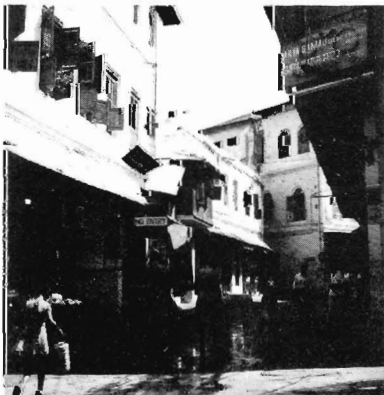
4



5



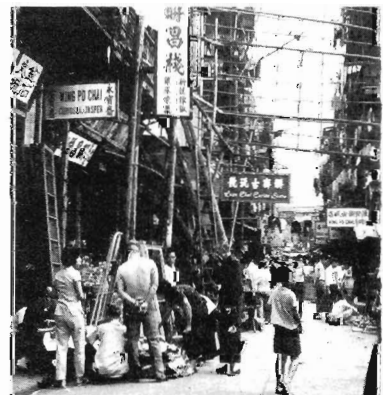
6



7

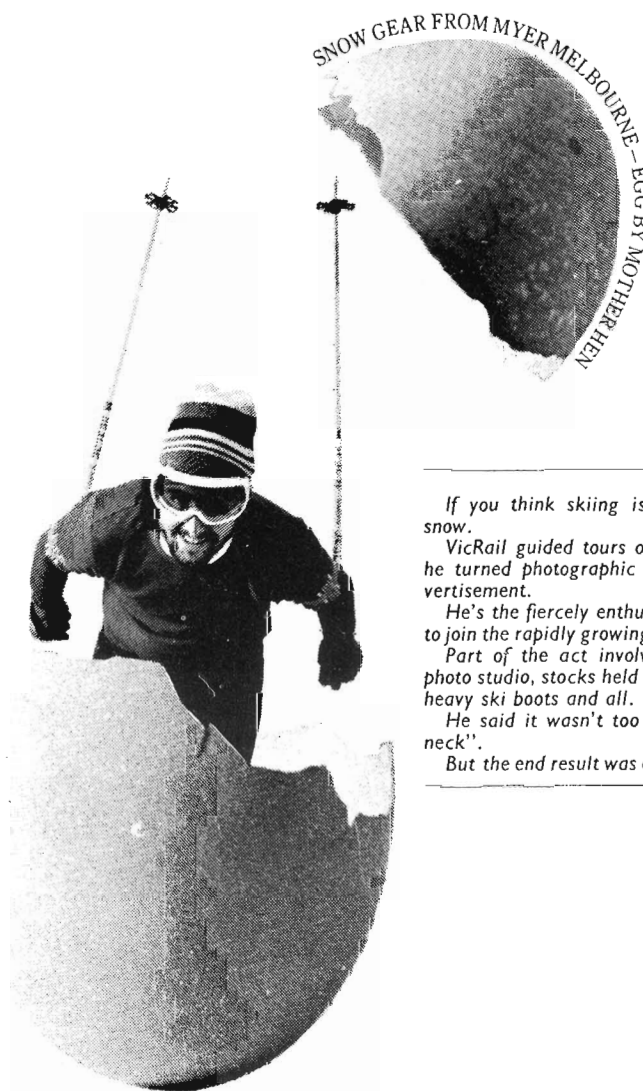


8



9

# One way to crack a new market...



---

*If you think skiing is dangerous—just try it without the snow.*

*VicRail guided tours officer Brian Nightingale had to when he turned photographic model for the latest Mt Buffalo advertisement.*

*He's the fiercely enthusiastic skier breaking out of his shell to join the rapidly growing band of snow lovers.*

*Part of the act involved jumping off a chair in VicRail's photo studio, stocks held high—and landing safely on the floor, heavy ski boots and all.*

*He said it wasn't too difficult—"except I nearly broke my neck".*

*But the end result was eggactly what was wanted.*

---

## **Mount Buffalo—where snow lovers are hatched.**

That's what the picture is all about. It is part of a VicRail advertisement now being featured in metropolitan newspapers, aimed at people who have thought about a skiing holiday, but have not taken one yet.

This angle will be a continuing feature of VicRail's Mt Buffalo advertising for the ski season—because Mt Buffalo is the ideal introduction to the snow for first-timers.

With all the necessary facilities and creature comforts—ski hire and instruction, easy access, central heating, and so on—Mt Buffalo is well suited to the beginner.

This is the first Mt Buffalo ad VicRail has used to try to capture this market. It follows various different advertisements which have proved highly successful—all produced by VR's public relations division.





# Rail Ways

10 CENTS

AUGUST 1976





# New centre brings new business

## IN THIS ISSUE

- 124 News briefs.
- 125 Our man in Montreal.
- 126 Train control.
- 128 Deniliquin and Moama Railway centenary.
- 130 Short story.
- 131 Get to know us.
- 132 Tales of train travellers.
- 133 A real pressure job.
- 134 People.

## FRONT COVER

A scene at Bendigo races. VicRail operates special trains to most country race meetings.

## A THOUGHT

It ought to be plain how little you gain by getting excited and vexed. You'll always be late for the previous train and always in time for the next.

## RAIL WAYS

The VR Board publishes Rail Ways every month for the information of its staff and customers.

It is printed at the VR Printing Works, North Melbourne.

We invite contributions—both stories and pictures—from our readers, and a fee is paid depending on the type and amount of material published.

Prints of many of the pictures are available from VR Public Relations.

Contact us at room 59, VR Administrative Offices, 67 Spencer Street, Melbourne 3000. Telephone 6 1001, ext. and internal auto 1367 for pictures and subscriptions, or ext. and auto 2397 for editorial.

Editors are welcome to reproduce material with or without acknowledgement.

## Public response to the Horsham regional freight centre shows signs of generating new traffic.

VicRail General Manager, Mr Ian Hodges, said the centre was close to becoming fully operational after more extensions.

Dooen, Jung, Murtoa, and Coromby were introduced to the scheme on June 7, and towns on the Nhill to Serviceton line were included from July 14.

The service is already in operation for the Rainbow and Goroke lines, and to the non-rail towns of Edenhope and Apsley.

VicRail is now serving 38 towns in north-western Victoria with to-door freight deliveries by road.

This applies to less than wagon loads—complete wagon loads are still sent by rail as required.

## Daily

Residents of Dooen, Jung, Murtoa, Diapur, Miram, and Kaniva now have daily deliveries, Lillimur and Serviceton have Tuesday, Thursday, and Friday deliveries, while Coromby residents have deliveries on Wednesdays and Fridays.

Contracts have still to be let for road services to Minyip and Sheephills, Pimpinio, Dimboola, Gerang Gerung, and Kiata, as well as for deliveries within Horsham itself, and the towns of Warracknabeal and Nhill.

## Soon

"We hope to do this shortly," Mr Hodges said.

Dooen, Jung, Murtoa, and Coromby road services are operated by K. J. and J. G. Baker, whose depot is at 63 Lake St, Murtoa.

The Nhill-Serviceton contractor is Mr V.E. Deckert, 7 Breda St, Nhill, who has depots at the BP Service Station, Commercial St, Kaniva, and Allsops General Store, Serviceton.

Many people in the area now get daily deliveries instead of the previous one or two rail services a week.

## Where were they?

### It's a good question.

The second 'Where Are They?' contest (Rail Ways, May) featured nine countries in three continents—and produced a wide variety of answers.

No one identified them all, and the winner, with six correct answers, was Julie McKay from the Accountancy Branch, 470 Collins Street.

For the many frustrated jet-setters, the countries were—  
1) Czechoslovakia, 2) West Germany, 3) Italy, 4) Egypt, 5) Thailand, 6) Pakistan, 7) Kenya, 8) Australia, 9) Japan.

# Play the game—Barassi

**“One thing you learn from losing is that it’s too late after the event.”**

The speaker should know—he is North Melbourne football coach Ron Barassi.

But football was not the subject.

Ron Barassi was the first famous sportsman to be a guest speaker at the Kids in Danger sessions.

VR hopes to invite other well-known sporting figures to take part in future.

He spoke to about 30 children aged eight to 13 who had been invited to the session with their parents after being caught committing minor offences on Railways property.

Victorian Railways Board chairman, Mr A. G. Gibbs, introduced the 11th KID session—120 children and their parents had attended the first 10 sessions.

He said child prosecutions had dropped by almost one per cent a month since KID started.

*“We are trying to get the message to the 8–13 age group before something happens.”*

“We are trying to get the message to the schools too—we must praise the Education Department for its help,” he said.

KID tries to avoid treating young offenders as lawbreakers, and each session is designed to involve the youngsters and help them understand the significance of what they have done.

They are asked to think of just what they are doing—not to promise VicRail they will not do wrong, but rather to promise themselves.

Ron Barassi told the children they were each unique.

*“Fancy putting the life of one of the most unique things in the world at risk.”*

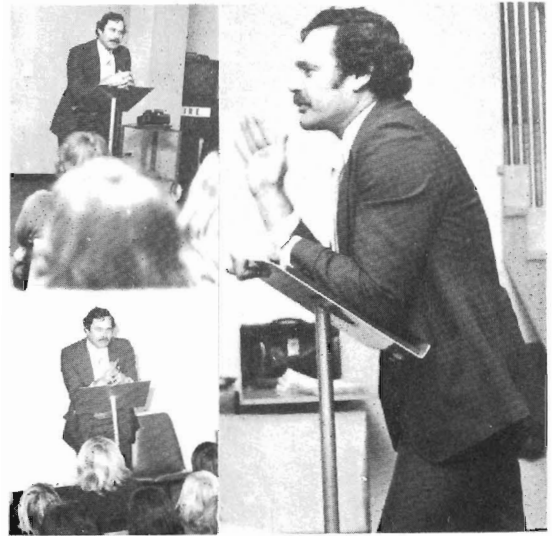
“VR is doing the right thing by you—I hope you’ll learn. If not, it’ll cost you,” he said.

“You can get all the thrills you want without risking your body needlessly.

“If you don’t take the risks you can still use the railways.”

Thirty-five sessions are planned at VR’s Education centre, and are hosted by senior operations squad—formerly the vandal squad—officer Gary Simmonds and Jan O’Neill.

Gary said about 60 per cent of the children invited attend the sessions.



● *Never lost for a word — Ron Barassi talks to his youthful audience.*

## More freight centres to come

**VicRail plans to spend more than \$20 million to develop its network of regional freight centres.**

Three new regional freight centres—probably at Swan Hill, Shepparton, and Camperdown—are scheduled for 1976–77, and the network will be extended in the next decade.

The main aim of regional freight centres is to provide a better freight service.

VicRail General Manager, Mr Ian Hodges, said: “Ultimately we hope to provide daily freight deliveries to country areas now served only once or twice a week by train.

“It will mean we can cut our costs and provide a much better service.”

VicRail hopes these services will attract new business, and cut competition from border-hopping road operators.

**Border-hoppers take advantage of the interstate free trade provisions of the Australian constitution by crossing State borders and returning with goods which are only intended to be sent within the State.**

This saves them road tax, and costs VicRail hundreds of thousands of dollars in lost revenue each year.

# Level crossings to go

## Work has started to eliminate three road-rail level crossings in Watsonia.

Acting State Transport Minister, Mr J. Grant-er, said the joint VicRail-CRB projects were due to be finished early in 1978.

The \$4.5 million project involved crossings at Watsonia Road and Nell and Grimshaw Streets.

He said the first stage—diverting the Hurst-bridge line tracks near Watsonia station—started in June.

Watsonia Road and Grimshaw Street will have road overpasses, and Nell Street will have a pedestrian overpass.

The first stage, costing \$900 000, will be financed from the Transport Fund and the CRB.

The second stage will involve abolition of level crossings, lowering and duplicating the rail line, and a new station at Watsonia.

The Country Roads Board has started reconstructing the Eel Race Road Level crossing at Carrum.

When this is finished—in about 4 months—VicRail will instal boom barriers.

The CRB project involves work on a number of local roads, including the Nepean Highway.

## Buses lift standards

### Victorian Railways has lifted the standard of service between Hopetoun and Murtoa.

Modern buses, with jet air ventilation and heating, have replaced the previous often unreliable rail motor service.

The buses run to the present rail timetable, connecting with mainline trains at Murtoa.

Victorian Railways' General Manager, Mr Ian Hodges, said "We have been concerned for some time about the standard of service particularly as regards comfort and reliability.

"The rail motor has been unreliable and costly to maintain.

"Therefore we are introducing comfortable buses to give our customers a much better service," he said.

Rail tickets and fares apply, with rail stations as pick-up and set-down points.

### *Is this you?*

People are self-centred to a nauseous degree.

They will keep on about themselves while I'm explaining me.

## Block trains speed up

### Block grain train schedules have been rearranged to make even more efficient use of wagons.

In the week starting May 3 a total of 2910 wagons of grain were loaded—compared with 2577 the previous week.

VicRail expects to progressively clear most grain silos by the end of September, and the remainder by the end of October.

The movement of block trains to Geelong has been increased from five trains five days a week to six trains six days a week.

VicRail expects that—

- with the reduced demand for super-phosphate which the Phosphate Company predicted would occur towards the end of May,

- the new X class mainline locomotives coming into service—the last of the order of 10 was due to enter service on June 11,

- the continued Saturday working of the block trains,

- and no serious industrial disputes, most silos will be cleared by the end of September.

This will allow progressive cleaning down of the silos before receiving next season's harvest.

VicRail and the Grain Elevators Board are in the preliminary stages of a joint study of all the elements of the movement of grain from farmer to ship to see whether improvements can be made.

# Our man in Montreal

**“Sportsmen and women are often better ambassadors for their country than a lot of flaming politicians.”**

That's the view of Bendigo North Workshops boilermaker David Kitt, VicRail's ambassador to the Montreal Olympic Games.

A former A grade athlete, and one of Victoria's top athletic officials, he attended the Games as a technical observer.

Some of his ideas could be featured at next year's South Pacific Conference Games in Canberra.

The SPC Games include all South Pacific nations, as well as Japan and the west coast of North America.

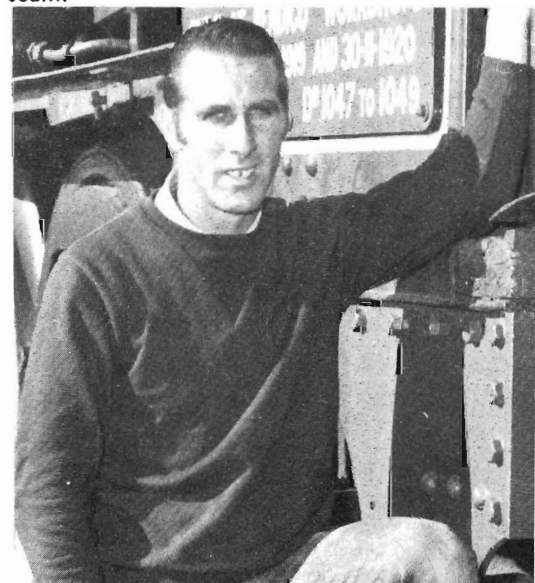
David's trip, with a group of Victorian Amateur Athletic Association officials and former athletes, included Mexico City, Rome, and Munich—sites of previous Olympics—and four days in Moscow, where the 1980 Games will be held.

In Montreal he was a delegate to the Ninth World YMCA Health and Physical Education Consultation.

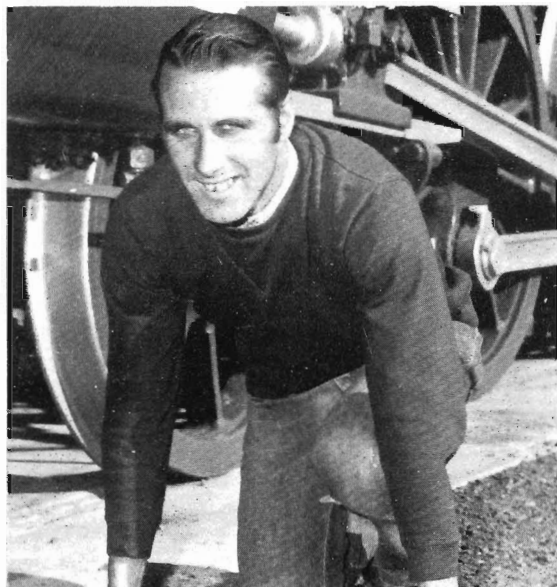
David also looked at overseas rail systems.

He is a fourth generation railwayman.

He felt inconsistent selection robbed some top Australian athletes of a place in the Montreal team.



● *Set to go — David prepares for his Olympic trip.*



● *On your marks — David Kitt shows his style beside the restored D3 loco at Bendigo North.*

Men like Ken Hall (1 500m), Bill Scott (10 000m) and Brenton Norman (marathon) had consistently broken the Olympic qualifying standard, but were still omitted.

“It's hard to understand, and very disappointing for the athletes,” he said.

David helped raise more than \$400 for the Australian Olympic Appeal—the lack of cash is one reason not all qualified athletes went to Montreal—by organising a Bendigo to Melbourne relay run in conjunction with the HSV 7 telethon.

He has been closely involved in developing country athletics, which suffer from a lack of top class facilities and competition.

Despite this, three of Victoria's Olympic representatives—Alan Crouch (5 000m), Don Commons (long jump), and Peter Larkins (3 000m steeplechase)—came from country areas.

David managed the Victorian athletics team for the Australian championships this year for the second consecutive time.

“I think the athletes prefer a younger official—I'm getting old now,” he said. He is 30.

He is the first Victorian athletics team manager to come from a country area.

Although he never won a Victorian title, he has six silver medals—four in the 3 000m steeplechase and two in the three miles.

Pressure of time has forced him to withdraw from the VAAA executive, but he is still on three other VAAA committees, which means at least one Bendigo-Melbourne trip a week.

David has passed his VicRail supervisors course, and might transfer to Melbourne soon, which may give him more time for VAAA work.

But his continuing interests in Bendigo will not be forgotten.

# Eight days a week



● *Peter Hedges operates the impressive Control board.*

**Every working day of the year an elite band of men masterminds the movement of half a million people, train loads of livestock, grain, and general freight.**

They work with clockwork precision from deep in the heart of the Victorian Railways headquarters building, Spencer Street.

Even at weekends and on public holidays when traffic is lighter, there is no let up in their efficiency.

Total involvement and cooperation is the key.

## **They are the train controllers.**

In times of normal operations they may have time to say hello. In times of emergency stand back—you're in the way.

Chief Train Controller, Ron Johnston, says the essence of a good train controller is to "be able to make the right decision, promptly."

"You have to have initiative, a good knowledge on all aspects of railway operations, and hold all safe working certificates."

Melbourne control is divided into two areas: suburban panels and Control, which controls about 300 kilometres of standard gauge track between West Footscray and Wodonga and the Victorian gauge track between Albion and Broadmeadows.

With the press of a button the Control Controller can change points and signals anywhere on this track.

Country areas are controlled from local centres like Ballarat and Ararat.

Train movements are planned on a train control diagram (graph).

If this cannot be followed as planned, the controller has to reschedule the train, tell stations of the change, and alter other train movements accordingly while maintaining maximum safety.

Because of the density of suburban traffic, a master graph is used, with arrivals and departures recorded on train docking sheets.

It's all enough to make traditional mind stretching puzzles look easy and surprisingly most of the controllers still have a good crop of hair.

● *The work of train controllers was recently magnified when the Port Fairy-Melbourne passenger train was derailed at Laverton.*

Rescue workers rushed to the scene as Vic-Rail's operations hub took control.

Inevitably an avalanche of media calls poured in. Control called in the public relations division and they combined to feed the press a constant stream of information.

The media were so impressed by the joint service that they rang back to thank them personally.

*And, from the PR Division—thanks fellows.*



● *Bob Humphrey*



● *Jack Moore*



● *Ron Johnston*



● *Bill Wilson*



● *Jack Brewster*

● *John Laurie*



# —meet the controllers

**Ron Johnston, 44**, chief train controller, can probably help when the system needs a prayer.

Ron joined VicRail in 1948, and away from the office he has been Deacon, Elder and Secretary of the Church of Christ. He has also been the youngest controller through all the grades.

**Jack Brewster**—the policy maker? (He used to sell insurance). Jack has been with us since 1939 except for a five year spell.

**Robert Humphrey, 57**—the office raconteur. He is the longest serving metropolitan controller. He began with VicRail in 1936 and says "I would never wish to perform any other type of duty."

**John Laurie, 51**,—has spent 36 years with VicRail, 23 of them in control. Says he's a "fair" fisherman. He hooked 150 fish the other week, and says 5.5 to 6.5 kilogram snapper are among his best catches.

**Billy Wilson, 52**,—joined VicRail in 1939 after a 12 month wait to get the job of supernumerary lad porter—Bill says he's a 'champion golfer' and has thrown down the gauntlet to "accept challenges from anywhere and anyone."

**Jack Moore, 49**,—the junior senior. tells us golf and gardening help him keep control. Jack joined us in 1941. Says he used to be a champion footballer, but won't say which team.

## and the "items"

The items—items of information—are controller's daily report on delays and other incidents on the system.

No.4 pts failed rev. Fitrts rect 6.20am.  
2.10am Up local Gds locked in yard  
until further notice. 4.48am Up Elth  
4.57am Up Epp term C.Hill retnd sched  
5.39am Dn Epp, 5.46am Dn Lal. Comm  
4.50am Up H.B. del 42', 3 foll Up trns  
40, 18, 17' resp. Peak services H.B.

History provides another look at the items—E.T. MacDermot's History of the Great Western Railway features extracts of reports from the fledgling British company's traffic superintendent to its general manager. These are some—dateline 1839.

**11th January**—The 2 o'clock train up from Maidenhead was coming at about 40 miles an hour when a Hunter without his rider came along in the opposite direction on seeing the train he turned short round and being knocked down threw the whole train off the rails.. The close carriage is standing with her hind wheels in the air. . . not a soul was hurt, the passengers scarcely felt the shock. . . there was not a delay of more than one and a half hours.

**4th February**—The Eagle engine and 9 o'clock train have all been off the line at Maidenhead just beyond the Engine House owing to the points being wrong. The engine is now in the ditch. . . as far as they can tell, not much injured. . . The 10 o'clock train up could not start till 11 o'clock—then came through the Engine House. No passengers injured and hardly anyone alarmed.

# Bridging

The signs on the Murray River bridge at Echuca said DMR.

Appropriate, perhaps, but they were not in honor of the occasion.

It was the centenary of Australia's first intercolonial rail link — the Deniliquin and Moama Railway — but the signs belonged to the NSW Department of Main Roads.

This year's Victorian Railways Board inspection tour coincided with the centenary



● ABOVE — Mr. Gibbs and Deniliquin Mayor, Ald K. G. Renwick, unveil the centenary plaque at Deniliquin station.

● BELOW — Keeping everything in balance, two locals wheel their way through Deniliquin.



● ABOVE — At Echuca Mr. Gibbs rode on a wagon.

● BELOW — Marching girls and a train — m impressive procession at Deniliquin.





# century

celebrations and the special train covered the main Melbourne — Bendigo — Echuca — Deniliquin line and returned from Echuca to Melbourne via Seymour.

The Deniliquin population turned out in force for the occasion — the celebrations had been under way for almost three days when the special train arrived.

It had followed an Australian Railway Historical Society steam hauled special.

Processions were major features at Deniliquin and Echuca and Board Chairman, Mr. A. G. Gibbs, unveiled obelisks cut from the original Deniliquin turntable stone, with sections of 1875 rail cut from a siding at Mathoura, at both stations.

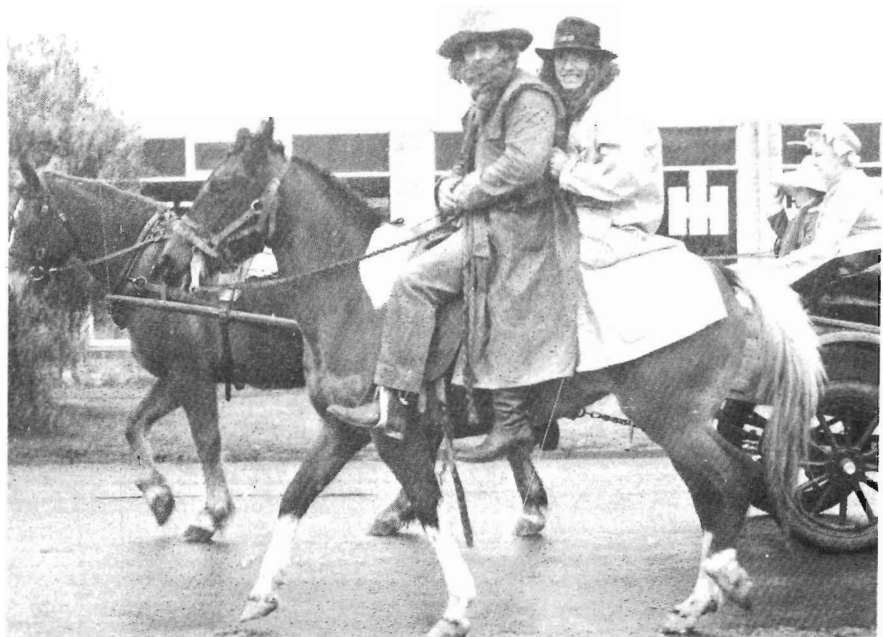
A special guest on the Board train was former NSW Transport Minister, Mr. Milton Morris,



● ABOVE — Mrs. Gibbs raises the new VR flag at Echuca.

● BELOW — Local characters gave the Deniliquin procession an unusual atmosphere.

eam  
the



# The wild colonial boy



by Mike White

**Tim Pat Murphy always had a touch of the tearaway.**

He was the youngest of 11 children, born and raised in a poor tenement in the Liberties of Dublin.

The Liberties is the oldest part of Dublin, and has earned a not too impressive reputation over the years. The Murphy family lived up to that reputation.

The father had a well developed taste for a ball of malt—the pot still whiskey that has warmed the throat of many an Irishman—and most of the weekly unemployment benefits swelled the till at the corner bar.

Mrs Murphy had little to fall back on but the sympathy of her neighbours, most of whom were in a similar situation, and her children soon learned to fend for themselves. There was no alternative.

Education was not one of the family's stronger points, so the sons of the family left school to join the 'buroo' \* queue and collect the dole money.

One by one they drifted away, and Tim Pat drifted furthest of all in search of a new life, whatever that might have meant to him.

He chose Australia, with his dream of wide open spaces and a share of the country's riches—far removed from the privations of the Liberties.

Away from his friends he could not settle, though, and he wandered from job to job and State to State.

Stolidly Irish, despite the continual stirring of his true blue mates, he travelled from sheep station to mining town, from seaport to the Snowy Mountains, until he took a spell in Melbourne.

The Celtic Club attracted Tim's attentions, and the heady feeling of whiskey and Guinness, with the homely air of Irish songs, drew him unexpectedly to the city.

Soon he had a new circle of friends, one stronger than the rest.

Older, but from an equally hard background, he was Joe Donnellan.

A native of Cobh, \*\* the seaport of Cork, Joe was never a steady influence.

He worked when he felt like working, but had stuck his laborers job with the railways for some months. Tim Pat joined the gang, and started to save money for the first time in his life.

But Joe was all for spending, and the savings soon disappeared.

Hard living, hard drinking became the order of the day, and the pair's combined earnings couldn't keep pace.

Then there was trouble with the law—a break-in, stolen tools, and the jobs were gone.

Tim Pat did not blame himself, or even Joe, but stuck by his friend, plotting vengeance against his former employers.

A payroll robbery, he thought, would cure all ills. Soon the plans were made.

One thing soon stood in the way of the perfect crime—both men had the strongest and most identifiable of accents so the two set out to learn the unsubtle inflections of true ocker speech.

Well practised in their new language, they set out for Newport on pay day, with every confidence and two sawn-off shotguns.

With impeccable timing they produced the guns and confronted the stunned pay clerk: "Orright mate, give us the money or we'll blow yer bloody 'ead orf".

Then **they** were stunned, as the pay clerk replied: "You're Irish, aren't you?"

Tim Pat stopped in his tracks, and the hardened Joe could only mutter: "How do you know?"

"No worries," said the by now calmer pay clerk. "You've sawn off your shotguns at the wrong end."

(\*) Buroo—the unemployment bureau.

(\*\*) Cobh — pronounced Cove, once Queens-town.

---

*The characters are fictitious, and any resemblance to any one living or dead is purely coincidental.*

*Contributions are welcome—the year's best short story will win its author a \$10 book token, as well as our normal payment for published items.*

# COLLARED!



**It's not unusual out Blackburn way to see Norm Rashleigh hurtling around the block at the end of a lead attached to his Labrador's neck.**

Otherwise he says he leads a fairly quiet sort of a life away from the office.

Mr. Rashleigh is VicRail's Assistant General Manager (Finance and Administration). He joined VicRail as a junior clerk in 1937.

Mr. Rashleigh has spent his whole railway career in the one branch, Secretary's, which must be some sort of a record.

His other VicRail record—he was the shortest serving VicRail Secretary, having the position for three months before being promoted.

Mr. Rashleigh was born in Box Hill in 1921. He was educated at Mont Albert Central, Box Hill High and Scotch College. He got his Diploma in Commerce from Melbourne University.

There was no railway background in his family, "but I was completely devoted to railways from a very early age," he said.

Perhaps living not far from Box Hill station and having his own train set gave him the impetus.

His wife, Audine, has a railway background covering four generations and his son David is with the VicRail marketing division.

His only break from VicRail was serving with the RAAF during World War 2.

He survived two air "prangs", one into the sea after engines had failed, (they missed the airstrip by 200 yards) and a hurried belly landing several minutes after a take-off.

He married in 1946, before discharge from the RAAF. This year Mr. and Mrs. Rashleigh celebrated their Pearl (30 years) wedding anniversary.

In his spare time he likes listening to light and classical music, and enjoys walking, reading or being the handyman about the home.

His wife is involved in an auxiliary for the seeing eye dogs, and finds that this fully occupies the time left over from the normal activities of running a household.

On the Railways Mr. Rashleigh says: "I have lived through at least 20 years of severe frustration because of the lack of money from the governments.

"In 1972 I thought we had turned the corner, as the governments' attitudes seemed to become enlightened and money was being made available more freely.

"But right now we just don't know the money situation.

"We're still waiting for pious pronouncements of policy to be turned into realistic allocations of hard cash."



● One of the wartime air crashes survived by MR. RASHLEIGH.

# One false step . . .

by Pat Vaughan

**The alarm sounds at 6.30, and John Smith, eyes barely open, leans sleepily over to halt the clamour.**

The visitors overstayed their welcome last night, and all he wants now is a few minutes more sleep.

An hour later his wife stirs: "Hurry up John. You're late."

"Oh hell," he moans. "Monday. . . work. . . late."

He throws on his suit, and rushes out.

At Flinders Street he twists his ankle, almost falling off the tram in his impatience.

The pain adds to his rising anger as he hobbles to the ticket barriers.

"Ticket, sir?"

"What?"

Who is this little uniformed pest?

Doesn't he know John's late? Is it his job to make John later still? Damn him!

John brushes the ticket collector aside, and rushes down the ramp.

His train is waiting. Good.

"Williamstown train on platform seven now departing. Stand clear please. Stand clear."

Blast. John runs down the ramp as fast as his ankle lets him.

A whistle, an answering toot—and the train starts to move. He can still make it.

He is on the platform, hand clutching the door handle. "Open, you blasted door."

The train accelerates. He jumps, stumbles, falls.

A woman screams as a wheel crushes his arm, his head battered against the platform. Another wheel, and blood explodes from his mangled leg.

John Smith was LATER than he would have been had he just a little more patience.

John Smith, 40 years young, wife, three children, normal everyday citizen, was no more.

*The characters are fictitious. Any resemblance to any person, living or dead, is completely coincidental.*

*But how many everyday John Smiths risk their lives this way?*

*Hundreds do at Flinders Street alone every morning and evening.*

*A moment's impatience, overconfidence, or just plain stupidity could mean injury or death.*

*Are you one of them?*



## ... and a voice of anguish . . .

*from Train Travellers Association president, Frank Casey.*

**The true story of Tom is a typical grievance—which the TTA believes can be overcome.**

The Flinders Street platform 1 control box telephone rings, and the announcer says: "The 5.21 Lilydale train will be about seven minutes late."

Tom realises the 5.26 Mooroolbark will be late too, and goes to catch the 5.23 Ringwood.

On platform 2 the 5.21 Lilydale is announced on platform 1. Pity no-one told the platform 2 announcer, he thinks, as he boards the Ringwood train.

No more announcements—and the 5.21 Lilydale arrives, on time.

Committed to the slower Ringwood train he has to watch the 5.26 Mooroolbark overtake, running express, as he gets home late—robbed of part of his life.

Probably the platform announcer was wrongly advised—highlighting the ineffective communication system.

Almost unpublicised, this leads the passenger to blame the individual railwayman, though he cannot give information he does not have.

But the best intentions are useless while the problem is hidden—more money quickly for Vic-Rail's communications can solve it.

## Suggestions adopted

- Provision of lock-up equipment box  
Dynam at goods office .. .. \$10
- Display of promotional posters in Bendigo  
waiting room .. .. \$10
- Provision of lifting hole in overhead masts .. \$20
- Headbands for Head Office canteen staff .. \$10
- Erection of directional signs at Victoria  
Park .. .. \$10
- Installation of loud ringing telephone bell  
at Fyansford .. .. \$10
- Separate lids for clean-out plugs on loco-  
motives .. .. \$10

# A real pressure job

**Traffic Branch staff officer is often called the toughest job in the Railways.**

Beside administrative duties, there is the constant worry of a sudden strike.

When that happens—and it could start with a phone call in the middle of the night—the staff officer is thrown into the middle of the dispute.

Ray Pearson, who has had plenty of experience in this field, retired as staff officer in April.

“The job was a challenge,” he said, “but it put a lot of pressure not only on me, but on my family life”.



*“I met the challenge”*

Ray, 64, started at head office in 1928, just before the depression.

In 1930 he went to the district superintendent's office at Seymour.

Ray vividly remembers the depression: “Because of unemployment, single men were rationed one week in four without pay, while married men lost one week in six.”

He returned to head office in 1938.

With the war came a vast change in VR staff—with much of the male population fighting overseas, women were drafted into the Railways.

Until then, men had done all the typing and shorthand.

In fact, it was considered a prerequisite that men in administrative areas could do both.

“The introduction of women brought more out of the men,” Ray said.

“The attitude of the women was very good—possibly because most were looking for job satisfaction rather than being in the position of breadwinners.”



*Ray Pearson — “It was tough”*

Another result of the war was the development of the union's industrial power.

Ray was well aware of this as he took shorthand, and prepared reports on union deputations.

He was the staff officer's personal clerk at that time, and came close to a nervous breakdown, he said.

Ray said the unions had done much good for railwaymen—“but I can't help but feel that they dictate far too much.”



*“Now they clap me”*

He recalled the 17 week strike when VR lost many of its staff—and those workers who did not find another job went without pay for weeks on end.

Ray was also secretary of the head office enquiry board, which prepared accident reports.

He was highly regarded by management and staff alike—among the large gathering at his retirement presentation was an old adversary, Mr J. J. Brown, once State secretary of the ARU.

“I'm not here as a VR Board member,” Mr Brown said, “I'm here as a friend and admirer of Ray Pearson.”

# Ron's mark paid

One of the Victorian Railways Institute's best known identities, Ron Baggott, has retired.

Bruce Pearce, has taken over as VRI Manager.

Ron, a railwayman since 1933, joined the VRI in 1958, after a spectacular football career with Melbourne.

As a centre half forward he played about 140 league games, kicking almost 350 goals.

He was a member of Melbourne's 1939, 1940, and 1941 premier-ship teams, and played for Victoria in 1939.

From 1945 to 1948 he was captain-coach of Brunswick, and then returned to Melbourne as assistant coach until 1964.

Ron also played district cricket for Northcote.

Bruce Pearce joined VicRail in 1957, and came to the VRI in 1973.

An A grade tennis player—representing the VRI at every inter-system carnival since 1958—he also played football for the Seymour, Sunshine, and Albion clubs.



● Ron Baggott



● Bruce Pearce

## Just loco about North Melbourne

**Frank Moore, 63, retired on April 5 after 38 years at North Melbourne Loco.**

He started in the car and wagon shop as a labourer, in 1937, and soon moved to the old steam locomotive depot as a clerical assistant.

Among many changes, he has seen out demolition of the old loco shed-building the new, and the introduction of diesel locomotives.

Frank was secretary of the loco football team for 14 years and went on many interstate football carnivals, including the 1959 trip to Launceston, when he was president.

He also umpired VRI cricket matches.

He was also involved with organising the renowned Loco Picnic, attended by hundreds every year.

Self Denial Benefits, designed to assist sick or injured workmates, and the Retiring Fund at the Loco depot, are other areas where Frank played a vital part.

Frank is a keen punter and will be going to race meetings about four times a week. He bets on the place with success. But he won't say how successful.

He lives at North Melbourne with his wife Hazel. They have two daughters, Karen and Christine, who are both school teachers.



● George Seymour

## By George - he's off!

It's not as though George Seymour was in a hurry to get away—but as soon as he had his retirement farewell he was on the road to his new home in Rye.

At 60, George was ready to enjoy his retirement.

Golf, fishing, gardening and plenty of time with his wife, Valerie, and three married children and seven grandchildren was enough to lure him away from the daily work routine.

Country travelling is high on his priority list and most of it will probably be done by train.

George started with VR in 1932 at the North Melbourne Car and Wagon Shops.

July 1945 saw him driving steam trains, by November the same year he was into electrics.

He became a training driver on the L class locos in 1952, mainly on the Traralgon lines teaching young drivers.

He's been through the ranks of the Electric Running Depot and reached the position of electric running superintendent.

George supervised the running of the Duke of Edinburgh's train to Morwell in 1956.

"I have some regrets about leaving, but none about having worked with the Victorian Railways," he said.

# Last man in hall of fame?

**Eric Hall, 65, may hold a record that will never be beaten—the last man to complete almost 51 years with VicRail.**

When he retired on June 3 he was the last serving member of the former Auditor of Receipts Branch, which amalgamated with the Accountancy Branch in 1931.

Eric joined VR as a lad of 14 at the princely wage of 22/6 a week.

For the last eight years he saw most of the system as a travelling audit inspector, and many railwaymen will remember him as a member of 16 consecutive Victorian first aid teams.

He'll still be in the public eye—he's been a member of the St Kilda Band, on the tenor horn, for the last 32 years.

Eric is vice-president of the band, and plans to keep playing as long as possible.

His retirement will be well filled—other hobbies include dancing as well as stamp, coin, and bottle collecting.

An active member of the Australian Transport Officers Federation for about 30 years, he is pleased with VR's present business-like attitude.

He feels it is already understood and appreciated, particularly in country areas.



... Still working on his last day, Eric Hall gives typist Gea de Gunst some more work.

## Time ticks away



**It's absorbing—in 1930 the old Signal and Telegraph Branch was absorbed by Way and Works and now the last of its staff are being absorbed by retirement.**

Time is catching up with the untiring trio of Wally Ewin (centre), Arthur Nash (left) and Len Beck.

Between them they will have given 147 years service to VR.

Wally started with VR in 1926 as a lad laborer, Arthur in 1927 as an apprentice fitter, and Len in 1928—another lad laborer.

Wally has just retired, Arthur and Len plan to retire soon.

All were earning 3/3 a day—and just 1/1 during the depression.

They have played their parts in the development of signal boxes, interlocking machines, and conversion from mechanical to power signalling.

## Short of space

**Details of retirements and deaths are now a regular feature of Weekly Notice instead of Rail Ways.**

Rail Ways will still feature stories on some of the more notable retirements—but, because of the ever increasing demand for space, we cannot publish the lists.

# WHERE ARE THEY ?

HERE ARE PHOTOGRAPHS TAKEN IN NINE DIFFERENT COUNTRIES. If a V.R. employee can identify the countries correctly he or she could receive a \$10 book token.

Entries should be sent to the Manager, Public Relations, 67 Spencer Street, Melbourne 3000, as soon as possible.

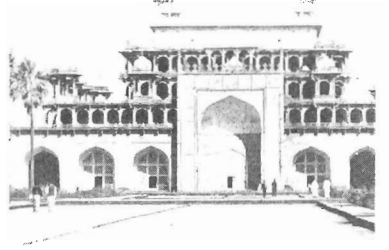
*In the event of a number of people submitting all correct answers their names will be put in a hat and the winner's name will be drawn. The adjudicator's decision will be final and cannot be the subject of correspondence.*



1



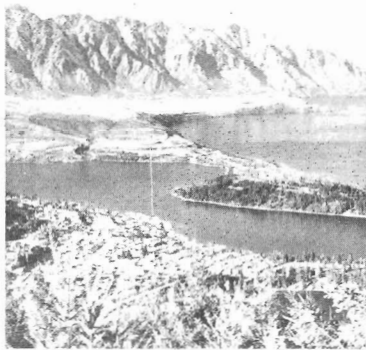
2



3



4



5



6



7



8



9

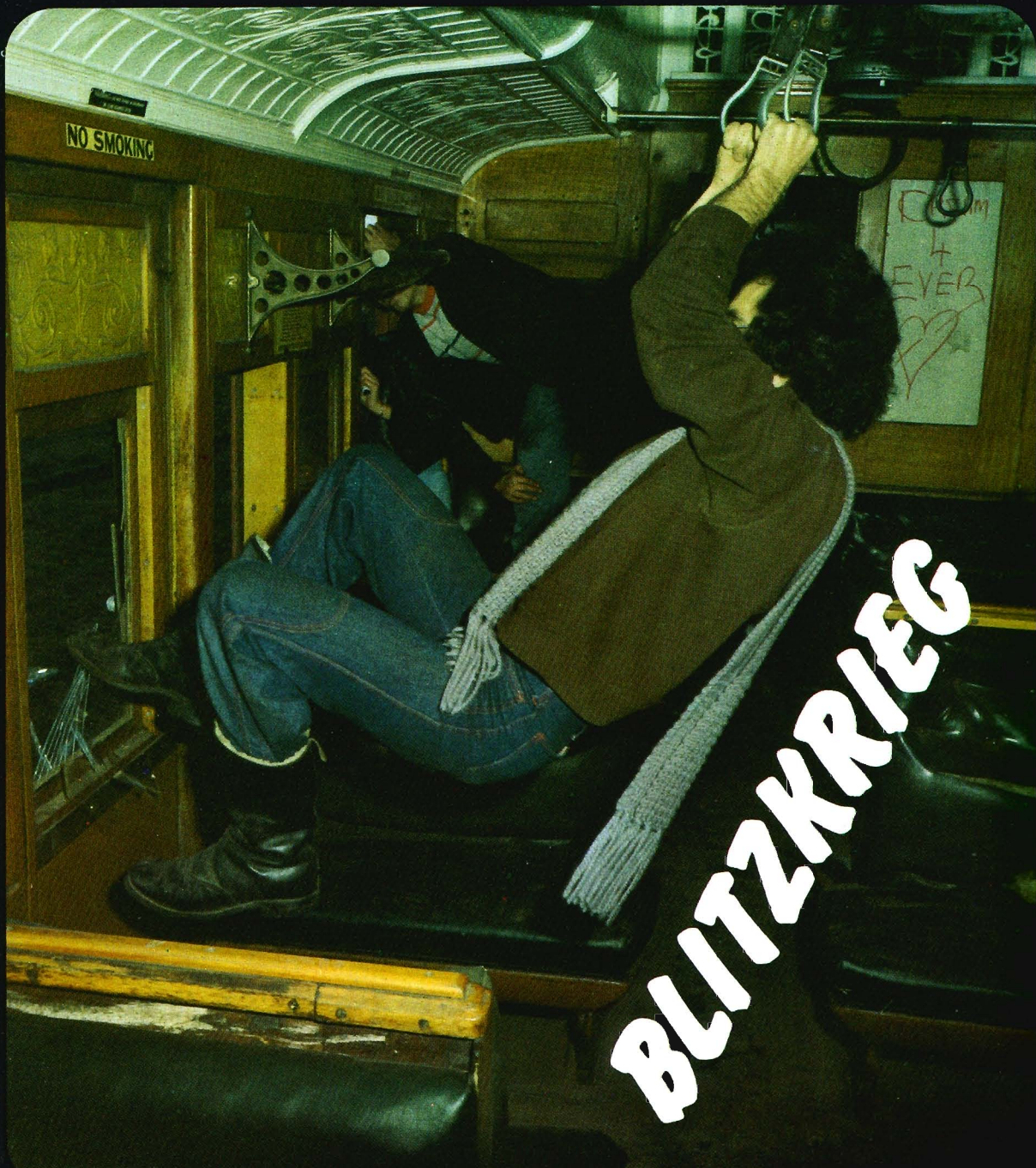




# Rail Ways

10 CENTS

SEPTEMBER 1976



**BLITZKRIEG**

**IN THIS ISSUE**

- 140 News in brief.
- 141 VicRail Board.
- 142 News.
- 143 Radio tests on trains.
- 144 Centre spread.
- 146 Short story.
- 147 Get to know us.
- 148 Customers say.
- 149 Hong Kong's underground railway.
- 150 Steam preservation.
- 151 Migrants recall 1952.
- 152 Where are they?

**FRONT COVER**

More than 1000 people are being prosecuted after Operation Winter—VicRail's biggest ever blitz on larrikins. This picture—and its counterpart on page 139—was specially staged by VicRail staff in condemned carriages at Newport Workshops.

**ESSENTIAL GLOSSARY FOR SOME PUBLIC SERVANTS**

**IT IS IN PROCESS**—So wrapped up in red tape that the situation is almost hopeless.

**WE WILL LOOK INTO IT**—By the time the wheel makes a full turn, we assume you will have forgotten about it too.

**A PROGRAMME**—Any assignment that can't be completed by one telephone call.

**EXPEDITE**—To confound confusion with commotion.

**CHANNELS**—The trail left by inter-office memos.

**CO-ORDINATE**—The guy who has a desk between two expeditors.

**CONSULTANT**—(or expert)—Any ordinary guy more than 50 miles from home.

**TO ACTIVATE**—To make carbons and add more names to the memo.

**TO IMPLEMENT A PROGRAMME**—Hire more people and expand the office.

**RAIL WAYS**

The VR Board publishes Rail Ways every month for the information of its staff and customers.

It is printed at the VR Printing Works, North Melbourne.

We invite contributions—both stories and pictures—from our readers, and a fee is paid depending on the type and amount of material published.

Prints of many of the pictures are available from VR Public Relations.

Contact us at room 59, VR Administrative Offices, 67 Spencer Street, Melbourne 3000. Telephone 6 1001, ext. and internal auto 1367 for pictures and subscriptions, or ext. and auto 2397 for editorial.

Editors are welcome to reproduce material with or without acknowledgement.

# Traffic Branch splits

**Traffic Branch—which controls train operations generally—is being split in two.**

The new Branches will be known as Traffic and Freight Handling.

Detailed planning is now under way, and is expected to be completed next month.

The restructuring, designed to give detailed control to the varied operations, follows a study of the existing Branch carried out with the assistance of management consultants, McKinsey and Co.

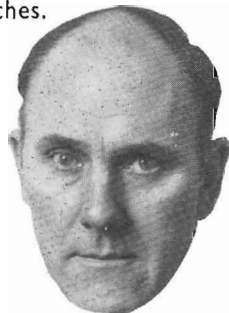
With the split, VicRail will have 12 Branches.



**Former assistant chief mechanical engineer, Mr Alf Nicholson, will head the new Freight Handling Branch, and is on special duties to organise the Branch.**

He is replaced as assistant CME by the former manager, Newport Workshops, Mr Les Rolls.

Freight Handling will be responsible for Melbourne Goods and surrounds, the new State-wide regional freight centre concept, and other VicRail goods handling areas.



**Traffic Branch will continue under the present Chief Traffic Manager, Mr Mike Ronald, and will be responsible for all other operations, including train control.**

Suburban passenger operations will become a separate entity under Traffic, and will have a special industrial officer.

Traffic will also consolidate VicRail's main line operations.

The remainder of the branch—districts, administration, and so on—will be largely the same.

## Where were they?

**The perfect score is still as far away as ever.**

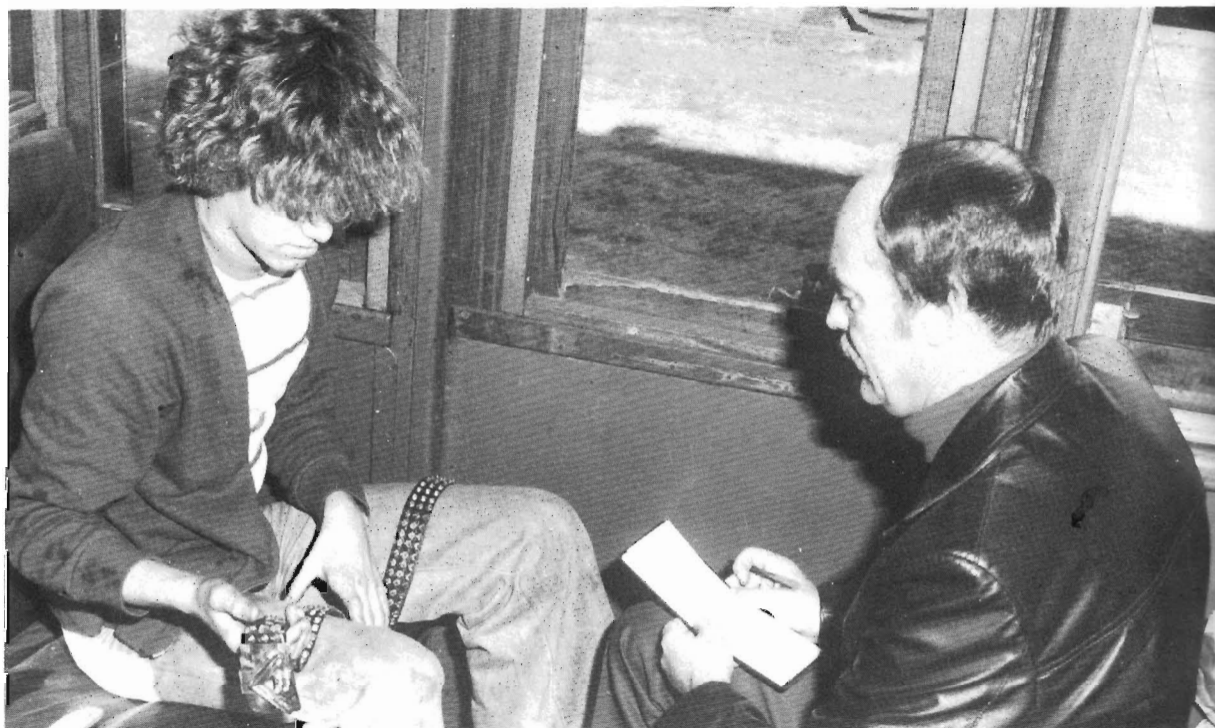
No entrant has managed to nominate every country correctly in our competitions so far.

The July competition prize again is pro-rated according to the number of correct answers.

Two entrants finished up with the same total—and the winner's name was drawn from a hat.

He is Mr F. Donovan—who works at Unity Hall.

The answers were—1) Addis Ababa, Ethiopia; 2) Florence, Italy; 3) Lugano, Switzerland; 4) Bavaria, West Germany; 5) New York, USA; 6) Athens, Greece; 7) Zanzibar, East Africa; 8) Mombasa, Kenya; 9) Hong Kong.



# IT'S WAR ON VANDALS

**Operation Winter was hot stuff.**

The State's biggest ever railways-police blitz hit the Melbourne suburban rail system on July 16-17, and, in just two days, investigation officers netted 897 offenders for 1137 offences.

The Victoria Police caught at least 100 more.

**Police from 10 metropolitan divisions and RIOs patrolled trains.**

They were backed up by police cars and the police dog squad.

Ticket checkers manned barriers at major stations to detect ticket cheats.

Most of the offences were unspectacular—travelling without tickets, feet on seats, and so on—but arrests included a group of skinhead girls armed with flick knives and three girls who stole and burned a youth's birth certificate.

Investigation division chief, Bill Ainley, led the blitz.

The operation was highly organised—a plain clothes policeman on a train near Nunawading was able to radio D24 after stones had been thrown at the train, and police cars were on the scene to make an arrest within minutes.

**Ticket cheats were trapped because many station booking offices usually unattended at nights were manned during the blitz.**

Thousands of prospective trespassers at Victoria Park—reports say up to 6 000 people usually

cross the tracks there after a Collingwood match—were turned back by RIOs and police on the Saturday afternoon.

Many offenders gave false names and addresses—but a special information bureau set up at head office by VicRail prosecutor, Theo Cochrane, meant checks were quick and easy.

Bob Staveley, also a prosecutor, manned an interview room at Flinders Street specially for the operation.

**The first offender from the blitz came before Lilydale Court on July 20—and was fined \$200 for putting his feet on a seat, travelling without a ticket and giving a false name and address.**

More blitzes—including the frequent efforts of VicRail's special operations squad—are planned.

Mr Ainley praised the police cooperation in Operation Winter, and this will feature in future stages of the crackdown on larrikinism.

# DB on the line!

**Plenty of odd things have happened under the clocks at Flinders Street.**

Radio 3DB's Ric Melbourne might have hosted the grand-daddy of them all.

For four hours last month he turned the station's famous entrance into a zany radio studio.

From 5 am crowds started to mill around the lively little disc jockey as he chortled across the air waves with his bubbly, wise-cracking breakfast show.

It was part of DB's campaign to take radio into the streets.

Commuters joined in his piercing "waaake up" catch-cry—encouraged by a champagne breakfast, free gifts, and the latest records.

Ric has since moved to 3KZ.



## Minister approves transport survey

**The State Transport Ministry has approved a survey of the travelling habits of train travellers.**

The Minister, Mr Rafferty, said the survey is aimed at improving facilities to get people to stations, and, to provide more car parking and bus bays at stations.

He said, "There are 14 000 free parking spaces at suburban stations—the Government plans to lift this to 25 000."

"We want more people to use public transport, and our survey will be part of the overall scheme to bring this about," he said.

He said he had recently approved a contract for \$55 459 for a new park for 228 cars at Essendon station.

## QR gets a new boss

**Queensland's Commissioner of Railways, Mr A. G. Lee, has retired.**

Former QR General Manager, Central Division, Mr P. J. Goldston, is the new Commissioner.

Mr Lee had more than 50 years service with QR.

He started his career as a junior clerk at Rockhampton.

He became Commissioner in 1962.

Mr Goldston started his railway career as an apprentice fitter in Mackay 37 years ago.

## Parcels get a loopy package

**VicRail road parcels vans, private couriers, and truck operators will soon have a new venue to unload their wares at Spencer Street.**

Railways special works gangs are building a new flyover behind head office to accommodate road parcel vehicles.

Between this roadway and the suburban tracks leading onto the viaduct, a parcel loading dock will be built.

The roadway will be 12.8 m (42 ft) wide.

The 'cobble stones' will be used as the entrance and exit to this area.

The present parcels office will be revamped and incorporated in the new plan.

Work on the project began in May.

It is hoped the project will be completed by the end of the year.

The Melbourne underground rail loop works help to spur on the project.

Platforms 9 and 10, now used for parcel traffic, will be used for underground trains passing through Spencer Street.

Platform 8 will be the new parcel train platform. It is being extended by about 79 m (260 ft).

Cable works in connection with the underground are being carried out.

The cables will connect a new signal box, now being built at the end of platform 14, to the new train control centre (Metrol) to be built in Batman Ave.

# Finance priorities set

The VicRail Board has advised the State Government of its capital investment needs over the next five years.

There are three priorities, chosen in view of overall plans and objectives.

They are—

- Works already committed and continuing programs essential to the system's operation,
- New works essential to retaining and developing markets, justified by financial return or social cost-benefit ratio,
- Other projects.

A detailed report has been submitted to the Government—the outcome depends on the finance available.

## Ready to order new trains

Specifications for new suburban trains are being finalised to allow tenders to be called by the end of this year, if finance is available.

Government approval will still be needed.

A working party under the chairmanship of the then assistant chief mechanical engineer, Mr A. Nicholson, reported to the VicRail Board last year, and Mr Nicholson has since travelled overseas to study suburban carriage design.

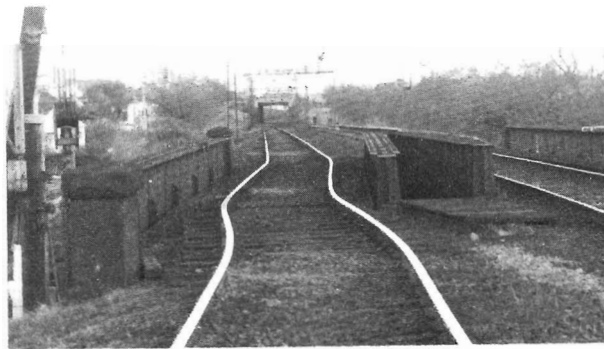
This year the Board has reviewed a number of changes in carriage design, particularly seats.

## Help for the Handicapped

The VicRail Board has approved the provision of facilities for handicapped people at a number of suburban stations.

The facilities include portable wheelchair ramps.

Planning for all new and reconstructed city stations will include the minimum practicable number of toilets for handicapped people.



Buckled tracks at the Ascot Vale Bridge this month.

## Load limit worry

A national study on loads limit for large road vehicles has serious economic and safety consequences for VicRail.

The study, from the National Association of Australian State Road Authorities, recommends significant increases over the existing Victorian limits.

The VicRail Board feels higher vehicle limits would endanger public safety—cases of road vehicles hitting rail bridges are already commonplace—and would also divert a good deal of freight from rail to road.

Time to allow railways to become more competitive—with enough capital for improvements—before new road limits are approved is also vital.

The Australian Railways Commissioners have also considered the NAASRA report.

The study is still under review by the State Minister of Transport and is a matter to be handled by the Australian Transport Ministers' Advisory Council.

## For the record. . .

Other major VicRail Board news for the first six months of this year includes:—

- Annual Report (Rail Ways May)
- Suburban train stabling (Rail Ways May)
- New Branch (Rail Ways May)
- Metropolitan train control centre (Rail Ways March)
- Fare and freight rate rises (Rail Ways July)
- Traffic Branch restructuring (this issue)
- Freight accounting system (Rail Ways June).



# Bike bags a bright future

**"Bicycle Bill" Ingram strolled into VicRail's head office the other week with a mysterious green canvas bag.**

Forty-five seconds later the bag, Cinderella style, had become a bicycle.

But the Bickerton bike was no fairy tale.

VicRail advertising officer, Adrian Van Noorden, pedalled the newly unfolded machine along the ground floor corridor towards passenger operations.

Passenger operations manager, Fred Blencowe, was impressed by the compact bike.

VicRail has agreed to carry the folded bike without charge on suburban trains.

It is fully portable—quite different from other folding bikes on sale in Melbourne.

The Bickerton is a success in England, where limited supplies have been on the market for about two years.

Rail Ways asked teleprinter operator, Judy MacKenzie, to test the "portable" claims.

She found the eight kg bike easy to carry—not too hard for a young lady to put on a luggage rack.

It's just another bag to carry through the barriers.

With the advanced gears and enough energy you should be able to get up to 50 km/h on the flat.

The bike is the brainchild of Harry Bickerton, a former engineer with Rolls Royce and De Havilland.

The standard bike will retail for \$199—details from Bickerton Bicycles (Aust) P/L, 45 Bell St, West Heidelberg.

Maybe the team of VicRail and Bickerton could make getting to work quicker, easier, and definitely more fun.

● *In case you're worried about losing your bike—whatever the make—a new Melbourne company will register bikes in much the same way cars are registered.*

*More details about the scheme from Mr K. J. Petersen, Bicycle Register Company, PO Box 306, Cheltenham 3192.*

*Judy MacKenzie unravels the Bickerton bike at Spencer Street Station.*



## Cans canned

**No more aluminium cans to Essendon station, please.**

Staff, under the guidance of station assistant Mrs O'Connor have been collecting cans to aid cancer research, but Mrs O'Connor has now transferred to Glenbervie, where there is no storage space.

She thanks everyone who has helped after her appeal in Rail Ways February 1976.

## Contract OK

**The State Government has approved a \$2.4 million contract with Otis Elevator Company for escalators and lifts for Museum station.**

Acting Transport Minister, Mr J. Granter, said this would allow the station to be ready before the end of 1979, when the Burnley loop lines were expected to be ready for use.

He said all the piling work, about threequarters of the excavation and about one quarter of concrete work, were completed at Museum.

## BR fares up

**British Rail has lifted its fares to meet its obligation to cut Government support for the network, according to International Railway Journal.**

The 12 per cent rises are expected to raise another \$43.2 million a year.

Rises last year raised an extra \$126.8 million in revenue.

To offset traffic cuts (because of public reaction to the latest increase), some new reduced fares, for pensioners, children, and so on, will be introduced.

# Radio tests start on trains

**VicRail has been making feasibility studies into a multi million dollar radio communication system for its suburban train fleet.**

Last month a two carriage silver train, equipped with signal strength meters and recorders to plot the strength of radio signals travelled around the metropolitan area.

The new system is in line with world trends in train to control communication.

Immediate action can be taken on delays, breakdowns and accidents, enabling approaching train drivers to be forewarned and faults rectified quickly.

Vandals will also be put on the spot.

Any sign of misbehaviour will be reported while the train is in motion and police will be waiting at the next station to arrest offenders.

## Sophisticated

Communications engineer, Roy Turnham, says the proposed system "is highly sophisticated."

He said, "Unlike radio taxis, train drivers will be spoken to individually, although if necessary several trains can be called at once.

"A control panel will automatically display the identification on the train calling, queue these in sequence and display the nature and priority of the call" Mr Turnham said.

Special techniques have been incorporated in the design to allow multiple base stations to operate without causing each other interference and eliminating dead spots.

This will give the metropolitan system a 100 percent radio coverage.

## Underground

Mr Turnham said the advent of the underground rail loop spurred on investigations into train radios.

"In the event of disruptions in the underground train controllers can directly control the situation through the radio channels," he said.

A special type of coaxial cable will transmit messages through the underground, outside the underground normal radio masts will transmit the messages.

It is hoped the radio communication system will be basically operating by the time the first trains run in the underground.

---

*A very important part of the radio scheme—one type of coaxial cable being studied for use in the underground loop.*

---



## Travel goes metric

**Getting away from it all on your next holiday?**

Whatever you do, it's going to be hard getting miles away from anywhere—because travel and tourism are going metric.

It's all part of the Metric Conversion Board's conversion program, which has been under way for more than six years.

You're probably used to the metric distances on the VicRail route map now, and your local service station will be selling petrol by the litre soon if it isn't already.

In fact, most measures used in tourism are metric already, and the industry is simply being asked to make sure metrics are used all the time.

Most countries around the world are going, or are already, metric.

And, if you're not quite sure what the metric measures should be—next month Rail Ways will have a list of some of the most important ones.



# In black and white

with DAVID BRUNTON

From The Herald.

**W**HEN the 3.57 "flier" to Frankston was nine minutes late yesterday, many of the passengers thought they smelt a rat...

They did.  
That's why the train was late.

Yes, hundreds of rats regularly commute on the train to Frankston.

They always get off at the Parkdale Station, and then carry on to the CSIRO's laboratories down that way.

They're often accompanied by mice and Guinea pigs — all comfortably accommodated in large crates.

But yesterday's consignment of rats had a big personal problem.

In fact, it wouldn't be unfair to say they ponged like polecats.

And that's what caused the trouble.

The driver refused to leave Flinders St. with more than half his passengers suffering from body odor.

So the rats were off-loaded and the train left nine minutes late.

They organised an alternative booking for the rats later in the day — in a compartment well away from the driver's end of the train.

I'll tell you what, it's a dog's life being a rat these days.

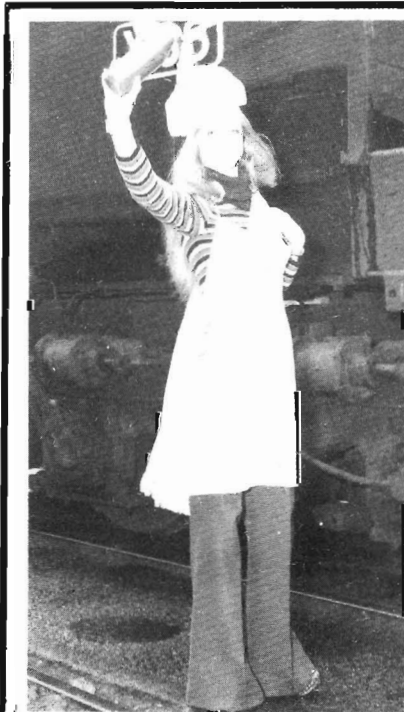


# GLORY -



An actor keeps a watchful eye on last passengers before whistling off train.

# THAT



# Beanz mean

Someone called it a remake of "Go

The occasion was the ceremonial send-off of the Heinz Great Train Load from Dynon to Sydney.

The 213 m train carried the greatest single consignment of consumer goods ever on VicRail, in 14 VLX box vans.



# WITHOUT POWER

**D3 639 has had its moment of glory—without power.**

The retired steam loco had to be towed into position for its role in the ABC's top-rating "Power Without Glory."

On television there will be nostalgic clouds of smoke and steam—but they come from a smoke generator.

And when the train moves an F class diesel shunting loco provides the power.

Episode 18 of the series features the start of an interstate journey from Spencer Street. It includes vintage train carriages, as well as D3 639.

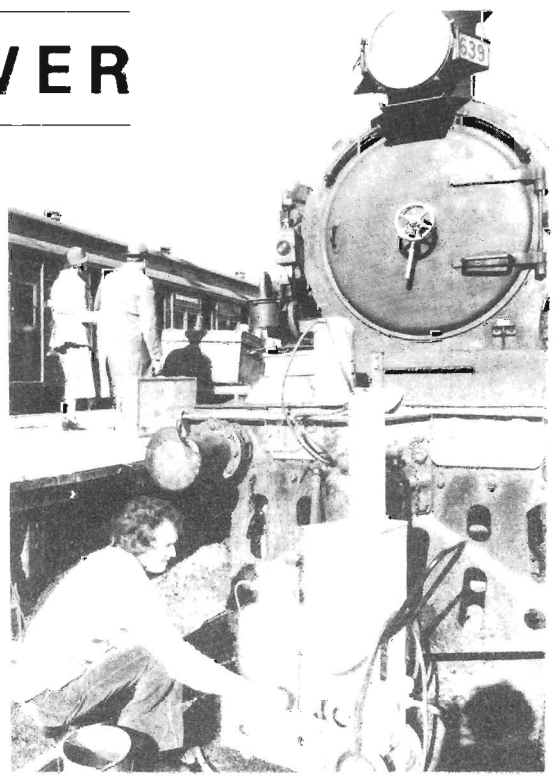
It was filmed at the tarpaulin snop platform at Newport Workshops, and represents Spencer Street 50 years ago.

Newport workshops staff cooperated with the ABC crew to provide 10 carriages, the locos, and other props—including platform seats and trolleys—to help set the scene.

Public relations staff helped with research to provide authentic signs and other details.

VicRail has also helped with a number of other episodes.

Watch for this one on October 18.



*An ABC technician sets up the smoke generator at Newport as actors await the "action" call on the platform.*

# S NEWPORT'S OLD TIMER



## z trainz

ith the Wind".

e load was 64 201 cartons—  
000 cans—of Heinz goods  
sold through David Hold-  
outlets in NSW in a Great  
Load special promotion.

Rail graphic designer, Fe-  
Smith, (left), launched the  
with a bottle of tomato



*John West, played by Martin Vaughan, (second from left) is about to board the train.*

# The train misser's club

By John Townsley

**Several years ago a group of responsible Melbourne journalists, worried that they were getting home too late at night, formed the Train Misser's Club.**

It was something like the Train Travelers' Association. There were no rules—all one had to do was miss his train.

We held a general meeting in Young and Jackson's, opposite Flinders Street, once a month.

Armed with outdated timetables and glasses of beer, we watched the peak hour commuters struggle across the road and into the station.

We each tried to calculate how long it would take to crack the last bad joke, get out of the bar and across the road.

It was all very experimental.

When we farewelled him from Spencer Street for his new job in Sydney, he missed the train.

We consoled him, chipped in for his air fare, and he flew off two days later after a 24 hour air strike.

A leading reporter won the Train Misser of the Year Award for misreading his own instructions.

He would sit a newspaper on his lap with a pencilled arrow towards his destination before falling asleep.

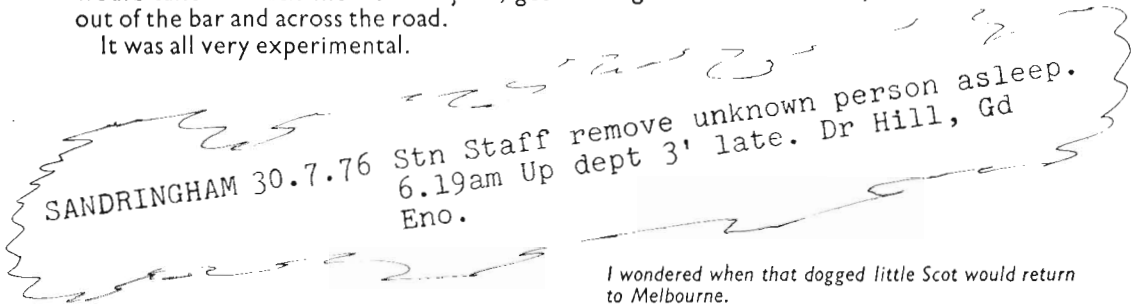
With uncanny timing he used to wake up one station beyond the destination.

One day he absentmindedly turned the paper round, woke up short of his station, and raced off to catch another train.

He realised what had happened when he got back to Flinders Street.

I won the Knight of the Year Award for gallantry to a lady in distress.

I was standing in a crowded carriage, and I watched fascinated as a sleeping youth's head fell slowly onto the lap of the girl sitting next to him.



Invariably we missed our trains, and had to go back to the bar and try again.

A little Scotsman held the record of 10 unsuccessful tries in one day, finally catching a train 10 minutes after closing time.

Within months we had to form the Overshoot Your Station Sub-Committee.

He who overshot his station most times in a month was President for the next month.

I overshot Bayswater and finished up in a hotel in Fern Tree Gully a couple of times.

But I couldn't beat that dogged little Scot.

In four months he managed to wake up at almost every outer station on the suburban network.

*I wondered when that dogged little Scot would return to Melbourne.*

She turned bright red, and, moved by compassion, I tapped the chap on the shoulder.

He awoke, and said: "Sorry love, wrong lap."

Then he asked: "When's Blackburn?"

I said: "Next stop".

He woke up again three stations later, and asked: "Is it Blackburn yet?"

I said: "Two stops back," and watched him struggle desperately from the train.

He was a good candidate for the Train Misser's Club.

*Note—The characters are real, and any resemblance to fiction is normal journalistic practice.*

GET TO KNOW US  
number five



Recognise the Catalina bomber pilot? He is now Secretary for Railways—Mr Clive Miller.

## Come fly with me!

Ever heard of the “Miller special”—don’t worry, not many people have, but it does exist.

It was a jazzy little sports racing car, with a tube chassis, streamlined fibre glass body and a supercharged Ford zephyr engine.

It was the only one of its kind and was painstakingly built by hand by VicRail’s Secretary, Clive Miller.

Just before completing his car, Mr Miller was involved in a ‘tumble’ in another car during the Armstrong 500 at Phillip Island. The crash brought an end to his ten year racing career, although he is now a steward with the Confederation of Australian Motor Sport. The “Miller special” was later sold.

Nowadays he still tinkers with cars and drives his own bright orange Alfa Romeo—“I like cars with go”, he said.

During his career he drove such machines as the MG-TC, Austin Healeys and Frazer Nash, having his fair share of wins.

Born in Geelong in 1917, Mr Miller attended local schools before moving with the family to Caulfield and continuing his education at University High School.

He joined VicRail in 1933, as a 16 year old messenger boy in the Secretary’s Branch. He has been in that branch ever since—always having worked on the first floor of head office.

In 1940, he joined the RAAF and soon found himself in Port Moresby on the day the ‘Japanese started the war’.

Bombing raids, reconnaissance flights, night flying became the order of the day, every day until the war ended.

He recalls “one day the Japanese became very nasty and put up night fighters.”

With all but one motor shot out, fuel tanks holed and flying at 600 ft instead of 8 000 they made an emergency stop at Salamaua on the

north-east coast of New Guinea.

The dead motor was patched up enough for take-off under the moonlight, and flying at 100 ft, they finally made it back to Moresby. “The chaps were so pleased to see us that they gave each crew member a couple of bottles of Fosters,” Mr Miller said.

After the war it was back to VicRail, golf, car racing and Christmas dinners on the ground.

---

*A quick adjustment to the V8 engine, and Mr Miller’s sporty machine is ready for a spin.*



# CUSTOMERS SAY...

Rail Ways has more than 45 letters of appreciation on hand from members of the public.

We do not have space to publish them all—but we do publish an occasional selection to offset the frequently uniformed criticism of VicRail staff and services.

“On behalf of the Board of Directors, the camp staff, and myself, I would like to offer sincere thanks for the cooperation the Camp (the Lord Mayor’s Children’s Camp—Ed.) received from Victorian Railways and its officials.

“... the efficient service that the Marketing Branch, the Traffic Branch, and the Refreshment Services (now Trading and Catering Services—Ed.) gave to the Camp during our 1975–76 series. This all enables the children to enjoy their holiday at our Portsea camp.

“We trust that the happy liaison that exists between the Victorian Railways and the Camp will continue for all who attend our camp in future years.”

—Lord Mayor of Melbourne,  
Cr Ronald J. Walker.

Mrs J. Leahy of Eaglehawk wrote thanking VicRail Bendigo staff for their courtesy and efficiency towards the Bendigo contingent travelling to the Lord Mayor’s Children’s Camp.

“I write you regarding a lecture presented to our school by Mr Gary Simmonds, a senior investigator in your Department. . .

“The lecture was aimed at prevention of accidents and vandalism on Railway property. In order to get his point across Mr Simmonds made use of interesting and thought provoking slides.

“It is the feeling of this school that is more programs of this nature were to be pursued many misdemeanours could be prevented.

“Once again. . . I thank you for making it possible to obtain speakers and assure you that we shall continue to try to prevent unsafe and discourteous behaviour on the trains.”

—Principal of Apsendale Technical School, Mr J. V. Connors

(The Railway Investigation Division will be happy to provide a speaker for any school—Ed.)

“As a member of the blind community, I would like to tender my grateful thanks not only for the free travel pass granted me but also for the care and attention my daughter and I received from the train staff on board Spirit of Progress. . .

“The conductor on checking the train evidently alerted the staff on the buffet car . . a young lady in red uniform kindly offered to bring my meal to the carriage. . .

“... at least one member of the travelling public appreciated the services you render. . .”

(The conductor was Ian Mellington—Ed.)

—Mr H. Richey, Ringwood

## Suggestions adopted . . .

- Relocation of parking sign at Electrical Centre, Batman Avenue. \$10
- New speed limit for rail cars between Baxter and Mornington. \$10
- Departmental mail not to be placed in window faced envelopes. \$10
- Inclusion of Departmental telephone number on Inter-Branch correspondence \$10
- Modification to information on Spencer Street station directional sign. \$10
- Provision of W class starter motor test sets at Electrical Depot workbench. \$10
- Identification form for staff employed on strong room duties. \$10

# No mystery on Orient Express

by Steve Nisbet (The Age)

**Imagine an underground railway that pays for itself in 10 years and makes a healthy annual profit.**

A railway where contractors—far from demanding more money to compensate for inflation—are having their payments reduced slightly because costs are more stable than expected.

At Hong Kong these things are either planned or happening.

Some of the contractors working on the city's mass transit railway are having their payments cut because the seven per cent annual inflation built in to their contracts has turned out to be too pessimistic.

Hong Kong's cost of living has hardly risen at all in the last year.

Work on the Metro line began six months ago. The confidence that it will run profitably when it enters full operation in March 1980 is based on Hong Kong's ideal suitability for a mass transit system.

With most of its 4.3 million people squashed into a small area in Kowloon and on Hong Kong island across the harbour, the British colony is one of the densest human settlements on earth.

And in Hong Kong there's no great future for the motor car. Only two places—Gibraltar and Monaco—have more vehicles per kilometre of road.

The managing director of the Mass Transit Railway Corporation, Dr T. M. Ridley, expects the government will bring in measures to restrain the private car population.

"But moves to restrain car ownership always create a tremendous outcry," says Dr Ridley.

"It's easier to say to people, 'We're going to hammer you in this way,' if at the same time we show we're doing something to improve public transport."

**Hong Kong's railway will provide air-conditioned travel at up to 80 kilometres an hour—a great improvement on the 15 km/h or less now averaged by road vehicles on some routes in peak hours.**

A tube immersed in the harbour will take the railway across to Hong Kong island from Kowloon.



*Busy Hong Kong at night.*

The "something" has been talked about in Hong Kong since the mid-1960s.

The first attempt to build an underground railway floundered. A Japanese consortium led by Mitsubishi contracted to build a 20 kilometre line for a flat price (\$850 million) with no escalation cause for inflation.

By last November, the Japanese were insisting on a 20 per cent price rise with escalation clauses on top. The corporation, determined to keep to its original budget, promptly re-issued tenders for a smaller (16 km) railway at the same price.

Dr Ridley forecasts more than one million journeys a day will be made on the underground in the 1980s.

In Hong Kong business is king and subsidy is a dirty word. There is no thought of providing public transport at less than cost as a social service.

But Dr Ridley is not boastful about the expected profitability of the railway.

"Whether public transport pays its way or not depends more on circumstances than on philosophy," he says.

"In affluent countries like Australia where so many people have cars and population density in cities is much less, it is very difficult for railways not to lose money.

**"Even the German and Japanese railways lose money, and they are often praised for their efficiency."**

# Club '52 spans the globe

Twenty-five years ago three railwaymen headed for Germany to hire young men for VicRail.

They recruited 661.

About 70 are still with VicRail and most of the group are still in Australia.

Many of them formed 'Club 52', celebrating the year they arrived.

In 1952, Australia was experiencing an acute shortage of manpower—VicRail had about 3,000 vacancies.

Club presidents have included 'spark' driver Eric Wenckowski, manager station operations Peter Helbig, block and signal inspector Harry Salzwedel, and suburban guard John Krause.

This year Wenckowski, Helbig and Salzwedel hold the club presidency between them.

They are making preparations for a grand reunion on Australia Day next year to celebrate the 25th anniversary of their arrival.

Most of them were between 19 and 21 years when they arrived.

All single then, they were accommodated in boarding houses and batching quarters throughout the State.

After the club was formed Harry Speiss, an engineman at Dynon, designed a badge for it.

It shows the 'Berlin Bear' and a kangaroo holding a life preserver.

*On board ship for Australia, the new recruits learn about VR tickets.*



Only those who arrived from Germany on the ships, Ms Nelly and Ms Anna Salen in 1952, can join the club.

Mr Helbig said he expected about 400 of the men and their families to be at the reunion.

Anyone knowing of an eligible member can contact Mr Helbig for more details by writing to him at 13 Derinya Drive, Frankston, Victoria, 3199.

## Welcome, stranger

**Just joined VicRail? Then a welcome awaits.**

VicRail's education section has a two-day induction course for newcomers in all Branches.

Education officer Bill Hunter says: "It's a way of saying welcome to the Railways—we want you to be part of the team."

Mr Hunter, who controls the course, said it was designed to encourage job interest, develop the best work attitudes and cut staff wastage.

### Discuss

Groups—usually no more than eight people—discuss VicRail's organisation under the direction of an education section leader to find out who's who, and who does what.

VicRail Board objectives and railway history are featured, as well as telephone technique, accident prevention, first aid, and staff entitlements.

The course includes tours of major VicRail installations like the hump yard and the electrical distribution centre, to give newcomers a first hand idea of the industry they have joined.

# Geelong steams ahead

Turning off the Princess Highway at Geelong, towards Barwon Heads, you might be surprised to see any one of five steam locomotives puffing its way around the Belmont Common.

The 1067 mm (3 ft 6 in) gauge railway runs about 1.6 km (1 mile) across grassland and swamp.

The Belmont Common Railway is run by the Geelong Steam Preservation Society, a registered non-profit organisation of volunteers who build and operate the project.

On Sunday afternoons and holidays visitors can ride behind one of the vintage steam engines.

On fire ban days a veteran rail motor operates.

Other locomotives and railway equipment are on display.

The BCR dates back to 1966 when the Australian Portland Cement Company closed its 1067 mm gauge private railway at Fyansford, near Geelong.

The company gave two of its steam locos to the Geelong Division of the Australian Railway Historical Society.

Belmont Common was chosen for the new railway. Later the ARHS set up the GSPS as an independent group.



*PB 15 454 heads off on its first official run at Belmont Common.*

Extensions are planned as finances permit, and the whole area will become a recreational ground with the railway as its main attraction.

Anyone wishing to donate or inquire further about the BCR can write to The Secretary.

Geelong Steam Preservation Society, P.O. Box 166, Belmont, Victoria, 3216.

*Hard at work—VicRail engineman Bob Butrim, the GSPS locomotive maintenance officer.*

## Canners cut costs

**Goulburn Valley Cannery Pty Ltd expects to cut its transport costs by using a new rail container system.**

It is the Railways of Australia Container Express (RACE) low cube pallet system, which complies with standard shelf heights in grocery warehouses.

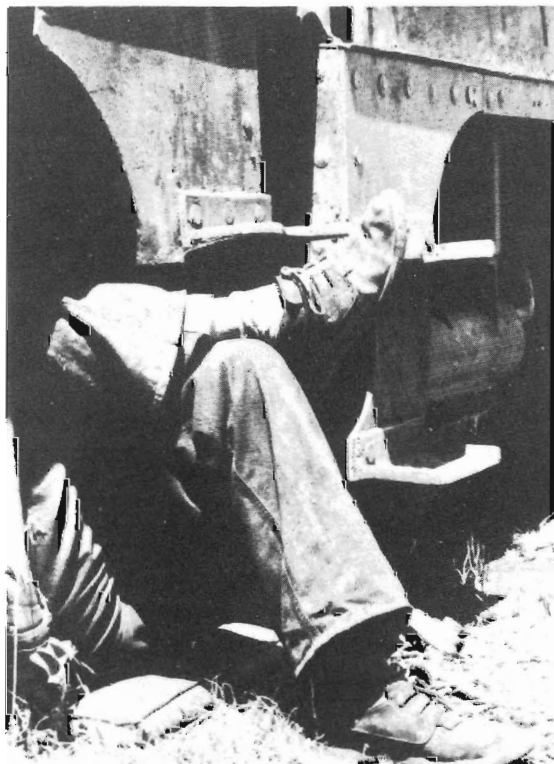
GVC managing director, Mr J. P. Cornish, said this eliminated labor costs involved in restacking cartons.

He said the new system would probably considerably cut damage.

It costs one-third less than the previous system.

GVC national distribution manager, Mr Peter Markeville, said the company was already using RACE to transport goods from Shepparton, Mooropna and Monbulk to Sydney, Brisbane, and Adelaide.

GVC is a marketing company formed by the merger of the marketing divisions of SPC, Ardmona, and Riverland Fruit Products.



# WHERE ARE THEY ?

HERE ARE PHOTOGRAPHS TAKEN IN NINE DIFFERENT COUNTRIES  
If a V.R. employee can identify the countries correctly he or she could  
receive a \$10 book token.

Entries should be sent to the Manager, Public Relations, 67 Spencer Street,  
Melbourne 3000, as soon as possible.

*In the event of a number of people submitting all correct answers their names will be put in a hat and the winner's name will be drawn. The adjudicator's decision will be final and cannot be the subject of correspondence.*



1



2



3



4



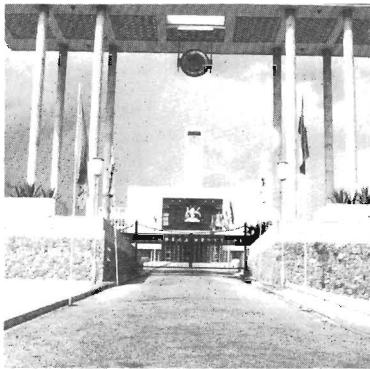
5



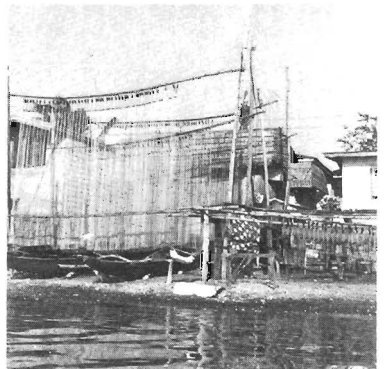
6



7



8



9





# Rail 10 CENTS Ways

OCTOBER 1976



## How canal this be?

### IN THIS ISSUE

- 156 World turns back to rail.
- 158 News.
- 159 Road vehicles and rail bridges.
- 160 Special report.
- 162 Short story.
- 163 Coal means rail at Yallourn.
- 164 Apprentices.
- 165 News.
- 166 Customers say.
- 167 Cover story and metric guide.

### FRONT COVER

A scene at the Moe-based Gippsland Folk Museum.

More details on page 167.

### INSIDE VICRAIL

#### Slow but sure.

That's how the latest issue of Inside VicRail describes the rebirth of our railway system.

Shortage of money keeps the rate of improvement down, and old-fashioned equipment—the red suburban "Tait" trains, for instance—is still with us.

So it's sometimes hard to see just what is being done.

Inside VicRail number six —The Quiet March Forward—describes the positive side.

Have you read it yet?

### RAILWAYS

The VR Board publishes Rail Ways every month for the information of its staff and customers.

It is printed at the VR Printing Works, North Melbourne.

We invite contributions—both stories and pictures—from our readers, and a fee is paid depending on the type and amount of material published.

Prints of many of the pictures are available from VR Public Relations.

Contact us at room 59, VR Administrative Offices, 67 Spencer Street, Melbourne 3000. Telephone 6 1001, ext. and internal auto 1367 for pictures and subscriptions, or ext. and auto 2397 for editorial.

Editors are welcome to reproduce material with or without acknowledgement.

### ESSENTIAL GLOSSARY FOR SOME PUBLIC SERVANTS.

*Under consideration*—Never heard of it.

*Under active consideration*—We're looking in the files for it.

*Meeting*—A mass mulling of master minds.

*Conference*—A place where conversation is substituted for the dreariness of labour and loneliness of thought.

*Reorientation*—Getting used to working again.

*Reliable source*—The guy you just met.

*Informed source*—The guy who told the guy you just met.

*Unimpeachable source*—The guy who originated the rumor.

### In France, they do things with a certain style.

Even level crossing accidents can be a little different.

Just how the Gallic temperament reacted to the incident involving a French schoolteacher and a train is tactfully omitted in The Herald.

It seems Mr Gerard Gasson was driving his 1936 Citroen in north-eastern France when he skidded and stalled on a level crossing.

The automatic gates closed on his car—and a freight train arrived at 100 km/h.

Mr Gasson and the train crew were unhurt, but the train carried the car 150 m, ploughed up 100 m of line, wrecked an important bridge, and finished up, loco, 21 wagons loaded with beer and soup and all, in a canal.

### The bill

Mr Gasson's insurers eventually got the bill—

- One locomotive—\$656 000
- 21 wagons—\$574 000
- Draining and repairing the canal
- 60 buses a day for nine days to ferry rail passengers
- Cost of diverting main line trains
- Compensation for 40 local barge owners and others
- Claims from local anglers for loss of fish killed by electrocution, the accident, and the odd diet.

The total was \$5.8 million.

Mr Gasson has bought another car—and The Herald says he'll probably be more careful at level crossings in future.

His insurance premium has gone up by just over \$4.

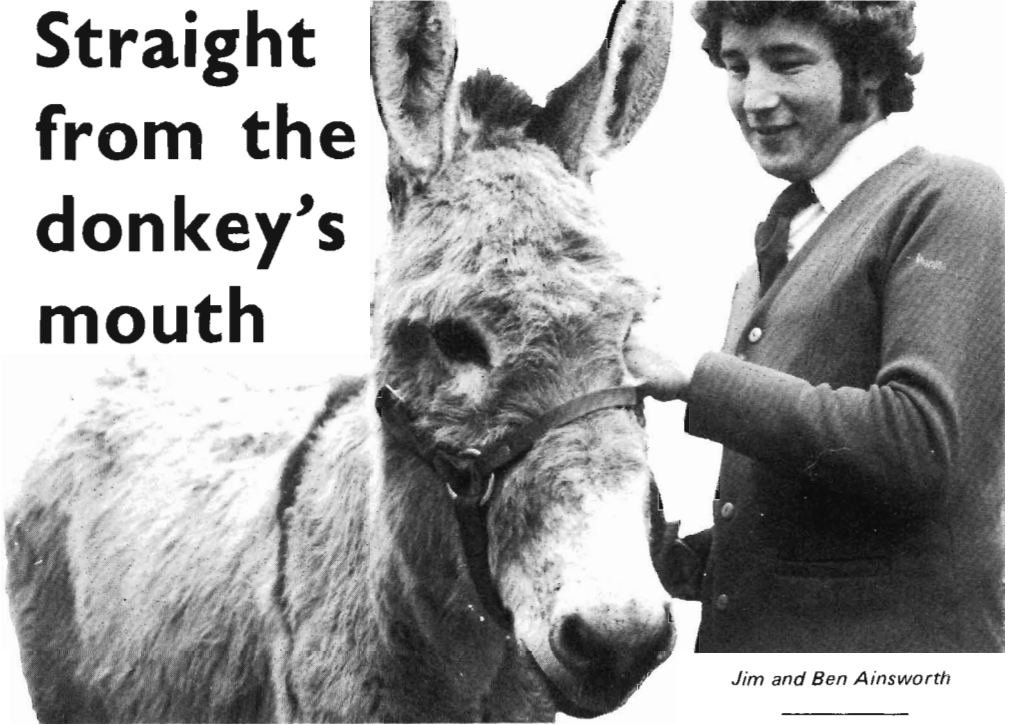
## Tracking down big business

**VicRail and NSW PTC are making a joint bid to attract business travel on Southern Aurora.**

The Aurora Business Special scheme offers businessmen a 20 per cent discount on the normal fares—if they travel at least 12 times a year between Melbourne and Sydney.

The saving—compared to the standard economy air fares between the two capitals—is at least \$280 a year.

# Straight from the donkey's mouth



*Jim and Ben Ainsworth*

**Each night Jim and Sandra Ainsworth are lulled to sleep by the original 'Donkey Serenade'.**

The notes bray from a pen at the back of their Morwell home, as the latest addition to the 'farm' settles himself in for the night.

His name is Ben.

A few months ago he joined Billy the one winged Galah, Bonny the Peke, Lucy the Terrier, and 70 fine feathered friends.

Billy began the farm after Jim and Sandra rescued him from the roadside at Mildura while on their honeymoon.

"We took him to the Mildura vet, after we found him with his wing just hanging on," said Jim.

"The vet amputated the wing and we brought Billy back to Morwell with us.

Billy settled in quite well and even has a few words to say, mainly pretty Billy or Billy boy.

Two dogs were added. Slowly but surely an aviary started to form and African love birds, budgerigars, pink quail, finches, canaries and other birds began to fill it.

"There's never been a fight among them either," said Jim.

With the Spring weather Jim and Sandra are waiting for the eggs to hatch to add to their beloved farm.

According to Jim his neighbors are terrific.

"We've never had a complaint from them—in fact they're just waiting to see what we get next."

Without doubt Ben is the star of the show.

During the day he ambles about the yard, nibbling on the grass.

During the school holidays dozens of cars cruised around the block with kids hanging from the windows trying to get a glimpse of Ben.

Jim and Sandra think Ben will prove popular at fetes and with the local school children.

They are breaking him in, and will train him.

One of the first children on board is bound to be Carly Ainsworth, their 14 month old daughter.

The Ainsworths are hoping Ben will be partial to the whole idea.

After all he is a donkey—stubborn.

"If he doesn't want to move, he won't," said Sandra.

Posing for our pictures Ben showed his amiable side. Rail Ways staff were well warned to keep away from his backside as Ben has a mighty powerful kick.

While not tending the farm Jim works with his dad, Joe Ainsworth, at the Morwell station.

Joe has been the ASM there for 23 years and Jim is the signal assistant.

**I**f all the freeways in the United States were placed together they would cover the State of Victoria and probably Tasmania as well.

Devastation of the environment by the car, and the roads, freeways, by-passes and flyovers built for its convenience, has created a backlash in cities the world over.

Billions of dollars are being poured into getting people back onto the right track.

At least fifty-six major cities are planning massive urban rail transport systems.

From Antwerp to Auckland, Barcelona to Buenos Aires, and Melbourne to Madrid, the swing is back to the rails.

About 2 000 kilometres of metropolitan lines, together with major tunnelling projects, are being built and planned in all the continents.

Sao Paulo, Latin America's largest city, which grew from two million in 1950 to 11 million last year, witnessed a dramatic change in commuter habits when its extended metropolitan rail system swung into operation last year.

Passenger journeys jumped four fold almost overnight when motorists rejected their frustrating two hour car journey from the northern suburbs to the city in favor of a forty minute ride in the train.

City rapid transit rail systems in West Germany are getting big injections of cash from their Federal Government.

The result is a spectacular expansion in the number of systems now being built.

The West German federal government is paying up to 60 per cent of the infrastructure costs for new city rail construction.

Individual States are picking up as much as 30 per cent, leaving as little as ten per cent of the construction bills to cities.

The government monies are coming from tax on petroleum. To date grants have been approved for new transit rail systems in 14 West German cities.

Other projects around the world include:

## Budapest

Twenty kilometres of new line under construction. Work on another 20 kilometres will start in 1990.

# Dramatic back to billions of into city

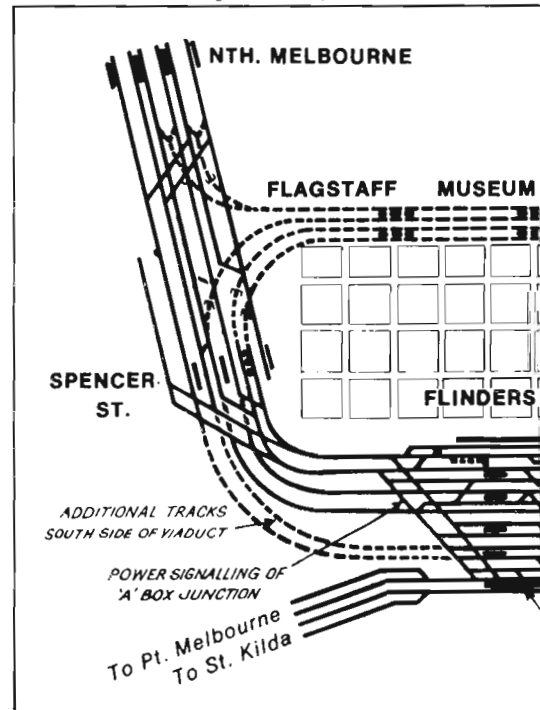
## Tyneside

Britain's first light rapid transit system is well under way in the Newcastle area of north east England, and should be in operation by 1980.

## Madrid

Seven lines operated by the Madrid Metro carried 530 million passengers last year—55 per cent of the city's total public transport movements. Madrid is planning extensions of its service.

MELBOURNE *The underground loop will  
It is 3.7 km long, and the present full estimate*



# switch rail— dollars flow transit

## Osaka (Japan)

Plans to construct 23 km of new subway lines by 1980 are well under way.

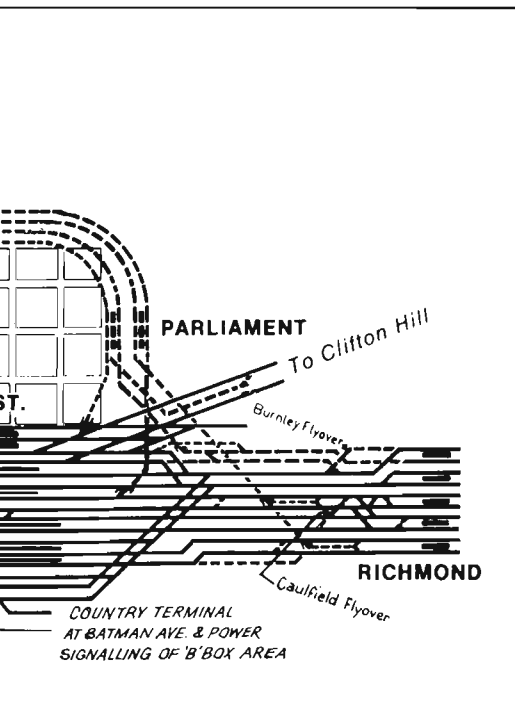
## Milan

Plans are well under way to construct 20 km of new lines by 1980.

## Atlanta

Work has started on a new 98 km rapid transit system. Cost \$US2100 million.

probably have its first services running in 1979. Cost is \$255.6 million.



## Glasgow

The 85 year old underground rail system is now getting a facelift.

## Mexico City

Work is continuing on extensions to the city's Metro and studies have finished on a new suburban rapid transit system involving six new lines.

## Calcutta

Work on 16.3 km of metro line in the city's north-south corridor has started. The line is likely to be extended to 52 km.

## Helsinki

The city's first metro line is due to open in 1980 as the first stage of a plan to build 35 km of new rapid transit rail lines by the year 2000.

## Washington

The new Metro construction will run for 160.5 km and have 87 stations. Total cost is \$US4650 million. The first stage of 7.5 km opened in March this year.

## London

A new line to Heathrow airport is nearing completion as an extension to the city's 405.5 km network.

## Brisbane

Electrification of the Brisbane suburban railway at a cost of \$192 million is being undertaken as part of a centrally administered program aimed at upgrading the city's urban public transport system. The first electric services should start in 1979.

## Sydney

Work is in progress on the new Eastern Suburbs Railway which is expected to provide the city's first full rapid transit rail service. The estimated cost is \$170 million.

# Country lines will go

Twenty-three country lines will be affected by the State Government's decision to replace uneconomic rail services with road transport.

The decision, announced by Transport Minister Mr Rafferty last month, includes establishing five new regional freight centres in the next year.

Mr Rafferty said the move would cut VicRail losses by millions of dollars.

Passenger services will be replaced with buses operating under contract to VicRail.

The regional freight centre program will be speeded up so every area of the State will be served by a centre in the next three years.

More than 1000 wagons and many locomotives will be released for other service—accident risks will be cut by the abolition of 359 open level crossings.

Rail passenger services will end as soon as bus services are arranged between: Tallarook–Mansfield; Bendigo–Cohuna; Bendigo–Robinvale; Bendigo–Sea Lake; Ben-

digo–Echuca–Deniliquin; Maryborough–Castlemaine; Traralgon–Maffra; Nyora–Wonthaggi; Ballarat–Linton; Kerang–Koon-drook; Piangil–Swan Hill; Warrnambool–Port Fairy.

Road transport is already available, so rail services will end as soon as possible between: Allendale–Newlyn; Castlemaine–Maldon; Cheetham's siding–Queenscliff.

As soon as road transport is available, these lines will close: Nyora–Wonthaggi; Tallarook–Mansfield; Everton–Beechworth.

The following lines will close when regional freight centres, with road feeder services, have been set up: Hamilton–Coleraine; Branhholme–Casterton; Hamilton–Koroit; Hamilton–Noradjuha; Dennington–Port Fairy; Terang–Mortlake; Bandiana–Cudgewa; Kerang–Koon-drook; Diggora West–Cohuna; Merbein–Yelta.

## A bark worse than a bite



### Is being a boss really a dog's life?

VicRail General Manager Ian Hodges may have some ideas on the subject.

On a recent inspection tour he was collared by members of a western district chamber of commerce who complained about *constant* damage to packets of dog biscuits being sent by rail.

The bloodhounds were unleashed upon the train—but they were barking up the wrong tree.

For a start, the man supposed to have been getting the damaged biscuits was no longer in business.

He had *once* addressed the Chamber of Commerce—and proved quite a wag with a humorous tale of damaged dog food.

That was more than two years ago.

Now all he wants to do is let sleeping dogs lie.



## A familiar story

On September 9 a portable car crusher hit the Ascot Vale Road bridge minutes after a Broadmeadows bound train had passed over.

Quick thinking from VicRail works ganger Cyril Rein and Ascot Vale stationmaster Lawrie Siros stopped a city-bound train.

The bridge supports crumbled, and the bridge girder was inches from toppling onto the road.

VicRail Board Chairman Mr A. G. Gibbs said it was the worst bridge accident he had seen.

He strongly condemned truck drivers: "They are not doing enough to avoid these accidents.

"They are driving carelessly," he said.

It was the third time the Ascot Vale Road bridge had been hit in five months.

In the last five years there has been one major road vehicle-rail bridge collision every week—more than 300 in all.

Road vehicles scrape under the Spencer Street bridge at the rate of one a day.

## Talking turkey

The Retired Railwaymen's Association of Victoria will hold its Christmas reunion dinner on December 9.

Details of this and other 1976-77 functions are now available from RRA secretary M. J. Feehan, 19 Estella St., Glen Iris, 3146.

## No kidding — we care

Fewer children are committing offences on VicRail property since the Kids in Danger project.

In April, when KID started, 1769 people of all ages were detected—118 of them children.

Although the overall figure was up to 2610 in June, only 90 were children.

Operation KID is an alternative to treating offenders up to 13 years as lawbreakers.

The children are invited, with parents, to attend specially designed teach-ins.

VicRail is extending the program.

The education section has produced an illustrated booklet urging children to "think before you leap".

Copies were distributed at the VicRail Royal Show exhibit. They are available for schools and other organisations.

A slide program, "Operation Care", is aimed at parents.

It shows scenes not suitable for children, and emphasises how adults are responsible for children's safety.

# VicRail drinkers are off the rails

We have 1500 problem drinkers on our staff of 25,000.

And if you think we are going to the dogs, consider that our problem is average.

Every day more than 400,000 Australians fail to turn up to work because they are suffering from hangovers.

This is productivity waste on a grand scale, apart from the human misery.

VicRail's rehabilitation officer, Dick Mills, 37, of Croydon, said: "Problem



"I'm a normal family man with four kids and I enjoy a drink..."

drinkers cost the Victorian economy \$100 million a year. They average 22 days off sick a year compared to the average of eight days off. We at VicRail faced the problem early on and have gone on to do something about it. VicRail was the first Government organisation to set up a rehabilitation program for the problem drinker and the drug addict. This was in July 1974. Our program is unwritten, flexible and a model for the rest of the community."

*Dick Mills explains the rehabilitation scheme to VicRail officers.*



Dick has rehabilitated 200 problem drinkers and 20 drug addicts in the last 26 months.

Because of the work-load, Wes Gordon joined Dick in January.

He said the success rate with the drinkers was total cure for one in eight of them, and a 60 per cent increase in morale and work efficiency for the other seven. He said "We have achieved a 95 per cent success rate with the drug addicts."

Dick defined a problem drinker as one whose drinking affected his work.

Said Dick: "I'm no prude but on the evidence I've seen marijuana seems to be the threshold to a more complex drug world."

The danger area for the drug addict, says Dick, is 13 to 18 for girls and 14 to 18 for boys.

Says Dick: "I'm extremely proud of VicRail's rehabilitation program and every credit must go to management and the unions who have thrown their full weight behind our endeavors to rehabilitate people who are just not able to cope with life without heavy drinking and drug taking."



# — but there is an answer

## THE PROGRAM

VicRail's rehabilitation program is not only aimed at the problem drinker and the drug taker.

It also has services and facilities for rehabilitating people injured at work, who become ill at work, who have strayed and

**"The stench in the flat was so strong that I had to light a cigarette to kill it..."**

done a prison term, and others who are physically handicapped.

However the main aims of the program

**"This young fellow was dying from the effects of drink I lit his cigarette for him. When I left his flat his mother and brother opened a bottle and carried on drinking."**

for the problem drinker and drug taker are:

1. to give free confidential counselling, therapy and medical treatment either as an out-patient or a residential, on request at any one of four treatment centres.

**"I visited one house in the outer suburbs that was so filthy and smelly that when we left I drove to the nearest chemist to buy some disinfectant so that the doctor could wash his hands."**

2. to give normal sick pay during absence for treatment.

3. where sick pay does not cover the required time of absence, leave without pay is granted. Social service payments are then obtained for the employe through the rehabilitation section.

4. to give complete guarantee that promotional opportunities will not be affected, provided the employe seriously attempts rehabilitation.

5. to give free legal advice.

6. to ensure that employes get placed successfully in new jobs in the system so that they can get a "fresh start."



Wes Gordon

The referral methods for employes with a drink or drug problem are:

- the employee voluntarily requests assistance
- supervisor refers the employee for help
- the employee has been referred through his union



- the employee is referred by the Discipline Board
- he is referred by the VicRail Board
- help is asked on his behalf by someone connected to him who does not work for VicRail.

# Ein, zwei, drei

by David Evans

**Eighteen months after World war II, amid the bombed out ruins of Cologne, walked two comrades. They had served the Fatherland throughout the war in an elite Prussian regiment — one as a Colonel, the other as Brigade Major. They had enjoyed the fruits of war in occupied territories and now, surrounded by a desolate landscape of rubble (with the exception of Cologne's solitary cathedral), contemplated their futures despondently.**

'Guenther, we must do something, if only to escape from this oblivion of despair just for a short while'.

'You are right, Herr Oberst. It is not as if we are like these poor devils around us. At least we have those bundles of English five pound notes which we acquired during the last days of war'.

The thought of the victors' then hard currency made the vanquished heroes smile. They chuckled so much that the Colonel almost dropped his monocle. The friends had inadvertently intercepted a suitcase destined for Reichsmarschall Goering in which were two blank British passports, some valuable pieces of jewellery, the English money and a colour portrait of Goering himself, gleaming and glittering in his fantastic white uniform, beside an ME 262 — the world's first jet fighter.

Although loyal Germans, with an above average sense of duty, the friends had always regarded Goering as a vain peacock who had promised the Fuehrer much but had done little, other than enrich himself rather than the Reich. They had kept the suitcase and had congratulated themselves on more than one occasion.

'Imagine' said Guenther, smoothing the bristles of his short, military haircut with the firm gesture of a heavy hand, 'What it must be like to be back in Paris just now, on the Champs Elysees at the Cafe de Paris, watching all those mademoiselles pass by!'

'Wonderful — but, of course, we would be recognised by someone as having been in the Wehrmacht occupation forces'.

'Perhaps, but say we had British credentials, English clothes, a London address and had cultivated our already extensive knowledge of the English language?'

The more they discussed it the more they liked the idea and they set about becoming exemplary English gentlemen. After all, they already had two British passports.

Preparations were made to establish an import-export business operating out of London. Our friends soon learned to become so English—in spite of their obviously Germanic appearance — that they ceased to click their heels, tried to watch cricket and even managed to swallow an occasional glass of warm English ale.

At that time London was so full of central European refugees that they were hardly noticed. After all, there were many Poles with shaven heads, and military bearing who had been based there during the war.

As soon as the London business cover was established, the Colonel and the Brigade Major, equipped with Saville Row suits, bowler hats and rolled umbrellas set out for Paris, convinced of their excellent disguise.

After a brief drive through the Bois de Boulogne, where they had spent many happy hours during the occupation, they stepped from their cab at Place d'Etoile and marched smartly down the Champs Elysees, moving among the gay, well-dressed and well-fed Parisians until they came to that Mecca of would-be film stars, the Cafe de Paris.

From their table they admired a ration book-free society, dedicated to the enjoyment of every pulsating moment of life — quite unlike their wrecked homeland or even England — and indulged in every epicurean delicacy, washed down with the finest wines of Europe.

'Garcon', the Colonel called, with an unconscious Teutonic snap of the fingers.

'Oui, monsieur'.

'Himmel, Guenther', he said under his breath. 'What would two typical English businessmen drink when in Paris?'

'Martinis, I think, Herr Oberst'.

'Garcon (loudly), two martinis, please'.

'Dry?'

'Nein, zwei!!!'



## Pre-historic pit has electric effects

**A fifty-five year-old rail system in a 30 million year-old pit—that's the picture at the Yallourn open cut brown coal fields today.**

Victoria's rich brown coal deposits begin about 15 metres below the earth's surface.

Since 1921 rail has helped in transporting the coal.

The 90 centimetre gauge railway is owned and operated by the State Electricity Commission of Victoria.

VicRail gives its 'little sister' a hand in transporting briquettes from the Morwell Briquette Factory to Melbourne.

Otherwise 'little sister' does all right for herself.

In June this year 1 141 106 tonnes of brown coal was transported from the open cut along 4.83 kilometres of track to the Yallourn Power station.

Also 203 746 tonnes was transported 16 kilometres to the Morwell Briquette Factory.

In 1975/76 a total of 12.5 million tonnes of coal was dug to provide electricity and briquettes for the State.

Twenty locomotives are in operation 24 hours a day. There are 14 drivers on duty each shift.

The rail system is operated from an impressive control room overlooking the cut.

Four hundred tonnes of coal can be loaded in about 10 minutes.

When the dredger has made a clean sweep of the slope it has to move in closer for another bite. And so the rail line also has to move in closer.

A special track shifting machine is used and on each run it slides the combined, rail, sleepers and overhead gear about 60 cm.

This operation takes place once a fortnight.

Acting overseer of coal production transport, Stan Ellis, said the track is made of "good flexible steel".

And he ought to know. For 26 years he drove SEC locomotives over it. He has been with the SEC for 36 years.

General maintenance on locomotives and wagons is done in the Yallourn railway workshops.

The railway is expected to run for another six years.

Conveyor belts will then take over the main transport of coal through the cut. Two locomotives will probably remain to haul the coal between the cut and briquette factory.



# Apprentices — bosses of the future

Take a close look at this picture .... one of these boys could be running VicRail in the year 2000.

They are all VicRail apprentices.

A quick look around the place shows it's not uncommon to find former railway

apprentices in the top jobs.

VicRail General Manager Mr Ian Hodges was an electrical apprentice, Deputy General Manager, Lindsay McCallum, was an apprentice fitter and turner.

Other former apprentices include Les Rolls, assistant chief mechanical engineer, Jack Brodie assistant chief civil engineer and Alan Firth, Chief Electrical Engineer.

Our picture was taken at the 1976 Apprenticeship Award presentations held in the VRI Ballroom.

They used to be held in the boilermakers' canteen at Newport, but with the great interest shown by parents and the apprentices themselves a larger venue was needed.

VicRail now has approx 620 apprentices in 22 trades.

Deputy General Manager, Mr McCallum told apprentices that they had the opportunity in the railways to go as far as possible in their careers.

"There are opportunities for scholarships; if you try hard enough, they are there for you.

"We are anxious to provide a future for you.

"The future can only be for the better for Railways, this is the trend right around the world," he said.

Cheques from \$10 to \$30 were awarded to the prizewinners.

## Suggestions adopted

- Extra door near Electrical Workshops welding shop \$30
- Built in integrator with standard peak meter \$10
- Distribution cut for special country race circulars \$35
- Change in Melville car water supply system \$10
- Eliminating low tension wire in carbon file regulators \$10
- Use of pop rivets on Y class traction motors \$25
- Relocating train indicator board at Oakleigh \$10
- Albion signal power supply \$10
- Strengthening KS motor flooring \$15
- Peak hour passenger poster \$10
- Briquette delivery at Ararat signal box \$10

# Budget predicts same deficit

**VicRail's operating loss for 1976/77 will be \$129.9 million—about the same as 1975/76—according to the Premier, Mr Hamer.**

In the State Budget, Mr Hamer said the July fare rise combined with improved efficiency would keep the operating loss down.

VicRail was allocated \$31.4 million for 1976/77 capital works in the budget.

The total budget allocation for public transport is \$203.3 million.

The breakdown is—

- VicRail operating loss \$129.9 million
- VicRail capital works \$31.4 million
- payments to Tramways Board \$26.9 million
- payments to private bus operators \$7 million
- loop debt charges and so on \$8.1 million

The allocation does not include VicRail debt charges or Transport Ministry administration costs.

## No butts — Government

**There's no butts about it—the State Government has banned smoking in all suburban trains, trams and Government buses.**

The announcement last month met with mixed reaction, although the majority of people seemed to back the decision.

Transport Minister, Mr Rafferty, said the ban was designed to promote cleanliness, improve passenger comfort and reduce vandalism.

Signs are being fitted in railway carriages to inform commuters of the ban.

Display boards at railway stations and notices in trams and buses will also advise passengers of the ban which starts from November 15.

## Bagged buggies

**Twelve vintage cars left Spencer Street by MotoRail last month for a rally in Queensland—wrapped in large plastic bags.**

Some of the cars were too delicate to make the journey by road, so one of the owners, Brian Nicholson of VicRail Marketing, organised the plastic "shrink wrapping" with Bob Briton of Union Carbide.

The cars were enclosed in specially made plastic bags, and a quick wipe-over with a propane torch shrank the plastic to securely wrap the cars.

*Union Carbide's Bob Briton readies a 1930 De Soto roadster for shrink wrapping.*

## Pass masters three modes

**Three transport modes with one ticket.**

That's Pass Master—the State Government's one day interchangeable ticket.

Pass Master covers unlimited travel on suburban trains, trams and tramway buses for one day, and costs \$3 for adults, and \$1.50 for children and pensioners.

Train travel is included up to 60 km from Melbourne.



"I would like to thank sincerely the member of staff who was on duty. . . when my husband had a severe haemorrhage on the Ballarat station. My family and I are extremely grateful for his prompt actions, kindness and concern—also his kind offer to look after my elderly mother who we had

taken up from Geelong to catch the Adelaide train. I can assure you it was all greatly appreciated."

(The staff members involved were R. Corbett and L. Geddes—Ed).

—Mrs L. Fenner, Belmont

## CUSTOMERS SAY

" . . . convey the most sincere appreciation of the efforts of your staff. . .

"In 1975 I had the unfortunate task of writing. . . about unsatisfactory travelling conditions on the same weekend.

"All members who travelled to Mildura (this year—Ed) and returned were extremely pleased at the service provided.

—Mr H. L. Wilson, Secretary, Melbourne and Metropolitan Girls' Marching Zone.

"Many thanks for your prompt attention in refunding money for unused tickets for The Overland. . .

"This would have been my 14th trip since 1965. . . and I have nothing but praise for the wonderful service. . .

"My family call it 'Mum's train. The train crew are wonderful, and, thanks to the drivers, it is always on time."

—Mrs. M. Hussey, Ballarat East.

"May I, through Rail Ways, express my deepest appreciation to the welfare officer for the Victorian Railways.

"Dick Mills (now known as rehabilitation officer)—Ed, I feel, has been largely responsible for my rehabilitation, and his understanding and handling of my problem was highly commendable."

—Michael Quarrell, Vic-Rail (Ballarat North workshops)

"This is to express my appreciation for an act of considerate help rendered me by the booking clerk at Heidelberg station (Mr Donnelly—Ed). I also commend this young man for his consistent courtesy."

—Mr J. Sullivan, Heidelberg.

" . . . valuable assistance from members of your staff.

"Two of the "special interest" displays. . . were provided by your officers. These assisted in giving depth and solidity. . . and attracted great public interest.

"Officially opening the exhibition, the Premier, Mr Hamer, particularly commented on the excellence of the photography, and this thought was echoed by many of the 15 000 who visited the presentation. It should be recorded that all photographs were supplied from your photographic division.

"There was close liaison throughout planning and ultimate production of the display with your officers, and the VicRail contribution to the overall success of the exhibition was considerable.

—MURLA Chairman, Mr R. B. Roscoe.

"I would like to tell you how helpful and kind I have found the staff at Ashburton station, as I travel on the trains a lot.

"I have been on many country trips. The staff have all done everything possible to aid and assist me, and, as I am 63 years old, perhaps you will know what that means to me.

—Mrs Olive Wells, Ashburton.

"As I shall be retiring after 24 years as matron of The Cottage by the Sea I should like to place on record my grateful thanks and appreciation of the cheerful cooperation and the assistance given to us and our children at all times by yourself (stationmaster Geelong—Ed) and staff."

—Matron Waite, Queenscliff.

# Gippsland history converges on Moe

A state school from Yarragon, a church from Moe, a coach inn from Pakenham, a funeral parlour from Traralgon, a post office from Neerim and a police station from Maffra—all in the one town.

Visitors to Moe can see them all, and more, in a stroll around the eight acre Gippsland Folk Museum.

Over the past few years this area has become the pride of the Gippsland region.

It's easy to imagine yourself cashing in your Queen Victoria pennies at the National Bank or waiting for the next horse drawn carriage at the Cobb & Co Coach Inn.

Think of the excitement the small gold miner's hut held in its walls after its early occupants had weighed their day's discoveries, or the sadness of the funeral parlor, where many a pioneer had passed before his final rest.

Paraphernalia is displayed in each of the

buildings—kerosene lamps, ink wells, posters, trade tools and coins, to name a few.

A special exhibit depicts the steam era VicRail passenger and transport system.

The exhibit includes 55 m of broad gauge rail track, a K class locomotive, a BPL class passenger car and a ZL class guards van.

The station and goods shed were transported from Kilmany, 193 kilometres east of Melbourne.

Today VicRail runs tours to the region, and the Gippsland Folk Museum is high on the 'places to visit' list.

The museum is a short walk from the Moe station. People interested in group bookings can phone the museum on (051) 27 3082.

## Your guide to metric tourism

Measurement	Examples	Imperial Unit	Metric Unit	Unit Symbol	Conversion Factors (approx.)
Length and Distance	Rainfall Length Height Luggage dimensions Height above sea level Large lengths	inch inch foot mile	millimetre centimetre metre kilometre	mm cm m km	1 in = 25.4 mm 1 in = 2.54 cm 1 ft = 0.305 m 1 mile = 1.61 km
Area	Floor space Natural features Tracts of land, water	square ft. acre square mile	square metre hectare square kilometre	m <sup>2</sup> ha km <sup>2</sup>	1 ft <sup>2</sup> = 0.0929 m <sup>2</sup> 1 ac = 0.405 ha 1 square mile = 2.59 km <sup>2</sup>
Mass	Luggage allowance and so on Large weights	pound ton	kilogram tonne	kg t	1 lb = 0.454 kg 1 ton = 1.02 t
Volume	Fluids Objects	fluid ounce cubic foot	litre cubic metre	l m <sup>3</sup>	1 ft oz = 0.0284 l 1 ft <sup>3</sup> = 0.0283 m <sup>3</sup>
Temperature	Weather	degree Fahrenheit	degree Celsius	°C	0°C = 5/9 (0°F = 32)
Speed	All vehicles	mile per hour	kilometre per hour	km/h	1 mph = 1.61 km/h
Cost per unit distance	Vehicle hire	cost per mile	cost per kilometre	cost/km	1 c/mile = 0.621 c/km



3.



4.

1. Third prize presentation. Left to right: VicRail display artists Alec Topp and Alan Gouldson, deputy general manager, Lindsay McCallum and former transport minister, Vernon Wilcox.
2. State Governor, Sir Henry Winneke, right, is fascinated by VicRail's model train display.
3. Inside VicRail's show exhibit.
4. Ron Howese and Loris Lyons of the marketing branch keeping the customers satisfied.
5. VicRail hostess, Lyn McGibbon, was kept busy replenishing the exhibits pamphlet stand.
6. Model train controller, Eugene Cleary, plays host to an attractive visitor.
7. Driver, Peter Vincent brought some of his friends from Yooralla to look over the exhibit.



5.



1.



6.



2.



7.





# Rail 10 CENTS Ways

NOVEMBER 1976



# "Cast ye the First stone"

**Sandringham Methodist Church—10 am service—the sermon starts.**

But it's not the minister in the pulpit, and the text doesn't quite come from the bible.

The speaker is senior railway investigation officer Gary Simmons, and the subject is vandalism.

It was Gary's first speech from a pulpit—and VicRail's first major effort to ask adults to take their share of responsibility in preventing vandalism.

Earlier, Gary had spoken to local children during a church camp—and the children acted out scenes of destruction in the church as Gary spoke to their parents.

Although sermons were not part of the original campaign plan, Gary feels contact with children and parents through churches may prove valuable.

"Children learn in the home as well as at school—and that's where the adults have a big responsibility.

"We're not just asking them to help us—but to help the whole community," he said.

● **The original text was: "He that is without sin among you, let him first cast a stone".**



## New format a success

**Rail Ways new format is a success.**

Since it was launched six months ago — you remember the cover with Felicity Smith eating grapes on board *The Vinelander* — outside subscriptions have jumped about 20 per cent.

And the reaction from staff has been good. More and more retired railwaymen are asking for copies too.

Barry Jones MLA, shadow State Minister of Transport says he likes *Rail Ways*, and senior journalists like the new format.



### RAILWAYS

The VR Board, publishes *Rail Ways* every month for the information of its staff and customers.

It is printed at the VR Printing Works, North Melbourne.

We invite contributions—both stories and pictures—from our readers, and a fee is paid depending on the type and amount of material published.

Prints of many of the pictures are available from VR Public Relations.

Contact us at room 59, VR Administrative Offices, 67 Spencer Street, Melbourne, 3000. Telephone 6 1001, ext. and internal auto 1367 for pictures and subscriptions, or ext. and auto 2397 for editorial.

Editors are welcome to reproduce material with or without acknowledgement.

### IN THIS ISSUE

- 170 It's war — VicRail against the airlines.
- 172 Inside VicRail — Country lines.
- 174 VicRail's Navy connection.
- 176 Short story.
- 177 The medal muddle. First aid.
- 178 Inside VicRail — Freight Handling.
- 180 World report.

### FRONT COVER

The Victoria Fountain, Victoria Square, in central Adelaide.

South Australia's capital is a popular tourist spot—VicRail can get you there overnight every night on *The Overland*.

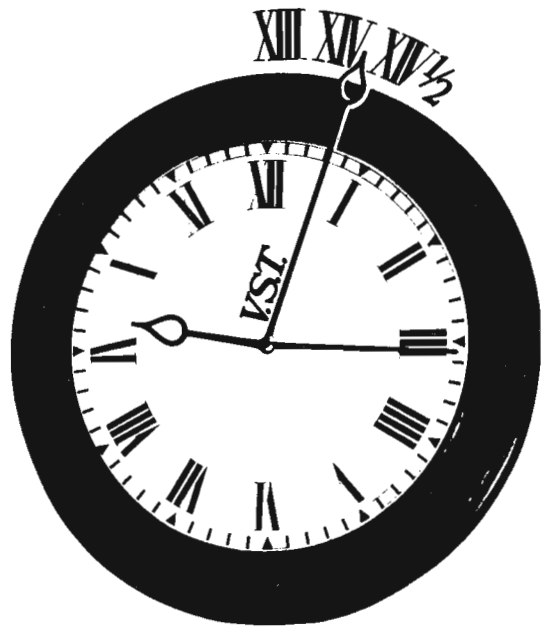
# The time machine

---

For reasons entirely beyond the average journalistic mind, a VicRail pay slip shows 12 days for every 10 working days.

But John Townsley's mind found logic in the VicRail pay fortnight...

---



**To avoid the inconveniences of numerous differences in local times, an international system of 24 time zones was adopted in 1884.**

The VicRail representative to the world congress was indisposed and failed to turn up.

**His omission perhaps explains some aspects of our corporate character.**

According to our accounting methods, VicRail employees work one and one-fifth days a day.

This explains a lot.

Half of those people who grumble that their trains are late are wrong.

According to VicRail standard time there are 72 minutes to the hour.

So a train that is 12 minutes late is actually on time.

People from the outside world occasionally think we are slow—they just don't realise that we have more time up our sleeves than they do.

Of course, it is a bit worrying to realise that when you tuck yourself into your beddies at night you are one-fifth as old again as your non-VicRail neighbour.

You can face the onslaught of age and senility with more cheerfulness than the outsider—for when you retire at the socially acceptable age of 65 you are really 78.

VicRail reunions can therefore boast the oldest collections of human beings in captivity outside that cluster of Russian villages where everybody lives to 175.

On the other side, though, many of those haggard looking chaps walking around the corridors are just struggling out of their VicRail teens.

VicRail standard time holds intriguing prospects for the poets.

Whoever said letter writing is the most charming way of wasting time should go into ecstasies at the idea of a day 28 hours 48 minutes long.

The proverbs need rewriting—a stitch in time now saves 10.18.

We really come into our own in the world of athletics.

Had the Australian Olympic runners trained on VST they would have been positively the slowest runners in the history of human endeavour.

But—wait a minute—according to some thinkers space and time are relative, so our throwers would have thrown their hammers and javelins one fifth as far again as their competitors.

So, if a fifth columnist—a supporter of this extra fifth—tells you you're in for the VST high jump, beware.

It has a significance far beyond anything the outside world can possibly comprehend.

# A message from earth to all businessmen flying to Sydney with the Dawn Patrol.

Good morning, gentlemen.

How was it this morning when you got up at 4.30 or 5?

Have a nice frantic drive to the airport?

In Sydney, the traffic's pretty heavy between Mascot and the city, as usual. But you might be able to shuffle through your papers between the stops and starts.

Very soon now, many of your colleagues will be finishing a leisurely breakfast as they arrive in the heart of Sydney.

Not long ago, they were given the newspapers and a cup of tea in bed.

They showered, shaved and felt nicely relaxed after a good night's sleep.

While they have their breakfast, they'll be planning the day's work ahead: meetings till 5 or 6, then a few relaxed drinks before they start thinking about coming home to Melbourne.

On the return trip, they'll enjoy dinner in restaurant comfort, perhaps a drink or two afterwards while they digest the day's business and put it all into perspective; and then enjoy a full night's sleep before arriving in Melbourne at 9 in the morning.

**Isn't it time you took a fresh approach to the Sydney business trip?**

Up at 5. Home at 9 tonight, and too many rushed meetings in between.

We're offering you the opportunity of getting more done in Sydney by going a little slower.

And we're willing to put our money where our mouth is by offering you 20% off your fare just to try a fresh approach.

We're talking about the Southern Aurora.

**Southern  
Aurora ~  
a fresh  
approach to  
the Sydney  
business  
trip**

You would have left last night at 8 from Spencer Street Station. You could have enjoyed drinks in our club car before sitting down to dinner in the dining car.

You could have had a good night's sleep in your own room before the conductor woke you with the papers and a cup of tea this morning.

You would have had time to freshen up, have breakfast, and think about your day's work before we delivered you right into the heart of Sydney.

And, today, you would have been able to spend a full day in Sydney with plenty of time to unwind with colleagues before the Aurora leaves at 8 tonight.

When you arrive refreshed in Melbourne at 9 a.m. tomorrow, your car will be waiting for you in our nearby car park—and there's no charge for parking.

**And may we repeat that we're offering you 20% off the return fare just to try us once.**

Simply phone 620771 to make your booking.

We're sure you're overdue for a fresh start to the Sydney business trip.

Meanwhile, we wish you a very good day.



# Airlines angry on railway business fares cut

A railways initiative in clipping 20 per cent off the return business fare between Melbourne and Sydney on the Southern Aurora has angered the airlines.

They see it as discrimination in already heavily subsidised service to take fares from Ansett and TAA in a time of virtually no growth in traffic.

The NSW and Victorian Railways have been offering the 20 per cent reduction since September 1 for return traffic between Sydney and Melbourne or stipulated companies making 12 journeys a year or more on the service.

This puts first-class rail fares back below the economy-class air fare.

This week the Victorian Railways have pushed the campaign being waged in Melbourne for travel compared with the early rising and "dawn patrol" of same.

Both sides are competing for a market that has been virtually static for the past couple of months.

However, Sydney-Melbourne business traffic is the largest

TAA engineering director Mr John Watkins.

Mr Watkins, giving the Lawrence Hargrave Memorial Lecture, said that domestic airlines were far and away the most efficient and economic transport mode for distances of more than about 400 kilometres.

He analysed figures drawn from railway annual reports and elsewhere to argue that long-distance rail fares were priced at only about half their viable level, with the balance subsidised through deficits.

A one-way economy-class air fare from Sydney to Melbourne

## Railroaded by tough marketing

**On Wednesday October 13, 1976, Australia's two major domestic airlines fired a broadside at VicRail and the New South Wales Public Transport Commission in the Financial Review.**

Ansett and TAA said the 20 per cent discount for businessmen travelling regularly on Southern Aurora between Melbourne and Sydney was undercutting their business.

### Clipping their wings, so to speak.

Two of the world's most advanced—and, rumors have it, most privileged—airlines were feeling the heat of competition from their poor relations on the rails.

We're sorry for the airlines.

When, after a generation of unbroken profits you suddenly encounter opposition from someone who has suffered a generation of losses, you must lose some sleep.

### How Much?

The question is—just how much do you want?

Unlike the airlines, we've never bitched when the going is rough.

According to TAA engineering director, John Watkins, long distance rail fares are priced at only half their viable level.

*No justification is quoted for this, so we have no way of knowing what Mr. Watkins means.*

*He seems to have forgotten several points.*

Rail transport all round the globe—carrying more than 100 times as many people as airlines—is regarded as so important by public and politicians that it is now rarely considered as a private enterprise exercise in pursuit of profits.

### Welfare

You don't talk balance sheets when you're dealing with national welfare.

*But within the scope of our responsibilities to provide a service to the community, we are engaging in hard-headed marketing tactics to win customers because we believe that this will boost revenue and halt the drain on the community purse.*

### Competition

It used to be said the only competition between Ansett and TAA was the size of the sugar cubes they put in customers' coffee.

Now we've added a bit of old-fashioned business acumen to the scene it's all a bit more interesting.

# Big changes can mean a big

**This is to bring you news of major, exciting developments which will have a dramatic impact on VicRail's future fortunes.**

Exciting because, after a long period of consideration, the State Government has given us the go-ahead to operate VicRail more as we would wish to do—more as a viable commercial enterprise.

**In other words, we will be able to move towards concentrating on doing what we do best — the movement throughout the State and inter-State of large numbers of people and quantities of freight in a basically main or trunk line operation, with road vehicles handling the branch or feeder services for which they are better equipped.**

At the same time, we will continue to provide the services needed by the community, but which need to be subsidised.

Unfortunately, with what has to be done we will be saying goodbye in the name of progress to a lot of history going back more than a century.

And some of our people will be personally affected in that they will, if they wish, have to move to fresh locations.

Each will be consulted in detail, as explained further on, about where he or she wishes to move, and the financial adjustments involved.

## What are we doing?

**This is not just VicRail, but rather the State Government, bringing together all the land transport authorities in a joint move to provide the best possible service for the people of the State in both passenger and freight services appropriate to the 20th century.**

The simple aim is to improve service for the country dweller, to bring him modern comfort in his travel, and rapid—even daily—delivery of his freight.

Simultaneously, we will reduce an unavoidable drain on State revenues by many, many millions of dollars.

Our rail system was designed before anyone really took the internal combustion motor vehicle seriously, let alone envisaged today's comfortable buses and massive semi-trailers.

Hence we have, throughout the State, a

network of rail lines and stations which were built on the assumption that a horse and buggy or a horse and dray could travel only, say, five or 10 miles to bring its cargo to the train.

This today, with modern motor transport, is simply ludicrous.

That we should be running trains involving a capital investment of, perhaps, \$1 million to drop off one or two passengers and a parcel or two at such intervals—and maintaining permanent way, signalling equipment, and so on—is economic nonsense.

Recognising this, the newly appointed Minister of Transport, Mr Rafferty, in May this year directed the formation of a special task force to find ways to improve transport in country areas.

The task force consists of Ministry of Transport, VicRail, and Transport Regulation Board senior management.

It made an exhaustive study of the current situation and improvements needed.

## What will happen?

**The task force has made its recommendations. They have been accepted by the Government, and the three parties concerned have been asked to implement the recommendations as quickly as possible.**

The Minister has announced the following program on which the task force is now working—

Rail passenger services on the following lines will cease as soon as alternative road passenger services, under contract to VicRail, can be arranged:

- Tallarook—Mansfield
- Bendigo—Cohuna
- Bendigo—Robinvale
- Bendigo—Sea Lake
- Bendigo—Echuca—Deniliquin
- Maryborough—Castlemaine
- Traralgon—Maffra

# future – inside VicRail

Nyora–Wonthaggi  
Ballarat–Linton  
Kerang–Koondrook  
Piangil–Swan Hill  
Warrnambool–Port Fairy

(Lest there be any doubt on the wisdom of these moves—consider that the net annual saving to VicRail after providing a road passenger service on the Bendigo to Sea Lake line alone will be a total of \$102 000).

Lines to be closed as soon as possible as alternative road services are already available—

Allendale–Newlyn  
Castlemaine–Maldon  
Cheetham's Siding (near Geelong) —  
Queenscliff.

Lines to be closed as soon as arrangements for alternative road service for all traffic can be made—

Nyora–Wonthaggi  
Tallarook–Alexandra–Mansfield  
Everton–Beechworth

Lines to be closed after the setting up of regional freight centres and rail contract road feeder services to serve the areas, as at Horsham—

Hamilton–Coleraine  
Branxholme–Casterton  
Hamilton–Koroit  
Hamilton–Noradjuha  
Dennington–Port Fairy  
Terang–Mortlake  
Bandiana–Cudgewa  
Kerang–Koondrook  
Diggora West–Cohuna  
Merbein–Yelta

Regional freight centres will be opened to cover all areas of the State.

Within one year from now, two centres are planned to be operating in Western Victoria, and three centres in Gippsland.

Within three years all areas of Victoria will be served by regional freight centres.

## What of our own people?

**We do not anticipate that there will be any redundancy, except for some casually employed part-time caretakers.**

We are totally committed to complete

consultation with all the unions involved all the way.

Each railwayman and woman involved will be interviewed personally by a senior representative of his Branch and the Personnel Branch, and his future location and financial considerations discussed.

We regret sincerely that for many folk this will mean leaving old friends in their towns, but it is a fact of life that transfer is a condition of employment in operational grades—and in fact is the most commonly used way of gaining promotion.

## The local residents?

**We are committed to consulting local authorities on the nature of the new services to be provided.**

We will announce our proposals in each area after talking to community leaders.

## What of the Future?

**For all practical purposes, within five years regulation of road transport within Victoria will have largely disappeared as a matter of Government policy and VicRail will be in open competition with road operators.**

Therefore it is vital that we have a virile and efficient service so that we may not only compete aggressively but improve our market share by sheer good service.

The proposals outlined above will free, for example, more than 1 000 freight wagons for this task, apart from permitting us to make much more efficient use of our locomotive fleet.

We know how to do our proper job and how to do it properly.

The shedding of the financial drain services and the building of our regional freight centre network will put VicRail in a commanding position for future growth against any competition.

● **The latest issues of Inside VicRail—usually issued only to staff—are vital to VicRail's future. This is one—the other is on pages 180-181. They are from General Manager Ian Hodges and Deputy General Manager Lindsay McCallum.**

# CRIB POINT —

The Crib Point station staff is ploughing its 'profits' back into the soil after taking out first prize in the 1976 garden competition for new work.

Instead of trying to split the \$102 prize-money it is being invested in new hoses, mower fuel and plants.

But the staff does not have to buy all the plants—its contact with the Naval Base nursery is excellent.

Stationmaster, Len May, said the Navy often supplies the staff with shrubs and rockery type plants.

The Navy also provides VicRail with plenty of passengers, specially going on leave.

Passenger revenue at Crib Point for the 1975-76 financial year was \$98 270. Of this \$74 500 came mostly from naval personnel travelling interstate.



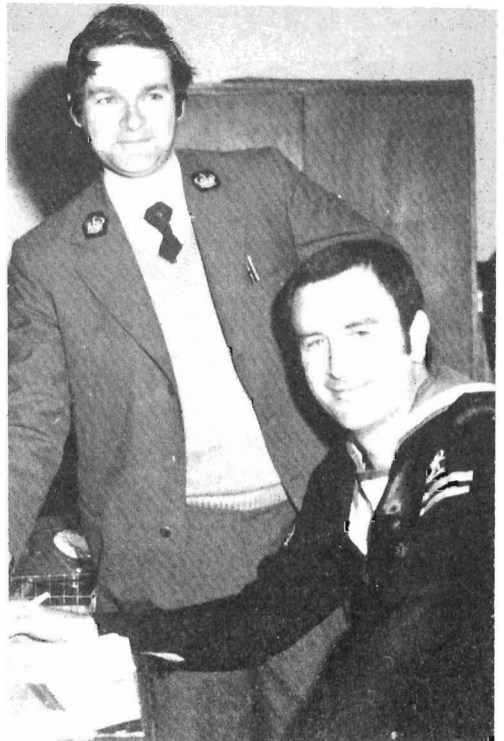
---

*When it's time for leave naval personnel take to the rail motor.*

*Crib Point stationmaster Len May and station mascot, Sandy.*



*Len May and Leading Coxswain, Rick O'Reagan, who looks after most of the naval rail business.*





# THE NAVY CONNECTION

About 75 per cent of the \$6 000 a year parcel revenue also came from the naval base.

VicRail provides six regular return trips to Crib Point from Monday to Friday, and a lesser service each weekend.

A Navy 'special' runs each Friday. It averages 143 passengers—an increase of about 100 over 1973.

The line from Frankston to Crib Point was recently relaid, and it should cut 20 minutes in travelling time.

Len has been SM at Crib Point for four years. He lives nearby with his wife Barbara and children Sharon, Wendy and Graeme.

Also stationed at Crib Point are ASM Harry Hewatt (Heavy Harry), rail motor guards Peter Hearnshaw and Ray Marsh (Swampy), and train drivers Arthur Jolly and Billy Webb.

The Crib Point crew also takes care of the Stony Point station.

School excursions pass down the line to connect with ferries across to Cowes and in season, VicRail runs package tours to Phillip Island.

So, if you are down that way, don't forget to give the boys a wave.



*One of the ferries from Stony Point to Cowes. It often links with rail package tours.*

*Dudley Gordon's postcard sketch of Crib Point station.*



# Yehudi's tired out

by Pat Houldrey

## **The scorching Sahara sun blazed down onto the roof of Yehudi Gonzales' white Holden.**

He had been cramped in the tiny automobile for three days as he tried to cross the burning sands of the North African continent.

It wasn't much of a car, as Yehudi knew too well, after he had paid \$A400 for it from a shady, moustachioed Arab in In Salah.

But not having much to spare after jumping ship in Algiers and, being on the run from his native country for anarchist ideologies, it was all Yehudi could afford.

He knew his trip through the desert would be a lonely one, but considered he could cover his escape by taking such a course and finally seeking refuge in Northern Nigeria.

Six days later his fully 'guaranteed' all purpose Holden expired. He spent a chilly night sleeping in its cramped cabin and next morning, being out in the middle of nowhere, decided to continue on foot.

According to his map, included in the purchase price of the car, he estimated it would take him a couple of days to reach civilisation.

Four days later, water gone, a few crumbs of bread in his tattered pocket's he was forced onto his knees in a desperate attempt to get to the nearest oasis.

Noonday temperatures soared above 120 degrees (50 degrees C) and night temperatures dropped below zero.

Parched and sweating away vital body fluids, Yehudi dragged himself over dune after dune. It was on the fifth day he saw a real camel and rider in the distance slowly joggng towards him.

"Water, water" cried Yehudi. "Please, I need water."

The stern faced Arab, somewhat resembling the shady Algerian car dealer, peered down from the hump and declared it was one thing he didn't have.

"But I have ties, plenty of ties. Big ones, small ones, green ones, polka dot ones, striped ones and ones with pretty pictures."

Yehudi cried: "Water, water, all I want is water."

The Arab blinked and turned his camel into the sunset.

Next day the horizon was once again dotted with mirages. But, once again, a real figure, riding a camel, appeared before him.

Yehudi could barely raise his arm to signal help.

The Sheikh of the wandering El Baba tribe approached and leaned down to offer Yehudi a fascinating collection of exotic ties.

"Water, water begged Yehudi.

"No water, just ties. Big ones, small ones, green ones, polka dot ones, striped ones and ones with pretty pictures," beamed the Arab and with that rode off into the distance.

Another night shivering under the Arabian night...

Yehudi thought he might be able to last out for just one more day.

At noon Yehudi noticed a forest of palm trees gently swaying around what appeared to be an enormous motel.

"An oasis or a mirage?" Yehudi pushed on.

His eyes hadn't deceived him, sure enough right in the middle of this desolate stretch of sand was in fact a motel.

He crawled with final determination up to the decorated glass doors and, with his last ounces of strength, tapped upon them.

Immediately, an immaculately dressed doorman appeared and asked our begging friend what his wishes were.

"Water, water, all I want is water. Please let me in to drink.

"Sorry Sir," replied the resplendent doorman, "I just can't let you in without a tie on!"

# Medal muddle is double trouble

## It's the great medal muddle!

Bendigo engineman David Bernoth started it off by sending Rail Ways photographs of a medal for identification.

He said fellow engineman Darrell Hannon had found the medal—but nobody could trace its origin.

We checked our library—even asked the ARHS—but without success.

Then AFULE divisional secretary Steve Gibson asked us to help identify a medal sent to him by Wangaratta engineman, Jack Grieves.

This one came from a rubbish heap—and is almost identical to the Bendigo find.

*So the muddle's double trouble, and we're asking for your help.*



While you're at it, can you identify the loco and location of the bridge in our other photograph, which also comes from Jack Grieves?

Rail Ways waits eagerly for the answers.



## First aid competitions prove a point

**If there is not a doctor in the house then call for a VicRail first aid man.**

You will definitely be in good hands until the doctor arrives as was demonstrated at this year's first aid competitions at Mt Evelyn.

Our picture shows the Mildura team in action as they carry their 'patient' to safety.

Top—John Clarkson, right, Robert Griffiths, bottom right, Wayne Milfull, left, Harold Hill. The patient is Wayne Long.

For the third year in a row Ballarat North Workshops No. 3 won the senior team event and its leader, Max Sternberg, scored the hat-trick in the senior individual event.



# Traffic Branch changes take shape

**The planning is finished. The two task forces set up to plan the restructuring of the Traffic Branch have finished their job.**

Their proposals have been approved and the task of implementation begins.

**The new organisation will look something like the organisation charts on the facing page.**

The functions of the restructured Traffic Branch, and the new Freight Handling Branch, are detailed later.

## Why the changes?

**The Victorian Railways system was designed for and built in the days of the horse and cart.**

Road transport as we know it today just did not exist.

We have had to face the fact that VicRail's ability to compete is under increasing pressure.

Hence there is an urgent need to rationalise our activities and improve our service to customers if we are to retain and enlarge our share of the market.

The newly established Freight Branch will have responsibility for that freight which is loaded or unloaded by VicRail personnel.

This will help the Traffic Branch to concentrate on the very important line-haul task and at the same time ensure a closer relationship with our customers.

The separation of freight handling, suburban services, operating activities, district supervision and administration will ensure that each railway man or woman in these areas will be able to identify with a particular activity and will be responsible to one supervisor only.

This will do much to achieve a better job satisfaction for all.

The Freight Branch will have three major divisions—

The senior officers will be—

*Chief Freight Manager*—Mr Alf J. Nicholson,

*Deputy Chief Freight Manager*—Mr Laurie A. Krausgrill, (Metropolitan area, including Melbourne & Dynon Goods),

*Assistant Chief Freight Manager*—Mr J. S. (Stan) Bell, (Country area, including regional freight centres),

*Manager Administration*—Mr Arthur Langtip, (staff supervision, accountancy, payrolls, leave)

Support staff include—

*Industrial Officer*—to liaise with unions and employees to get good staff relations,

*Industrial Engineers*—to study methods of working and in particular materials handling equipment,

*Marketing Officer*—for liaison with the Marketing and Traffic Branches to gain a better share of the market,

*Planning Officer*—to ensure forward planning is undertaken in line with VicRail policy.

The re-organised Traffic Branch will have four divisions—

Reporting to the Chief Traffic Manager, Mr Ronald, will be four assistant chief traffic managers responsible for suburban, country and inter-state operations, districts and administration areas.

The senior officers will be—

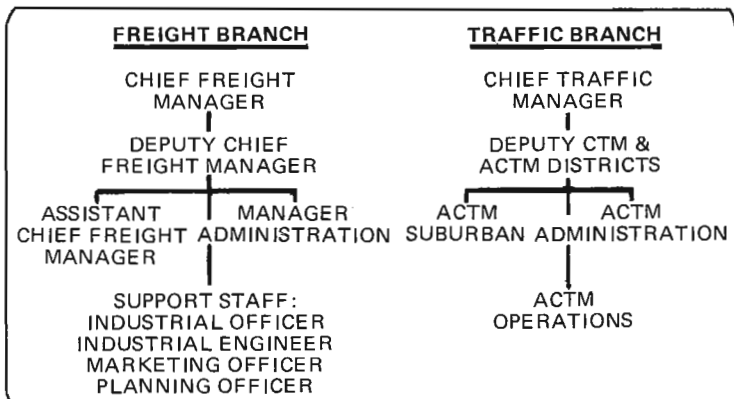
*Chief Traffic Manager*—Mr Mike W. B. Ronald.

*Deputy Chief Traffic Manager & ACTM Districts*—Mr Ray T. Barden—to act as Chief Traffic Manager in Mr Ronald's absence, and control Melbourne district (Melbourne, Dynon & Tottenham yards), Newmarket L/s - Brooklyn - Footscray goods - Fitzroy goods - Port Melbourne goods, Spencer St. station, country districts, stations and yards.

*Assistant Chief Traffic Manager (Suburban)* Mr Jack L. Draper, suburban train operations control, timetables (Metrol), stabling yards, suburban stations, administration, works & research, marketing liaison.

*Assistant Chief Traffic Manager (Operations)* Mr Fred J. Blencowe, country & interstate passenger operations, country & interstate wagon operations, train planning & control, marketing liaison.

*Assistant Chief Traffic Manager (Administration)*—Mr Peter J. Helbig, staff office, time-keeper, planning, industrial relations, support functions, (traffic stores, accountant, despatch etc.)



# inside VicRail



*Rail Ways reprints one of the most important issues of Inside VicRail — normally a staff bulletin only. Another important Inside VicRail is on pages 174-175. Both come from General Manager Ian Hodges and Deputy General Manager Lindsay McCallum.*

## Our union colleagues?

**The proposed changes have been discussed in detail with the executive officers of the unions concerned.**

A continuing communication with these officers is being maintained so that we may deal quickly with any problems which may arise.

What is more, senior VicRail officers will be visiting each location where changes are to occur to explain to each staff member what is proposed, to answer his or her queries.

## Where will the staff come from?

**In many cases existing positions will remain as is. In other cases the position and the occupant will have a new supervisor or even a new Head of Branch.**

Some positions will be advertised. In such cases they will be filled, as far as practicable, from within VicRail but should suitable expertise not be available some new staff may have to be recruited.

## How will VicRail staff be affected?

**Notably, the changes to be made will open up new fields of interest for many railway men and women — and introduce far greater opportunities for promotion.**

However, where duties are divided, as in the case of separation of staff at country goods sheds, there may be some reduction in the responsibility of some positions.

**BUT** should this occur the rights of staff will be assured.

Should transfer of a railway man or woman be necessary it will be arranged by mutual agreement.

No-one will be reduced in classification as a result of the re-organisation.

And no position will be reduced in classification while the present occupant remains in the position.

## What happens now?

**The fine detail of our plans is now being prepared ready for the changeover.**

Office accommodation is being organised and staff records and documents are being sorted into the appropriate divisions.

You will have seen the advertisements in Weekly Notice for the additional staff needed.

Senior VicRail officers are visiting all locations involved to discuss with staff changes proposed and will continue to do so until everyone is fully informed and has had his queries answered.

We will set up training courses for those officers who need assistance to advance into the newer tasks.

In essence, everything necessary for a smooth changeover has been documented and is being undertaken well ahead of the changeover date.

## When will the changes take place?

**It will all happen on February 1, 1977. However, in practice, the changes—particularly in staff positions—will start in late November this year.**

## What now?

**The planning is done. The job now begins.**

We seek the co-operation of every railway man and woman—not just those immediately involved—to make it work because the future fortunes of VicRail and each of us depend largely upon its success.

To survive we must keep our customers and gain new ones.

Within five years there will be effectively, no regulation of road competition except for some bulk commodities and we must improve our efficiency to compete.

That is the challenge, a daunting one, for the re-organised Traffic Branch and the new Freight Branch.

# BR hits Government

**British Rail's latest Annual Report features oblique criticism of Government policy, according to IRJ.**

The report says uncertainty about the Board's long-term objectives increased when it was confirmed investment levels—accepted by previous Governments—would be cut.

**Last year BR cut manpower by almost 5 000, cut freight vehicles by more than 25 000, used 111 fewer locomotives and 328 fewer passenger carriages.**

The report says the cuts show BR's awareness of the need for economies—but adds that other economies were made by deferring maintenance and renewals.

This short term expedient, says BR, will rebound in the future.

Inflation hit BR's passenger receipts heavily—a 30 per cent increase was slashed to an effective three per cent after allowing for inflation during the year.

---

**Work on BAM — the Baikal-Amur railway—is ahead of schedule.**

**The USSR Deputy Minister of Transport told a Moscow press conference 270 km of the 3 000 km line was laid last year, and 330 km is expected to be laid this year.**

---

The Hong Kong Mass Transit Railway Corporation has let the final seven major contracts for its 15.6 km subway system.

The contracts include the construction of four Kowloon stations and the 1 400 m immersed tube to carry the railway under Hong Kong harbour.

---

**German Federal Railways (DB) has got Government permission to go ahead with its 100 km/h high-speed line from Mannheim to Stuttgart.**

**Work on the 250 km/h line — 120 km/h for freight trains—is due to start immediately.**

Malaysia's new international airport at Senai, north of Johore, will be linked to the Singapore-Kuala Lumpur railway line.

The new link will carry passengers and aviation fuel.

---

**Intercity 200 km/h trains should be running on the British Rail east coast London-Edinburgh route by the end of next year.**

**Work on the \$19 million track improvement and resignalling project is on time.**

**The project will cut the journey time by about one hour to 4½ hours.**

---

Mexican National Railways (N de M) will invest about \$US800 million for improvements over the next 10 years.

But, according to N de M director-general, M. Luis Gomes, they have at least 18 years to clear up their financial problems.

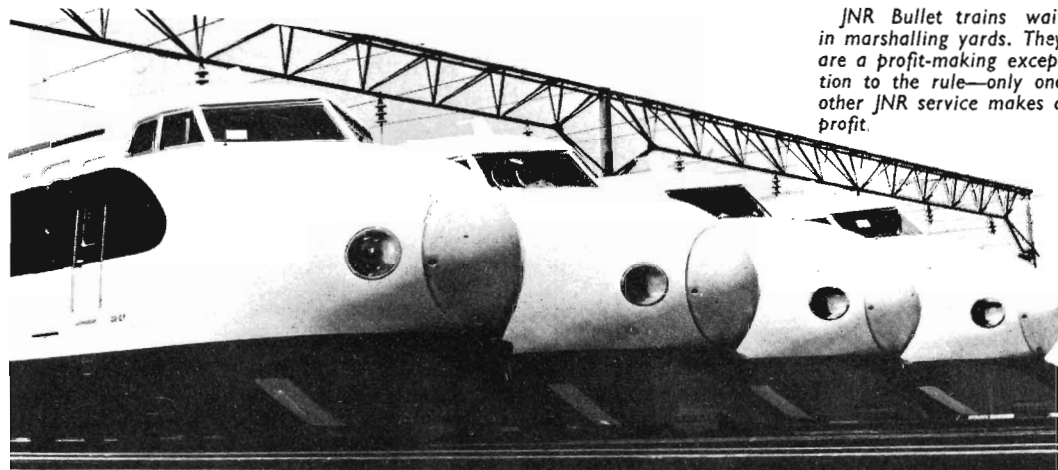
N de M's debts have risen to \$US 195 million, and could reach \$US 288 million when new rolling stock ordered from Canada arrives late this year.

---

**Just 25 years after the Talyllyn railway, in North Wales, became the world's first narrow gauge railway operated by enthusiasts as a tourist attraction, a 1.2 km extension has been opened.**

**Volunteers worked for almost six years to excavate 6 000 tonnes of rock for the new stretch.**

**Since the Talyllyn was taken over by railfans traffic on the line has increased by 3 500 per cent.**



*JNR Bullet trains wait in marshalling yards. They are a profit-making exception to the rule—only one other JNR service makes a profit.*

## Spent bullets?

**The Japanese National Railway system—often quoted as a model for other countries—has piled up debts of \$US34 billion over the last 12 years.**

The system is losing money at the rate of \$US8.6 million a day.

**Quoting these figures last month, Time magazine said: "The Japanese are caught in the classic cost-fare squeeze that has ruined rail services throughout much of the world."**

Time says that among the JNR's 256 separate rail lines, only the bullet trains and two of Tokyo's suburban services make a profit.

Time says that JNR is the nation's largest employer with 430 000 workers. "Because the seven railroad unions are among the most militant in Japan, they have prevented the line from cutting jobs in order to save money.

"At the same time the railroad has been barred by the Japanese government from eliminating unprofitable services in rural areas and from raising fares to bring them into line with operating costs," the magazine adds.

Looks as if the Japanese are losing their yen for profits.

● VicRail's loss this year is \$129.9 million—about the same as last year.

JNR's new president, Fumio Tagaki, has scrapped the railways rationalisation program under which staff were to be cut by 65 000 over the next 10 years.

Instead—as a concession to unions—JNR will cut manpower by 15 000 over five years.

He has proposed that part of highway tax revenue should be used to subsidise JNR—and wants a 50.3 per cent passenger fare rise and a 57 per cent freight rate increase to cover wage increases after a nationwide strike last April.

---

**Norway is drawing up a new transport act to prevent uneconomic freight competition between railways and road hauliers.**

**International Railway Journal says fewer concessions to hauliers and stronger restrictions on highway hauls are expected.**

---

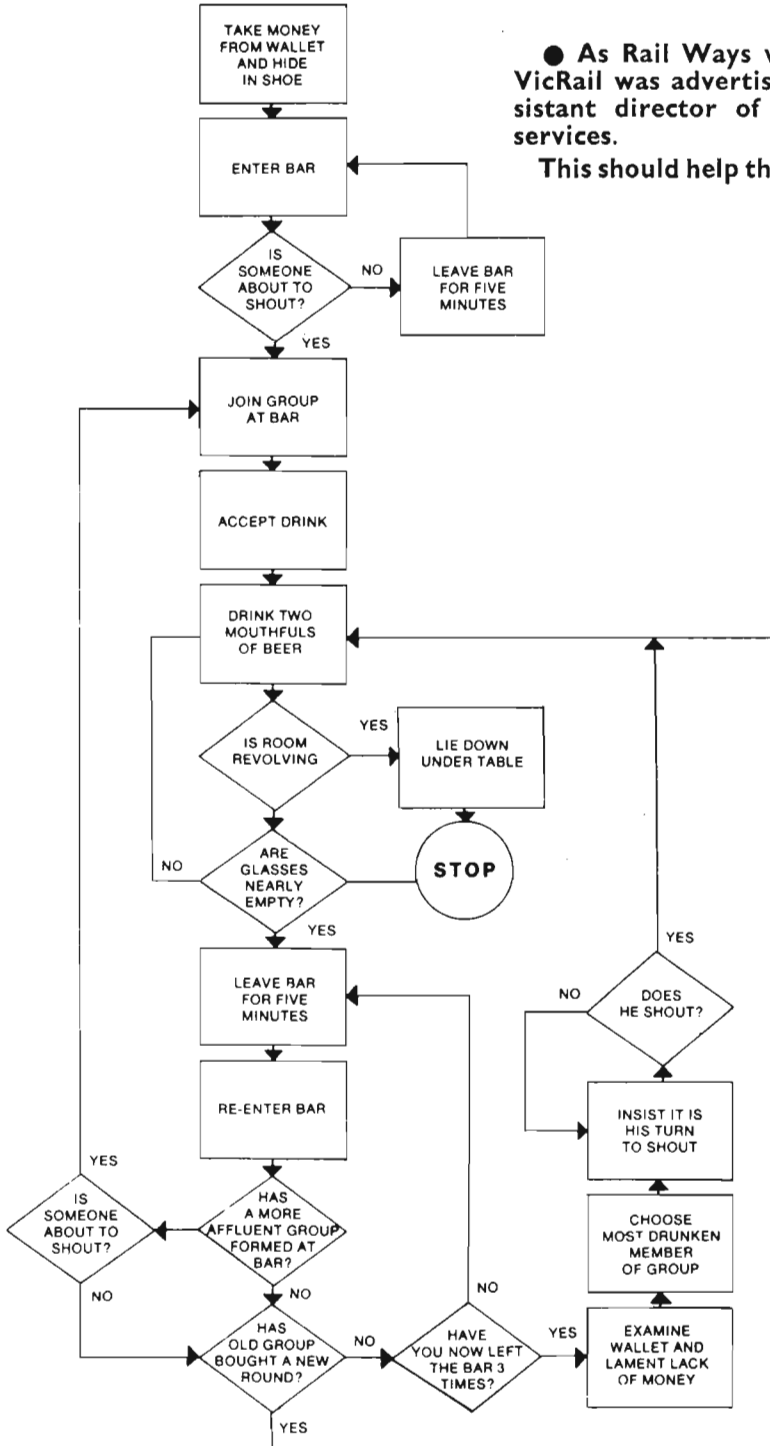
Fewer Americans are being killed at level crossings since 1966, according to Railway Age.

RA says the toll, which peaked at 1 780 deaths in 1966, dropped to 910 last year.

# HOW A MANAGEMENT SERVICES MAN GETS HIS BEER

● As Rail Ways went to press VicRail was advertising for an assistant director of management services.

This should help the newcomer.







# Rail <sup>10 CENTS</sup> Ways

DECEMBER 1976





"If you don't get a move on you'll catch the 7.20 . . . !"

THE HERALD

FRONT COVER

The Murray River is one of Mildura's many attractions.

VicRail can get you—and your car—there on The Vinelander.

The VicRail Board publishes Rail Ways every month.

It is printed at the VicRail printing works, North Melbourne.

We invite readers' contributions, and we pay a fee on publication.

We are at room 59, VicRail head office, 69 Spencer Street, Melbourne 3000.

Telephone 61 001 — ext. 1367 (subscriptions) or ext. 2397 (editorial).

Editors are welcome to reproduce items.

**A CHRISTMAS MESSAGE**

With the year drawing to a close one could spend a lot of time reflecting on the overall problems which confronted all of us in the Railway business during the year. However other organisations had similar problems, particularly those in the Transport field.

I consider it is more useful to look forward to the future, particularly as regards the opportunities which will be available to us and the role we can play.

In this respect, the other Board Members share with me an outlook of confidence in respect to our future role and our long term plans.

All of this however would be without purpose without the support and contribution made by all our staff and I would like to express on behalf of the Board and Management our sincere appreciation for their efforts in 1976.

I would also like to extend to our staff and their families a Happy Christmas.



# Trains drive your dollar further

**If you value a dollar more than a few lost minutes, the Railways is a sure winner.**

That's the conclusion of Lawrence Money, Herald transport writer, comparing car and train travel from Melbourne's suburbs to the city.

It was five or eight minutes slower, according to RACV figures, to travel by train from northern and western suburbs than by car—but the train was faster from the other side.

In every case, it was cheaper by train, he said.

Mr Money checked rail fares from 14 stations to compare with the RACV car costs—which run at 4.3 cents a kilometre, excluding fixed costs like registration.

He said that car owners could save up to another \$1.80 a day in parking costs if they travelled by train.

And he pointed out the RACV travel times made no allowance for time lost looking for a city parking space.

## Vandal fined

**Forty-two dollars fine for every dollar of damage.**

That's the way it was for an 18 year old youth in Box Hill court recently.

He was charged with wilful damage—by scorching a seat causing \$6 worth of damage.

He was fined \$250—in default 25 days imprisonment—with \$6 costs.

# Rails angels



## — terrors of the tracks

**Rail's Angels—the terrors of the tracks—have been let loose.**

VicRail's new bike patrol is providing formidable opposition to the mini-bike trespassers.

**We have two 250 Yamaha trail bikes and Chief Inspector Bill Ainley hopes to get his bike patrol up to six bikes.**

Already seven RIO's are trained in bike riding and work the mini bike trespass tracks on a roster basis.

The RIO's get daily reports from residents in many parts of Melbourne complaining about the riders on Railway land.

As well as being a nuisance, the riders endanger their lives and effect proper running of trains.

One rider was nearly beheaded after racing his bike up a slope and 'flying' into the

stanchion of a power pole on railway land.

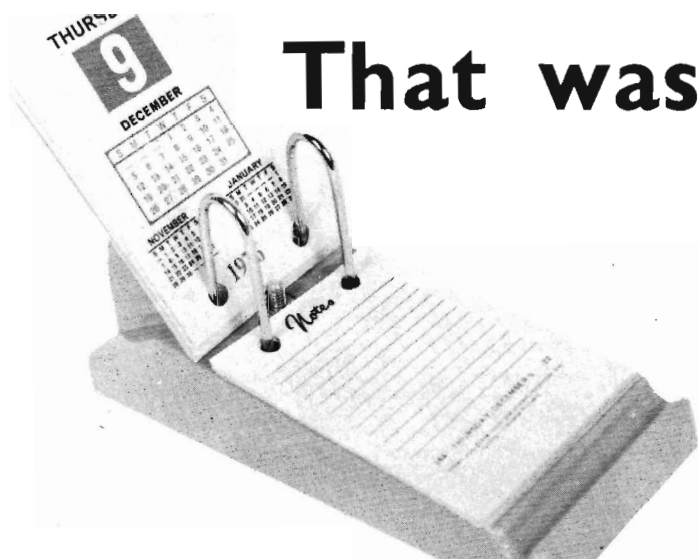
Mr Ainley said: "If these riders insist on trespassing it's up to us to stop them—and the bike patrol will allow us to do it on the same level as the trespassers.

"I am not against mini-bike riding. In fact I favour places being set aside where these children can continue their sport under supervision."

Mr Ainley said moves were already under way with some councils to fence off certain railway land for mini bike use.

In September, with two bikes operating, 46 offenders were detected. The squad detected 60 offenders in October.

# That was the year that was



A year in retrospect through media eyes.

This is pot-pourri of a few of the items that made news this year.

## 1976 could go down as one of VicRail's historic years in modern times.

Internally the wheels turned, grinding out and refining a more sophisticated operational approach.

We attacked the community problems of vandalism road/rail safety, drinking, drugs and juvenile larrikinism with an unmatched vigour.

VicRail's successful blitzes of the vandals—one of the major scourges of the modern community—culminated in the State Government setting up a top level inquiry into vandalism.

Our road/rail safety campaigns spearheaded by the Chairman, brought fully to the public the devastating effects of reckless driving.

Our rehabilitation program for victims

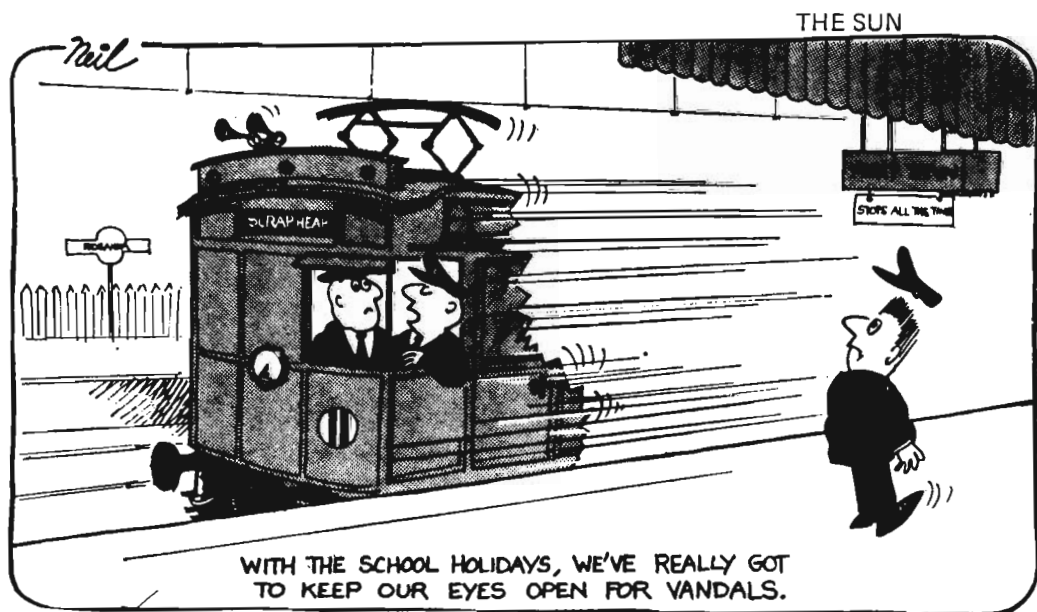
of drink and drugs is serving as a model for the rest of the community.

Our Kids in Danger programs have received wide acceptance from parents, teacher, legal and other community groups.

And on the business of more effective operation, we have established freight centres in the country and are planning the closure of uneconomic lines in close cooperation with unions and the affected communities.

All in all a very good year.

These are some of the highlights.



# The staff situation

*February 16* — the ARU complained that staff shortages were reaching crisis point and that large numbers of trains were being cancelled because of them. As a result the press attacked the Government over the break down of the "public transport revolution" on the same day.

The next day the former Transport Minister, Mr Meagher, hit back at train drivers, saying they refused to come from the country to eliminate shortages.

*At the end of September this year VicRail had a total of 24 674 staff including casual workers.*

*February 19* — the Chairman announced cuts in off-peak and week-end

suburban services to combat the shortages. On the same day Mr Frank Casey wrote a letter to the Herald which sparked off the formation of the Train Travellers Association.

Also that day there was a crisis meeting between the Government and unions to solve 'union and commuter unrest' about cancelled trains.

*March 15* — eighty train services were scrapped because of a shortage of drivers.

*July 5* — ARU State Secretary, Mr Jim Frazer, claimed to The Age that VicRail was planning a fifty per cent staff cut.

# Vandalism

**Vandals caused more than \$650,000 worth of damage. They burnt at least seven carriages and substantially destroyed four others.**

*In January* the press was already writing about 'waves of vandalism'.

*May 3* — vandals destroyed five carriages (\$250 000) at Ballarat railway station.

*May 25* — Country Court Judge O'Shea ordered Steven William Argent, 19, of Reservoir, to pay VicRail \$120 000 compensation for burning two railway carriages at Reservoir in 1975.

*May* — the General Manager announced that VicRail would reduce suburban stabling from 38 to 15 to protect trains.

*July 3* — vandals caused about \$400,000 when they burned out two carriages and substantially destroyed four others at Mordialloc railway station. Two days later the Government set up a special committee to investigate vandalism on trains and on July 6 the Government said it would double the fines for rail vandals.

*July 8* — the Chairman told the National Council of Women to "hit back at vandals".

VicRail's counter offensive against vandals reached a peak on the weekend of July 16 and 17 when it combined with the police to carry out the biggest raid against train offenders ever seen in Australia.

Almost one thousand offenders were netted.

Since July vandalism showed a marked decline, which suggests that VicRail's counter attacks, including its massive publicity build up through the media, have proved to be a deterrent.



## The minister and his shadow

*February 25* — the Opposition spokesman on transport, Mr Barry Jones, promised to slash all fares if Labor was elected.

*March* — the former transport minister, Mr Meagher, activated the Box Hill & Frankston modal interchanges and announced plans for a new type of suburban train to follow the current order of silver trains as part of a five-year program.

The Government promised a single ticket for public transport, more new and faster trains, new tracks and power signalling for express running, more free car parking on suburban stations, building of modern transport interchanges, duplication of the Geelong rail line and the electric train network to be extended to Melton, Langwarrin and Werribee.

Mr Meagher retired on March 20 and Mr Rafferty was appointed.

*April 8* — Mr Rafferty stepped on his first train for over four years — the 8.09 am Caulfield to the city. He said the forty cent fare was 'a bit much', and that the train was 'a bit squashed'.

*April 17* — Mr Jones travelled on the 5.14 pm train from Flinders Street to Belgrave and called it the "horror express" because of its cramped conditions.

*May 29* — Mr Jones branded the Government's planned 15 per cent increase in fares and freight charges as "social destructive and horrifying".

*June 3* — the Government announced the fare increases — fifteen per cent on city trains and trams and 10 per cent in the country.

*June 18* — the Government announced a \$4.5 million road-rail project to eliminate three level crossings in Watsonia.

*August 2* — Mr Rafferty announced that he would soon announce the closing of uneconomic lines.

*August 12* — he announced that the Government would revamp transport policies to get rid of wasteful delays.

*September 1* — the Minister promised a one-ticket system and announced the formation of the metropolitan transport authority.

*September 16* — the Government announced it would close 23 uneconomic country lines.

*September 20* — the Minister announced the Pass Master ticket.

*September 27* — the Minister announced that smoking would be banned in all suburban trains, trams, and Government buses from November 15.

*October 7* — the Minister told VicRail to stop work on the Eltham trestle bridge pending the public acceptance of replacing the bridge with an embankment.

---

## Technical progress

*March 1* — the \$2 million plus E box — our first step towards remote control of the metropolitan rail system—began operating.

*February* — new technical library opened at head office.

*April 12* — VicRail launched its new logo.

*August* — radio tests started on trains as a first step towards a radio link between enginemmen and train control.

---

## Planning

*May* — the development and planning division and management services division combined to form the Planning Branch.

*September* — announcement that the Traffic Branch was to be split into Traffic and Freight Handling Branches.

# Strikes

The system was hit by seven major strikes in the first nine months of the year.

The industrial unrest started on January 28 when the buffet girls on Intercapital Daylight walked off the job because the 'loo' was at the wrong end of the carriage.

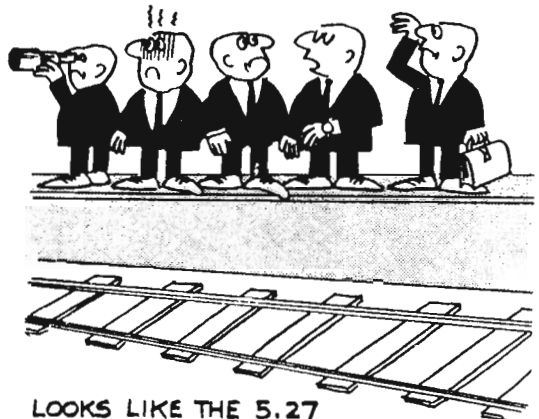
*April 5* — suburban and country services stopped because of an ATOF strike over cuts in station staff.

*May 24* — trains stopped for 24 hours when a supervisor in Queensland was stood down for not marshalling sulphur carrying wagons to uranium mines.

*June 16* — the first Medibank strike caused disruptions and on July 6 the second Medibank strike stopped the railways. This was the first national stoppage of industry in Australia.

*July 23* — interstate train services were cancelled by a strike of train examiners over pay and rosters.

*October 11* — an ARU stop-work meeting on a log of claims disrupted morning services for four hours.



LOOKS LIKE THE 5.27  
CANCELLATION IS RIGHT ON TIME .

THE SUN

## Of kids and cars and bridges

The Chairman attacked the continuing danger of level crossing accidents, trucks hitting bridges and children misbehaving on trains.

In April he launched the Kids in Danger program, aimed at the 8-13 age group and their parents. In September he expanded Operation Care aimed directly at parents.

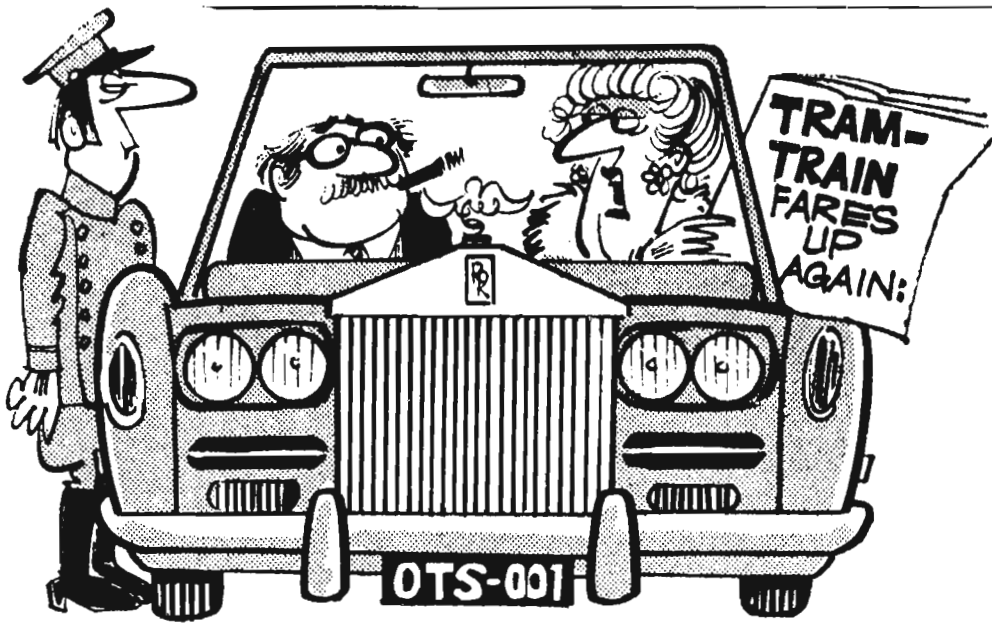
In March the press started to pay close attention to level crossing accidents and their effects on train drivers. On August 6 The Herald reported from union sources that 17 train drivers had died in service over the previous two years and that, since July 1974, 61 drivers had retired early because of ill health. The Herald added that there

was a near miss or a crash at least once a week at the State's 3 181 level crossings.

This was after the Chairman had launched a series of TV commercials on Channel O on level crossing dangers in July.

From the end of June to the end of October trucks were smashing into major metropolitan bridges — the Ascot Vale Road bridge came in for most of the punishment, being hit at least four times in five months.

On September 3 the Chairman, speaking to the House of Representatives Standing Committee on Road Safety sitting in Melbourne, said that safety standards on trucks should be improved to cut the number of smashes with trains.

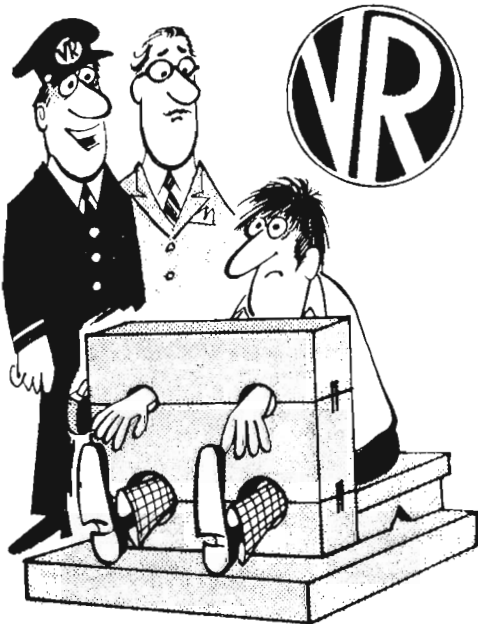


**"BUT WE MUST KEEP UP APPEARANCES — WE'LL HAVE TO TRAVEL ON PUBLIC TRANSPORT!"**

THE SUN

THE HERALD

**Weg's Day**



*"They're going in all trains on the Frankston and Dandenong lines — vandal-proof seats . . .!"*

Some of Melbourne's well known cartoonists have had a good look at VicRail during the year.

The cartoons in this issue, from Jeff, Neil and Weg, are by courtesy of the Herald and Weekly Times Ltd, Melbourne.

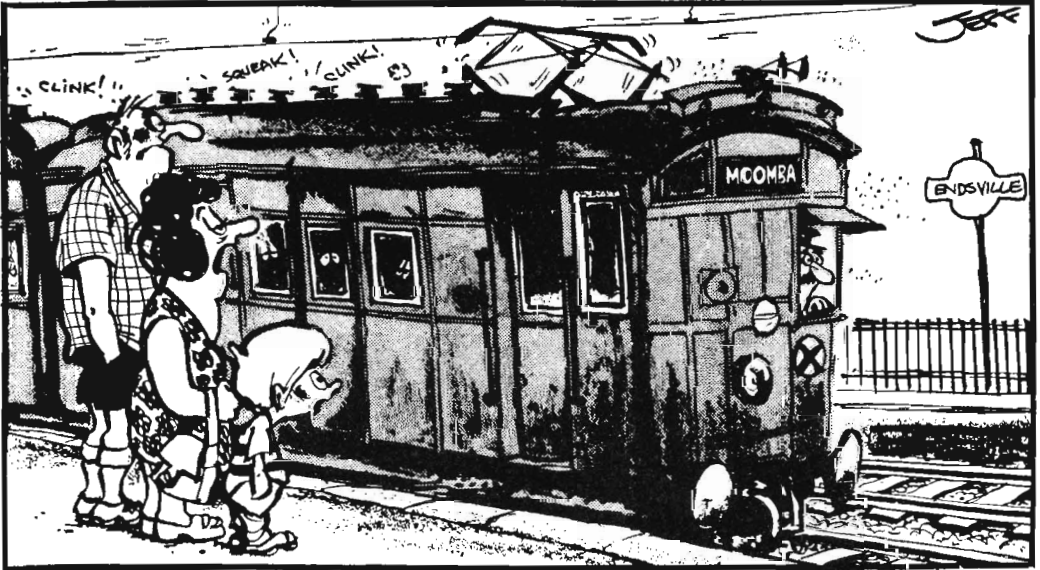
THE SUN

**VR EMPLOYMENT**



**YOU'RE LATE FOR YOUR INTERVIEW... YOU'VE GOT THE JOB!**

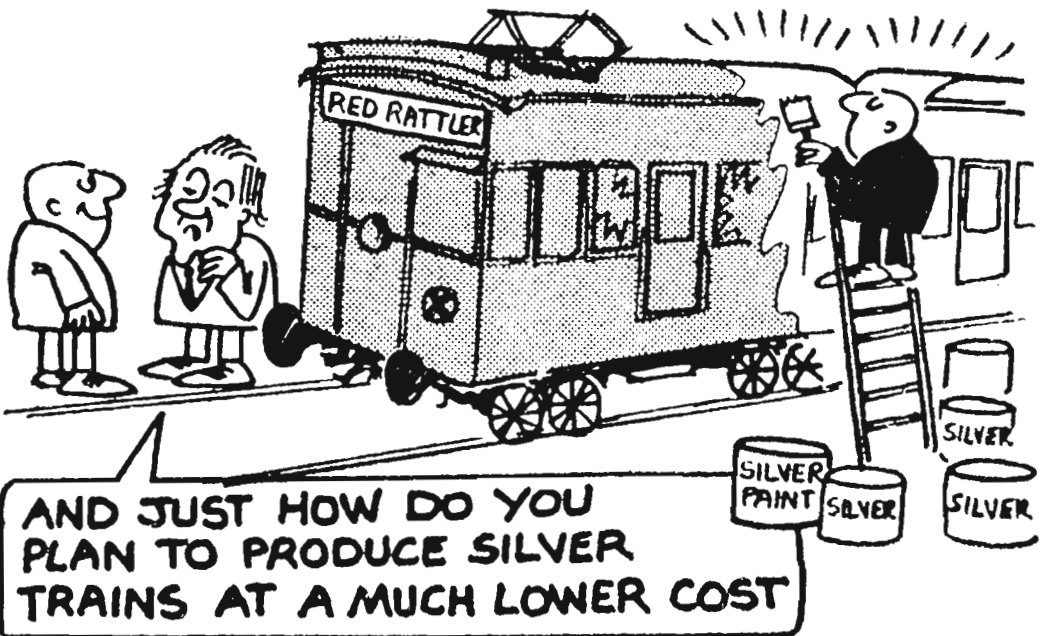




"I see the Railways remembered to turn the clock back!"

THE SUN

THE SUN



# Marketing made the news . . .

*January* — VicRail joined a consortium with three oil companies to build and operate a pipeline to carry petroleum products from Altona to Somerton.

*March 30* — the Chairman told a marketing seminar at the Hilton Hotel that the ten year decline in passengers using train and trams was halted in 1974/75 and that VicRail carried two per cent more passengers for that financial year.

*April 6* — the State's first regional freight centre opened at Horsham. Another five are planned for the next 12 months, three in the south west and two in the Gippsland area, as part of an eventual State-wide network.

*April 7* — the Chairman announced in The Herald a marketing strategy to win back passengers on interstate lines after a 25 per cent drop in three months.

*May 18* — the AFULE agreed in The Herald that some country passenger services should be closed provided that the old rail motors were replaced by modern buses and that VicRail looked after employees on intended closed lines.

*June* — new freight accounting system began operating, which will give \$1 million operating economies.

*June 8* — Herald claims that VicRail is carrying the bulk in a boom of container traffic.

*June 7* — Ansett and Greyhound Travel Centre Pty Ltd are given limited rights by the TRB to compete with rail from Wodonga on the Melbourne-Sydney route along the Hume Highway.

*July 16* — media reports the Heinz Bean train for Sydney — the largest single consignment of goods ever railed in Australia. An advertising campaign backed up the project.

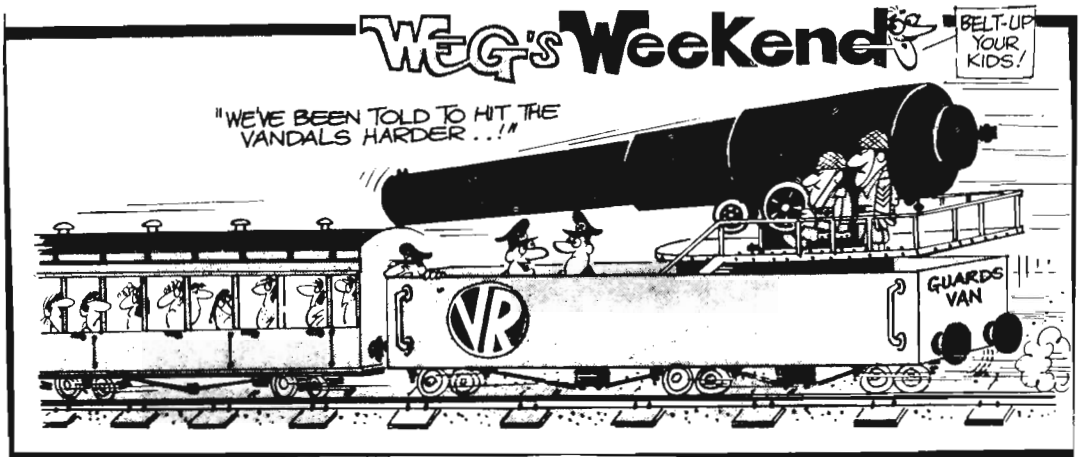
*July 16* — the Australian wrote about our 20 per cent discount to businessmen on the Southern Aurora October 26. ABC TV's Horizon 5 carried a 20 minute segment on the discount and interviewed passenger marketing manager Paul Donohue.

*September 14* — Herald acclaimed the 20 per cent discount, and aggressive advertising was placed in news media.

*September 16* — Media announced that the State Government would close 23 country lines.

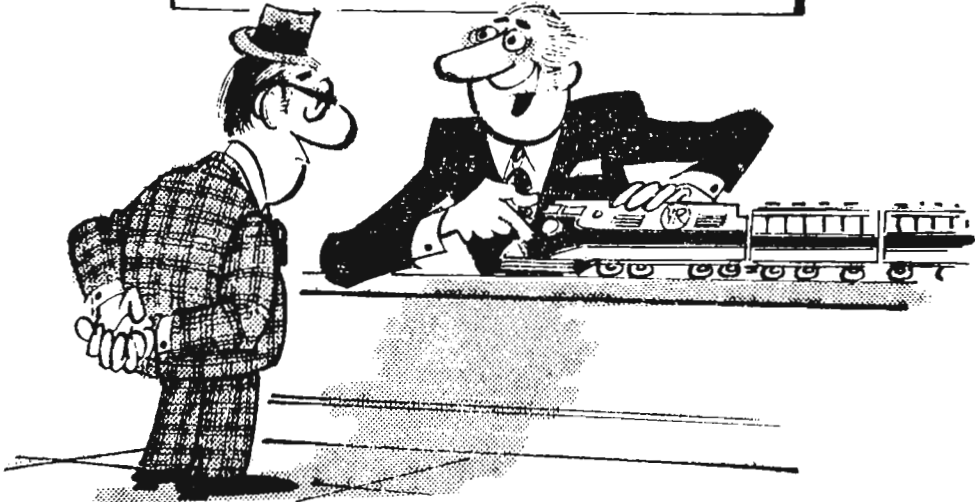
*September* — work began next to head office for a new parcels loading area.

THE HERALD



NEXT MONTH RAIL WAYS FEATURES MORE ANTI-VANDAL MOVES

# ERN'S HOBBIES



"THIS IS AN AUTHENTIC VICTORIAN MODEL TRAIN - WIND IT UP FULLY... AND IT STOPS!!"

THE HERALD

## ... among other things

*May 6* — press outcry on \$1.15 meat pies being sold on the Spirit of Progress.

*June* — the State Government approved \$9 million contract for extra rail tracks for MURLA which will run alongside the viaduct. Work in progress.

*June 10* — underground workers end a seven month row over better pay and conditions by winning one pair of overalls and one pair of safety boots each year.

*June 24* — The Herald reports that the Underground is not likely to open until 1980.

*July 3-4* — Chairman officiates at Deni-quin centenary celebrations.

*July 7* — Herald calls Hurstbridge the Cursebridge line after comments from frustrated commuters.

*July 10* — train derailed at Laverton — 1 passenger killed, about 30 injured.

*July 13* — a letter to Melbourne Truth (Victoria's most reliable newspaper) suggests that VicRail should retain its public relations division to sell tickets and clean red rattlers

instead of producing slick pamphlets and snappy slogans.

*July 30* — the Sydney Morning Herald reports that trains in Sydney are expected to run normally.

*August* — the State Government announced \$20 million allocation to develop regional freight centres.

*September* — VicRail allocated \$31.4 million from the budget for capital works.

*Royal Show* — VicRail stand design won third prize in its section, and more than 100,000 people visited the stand.

*September 15* — the press reported that saboteurs had three times tried to derail the Vineland.

*September 16* — the Government building advisory council in its annual report recommended that most of the Flinders Street railway buildings should be preserved.

*October 2* — The Age announced that VicRail lost \$6 per country passenger, \$8 per interstate passenger, and 40c per suburban traveller.

— That was the year that was —



# The peripatetic perigrinations of a Punjabi potentate

*The Illustrated London News was one of the world's top news magazines in 1862.*

*Rail Ways spotted a strange recurring name — and, just 114 years later, brings you this exclusive report on the news behind the news.*

(or the travels of a high-class Indian sponger)

In 1862 the American Civil War was in full blast, the Brits were exporting by the bushel their undesirables to Australia and importing, by the ton, gold from Victoria, and the Crown Prince of an obscure European principality was eaten by wolves. Into this turbulent year stepped one of history's most mysterious gentlemen—His Highness Maharajah Dhuleep Singh.

He appeared in Court Circulars (the hit parade of the 19th century) and threaded his way through 1862 with more mentions than any member of the British aristocracy except Queen Victoria.

Who was he and what did he do? The answer to the second question is: nothing in particular, the favorite pastime of the idle rich on those (and these) days. Who he was has taken all the undoubted talent of this magazine to unravel.

Apparently he got a free trip on the British taxpayer in return for the British establishing ten more regiments along the Khyber Pass. He appeared in England in January 1862 complete with footmen, handmaidens, head waiters and a couple of American leg men who cased the English establishments for him. He seems to have spent a lot of time making hay and noise in Claridge's, London's most fashionable hotel of the day.

The announcements from the Court published in the London Illustrated News of the day, were models of terse fact which gave no hint of his lavish life-style.

Now that you know, you can read a lot into those communiqués.

Feb. 8, 1862 — His Highness Maharajah Dhuleep Singh has arrived at Claridge's Hotel from Mulgrave Castle, Yorkshire (the castle was used as a prison and the Maj. got a reprieve.)

Mar. 1 — His Highness Maharajah Dhuleep Singh left town to pass a few days at Brighton (He refused to pay his hotel bill, was turfed out and decided to sponge on the widow of a Brigadier General shot by mistake along the Khyber Pass.)

Mar. 8 — His Highness Maharajah Dhuleep Singh returned to Claridge's from Brighton (the widow loaned him the money to pay his hotel bill).

Mar. 10 — His Highness Maharajah Dhuleep Singh left Claridge's for Mulgrave Castle, Yorkshire. (The Brits finally got fed up with him and sent him back to prison. Hence the term Singh Singh, or as the Yanks say Sing Sing).



# Jock goes scot free!

**Imagine spending the better part of five years 'buried' beneath the sea in a magazine surrounded by enough explosives to sink a battle ship.**

VicRail Comptroller of Accounts and former able-bodied seaman, Jock McGowan did just that.

**With two Navy colleagues he was virtually sealed in a cabin in the bowels of the destroyer HMAS Quiberon feeding ammunition to the guns.**

If the ship had have been hit, Jock said, they would have been very lucky to get out of their cabin alive.

By a mere fluke they were saved from such an ordeal.

Bobbing around in a Mediterranean convoy, Jock's ship was ordered to swap positions with another destroyer in the convoy.

The other ship was bombed and sunk.

After the war Jock returned to VicRail, which he had joined in 1940 after finishing his schooling in the dairy farming district of Tongala, 210 kilometres north of Melbourne, and sat a four year accountancy course under a rehabilitation scheme for ex-servicemen.

Today he prefers the quiet comfort of his home and television to escape from the statistics and figures of his work at Head Office.

Jock lives in Camberwell with his wife Alys. They have three children: Ken, a clerk of courts; Bev, a nursing aide; and Heather, a student.

Jock has always worked in the Accountancy Branch, filling such positions as chief bookkeeper, statistical officer, ledger keeper at Ballarat, and accounting officer at the State Coal Mine, Wonthaggi.

For many years he was an active cricketer and during winter tunes in to the league football.



## All steamed up

**Tourism is an important money spinner for Victoria — which is why we want the world to get steamed up about our State.**

According to the Ministry of Tourism, more than 30 Americans have.

They're flying over in a few months on a historical trains tour, featuring Echuca and Geelong.

The tour is one of a number of special interest tours marketed by Victour. Director of Tourism, Bill Moran, conducted the early negotiations while representing Victoria on an Australian Task Force Tour in the US.



---

## New face on management team

**Mr Peter Stuart, 39, formerly general manager of Johns Consolidated Ltd, has been appointed director of the financial and management control division of VicRail.**

VicRail's General Manager, Mr Ian Hodges, said Mr Stuart's appointment was a further step in the strengthening of VicRail's management team.

Mr Stuart's division will operate independently from other Railway Branches and is designed to improve managerial control and performance using the latest management techniques such as management audits.

Mr Hodges said VicRail had taken the lead in the public sector by adopting an approach to management control which was still being pioneered by some of the leading companies in the private sector.

Mr Stuart said: "Public enterprises will continue to grow in importance and in their influence over the community. Transport, particularly VicRail, provides a very real challenge as well as a means of contributing to our community's needs."

# It's not what it seems!

**It must be living in the electric capital of Victoria that gives the station staff at Morwell their spark.**

There are thirty in all, and a happier looking bunch would be hard to find.

When RailWays visited they were hard at work with the routine rail business.

The biggest freight item through the station each month is paper from the Australian Paper Mills.

In June about 10 000 tonnes of paper and paper pulp was transported, earning revenue of about \$120 000.

About 3 500 tonnes of char a month is freighted from the Hazelwood power station and general goods total about 2 000 a month inwards.

But business aside, lunchtime offers a reasonable break for the staff to take turns at a practice cricket game.

Parcels clerk Bob Quigg and clerical assistant Kevin Reville showed our photographer how it's done.

Kevin has been at the station for 13 years after transfer from Ballarat and Bob has spent almost 20 years with VicRail.

Bob is the cricket fanatic.

He is a keen player and president of the La Trobe Cricket Club. During winter he turns his talents to football umpiring and is president of the La Trobe Valley Umpires Association.

---

## Top award for George

**Melbourne Herald artist George Haddon has won his fourth Walkley Award — his third in a row.**

The Walkleys are Australia's top newspaper awards.

George has featured twice in Rail Ways this year, and we hope to publish more of his work in future.

He won his latest award for the year's best illustration—drawings of a vintage car rally.



	Page				
<b>A</b>	Accounts computer .. .. .	90	Meagher, Mr R. .. .. .	51	
	Airlines .. .. .	177	Miller, Mr C. W. .. .. .	147	
	Annual Report .. .. .	76	Modal interchange .. .. .	53	
	Apprentices .. .. .	164	Moe .. .. .	167	
	Auctions .. .. .	110	Morwell .. .. .	155, 198	
			Mural .. .. .	113	
			MURLA .. .. .	55, 78	
<b>B</b>	Bicycles .. .. .	142	<b>N</b>	Norman family .. .. .	4
	Block trains .. .. .	124	<b>O</b>	Oil pipeline .. .. .	3
	Bridges .. .. .	159		Operation Winter .. .. .	139
<b>C</b>	Club '52 .. .. .	150	<b>P</b>	Parcels area .. .. .	140
	Control .. .. .	126		Pass Master .. .. .	165
	Country lines .. .. .	158		Planning Branch .. .. .	69
	Crib Point .. .. .	176		Power Without Glory .. .. .	145
<b>D</b>	Deniliquin .. .. .	117, 128	<b>R</b>	Radio tests .. .. .	143
<b>E</b>	E Box .. .. .	36		Rafferty, Mr J. .. .. .	71
<b>F</b>	Fares .. .. .	107		Rashleigh, Mr N. .. .. .	131
	Films .. .. .	73		Rats .. .. .	144
	First Aid .. .. .	179		Regional freight centres .. .. .	58, 92, 122, 123
	Freight Handling Branch .. .. .	138		Rehabilitation .. .. .	21, 16
	Funds .. .. .	19, 141, 165		Railway investigation division .. .. .	139, 185
	Future .. .. .	174		Road vehicles .. .. .	141
<b>G</b>	Geelong SPS .. .. .	151		ROA .. .. .	104
	Giants tooth .. .. .	39	<b>S</b>	Safety .. .. .	23, 85, 111
	Gibbs, Mr A. G. .. .. .	75		Smoking .. .. .	165
	Great Western .. .. .	5, 7		South Gippsland .. .. .	58
<b>H</b>	Heinz .. .. .	144		Stabling sidings .. .. .	80
	Hodges, Mr I. G. .. .. .	94		Study tours .. .. .	35
	Hong Kong .. .. .	149	<b>T</b>	Time machine .. .. .	171
	Horsham .. .. .	68, 92, 122		Tocumwal .. .. .	7
<b>I</b>	Inside VicRail .. .. .	174, 182		Townsley, Mr J. .. .. .	106
<b>J</b>	Japan National Railways .. .. .	183		Traffic Branch .. .. .	138, 180
<b>K</b>	Kids in Danger .. .. .	59, 70, 123		Train Travellers Association .. .. .	95, 132
<b>L</b>	Level crossings .. .. .	99, 108, 124	<b>U</b>	Urban transit .. .. .	156
	Library .. .. .	22	<b>V</b>	Vandals .. .. .	139
<b>M</b>	Marketing .. .. .	173		Viaduct .. .. .	91
	Maryborough .. .. .	24		VicRail Board .. .. .	52, 81, 141
	McCallum, Mr L. .. .. .	115		VicRail logo .. .. .	67
	McGowan, Mr J. .. .. .	197		Vintage train .. .. .	96
			<b>W</b>	World report .. .. .	186
			<b>X</b>	X 45 .. .. .	3
			<b>Y</b>	Yallourn .. .. .	163

# 1977

Terminating dates of Pay Fortnights shown in **Blue**

Public Holidays shown thus — **○**

(Good Friday 1978 — March 24)

# 1977

	JANUARY					FEBRUARY					MARCH						
Sun.	...	2	9	16	23	30	...	6	13	20	27	...	6	13	20	27	...
Mon.	...	<b>○</b> 3	10	17	24	<b>○</b> 31	...	7	14	21	28	...	7	<b>○</b> 14	21	28	...
Tues.	...	4	11	18	25	...	1	8	15	22	...	1	8	15	22	29	...
Wed.	...	5	12	19	26	...	2	9	16	23	...	2	9	16	23	30	...
Thur.	...	6	13	20	27	...	3	10	17	24	...	3	10	17	24	31	...
Fri.	...	7	14	21	28	...	4	11	18	25	...	4	11	18	25	...	...
Sat.	<b>○</b> 1	8	<b>15</b>	22	<b>29</b>	...	5	<b>12</b>	19	<b>26</b>	...	5	<b>12</b>	19	<b>26</b>	...	...
	APRIL					MAY					JUNE						
Sun.	...	3	10	17	24	...	1	8	15	22	29	...	5	12	19	26	...
Mon.	...	4	<b>○</b> 11	18	<b>○</b> 25	...	2	9	16	23	30	...	6	<b>○</b> 13	20	27	...
Tues.	...	5	<b>○</b> 12	19	26	...	3	10	17	24	31	...	7	14	21	28	...
Wed.	...	6	13	20	27	...	4	11	18	25	...	1	8	15	22	29	...
Thur.	...	7	14	21	28	...	5	12	19	26	...	2	9	16	23	30	...
Fri.	1	<b>○</b> 8	15	22	29	...	6	13	20	27	...	3	10	17	24	...	...
Sat.	2	<b>○</b> 9	16	<b>23</b>	30	...	7	14	<b>21</b>	28	...	4	11	<b>18</b>	25	...	...
	JULY					AUGUST					SEPTEMBER						
Sun.	...	3	10	17	24	31	...	7	14	21	28	...	4	11	18	25	...
Mon.	...	4	11	18	25	...	1	8	15	22	29	...	5	12	19	26	...
Tues.	...	5	12	19	26	...	2	9	16	23	30	...	6	13	20	27	...
Wed.	...	6	13	20	27	...	3	10	17	24	31	...	7	14	21	28	...
Thur.	...	7	14	21	28	...	4	11	18	25	...	1	8	15	<b>○</b> 22	29	...
Fri.	1	8	15	22	29	...	5	12	19	26	...	2	9	16	23	30	...
Sat.	<b>2</b>	9	<b>16</b>	23	<b>30</b>	...	6	<b>13</b>	20	<b>27</b>	...	3	<b>10</b>	17	<b>24</b>	...	...
	OCTOBER					NOVEMBER					DECEMBER						
Sun.	...	2	9	16	23	30	...	6	13	20	27	...	4	11	18	<b>○</b> 25	...
Mon.	...	3	10	17	24	31	...	7	14	21	28	...	5	12	19	<b>○</b> 26	...
Tues.	...	4	11	18	25	...	<b>○</b> 1	8	15	22	29	...	6	13	20	<b>○</b> 27	...
Wed.	...	5	12	19	26	...	2	9	16	23	30	...	7	14	21	28	...
Thur.	...	6	13	20	27	...	3	10	17	24	...	1	8	15	22	29	...
Fri.	...	7	14	21	28	...	4	11	18	25	...	2	9	16	23	30	...
Sat.	1	<b>8</b>	15	<b>22</b>	29	...	5	12	<b>19</b>	26	...	3	10	<b>17</b>	24	<b>31</b>	...