



Rail ^{10 CENTS} Ways

JANUARY 1977



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FRONT COVER

Port Fairy — A popular holiday resort on Victoria's rugged western coastline. VicRail can get you there.

RAIL WAYS

Rail Ways is published by the VicRail Board each month at our North Melbourne Printing Works. A fee is paid for contributions, if published. Telephone number 61001 ext. 1367 (subscriptions), ext. 2397 (editorial).

Free travel

VicRail has introduced free rail travel for employees between home and work.

The new decision took effect on January 1 and replaces the quarter rail fare concession.

Freight Centres

Ararat, Portland and Hamilton will be the next regional freight centres.

The Hamilton centre opens on February 7, Ararat on February 14 and Portland on March 7.



ABOVE: The Premier, Mr Hamer, inspects the storage hoppers at Westall with the Managing Director of Apex Quarries Ltd., Mr Lorenzo Galli.

RIGHT: The hoppers at the Westall works tower above the guests at the official opening last month.

one major transport problem

VicRail has joined with Apex Quarries Ltd. in an unusual operation by which 2,000 tonnes of crushed stone will be moved through the heart of Melbourne each day without noise or road traffic interference.

The stone is being moved from the new Apex quarry at Kilmore East to the firm's new concrete mixing plant at Westall.

A block train of 18 bottom discharge JQX wagons takes the stone through Melbourne twice daily.

To move the 2,000 tonnes a day by road would require a convoy of 100 large semi-trailers each with a 20 tonne capacity and weighing 60 tonnes laden!

Installation of the private siding for the block train to discharge at Westall cost Apex \$62,000.

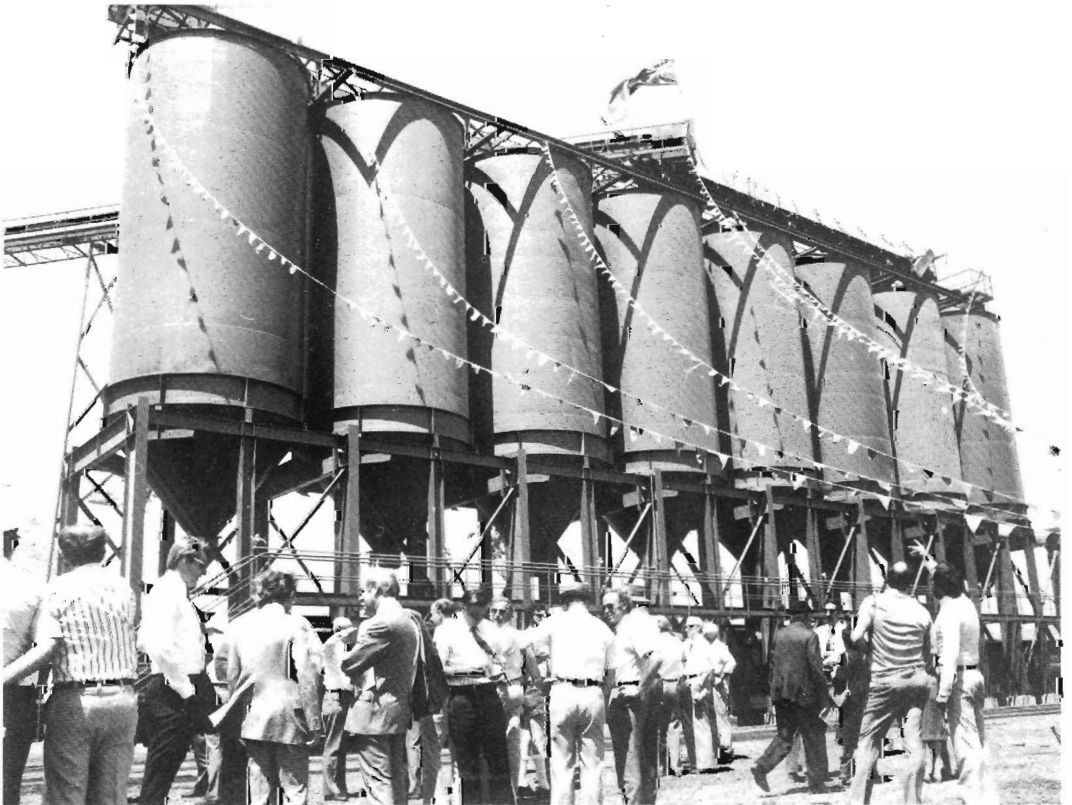
VicRail met the \$350,000 cost of facilities at Kilmore East — mainly special signalling equipment for crossing the standard gauge line — but this will be recouped by a levy per tonne on the freight rate over seven years.

Apex has gone to considerable lengths to make the project aesthetically pleasing and to blend with the rolling green hills of pastoral Kilmore East.

Hundreds of young trees have been planted and acres re-grassed to eliminate scars caused by bulldozing dams.

At the Westall end thick stands of timber have been planted to screen the processing works. All storage hoppers and similar equipment are painted forest green.

The project was officially opened on December 22 by the Premier, Mr Hamer, and the Minister for Fuel and Power, Mr Balfour.



SAFETY CAMPAIGNS



Wyn Carney receives his award for the best safety competition entry from VicRail General Manager Ian Hodges.

Other guests shown at the presentation lunch are — from left — Mrs Carney, Assistant Chief Mechanical Engineer Les Rolls, Chief Safety Officer Bill Cox, Mrs Cox, Deputy General Manager Lindsay McCallum, and Mrs. McCallum.

Problems? No longer!

Hot water urns, door seals, gear wheels, wooden cases and air ducts have at least two things in common, they've all been safety problems, and they've all been rectified.

Winners in VicRail's three safety competitions this year picked the problems and solutions.

Campaign and competition one featured "slips, trips and falls", and dining car depot waiter M. K. Lechmere spotted a leaking water urn on Southern Aurora.

He suggested an urn cover and a door seal to make sure spilt water presented no danger.

Jolimont Workshops electrical fitter C. H. Leigh won the second competition, which involved materials handling, by designing a lifting jig for traction motor pinions.

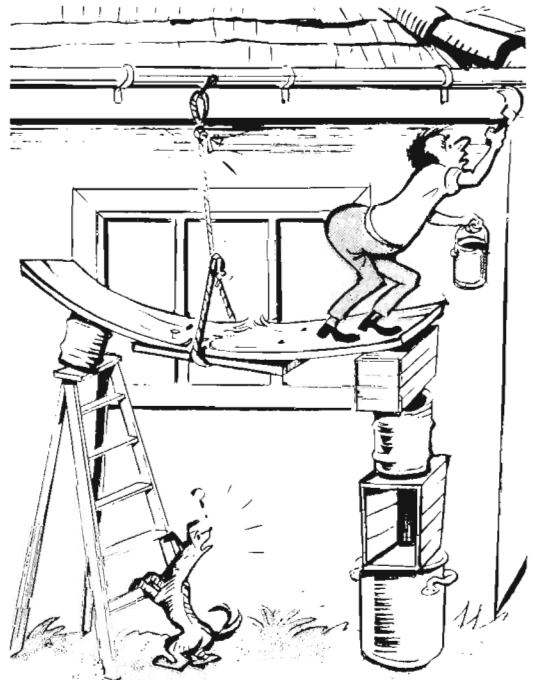
It meant no-one had to lift the 33 kg gear wheels — so no risk of strains.

"Housekeeping" was the third subject, and Newport foreman wood machinist J. A. Richardson tied with head office teleprinter supervisor G. A. Cooper.

Packing cases near the Newport Workshops saw mill, and air ducts on the teleprinter room floor were the problems solved.

BELOW: One of Wyn Carney's prize winning posters.

On the right is the poster which won him the 1976 award.



**DON'T TAKE RISKS
ON YOUR HOLIDAYS .
SAFETY DOESN'T END
AT WORK.**

AWARD WINNING POSTER BY W. CARNIE - BENDIGO

Statistics tell safety story

One Australian is injured in an accident every three minutes, says National Safety Council of Australia director Frank Turley.

Mr Turley told the VicRail safety council presentation luncheon in the boardroom at Spencer Street on November 17 that he was happy to see VicRail in full swing towards improving industrial safety.

Our record on slips, trips and falls improved 30 per cent in the first six months of 1976 compared to the same period in 1975.

This was due to our successful safety campaign said the Deputy General Manager, Lindsay McCallum, who is also VicRail's safety council chairman.

Mr Turley said that seven million Australians were injured over the last five years — 500,000 on the roads, 2.5 million at work and the rest away from the job.

He said: "Ninety per cent of accidents involve the human factor. That's where communications are so important."

Mr Lindsay McCallum says: "Our accident record is only half as bad as other rail systems in Australia but it is still like 'having a bundle of worms in your hand'."

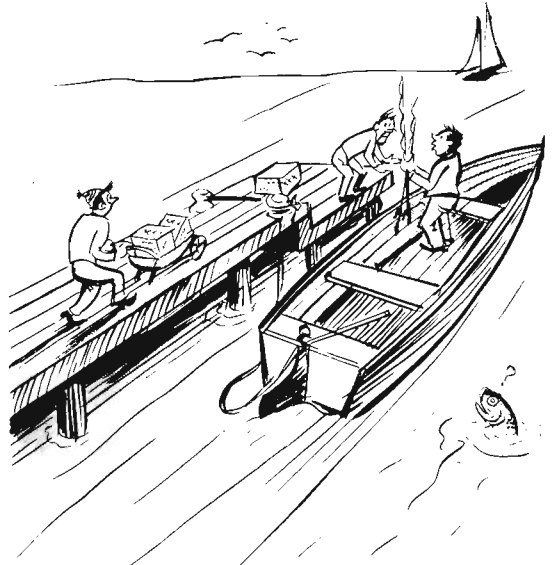
Rush

Two ladies were in too much of a hurry to get off a moving train in Horsham recently.

Both ended up in the Wimmera Base Hospital with abrasions and one with a suspected broken nose.

Certainly a costly way to see people off.

**DON'T MIX
TOO MUCH ALCOHOL
WITH WATER!**
**HAVE IT AFTER AND
ENJOY YOUR HOLIDAY**



PRIZE WINNING POSTER BY W. CARNIE - BENDIGO

Wyn wins

Bendigo North Workshops manager Wyn Carney won the award for the best entry in the 1976 safety competitions.

The prize included a silver platter and a week's holiday for two at Mt Buffalo Chalet.

Wyn, who won the poster competition with this entry, had the best safety suggestion for the year, and submitted two other entries which won him inscribed tankards.

Joyce lends a helping hand

Every man knows that barmaids and waitresses are the community's best psychologists, particularly those men who complain that their wives don't understand them!

At VicRail we have a girl who can not only listen to your problems but give you expert advice.

She is Joyce Vermeulen, one of the counterhands at the Flinders Street and Princes Bridge refreshment stands.

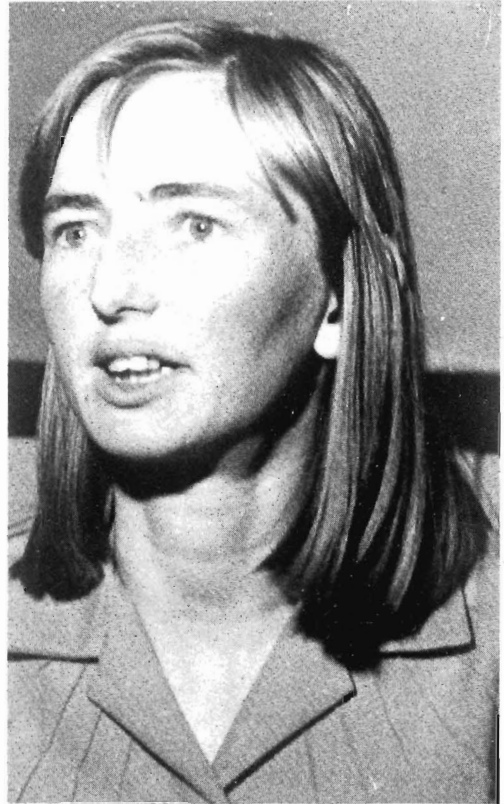
Joyce, 24, has a degree in social science from Latrobe University. The degree involved courses in psychology and economics.

Joyce is bolstering theory with a practical look at people — there are few places more suited to watching the human cavalcade than refreshment stands at major railway stations.

The job is not by choice but by necessity. She is one of the vast army of the educated unemployables streaming from our schools and universities.

Says Joyce: "I'm grateful to VicRail for the part time weekend work, and I enjoy the company of the girls, but I've tramped the streets of Melbourne for 14 months looking for a job suitable to my training. I've tried everything. But so far with no luck."

We believe she will ultimately land that job suited to her talents. Any takers?



Suggestions adopted

The following suggestions were adopted during December:

- | | |
|---|--|
| ● Additional details of Standard Rate Schedules on microfilm. \$15 | ● Removal of emergency tool kits in brake vans. \$10 |
| ● Modification to train examiners safety key receptacle. \$15 | ● Improved gas ring in ZF vans. \$10 |
| ● Additional bracket on brush holder assembly of generators. \$15 | ● Glass panel in door at Electric Running Depot. \$10 |
| ● Cover plate over air-conditioning pulley shaft bearing on "Southern Aurora". \$20 | ● Restoration of advance listing of retirements in "Rail Ways". \$10 |
| | ● Revolver holsters for stations. \$10 |



ABOVE: The Chairman of the Victorian Railways Board, Mr A. G. Gibbs, with six year old Michaela Pertile, left, who submitted the winning slogan. Also in the picture are Mrs Pertile, Gabriella, Yolanda, Mario and Julien.

BY KEVIN BAKER

A REAL TRICKSTER

TRICKS...TRACKS...TRAINS ... TROUBLES

That was the winning slogan created by 6-year old Michaela Pertile of Cheltenham in the recent contest conducted by "The Sun" and VicRail. Her prize was two weeks at Mt Buffalo Chalet for her family. Twenty other youngsters get consolation prizes of family day trips by train.

The aim of the contest, which attracted almost 900 entries from all over Victoria and as far away as King Island, was to encourage children to THINK before risking their lives on railway lines, bridges, staunchions and generally acting the fool on trains during the Christmas—New Year vacation.

Organized by the education section, the campaign was carefully timed for the last week of the school year and the first of the

Muddling on

The great medal muddle (see last edition) is still on.

Another one — owned by the late Mr E. C. Nicholl, who was a stationmaster from 1917 to 1962 — has turned up.

The bridge picture is still a mystery, too.

It's on the north-east line, or thereabouts. Locations so far suggested include the Broken River at Benalla, Ovens River, Wangaratta, and the Yarrowonga Bridge before Lake Mulwala was opened.

We'll welcome any more clues on the pictures, featured in the last edition.

holidays so that teachers would find the time during that slack period to have the pupils write slogans in class after a talk on the dangers.



Yes, it's our Jack calling the winner. But it's not Moonee Valley. Jack, VicRail Marketing Manager, and president of the Dandenong Show — the second biggest in the State after the Royal Show — is drawing the winning entry for a trip for two to the Chalet. The winner was Ms Lynne Beyberg, of North Dandenong. Beside Jack is Mrs Weeks, wife of VicRail's Chief Marketing Manager.



Catering for all tastes . . . the girls at the Richmond Training Centre were all smiles when our photographer called recently.

SERVICE WITH A SMILE

Walk into the buffet of an interstate train and you are greeted by smiling girls in beautiful uniforms.

You have a tasty and filling meal. You look around and your fellow travellers are laughing and joking. You feel good yourself.

What's happened? The buffet was never like this.

What's happened is a training scheme for girls in the trading and catering branch.

Apart from its educational value, the scheme has given a tremendous boost to the job satisfaction of the girls. This passes on automatically to the customer.

The training, which started in October last year, is carried out on interstate trains and at a training centre at Richmond station.

The on the train aspect is directed mainly at new starts. They are shown how to serve customers, how to use and set up the equipment in the buffet or dining car and how to work safely in the confined area in which they have to work.

At Richmond the girls attend lectures on the organisation of the railways, first aid, fire drill and safety.

Most of the ideas for the scheme came from the girls themselves, especially from Margaret Harrington, the assistant manageress of Spencer Street cafeteria.

Mary Walters, the manageress of Spencer Street cafeteria, and the education section were also very helpful in setting up the scheme.

Counterhand Lorraine Lindsay attends to a customer on the Intercapital Daylight.





Counterhand Lorraine Lindsay burst with praise for Ken Feltscheer, manager, trading and catering. "As a result of his positive attitude, job satisfaction has soared for us girls."



Counterhand Cheryle Hamill: "It's great. A much happier place now."



Supervisor Maureen Clayton: "First aid training is invaluable. There are many times when it is needed on the job."

Earth mother meets friend

VicRail hostess Maureen Desmond is a comedienne.

Her favorite joke is to say to a passenger "Would you keep an eye on the person next to you? He only has one left foot?" Not exactly London Palladium stuff but better than nothing in these bleak times.

Maureen migrated from England as a war evacuee in 1941.

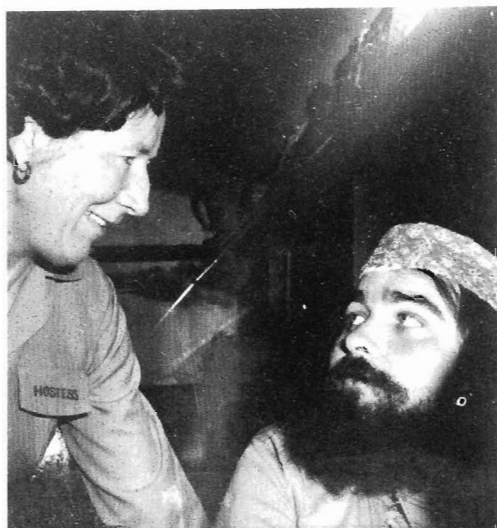
She is a trained nurse which comes in handy because she has eight children.

She started with VicRail as a counterhand on interstate trains. She has been a hostess for four years.

During this time she has handled heart attack victims, suicide attempts and drunken passengers.

She has met few more colourful characters than Jules Truebeard, a member of the Friends of the Earth Society.

Jules, who is confined to a wheelchair, was on his way to Canberra for a Down to Earth Conference.



"Society is in a disgusting state," said Jules, who changes his name when he feels like it.

Crossed out

The State Government has allocated \$6 million this year to abolish some rail level crossings and install booms and flashing lights at others, the Minister for Transport, Mr Rafferty said.

Mr Rafferty said \$5 million of the allocation would continue work on six grade

separations. These are at Camp Road, Broadmeadows; Melbourne Road, Spotswood; Princess Highway, Colac; and three in the Greensborough area, at Watsonia Road, Nell St., and Grimshaw St.

He said plans would be finalised for an extra four grade separations at Tottenham, Geelong, Glenhuntly and Cudjee.

Our Len — new Jaycee boss

Len Trotter, assistant rolling stock accountant, has been elected President of the Melbourne chapter of the Jaycees for 1977.

"Apart from our normal activities during 1976, we brought two Malaysian kids to Melbourne for open heart surgery," said Len.

"Mary Tan, 12, and Tan Choong Seng, 19, live in Bukit Mertijam, a small village in the rubber growing district of Malaysia.

"Like normal kids, they loved to play games with their friends, but they had one problem. They both had a hole in their hearts which left them exhausted after the slightest exercise.

"The nearest facilities for surgery were in Thailand. The cost of travel and surgery was beyond their parents' pockets.

"It was here that the Bukit Mertijam chapter of the Jaycees came to the rescue. They contacted the Melbourne chapter and between us we arranged for Mary and Tan to have their operations in Melbourne.

"Qantas flew them out, Budget Rent-a-Car arranged their transport around Melbourne, and Medibank financed the operations.

"Alan Black, the immediate past president of the Jaycees, put the kids up when they left hospital. He also showed them the sights of Melbourne before they returned to Malaysia.

"Mary had a remarkable recovery and was playing football with Alan's sons, Terry and Peter, soon after the operation.

"Tan, who is a keen photographer, also improved, but has to have another operation."

The Jaycees will bring Tan and a Burmese girl to Melbourne in 1978. The girl, Mar Cho Mar, which means "Health and Happiness", is a fourteen year old with the same complaint.

Another activity of the Jaycees is to visit

Pentridge Prison, where they encourage prisoners to rehabilitate themselves through personal development.

The prisoners have their own chapter called "Renaissance". They organise debates, education courses and public speaking competitions. They are also involved in making toys for orphans.

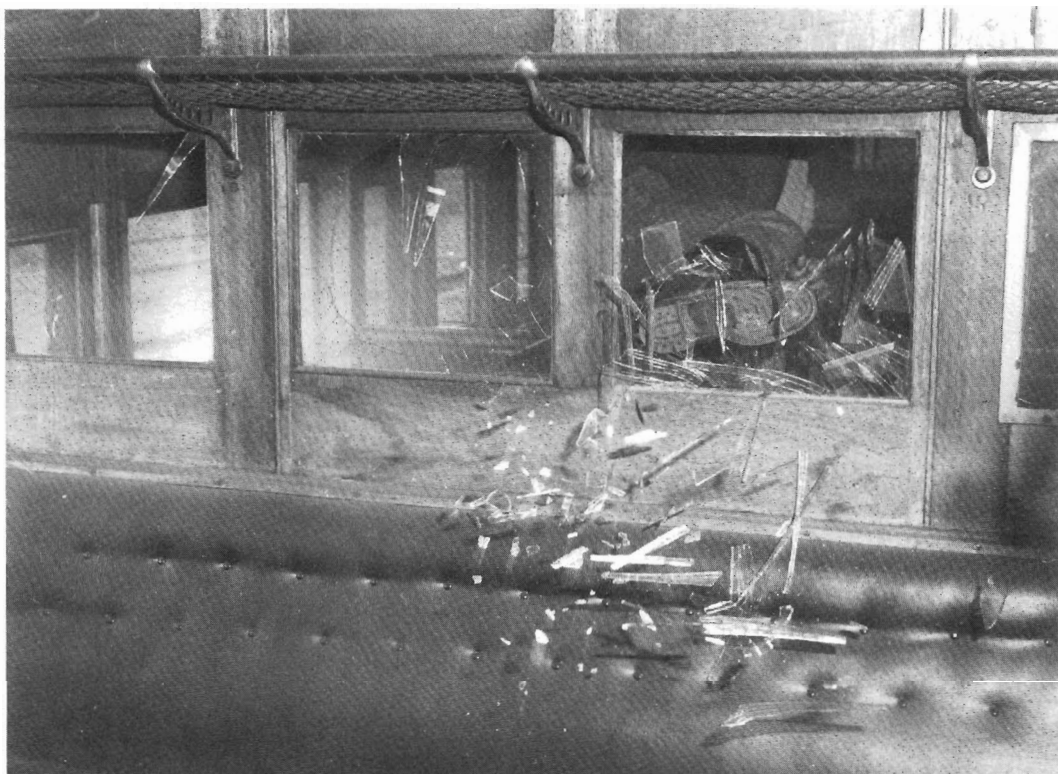
"If anyone is interested in joining the Jaycees, feel free to call me on extension 1249," said Len.



Milk run

The lads on the Cudgewa goods train reckon it's no bull. And they're fair dinkum.

Their train was delayed 75 minutes recently when it hit a cow at Bullioh (in North-East Victoria). No kidding!



BLITZ NETS 516

A VicRail blitz on northern and western suburban lines on November 26 and 27 netted 328 people for 516 offences.

A mini-blitz at Moorabbin station on the Sunday added another 133 people coming from the nearby rock festival for 161 offences.

The weekend's tally of 461 people for 677 offences brought the year's total to well over 28,000 people for more than 30,000 offences.

During the blitz more than 200 people, including 50 at Moorabbin, were warned for smoking on trains.

Charges were varied — but there were no charges of wilful damage.

Several dozen railway investigation officers took part in the weekend's blitz, which centered on the Altona, St. Albans, Broadmeadows, Upfield, Epping, Williamstown, and Hurstbridge lines.

There were three major blitzes in 1976 — Operation Winter on July 16 — 17 was the State's largest ever, and netted more than 1000 people for about 1300 offences.

Doubling up

VicRail doubled the capacity of the South Kensington — Footscray rail line in November.

Two extra tracks two kilometres long came into operation at a cost of \$7.5 million over three years.

Services will now be improved in the Western suburbs, and on the Ballarat, Bendigo and Geelong lines.

The project involved building an additional steel girder deck bridge across the Maribyrnong River next to the existing bridge, rebuilding the Hopkins Street road bridge in Footscray and the Kensington Road bridge in South Kensington.

The next step towards improving services from South Kensington to the city will be to restore two tracks at North Melbourne station. These were temporarily removed to allow tunnel ramps to be built as part of the Underground loop project.

GET TO KNOW US

number seven

Vin's a real battler

From fighter pilot to industrial battler. That's the chequered career of VicRail's personnel manager, Vin Winter.

During World War II, Vin was a fighter pilot escorting bombers over Europe.

He was involved in dog fights over the skies of France. But, like many men who have seen real action, he is reluctant to talk about it.

Vin does not even like flying much these days. "All the fun has gone out of it. During the war you could fly where you liked. Now traffic controllers tell you continually where you can and can't go," he said.

Four years ago he took up private flying but the expense and lack of adventure forced him back onto the ground. He now leads a quiet, relaxing life at home in Brighton with his wife, Betty – the perfect antidote to his daily struggles in the industrial sphere.

Vin said: "With trains you can generally expect them to react in a certain manner. It is almost impossible to work out how people will react."

Vin became personnel manager, in January, 1975.

He was born in Caulfield in 1918 and attended St. Patrick's School, East Melbourne before joining VicRail as a lad laborer in 1935.

In 1943 he married Betty. Their son Bruce was born in 1948. Bruce, who trained as a watchmaker in Switzerland, lives in California.

In 1952 Vin joined the Secretary's Branch, moving to secretary to the staff board. He was industrial advocate and from 1961 to 1974 was a member of the Staff Board.

He made a study tour of Europe and the United States in 1970.



Warning signs

The Minister for Transport, Mr Rafferty, wants an expert injury research body to test new type warning signs for rail level crossings.

He said the body – the Injury Research Project of the Royal Australasian College of Surgeons – had recommended the signs to him on the human factor associated with level crossing accidents.

"The report suggested a new style advance warning sign and another to indicate to motorists which direction to look for approaching trains," Mr Rafferty said.

He said he would ask the project team to test the effectiveness of these signs and to make further recommendations to him.

"If we are to change the present sign warning system we must make sure that new ones are clearly understood and more effective," he said.

Dream come true



AT LAST! Mr I. A. Fotheringham is congratulated by the Minister for Transport, Mr Rafferty and the Chairman, Mr A. G. Gibbs.

One of the great sagas in Melbourne's rail history came to a climax on December 22 when the Minister for Transport Mr Rafferty officially opened the \$500,000 Yarraman station on the Dandenong line between Dandenong and Noble Park.

It was a dream come true for TAA accountant Mr I. A. Fotheringham. His family has been fighting for this station for 57 years.

Yarraman — aboriginal for running water — is expected to handle about 10,000 passengers a week, says Mr Fotheringham.

It is Melbourne's 238th suburban station.

Mr Fotheringham said: "My late mother Lilian began the fight in 1919. My parents, with six other families in the area formed the Dandenong West Railway Station Committee about 1920. During the early 1930's

my mother and a neighbour spend months travelling the length and breadth of Melbourne seeking out landowners to contribute to the building of the station. In those days it would have cost about £800 to build."

Mr Fotheringham said that he continued the fight almost single-handed from 1950. "If a thing is worth having it is worth fighting for my mother used to say."

Mr Fotheringham, who was a Dandenong shire councillor for 14 years, retires soon from TAA. He said: "I'll have more time and I expect I'll try and go back on the council."



Yarraman station . . . the result of a 57 year old battle.

Sell, sell, sell says Doug



Doug Simpson . . . "You have to be able to talk."

Doug Simpson, stationmaster Wodonga, is a real salesman.

At every opportunity he checks out prospective clients and tells them what VicRail can do for them.

"This is a business," says Doug. "More stationmasters should be like me and sell, sell, sell."

"You have to be able to talk — get people on your side. It's a real PR job. If you're nice, that's half the fight. It could be the difference between gaining or losing business."

Doug, a genial chap, never loses the opportunity to have a good argument about the merits of VicRail. He said: "We have a lot more to offer than people realise. Rail is the only way to go. You know this. The problem is you have to convince others."

"But," said Doug with an aggressive jut of the jaw, "if anyone gives me the bounce, I just bounce back."

Doug started with VicRail as a casual laborer in 1939. He reached guard status and for several years worked with other railways in the Northern Territory and on the Trans-Australian railway.

Doug remembers the time he was guard on an ammunition train, during the war. The train stopped in the middle of nowhere. After waiting a while he decided to find out what was wrong.

As he walked along the side of the train he heard a buzzing overhead. Looking up, he saw a Japanese fighter. When he got to the loco he found the driver and fireman missing. Doug stuck with the train.

He survived to become a relieving stationmaster. Eventually, he settled down in Wodonga, where he has been stationmaster for the last six years.

Doug is building a feature room at his home in Barnawartha. It will house the many relics and photographs he has collected during his years with VicRail.

Retirements

WAY AND WORKS

BECK, L. A., Head Office, 4/1/77
BERTRAM, C. K., Ballarat, 4/3/77
BROMILOW, E. F. J., Flinders Street, 16/3/77
CHARLES, E., Maryborough, 28/3/77
CLARK, T., Bendigo, 24/12/76
COLE, G. E., Dimboola, 24/12/76
COOKE, M. J.E., Spotswood, 23/12/76
DALL, E. E., North Melbourne, 24/11/76
DEMPSTER, R., Bendigo, 6/12/76
GROCHOWSKI, J., Spotswood, 3/12/76
HEAPHY, D. P., Seymour, 28/2/77
IURATO, G., Laurens Street, 29/3/77
KARAPULKA, J., Eastern District Engineer, 14/3/77
KOVACS, I., Head Office, 2/12/76
LOCK, H. W., Caulfield, 7/3/77
MAYNE, W. W., Caulfield, 9/1/77
McINTOSH, D. A., Flinders Street, 18/11/76
QUINLIVAN, W., Ballarat, 29/3/77
RYAN, H. D., Ballarat, 29/11/76
TERBIZAN, F., Sunshine, 25/3/77
BEASLEY, N., Warrnambool, 19/11/76
BICKERTON, F. W., Dandenong, 24/11/76
DAVIS, D. J., Head Office, 3/12/76
DISS, A. W., Bendigo, 27/2/77
HONEY, J. W. E., Spotswood, 2/2/77
HORNE, W. H., Foreman Plumber, 26/11/76
HORVAT, J., Newport, 27/10/76
HUMPHRIES, S. J., Ballarat, 21/2/77
MICHAEL, A. A., Spotswood, 21/11/76
OKOPNY, M., Snr. Comm. Draftsman, 8/12/76
PETERSON, J. T., Geelong, 10/11/76
ROSSI, A., Flinders Street, 16/11/76
SHORTTE, J. S., Geelong, 19/11/76
SPEZZA, P., Engineer Special Works, 16/2/77
STOATI, W. S., Geelong, 19/11/76
BONFA, G. A., Spotswood, 30/1/77
BRAY, J. H., Ballarat, 1/10/76
CATENICH, G. A., Seymour, 16/1/77
DENIC, O., Engineer Special Works, 4/1/77
DOWN, L. G., Bendigo, 13/1/77
FEDLEY, R. C., Warrnambool, 15/10/76
FITZPATRICK, C. M., Seymour, 10/9/76
FRASER, W. D., Warrnambool, 31/10/76
GOLFIS, G., Spotswood, 3/1/77
HENDERSON, F. J., Ouyen, 7/9/76
HOOPER, W. R., Warragul, 26/10/76
JOHNSTONE, W. G., Plant Division, 15/10/76
KATSAROS, K., Spotswood, 10/1/77
KYRIACOU, E., Spotswood, 8/11/76
OLTOUMIS, J., Engineer Special Works, 16/1/77
RAUDINO, S., Flinders Street, 4/1/77
REID, G. I., Engineer Special Works, 4/1/77
SCOLLO, G., Spotswood, 21/1/77
SHEEDY, F. J., Ararat, 24/1/77
TULLY, F. J., Seymour, 8/1/77
WATTS, H. F., Echuca, 4/10/76
ANGUS, L., Warrnambool, 3/12/76
BAILEY, G. P., Ballarat, 8/9/76
BARTLETT, T. P., Geelong, 1/10/76
BRIGGS, J. S., Plant Division, 11/12/76
DAVIS, A. J., Echuca, 27/8/76
DE-PAOLA, P., Laurens Street, 3/12/76
DOBSON, M. A., Flinders Street, 8/10/76
FROLLA, M., Engineer Special Works, 18/8/76
GOUDGE, W. J., Bendigo, 3/9/76
HEAD, J. T., Head Office, 14/10/76
JAROS, J., Laurens Street, 17/12/76
KRALIK, R., Caulfield, 30/8/76
MAWSON, M. N., Warrnambool, 19/10/76
MILLER, L. N., Hamilton, 18/8/76
McINTOSH, D. A., Flinders Street, 4/10/76
PALEOCHORITIS, D., Caulfield, 14/10/76
SMITH, R. T., Wangaratta, 19/12/76
BAILEY, J. H., Ballarat, 3/6/76
BARBERA, G., Spencer Street, 30/6/76
BENSON, J. D., Ballarat, 12/9/76
BIGGIN, L. G., Head Office, 1/7/76
BOURKE, R. F., Head Office, 2/7/76
BROWN, C. M., Bendigo, 2/7/76
FORBES, W. G., Laurens Street, 1/6/76
HUMPHRIES, C. M., Head Office, 9/6/76
KENNEDY, C., Geelong, 12/6/76
KIRWAN, L. M., Hamilton, 21/9/76
KOLODZIEJCZYK, S., Shepparton, 25/5/76
MAZ, T., Bendigo, 19/5/76
MEWHA, J. W., Sale, 12/9/76
PIANTA, J. L., Warragul, 18/6/76
RIGG, L. J., Flinders Street, 9/7/76
ROSS, V. A., Geelong, 22/9/76
SILINIS, W., Benalla, 26/5/76
SINGLETON, L., Maryborough, 28/5/76
SMITH, S. F., Ballarat, 30/6/76
STUART, W., Flinders Street, 8/6/76
WATSON, G. R., Spotswood, 14/9/76
WILSON, G. W., Bendigo, 26/5/76
BARTLETT, C. J., Accountant, 14/8/76
BIANCO, A., Spotswood, 28/6/76
BURT, R. G., Engineer Track & Drainage, 30/7/76
DANIEL, G. D., Engineer Special Works, 9/7/76
DE MARCO, L., Caulfield, 22/6/76
FATT, A. J., Ouyen, 30/7/76
FORD, H., Ballarat, 7/7/76
GIOFFRE, A., Engineer Special Works, 12/10/76
GWOSDEZKY, J., Engineer Track & Drainage, 21/10/77
HARRIS, R. D., Spotswood, 20/10/76
HOWE, A. R., Caulfield, 30/7/76
KIRCHNER, A. R., Eastern, 6/10/76
LEO, K. E., Echuca, 11/10/76
MARSDEN, T. W., Geelong, 30/9/76
MAY, F. F., Dimboola, 16/7/76
MELLIA, F., Head Office, 16/7/76
MILLS, J. E., Ouyen, 25/8/76
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Rail 10 CENTS Ways

FEBRUARY 1977





New Editor

VicRail has appointed a new editor of "Rail Ways".

He is Noel Browne, a former Herald journalist, who has just returned after a year in Papua New Guinea heading the Lae news bureau for the P.N.G. Post Courier, a national daily newspaper.

Possessing wide experience in both the metropolitan and suburban newspaper sphere as a sub-editor and reporter Noel replaces former magazine editor Mike White.

His only grouch so far is a "total lack of response" to the magazine by VicRail readers.

"The magazine is designed to reflect the interests of its readers and to do that they must let us know what they want," he said.

Noel took over the magazine in January.

New trains for VicRail

VicRail is to get a fleet of 50 new ultra modern suburban trains costing about \$80 million.

The Minister for Transport, Mr Rafferty, said the Government had given VicRail the "all clear" to call tenders for the trains.

He said it was expected they would be delivered at the rate of ten a year.

Mr Rafferty said the trains would be an improvement on the present stainless steel type trains.

"What we want is a new fleet of the most modern trains, both in comfort and performance," he said.

Mr Rafferty said the Government wanted to get the new contract under way without delay so there would be a continuous flow of new trains.

"Our aim is to get rid of the old red Tait trains as quickly as possible," he said.

He said this would not only give passengers better and more comfortable travel but would mean a big saving in maintenance and major overhauls.

VicRail has 32 stainless steel trains in service at present and a further 18 should be delivered before the end of next year.

The present VicRail suburban fleet comprised 32 stainless steel trains, 55 blue trains and 52 red Tait trains.



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FRONT COVER

Beautiful Mt Buffalo — ideal for horse-riding, hikes and winter ski-ing. VicRail can get you there and arrange accommodation at the Mt Buffalo chalet.

RAIL WAYS

Rail Ways is published by the VicRail Board each month at our North Melbourne Printing Works. A fee is paid for contributions, if published. Telephone number 61001 ext. 1367 (subscriptions), ext. 2397 (editorial).



Ticket cheats costing “millions”

Ticket cheats are costing VicRail millions of dollars a year according to the Railways Investigation and By-laws Division's annual report.

The report disclosed that 1,103,348 people were detected in 1976 for travelling on trains without a ticket. This followed a big drive by the By-laws division which increased its detection rate by 83.4 per cent in 1976.

The report also disclosed that hundreds of thousands of dollars damage was caused to railway property through fires, 41 of which were deliberately lit.

The report said the high number of people travelling on trains without a ticket was probably only a small percentage of the real figure.

It continued: "When you consider that the average fare of the electrified network is 55 cents it's obvious that the railways are losing millions of dollars a year through ticket cheats."

Many of the people detected were caught out at barriers and on trains.

Many of the people detected were sold tickets by Railways Investigation Officers.

The report showed that 41 of 81 fires on railway property last year were deliberately

lit but only a few offenders were caught and charged.

The claims squad investigated the loss and theft of property during the year valued at \$631,431.

Enquires into fraudulent workers compensation claims resulted in the saving of over \$212,550 for VicRail.

Other statistics showed that 17 people died from 121 level crossing accidents during 1976.

This compared to 24 deaths in 1974 and 28 in 1975.

The Accident Squad attended 872 personal accidents involving 42 deaths through the year.

In 1975, 35 people died as a result of personal accidents and in 1974, 24 people died.

The report said there had been a corresponding percentage increase in the personal accident deaths found by the coroner to be suicide or suspected suicide.

During the year 19 overhead bridge accidents caused train delays in the hundreds of hours and cost VicRail hundreds of thousands of dollars.

Andy takes the helm

Andy Augustine, a keen yachtsman, will try to eliminate any unnecessary paperwork and improve the speed of communication within the railways.

Andy, 58, said this on January 25, when he moved from his position as Solicitor for Railways to become Secretary for Railways.

"Although I have been away from head office for 38 years I know that problems can be caused by poor communication within the Department," he said.

"If there are time wasting methods, they must be done away with."

Andy started with VicRail as a lad porter in 1933. After a period as a bookkeeper at Melbourne Goods, he joined the Transportation (Traffic) branch at head office in 1938.

About that time, the VRI were holding shorthand competitions and, as Andy won a prize, he was offered a job at the Crown Solicitor's Office.

To take the position, he had to do a law course at Melbourne University, which he completed in 1949. He then worked in the Crown Solicitor's Office, becoming officer-in-charge of the Railways branch in 1960.

In 1972, this branch broke away from the C.S.O. and Andy became the first Solicitor for Railways.

Andy's inspiration for yachting came from his sons, who, living in Edithvale were keen sailors. The youngest son, Geoffrey, became a member of the "Bond" Americas Cup team.

Andy has a general purpose 14 ft yacht he sails regularly in competition as a member of the Chelsea Yacht Club.

He now lives at Mt Eliza.



Andy Augustine takes to the waves at Albert Park lake. Darryl Warren is the trapeze hand.

Granville

The PR division and no doubt everyone in VicRail felt horror at news of the Granville rail disaster.

We send our sincere sympathy to the families and friends of those killed, and also to those injured or otherwise distressed by this accident.

This devastating loss of life hits at the heart of all railwaymen, whose main concern is the safety of our customers.

We only hope that the results of the Granville enquiry will leave all rail systems satisfied that the safety of their passengers is assured.

— Editor

Wheat — VicRail plays a leading role

VicRail has played a big part in Victoria's wheat harvest this year.

VicRail was complimented by a Grain Elevators Board spokesman at Ouyen who said the north Mallee harvest had been one of the smoothest for years.

VicRail had given "excellent" service with a special train of big "CJF" trucks running daily between Ouyen and Cowangie, he said.

Australia's wheatgrowers will pay state governments over \$100 million to rail this season's wheat crop to seaboard terminals.

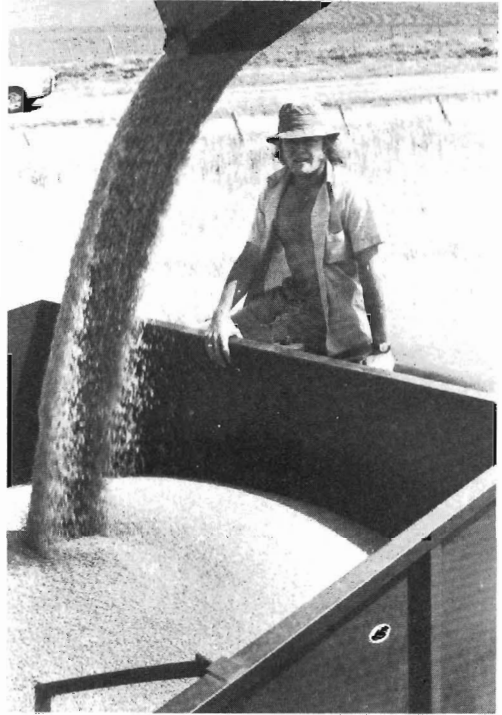
Victorian farmers will pay out \$15.2 million.

VicRail last year adopted a new accounting system aimed at showing where individual profits and losses are being made.

It will eventually produce a cost analysis sought by the wheat industry on wheat freight rates.

This wheat season will see Victorian wheat-growers rail 1.7 million tonnes of wheat to terminals throughout the state.

In New South Wales the figure is 4 million tonnes, Western Australia, 3 million, Queensland, 700,000 and South Australia 600,000.



End of the harvest — Trevor Roberts from Charlton South watches wheat cascade into a truck. Photo by courtesy Stock and Land.

FRANK CAREY DIES

Many railwaymen and unionists will have been saddened by the death of former Australian Federated Union of Locomotive Enginemen secretary Frank Carey.

Mr Carey, who died earlier this month at the age of 63 was regarded as one of the colorful characters of the union and the ALP scene.

A third generation railwayman he was regarded as a tough fighter in an industrial scrap.

Old ALP hands remembered how he capably handled an attempt in the troubled 1950s by industrial "groupers" to wrongfoot him while he was ALP state president.

Just before the close of state conference business one evening they bowled up a very tricky constitutional point.

Immediately after the adjournment Mr

Carey and some top legal brains burned the midnight oil thrashing out a solution.

Next day Mr Carey innocently asked delegates what the conference was up to and was promptly reminded by his opponents.

In a brilliant piece of playacting, Mr Carey, watched by hundreds of eyes, thumbed through rule books and other documents.

After what he felt was an appropriate period, Mr Carey rapped his gavel and delivered his weighty verdict, actually prepared hours before, leaving his challengers dumbfounded and many conference delegates in awe at his apparent rapid grasp of the situation.

Mr Carey was AFULE state secretary for 23 years until his retirement in 1973.

For much of that time he was dogged by poor health, a legacy of the years he spent as a Japanese prisoner of war.

— Reprinted from *The Herald*.



Well in our class

Who said that Motorail was designed only for those "ordinary" cars that most of us drive daily.

BOSTON BULLET

Engineers for Amtrak, the U.S. passenger train operator, plan to try Japan's 130 m.p.h. "Bullet train" on the Washington to Boston run.

The U.S. will borrow a pair of the Japanese Shinkansen cars for tests as part of Amtrak's multi-billion dollar plan to rebuild the north east rail corridor.

A Swedish locomotive on loan to Amtrak is being tested along the Washington - Boston tracks and an advanced French model is on its way to the U.S. for a similar workout.

Amtrak has also bought half a dozen French turbo trains and copies are being built in the U.S.

More recently the service, which can get you and your car and trailer to either Sydney or Mildura, has been carrying some extra special customers.

Among the more notable was this latest model Rolls Royce valued at \$58,950.

Other equally prestigious machines have been the latest model Jaguar XJS and a Porsche Carrera.

Of course Motorail doesn't stop at Sydney. It can take you further north to the Gold Coast as well.

Travelling to Sydney and the Gold Coast you have dining and other facilities at your fingertips.

Sleeping compartments are available on the Sydney, Gold Coast and Mildura lines.

Motorail goes to Sydney by the Southern Aurora which leaves Spencer Street daily at 8 p.m. and reaches Sydney at 9 a.m. the next day.

Mildura Motorail is available through the Vineland six days a week, Sundays to Fridays.

For Motorail bookings ring 62 0771.

The making of "Wisdom"

Eighteen year old Susannah Fowle thought her audition for an extra's part in the film *The Getting of Wisdom* was "a complete waste of time."

"I thought I could do a lot more with an afternoon than auditioning for a bit part," said Susannah who landed the schoolgirl lead in the film from well over 1000 others.

In fact director Bruce Beresford's task in selecting the lead was made even more difficult because not only did he have to find a girl like Susannah but the lead had to be able to play the piano.

Needless to say classical piano playing Susannah got the part — a part she says she can personally identify with.

She plays the schoolgirl lead Laura, a poor country girl, who comes to a Melbourne girls' school in the 1890s and is "very much a square peg in a round hole."

The film was shot in and around some of Victoria's stateliest homes and at Ballarat station. Barry Humphries and Sheila Helpmann also star in the \$500,000 production.

Not starstruck by this, her first major film role, Susannah doesn't plan to embark on a career in the shaky world of showbiz.

Instead a kindergarten teaching career is in store for Susannah who has been accepted as a student by the Institute of Early Childhood Development in Kew.

Not that the past six weeks of on-location shooting haven't been fun. "It's one heck of a lot more exciting than a holiday job in the National Gallery of Victoria," she said.



And it was a heck of a lot more travelling too.

Susannah, with the film crew of over 30, visited over a dozen different locations in the past three weeks shooting of the film.

And when you consider the Ballarat station shot took over six hours to complete (it will feature for no longer than 2½ minutes) the work can be quite exasperating.

With little experience Susannah wasn't sure how she would measure up to producer Beresford's standards.

She needn't have worried. "He's very patient. I'm glad he knows how to deal with little idiots like me," she said.

A CHANGE

The past six weeks have seen a drastic change of pace for film director Bruce Beresford.

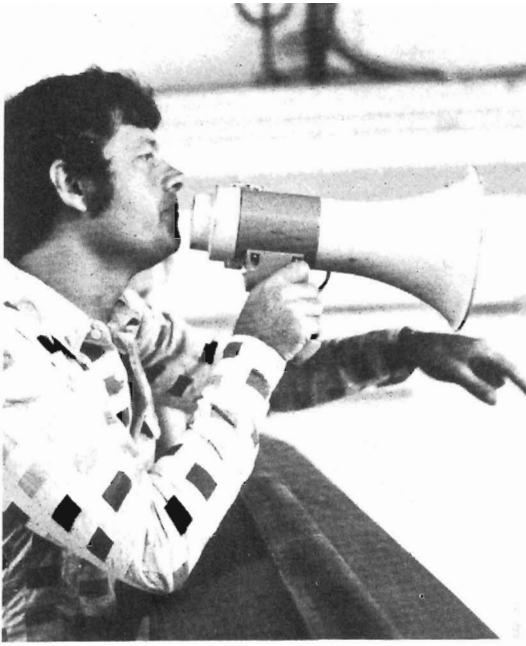
Bruce, the man behind the two Bazza films, has been directing the \$500,000 film "The Getting of Wisdom" based on Henry Handel Richardson's autobiographical novel about life in a Melbourne girls' school.

The filming of the novel has been in the back of Bruce's mind ever since he bought the book as a 15 year old in a Sydney second hand shop.

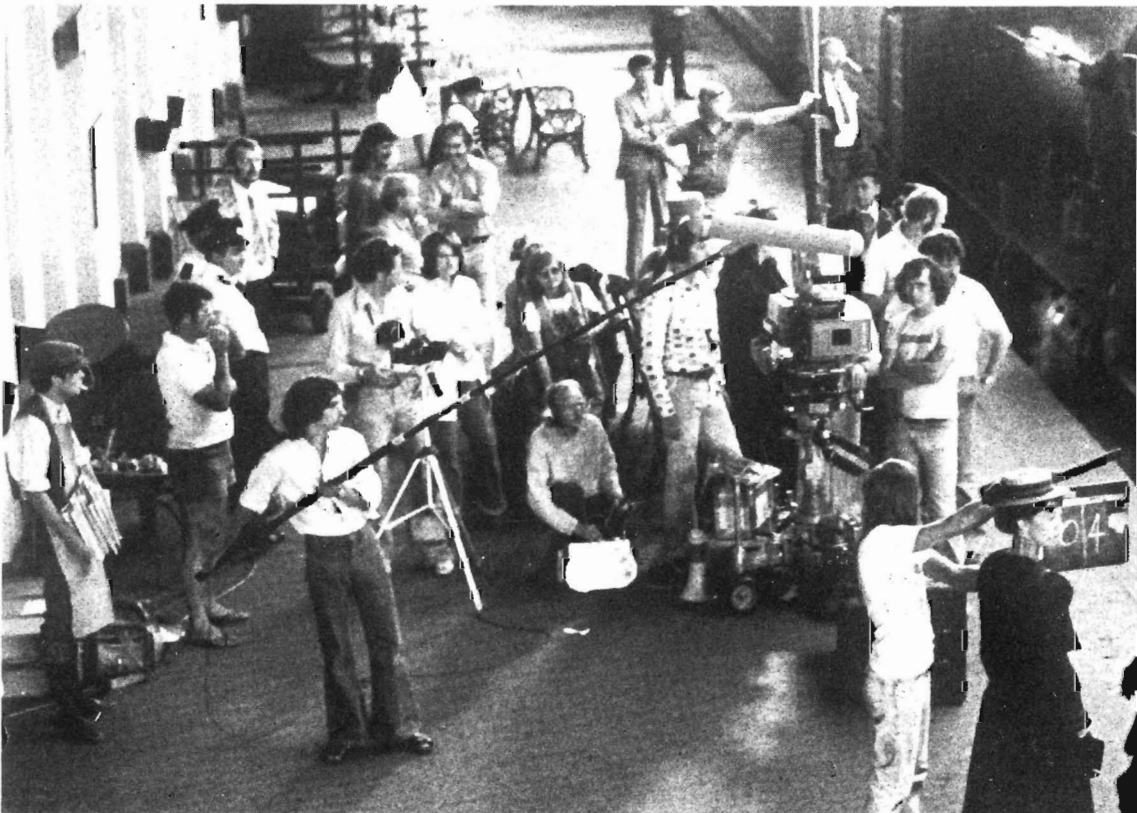
The key to the filming of that 21 year old dream was obtained when Bruce, 36, bought the rights to the film three years ago.

"Everyone said I couldn't do anything as sensitive as "Wisdom". They wanted almost anyone but me to direct it but after a great deal of convincing I won the job," he said.

"Most people treat Wisdom as a very



Director Bruce Beresford during the filming of the arrival scene shot at Ballarat station. The station was decked out to look like Spencer Street station in 1896, below.



OF PACE

serious novel but it's very humorous — a magnificent and very funny book."

From the age of 12 Bruce has been "obsessed with films."

"I pestered my father for years until he bought me my first movie camera," he recalled.

"Those first few mini epics ran sometimes into an hours length featuring friend and foe alike," said Bruce who occasionally views them even now.

At the age of 16 Bruce joined the ABC shortly after television first started in 1956. Later he completed an Arts Degree and went to Nigeria as a film editor before entering films in England.

Bruce's other films have included "Side by Side" with Terry Thomas and "Don's Party" which was filmed in Sydney last year.



Extra Ian Johnson, who played a luggage porter during the Spencer Street station scene takes a break during filming.

New role for our old Loco.

One of Victoria's retained steam engines, K 184, is proving a popular choice for parts in Australian movies.

The old steam loco has recently featured in the new Australian movie, *The Getting of Wisdom*.

The part, although only a few minutes in the film, is one of many for K 184.

In November 1974 it appeared in the Disney production "Ride a Wild Pony" and in May 1976 was called on to play a part in the Artis Films production of "Break of Day."

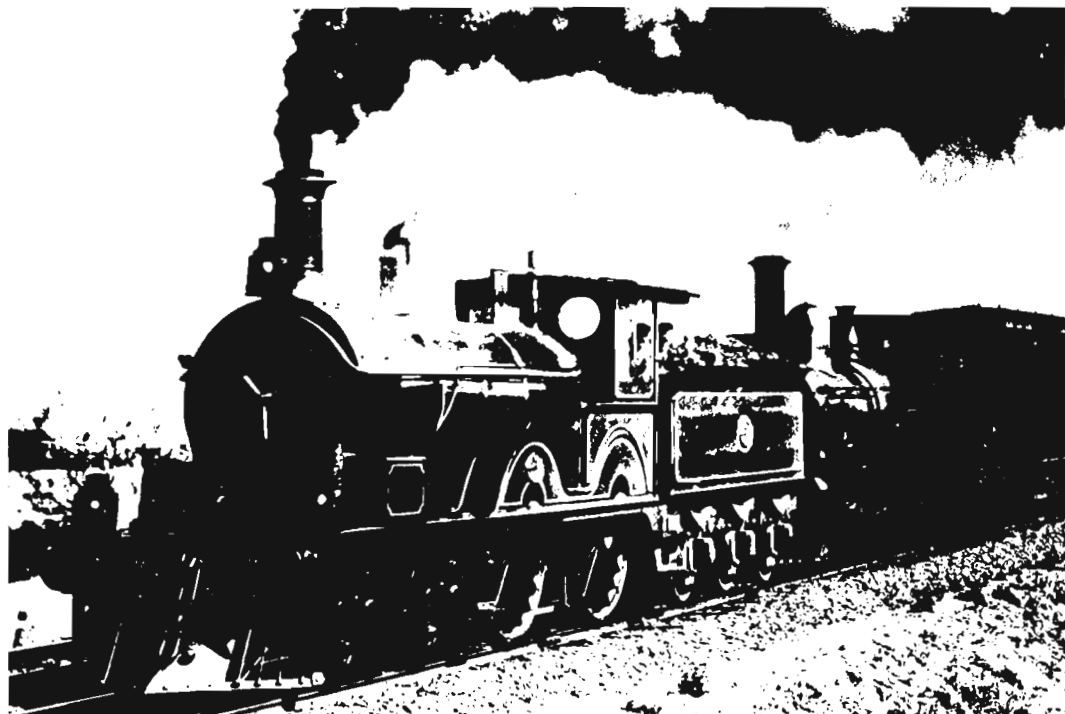
The film "Break of Day" is screening in Melbourne at present.

The "Break of Day" stars Sara Kestelman and Andrew McFarlane and is one of many recent Australian productions.

It was directed by Ken Hannam and produced by Patricia Lovell.

As well as its film roles K 184 has been used in several television advertisements.





Aah! . . . Those were the days

Most people know the history of the steam engine and many remember the days when steam power was supreme.

But how many remember the officialdom and exceptionally strict rules and regulations of those "good old days"?

The good old days when it was necessary to salute the officers and directors of the railways and where you didn't stand a chance of promotion unless you trotted off to church on Sundays.

Echuca VicRail employee, Mr J. S. Griffiths, tells us that these rules were all part of the game with the old Taff Vale Railway in Wales.

In fact the old Taff Vale Railway had over 800 rules and regulations to keep its employees in line.

On paydays any misbehaviour at the pay desk meant you waited an extra week to be paid.

And naturally every person had to "come on duty daily, clean in person and clothes, shaved and his shoes blacked."

Going to church not only showed you were a good christian — it was simply your only means of promotion. And if you happened to belong to the wrong congregation ... well, it probably meant you would never have started work there in the first place.

Of course "no instance of intoxication, singing, whistling, or levity on duty" was overlooked and naturally all personnel (particularly those in uniform) had to keep their hair cut.

It was strictly forbidden that any employee become involved in politics and no person could become a station master unless he was married.

Any railway employee who possessed a travel pass was "to ride in the fourth last wagon in the train and at all times in a sitting position upon the bottom of the train."

... So we've come a long way in the past 75 years.

UP, UP . . .



AND AWAY

The birdman of VicRail, David Ward, is up in the air over his latest acquisition — a new kite.

And he has every good reason to be.

David, 24, a hang gliding enthusiast, now finds he can stay above ground instead of plummeting into it.

He reckons that his old kite was a fraction on the light side and it was somewhat difficult to keep his 14 stone frame airborne for long.

Of course this didn't stop adventuresome David from taking the plunge off a 400 ft. high cliff into the wind.

Dangerous? David does concede it is a dangerous sport but argues it does take skill.

Of course one year ago when he took up the sport he may have thought otherwise.

Cautiously using a 40 ft. high sand dune for take-off his first solo was a resounding success.

"I was pretty confident," he recalls. So next day David aimed at something higher — 100 ft. to be exact.

"It was a great take-off but I stalled and crashed about 30 ft. into the sand," he said.

Fortunately no bones were broken but since then David has developed a respect for the elements.

David joined VicRail six years ago and now works as a Railways Investigations Officer.

David said hang gliding was often confused with tow gliding where the kite is accelerated by a boat or car.

He said there had been several deaths in the tow gliding sport but claimed there have been no deaths among hang gliders since the sport began in Sydney about ten years ago.

And what is the big attraction of hang gliding?

"It's the feeling of being like a bird," David said.

"It certainly gets the adrenalin pumping."

David's wife Lorraine has also taken to the sky on several occasions and plans to take up the sport full time.

David spends most of his days off duty kite flying.

He is a member of the 500 member Victorian Hang Gliding Association and the Southern Hang Gliding Club.

Now that David has a bigger kite to suit his build it gives better control in strong wind conditions.

He plans to fly in hand gliding competitions.

Anyone interested in finding out more about the sport can contact David on 938966.

Phew .. what a whopper

Most fishing enthusiasts tell some tall tales in their time about the ones that got away.

But the tale Ian Bryant is telling these days is quite true.

And he's got the photo, at right, to prove it.

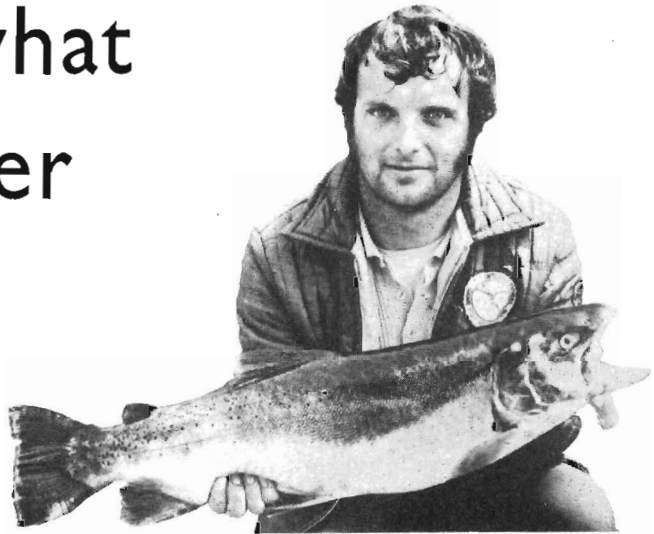
Ian landed this five kilogram rainbow trout at Lake Purrumbete, near Camperdown, recently and set an Australian line class record.

Ian, a carpenter with VicRail's Sunshine Housing Depot, has been with the railways fifteen years and has always been a keen fisherman.

Up until now the "big one" has always eluded him.

Ian was fishing from his 14 ft. aluminium boat when "there was a big explosion on the surface - it took my mud eye."

"I didn't know how big it was until it surfaced and then I thought it was only



about seven pounds," he said.

"It was only about ten minutes before I landed it that I realised how big it was and my heart started beating."

Ian's previous best catch was a 1.5 kg trout. "It was nothing compared to this one," he said.

Besides the "big one" Ian caught seven sizeable trout and two 1 kg quinnat salmon on the trip.

But Ian reckons he can do better.

"It may take another few years to land him but I'll get him sooner or later," he said.



Sue's in the running

VicRail punchcard operator Susan McDonald loves meeting people.

So with a smile like Susie's it's not hard making new friends.

And it's certainly a good reason to enter The Sun Miss Teenage Quest.

Susan, 17, is an enthusiastic horsewoman and never misses the chance to go riding.

Even boyfriends are out. "Horses come first," says Susie.

Of course Susie's life isn't entirely occupied with horses. She enjoys rugmaking and occasionally has a bash at tennis.

As far as we know she's the only VicRail employee to enter the quest.

So come on girls. Get to it and enter.

What's this.. Pennies from Heaven?

VicRail General Manager, Ian Hodges, is unsure of the sanity of some of his staff, especially number one driver, Les Haining.

But he realises it is the strain of a hard day's work that causes Les to behave in the manner at right.

There are no more tedious days than those involved with visiting country stations, their staff and customers.

Ten times a year, the General Manager boards a special train that takes him on a three to five day inspection tour of parts of the rail system. It takes eighteen months to cover the state.

On each tour, Mr Hodges visits stations on a specific line to see what improvements or alterations should be made.

He seeks advice from station staff and discusses problems raised by councillors, businessmen and others in the area.

"This is the only way to really know how the system is operating and what needs to be done," says Mr Hodges.



"This cannot be done sitting at a desk in Head Office."

He is usually accompanied on tours by his main advisers; Chief Civil Engineer, Don Wade, Chief Traffic Manager, Mike Ronald and Chief Mechanical Engineer, Stan Keane.

Between them, they make many on the spot decisions that are acted on immediately.

While on tour, the tour party and train crew sleep, eat and drink on the train.

The work is hectic and it's not unusual to start at 7 a.m. and finish at 9 p.m. or later.

After a day like that, it is wonderful to sit back, play cards and perhaps indulge in a lemonade or two.



Mr Hodges is pictured left at Pinnaroo (S.A.) on the line to Adelaide. Speaking with Mr Hodges are J. Harrison (Supt. Transportation, Murray Bridge), P. Watkins (S.M., Pinnaroo) and K. Jordan (Asst. Supt. Transportation, Murray Bridge.)

Levitation a magnetic attraction

In the past few years it seemed attempts to develop high speed magnetically levitated ground transport systems were doomed to failure for reasons of technology or finance.

Now there are signs that work in Britain by British Rail and Landspeed (a consortium of university professors) could lead to a practicable system.

The principle of magnetic levitation (maglev) is now more likely to be applied to medium speed urban and commuter transit systems than the very high speed vehicles for which it was originally designed.

This is because the high capital cost of the more modest transport systems can be justified in terms of their high usage, while at present that of sophisticated systems cannot.

The advantage of magnetic levitation, in which a vehicle or a train of vehicles is supported in midair above or below a form of rail by magnetic forces, is minimal friction.

This means lower propulsion costs, less noise, no track maintenance and in theory a high level of comfort.

The problems are as numerous as the benefits.

The cost of the track and the magnetic levitation equipment is high — partly because much that has been built so far is of prototype design and lacks the economies of mass production.

The weight of the coils needed to produce the magnetic forces is very high and reduces the effective payload of the vehicles.

Even the experiments with superconducting coils (those with special wires whose electrical resistance falls to zero when very low temperatures are used) have run into the problem that the refrigeration equipment needed is extremely heavy.

Magnetic levitation systems are difficult to control.

Stability and efficiency of power use appears at present incompatible in the systems that have been studied.

What form of propulsion to use? Gas turbines or airscrews are noisy and polluting, which takes away some of the advantage of the maglev concept.

The linear motor offers the best hope but has one serious drawback at present — nobody knows how it reacts with a magnetic levitation system in full scale.

That was the technical problem that killed an urban transit system to be built in Toronto in 1973 by Krauss Maffei, the German combine.

And it is this problem that is being studied by British Rail at its Derby research centre.

One other problem with this kind of high speed transport system, that of supplying the vehicle with electrical power, has receded now that slower speeds are being envisaged. While the common third rail and overhead lines widely used all over the world would be adequate for urban vehicles, it is a difficult and expensive problem to solve when considering speeds of up to 300 km/h.

Recently British Rail's research centre completed a six month laboratory test programme on an experimental linear motor power maglev vehicle, and it is well into a series of tests of the vehicle on a 100 m track which includes horizontal curves and a gentle switchback.

The earlier laboratory tests were concerned with determining the response of the direct current traction suspension system to various mechanical and electrical impulses.

By J. G. Stansell

"Electrical Review" (excerpts)

For example, the vehicle was loaded in such a way as to simulate cornering at operating speed.

The test vehicle has five seats (one for the driver and weighs 2700 kg including its human payload.

The electromagnets for the dc traction suspension system consume 9.5 kW of power and operate with a 12 mm air gap.

Propulsion is by two linear induction motors supplied by three track side conductors with an input of 450V 50Hz three phase.

The 100 m test track includes an 8 m radius horizontal curve and a 100 m radius vertical curve which has a gradient change from 1 in 20 upwards to 1 in 20 downwards.

A different approach is being taken by Landspeed, a consultancy of university professors combining probably the greatest amount of practical and theoretical experience of linear motors and magnetic levitation in the world.

Among them is Professor E. R. Laithwaite, of London's Imperial College, who is generally credited with having invented the linear motor.

It is with his "magnetic river" design that Landspeed attracted considerable interest at the recent International Hovering Craft, Hydrofoil, and Advanced Transit Systems Exhibition in Amsterdam.

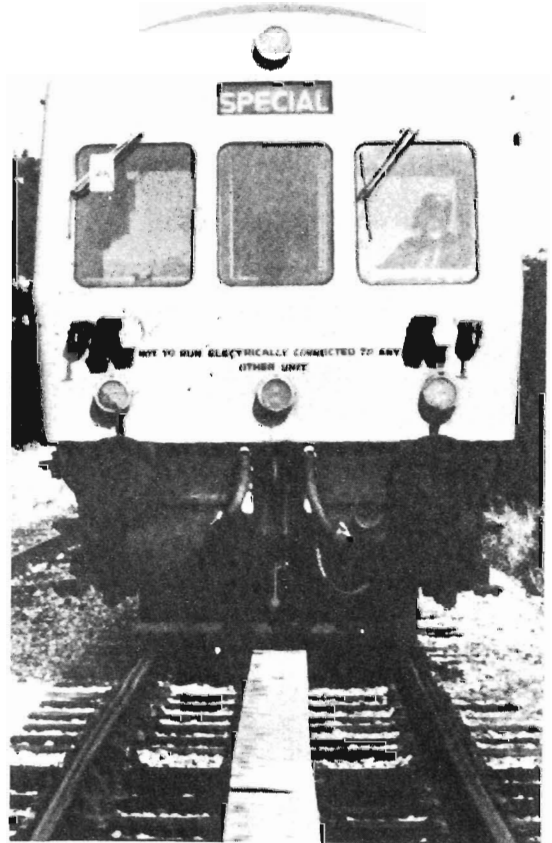
The principle of the design is a linear motor in which the paths of magnetic flux are at right angles to the longest dimension of the machine.

This "transverse flux" configuration is the alternative to the more common "longitudinal flux" design being used in many mechanical handling applications.

The main benefit of this design is that it provides not only suspension of the vehicle above the track but also guidance — in that it keeps the vehicle within the area of the track and propulsion, all with the same set of coils.

A further bonus is that the motor can be supplied from standard 50 or 60 cycles per second mains supplies at any common three phase voltage so that expensive and heavy power conditioning equipment is not required.

But the system does suffer from instability. The problem of controlling the propulsion forces while keeping the levitation and guidance forces constant has not yet been solved. Landspeed's professors are confident that it soon will be.



A diesel multiple unit train passing over the reaction rail on British Rail's test line.

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.

We're talking about the Southern Aurora.

**Southern
Aurora ~
a fresh
approach to
the Sydney -
Melbourne
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.

Simply phone 42 0771 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.



 VicRail call us now on 62 0771

Retirements

ROLLING STOCK

O'DEA, J. C., Newport, 18/6/76
PANO, K., Newport, 14/8/76
RITCHIE, J. R., Ballarat Loco., 18/8/76
SEYMOUR, G. F., E. R. Depot, 2/7/76
STURMAR, G., Newport, 7/8/76
TAYLOR, J. U., Jolimont, 2/7/76
THATCHER, R. W., Newport, 29/6/76
THORNTON, J. V., Bendigo Loco., 26/5/76
WILD, W. T., Bendigo Loco., 2/7/76
ALLEN, C. E., Bendigo Loco., 10/7/76
ASTUTO, A., Newport, 6/8/76
BALLINGALL, A. T., South Dynon, 16/7/76
BRAGG, W. P., Newport, 30/7/76
BROWN, J. W., Newport, 16/7/76
CULLEN, T., North Melbourne, 12/9/76
DELL, J. E., Motor Garage, 30/7/76
DEPPELER, A. S., Ballarat North, 30/7/76
DOYLE, J. J., Newport, 23/6/76
DUNSTAN, E. J., Bendigo North, 5/7/76
EVANS, H. G., E. R. Depot, 2/7/76
ERRICO, G., Newport, 15/9/76
GALLAWAY, W. G., Newport, 16/7/76
HOPE, F., South Dynon, 23/7/76
JONES, R. A., North Melbourne, 20/9/76
KENDALL, W. J., Bendigo North, 28/7/76
KLEMM, J. L., Ballarat North, 6/8/76
MURDOCH, H. V., Bendigo North, 16/7/76
McDONALD, F., North Melbourne, 6/8/76
McMASTER, L. J., Newport, 15/7/76
NOLAN, W. P., Newport, 20/8/76
PEARCE, G. K., Newport, 19/7/76
ROHRS, H., Newport, 8/9/76
SCHEURER, R. A., Newport, 1/8/76
SHERIDAN, D.T.L.G., Sth. Dynon, 14/7/76
SMITH, L. J., Mildura, 11/8/76
SWIFT, H. W., Bendigo North, 30/7/76
SZYMANSKI, M., E. R. Depot, 16/6/76
VALENTE, V., Shelter Shed, 28/9/76
WALLACE, J., North Melbourne, 6/8/76
WOOD, A. R., Geelong, 7/7/76
BOOTHEY, A. L., Newport, 12/10/76
CAMPBELL, H., Newport, 7/9/76
CLARINGBULL, H. L. L., Bendigo North, 5/11/76
COCKS, R. R., Shelter Shed, 31/8/76
DAVID, G., Newport, 7/10/76
D'ORNAY, W. R., Bendigo North, 7/11/76
FOWLER, R., Jolimont, 23/11/76
GEAKE, R. H., Newport, 11/8/76
GUNDRY, M. H., Geelong, 9/8/76
HEARLEY, G. B., South Dynon, 29/8/76
HOWE, D. S., Bendigo North, 26/8/76
HUNTER, E. S., South Dynon, 5/9/76
KENNEDY, D. T., E. R. Depot, 11/9/76
MILLER, R. A., North Melbourne, 27/8/76
RUSH, J. S. B., South Dynon, 20/8/76
SATCHELL, J. V., Bendigo North 21/11/76
SCERRI, D., Newport, 25/11/76
SOUTHGATE, E. V., Newport, 23/8/76
SZCZODROWSKI, J., Jolimont, 14/11/76
WILKS, R. C., Jolimont, 12/9/76
CARAVATAS, J., Newport, 1/12/76
CLARKE, R. E., Newport, 17/12/76
COLLI, A., Newport, 19/11/76
CYPAS, A., Geelong, 16/2/77
DOWDING, J. C. A., Newport, 21/12/76
DOYLE, J. M., Warragul, 18/12/76
HAMMER, J., Jolimont, 17/12/76
HOWARD, D. S., Mtr. Garage, 25/11/76
KAZAKO, N., Newport, 18/11/76
MERTENS, H. G. W., Jolimont, 24/11/76
PADUANO, M., Jolimont, 1/12/76
POTTER, G. H., Maryborough, 19/11/76
QUARRIER, R. J., Newport, 18/11/76
SHORTEN, J. D., Head Office, 18/12/76
SUSA, J., Ballarat North, 7/2/77
WASTELL, E. M., Bendigo North, 3/12/76
ALVIANO, V., North Melbourne, 3/1/77
BLANGIARDO, A., Newport, 13/10/76
BRERETON, E. G., Bendigo, 17/12/76
BROADBENT, F. E., Benalla, 3/12/76
BUNKER, L. W., South Dynon, 28/1/77
BUTTIGIEG, C., Newport, 14/10/76
CANTARO, B. S., Newport, 13/10/76
CHUNG, C., Ballarat North, 3/12/76
CUCINOTTA, N., Geelong, 21/1/77
CULPH, J. J., Traralgon, 6/11/76
D'AGOSTINO, S., Newport, 13/1/77
ENNIS, E. C., North Melbourne, 8/10/76
GAGLIANO, S., Newport, 29/10/76
GREENSILL, A. C., E. R. Depot, 21/12/76
GREENSILL, T. F., E. R. Depot, 29/10/76
HADJIAPOSTOLOU, G., Jolimont, 5/1/77
HAY, I. R., Bendigo North, 20/10/76
HUNT, F. W. C., Newport, 1/10/76
JOLLEY, B. A., Jolimont, 20/11/76
MICHAELI, A. S., Newport, 19/1/77
MONITTO, A., Newport, 14/10/76
POLLARD, D. L., Seymour, 15/11/76
ROSS, I., Shelter Shed, 29/10/76
SOLES, F. H., North Melbourne, 15/10/76
TACTICOS, J., Newport, 16/1/77
TAYLOR, E., Jolimont, 29/10/76
WAKEFIELD, T. F. G., Jolimont, 13/10/76
WOOD, R. W., Geelong, 7/12/76
YANNAKOURAS, E., Jolimont, 13/10/76
ARTHUR, H. W., South Dynon, 21/9/76
BOOTHEY, A. L., Newport, 12/10/76
BRADFORD, C. E., South Dynon, 14/9/76
BUNN, J. R. L., Jolimont, 24/9/76
CAREY, R. G., Jolimont, 24/9/76
CULLEN, T., North Melbourne, 12/9/76
DAVID, G., Newport, 7/10/76
DOWNEY, L. F., Ballarat North, 25/9/76
ERRICO, G., Newport, 15/9/76
FORISTAL, W. G., North Melb., 19/8/76
FORSYTH, H. H., Jolimont, 31/10/76
HOWLAND, H. S., Dimboola, 20/10/76
HULITZA, T., Jolimont, 24/8/76
JANE, R. O., Kerang, 25/8/76
JONES, R. A., North Melbourne, 20/9/76
KEMMIS, K. S., Geelong, 2/10/76
KENNEDY, D. T., E. R. Depot, 11/9/76
KICK, A. L., South Dynon, 7/9/76
LANCASTER, G., Newport, 2/12/76
McLENNAN, A., Ballarat North, 13/12/76
ODGERS, T. A., Bendigo North, 1/10/76
PELL, K. C., Bendigo Loco. 3/9/76
PETERSON, G., E. R. Depot, 1/10/76
PURDEN, A. J., Bendigo North, 18/10/76
SHORT, W. H., South Dynon, 30/9/76
THOMAS, W. A., Traralgon, 11/9/76
TRIHAS, D., Newport, 7/9/76
UMBERS, W. L., E. R. Depot, 20/9/76
VALENTE, V., Shelter Shed, 28/9/76
WALLACE, J. B., Bendigo North, 24/9/76
WILLIAMS, H. O. S., Ballarat North, 17/9/76
WOODRUFF, M. H., Ballarat Loco. 7/9/76
AGOSTA, G., North Melbourne, 18/7/76
ALLENDER, C. L., Ararat, 28/5/76
ANASTASIO, F., Newport, 29/7/76
BOURKE, W. J., North Melb., 1/6/76
BRADY, C. M., Ballarat North, 28/5/76
BUTTON, J., Ballarat North, 28/5/76
CAMPBELL, R. E., Newport, 14/5/76
CARPENTER, J., South Dynon, 11/6/76
CONOLAN, M. F., South Dynon, 28/5/76
CONSTANTOPOULOS, J. Shelter Shed, 21/5/76
COSTANZO, G., North Melbourne, 28/4/76
ELDRIDGE, S. J., North Melb., 28/4/76
DELIGIANNIS, S., Newport, 4/5/76
FIORENZA, G., Newport, 23/4/76
GIRDZIUSZ, W., Jolimont, 10/7/76
HELDERBRAND, G. J., Jolimont, 14/5/76
HUNT, J. P., Newport, 6/7/76
HUNT, W. G., Newport, 28/5/76
JONES, E. L., Newport, 6/5/76
MASTERMAN, G. G., Geelong, 6/6/76
MILLARD, H. J., Jolimont, 17/5/76
MILLER, J. P., Jolimont, 17/5/76
MILONAKOS, I., South Dynon, 31/5/76
MOJIC, J., Newport, 16/7/76
MOORE, F. J., South Dynon, 5/6/76
MORIHOVITIS, P., Jolimont, 5/7/76
MOUTSOS, N., Newport, 7/5/76
McCATHY, S. R., South Dynon, 22/5/76
OATES, C. I. A., Bendigo North, 7/6/76
PEARCE, G. K., Newport, 19/7/76
ROWLAND, C. R., Maryborough, 17/5/76
SCOT-DALGLEISH, G., Newport, 12/6/76
SHANNON, H., Newport, 7/5/76
THOW, R. C., Newport, 4/7/76
VAZIRGIANIS, N., Newport, 31/5/76
WALTON, G. F., Newport, 5/7/76
WARNE, E. E., Newport, 11/7/76
WHYTE, M. W. T., Bendigo North, 30/7/76
WILLIAMS, G. H., Bendigo Loco., 4/5/76
WINDOW, A. E., Ballarat North, 11/6/76

STORES

MUSCARA, F. A., Dynon Area Storehouse, 13/8/76
CACCIOTTI, A., Permanent Way Depot, 16/10/76
BOYLE, J., Printing Works, 20/10/76
KIRK, J., Newport Workshops, 28/7/76
GIBBS, C. H. V., Ambulance Depot, 30/7/76
MUSCARA, F., Nth. Melb. Workshops, 13/8/76
HALL, F. C., Spotswood Workshops, 4/6/76
VITOLS, H., Spotswood General, 31/5/76
PELL, T. B., Bendigo North, 21/6/76
ELUL, A., Division 'B' H.O., 2/5/76
COULSON, I. G., Printing Works, 28/5/76
KOUSSIAS, I., Reclamation Depot, 7/7/76
JOHNSON, W. J., Newport Workshops, 8/10/76
CHALMERS, H. L., Spotswood W' shops, 14/10/76
FILIPAS, A., P.W.M.D. Spotswood, 12/10/76
SHILTON, A. R., Printing Works, 19/1/77

Retirements —continued

HOWE, R. A. J., Printing Works, 7/1/77
EARL, A. H., Seymour W & S, 22/1/77

ELECTRICAL ENGINEERING

MAWDITT, J. H., Testing Division, 13/12/76
O'SULLIVAN, J. J., Overhead Division, 10/12/76
SMITH, M. J., Lighting & Power Division, 20/8/76
WOODS, A. D., Lighting & Power Division, 17/9/76
DOODY, P. A., Distribution Division, 19/7/76
FARMER, J. G. D., Overhead Division, 23/7/76
RODDA, W. J., Overhead Division, 10/8/76
RIDDLE, J. A., Distribution Division, 25/6/76
SARGENT, A. F., Distribution Division, 25/6/76
SERTORI, C. R. H., Lighting & Power Div., 27/7/76
LYNCH, S. J., Lighting & Power Division, 24/12/76
DEVENEY, D., Spotswood, 24/4/77
DONOHUE, E. M., Shepparton, 11/1/77
MICHALEK, L., Laurens St., 6/4/77
MILTON, E. J., Bendigo, 7/2/77
MORGAN, C., Spencer St., 28/1/77
OLIVER, R. F., Programming, 26/1/77
O'BRIEN, G. D., Hamilton, 5/2/77
O'BRIEN, L. J., North Melbourne, 11/2/77
PALMER, R. L., Laurens St., 4/2/77
PANCUR, F., Wangaratta, 31/12/76
PARASTATIDIS, E., Spotswood, 3/12/76
ROMANO, N., Flinders Street, 14/2/77
STRANGER, J. A., Spencer Street, 4/2/77
TREVAN, J., Metro. District Engineer, 19/11/76
ARKOUDAS, H. C., Jolimont, 14/3/77
BARRETT, A. O., Traralgon, 10/1/77
BELGRAVE, V. T. P., Newport, 13/3/77
BULLARD, L. C., Newport, 20/12/76
CALDER, R. W., Newport, 26/3/77
COWEN, M. C., Wodonga, 20/1/77
DAFFEY, L. K., E. R. Depot, 31/12/76
DE CAROLIS, A., Jolimont, 2/3/77
GAZZO, G., North Melbourne, 1/3/77
GRIKAS, A., Newport, 7/3/77
HONEYCHURCH, P. J., Bendigo Nth., 17/12/76
JENKINS, J. R., Head Office, 17/12/76
JOVIC, R., Newport, 14/3/77
JURYSZCZUK, J., Shelter Shed, 25/11/76
MICHEL, M. H. F., Newport, 9/3/77
MURRAY, H. J., E. R. Depot, 18/12/76
McDONALD, K. E., Jolimont, 30/11/76
NEALE, J., Bendigo North, 18/1/77
SAUER, D., Wodonga, 16/12/76
SMITH, H. J. V., Newport, 19/1/77
SORRENTI, F., South Dynon, 9/1/77
TERRILL, P. J., Bendigo North, 25/3/77
ZARTH, L. G., E. R. Depot, 9/12/76

ACCOUNTANCY

HERON, M. D., Newport, 17/8/76
FRANCIS, T. K., Bendigo, 30/6/76
MACNOE, N. B., Head Office, 30/6/76
CAVEN, D. A., Flinders Street, 18/6/76
DOOLEY, R. J., Stores & Materials, 10/6/76
THEOFANIDES, M., Flinders Street, 7/1/77
BEWSHER, J. S., Head Office, 14/1/77
CALLCOTT, D. J., Revenue Office, 2/2/77

TRADING & CATERING

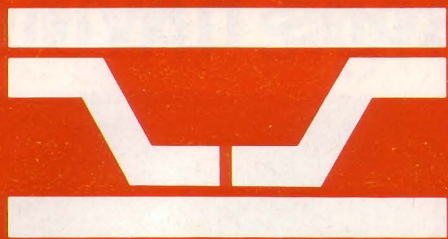
MALONEY, C., Mt Buffalo Chalet, 15/9/75
JONES, I., Ballarat, 30/9/75
CROFT, M., Mt Buffalo Chalet, 31/10/75
RIORDAN, E., Bookstalls Division, 14/11/75
MURRAY, B., Room 2A, 4/2/76
HUGHSON, M., Head Office, 4/3/76
O'DONNELL, S., Mt Buffalo Chalet, 3/2/76
BURNS, J., Dining Car Depot, 22/3/76
LANGMAID, H., Hairdressing Saloon, 12/3/76
FLETCHER, N., Bendigo, 10/4/76
WILLETT, G., Spencer Street Cafe, 14/4/76
GARDINER, N., Mt Buffalo Chalet, 20/4/76
McKIE, D., Warragul, 14/8/75
PEMBERTON, M., Spencer St. Cafe, 16/9/75
FRY, I., Spencer Street Cafe, 17/10/75
LAWRENCE, E., Spencer Street Cafe, 22/12/75
MARCHIO, N., Spencer Street Cafe, 25/12/75
GADANYI, E., Spencer Street Stalls, 5/2/76
SHARPE, W., Bookstalls Division, 19/3/76
BARTELS, D., Bendigo, 18/3/76

MARKETING

SCHAEFER, K., Sales Representative, 12/5/76

TRAFFIC

BATCHELOR, K., Ballarat, 17/12/76
BELLETT, G., Geelong, 10/1/77
CARTASSO, J. A., Hamilton, 10/12/76
FAGAN, P. J., Bendigo, 2/1/77
GIDDENS, E. M. Mrs., Box Hill, 14/1/77
HIGGINSON, W. W. H., Head Office, 21/12/76
KILPATRICK, W. E., Head Office, 24/12/76
MAZZOCCA, A., Melbourne Goods, 1/1/77
MODICA, P. B., Melbourne Goods, 3/2/77
MORUS, J., North Geelong, 9/12/76
JOHNSON, C. S., Warrnambool, 4/9/76
O'CONNELL, C., Nunawading, 6/9/76
O'SHEA, L. L., C/o Metro. Train Running, 5/8/76
PERRY, G. R., Tottenham Yard, 18/8/76
REID, A. J., Spencer Street, 26/8/76
SANDS, L. A., Melbourne Yard, 27/8/76
STOTT, F. W., Bendigo, 13/8/76
SWIATKIEWSKY, R., Flinders Street, 24/8/76



Rail 10 CENTS Ways

MARCH 1977



Laura's lessons having impact

Guitar plucking Laura Brearley certainly has a big job on her hands.

Laura, 22, (she looks 16) has been appointed to the newly created job of teacher for VicRail's education centre.

She is mainly concerned with the Kids In Danger program initiated by VicRail last year.

Her main job will be to "communicate" with school-children about railways property care and railway safety.

At present Laura is visiting suburban high and technical schools talking to the students about rail care and safety.

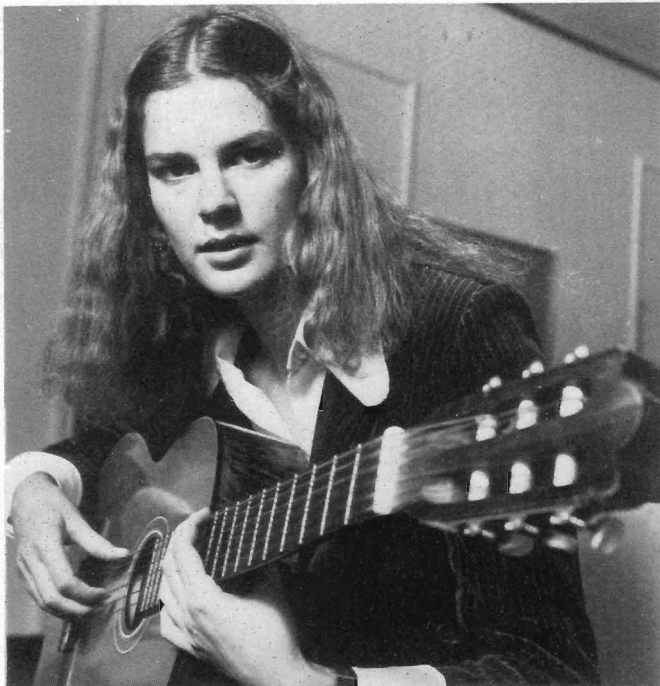
"It's for their own good," she said.

"Many of the students and teenagers convicted for by-rules offences just don't realise how foolish and, in many cases, how dangerous their actions can be."

Laura also conducts the "Monday night" programs which are designed to help young by-rules offenders. The program is an alternative to going to court and is designed to teach the offenders the elements of safety.

Most of the children in this category are aged between 10 and 13 and almost all are boys.

In her program Laura tries to get maximum participation from the children.



"The aim is for them to become aware of the dangers of their actions," she said.

Previously the Monday night program was conducted by a Railways Investigation Officer.

"This probably had some effect on some of the kids but certainly not all," she said.

"By getting together and discussing the problems and dangers that confront young people we are achieving a lot more."

For Laura it's her first teaching job however she worked for several years with children and parents at the Brotherhood of St. Laurence family care project.



**Rail
Ways**

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FRONT COVER

Rugged Port Campbell on Victoria's south west coast. The London Bridge formation is just one of the many scenic features of the Port Campbell National Park.

RAIL WAYS

Rail Ways is published by the VicRail Board each month at our North Melbourne Printing Works. A fee is paid for contributions, if published. Telephone number 61001 ext. 1367 (subscriptions), ext. 2397 (editorial).

\$7.6m. signal complex approved



The Victorian Government has approved the construction of a \$7.6 million computerised signalling centre in Melbourne which will minimise train delays.

Called Metrol (Metropolitan Train Control) the centre will be located in Batman's Avenue and is expected to be operational by 1979.

Initially it will control five signal boxes in the Flinders Street area which will be known as satellite signalling centres.

Two of these boxes, "E" box in Jolimont yard and No. 2 box at Spencer Street station, have been changed from manual operation to an electronic/electro magnetic fully automated system.

The new "E" box came into operation on March 1, 1976, and No. 2 box on February 12 this year.

The other boxes will be modified and changed to remote control within three years.

Metrol is expected to be fully operational by the opening of the underground rail loop in 1979.

Within 15 years Metrol will control all signalling in the metropolitan area, presently handled by eight signal boxes.

This signal centralisation allows train controllers to make on the spot decisions that will greatly reduce the time passengers have to sit, cursing train delays.

At present train controllers make many time consuming phone calls between train control and signal boxes.

With the new system signalmen will operate five control panels. Each panel will have a train indicator board which is a track layout diagram with the position of each train shown by a light.

A senior signalman will work with the five signalmen and three train controllers will give instructions when required.

Decisions will be made quickly and carried out with the flick of a switch or the press of a button.

Computers will track the journey of each train and automatically operate destination indicators on station platforms.

Railwords — a wordy way to Mt. Buffalo

A weekend away at beautiful Mt Buffalo Chalet sounds great.

And it can be yours if you've got a few minutes to spare to complete the crossword below.

"Railwords" is new to Rail Ways magazine and to get it off the ground we're giving to the winner a weekend for two at Mt Buffalo. All accommodation and travel expenses to and from the Chalet will be met by VicRail.

Now how do you enter? Simply fill out the Railwords coupon and post it to: Railwords, c/o the Editor, Rail Ways, Room 136, Railways Administrative Building, 67 Spencer Street, Melbourne 3000.

Any Rail Ways reader, whether a VicRail employee or not, can enter.

You may enter as many times as you wish but each entry must be on the original coupon or a photocopy. Hand drawn entries will not be considered.

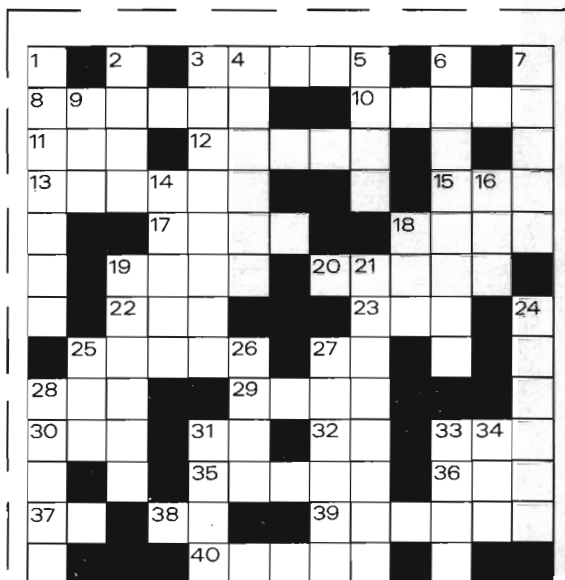
All entries must be at the Editor's office by 9 a.m., Wednesday, April 13.

Did you know?

That VicRail's first loco (B 60) to reach the three million mile mark did so in January.

And that we have a total of 42 diesel electric locomotives with a total mileage of 107 million miles and an average of 2½ million.

B 60 is the "Harold W. Clapp", the first diesel electric loco to be introduced on V.R. in 1952.



NAME.....

ADDRESS.....

ARE YOU A VICRAIL EMPLOYEE? ..

YES NO

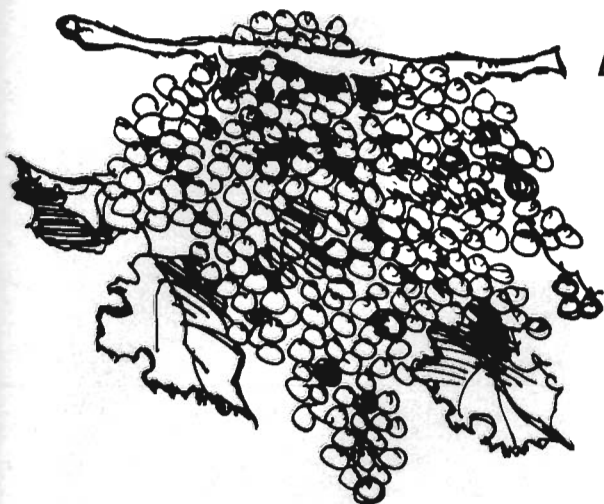
In the case of two or more correct entries the winning entry will be drawn at random from a hat. The Judge's decision will be final.

ACROSS

- 3 Stock
- 8 Persuade
- 10 Moonee (.....)
- 11 Meadow
- 12 Positive electrode
- 13 To claim as due
- 15 Sick
- 17 Paradise
- 18 (....) milk
- 19 Russian emperor
- 20 Slumber
- 22 Latin for Sun
- 23 Petrol company
- 25 (.....) Cola
- 27 Alight
- 28 To consume
- 29 Pleasant
- 30 Advertisements (abbrev.)
- 31 Officer in Charge (abbrev.)
- 32 Printers measure
- 33 Single len reflex (abbrev.)
- 35 Tree
- 36 Grain
- 37 The (French)
- 38 Myself
- 39 Sea eagle
- 40 Birds' (....)

DOWN

- 1 N.W. Victorian city. VicRail can get you there
- 2 Eve's partner
- 3 Public disgrace (plural)
- 4 Carries fuel for steam locos
- 5 Sword
- 6 Improbable
- 7 Hymn
- 9 Born (French)
- 14 Writer of fables
- 16 Upper (...)
- 18 Gender
- 19 Bloodsucking African fly
- 21 Image
- 24 Vigorous
- 25 Cushion
- 26 Peruvian Indian
- 27 Spotted wildcat
- 28 Bird of prey
- 31 Portent
- 33 Open skin lesion
- 34 P.N.G. City



MILDURA SPECIAL

Then it was into the dried fruits business and after several years things began to look good. But for Bruno that wasn't enough and three years ago Bruno sowed the seeds that were to make his childhood dream come true.

His wines were bottled last year and late January saw the opening of the Capogreco winery.

Much to Bruno's dismay busloads of very thirsty tourists cut back his stocks considerably in the first week.

The tourists agreed the wine was good. Very palatable and of course it was new.

The Capogreco wine range includes such favorites as Shiraz, Cabernet Sauvignon, Moselle and Claret and Bruno hopes soon to expand into the fortified wine area.

They're ambitious plans. After all the giant Mildara winery is just over the Murray River.

But then the Capogreco's don't give up easily and they've been working a long time for what they now have.

We can only say good luck.

Mmm . . . Buon vino

The headline tells the story and for Mildura winemaker Bruno Capogreco his wines ARE good.

Of course the wines, which have matured in Bruno's new cellars at North Mildura, aren't palatable to us all. After all we do have different tastes.

But to Bruno and his family they are extra special.

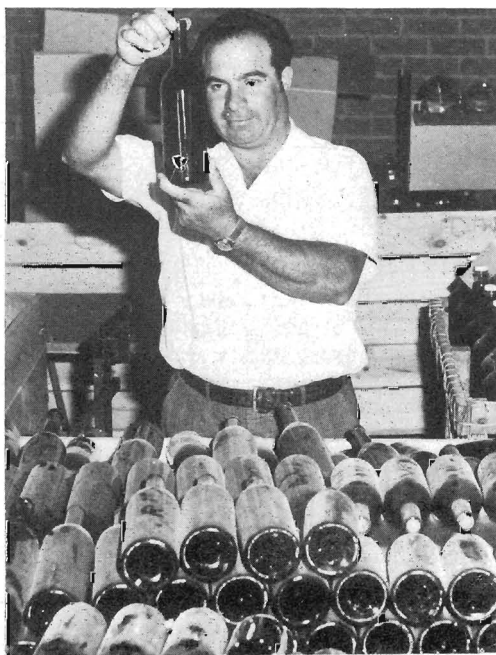
They are the culmination of 22 years hard work in Australia — work prompted by a childhood dream.

The dream was that he would follow in his father's, grandfather's and great grandfather's footsteps in the winemaking business.

From Berestare in Calabria Bruno spent the first 18 years of his life working in the vineyards and learning the 200 year old art of winemaking passed down through his family.

Of course when he came to Australia the winemaking idea was shelved but not for ever.

Bruno worked in a vegetable garden and woolshed in Adelaide for three years before moving to Mildura where he met his wife.





On the road again

Holidaymakers tours started as "one helluva gamble."

So says the 29 year old partner in the enterprise Phil de Maria of Mildura.

Phil combined with a Mildura friend Murray Agostino, 32, two years ago to work on the idea of a week long "leisure tour" beginning in Mildura.

Their aim was to bring people up from Melbourne on The Vinelander and take them for a week long trek around the state.

"People can see what there is in Mildura in two or three days and after that they just sit around," he said.

"The only solution to that problem was to get them moving and see what was outside of Mildura."

Their tours now cover Broken Hill, Adelaide, the Barossa Valley and the Flinders Ranges. All tours start and end at Mildura.

Now two years later and thousands of very satisfied customers later their tour business has turned into a huge success.

"It's better than we had ever hoped for," he said.

And that is an understatement.

Phil and Murray put their houses, their jobs and all they had on the line "to make a go of it." And they did.

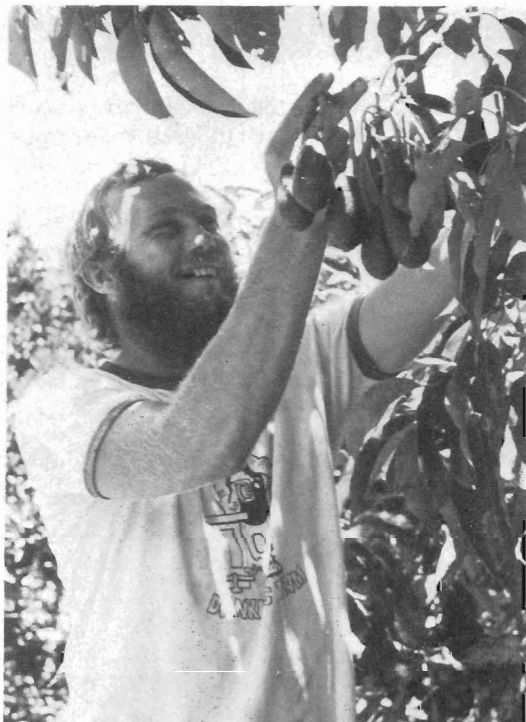
Phil left a cost clerk's job and Murray a motor mechanics life behind to enter the business.

Now they offer four tours, each one week's duration. They are the Eastern and Western Discovery tours, the Oasis tour and the original leisure tour.

Of course plans are well on the way for a third bus and a special Winelovers tour as well as an "under 30s" tour.

The big gamble has paid off.





UP MILDURA WAY . . .

Money DOES grow on trees!

For years now the dried fruits and citrus industries in Mildura has proved big business for growers.

But for quite a number of "blockies" up Mildura way there has emerged another crop which could net them thousands of dollars a year more than they receive at present.

It's the humble avocado which your local greengrocer probably has selling for between \$2 and \$4 each.

Only a few years ago the fruit cost at the most \$1 each and usually 40 cents.

But with wet weather in northern N.S.W. and Queensland wiping out almost 40 per cent of the orchards there in the past couple of years prices have risen drastically.

So with Mildura possessing quite a dry climate many growers there are finding it is ideal for avocados.

Jack Abell, 27, above, has turned over five acres of his 90 acres of citrus to the fruit.

He reckons that on present prices growers can make up to \$20,000 an acre while only \$800 can be made from citrus.

Of course it's still no quick and easy way to make a quid.

For starters the trees take seven years to mature and you have to wait four years after planting for them to yield any fruit. And picking from the fully grown trees takes a lot of time and effort.

CSIRO officials in Mildura (they've been experimenting too) estimate that by the early 1980s there should be a flood of some 10 million avocados a year from Mildura.

As Jack Abell says: "It's quite a viable proposition."

"Prices are sure to drop but even if they level out at 40 cents each it should be more profitable than citrus," he said.

Already over 200 acres of orange groves in Mildura have been turned over to avocados and up to 40 growers are experimenting with them.

With present prices the way they are other growers shouldn't need much persuading to change.

Off . . .

Thousands of punters each year travel by rail to race meetings all over Victoria.

And, as they will gladly tell you, they've seen some unusual sights at many of the courses.

But even the hardened racegoers weren't quite ready for an invasion of the Bendigo racecourse on March 9 by Moomba King Mickey Mouse and his entourage.

Mickey, accompanied by his Queen Sharon Duncan and Court Jester "Ugly" Dave Gray, became the focal point for thousands of children at the course. They even beat the horses for attention.

VicRail photographer Dave White caught



● *Story:*
Noel Browne

● *Pictures:*
Dave White

and running

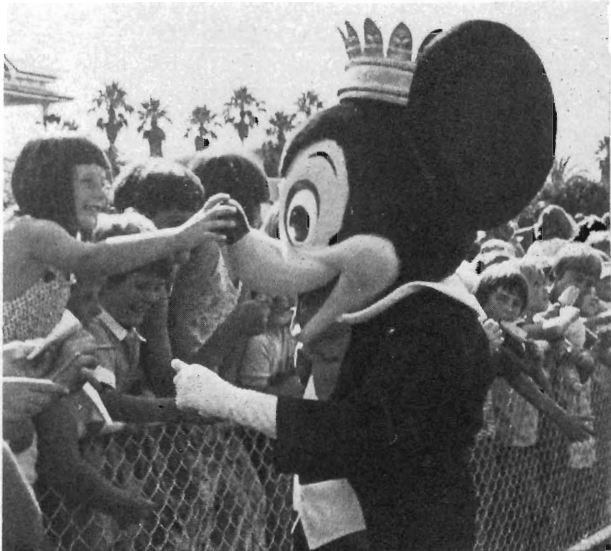
the action as wide eyed children swamped the Walt Disney character in front of the Members Stand.

Of course some racegoers weren't at all impressed. One man suggested that Mickey, being a mouse, might frighten the horses. Another claimed he was nothing but a big rat (his three young daughters promptly told him what Mickey really was - a "nice" mouse).

For many of the racegoers it was a good day betting-wise and if the singing and gaiety that prevailed on the train returning to Melbourne was any indication they had certainly backed winners.

VicRail runs 70 trains a year to country race meetings and almost all are packed to capacity.

So if you're thinking of going to the country races on weekdays back a winner and go by rail. It's fun!



Back to school for conductors

A refresher course for VicRail conductors has recently been undertaken.

The three day course is for conductors aboard the Southern Aurora, Spirit of Progress and the Overland.

On the first day the subjects discussed by the conductors are basic geography and routes, train diagrams, booking irregularities, party travel and By-Law Offences.

After the lunch break more time is spent with By-Law offences, the use of the new handbook and timetables.

The morning of day two is for the public relations department presentation. Here the presentation includes films and discussions about problems the conductors face.

This includes train customers who are difficult to satisfy, and ways to deal with their problems. Also incorporated in this portion of the presentation is an opportunity for the conductors to talk with an airline hostess about solutions to problems faced by both occupations.

During the afternoon the subjects covered are conductors and district offices, preparation and presentation of breakfast trays. The afternoon is set aside for a safety refresher course.

Day three starts with administrative details of station accounts and the conductor. Following morning tea, two hours are set aside for first aid training.

The afternoon subjects include marketing, an inspection of train control and a fire drill.



Anzac Day

For all VicRail ex-servicemen. Don't forget the Anzac Day march to the Shrine of Remembrance.

Assembly point will be outside the State Electricity Commission show-rooms opposite Flinders Street station.

After the march a get together with refreshments will be held in the VRI ballroom from 1 p.m. Donation \$4.

Ex-servicemen from country areas can obtain free return passes on production of "Get together" tickets.

For tickets contact: J. Cullen ext. 1587; R. Staveley, G. Tutty 1040 (all head office extensions).

Young Ashleigh makes a big splash!

Young Ashleigh Hill really made a splash at the recent Australian Deaf Games held in Adelaide.

Ashleigh, 17, became the golden girl of VicRail when she competed in three swimming events and brought home the gold in all three.

Ashleigh, who captained the Victorian swimming team, beat over 60 opponents in various heats to take the three gold medals.

She won the 50 metre butterfly event and was a member of the winning 4 x 50 metre medley team and 4 x 50 metre freestyle relay team.

It was Ashleigh's first appearance at the games since joining VicRail three months ago.

The Adelaide games was the fifth Australian Deaf Games. They are held every three years with all states competing.

Naturally Ashleigh never misses the chance to go swimming.

"Swimming is the best exercise you can get," she says.

In fact most of Ashleigh's spare time is taken up with water sports.

Water polo ranks as one of her favorites and she's no slouch at that either.



Besides playing all year round for Essendon Ashleigh has cracked a spot in the Victorian junior water polo squad.

Basketball, netball and squash also rate highly in the week's events for Ashleigh who lives in Rosanna.

She also has the odd bash at golf but says she is "still learning". Learning or not with that sort of sporting ability it won't be long before she's one of VicRail's best golfers.

A coding clerk with VicRail Ashleigh assures us her head isn't swelling just because of a few gold medals.

But that doesn't stop her from wanting more of that elusive gold does it.

She's already in training for the next games in three year's time.

"I was thrilled winning this time," she said. "But if I can repeat the performance ... wowee!"

Rail revival gathers steam



by Paul E. Reistrup.
President AMTRAK (excerpts)

Glass domed cars offer Amtrak passengers comfortable surroundings in which to eat or relax while enjoying the scenery.

Passenger train travel in the United States is making a strong comeback.

On May 7, 1971 The National Railroad Passenger Corporation, popularly known as Amtrak, began services on a coast to coast basis with about 185 trains over 38,600 km of scenic routes.

The beginning was uncertain, equipment old and many of the services suffered from long neglect but the basic concept was strong.

Now, more than five years later, there are hundreds of new cars on the routes.

New locomotives and stations have been constructed. And the old carriages which have been in service for 26 years have been refurbished.

Amtrak has made trains worth travelling again and millions of people have returned to the rails.

The rail system which Amtrak serves is extensive and embraces about 90% of the American population.

There are two important characteristics of a railroad system.

First it must run comfortably, reliably and safely.

In the span of six years Amtrak has succeeded in stopping the generation long decline in ridership which led to the steady abandonment of passenger services.

It also reversed the long decline in revenue production.

Amtrak does not pay for itself but more money is being brought in now than has been earned in a long time.

Amtrak's first responsibility was to operate the trains it inherited in 1971.

It's second major responsibility was to become an important part of a balanced transportation system.

One aim was that the rail passenger system help to relieve congestion on the highways and to relieve overcrowding on the nation's airways and airports.

Twenty-six year old equipment is not reliable and too much time and money must be spent on maintenance which would not arise if we had more modern standardised equipment.

The most important market is that of the private car.

There is no way Amtrak is going to get people out of their cars if it must run along at speeds slower than the automobile.

Amtrak must travel faster than the car and sufficiently faster to make up for the door to door advantage of driving.

— *Article courtesy United States Information Service.*

Flag(on) down a camel train

If you're a wine buff and you want something a little different holiday wise this year think South Australia.

But don't think coach tour, think camel. That's right — camel.

One of Australia's most extraordinary tours, a trip by camel train through South Australia's Southern Vales wine district, will operate from October this year through to March 1978.

The Southern Vales is one of Australia's top wine producing areas and is about 30 km south of Adelaide.

The one day tours, organised by Rex Ellis, began on a trial basis late last year and their success has guaranteed their continuation next summer.

The ride takes in a maximum of six wineries and includes a chicken and wine basket lunch. Cost is \$20 per head.

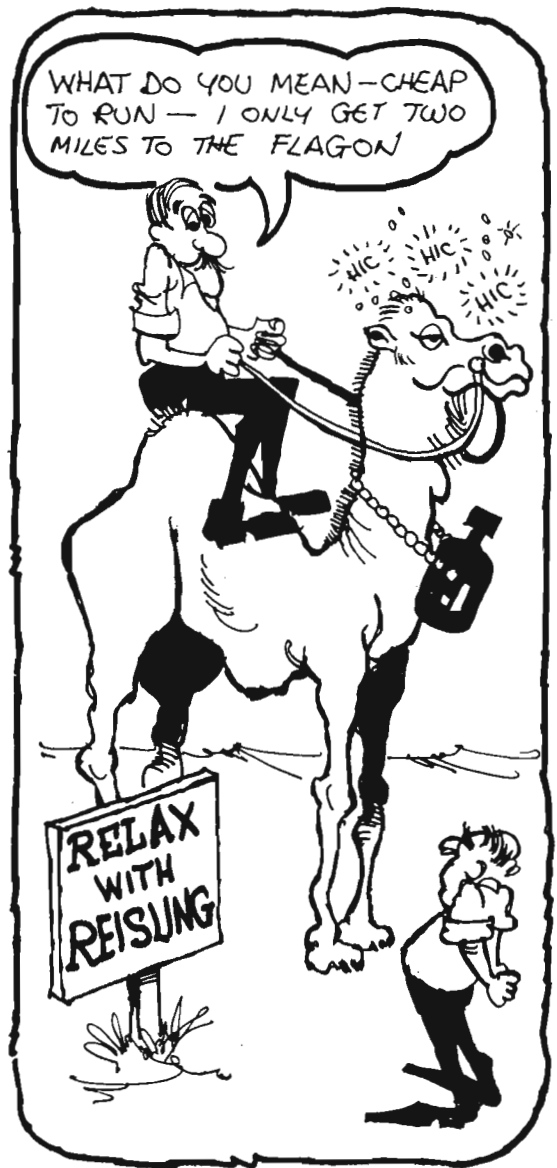
Rex initiated camping treks by camel through the South Australian outback about 12 months ago. However during the summer months, when it is too hot for the trips to be enjoyable, he brings his camels down to Adelaide and operates the Southern Vales one day tour.

"It gives tourists a chance to see far more of the wine industry than a conventional tour," he says.

People buying unlimited quantities of wine can carry it on the camels and larger orders can either be collected after the tour ends or be delivered by post.

The route covers between 9 and 11 km depending on what route is taken (and of course how much wine the customers consume).

Rex uses four camels with one and two



person saddles. If the tour is full he walks, otherwise he rides the lead camel.

The starting point for this unusual camel trek is at McLaren Flat and people are expected to make their own way to the starting point.

Bookings can be made through the South Australian Tourist Bureau or direct with Rex whose address is simply McLaren Flat, South Australia 5171.

And Remember VicRail can arrange your travel to and from Adelaide any day on The Overland. VicRail can also offer various other tours for your holiday enjoyment.



The fireman of Archer River

● By Pat Vaughan

It was 1944 and the war still raged. The Archer River radar station sweltered in the heat of a tropical summer.

Twenty men were trapped at this isolated camp on the Gulf of Carpentaria. At 4 o'clock one morning, all were asleep except Corporal Alan Weeks.

The small petrol engine that powered the radar was running low on fuel. Corporal Weeks knew this ancient piece of machinery well. If he stopped the motor, it was a million to one it wouldn't start again.

He followed the accepted procedure and filled the tank while the engine was running. It was dark. He couldn't see what he was doing. He overfilled the tank and petrol ran everywhere.

Suddenly there was an explosion and the tropical sky lit up with a pretty red and orange glow.

Fortunately, the twenty men managed to douse the fire, but the radar station was out of action for six weeks.

Corporal Weeks could not understand why he was never promoted to sergeant. He did

however become famous as the "Fireman of Archer River."

Corporal Alan Weeks is now VicRail's Chief Marketing Manager. He has been much more successful with VicRail than with the air force.

Since joining as a junior clerk in 1937, Alan has been a sales representative, the assistant to the Chief Commercial Manager, and eventually Chief Commercial Manager in 1964.

His title has since changed, but he sees his job as the same. That is to retain and to gain as much business as possible for VicRail.

Alan has always been sports minded, and still plays cricket with his local team, St. Paul's, Glen Waverley.

He lives in Glen Waverley with his wife Suzanne, whom he married in 1953. They have a daughter, Janet, who has just completed the second year of a Physiotherapy course at the Lincoln Institute.

On the right track



The new Portland Freight Centre has got off to a great start.

The modernised freight service for the area started on March 7.

This followed the establishment of centres in Hamilton and Ararat in February and the successful operation of the Horsham centre since last April.

Freight trains from Melbourne will bring small freight items for sorting at the centre.

The goods will then be carried by road under VicRail contract and supervision for delivery to the customer's door in towns like Heywood, Lyons, Winnap and Dartmoor.

The Portland freight centre will be managed by local identity and stationmaster, Alan Cleland. The road contract for the centre has been awarded to Kelly's Carrying Services of Portland.

With the new centre Heywood's services will be doubled. Other centres' services will remain the same except that, like Heywood, goods will be delivered to the customer's door.

In Portland goods are available at the centre but tenders for in city delivery service will be called later.

Depots for out of town residents to pick up or deposit freight have been set up at Heywood and Dartmoor.

Passenger services from Ararat to Portland will continue as usual.

Retirements . . .

ELECTRICAL ENGINEERING

FORAN, H. J., Distribution Division 7/1/77.
REID, R.M., Distribution Division, 16/2/77.

ROLLING STOCK

BRAGG, W., 30/7/76
COLE, J. O., Newport, 23/5/77
DEBAC, G., Jolimont, 17/2/77
GAMBARDELLA, F., Newport, 9/5/77
GRUNFELD, T., Jolimont, 23/12/76
HIGHAM, J. T., Bendigo North, 25/1/77
KOURANOS, M., Newport, 10/3/77
LAURIA, M., Shelter Shed, 3/5/77
MANGAN, B. M., South Dynon, 23/2/77
MOUSER, D. S., Newport, 24/2/77
PEVITT, A. H., Benalla, 10/3/77
PUGH, A. H., Newport, 3/5/77
RICHTER, A. C., Bendigo North, 20/5/77
RYAN, G., Bendigo North, 20/5/77
SANDALL, R. G. M., Ballarat, 31/1/77
SAUNDERS, F. W., Jolimont, 9/2/77
SLATTER, E. T., E. R. Depot, 25/3/77
SPURRELL, M., Jolimont, 6/1/77
SURACE, G., Newport, 5/1/77
ZOLD, J., North Melbourne, 3/2/77

A holiday of a lifetime for
\$441.00
ONLY (Pensioners \$411, Children \$375.)

12 DAYS OF COAST & COUNTRY

Relax your way through the incredible contrasts of NSW and Queensland with Vicrail and Carah Coaches.

Relax. You've just boarded the Southern Aurora, and it's the beginning of an unforgettable 12 days. As the train glides from Spencer Street Station, you know you've started a special kind of holiday. No driving tensions, no flying fatigue — just sheer relaxation from beginning to end.

In the morning, you'll be met at Sydney's Central Station by a luxurious Carah Coach. Fully airconditioned, with big, wide reclining seats and huge, panoramic windows so you won't miss a glimpse of what we've got to show you.

We're on our way.

Goin' up the country.

Your first day takes you through the picturesque Blue Mountains to Katoomba, then on via Bathurst to Australia's oldest inland city, Orange. Next morning, we take you on a 'country safari' on a typical western property. On through historic Stuart Town, Burrandong Dam, the marvellous Wellington Caves to the city of Wellington.

Day 3 finds you at the Pioneer Village Museum in Gulgong; through Leadville, Coolah Valley, the breathtaking Warrumbungle National Park and Siding Spring Mountain to Coonabarabran. Onward up the Newell Highway to Narrabri; through the cotton district of Wee Waa — and overnight in the heart of opal country, Lightning Ridge. Next day, after exploring the Ridge, we move on to Moree, centre of a thriving wool, wheat and beef district.

Over the Border.

We enter Queensland through the southern gate, Goondiwindi, on Day 6; passing through Australia's first commercial oil-bearing district at Moonie; onward through Dalby to Kingaroy, capital of peanut country. Next day, we thread our way through the superb Bunya Mountains, the Blackall Range and the Nambour Valley to Coolumb Beach on the famous Sunshine Coast. On Day 8, we visit lush green Buderim before dipping back to the coast to see Maroochydore and Caloundra. On through bustling Brisbane to the Gold Coast where you spend two exciting nights at Surfers Paradise.

Rivers, lakes and everything in between.

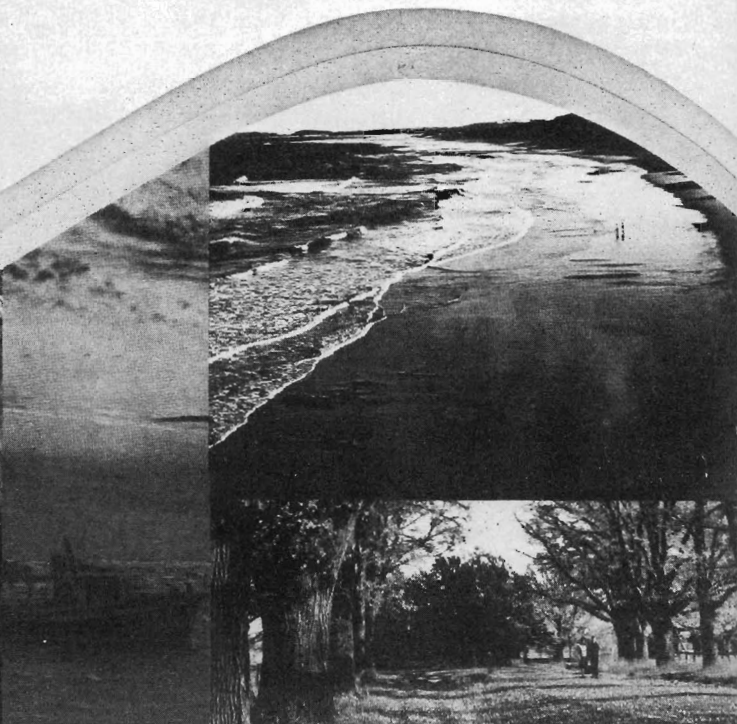
On Day 10, we enter Big River Country. Over the Tweed, through Murwillumbah, Brunswick Heads, Cape Byron, Lismore, Casino and overnight at Jacaranda City, Grafton. Next day, we move on to Coffs Harbour, through spectacular Nambucca Heads, Macksville, Kempsey, historic Port Macquarie to Taree. And, on the last day, we take in Tuncurry, Forster, Tiona and Newcastle. To throbbing, exciting Sydney, where you board the Southern Aurora for home.

Come with us to Coast & Country.

It's your holiday of a lifetime — and we're waiting to take you now.

 **VicRail**

Phone now for complete details 62 0771

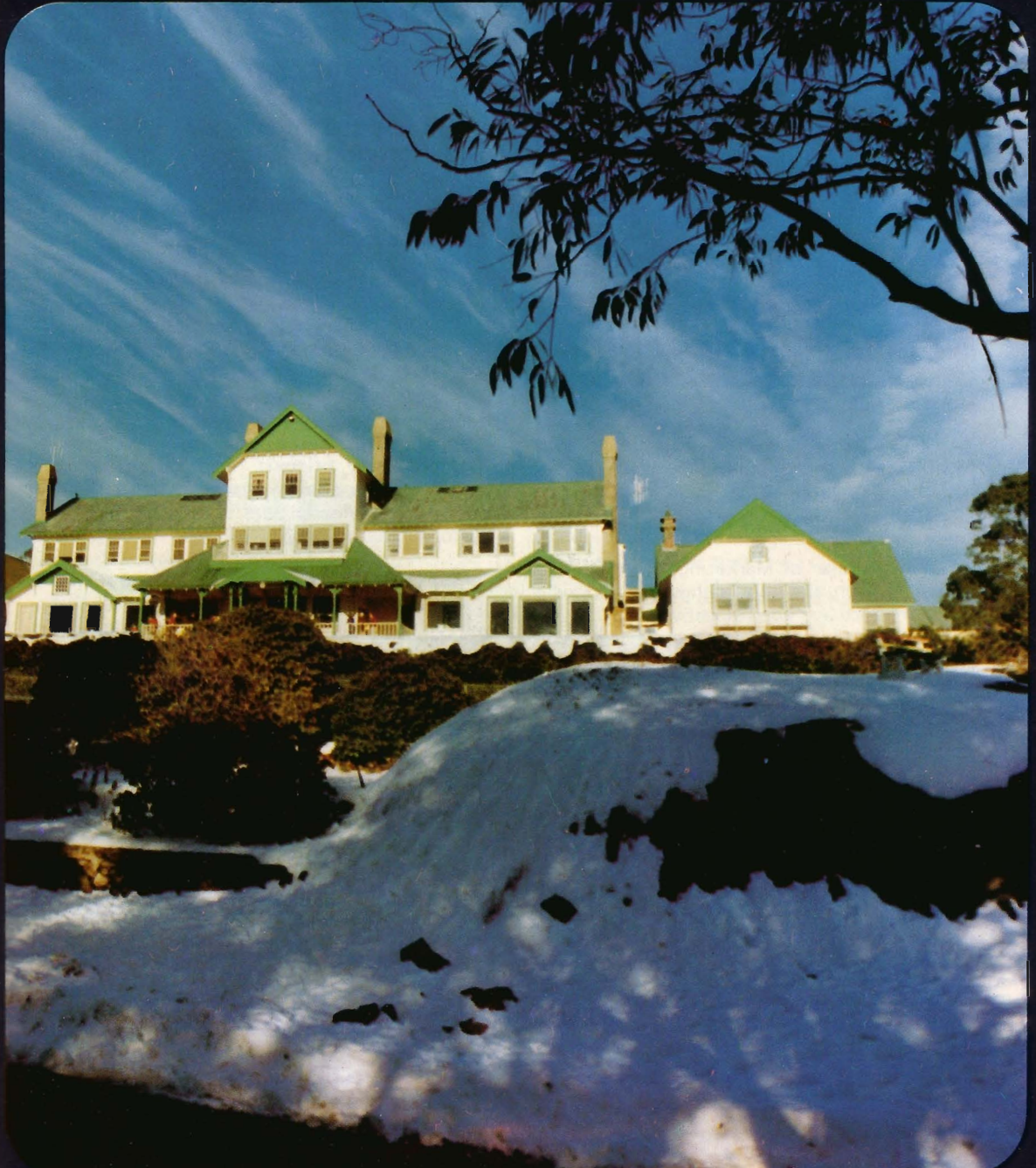




Rail Ways

10 CENTS

APRIL 1977



Hodges pro

VicRail General Manager Ian Hodges has promised continuing security in VicRail jobs despite drastic changes to the rail system.

Mr Hodges said in the internal staff bulletin "Inside VicRail" that no railway man or woman will be made redundant by changes in the system.

He said the changes are "sweeping" and represented probably the most major advance since the introduction of the diesel locomotive.

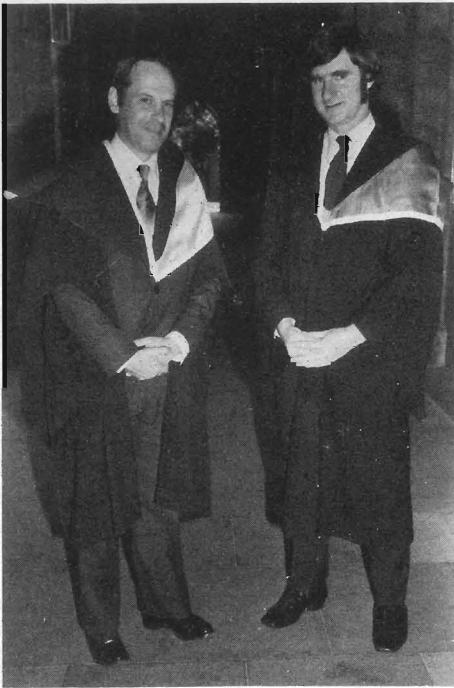
But, he added, the changes are absolutely essential for the survival of VicRail.

"They are part of a long term plan to make us infinitely more efficient so that we not only retain but increase our share of the transport business against fierce and rapidly increasing competition," he said.

He said by bringing the VicRail country and suburban service into line with modern transport methods was ensuring the traditional security of VicRail jobs.

Mr Hodges said that if VicRail is to survive then its service "must improve to meet that of road and air competitors — and hopefully outclass them."

"The harsh reality of the situation is that within five years the regulation of road transport in Victoria will have virtually have disappeared," he said.



GRADUATION DAY

It was graduation day for two Railwaymen at Melbourne University on April 2.

The Manager of Marketing Information, John Hearsch, and Bob Youngson graduated in commerce and arts respectively.

John completed his degree on a part time basis while Bob who works in the Traffic Branch Accounts Office did a full time course.



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- 60 First aid winners
- 61 The cricketing Carmody

- 62 Paul's on the ball
- 63 Aurora's birthday

FRONT COVER

Beautiful Mt Buffalo. With the ski season almost upon us a great place to go for a winter vacation.

RAIL WAYS

Rail Ways is published by the VicRail Board each month at our North Melbourne Printing Works. A fee is paid for contributions, if published. Telephone number 61001 ext. 1367 (subscriptions), ext. 2397 (editorial).

omises job security

"VicRail's traditional traffic will be up for grabs' — and there are plenty of hungry people waiting in the wings for their share."

"Who has not looked at the revenue figures for some country lines and wondered how long such a farce can continue?"

Mr Hodges said that on the passenger side VicRail is replacing obsolete rail motors with modern buses on several lines and already there are signs of increased patronage.

And on the freight side the Freight Centres are proving highly successful, he said.

Despite these changes VicRail employees, like teachers and bank staff, must realise that they have joined the service on the understanding that they are subject to transfer, he said.

"Nobody has been disadvantaged financially and we have gone to considerable lengths to assist with housing and removals where transfers were involved," he said.



Mr Hodges said that VicRail must accept the realities of modern transport and gear up to the challenge faced from competitors.

"Let us pull together for our mutual good. Ignore the rumourmongers and look at the realities," he told staff.



On the rails again at

Walhalla

The old goldmining township of Walhalla has probably never seen it so good — at least since its last mine closed in 1915.

The town, which once boasted a population of 4500 at its peak, now has only 10 full time residents.

However some 50,000 tourists annually visit the town, 47 kilometres north of Moe.

And that's where former VicRail train driver Ron Kain comes into the picture.

Since leaving VicRail some eight years ago Ron has devoted his time to tourism in the old town.

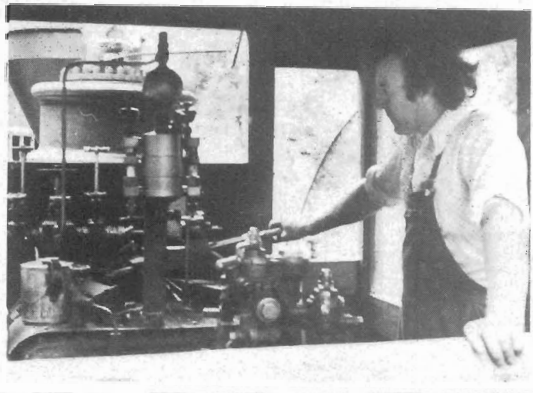
And since the formation of the voluntary Walhalla — Thomson River Steam Tramway four years ago all his efforts have been devoted to his home made steam train.

The line only runs 500 metres at present but the enthusiasts hope to extend this another five kilometres.



Above: These visiting schoolchildren from Sale had a ball on the hand trolley.

Below: Ron Kain at the controls of his steam engine.



Freight Centre

VicRail's latest regional freight centre started operations at Warrnambool on April 4.

The centre will run along the lines of the highly successful pilot centre at Horsham and the recently opened centres at Hamilton, Ararat and Portland.

Other centres at Camperdown (opened April 18) and Colac (to open May 3) will complete the VicRail freight centre network in the western district.

Shaping up . . .

More and more girls are shaping up on VicRail's suburban stations.

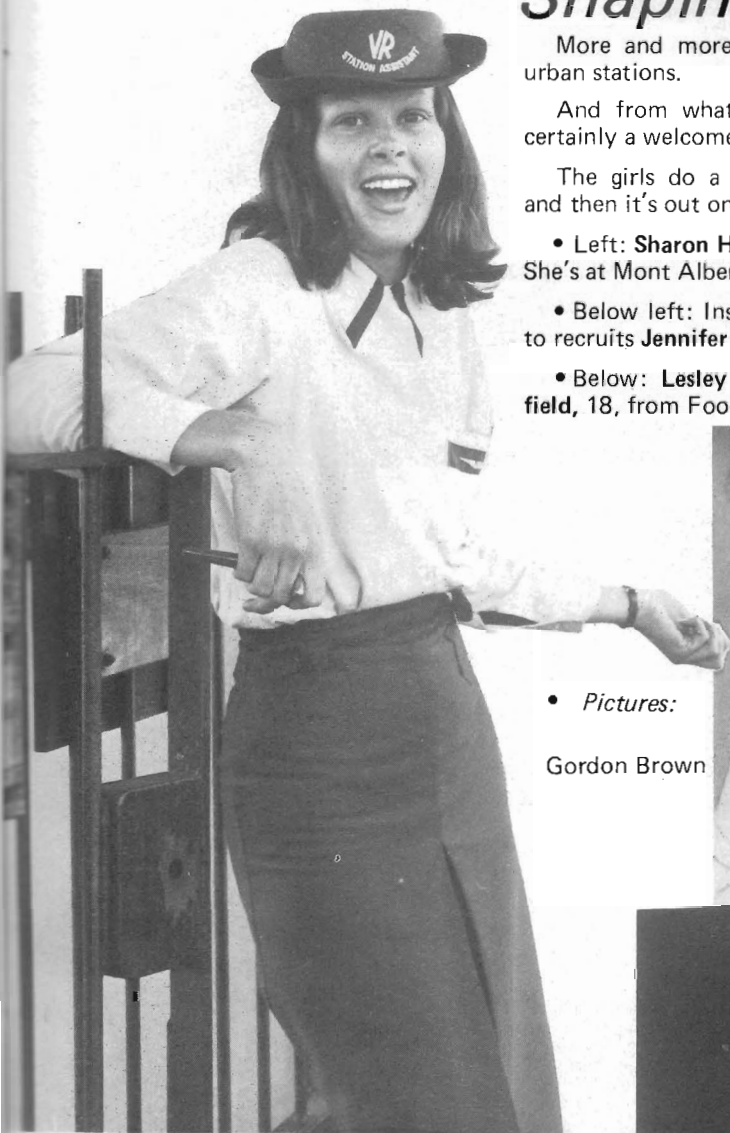
And from what Rail Ways staff saw recently they're certainly a welcome addition to any platform.

The girls do a one week course for station assistants and then it's out on the job.

- Left: **Sharon Hocken**, 19, has been with us two months. She's at Mont Albert station.

- Below left: Instructor **Fred Mitchell** gives some advice to recruits **Jennifer McIntosh** and **Judy McGrath**.

- Below: **Lesley Patterson**, 19, bottom and **Julie Merrifield**, 18, from Footscray station say the job's great.



- *Pictures:*

Gordon Brown





SCHOOLS OUT FOR ROYAL VISIT

School was out for 18,000 school children on March 17 when they went to Royal Park to meet the Queen and Prince Phillip.

VicRail itself carried over 7000 children from the country and city areas to the ovals.

It was the one day things couldn't afford to go wrong — and luckily for VicRail they didn't.

A great effort by all for this historic visit.



Rising costs helping VicRail



Mr Alstergren

Rising road costs will put railways well back into the timber transportation industry, a Melbourne timber executive has claimed.

The Managing Director of Alstergren Pty. Ltd., Mr Martin Alstergren, told Rail Ways that costs would be the deciding factor in the road vs rail transport war.

Despite an "open slather" approach to transportation in just on five years time Mr Alstergren felt rail would hold their own.

"The cost of keeping trucks on the road with ever rising fuel costs will be astronomical in a few years time," he said.

"Fuel costs alone will put rail transport well to the fore in another 10 to 20 years time."

The multi million dollar Alstergren timber group, which sends thousands of tonnes of timber a year by rail, has 15 timber mills in Victoria, South Australia and Tasmania.

Mr Alstergren said that rail transport comes into its own over long distance travel.

However he said over short hauls rail transport is not economical at present compared to road transport over the same distance.

Mr Alstergren said the Orbost hard wood mill (at Brodribb some eight miles from Orbost) produces up to 300 tonnes of timber a day.

Two thirds of this is carried by rail.

"Rail transport certainly would be feasible if fuel cost for road transport rises as high as it is in overseas countries," he said.

Trucks like these carry hundreds of tonnes of timber daily to saw mills in the Orbost area.



The men Snowy R

Timber is what makes the East C
tick.

And for Orbost stationmaster Lindsay
bulk of his station's outward cargo.

**In fact over 100,000 tonnes of tim
and Waygara in the last financial year. An
revenue was recorded in the same period.**

Lindsay, 47, who has worked for Vic
only having two trains a day out is mislea

"When you consider that we have su
going out each year it's a lot of hard work

"Timber wise we cover a radius of so
from more than 20 mills in the area."

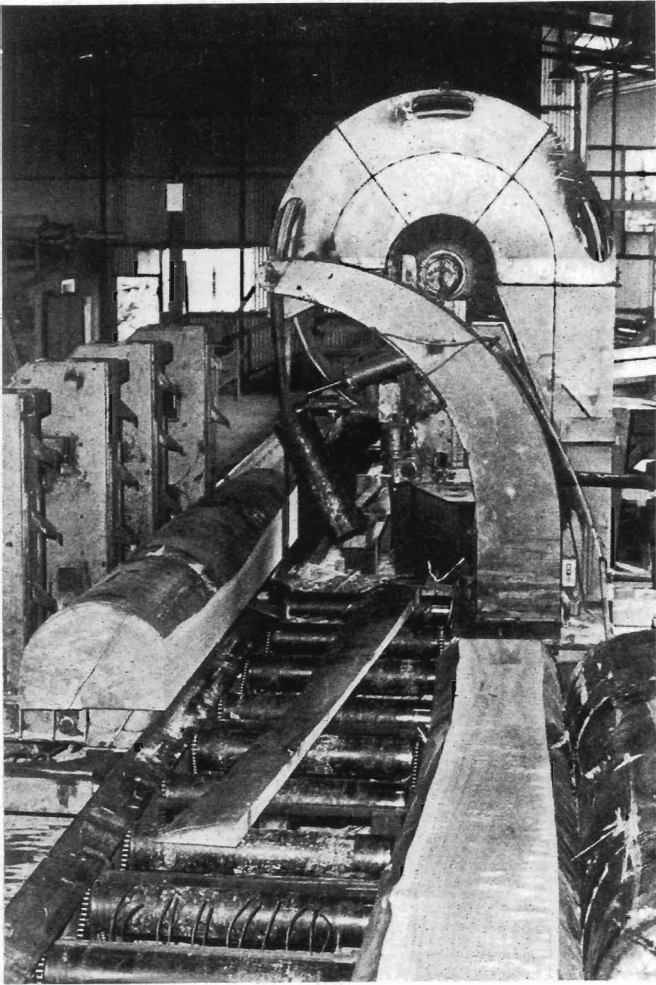
Lindsay has been SM at Orbost (372
past 3½ years and says it will take a lot to

"It's beaut here for the family and
he said.

Lindsay, a keen golfer, now finds hi
town.

Although he has little time to inform
hours Lindsay finds most of his spare t
businessmen.

"It keeps up a good working relationsh



ABOVE: The giant bandsaw at the Brodribb saw mill near Orbost.

BELOW: Orbost SM Lindsay Kay talks business with Brodribb mill manager John Wagenaar.



from River

ppoland town of Orbost

Kay it makes up by far the

er was carted from Orbost
over \$1 million in outwards

ail most of his life says that
ing.

a large amount of timber
he said.

e 100 miles and take timber

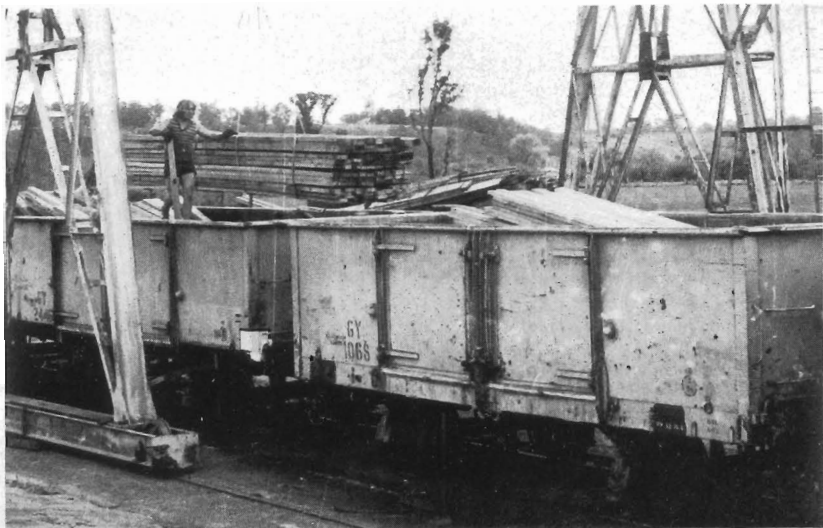
m from Melbourne) for the
gift him.

's a great place to work,"

elf quite an identity in the

"talk shop" during business
doing just that with local

he said.



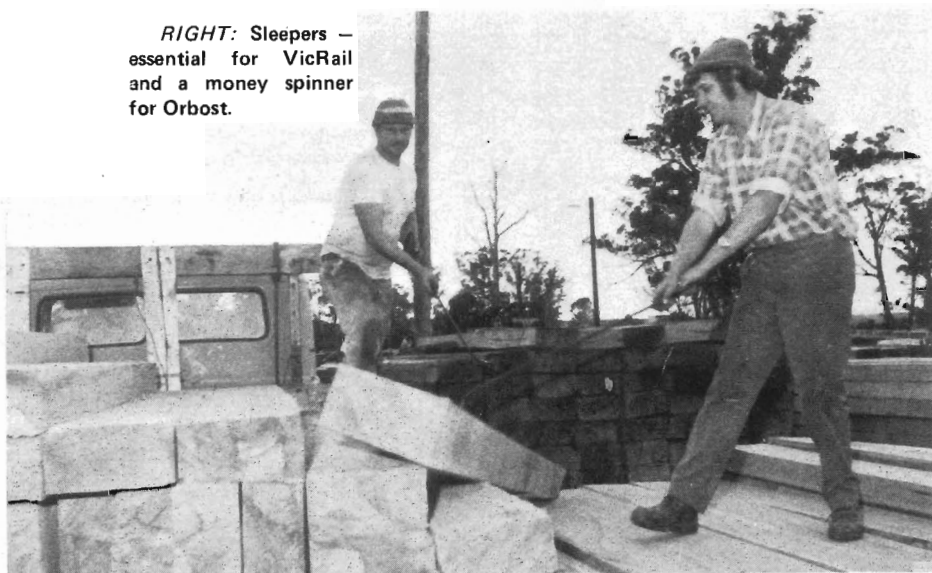
ABOVE: Timber, sawn and stacked, is loaded at Orbost.

RIGHT: Timber inspector Vic Marriott checks sleeper lengths.

BELOW LEFT: These women are among the many employed as laborers at the Brodribb mill.



RIGHT: Sleepers — essential for VicRail and a money spinner for Orbost.

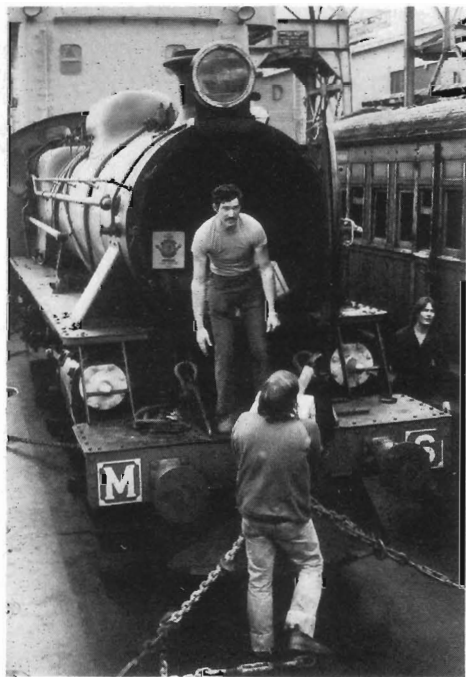




In-cider knowledge

It's quite a regular occurrence having trains arriving in Melbourne but certainly not when they arrive by ship.

Such was the case for steam locomotive M6 when it arrived at Appleton Dock with its tender and a 55 year old carriage after sailing from Tasmania on the landing craft, HMAS Brunei.



And after a "steam voyage" of sorts like that what do our steam enthusiasts look for? Certainly not for damage . . . only the apple cider that was planted in the smoke box (below left). We couldn't think of anything more pleasant from Tasmania.

The Geelong Steam Preservation Society bought the 1951 loco from the Tasmanian Government Railways in 1972 for \$1300.

The total shipping charge for the three pieces of equipment was \$2000 after the navy chipped in.

Pictures: David White

Helping the needy

VicRail has supplied adjustable ramps to 60 locations in the Melbourne suburban network to assist invalids and physically handicapped people to board trains.

Ninety-three ramps have been supplied.

The ramps are complete with a two-wheeled trolley so that they can be moved to the carriage the person wishes to board.

A little beauty !

No doubt Austin Healey enthusiast Jim McConville thought the Southern Aurora was a little slow when he travelled the first leg of his trip to Brisbane for an enthusiasts' rally.

And it's little wonder. After all his 1954 Austin Healey 100S was capable of attaining some 140 mph in its prime. And it was sitting on a modest 70 mph on Motorail.

The little beauty he now owns is one of only 50 in the world and had the distinction of being one of the few to be raced around Albert Park Lake during Melbourne's first Moomba back in 1956.

For the car buffs it was the first production car to sport four wheel drive disc brakes and is a 3 litre, four cylinder model.

An all alloy car it held the world land speed record for its class back in the early 1950s.



For VicRail secretary and car enthusiast Vicki Spiteri it was love at first sight . . . and a spin around the block in the 100S before it was loaded onto Motorail.



RAILWORDS A WINNER

Phew! What a job counting all those entries for Railwords.

The response to the competition has been incredible with almost 700 entries received.

As soon as the magazine went out the entries started to come in.

We extended the closing date for

applications by four days because of the Easter period and late arrival of the magazine to some areas.

Two lucky people will be off to Mt Buffalo and the May edition will bring you details of the winners.

The May edition of Rail Ways will also bring another Railwords. So don't miss it.



Ballarat tops in first-aid

The first aid boys at Ballarat are certainly tops in their trade.



They scooped the pool in the recent interstate first aid championships in Perth.

The No. 3 Ballarat Workshops team won the VR District Shield, the state shield, the interstate shield and captain Max Sternberg took off all individual shields. Mal Willis took off the state novice individual championship for the team as well.

The eight year old team includes captain Max Sternberg, Mal Willis, Graham O'Donnell, Bert Richardson, and Alf Armstrong. Coach is Richard Davies.

Besides their great run at the recent championships the Ballarat team boasts an interstate victory in Queensland two years ago.

Pictures show the team in action during a practice run with Alf Armstrong as the patient.

Cricket's this family's affair

For Shield Cricket umpire and VicRail clerk, Kevin Carmody, and his family cricket is almost an obsession.

So much so that Kevin's four sons and one daughter all play cricket. And like their dad they're all wicket-keepers.

Like many railwaymen Kevin started his cricket career with VicRail and scored many centuries during interstate carnivals.

He also played first grade district cricket in Melbourne and has been umpiring first class and Shield cricket for over 10 years.

Kevin gives son Keith a little advice during a lunch time warm-up.



Retirements . . .

WAY AND WORKS

BELLIA, S., Geelong, 18/2/77
BROMLEY, J., Flinders Street, 25/2/77
CHETCUTI, J., Flinders Street, 1/2/77
EDGE, J., Plant Division Nth. Melb. 23/5/77
ELLIS, W., Spotswood, 22/5/77
GARDINER, R.C., Korumburra, 20/2/77
JURUS, J., Warragul, 29/1/77
OLIVA, D., Spencer Street, 2/12/76
RILEY, R. B., Nth. Melb., 5/3/77
ROWLANDS, R. E., Laurens St., 18/2/77
STRATFORD, J. R., Engineer Special Works, 4/1/77
APKARIAN, M. A., Workshops Manager, Spotswood, 11/6/77
GORKA, A., Road Foreman, Wangaratta, 2/3/77
HANGZAR, J., Plant Division Nth. Melb., 18/6/77
KYDD, C. M., Road Foreman, Murtoa, 6/6/77
MENSFELD, I., Road Foreman, Seymour, 15/2/77
MILLER, E. M., (Mrs.), Road Foreman, Warrnambool, 15/2/77
STIEDL, H., Workshops Manager, Spotswood, 23/2/77
WARING, R. J. G., Engineer Special Works, East Melbourne, 24/6/77
WATSON, W. E., Plant Division, Nth. Melb., 16/6/77

ROLLING STOCK

ALEXOPOULOS, K., Nth. Melb., 25/2/77
AXIOTOU, A., Newport, 12/4/77
COLOSIMO, A., Jolimont, 21/4/77
DE LEO, M., Newport, 12/1/77
DEVEREAUX, L. L., Nth. Melb., 24/1/77
DUKE, F. C., Bendigo, 30/1/77
EDMUNDS, L. A., Bendigo North, 21/1/77
GROSIK, J., Newport, 21/4/77
HINDS, W. J., Bendigo, 22/12/76
HINES, W., Ballarat North, 27/12/76
ILIOPOULOS, A., Jolimont, 19/4/77
KELLY, C. J., Bendigo, 7/2/77
MAZZEO, S., Nth. Melb., 12/1/77
MURPHY, V., Bendigo North, 20/4/77

McQUILLAN, H., Newport, 7/4/77
PETROVSKI, V., Newport, 11/4/77
ROBERTS, P., E. R. Depot, 4/2/77
RYCHLEWSKI, S., Newport, 21/4/77
WEEDING, E. W., Ararat, 24/2/77

FREIGHT

BREDIN, R. W., Colac Freight Depot, 13/2/77
MODICA, P. B., Melb. Freight Terminal, 3/2/77
PELLICCI, A. P., Melb. Freight Terminal, 11/3/77
WILSON, H. C., Melb. Freight Terminal, 7/3/77
KYRIACOU, G., Melb. Freight Terminal, 8/3/77
LAVERICK, W. T., Ballarat Freight Depot, 5/3/77
MAGEE, R. G., Bendigo Freight Depot, 5/4/77
MURRAY, J. F., Melb. Freight Terminal, 18/2/77

STORES

GAROFALO, S., Newport Workshops, 21/3/77
PRELOGAR, G., Newport Workshops, 1/4/77
TRIGG, K., Spotswood Workshops, 21/5/77
DE MARCO, N., Dynon Area, 28/5/77
BIRDJAN, P., Newport Workshops, 11/2/77
APOSTOLIDIS, J., Printing Works, 30/3/77

TRAFFIC

BARKER, W. F., Seymour, 12/12/76
BREDIN, R. W., Colac, 13/2/77
FLINN, Q. M., Mrs., Flinders Street, 7/2/77
GILCHRIST, D., Mrs., Oakleigh, 5/2/77
GORMAN, W. J., Geelong, 13/12/76
McPARTLAND, J., Melbourne Yard, 17/12/76
POLLITT, D., Seymour, 12/12/76
SHEEDY, M., Gheringhap, 28/1/77
SMITH, R. O., South Yarra, 11/2/77



Oh no you don't! Paul Abra slams on the handbrakes to ward off Jim Lee's interception during a lunch time game.

Paul's on the ball

When it comes to basketball Bendigo's Paul Abra has proven himself a winner.

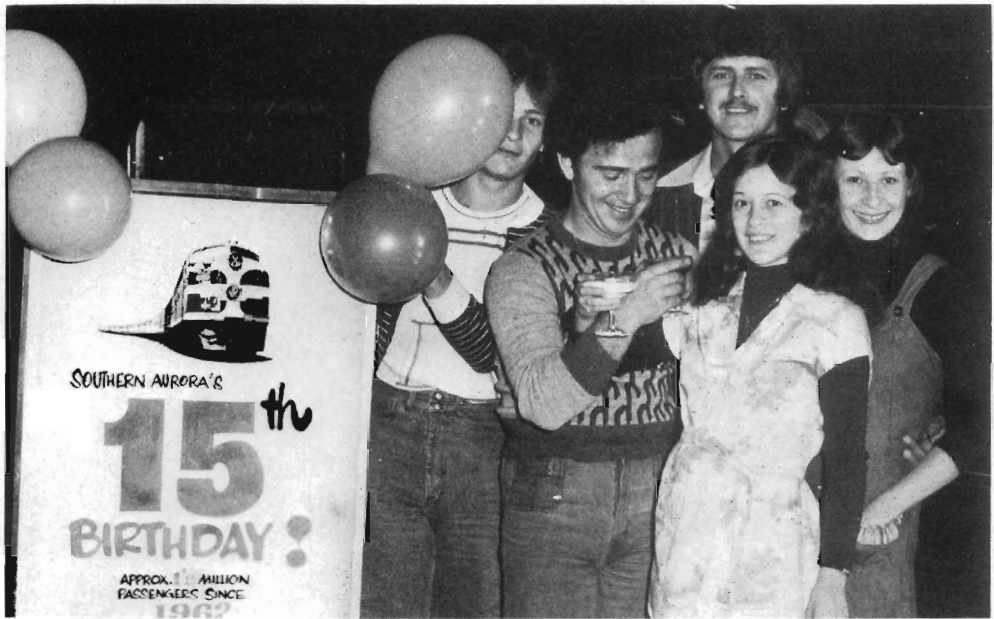


Paul, 22, has been a paraplegic since a car accident in mid 1975 but that hasn't deterred him from taking part in sport.

Even when he's working in his clerk's position at Bendigo goods, Paul can find time during lunch hour for an impromptu game.

Of course he's no slouch at it either. After all he did represent Victoria at the recent paraplegic games held over the Easter weekend in Hobart.

Since making a comeback to sport Paul has also been very active in coaching local basketball teams in the Bendigo area.



Cheers . . . and bubbly for all

CHEERS — Newlyweds Mr and Mrs Duric of Broadmeadows (foreground) make a champagne toast to their wedding and the Southern Aurora's 15th birthday prior to taking the Aurora to Sydney on their honeymoon.

Wedding party members (in the back-

ground) were at Spencer Street station to farewell the bride and groom, and joined in the birthday festivities along with other passengers and guests.

Since the Aurora's first revenue run on Monday April 16, 1962 it has carried 1,653,612 passengers and has travelled approximately ten million kilometres.

TICKET CHEATS LOOK OUT!

VicRail By-Laws officers have a new weapon in their fight against ticket cheats.

A number of recent court appearances have shown the applicability of Section 82 of the 1958 Crimes Act in the fight against ticket evaders.

This section deals with obtaining financial advantage by deception.

It applies in the situation where a passenger purchases a ticket on the basis of having made a journey less than that which he has actually travelled.

For example, if someone having just finished

a trip from Springvale should arrive at Flinders Street station and there purchase a ticket from, say, Richmond, then the person would be obtaining a financial advantage by deception in regards to the lost funds involved with the Springvale to Richmond portion of the trip.

An offence under Section 82 carries a heavy penalty, and is a felony.

This section can also be enforced against a person who allows someone else to purchase a ticket, and the incorrect fare is paid.

SPD Transport and VicRail move 1.3 million Rosellas overnight to Adelaide.



That's a train load of 14 40-tonne wagons for Associated Co-operative Wholesalers.

The Rosellas of course are on the labels of canned soups, canned meals, bottles of tomato sauce and instant package dinners made by this famous brand manufacturer.

It is the final consignment, completing an order for 3.3 million units of Rosella products (worth more than a million dollars) ordered by Associated Co-operative Wholesalers. That is

enough stock to put eight Rosella products into every South Australian home.

When grocery giants like Associated want to buy in a big way to give South Australian housewives the keenest priced specials, the stock is delivered by a transport operation geared to move mountains of merchandise:

 **VicRail & SPD Transport.**

27/77



Rail ^{10 CENTS} Ways

MAY 1977



BRIAN'S THE ARTY TYPE

Ever since Brian Roberts was in primary school he has had a fascination for art.

At secondary school he studied art and contributed many of his sketches to the school magazine at Strathmore High.

Even though he works as a clerk in VicRail's public relations, he has not forgotten his interest in art, and hopes one day to be more involved in the painting and photographic scene.

He describes himself as a realist, surrealist painter in the vein of Salvadore Dali from whom he models much of his work.

Dali is an internationally known painter whose works depict dreams, often nightmares, which interrelate with each other and become one.

Brian also tries to model his figure painting on the famous Australian painter William Dobell. Dobell uses a monochrome effect which is painting in different shades of one colour.

A keen photographer, Brian tries to create the soft effect produced in Sarah Moon's photography. His photographs show people in every day situations.

He hopes to do a part time course in Graphic Art, at the Royal Melbourne Institute of Technology, next year so that he can improve his art and move into commercial art and design.



Some finishing touches. Talented VicRail Rail artist Brian Roberts completes this study at his Strathmore home.



IN THIS ISSUE

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- 76 Malaysian visitors

- 77 Jiminy plays safe
- 78, 79 Even German rail loses money

FRONT COVER

Ski season at Mt Buffalo. The resort has some of the best beginners slopes in Australia.

RAILWAYS

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No petrol and the rush was on!

Stampede! Thousands of extra passengers swarmed over Flinders and Spencer Street stations throughout the strike.



Trains and trams scored a bonus when they carried an extra 1.5 million passengers during the recent 13 day petrol strike.

About 910,000 more passengers travelled on the trains and an extra 724,000 on the trams during the period.

During the final days of the strike thousands of commuters jammed public transport leaving their cars at home.

It was standing room only on many early trains which normally had seats to spare.

Barrier counts at both Flinders and Spencer Street stations recorded enormous jumps in the number of train travellers.

Figures for Wednesday, April 27, revealed an increase of 75,450 passengers over the daily average at Flinders Street station alone.

Spencer Street station revealed an increase of 20,226 for the same day.

The day before, April 26, showed an increase of 79,716 passengers at both stations.

As the 2000 odd petrol stations in the Melbourne metropolitan area began to dry up VicRail had to gear itself for the crush — and the system performed very well.

The influx of extra passengers created seemingly never ending queues at suburban stations and some trains ran late because of increased passenger traffic.

The Transport Minister, Mr Rafferty, praised train and tram crews and staff for their efforts during the strike.

He said the demand for public transport had increased progressively as the strike situation worsened and petrol supplies dwindled.

“This placed a heavy burden on tram and train crews and staff,” he said.

“But they responded magnificently. I cannot praise them enough.”

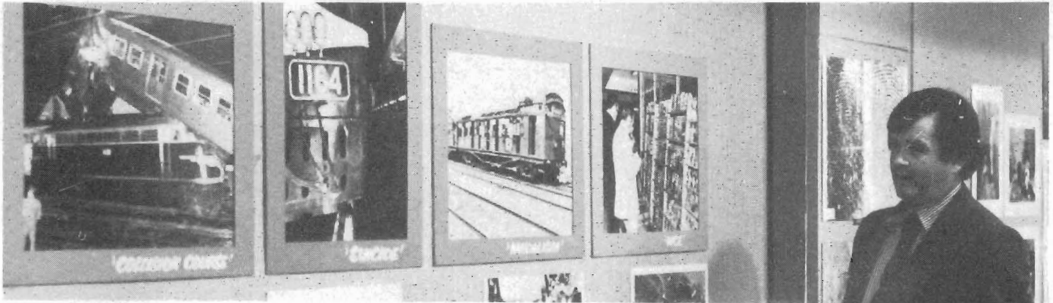
Mr Rafferty acknowledged that the big increase in passenger traffic had caused some peak overcrowding and delays.

“But the fact that we managed to get the people to work during peak hours showed that full value of our public transport services,” he said.

“It give us great hope for the future.”



Petrol tankers line up to take on supplies when the dispute ended.



AN HONOUR FOR RON

The third national police exhibition of photography ran for a week in Myers last month and VicRail photographer Ron Irwin's entry was probably the most unusual.

Unusual not because of the subject but because he was the only non-policeman to enter.

Don't think that Ron is an undercover man for the Victoria police force. Far from it.

He's the Railways Investigation Division's full time photographer and covers any incident concerned with VicRail property.

Ron has been with VicRail some 15 years, 11 of which have been spent in the police work he now specialises in.

As Ron works in close with Russell Street police headquarters, he completed a three week police forensic science photography course with the Victorian police last year.

Ron's entries for the exhibition included this picture of the Frankston smash in June 1975 where a freight train ran into a silver passenger train. Luckily no-one was hurt in the incident as the passengers had just got out of the train seconds before.

Ron studies his work.



Stella's got a way with words

Stella Warton has been a Rail Ways reader for years — and last month she became the first winner of Railwords.

Mrs Warton is the wife of VicRail employee and Storeman-in-Charge at Benalla, Alan Warton.

She and Alan will be off to Mt Buffalo Chalet sometime in August as guests of VicRail.

"I was thrilled when I was told I was the winner," she said.

Mrs Warton has two children and works in Benalla as a comptometrist with the Country Roads Board.

She's a great admirer of the Mt Buffalo Chalet and National Park and has been there on previous occasions.

"It's a beaut chance to get away for a relaxing weekend," she said.

Due to the great response to Railwords it will now become a regular feature in Rail Ways and if you missed out the first time around now's your chance.

Unfortunately we can't give away weekends to Mt Buffalo all the time but we're offering \$15 prize money to the winner.

Simply fill out the coupon and post it to: The Editor, Rail Ways, Room 136, Railways Administration Building, 67 Spencer Street, Melbourne. 3000.

Any reader can enter and in the case of two or more correct entries the winning entry will be drawn at random from a hat.

Closing date for entries is Monday, June 20. Other conditions are the same as in Railwords No. 1.

CLUES:

DOWN

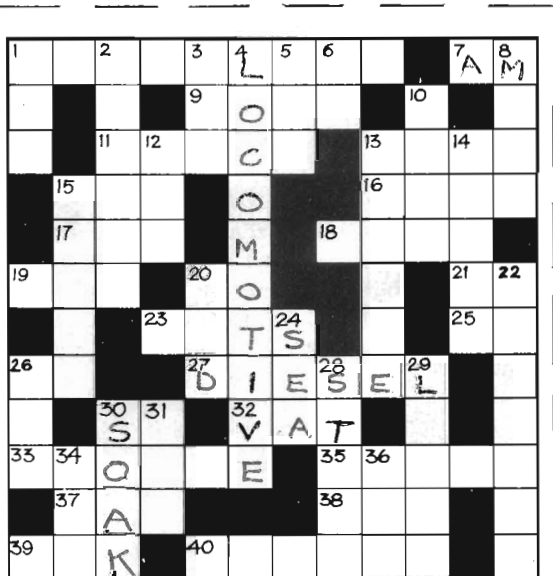
- 1 Sequel
- 2 Ascend
- 3 Chronology
- 4 Railway engine
- 5 Obsolete form of "low"
- 6 Obsolete form of "am"
- 8 Plain
- 10 Prison
- 12 Sheltered from the wind
- 13 Machine
- 14 Focus

ACROSS

- 1 Commuter
- 7 Morning
- 9 Chamber
- 11 Locality
- 13 Chews
- 15 Equal
- 16 Woman's name
- 17 Obsolete form of "beginning"
- 18 Deformed
- 19 Popular name
- 20 To carry out
- 21 South Pacific (abbrev.)
- 23 Pieces
- 25 You (familiar French)



- | | |
|-----------------------|-------------------------|
| 15 Show respect | 26 Towards |
| 20 Past tense of "do" | 27 (...) engine |
| 22 Studied | 30 (...) what |
| 24 Ocean | 32 Container |
| 26 Female name | 33 Excite |
| 28 Kindle | 35 Used for sport |
| 29 Fill | 37 Grain |
| 30 Absorb | 38 Child (slang) |
| 31 Opposite to "in" | 39 Chinese cooking dish |
| 34 Kanga... | 40 Tough |
| 36 Strength | |



NAME

ADDRESS

RAILWORDS No.2



Driver Les Haining chats with Police Commissioner Jackson during the Ballarat trip.

Police chiefs go on tour

Police Commissioner Jackson proved to be a bit of a train buff during last month's leisure break from the Police Commissioners Conference.

He took time out to look over the T-Class locomotive which took the Commissioners to Ballarat.

The week long conference was held in order to reach some unanimity on laws and discuss new developments and policies.

Twenty-two delegates came from all over the state and from neighbouring Pacific countries, including Papua New Guinea and New Zealand.

The leisure day in Ballarat was arranged for the Commissioners and their wives, to see part of Victoria and Australia's natural heritage.

A special train took the passengers to Ballarat, stopping at Lara to tour the Serendip Wild Life research station.

In Ballarat they visited Sovereign Hill and the Botanical Gardens.

Commissioner's Certificate

Sen. Const. Kevin McMahon's twelve years as a member of the Railways Investigation Division has been well worth while.

At the Police Academy last month he was awarded the Chief Commissioner's Certificate for dedication and attention to duty, by Asst. Police Commissioner Newell.

Over the years Keven has gained a vast amount of experience in cargo theft, precious metal theft, and vandalism.

He has been involved in the investigation of major fires and major acts of vandalism on Board property.

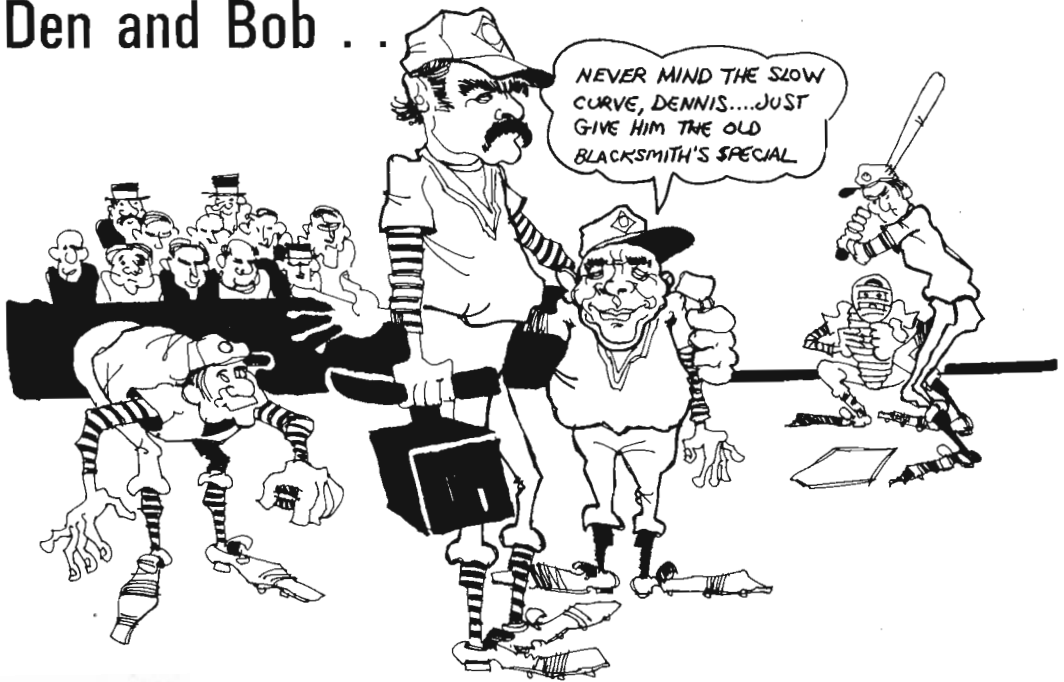
Keven has been in criminal investigation for 23 years.

He is one of three policemen at VicRail to receive the award.

Assistant Police Commissioner L. J. Newell with Sen. Constable Kevin McMahon and daughter Cathy, 12, after the ceremony.



Den and Bob . . .



Down Newport way they call him Dashing Dennis . . . and little wonder.

A blacksmith at Newport Workshops Dennis Kennedy is something of a baseball hero.

He's played for Victoria on three occasions and recently played a big part in Newport Rams' Ampol Cup win in Victorian 1st division baseball.

Barrel-chested Dennis has pitched for Victoria during interstate competition but, as Newport coach, he's an all rounder.

And according to assistant coach (and moulder at Newport Workshops) Bob Milne Dennis is one of the best.

Bob himself is no slouch at the game either. He's been with the Newport club for 37 years, won Newport's best player of the year award in 1949 and was state summer coach in 1961-62.

Dennis reckons he's had his best season so far. Not only did his team win the Ampol Cup but he also won the Victorian Baseball Association's Coach of the Year award.

The Rams beat Sandringham 5-3 to win

stars at Newport

the premier event in Victorian baseball, the Ampol Cup. It was the club's first win in 50 years.

Bob and Dennis are two of many railwaymen who have played for Newport.

Dennis has played baseball since the age of 10 in Bendigo and now, 18 years later, says he wouldn't give up the game for the world.

"And he certainly won't be giving up the Rams," says Bob.



Dennis Kennedy and Bob Milne hold the Ampol Cup which the Newport Rams won this year.

Sandhurst's track popular with tourists

The Sandhurst Town tourist complex near Bendigo has a new attraction.

Another kilometre of narrow gauge railway line has been completed to make up a two kilometre full circle track through the whip-stick bushland.

Visitors can now ride on a full size train and inspect the tent town at "Gold Walsh Gully Diggings" before returning to the main siding.

Gold Walsh Gully shows what life was like very early in the gold rush period before there were any solid buildings on the fields.

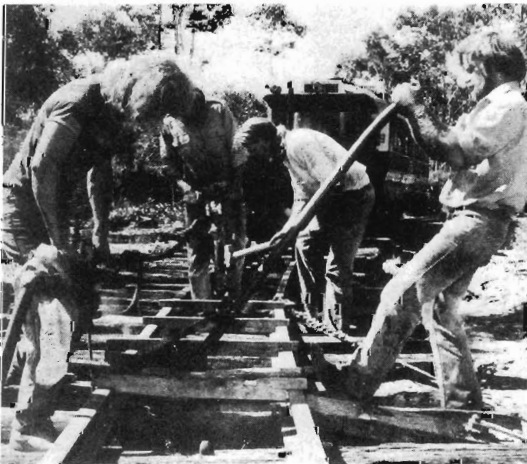
Various mining techniques are demonstrated and visitors see the Commissioner making his rounds.

The rail locomotive comes from the Queensland canefields and the carriage was originally a horse drawn Brisbane tram.

The main town represents a turn of the century village and features a fire station (complete with antique appliances), blacksmith shop, arts and crafts shops, loco shed and a vintage car and horse drawn vehicle display.

Sandhurst Town is 11 km from Bendigo.

BELOW: Completing additions to the narrow gauge railway at Sandhurst Town.



Mick's VicRails



Campbell Dunkley-Smith is, as most Australians

Not that he'll tell you that.

Campbell (who's better known as Mick Smith) is the type of chef who prefers his cooking to do all the talking.

And, as any Mt Buffalo Chalet customer knows, his cooking is great.

Mick modestly admits the only complaint he's ever had about his cooking was that there was too much of it.

Which isn't all too bad from a man who has cooked for royalty on more than three occasions.

His first confrontation with the whims of royalty came in 1954 when the Queen and Prince Philip visited Australia.

Later he cooked for Princess Margaret and Prince Alexander on various tours and also for the former Governor of Victoria, Sir Rohan Delacombe many times.

'galloping gourmet



. . . and a
right royal
cook to
boot!

Campbell Dunkley-Smith — a chef with
VicRail for 39 years.

He's cooked for royalty on many occasions.

ns would say, a "top notch" chef.

Mick joined VicRail back in 1938 at the refreshment rooms in Ballarat.

But it wasn't until after the second world war that Mick had any formal training in the culinary arts. He graduated from the William Angliss School of Catering as part of the army rehabilitation scheme.

An original Rat of Tobruk Mick admits that like most chefs he does "do his 'nana every now the then."

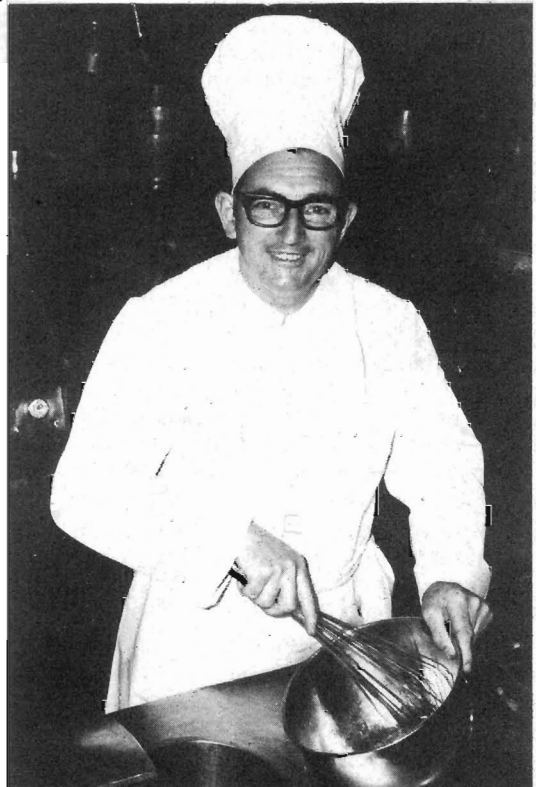
"But I've calmed down a bit over the years," he says.

For a man who can keep up with the best when it comes to continental cooking Mick admits his favorites lie with "good old fashioned basic cooking."

"It's good old fashioned apple pie for me," he says.

It's Mick's second stint at the chalet and this time around he's been there 18 months.

So if you want some right royal cooking next time you're on holiday think of Mt Buffalo Chalet.



Can't get Harry off this rail

Harry Gaskell must be Victorian Railways most satisfied customer — after all he has been travelling by train for 63 years.

He remembers the things you don't find in the history books, like the spittoons, the pollution problem of steam and the explosives used as signals on foggy mornings.

At 77, Harry recalls the good the bad and the better days of his extremely long train travelling years.

Spittoon, an unfamiliar word to many of us, is a round brass fitting bolted to the floor with a hole in the bottom. Passengers would spit into them, and it would go onto the track. "Hygiene was unknown", he said.

Suprisingly steam created a few pollution problems, spoiling buildings like Flinders Street Station and even St. Paul's Cathedral, he recalled.

On foggy mornings it was not uncommon to hear the sound of a detonator as the man on the line signalled to the train driver that it was clear to go.

The steam trains had wooden carriages, with doors swinging outwards, which made it difficult for people to board the train, particularly for women with prams. "The seating arrangements were not good and it was very cumbersome moving around," he said. The seats were wooden and curved backwards with cushions inside the frame. "You could quite easily slide off and that happened more than once!"

Harry clearly remembers the problem associated with steam travel. "Like when you hung your head out the window and copped a faceful of smut," he laughed.

The good thing about steam, he says, is that the train rode well. "The electric trains today don't give as good a ride but maybe I'm older now and feel it more."

Harry has worked as a city jeweller for 43 years and still travels to work by train.



Mammoth job for U.S. steel

It would take the U.S. steel industry 10 years to supply the necessary rail and crossties to rehabilitate all of the nation's railroad track, the Federal General Accounting Office in Washington has asserted.

The GAO said it would take a decade even if the steel firms expanded existing capacity.

Passenger increase

Amtrak ridership increased 7.3% in the U.S. in 1976 to a total of more than 18.6 million passengers, nearly 1.3 million more than the year before.

\$500,000 station facelift

The \$500,000 facelift of the Mildura Station is well underway.

Plans to remodel and improve the passenger, parcel and administration services began shortly before Christmas.

By July, it is expected the toilet, reception block, and the platform which is extended 76.2 metres will be completed.

The parcel office will be located in a temporary residence in an old house in 7th Street, until the final completion in November.

The contractor was S. J. Weir, a Mildura based firm.

RIGHT: Site foreman, Vic Martin and Mildura Station Master, Ken Bailey, discuss plans for the remodelling of the station.



Pensions available overseas

All age, invalid and widow pensioners and supporting mothers' beneficiaries can receive their payments in any country provided they meet three basic requirements, VicRail's Rehabilitation Officer, Dick Mills has said.

In reply to queries concerning "portable" pensions Mr Mills said pensioners must:

- satisfy normal residence conditions,
- must have been granted a pension prior to leaving Australia, and
- must have left Australia on or after 8/5/73.

Mr Mills said the right to continue to receive a pension overseas operates under the same conditions as in Australia.

He said that in cases where people return to Australia to live and are granted social security pensions the pensions cannot be transferred overseas until having lived here for 12 months from the date of return.

However there are exceptions and the Department of Social Security can advise on these, he said.

Fringe benefits granted to most pensioners are not available to people who take their pensions overseas. However, funeral benefits and the special pension payable for 12 weeks after the death of a spouse of a married pensioner, are, he said.

75% come to work by train—survey

A survey conducted by the Train Travellers Association produced some interesting results which showed that of those surveyed 75 percent of the people used trains only to come to work.

Of those, 52% came from suburbs with rail as the only means of transport.

Other results show that:

- 80% expressed disapproval in the way train Notice Boards are maintained.
- 48% preferred the present "Clock System", at Flinders Street to continue.
- 52% would prefer a more modern system of providing information.
- 65% prefer faster trains even if no seats are available.
- 86% would like trains to stop at all stations, non peak only.
- 65% were in favour of separate compartments for smokers.
- 66% thought students travelling on concession tickets should give up their seats to full paying passengers, same applies to trams.
- 80% expressed dissatisfaction with the lack of information furnished by railway staff regarding late running, cancellations and breakdown of trains.

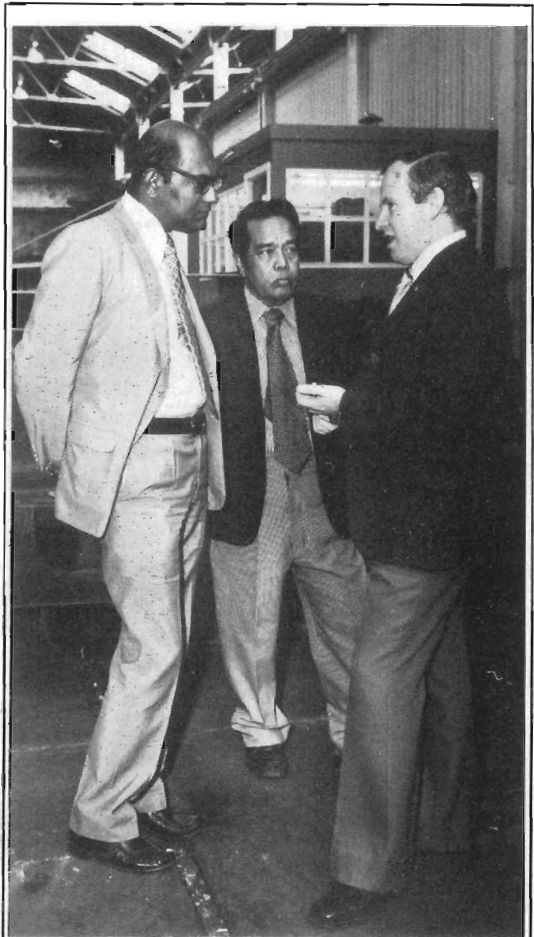
Results from the survey showed that of those surveyed all deplored the trains and station platforms.

Most passengers prefer blue trains to either silver or red trains. The lack of hand grips and the "uncomfortable seats" in the silver train were common complaints.

Army reunion

A reunion of former Members of the 41 Railway Squadron R.A.E. is being planned.

Any Ex Members interested contact, B. Skinner, Room G. 19, Traffic Branch, Head Office, Spencer Street.



Malay rail chiefs tour

Two Malaysian rail executives visited Victorian Railways last month as part of a three day study tour.

The study tour was planned in connection with extensive railway development plans in Malaysia.

Malaysian Railways Deputy General Manager, Mr Abu Othman Bin Ali Bashhan, and Deputy Director of Mechanical Engineer, Mr S. Dotaipandian, visited several Victorian manufacturers including Tamper Australia Ltd., Vickers Ruwolt Davise and Baird, and Westinghouse Break and Signal Co.

They visited the Railways Maintenance depot and Newport Workshops during their VicRail tour.

Jiminy Cricket plays safe

Disney character Jiminy Cricket has been recruited to play an important part in a safety campaign launched by the Public Transport Commission of New South Wales.

Jiminy appears on large coloured posters illustrating the right and wrong ways to act on railway property.

Aimed at the 12 and under age group posters are being displayed on railway stations, inside carriages and are being distributed to the Department of Education and private schools.

Too costly !

Pakistan Railways have found importing sleepers too costly so they're building four pre-stressed concrete sleeper plants to cut costs.

The plants will be located at Kotri, Hundayawali, Sibi and Malakwal.

Railwords solution

Railwords No.1

M	A	S	T	O	R	E	U	P		
I	N	D	U	C	E	P	O	N	D	S
L	E	A	N	O	D	E	L	A		
D	E	M	A	N	D	E	L	L		
U	E	D	E	N	S	K	I	M		
R	S	A	R	S	L	E	E	P		
A	S	O	L	X	L	H				
P	E	P	S	O	K	Y	E			
E	A	T	N	I	C	E	A			
A	D	S	O	C	E	N	S	L	R	
G	E	M	A	P	L	E	O	A	T	
L	E	M	E	O	S	P	R	E	Y	
E	N	E	S	T	S	E				

Retirements . . .

TRAFFIC

REIDY, M. W., Flinders Street, 28/3/77
 RYAN, L. R. A., Sandringham, 26/2/77
 HENWOOD, G. M., Mrs., Sandown Park, 23/2/77
 DAVIS, W. W., Broadmeadows, 4/3/77
 KNIGHT, A. P., Mrs., Flinders Street, 8/3/77
 WOJTCZAK, I., Mrs., Flinders Street, 21/3/77
 GIBSON, E. G., Mrs., Yarra Glen, 28/3/77
 SAWYER, A. H., Head Office, 30/4/77
 BELL, A. R., Bendigo, 22/4/77
 GIDIULI, G., Upfield, 5/4/77

ELECTRICAL ENGINEERING

EARLEY, J. J., Lighting and Power Div. 9/4/77
 EGGLESTONE, D. J., Overhead Division, 23/3/77
 LIDDLE, J. L. F., Distribution Division, 24/4/77

ROLLING STOCK

WISEMAN, L. C., St. Arnaud, 29/1/77
 CROUCH, T. R., Dandenong, 7/2/77
 FARDON, M. E. M., Mrs., Bittern, 28/2/77
 ALBANESE, F., Newport, 20/6/77
 BOGHOSSIAN, M. B., North Melbourne, 5/6/77
 BOUTAKIS, P., North Melbourne, 20/6/77
 BUSSO, L., Newport, 18/3/77
 CERRA, A., Newport, 24/3/77
 GOUROS, K., Jolimont, 1/3/77
 HORYN, J., North Melbourne, 21/2/77
 IRWIN, E. S., Dimboola, 15/4/77
 LONGMUIR, W. W., Jolimont, 9/3/77
 MARANDO, P., Newport, 26/6/77
 MAUKSCH, M., North Melbourne, 25/6/77
 MITCHELL, R., Bendigo North, 18/2/77
 MCKEAN, S. L., Bendigo North, 9/6/77
 PANETTA, N., South Dynon, 11/3/77
 RASO, S., Jolimont, 25/2/77
 ROWLANDS, J., Jolimont, 10/3/77
 SAIFALLIE, F. G., Jolimont, 2/6/77
 SALERNO, J., Newport, 4/3/77

STEWART, K. A., Newport, 17/3/77
 THANASAS, A., Newport, 4/6/77
 WARD, A. S., South Dynon, 23/3/77

WAY AND WORKS

D'ELIA, G., Spotswood, 4/4/77
 FILIPPE, E. L., Echuca, 31/3/77
 FRANCO, G., Ouyen, 4/3/77
 FRANKLIN, D. G., Seymour, 15/4/77
 GUIDA, L., D.E. Flinders Street, 11/4/77
 HAEUSLER, J. M., Korong Vale, 2/7/77
 HABERFIELD, C. M., Caulfield, 2/4/77
 KONDIS, A., East Melbourne, 17/3/77
 MEWETT, J., North Melbourne, 5/7/77
 MILDOON, J., North Melbourne, 13/7/77
 MILLS, C. F., Flinders Street, 6/5/77
 MUMFORD, L. C., Seymour, 29/4/77
 RUSSELL, L., Seymour, 15/4/77
 SMORUG, S., Spotswood, 4/7/77
 SPAMPINATO, M., East Melbourne, 9/3/77
 STEWART, W. G., Ararat, 15/4/77
 STOLJEVIC, B., Spotswood, 14/7/77
 STOTT, H. D., Shepparton, 15/4/77
 TAYLOR, A. R., Seymour, 14/4/77
 WADE, H., Ballarat, 15/4/77
 WILSON, F. J., Hamilton, 30/4/77
 WODO, J., Ballarat, 7/4/77

FREIGHT

BOYCE, G., Geelong, 11/3/77
 BRERETON, J., Bendigo, 11/5/77
 FOTHERGILL, F. E., Melbourne, 29/4/77
 HYLAND, C. S., Melbourne, 7/5/77
 SULLIVAN, J. F., Melbourne, 6/5/77
 WALLIS, W. H., Geelong, 1/4/77

STORES

BRUNO, G., Spotswood, 29/4/77

Germans losing out in road-rail battle

Railways the world over are losing money. Even the super slick German railways lose out in the battle against road and other transport. The Economist magazine in London gave this report.

Its services are among the most expensive in Europe. Its revenue does not cover even the wage bill. It is vastly overstaffed and last year got over \$3.5 billion in government support.

Another British or Italian disaster? No, it's the German Bundesbahn, one of the most pleasant and streamlined railway services in the world to travel by, but also one of the sickest.

The German government is now considering whether to axe a quarter of the network. Even if it were to do so, it would have to bail out the railways with massive sums for years to come.

None of the Bundesbahn's splendid modern marshalling yards and signalling systems has helped it stem the steady decline in passenger and freight business which hit railways the world over. Its share of passenger traffic fell from 40% in 1950 to 6.4% in 1976, freight from 55% to 26%.

Last year, the German government paid the Bundesbahn DM 6.3 billion (\$2.6 million) in support for "social services" such as cheap commuter fares, interest relief and pensions. But the Bundesbahn still had an operational loss of DM 4 billion (\$1.6 billion) — an improvement on 1975 — towards which the government will fork out another DM 1.2 billion (\$500 million), the rest being financed by borrowing.

In addition the government shelled out

DM 1 billion (\$416 million) for investment.

Between 1977 and 1980 the government expects to pay DM 28 billion (yes, \$11.2 billion) in social and other support, DM 6.4 billion to meet the remaining losses and DM 6 billion for investment.

The Bundesbahn will have to borrow another DM 11 billion. Even the railway union is prepared to agree that the railway network is too big and overstaffed. West Germany is one of the densest railway networks in Europe with innumerable village and small town stations to be manned. In 1973 only British Rail employed more men per kilometre than the Bundesbahn, with 14.3 men compared to 14.2.

In 1974 the Bundesbahn employed 429,000 people. Towards the end of that year, egged on by government alarm over its mounting losses it decided to cut back staff by 60,000 by 1979. Some 32,000 have already gone, cutting \$530 million off the wage bill (which promptly went up again because of wage rises) through natural wastage.

By law or contract the Bundesbahn is obliged to give secure employment to most of its staff: 210,000 of them are 'Beamate' — civil servants who cannot be dismissed. Of



others anybody with more than 15 years service cannot be sacked either. So the Bundesbahn's hands are tied even though an independent management consultant has found that 50,000 people ought to go as well as the 60,000.

These cuts are much smaller than those the Bundesbahn itself envisaged in a 1976 blueprint for an "economically optimal railway network."

But the watered-down civil servants' suggestions are likely to be watered down further in the political wrangling with the Lander (state) governments that will now take place before the federal government makes its final decision.

Top civil servants in Bonn have just reported that cutting the passenger network from 23,500 km to 17,500 km and transferring the passengers to buses would save the railways only DM 500 million a year.

Aware that the line closures are only a partial answer the government has also promised to reshuffle and decentralise management to make it profit minded. New accounting measure are to be introduced to measure costs and return on each line and services are to be concentrated on long hauls.

The Bundesbahn runs its own buses for short distance and local transport, and the government would like to integrate both rail and post buses into new local and regional transport services.

Both management and the railway union dislike this idea.

As a sweetener, the government has promised to step up its investment in the railways, particularly to build new lines needed to cope with badly congested north-south traffic.

Support for investment is to be increased.

The Bundesbahn and the union want government action to remove the competitive advantages which they claim are being enjoyed by road traffic and the barges on Germany's huge river system.

Surprisingly there has been virtually no discussion so far of increasing rail fares or freight charges which last went up in February 1975.

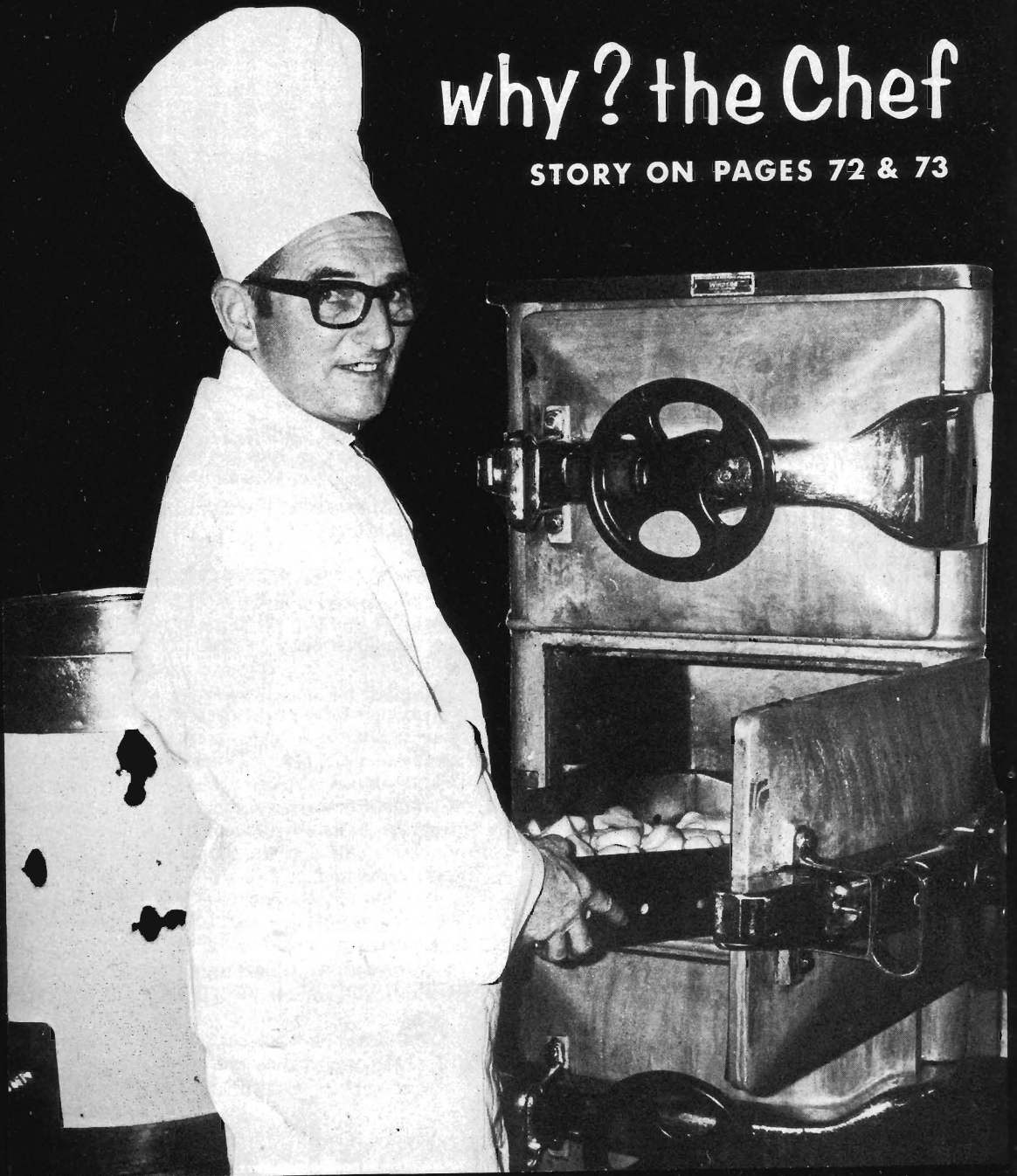
Commuters at present pay only about 25% of the cost of their journeys.

— *The Economist*

The food's great
at MT. BUFFALO CHALET!

why? the Chef

STORY ON PAGES 72 & 73





Rail ^{10 CENTS} Ways

JUNE 1977



Quite a celebrity is our Brian

Train driver Brian Brooke is quite a celebrity in Horsham these days.

And as Mayor of Horsham, Brian has met some distinguished visitors over the years.

His latest official assignment was to welcome the Governor Sir Henry Winneke and Lady Winneke at a civic reception at Horsham Town Hall.

Brian was elected to the Horsham Council in 1971 and became Mayor last year.

He came to Horsham in 1958 as an engine cleaner, became a fireman in 1959 and then a driver in 1965.

Right: The Mayor of Horsham and VicRail driver, Cr Brian Brooke, chats to the Governor, Sir Henry Winneke.



IN THIS ISSUE

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- 94 A winner with wine
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FRONT COVER

It's where the sun goes in winter — or so it's said. Vinelander passenger, Mrs Pat Frost, is pictured at the Golden River Fauna Gardens, near Mildura.

RAILWAYS

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Now an option

By Kerrie Theobald

VicRail may go a step further in its rehabilitation program for employees permanently disabled in industrial accidents.

Plans to establish a sheltered workshop within the next two years for extensively disabled employees are well under way.

Employees permanently disabled at work now are forced into retirement in receipt of workers compensation or full accident payments.

If the project goes ahead the workshop will be one of the few, if not the only one, built by an Victorian employer for its permanently disabled employees.

The sheltered workshop plan arose from management concern for those workers permanently disabled.

The workshop will probably employ 30 workers initially.

No decision has been made as to the type of work to be done at the 1000 square feet centre but VicRail rehabilitation officer, Dick Mills, said he hoped various branches will submit ideas.

The work completed, however, will be practical and for VicRail use.

The proposed workshop site, which will be near Spencer Street station, will have access to stations, a flat working area and cafeteria.

It is hoped the centre would eventually be enlarged when finances permit.

Depending on the extent of the injury the only course at present for many permanently disabled VicRail employees is to retire.

Those with partial but permanent disabilities are at present rehabilitated mainly in state centres and then re-allocated jobs in accordance with their capabilities.

for VR's disabled workers

Sheltered workshop plan



Nuts to you

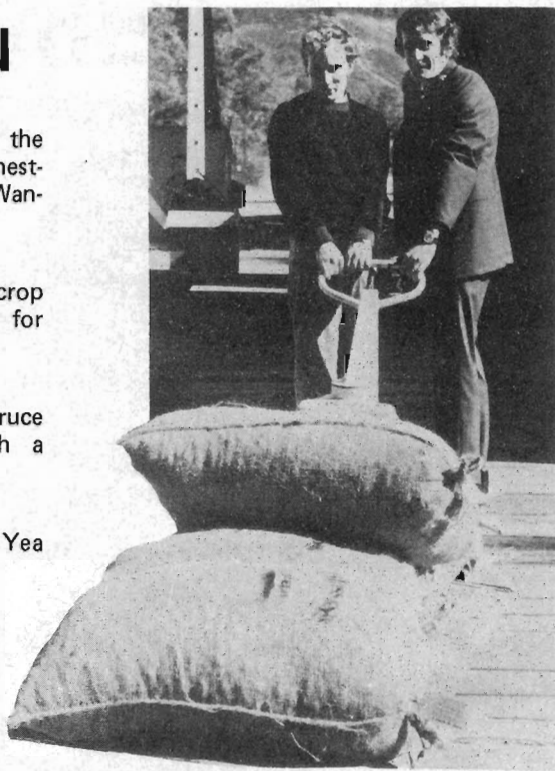
One of the numerous crops around the Bright region is nuts, — walnuts and chestnuts, the main area for the latter being Wandiligong near Bright.

Naturally quite a percentage of the crop arrives at the Bright railway station for transport to Melbourne.

The photo shows station master Bruce McDonald assisting Ricky Sloper with a consignment.

Ricky recently arrived in Bright from Yea and is settling in to life there.

Photo:
Wal Larson



Air strike benefits VicRail

More than 7000 additional people looked to VicRail for interstate travel during the recent traffic controllers dispute in the airline industry.

On the Melbourne to Sydney line, the extra customer load was almost six thousand when compared with last year's May school holiday bookings.

PUTTING RIGHT THE NEGLECT

Greek Railways is to spend \$US 166.5 million over the next five years in an attempt to put right the neglect of the past 30 years.

Modernization plans include renewal of old rails and sleepers on major lines, signalling improvements, the construction of more industrial sidings, modernization of the railways communication system, purchase of new locos and rolling stock and important realignments to permit higher commercial speeds.

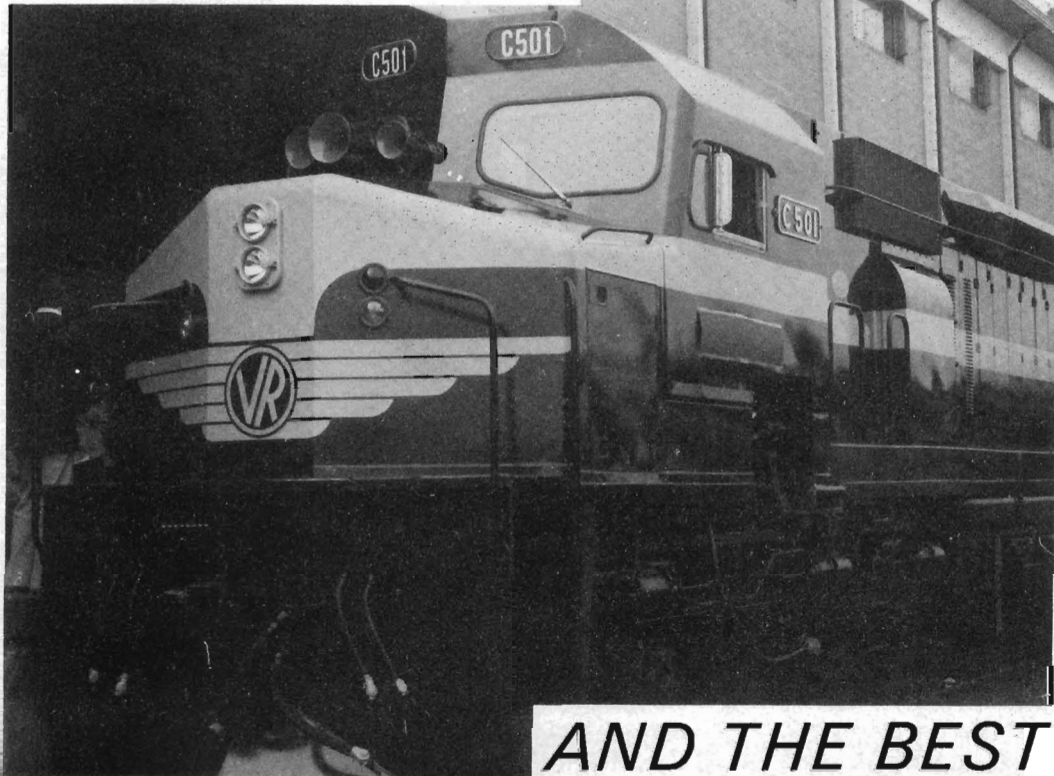
The trips were evenly divided between north and south bound traffic.

To cope with this increased business, VicRail offered an additional 15 trains between the two cities. On both Sundays, there was an extra Intercapital Daylight run in each direction.

Also, an additional 13 extra evening trains, made up of non-airconditioned sitting carriages, were fully booked. On last year's figures, this is an increase of six trains departing Melbourne and seven trains departing Sydney.

With the Melbourne to Adelaide circuit, an additional 1200 customers were transported, when compared with 1976 figures. This additional requirement was handled by fluctuating the number of carriages per train. Outside normal services, only two extra trains, one departing Melbourne and one departing Adelaide, were required.

THE BIGGEST . . .



AND THE BEST

VicRail's newest and most powerful loco has been named after the former Chairman of the Railways Commissioners, George Brown.

At a ceremony at Spencer Street station the Minister for Transport, Mr Rafferty, named the loco after Mr Brown who had a railways career spanning more than 50 years.

Mr Brown retired from the Railways Board last month.

Mr Rafferty said "It was fitting that this dynamic new addition to the diesel family be named after him."

The new 3300 h.p. turbo charged locomotive, the first of 20 ordered by VicRail, was expected to haul about 40 per cent more load up the most severe grades to Serviceton and Albury than the recently delivered 2200 h.p. "X" class locomotive.

Mr Rafferty said that George Brown had revolutionised the railway system with the progressive introduction of diesel electric locomotives.

He said the "B" class diesel locos were a legend among railwaymen.

Mr Brown in the cabin of the new "C" class with grandchildren Michael and Catherine Sheahan.



Gold in them thar tourists!

Old time prospector Hughie Humphries has struck gold.

But this time in the tourist industry at Sovereign Hill Ballarat.

Hughie, at 74, has had his fair share of "strikes" over the years but now he spends most of his time down at the tourist complex panning gold for children and teaching them how to pan.

Hughie searched for gold as a living in the area for years, working on a three head battery crushing quartz, but it wasn't a financial proposition.

Now he pans for gold on a part time basis, as a hobby. "Just to keep my hand in", he said.

Even as a hobby Hughie has collected about \$900 worth of nuggets.

Remember VicRail conducts package tours to Sovereign Hill.



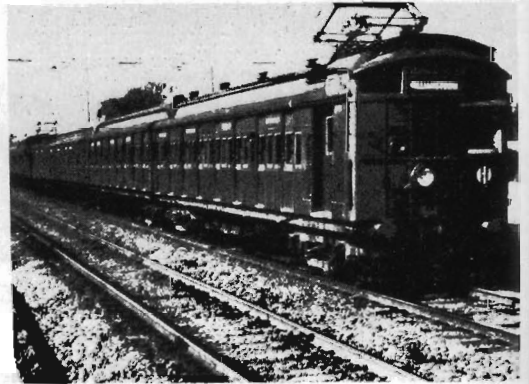
T-H-E T

It's hard to place the blame for the present "train strain".

But one thing is sure . . . the rail system has not been allowed to adapt to changing community needs.

The financial importance of VicRail has shrunk steadily in the last quarter of a century, in comparison with other government agencies of similar size and responsibilities.

For example, by 1973-74 there was four times as much money spent on education as on



the railways. In the mid-50s the railways received more than twice as much as education - £34,464,521 to £16,961,890.

The turnaround arose largely from community pressure to improve the education system, while VicRail spending has remained relatively static.

Apart from this, the modest increase in the railway's allocations - about \$60 million since the start of the 1970s - has been offset by an inflation rate averaging about 12 per cent a year.

All this has made it understandably hard for VicRail to continue improving its service to the Victorian public.

The impact of motor cars has also retarded

R-A-I-N S-T-R-A-I-N

THE RAIL SYSTEM IN VICTORIA HAS NOT BEEN ALLOWED TO ADAPT TO COMMUNITY NEEDS. ITS FINANCIAL IMPORTANCE COMPARED TO OTHER GOVERNMENT AGENCIES HAS SHRUNK OVER THE PAST 25 YEARS. THIS SHOWS COMMUNITY NEEDS ARE NOW FAR OUTWEIGHING THE FINANCIAL CONSIDERATIONS.

the development of rail transport, as many planners emphasised their importance in preference to the rail system.

It was relatively cheap to run a motor car in Melbourne until the early 1970s and this helped the rapid growth of car ownership.

But times have changed; registration, insurance, maintenance and petrol costs have risen sharply.

The Royal Automobile Club of Victoria recently found that the cost of running a six-cylinder family car had risen to \$54.59 a week by March. It was just \$5 cheaper to run a four-cylinder model.

So the high cost of motoring is making train travel look more inviting. Figures produced in 1974 showed an average cost of 1.63c a kilometre to go by train, while it cost an average 11.94c to take the car.

A return train journey from Melbourne to Frankston now costs \$1.70. Average cost by car would be \$5.31 – not including the cost of parking.

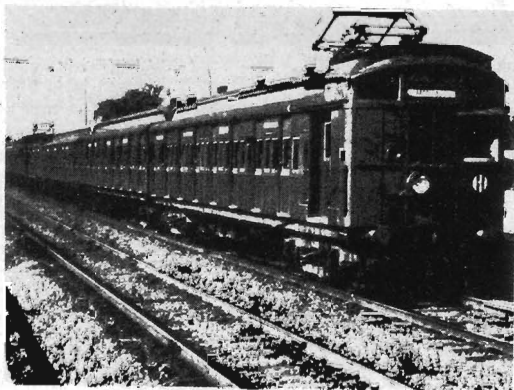
The response has been evident among Melbourne commuters for several years already. Between 1964 and 1970, according to a report prepared for the Melbourne City Council,

there was an 8 per cent rise in the number of people entering the central business district daily by train.

Entry by car travellers rose only 2 per cent in the same period.

This would be largely due to the snail's pace most car travellers have to put up with. Average speeds are known to have fallen since 1971 by almost five kilometres an hour during the morning peak, and just over four kilometres an hour in the evening.

So the era of the automobile is coming to



an end, an alternative must be found which is capable of carrying people quickly, safely, comfortably and economically in and out of the central business district.

VicRail's existing network, with an updated range of carriages, would meet these requirements.

Thankfully, government action is taking place, with the recent announcement that the Ministry of Transport plans to spend \$80 million on new suburban trains.

The 50 new trains will be an improvement on the first-generation stainless steel trains which appeared in the last few years.

They are to be delivered at the rate of 10 a year.

"Showing off" reason behind vandalism

"Showing off" is the most commonly reported reason behind railway vandalism according to a recently completed report.

And the typical vandal is mostly aged between 13 and 17 and Australian born.

These facts came to light in a "Profile of the Railway Vandal in Victoria" by Christopher D. Robinson of the Swinburne College of Technology's Psychology Department.

His report is based on a random sample of 105 offenders taken from VicRail records between 1974 and 1976.

The report showed that over half of the sample had prior criminal records, many of which were "relatively serious".

The vandals tended to be unskilled workers, students or unemployed, it said.

Vandalism appeared to be mainly a male pursuit with only 2.9% of the offences committed by females.

It was found that in over half the cases for whom data was available the level of parental control was found to be inadequate with 23% of parents showing no interest in the offender's lapse.

In most cases the offender's companions were generally considered to be of "bad character".

"Showing off" was the most commonly reported cause of offences and over 80% of offences were committed with others.

Offences were committed more frequently on Fridays, Saturdays and Sundays between midday and 4 p.m. and 8 p.m. and midnight.

Damage caused by offenders in the sample ranged from nothing to \$5,500 with the median cost being \$10 to \$50.



It was found in 29.5% of the cases that no action was taken, 15.2% received a warning and discharge, 31.4% were fined, 12.4% were committed to an institution and the remainder were put on probation.

Of the sample 56.3% had previous convictions and over half of these offenders had four or more previous convictions.

The ages of offenders ranged from 8 to 58.

The results of the survey were similar to those reported for juvenile offenders in both the UK and New York, Mr Robinson said.



American rail companies are hotting up the war against vandals.

Rock throwing and shootings have been the main target of the campaign.

Michigan railway company, Grand Trunk Western, reported success in its crackdown on train attacks by vandals.

In 1976, GTW reported 242 train attacks, mostly by juveniles, compared with 198 in 1975. But the GTW was able to get 33 court convictions in 1976 compared to only 13 in 1975.

GTW cited an almost unknown Michigan law which makes parents liable up to \$1,500 for property damage or bodily injury caused by their minor children committing vandalism.

The Australian equivalent under the crimes act carries a maximum penalty of ten years jail, for malicious intent, or a fine of up to \$200.

Vandal damage proves costly

—By Kerrie Theobald

Hundreds of thousands of dollars are lost each year throughout the VicRail network through senseless acts of vandalism.

Last year 16,792 warning letters were sent out to parents because of acts of vandalism.

A further 989 children were required to attend Kids In Danger (KID) programmes as part of an educational view of the dangers they risk themselves and present to other passengers.

Insp. Frank Barclay, of the Railways Investigation Division, said a watch is kept on all trains seven days a week.

To keep the number of offences down, VicRail's Investigation Division has adopted a two day blitz operation on all suburban lines, once a year.

The last blitz operation, Operation Lighting, was put into effect early this month.

Because of the success of Operation Winter last year it was decided to use the same method again.

Figures show that 45 percent of the people are prosecuted for their offences.

Insp. Barclay said that the aim of the Investigation Division is primarily prevention but where crimes have been committed it is important that they are detected.

The Special Operations group, within the Division have planned to increase their numbers to keep up with the increase in the crime rate on trains.

Operations KID will continue to be run this year.

NEW BOARD MEMBER

Mr F. R. G. Strickland, 56, Managing Director of H. Halford Pty. Ltd., has been appointed to the Victorian Railways Board.

A man of many interests, he will bring a zest for living and a great capacity for work to his new appointment.

Associated with the Melbourne Chamber of Commerce for many years, Mr Strickland was President from 1971 to 1973 and was Chairman of the Chamber's Customs Agent's Section from 1958 to 1963.

In 1971-72 he was Deputy President of the Australia Chamber of Commerce.

Mr Strickland has been a director of Universal Transport and Terminals Ltd., since 1968, of Friendly Societies Ltd., since 1971, Norwich Union Life Society, since 1973, and for Walter Wright Industries Ltd., since 1973.

During 1971-72 Mr Strickland was a member of the Export Development Executive and in 1969-70 was a member of the Commonwealth Advisory Committee on Teaching of Asian Languages and Cultures in Australia.

He became President of the Old Melburnian Society in 1970 and President



of the Customs Agents Federation of Australia in 1976.

In 1974, Mr Strickland had the honor to become the first European to be elected President of the Confederation of Asian Chambers of Commerce and Industry.

During World War II Mr Strickland served with great distinction with the R.A.A.F.

The new Board member plays as hard as he works and enjoys skiing, tennis, golf, flying, photography and cattle breeding.

Canadian National to go public ?

Canadian National Railway made an overall profit in 1976 for the first time in 20 years and may now "go public".

A model winner

Well known as a manufacturer of models, the British firm Bassett-Lowke is completing its biggest export order for a model railway with a difference.

This £153,000 train set is a highly sophisticated model which will be installed at Malayan Railway's training school at Sentul. It will be used for training all grades of staff in operating and signalling practices.

Company President Robert Bandeen said the public may be offered the opportunity of buying stock in Canadian National Railway subsidiaries.

Speaking to members of the Vancouver Board of Trade Bandeen said the concept of Canadian National being listed on the stock exchange was enough to "boggle a few minds". But the idea was already being considered by the Canadian Government.

Freight centres for Sale, Bairnsdale

VicRail's freight centre network is being extended to Sale and Bairnsdale in East Gippsland.

Tenders have been called for buildings at the new centres following completion of the western district network with centres at Hamilton, Portland, Ararat, Warrnambool, Camperdown and Colac.

This is part of the state government's plan to have Victoria totally served by a network of freight centres throughout the state within the next three years.

The state-wide network concept is based on the successful pilot operation which has been operating for a year at Horsham.

Freight trains take goods overnight from Melbourne for sorting at the centre.

The goods are then despatched by road carriers under VicRail supervision and at VicRail rates for door-to-door delivery in towns on the routes from the centres.

These include many previously non-rail towns and, in most cases, service has improved to daily instead of the previous once or twice weekly train.

The road carriers also pick up freight for consignment to Melbourne or elsewhere.

The VicRail freight venture project team is now consulting community leaders in the Gippsland region.

It will then proceed through the remainder of the state.



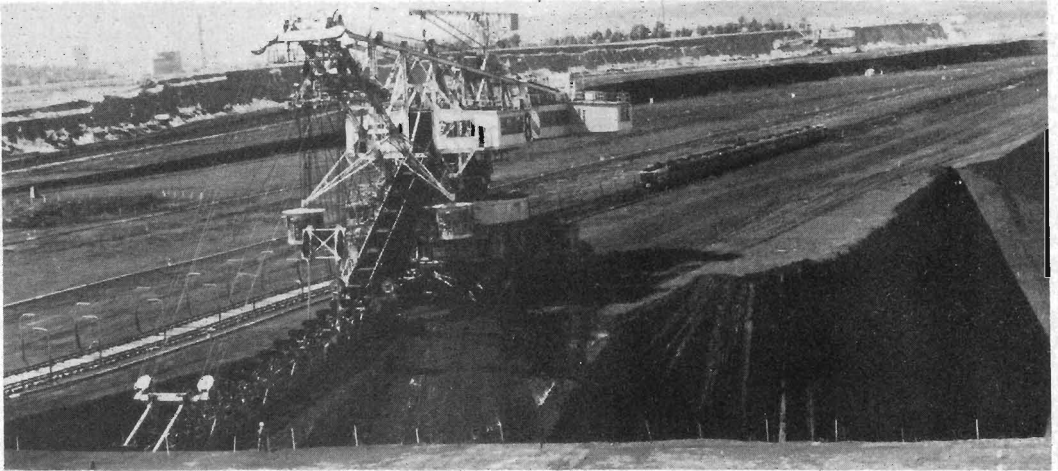
Ticket to ride

We could be excused when we say that VicRail opposition Ansett-Pioneer was taking one of our employees for a ride.

Because that's exactly what they're doing. VicRail employee, Mr W. Taylor, of Clayton won an Ansett-Pioneer road tour during the opening of a new store in South Melbourne.

Victorian Sales Manager for Ansett-Pioneer, Mr C. Wilson, above, presents Mr Taylor with his prize.

Yallourn — digging its own grave

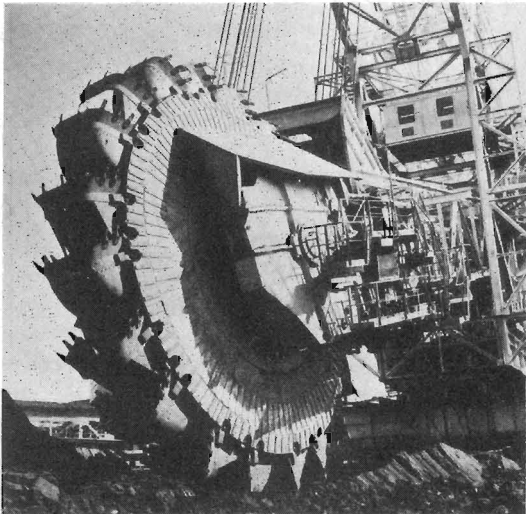


In two years Yallourn will be dead — and by the end of the century it will live in memory only.

Some 5000 people have been asked to move out by 1979, so the SEC can win coal from beneath the town.

In time Yallourn will be a large black grave where once people lived, worked and played.

With electricity requirements expected to double in the 1980's the SEC said it was an economical decision to demolish the township.



Yallourn open cut has become one of the most important coal fields in the Latrobe Valley.

Since 1924, 530 million tonnes of coal has been won, yielding 12 million tonnes a year.

Since 1973, 3,700 residents have moved out and relocated within the five neighbouring municipalities.

Some 1300 people have yet to move out.

Schools, public halls, churches, a library, even major sporting recreational and general community facilities have been relocated.

The SEC have been directly involved in the resettlement program and have helped retain many of the town's best features.

Living conditions within the town appear unbearable as the coal dust thickens the atmosphere.

Although Yallourn has turned into a heavily industrial area it does not deter the 70,000 people who tour the area yearly.

Yallourn open cut is clearly visible to all train travellers on the section between Morwell and Moe.

Giant customer car

The \$500,000 dollar reconstruction of Bayswater station will have one of the largest customer car parks in the metropolitan area.

Additions to the present car park will provide parking space for 232 cars.

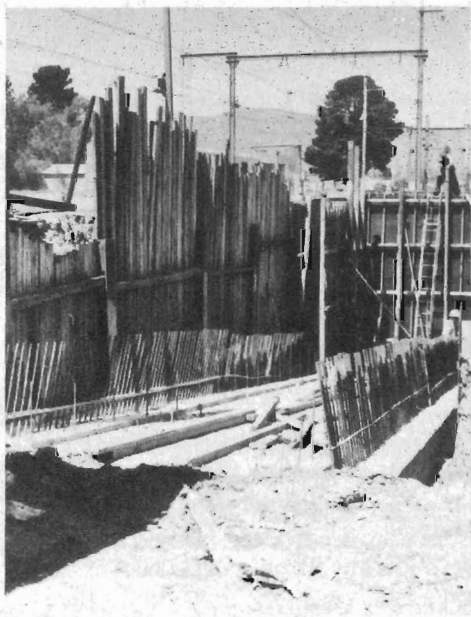
Construction started in May last year is expected to be completed by August this year.

The former station had reached a stage where further maintenance was uneconomic.

The new station will be slightly larger to handle the 2,500 passengers who pass through each day.

A new facile design to suit the duplicate track between Ringwood and Bayswater has been started and is due to be completed in 1979.

park for Bayswater



Retirements . .

STORES

CAMPAIN, V. C., Printing Works, 16/5/77
TRIGG, K. A., Spotswood Workshops, 20/5/77
SADDLIER, H. T., Printing Works, 20/5/77
McGRATH, T. J., Ballarat, 11/5/77
DEMARCO, N., Dynon Area Store, 27/5/77
IELO, S., Newport Workshops, 3/6/77
POOLE, F., Dimboola Works, 28/7/77
MICHOS, D., Head Office Div. "B", 26/8/77

ACCOUNTANCY

MANSELL, Elaine Mary, Revenue Accounting Office, Melbourne Goods, 6/5/77

WAY AND WORKS

BENINATO, D., Newport, 29/8/77
BOND, A. R., Bendigo, 20/4/77
BROWN, M. J., Warrnambool, 11/5/77
BRUZEK, V. F., Wangaratta, 27/4/77
CALVITTO, A., Special Works, 28/8/77
CLARKE, C. E., S & C Shepparton, 26/4/77
CUTUK, A. M. (Mrs.), Spotswood Workshops, 5/5/77
DAWSON, N. C., Spencer Street, 29/4/77
DEA, P., P.W.M.D. Spotswood, 18/8/77
DOBBYN, A. P., S & C Bendigo, 15/8/77

HALL, R. J., Warrnambool, 27/5/77
HARRISON, E. C., Ballarat, 6/5/77
HARRY, E. G., S & C Hamilton, 11/8/77
KARAGIANNIDIS, P., Special Works, 3/5/77
NEWLANDS, G. L., Warrnambool, 20/5/77
RIDD, H., Seymour, 20/5/77
SCOTT, G. A., Geelong, 15/4/77
SMITH, K. A. D., Mechanical Services, 19/5/77
SMORUG, S., P.W.M.D. Spotswood, 6/5/77
TSIPOURAS, P., Head Office, 21/4/77
TSOUSIS, G., Spencer Street, 11/5/77
VISAL, J., E.S.C. Caulfield, 11/5/77
ZGRYZA, F. P., P.W.M.D. Spotswood, 24/9/77

TRAFFIC

CROUGHAN, I. E. (Mrs.), Hattah, 12/5/77
SAXTON, A.E., Spencer Street, 30/3/77
BROWNSEA, E. W., Head Office, 20/5/77
BELL, A. R., Bendigo, 22/4/77
WICKS, G. L., Bendigo, 30/4/77
HILLIER, E. W., Camberwell, 8/4/77
TURNER, E. J. (Miss), North Melbourne, 21/6/77
CHAPMAN, L. W., Head Office, 27/5/77
BAKER, F., Stawell, 11/5/77
NUGENT, R. A. C., Sandringham, 2/5/77

Heidi's first love is good wine

South Australia's wineries and vineyards have proved a big tourist attraction over the years.

And it has claimed many firsts in the wine industry — the latest is having probably the youngest, certainly most attractive winemaker in Australia.

Last year Heidi James, 19, a German born U.S. citizen won a medical scholarship in the United States, turned it down and flew out to Australia to work at the Karlsburg winery at Lyndoch in the famous wine producing area of South Australia.

Her decision to become a winemaker was not an easy one.

Ever since she was a small girl living in California she wanted to become a doctor like her father.

Then five years ago Heidi's parents left California and came to South Australia where her father began a four year academic assignment.

That's when Heidi's interest in wine and her love of the Barossa Valley began.

Her family returned to the United States early last year and Heidi joined them in May.

She won a scholarship to study medicine but turned it down to return to South Australia to become a winemaker.

Since joining the Karlsburg Winery Heidi has become a jill of all trades. She's picked grapes, driven a fork lift truck and helped on the production side.

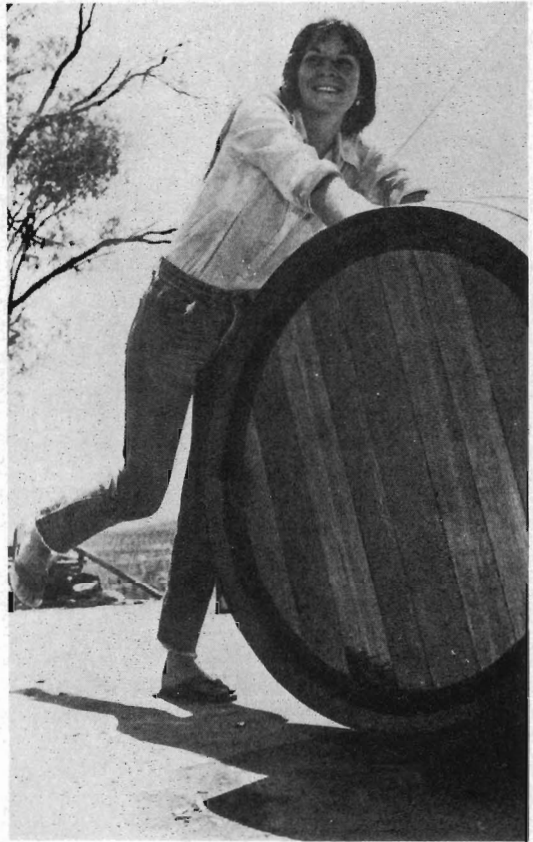
In the 10 months she's been a winemaker Heidi has produced wines which have won bronze medals and she has her eyes on winning a gold medal.

And Heidi's favorite wines?

"A smooth heavy red, any variety, and a good moselle," she says.

Preferably Karlsburg of course!

Remember VicRail can get you to Adelaide any day of the week on the Overland.



Go west message for this loco

The former pride of the Great Western Railways fleet, the steam locomotive *Pendennis Castle*, is to make her final run at the end of this month before being shipped to Western Australia.

The *Pendennis*, built in 1924, has been purchased by the Hamersley Iron Company, which gave her a complete overhaul at a cost of \$78,000.

This will ensure her a new working life of at least 20 years in Australia.

For her farewell run on May 29, the locomotive covered the 580 kilometres from London to Birmingham and back, hauling steam enthusiasts paying \$15.60 a ticket.

Railwords No. 3



NAME _____

ADDRESS _____

RAILWORDS No. 3

CLUES:

ACROSS

- 1 Speech
- 7 Master Builders Assn. (init.)
- 10 Staff of office
- 11 Costly
- 12 Intended
- 14 Border
- 15 Morning
- 16 End of strained relations
- 19 Weapon
- 20 Competitor
- 22 Keeps
- 26 Satchells
- 28 Particular
- 29 Small supernatural being
- 31 Ancient Greek
- 33 Unit of electrical resistance
- 34 Real Estate and Stock Institute of Victoria (init.)
- 35 Confederate (slang)
- 37 Tear
- 38 Annually

DOWN

- 1 Harm
- 2 Australian Bankers Association
- 3 Catch a fish
- 4 Animal
- 5 Opposite of stop
- 6 Irrelevant
- 7 Ancient Persian
- 8 Case
- 9 Space
- 11 Disembark
- 13 Bird
- 17 Butt for scorn
- 18 Catch
- 21 Chemical compound
- 23 Pronoun
- 24 Station master
- 25 Beam
- 26 Centre of thought
- 27 Dry
- 30 Himself (Latin)
- 32 Born
- 36 Bachelor of Arts

Jackpot! \$30 can be yours

You can win \$30 in Railwords No. 3.

The prizemoney has jackpotted because Railwords No. 2 has been declared void by the judges.

Due to a typographical error in the May edition of Rail Ways clue No. 40 across should have read "touch" instead of tough. The answer, of course, was caress.

Because of this error the judges deemed it unfair to continue with Railwords No. 2 and declared it void.

Entries for Railwords No. 3 will close on Friday July 15. Conditions for previous Railwords competitions apply.

A winner for sports fans

Mansfield district residents will be able to take a day return trip to Melbourne on Saturdays for sporting events now that VicRail's new bus service is operating.

The service replaces the ageing rail motor and will also carry parcels.

The Victorian firm of Australian Rambler Coaches has been awarded the contract under VicRail supervision and at VicRail fares.

The Saturday day return trip will operate for a trial period of six months.

VicRail staff !

Now you can get 20% off accommodation at Mt. Buffalo Chalet all year round.

(except between 23/12/77 and 7/1/78)

Glorious, spectacular Mt. Buffalo, and the charming, cosy Chalet . . . what a great holiday!

And at these **all-year-round** discount prices . . . what great value!

Try a weekend trip, soon — leave Friday from Spencer Street at 4.45 or 6.45, return Sunday at 9.20 p.m.

**WEEKEND
Adult from \$43.00,
private facilities
\$7.00 extra.
Children even
less.**

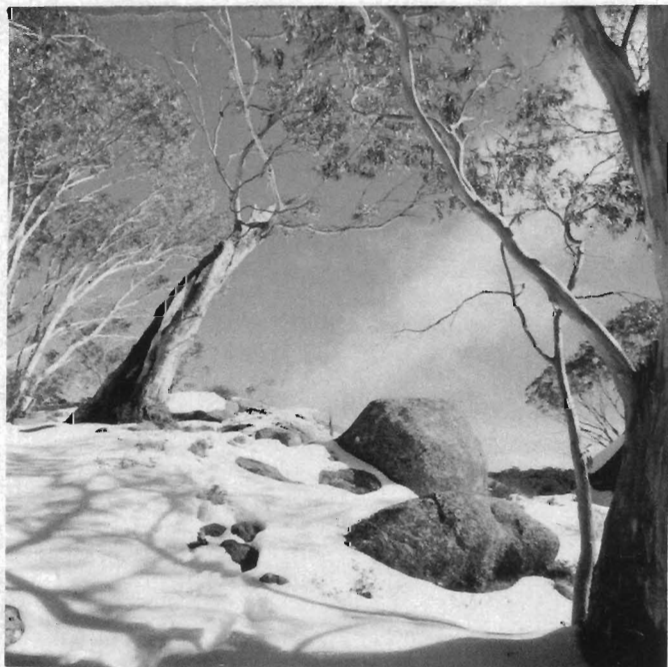
**WEEK
Adult from
\$123.00, private
facilities \$25.00
extra. Children
even less.**

Included:
Light refreshments on train, bus and return from Wangaratta, accommodation and all meals.

Not included
Rail fares.

VicRail Staff, apply to Head of Branch, former railway staff who have retired on account of age apply to Pass Officer, Victorian Railways, 67 Spencer Street for concession form.

**Book at Victorian
Railways Central
Reservation Bureau,
extensions 1736 and
1749.**





Rail 10 CENTS Ways

JULY 1977



Remember Harry the bandit beater



Above: VicRail's Joyce Jordan and Judith Murie congratulate Harry.

Remember Harry Overhue?

He's the 91 year old man who fearlessly tried to stop an armed hold up in the CBC bank a few months ago.

The Crimes Compensation Tribunal awarded Harry \$750 for injuries he received in the struggle.

So when VicRail heard that Harry planned to explore Victoria by rail they presented him with a free Holiday Makers Tour of his choice.

Harry hasn't decided whether he will take the five day tour to Swan Hill and Mildura or the seven day tour to Mildura, Broken Hill and the Barossa Valley.

Whatever tour he does take Harry has decided to wait for the warmer weather, possibly sometime in October.

Good on you Harry!



**Rail
Ways**

IN THIS ISSUE

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- 100 Operation Lightning
- 101 Digging up a small fortune
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- 104, 105 Born 1857 . . . still going strong
- 106 Train warnings pay off
- 107 Jack does his lolly
- 108 Up and away

- 109 George takes to the air
- 110 This bookie's a winner
- 111 Railwords

FRONT COVER

Fisherman at Port Albert in South Gippsland inspect a catch of shark.

RAIL WAYS

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VicRail absorbs \$14m. wage bill

AN "AMAZING
ACHIEVEMENT"
— RAFFERTY

The Victorian Railways absorbed a \$14 million increased bill for wages and materials in the financial year which ended yesterday.

And they exceeded State Treasury estimates of operating costs by only 0.4 per cent.

The Minister of Transport, Mr. Rafferty, described the results as "an amazing achievement."

"The Railways, with full backing of the State Government, set out to cut its losses by improved cost controls and by greater operating efficiency," he said.

"They have done a splendid job."

Mr. Rafferty said the State Treasury estimate of operating costs for 1976-77 was \$299.2 million.

"The railways exceeded this by only \$1.1 million. This is quite an achievement when you realise that they had to account for a \$14 million rise in the cost of wages and materials."

The operating result for the year would be a deficit of \$136.5 million — an increase of only 5 per cent on the previous year.

Mr. Rafferty said the result must not only boost public confidence in the railways, but give a big lift to staff morale.



"It is certainly a good omen for the future of public transport in Victoria," he added.

Made in Japan
-excess noise

The Japanese National Railways has agreed to spend 130,000 million Yen over the next three years on sound-proofing 18,000 homes, schools and hospitals.

This follows government approval in March last year of noise abatement proposals for dwellings close to Shinkansen routes.

636 offenders caught "Lightning" blitz a success

A blitz on suburban lines by VicRail's Investigation Division last month netted 636 offenders for 848 offences.

The two day blitz, code named Operation Lightning, was undertaken in a bid to curb vandalism on suburban lines.

It was a scaled down version of last year's Operation Winter, this time without the aid of the Victoria Police Force.

Sixty men from VicRail's Investigation Division manned ticket barriers and all main suburban lines to catch offenders.

Two motor cycle patrols also assisted.

The special information bureau was set up again at head office by VicRail prosecutor, Theo Cochrane, to trace offenders who gave false names and addresses.

Offenders were largely in the 14 to 16 age group, committing offences including indecent assault, feet on seats and disorderly conduct.

Violation of the non-smoking law was mainly by the older age group, some offenders being in their seventies.

Because of the success of operation lightning more blitzes are planned.

A BRIEF HISTORY

For railways buffs interested in a brief history of the electrified network in NSW a new book has recently been released.

Called "The Electric Railways of New South Wales" it has been compiled by S. E. Dornan and R. G. Henderson and published by the Australian Electric Traction Association.

New station planned for St. Albans

A new railway station is to be built at Furlong Road, St. Albans, as part of a general plan of transport improvements for the western suburbs.

The Minister for Transport, Mr Rafferty, said the station had been included in the Railway Board's program for 1977-78.

The station is scheduled for completion late next year. Boom barriers are to be included in the project.

Mr Rafferty said the new station is part of a comprehensive plan which he approved for upgrading rail and bus services in the western suburbs.

Other moves to improve rail transport services in the area included:

- The railways Board revising timetables between Melton and Melbourne to link connecting bus services and
- The Railways Board installing appropriate bi-lingual language signs at railway stations.

A gem of a strike for our John



Amateur VicRail fossicker, John Baird, 41, may well be on the way financially to making a small fortune.

No — he hasn't struck oil.

He's discovered a rare and possibly valuable reef of turquoise on the Mornington peninsula, a few months ago.

He is reluctant to get his hopes up but the signs are encouraging.

Early tests show the reef could be worth in excess of \$200,000.

However John has left the matter in the hands of Conzinc Rio Tinto, one of Australia's largest mining companies, who have taken out mining rights.

He should know within a few weeks just how much turquoise is actually in the reef and whether or not it is a financial proposition to mine.

Visual appeal a highlight of VicRail's \$9m. overpass project

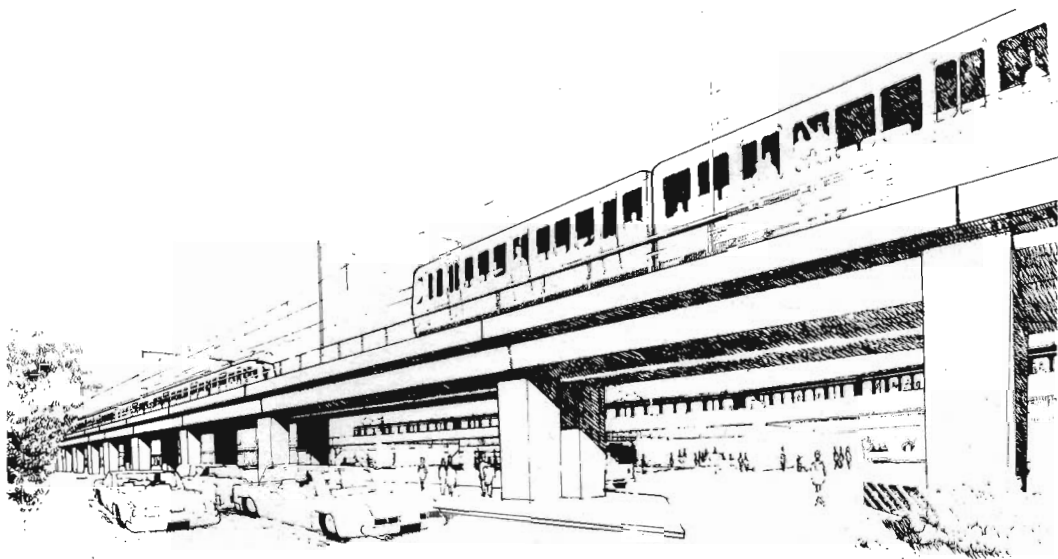
VicRail's new overpass between Melbourne's Flinders and Spencer Street Stations — providing two additional tracks — will change much of the southern face of the city towards the Yarra River.

Therefore visual appeal has occupied much of the design engineer's attention as well as the practical function.

The 106 concrete caissons supporting the overpass — some of which go as far as 36 metres down in the Yarra mud — are being



Gantry cranes lift one of the pre-cast concrete beams into position on the overpass.



faced above ground with exposed aggregate.

The pre-cast concrete beams which will carry the tracks will be "polished" to give clean lines compared with the normal pre-cast appearance.

The overpass is three-quarters-of-kilometre long and on average eight metres high.

It will cost an estimated \$9 million and is scheduled to be complete in the final quarter of 1978.

The largest beam will be 33 metres long and weigh 290 tonnes – a record in Victoria for a beam not cast in position.

The method of placing the beams is rare, if not unique, in Victoria.

The beams are cast in permanent, adjustable formwork on a site dominated by two, hugh 150 tonne capacity gantry cranes on rail tracks.

A 52-metre launching girder is placed in position on supports between the gantry cranes and well above the first two sets of up-right caissons.

The gantry cranes then travel down their tracks and lift the first beam from its formwork and place it in slings suspended from "crab" cranes which run along the top of the launching girder.

The "crab" cranes move the beam into position above the caissons and lower it for securing down.

Its twin beam is similarly placed and rail tracks and laid the length of each.

The supports for the launching girder are fastened to rail bogies on the rail tracks and it is moved along to the next section of overpass with another beam supplied by the gantry cranes.

This process continues until the overpass is complete.

FOOTNOTE: The additional tracks on the overpass were first nominated as essential by the then Victorian Railways Commissioners in 1922!

NOW HAVE YOU HEARD THIS ONE?

A woman in Sydney, with a supposedly incurable hearing defect has found a miracle solution on a bouncing NSW train.

The woman, Miss Jean Garling, has written to a Sydney newspaper claiming that a rough ride on a jerky mail train has cleared blockages which confounded ear specialists.



Bendigo pottery
—born 1857
still going strong



Bendigo Pottery works must now rate as one of the top country tourist attractions in Victoria.

Last year the works, which began 120 years ago, attracted 200,000 tourists and this year 300,000 are predicted.

Tourists who visit the works are shown the pottery-making process and how the many potters "throw" their products ready for the kiln.

The Bendigo pottery works story began in 1857 when potter, George Duncan Guthrie, found fine clay at Epsom near Bendigo.

Realising that probably gold mining wasn't going to work, he had hoped George returned to his trade as a cooper, with a barrow and a kickweel and started a thriving and successful pottery business.

Household items such as plates and pots were made in the goldfields and it was for this market that George began to produce.

After his death in 1910 at the age of 82 the business was eventually to cease production of slipcast pottery. Pipes and roofing tiles were continued to be produced.

In 1968 the production of roofing tiles and pipes was looked in danger of closing.

However the introduction of individual hand-made pottery, with a Victorian colonial design and earthy textures, enabled the works to survive its serving employees.

Redundant equipment found scattered around the works was restored and old employees were trained to throw pots and to fire the century old bottle kilns on wood.

Most coal is brought to the pottery works by road. The works had a line leading right into the factory area.

pottery 57 and strong

one of the biggest

attracted over 230,000

complete pottery making
the day and decorate the

1857 when a young Scottish
while digging for gold at

going to be as profitable as
pottery with only a boy, a
successful business.

are few and far between on
repeated.

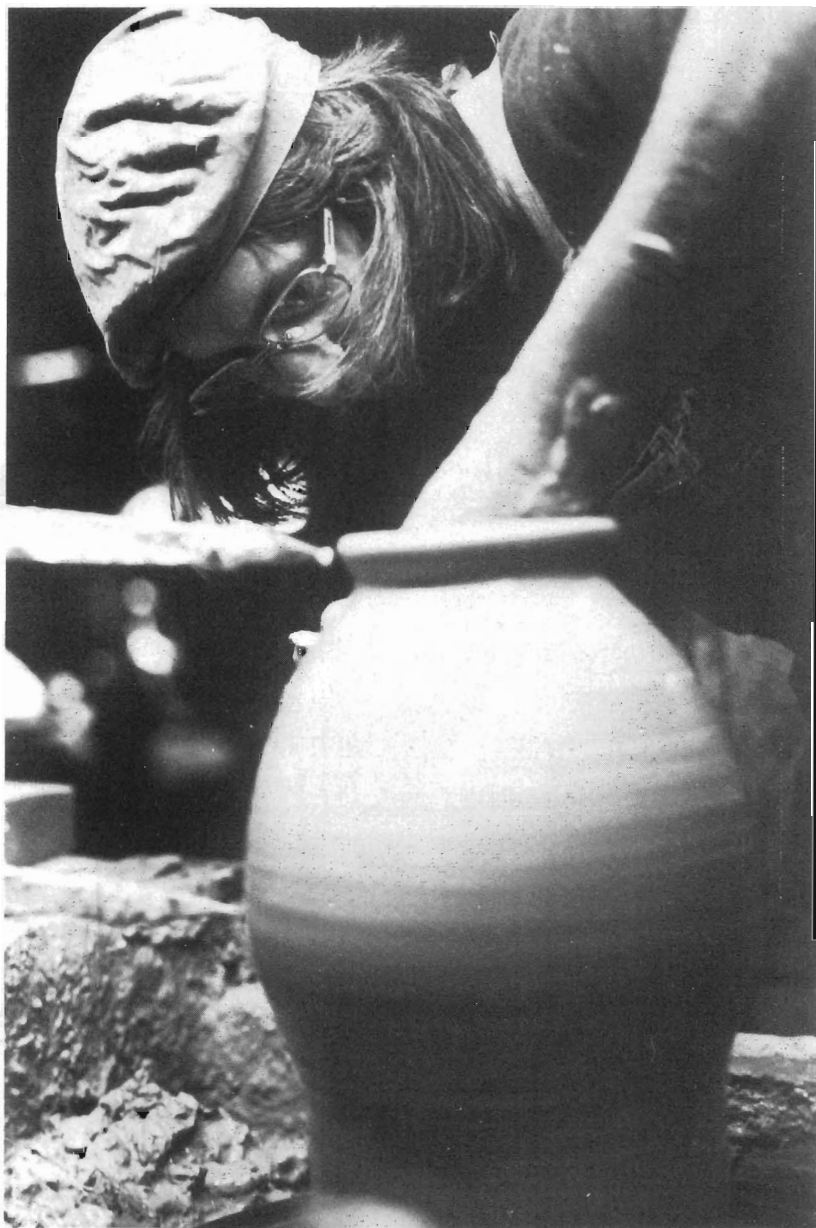
business gradually declined
in the late 1940s. Only
produced after that time.

business ceased and the works

the stoneware in Australia
the retention of 20 long

the pottery environs was
to decorate, set and draw
and coal.

by Rail who at one stage



In May 1971 the pottery returned to Bendigo ownership for the first time in 25 years.

It was then that the pottery works were opened to tourists.

The stables at the pottery were built in 1880 for Guthrie's coach, five horses and a groom and is now used as the display centre for the pottery's products. It has been classified "C" by the National Trust.

Bendigo pottery is probably as popular now Australia wide as what it was for the gold miners in 1857.

Tours are conducted daily all year round.

TRAIN WARNING PAYS DIVIDENDS

The number of accidents at multi-track level crossings in the suburban area has dropped sharply since VicRail launched a television and press advertising campaign on May 31, 1976.

"In 1975 eighteen people were killed in accidents at multi-track level crossings" VicRail Chairman, Mr. A. G. Gibbs, said.

"Another seven were killed between January and May 1976. Probing accident situations we found three that were very common. Impatience and over-confidence in drivers or young cyclists who wanted to get across the tracks immediately one train passed — not realising there often is another coming on the second track."

"Old people seemed to forget the danger of warning bells and lights when pre-occupied in thought or engrossed in conversation."

"We made three 30 second television commercials which re-enacted these danger situations at multi-track level crossings, where the train which just went by might hide one coming the other way."

"It's just not safe to cross until lights have stopped flashing and the bells stop ringing" Mr. Gibbs said.

"Now, twelve months after the advertising began, our records show that there have been no fatal accidents of the type mentioned at suburban multi-track level crossings."

"Subject to the availability of funds, we will continue education and other efforts to decrease the number of accidents at level crossings" Mr. Gibbs said.

Back to school for our R.I.O.s

VicRail's new law enforcement academy was officially opened in Dudley Street last month by the Chairman of the Victorian Railways Board, Mr. A. G. Gibbs.

The academy will be the training ground for new and old members of the Investigation Division.

The seven week course will cater for 10 students at a time.

All students must pass their examinations before entering the division.

The course involves all facets of railway organisation, including all railway acts and by-laws and all statute laws, typing, bookkeeping, first aid, court reporting and behavioural studies.

The Victorian police will work in close co-operation with the academy by providing a series of lectures on the drug squad, D24, the vice squad, forensic science and the children's court.

Mr. Gibbs said he valued highly the relationship VicRail had with the police.

Sweet success for Jack

The Brown family have been making boiled lollies for over 100 years.

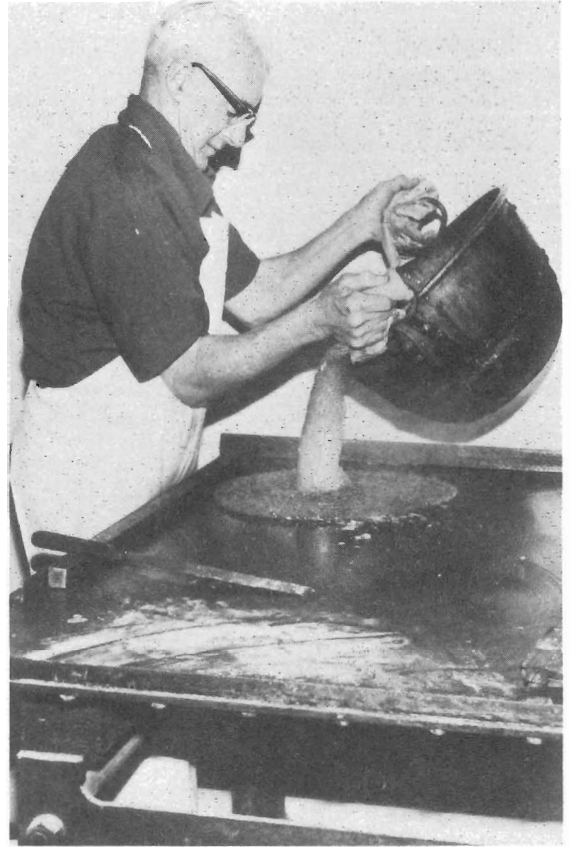
It started back in England in 1857, when Jack Brown's great grandfather, John Brown, immigrated to Australia.

Now Jack, 67, is the last member of the family to run the business.

The lolly factory was donated by Jack's father, Alfred Brown, to the Sovereign Hill Historical Park, in Ballarat in 1973.

With nearly 800 school children passing through each day, Jack can hardly keep up the supply.

He already uses a 44 gallon drum of glucose each week, and still uses the same method his great grandfather used to boil the lollies.



Some of the moulds used in making many of his boiled lollies are made from the original moulds brought out from England.

Remember VicRail has package tours to Sovereign Hill.



Jack Brown's family has been making lollies in the Ballarat District for well over 100 years. Here he inspects some barley sugar from his shop at Sovereign Hill.

VICRAIL, TO SURVIVE, MUST Provide a service that people value

"Economics are one thing – but our real long term survival depends much more on our ability to provide a service that people value and use."

The General Manager of VicRail, Ian Hodges, was 'telling it how it is' to an audience of Rail Unionists at the Victorian Trade Union Training Centre who were attending an A.R.U. course to study the future of the rail industry.

However, in discussing the economics of VicRail, Mr. Hodges said that a simple comparison of revenue and expenditure was not enough.

"We see that economics has a rather specialized meaning in our industry . . . we won't survive unless we recognise the fact that there is an economic factor and unless we comply with the limits placed on us."

Mr. Hodges explained that with the end of the protection of road transport regulation in sight the situation will change radically.

"Road freedom will mean severe competition and maybe by other people who are operating a mode in many cases at present cheaper than our own."

He indicated two things which are being done to combat this –

- The use of road transport where it is cheaper and under VicRail control.
- The improvement of VicRail productivity.

"We are examining our organisation, promoting people, creating new jobs, training staff to be more effective and in many ways trying to improve the economics of our

operation."

Explaining that one of the great needs of VicRail or any other organisation is to help its people to understand. Mr. Hodges said it was a need that requires the services of all knowledgeable people, be they railway managers or union managers'.

In 1974/75 VicRail had a difference between expenditure and income, not counting interest payments, of \$113.4 million, the so called 'deficit'.

Explaining this figure, Mr. Hodges broke it into components for his audience:

	Income of	Contribution in each dollar
Suburban system	\$36.6m	49 cents
Country passenger	\$13.8m	36 cents
Intersystem passenger	\$6.3m	66 cents
Victorian Goods	\$52.8m	57 cents
Intersystem Goods	\$20.7m	73 cents

Mr. Hodges ended by saying that there was an **overwhelming** need to change the service **VicRail** offers to one which the customers need for their use. "I hope we can focus on ways of doing things better."

He said that though VicRail was not running as economically as he would like, he believed that there was scope for many improvements, "and this is our aim in trying to run this **organisation**".

GEORGE TAKES TO THE AIR

After 47 years of travelling by train, George Edgar recently worked up enough courage to take his first flight at the age of 83.

His wife Lilian joined him on an Ansett Airlines jet at Tullamarine to fly to Hobart to meet an old friend, Eileen MacDonald, at Sandy Bay.



As a young apprentice fireman with VicRail, George joined the AIF in 1915 and served in France.

On his return in 1918, he rejoined VicRail as a clerk, studied accountancy and moved into the accounts section.

George was keenly engaged in voluntary work and the G. K. Edgar Ward at the Southern Memorial Hospital is a tribute to his role as Treasurer when \$½ million was raised in public appeal.

Retirements . . .

ROLLING STOCK

BALKANIS, V., Jolimont, 14/7/77
 BEILKO, B., Shelter Shed, 1/6/77
 CASTELLINO, S., Newport, 24/7/77
 COCHRANE, J. R. S., Newport, 2/5/77
 CORTELLINO, R., Jolimont, 27/4/77
 CRISTIANO, P., Jolimont, 1/4/77
 FRY, P. L., Ballarat North, 25/4/77
 GARGANO, C., North Melbourne, 24/1/77
 GIBBS, C. E., Benalla, 15/7/77
 GILCHRIST, A. F., North Melbourne, 26/4/77
 GRAHAM, R. D., Head Office, 6/5/77
 GREAVES, F. H., South Dynon, 6/5/77
 HARDING, J. L., Ballarat Loco., 6/5/77
 HATZIS, I., Newport, 26/7/77
 JANSEN, J. E., Newport, 21/4/77
 KATSIROUBAS, C., Jolimont, 4/4/77
 KEWISH, E. M., Jolimont, 28/3/77
 KIRWAN, J., Jolimont, 31/3/77
 LUCCHINI, C., Newport, 30/3/77
 MANOLIADIS, G., North Melbourne, 28/4/77
 MANSELL, F., Jolimont, 15/4/77

MASON, L. J., Ballarat North, 6/4/77
 MENDOLA, S., North Melbourne, 3/7/77
 MILLSTEAD (Miss), L. J., Newport, 22/3/77
 MORRISON, J. F., Ballarat Loco., 7/5/77
 MURDOCH, G. S., Bendigo North, 29/4/77
 MURPHY, G. E., Wodonga, 12/7/77
 McGEACHIN, W. O., South Dynon, 28/4/77
 McPHEE, W. C., Dimboola, 22/7/77
 PAPANTONIOU, C., Jolimont, 5/7/77
 RYAN, G., Bendigo North, 29/4/77
 SANKER, L. J., South Dynon, 27/7/77
 SHARP, A. W., North Melbourne, 22/7/77
 STRATTON, L. G. W., Newport, 8/4/77
 TODARO, G., Newport, 23/7/77
 WATTS, J. C., Bendigo North, 10/5/77
 ACTON, A., South Dynon, 24/6/77
 BATE, J. A., Newport, 30/8/77
 BATROUNEY, A., Ballarat North, 3/6/77
 CHAMINGS, A. R. G., Ararat, 26/5/77
 CHIERA, F. D., Newport, 9/5/77
 DIE LUCA, A. R., Jolimont, 27/8/77
 KENNEDY, N., Bendigo North, 20/5/77
 KENNAST, F., Newport, 18/8/77

OUR DON'S A REAL WINNER



Don Gugger is a bookie who is always after higher stakes.

Not that he can complain — he already brings in over \$400,000 a year.

And that isn't a bad effort when you consider he doesn't bet.

In fact Don rarely ever goes to the races — at least not on VicRail time.

He's a booking clerk at Geelong who must rank as one of the most successful in VicRail.

Just last year he brought in about \$400,000 for VicRail from his sales of package tours.

Don's been at Geelong for 23 of his 35 years with VicRail.

Now he has a separate booking office for package tours. It's a winner too!

NO SOUR GRAPES FOR TOM

"Great grapes come in the worst years."

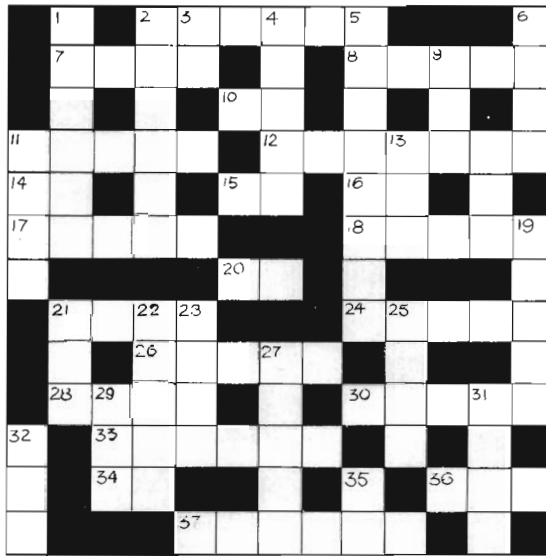
So says Tom Maltby, proprietor of Anakie Vineyards in Geelong. But VicRail thinks great grapes come all year round — it does a great job transporting most of Tom's wines to different States.

Tom produces 5,000 gallons of dry wines a year — three different whites and three different reds. His favorites are Rhine Rieslings and Cabernet reds.

From the profits of the Maltby family's property investment in Geelong, Tom started the winery in 1968. He owns 35 acres of which only 20 are in production.

Despite the conditions in Geelong with the scales tipped against him, Tom's wines have won six awards at various shows in capital cities around Australia.





NAME _____

ADDRESS _____

RAILWORDS No. 4

SPARE A
FEW
MINUTES
AND
WIN \$15

Railwords No. 3 was certainly a winner with the readers.

It's great to see such a good response from the readers.

This month's competition is worth \$15 to the winner and the same conditions apply as in previous Railwords.

Because of earlier edition times we haven't yet got the name of the winner of Railwords No. 3.

So get to it. Entries for Railwords No. 4 close on August 5.

Address all entries to Room 136, 67 Spencer Street, Melbourne, 3000.

CLUES

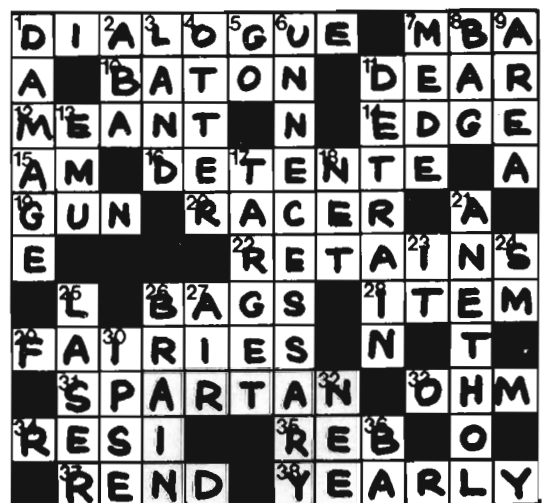
DOWN

- 1 City in S.W. Soviet Union
- 2 Dark blue
- 3 "I"
- 4 To overturn
- 5 Unrestrained in emotional expression
- 6 Edible seed
- 9 Earth's atmosphere
- 11 Australia (abbrev.)
- 13 Heavy weight
- 19 Common ether base
- 21 Snakelike fish
- 22 Islamic deity
- 23 Egyptian river
- 25 Far away
- 27 Very old
- 29 Small river near Moscow
- 31 Wicked
- 32 Expressive of amazement
- 35 Egyptian sun god

ACROSS

- 2 To attribute fault to another
- 7 Native of Denmark
- 8 Small, loose fragment
- 10 Beryllium (symbol)
- 11 Jelly
- 12 Part of atom
- 14 We
- 15 Editor (abbrev.)
- 16 Adverb
- 17 Fashion shop
- 18 Silly
- 20 Helium (symbol)
- 21 Enthusiasm
- 24 Planet
- 26 Ignite
- 28 Inactive period
- 30 Tough, ring shaped roll
- 33 Roman statesman and general
- 34 Expressive of surprise
- 36 A cover
- 37 Nevertheless

Railwords No. 3



VicRail staff !

Now you can get 20% off accommodation at Mt. Buffalo Chalet all year round.

(except between 23/12/77 and 7/1/78)

Glorious, spectacular Mt. Buffalo, and the charming, cosy Chalet . . . what a great holiday!

And at these **all-year-round** discount prices . . . what great value!

Try a weekend trip, soon — leave Friday from Spencer Street at 4.45 or 6.45, return Sunday at 9.20 p.m.

**WEEKEND
Adult from \$43.00,
private facilities
\$7.00 extra.
Children even
less.**

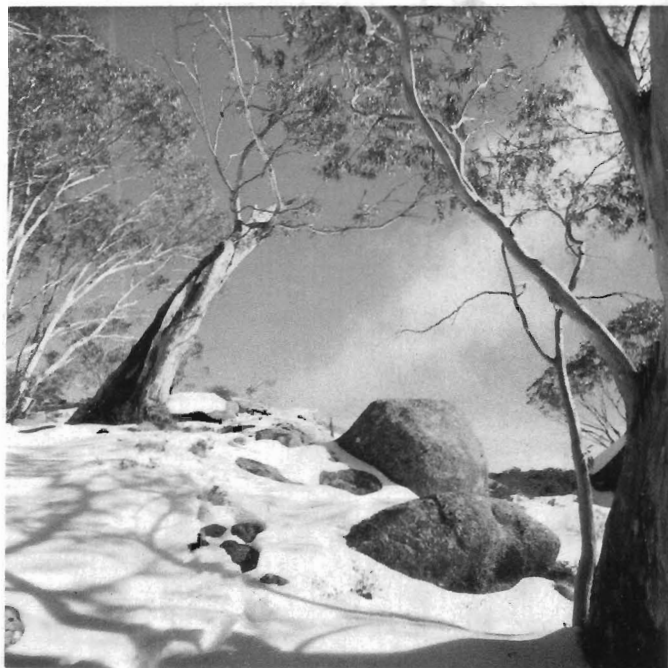
**WEEK
Adult from
\$123.00, private
facilities \$25.00
extra. Children
even less.**

Included:
Light refreshments on train, bus and return from Wangaratta, accommodation and all meals.

Not included
Rail fares.

VicRail Staff, apply to Head of Branch, former railway staff who have retired on account of age apply to Pass Officer, Victorian Railways, 67 Spencer Street for concession form.

**Book at Victorian
Railways Central
Reservation Bureau,
extensions 1736 and
1749.**





Rail 10 CENTS
Ways
AUGUST 1977



Ever heard of block bookings ?

The man who handled the employee Block Booking Scheme for the past 25 years retired from VicRail on July 29 after 48 years' service.

He is Alf Leno (*pictured, right*), aged 63, an organizer of the Australian Railway Union's State Branch, who started with VicRail as a lad labourer in 1929.

The scheme had been operating very successfully in New South Wales, and in 1949 the Central Council of Railway Shop Committees asked for it to be implemented in Victoria.

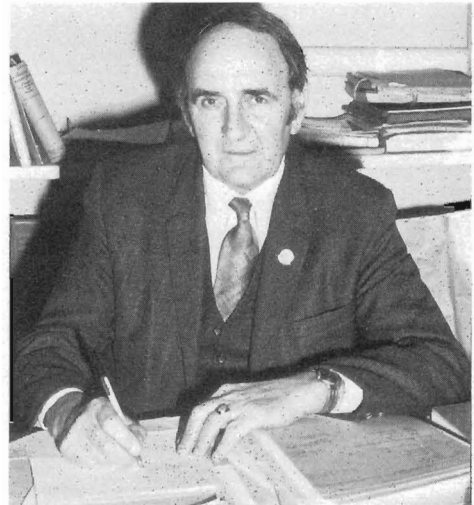
These bookings are organized twice a year — at Easter and Christmas.

"This service," Alf said, "is welcomed by the Traffic Branch because it eliminates a large number of people overcrowding the main booking office at Spencer Street."

Alf sends forms to the Metropolitan, Bendigo and Ballarat depots with information in regard to fares and trains.

The local shop committees then send back a list of names of those interested in these interstate bookings.

Alf collates them in order of dates of departure and submits them to the Train



Reservation Section at Head Office.

After allotments are prepared, they are handed in to the chief booking office at Spencer Street.

"Naturally, the numbers travelling by train have declined with growing use of the family car. But it's still a greatly appreciated service and the money handled has ranged as high as \$2250 in 1976," Alf said.

"I did this job as a hobby and quite enjoyed it," he added.



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FRONT COVER

Beautiful Marijke had plenty of fun with Flipper the dolphin at Seaworld in Surfers Paradise recently. Marijke, a former VicRail employee, took advantage of VicRail's Gold Coast tour.

RAIL WAYS

Rail Ways is published by the VicRail Board each month at our North Melbourne Printing Works. A fee is paid for contributions, if published. Telephone number 61001 ext. 1367 (subscriptions), ext. 2397 (editorial).

The Chairman replies

An article in "The Herald" newspaper of July 5 was headed "Railway 'Drones' — banker". The report was based on economist Dr. Stewart Joy's comments on Australian Railway systems in the National Bank Monthly Summary. VicRail Chairman A. G. Gibbs replies.

There are some general observations which can be made and related to extracts in "The Herald" report, particularly when comparing one railway system with another.

For example, the figures quoted for losses per employee for Victoria and Western Australia are \$5,507 and \$304 respectively for the year 1975/76. A major proportion of the freight carried in Western Australia is bulk trainload traffic including iron ore, nickel, alumina, etc., whereas we have little of this traffic in Victoria. Secondly, the W.A. figures do not reflect the losses for their suburban passenger traffic as these are covered by a separate authority. Thirdly, W.A. has fewer country railway lines and a different road transport situation.

One could go on in this way explaining the figures but I believe the really important thing is what we are doing to tackle the many problems we have inherited.

It is now four years since I joined the Railways and began working with a new Board which includes six non-executive members having a wide range of expertise.

The Board was given a charter which included implementing the relevant recommendations of the Bland Report. It is fair to say that it took us a couple of years to get a re-organisation under way and establish new policies and objectives. We are now seeing some of the results of these initiatives and I believe the performance last year in containing the escalating deficit is worthy of mention. We do have long term planning; we are cost conscious; we do have responsibility accounting; we have introduced new methods and we have made considerable reductions in staff.

As for intersystem problems and long term planning the railways commissioners of all systems meet regularly as "Railways of Australia". They also meet the representatives of the Federal Department of Transport under the Australian Transport Advisory Council (A.T.A.C.). One of the initiatives coming out of these discussions has been the formation of the Australian Railways Research and Development Organisation which is not mentioned by Dr. Joy.

Having regard to the financial limitations arising from availability of both Federal and State funds, I believe the Victorian Railways staff are realistic and responsive to innovations and change. I am not ashamed of our performance or my association with the railway industry. I therefore take strong exception to the words "drones" as used in "The Herald's" headline, as it is an unfair reflection on an organisation which has been struggling with antiquated equipment and methods for many years.

If I can find the time I may prepare a paper for presentation at Pentridge (rather than to the road-dominated T.I.A.C. group which has no representative from a railway system battling with border-hopping and "straw" companies). My subject would probably be a comparison of the different Australian banks and their record in failing to plan and deal with armed holdups linked with the title "The need and prospects for rationalisation of Australia's Banks". To paraphrase Dr. Joy's comments:— The question is whether the elimination of bank services whose costs are higher than the alternative is more likely to happen under a centralised Australia-wide management!

WHAT WE TAKE FOR GRANTED

Stepping on and off trains, trams and buses is something that most of us don't even stop to think about.

But for blind people it is strange and sometimes frightening experience.

For many have never seen a train, tram or bus as they have been blind since birth.

The dangers ever-present to blind train travellers are obvious.



It is all too easy to fall between carriages or between a carriage and the station platform.

And it is for that very reason that St. Paul's School for the Blind in Kew approached VicRail.

For over two hours last month children from the school were taught how to get on and off trains at Caulfield station. VicRail arranged a special train for the session.

Orientation and mobility instructor Julie Paton showed the children individually the difference between a guard's door and passenger doorways and how to tell where the gap between carriages is.

The Tait carriages were used because they generally are the most difficult for blind people to use.

The children were excited with their outing — after all it's a good break from the hours of normal classwork.



Buffet car for "The Vinelander"

A buffet car service has been provided on *The Vinelander* between Melbourne and Mildura from July 18.

Two cars have been provided, one for passengers travelling from Melbourne to Mildura, and another for those travelling from Mildura to Melbourne.

The air-conditioned carriages have been converted to provide a cafeteria section for the purchase of light refreshments, a 12-seat lounge section and a normal economy compartment.

Above: Buffet car attendant Mary Sinclair serves a pie to Bob Wilson of the Secretary's Branch.

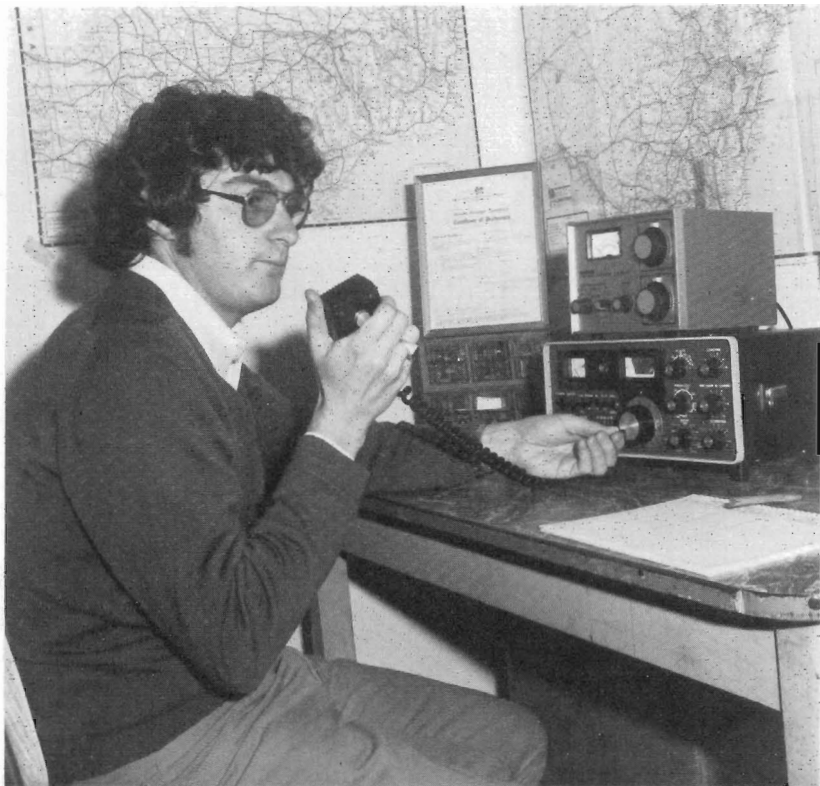
A take-away service will also be available for passengers.

The menu will be reviewed in accordance with passengers' needs. Soft drinks, liquor, cigarettes, ice cream, newspapers and magazines will be on sale.

The sale and consumption of liquor will be restricted to buffet cars. Liquor will not be served after midnight.

The Vinelander trains carried about 100,000 passengers in the 12 months to April 30.

VicRail hopes that *Vinelander* passengers will enjoy the new buffet car service.



JUST HAMMING IT UP – THE CB WAY

VicRail's Harvey Conroy likes hamming it up – on the radio that is.

But he's a ham radio operator with a difference, he likes CB radio.

In fact, Harvey was one of the first to get his CB licence.

Harvey, 23, works for VicRail as a signal and communications clerk.

He's been an amateur radio operator for almost a year, and says that CB radio can play a major part in emergency situations, as ham radio has for so many years.

Ham radio has always been regarded as a gentleman's hobby because it requires a great deal of technical ability, but there isn't a ham operator around who hasn't at some stage been a CB enthusiast, he said.

VicRail has an amateur radio club with about 12 members meeting every Thursday night.

Plaque marks Batman's first house site



A plaque to commemorate the site of John and Eliza Batman's first house, built in 1835, was unveiled by the Premier, Mr. Hamer, on August 2.

The plaque is on the brick retaining wall, adjacent to the Melbourne Underground Rail Loop overpass abutment structure on the north side of Flinders Street Extension, 50 metres west of Spencer Street.

Pictured (left to right) are VicRail's General Manager, Ian Hodges and Chairman A. G. Gibbs, Mr. Hamer and Mr. R. B. Roscoe, MURLA Chairman.

.. A BICYCLE GOES FREE ..

Bicycling is booming in Britain, where British Rail has abolished tickets for bicycles for an experimental four month period.

Since June 1, cyclists have been able to take their bikes free on trains, but only after applying for a special form in advance.

Now they can put their bikes — even tandems and tricycles — on almost any train if there is room in the guard's van. Large musical instruments, however, still need a ticket.

Forty thousand or more free tickets were issued in six weeks, compared with only 10,000 in the whole of last year, when bicycles were charged at half the full passenger fare.

Many of the new applicants said they had not been on a train for years, and plenty booked for long-distance journeys to Wales and Scotland.

A lot were old age pensioners, who can travel half price themselves.

British Rail has been speculating about the motives of its new breed of travellers; it thinks some were re-enacting biking honeymoons.

When all the 11,000 applications have been analysed, it will decide whether to con-

tinue the experiment after September 30.

If it does, it will be a victory for British bicycle makers, who paid for the promotional literature. Cycle clubs have been lobbying against bicycle charges for just on a century.

— *The Economist*

Can you beat this?

Forty-seven years ago, on July 1, 1930, Mr. R. M. Hatch of Ashburton, invested in a half-yearly periodical ticket from Ashburton to the City.

Being an accountant he saw the value, and has been buying half-yearly periodical tickets ever since.

On July 1 this year he bought his 94th consecutive half-yearly and hopes to make it a century! We hope he does too!

The Editor would be interested to learn of other VicRail high scorers.

Our mistake

Last month's story about the 'winnings' of Geelong booking clerk Don Guger inadvertently over-stated his takings by a mere \$360,000 a year! The correct figure is \$40,000 and we had it wrong twice

Big track and bridge project to cost \$7.2m

VicRail and CRB are involved in a \$7.2m project duplicating tracks between Greensborough and Macleod and creating the 'Great Separation' at Watsonia.

Of the estimated total cost of \$7.2m, VicRail's share is \$2.8m and CRB's share is \$4.4m.

The work, which started in August 1975, involves the building of two new bridges at Watsonia Road and Grimshaw Street, and the rebuilding of two existing timber bridges at Church and Main Streets.

The project also involves building a new railway station at Watsonia which is expected to open in December this year.

The rail track dives down at Wattle Drive, running under Watsonia Road and Grimshaw Street bridges, over Church Street bridge and then again under Main Street bridge.

The deviation at Watsonia Road is expected to be completed in December this year, and duplication of the track is expected to be completed in June next year. But CRB work will continue until early next year.

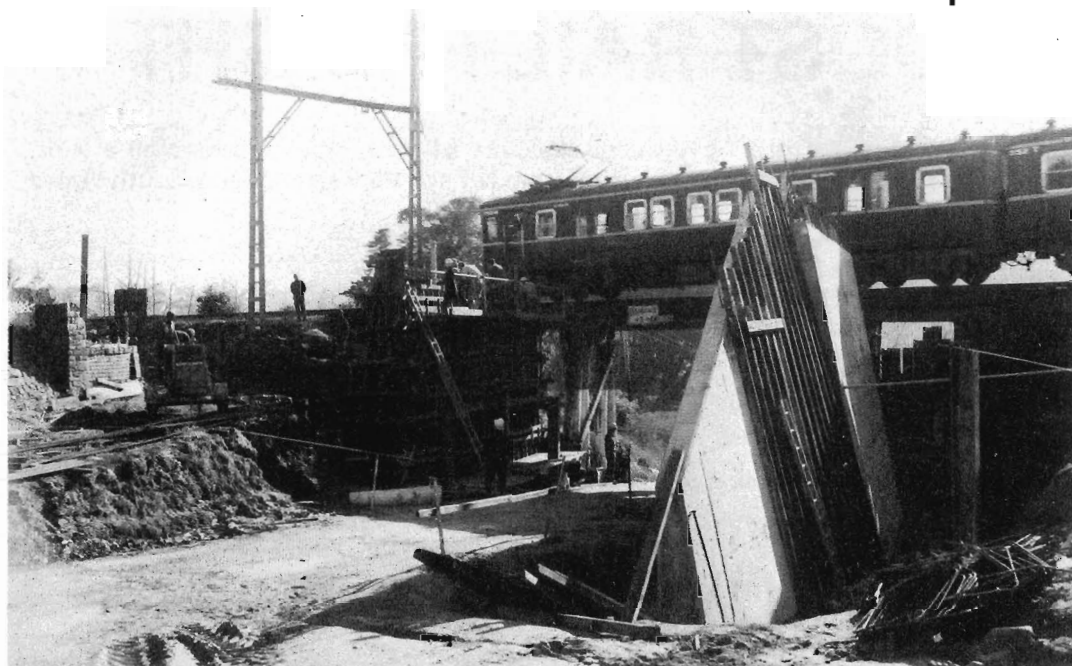
All the earthwork between Greensborough and Macleod has been completed, the overbridge structure at the Watsonia deviation has been started and the station foundation and platforms are well in hand.

Church Street bridge is well advanced and work on Main Street bridge at Greensborough is expected to start in September this year.

On completion of the project, the level crossings at Watsonia Road and Grimshaw Street will be eliminated and traffic congestion eased.

In addition, present single line will be duplicated to improve train operations by minimizing delays.





Suggestions adopted

Employee suggestions adopted during July earned their sponsors the following amounts:

Modification to dog spike lifting bar	—	—	—	—	\$20
Increase in height of tool tray on track motors	—	—	—	—	\$25
Recreational area near North Melbourne Printing Works	—	—	—	—	\$10
Changed procedure for processing B.L.O.1 forms	—	—	—	—	\$10
Painting of monorail at Train Lighting Depot	—	—	—	—	\$10
Fitting of hooks to ladder on back of mess trucks	—	—	—	—	\$50
Conversion of lighting at Printing Works Storehouse	—	—	—	—	\$25
Replacement of scarifier blades	—	—	—	—	\$100
Drainage grates at Belgrave replaced with longitudinal bar type grates	—	—	—	—	\$15
Fitting of exhaust fan above hot water urn in mess trucks	—	—	—	—	\$10

EXPORT GRAIN CARGOES BOOST RAIL FREIGHT

Export grain traffic passing through the port of Portland has generated a wide diversity of rail freight traffic originating from several VicRail and New South Wales stations.

This is revealed in the 1976 annual report of the Portland Harbour Trust Commissioners.

The first-ever shipment of rice exported through the port comprised 900 tonnes in bags railed from Echuca and Deniliquin. This was loaded on the vessel *Belle Isle* bound for the Seychelles, an island in the Indian Ocean.

This was followed by another 9,200 tonnes for Indonesia shipped in bags on the *Golden Castle*.

Bulk rice for export by the vessel *Glenpark* to Spain totalling 21,000 tonnes was railed to Portland recently.

Following a bumper barley harvest in New South Wales last season, which overtaxed local facilities, an export cargo of 7,680 tonnes of bulk barley was shipped through Portland for Japan on the vessel *Eriskay*.

Towards the end of 1976 two shipments of bagged flour, 4,200 tonnes, were railed to Portland from mills at Albury, St. Arnaud, Murtoa and Ballarat for export to Dubai in the Persian Gulf.

An Australian record for a single shipment of bulk oats was established by loading an additional 33,860 tonnes on the *Amstelmeer*, which had previously loaded 8,000 tonnes in Sydney, bound for Russia.

Portland is also used to top up bulk wheat ships too large to be handled fully laden from Geelong.

Total tonnage of bulk grain shipped through Portland during the past year amounted to almost 250,000 tonnes — all handled by VicRail. This included the first-ever bulk shipment of linseed from a Victorian port.

— *Newsrail*

Steam up for Colac Rail Centenary

Local historians and railway enthusiasts combined to celebrate the centenary of the opening of the Birregurra to Colac section of VicRail's main south-western line on July 30.

Members of the public dressed in period costume boarded the special steam-hauled train arranged by the Association of Railway Enthusiasts at Birregurra. They were greeted by others, similarly attired, on arrival at Colac, on July 30.

Members of the ARE then proceeded aboard the special train to pay a farewell visit to the 19 km branch from Terang to Mortlake which is listed for closure soon.

The Birregurra to Colac section was opened for traffic on July 27, 1877 and Colac remained the railhead for six years until the line was extended to Camperdown on July 2, 1883 and eventually to Warrnambool, the present terminal for passenger services.

ZANY! BUT TRUE

Did you know that our telegraph code word for "arrange accordingly" is ZANY. That no doubt explains the remarkable language found in many of our memorandums.



The General Manager says . . .

The General Manager of VicRail, Mr Ian Hodges, suggests that we might all find the following hints helpful.

Without customers VicRail could not exist. Therefore employee attitudes to customers are very important.

We provide a service to the public and must develop an interest in assisting passengers, no matter how trying the circumstances.

Courteous service to passengers creates good will and the desire to travel more extensively.

Every member of VicRail staff regardless of grade, who comes in contact with passengers, should consider themselves as part of VicRail's Public Relations team. Always remember that VicRail stands or falls by your personal attitude to passengers.

A scowling face can lose VicRail passengers. A smile can attract passengers, because the recipient of a smile feels better and remarks on the pleasant attitude and friendly service of VicRail staff.

ALWAYS BE COURTEOUS AND GIVE PROMPT SERVICE

GIVE ACCURATE INFORMATION AND ADVICE

BE SINCERE AND GENUINELY HELPFUL

Loyalty to VicRail is important, if we encounter *criticism* of VicRail we should defend it, not attack it. But, we can advise people, where necessary, that constructive criticism is passed on.

When judging VicRail as a whole, people take into account their personal dealings with VicRail employees. If we are inefficient and discourteous, people will naturally assume that the whole organization is similar.

Up to date and correct information must be available to all members of the public. Incorrect information is worse than none at all. If an answer to a question is not known, it is much better to admit the fact

and then obtain the required information, than to claim knowledge that you do not have.

An inconsiderate and tactless approach by an employee reflects on the whole organization.

Meeting people face-to-face

Commonsense and courtesy are the elements of getting along with other people.

1. Know your own job and keep informed of general matters that are important to passengers.
2. Naturally some passengers are difficult to deal with — they are only human — Nevertheless we should show tact, avoid arguments and at all costs remain calm. If one remains calm one retains the advantage.
3. To politely listen to complaints and arguments is always the impressive way. If we are wrong, admit it.
4. Above all, be a good listener. When on the telephone obtain the enquirers name and use it during conversation. This gives the personal touch.
5. We should always remember that people requesting information are not familiar with the procedures of VicRail. Official phrases may bewilder them. Give your replies in simple language with sympathy and understanding.
6. If we are polite, patient and present a pleasant manner, we will invariably gain a friendly response.

Always remember that passengers are our bread and butter. Without their hard-earned money spent on rail tickets and berths we would go out of business. As we draw rapidly towards the situation when rising oil costs will push people away from private transport and air travel, it becomes more important than ever to present a friendly, helpful face to the public.

'Fighting Comet' on his way up to a title

John Halley, nicknamed the "Fighting Comet", is Victoria's boxing star of the future.

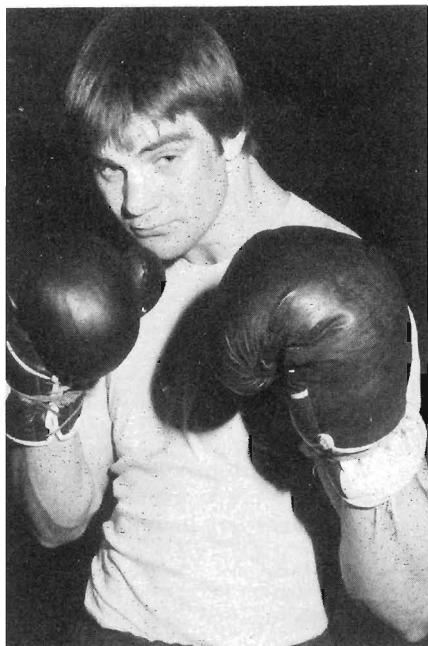
In Halley's short professional boxing career he's won nine out of 17 bouts, and four of those were knockouts.

John admits that he gets a bit nervous before a big fight, but he has shown himself to be a confident boxer outclassing N.S.W. light-heavyweight, Rino Zurek, in June at Festival Hall.

And again in July, at Festival Hall, Halley won convincingly from Sydney boxer Rudy Steel, on points over 10 rounds.

Halley is Victoria's best light-heavyweight and looks well on the way to being a potential national title holder.

Halley has been training as a boxer since he was 16, and does several hours' training every day. He does four miles of



track work, and after work he puts in two hours at the gym.

Halley's main aim is to win a national title. But of course the lure of a world title is always in his mind.

At present he is happy working for VicRail as a fitter and turner at Jolimont workshops.

Railaxation wins G.K.



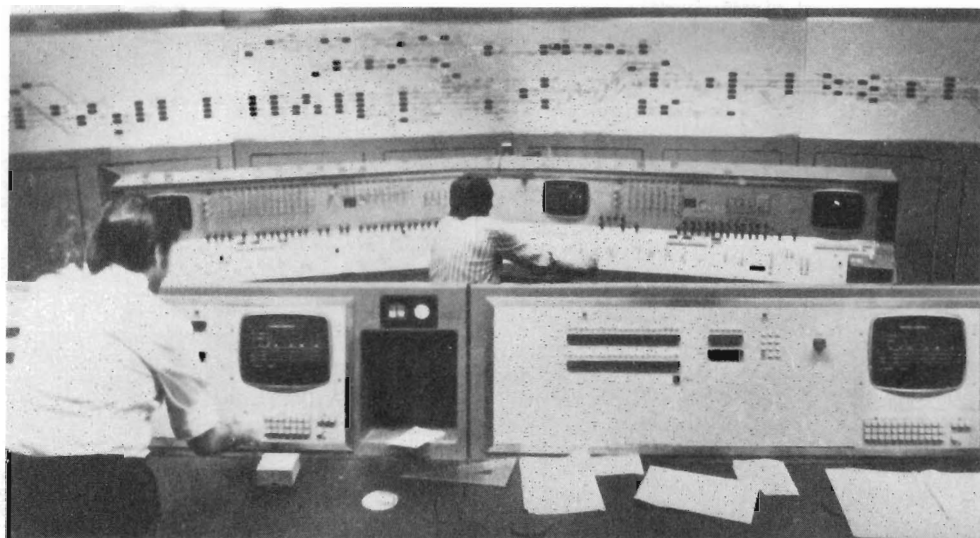
Graham Kennedy, star of Channel O's top-rating TV show "Blankety Blanks", prefers to travel by *Southern Aurora* — whenever he can.

Graham says "I don't like the hassle of flying. I want to be able to have a relaxed meal while I'm travelling".

Good news for us, good work by *Southern Aurora* crews who create the travelling conditions Graham likes so much. And, since our advertising has been tempting businessmen to try this more relaxed life style, hundreds have done just that and many are now regulars.

Graham Kennedy's show is enjoying success too. Latest programme ratings in Sydney have "Blankety Blanks" beating "A Current Affair" and Channel 7's "Willesee at Seven".

UK — helping out



Question: What do Iran, Ireland, Mozambique, Nigeria, Poland, Taiwan and the U.S.A. have in common, and where does Hong Kong fit into the list?

Answer: They are just a few of the countries using British expertise to modernize, rebuild or extend their railway networks, and Hong Kong is the latest.

Many of the world's rail systems were built according to British practice and standards, but today there is keen international competition in the expanding railway consultancy market.

However, add to the above list a further 30 countries in which work was undertaken during 1976, and you have some measure of the range of activities of Transmark, British Rail's consultancy subsidiary.

Transmark, which is an abbreviation of Transport Systems and Market Research, was set up in 1969 to put on a firm commercial footing the business of advising overseas railways. It has scope for comprehensive analysis of the problems of individual railways, and is able to make the widest possible use of British Rail's vast technical expertise and engineering facilities.

Transmark maintains a small team of specialist staff as full time advisers and administrators to consultancy projects. But its major strength lies in the ability to call upon technical staff from all departments of British Rail for secondment to overseas railway administrations, to provide first hand advice and supervision.

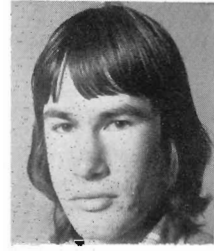
This extends far beyond purely railway expertise. British Rail is closely involved through its subsidiaries, in hotels, catering, shipping, ports, hovercraft, and property management. Road transport is catered for and the National Freight Corporation, the largest road haulage operation in Britain, is represented on the Transmark Board.

Transmark has grown in step with the revival in the fortunes of railways the world over. Expansion and modernization are the watchwords as the advantages of rail become more apparent in an age of diminishing energy resources. As the inventor of the railway and an innovator in railway development over 150 years, Britain is well situated to assist in the continuing growth of steel rail networks as the bulk freight hauliers and passenger carriers of the next century.

— London Press Service



Top marks to VicRail apprentices



Over 40 apprentices from all over the state received prize money at last month's apprenticeship awards at Victorian Railways Institute Concert Hall, in Flinders Street.

Apprentices came from Ballarat School of Mines, Bendigo Technical School, Royal Melbourne Institute of Technology and Telecom Australia Training School.

Highest marks went to telephone technician at VicRail's Head Office, Evan Craig (*above left*), who averaged 95% and an electrical fitter at Spencer Street workshop, Andrew Wheatland (*top right*) averaged 93%. Both apprentices received \$20 prize money.



VicRail Boilermaker and Welder, Peter Morgan (*above*) won an Australian Welding Institute award for top marks in his trade last month at Newport Technical College.

It was the first time such an award has been given. Each year the Australian Welding Institute will offer nine regional awards to top third year apprentices.

Principal of the College, Mr. K. Hall, presented Peter with his award for the highest marks in the western region.

Peter, 19, works at the Newport workshop making body components for Ford vans and rail wagons.

Another Railwords winner

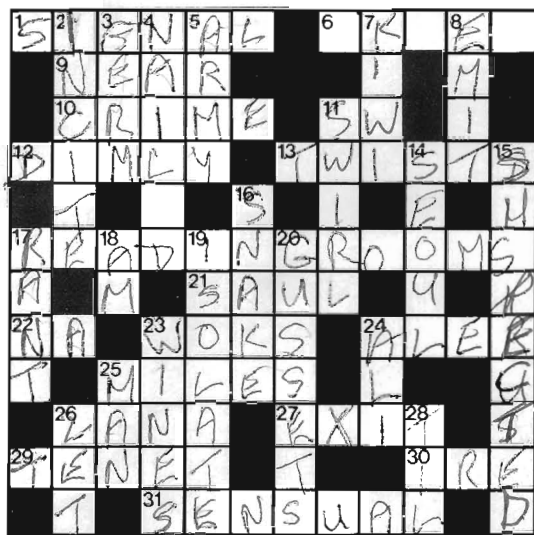
Our \$30 jackpot prize winner for Railwords No.3 is Mrs M. Dedman of Braybrook.

This month's competition is worth \$15 to the winner and same conditions apply as in previous Railwords.

Because of earlier edition times we haven't yet got the name of the winner of Railwords No.4, the closing date for which is extended to Friday, August 31.

Railwords No. 5 closes Friday, September 23.

Address all entries to Room 136, 67 Spencer Street, Melbourne, 3000.



NAME _____

ADDRESS _____

RAILWORDS No. 5

CLUES

ACROSS

- 1 Communication
- 6 Miss-hit (cricket)
- 9 Approach
- 10 Felony
- 11 Compass point
- 12 Obscurely
- 13 Wrings
- 17 Found in libraries
- 21 Biblical name
- 22 Not applicable
- 23 Chinese cooking dishes
- 24 Sheltered
- 25 Distances
- 26 Name
- 27 Door
- 29 Belief
- 30 Anger
- 31 Voluptuous

DOWN

- 2 Goad
- 3 Microbe
- 4 Secured
- 5 Host
- 7 Bird
- 8 Send
- 11 Eddy
- 14 Capital city
- 15 Doubted
- 16 Reptile
- 17 Rage
- 18 Morning
- 19 Separate
- 20 Elastic side pieces in shoes
- 23 Drinks
- 24 The champ
- 25 Woman's opposite
- 26 Allow
- 28 Until (slang)

\$9.1m duplication of tracks

Completion of a \$9.1m project for duplicating the tracks between Ringwood and Bayswater and Ringwood and Croydon is expected by early 1980.

The work involves building of a new bridge over Dandenong Creek and power signalling between Bayswater and Fern Tree Gully.

The project started 18 months ago and all the earthwork between Ringwood and Bayswater and Ringwood and Croydon has been completed.

At present the Ringwood-Bayswater line carries about 6377 passengers and the Ringwood-Croydon line about 7080 passengers to and from the city each day.

When the project is completed it will eliminate single line running and ease congestion at stations.

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.

We're talking about the Southern Aurora.

**Southern
Aurora -
a fresh
approach to
the Sydney -
Melbourne
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.

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.



VicRail call us now on 62 0771



Rail ^{10 CENTS} Ways

SEPTEMBER 1977





Ron Picking (left) and driver Jack Couch pictured in the cabin of K184 at Spencer Street before taking an excursion out to Woodend during the school holidays.

Mayor Brooke says thanks

Mr A.G.Gibbs, VicRail Chairman, was guest of honor at a civic reception in Horsham last month, when he was welcomed by the Mayor, Cr. Brian Brooke, a locomotive driver.

Cr. Brooke said he had wanted to welcome his "boss" at a civic reception.

"Horsham's had a vested interest in the railways for 98½ years, and this is one of the reasons I invited Mr Gibbs," he said.

"Without the co-operation and understanding of hundreds of people in the railways, I would have been unable to perform my duties as mayor."

"I thank them, and VicRail for their tolerance, co-operation and understanding in the past 12 months."

Mr Gibbs returned the compliment. He told the gathering in the town hall that Horsham had helped save VicRail's freight system.

Horsham was chosen as the first regional freight centre last year. "We either lived or failed on Horsham," Mr Gibbs said.

"If we failed, we were dead in the rest of Victoria. Our whole credibility was at stake."

"That's what we owe to Horsham. Not one other freight centre would have been started if we hadn't been able to point the finger and say: 'That's Horsham. That's what we have done.'"

Rail Ways

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FRONT COVER

Sydney's Opera House, the target of a special VicRail tour. The trip includes four nights' accommodation, an opera and drama or ballet, dinner on Saturday night, and breakfast on both Saturday and Sunday.

RAIL WAYS

Rail Ways is published by the VicRail Board each month at our North Melbourne Printing Works. A fee is paid for contributions, if published. Telephone number 61001 ext. 1367 (subscriptions), ext. 2397 (editorial).



Mr Gibbs



Mr Hodges



Mr McCallum

PIPELINE COMPANY GETS UNDERWAY

The first meeting of directors of VicRail Pipelines Pty. Ltd., was held in the railway's board room on Friday, August 12.

The directors of the new company are VicRail's Chairman, Mr A.G. Gibbs, General Manager, Mr Ian Hodges, and Deputy General Manager, Mr Lindsay McCallum.

Mr Gibbs has been appointed chairman of directors.

The company aims to build a pipeline on railway land and easements to carry refined fuels from Altona to Somerton and Tullamarine.

The pipeline has been estimated to cost \$8 million.

Initially it will carry jet fuel to Tullamarine airport. At a later stage it will feed a bulk petroleum products installation at Somerton.

The fuel can then be distributed throughout Victoria by rail.

This move will substantially reduce the number of road tankers now used to transport fuel on suburban and country roads.

It is a radical expansion of VicRail's transport system.

The pipeline, measuring 35 centimetres in diameter, will run the 33.8 kilometres underground from Altona to Somerton.

The objects of the new company are:

To construct, own and operate pipelines on railway and other land, and

To conduct business with companies constructing, owning, operating or using a pipeline.

The Enabling Bill was guided through Parliament by the then Minister of Transport, Mr Meagher, in 1975.

Offenders to pay \$1,909

Fifty charges of offences committed against the railways brought fines totalling \$1,635 in city magistrate's courts during one week in August.

As well, the courts awarded VicRail \$274.50 in costs.

In Melbourne court, fines of \$655 included \$160 to be paid by one offender on four charges of travelling without a ticket.

Other charges heard by Mr Hammond, SM, were for unauthorised entry, intoxication, giving an incorrect name, using expired or children's tickets, indecent language, and being found in the female's rest room.

At Chelsea court fines of \$295 were for travelling without a ticket, feet on seats and giving an incorrect name and address.

Mr Guy, SM, at Footscray imposed a total of \$260 in fines against offenders travelling without tickets or in a superior class carriage, refusing to give a name and address, and using indecent language.

Offenders facing Camberwell court will pay fines of \$210 for travelling without tickets, using a child's ticket and defacing a ticket.

Those brought before Brunswick court for using children's tickets, having their feet on carriage seats, crossing railway lines and using threatening words were fined at total of \$180.

Railways prosecutors withdrew a further 39 cases, and did not serve 24 others. One charge was dismissed by the court.

Wyn's a winner . . . but who's next ?

During 1976 four safety competitions were run by VicRail, and from the winners of those contests, Mr Wynham Carnie's entry was chosen as the best contribution towards accident reduction.

Wyn, manager of the Bendigo North Workshops, submitted posters on safety precautions to be taken during house repairs.

His prize — the annual prize awarded — was a week's holiday for two at Mt. Buffalo Chalet.

This year two campaigns and competitions have so far been held, with a third to be conducted in October.

The two departmental winners are Mr Rex Lear, signal assistant at Sale, and Mr Wally Moylan, car and wagon builder at Newport Workshops.

The third competition will be on the theme of injuries to arms, hands and fingers. The winner of this campaign, along with Mr Lear and Mr Moylan, will be eligible for the 1977 annual award.

This year the Mt. Buffalo prize has been extended to include all the winner's children, if any, under the age of 16.

Your family could be the one enjoying the snow next year. Get details of the October competition from the safety office on auto phone 1180.

SAFETY CAMPAIGN WINNERS



Mr W. Moylan (*left*), another safety contest winner this year, receives his award from Mr Hodges.



Mr Ian Hodges (*left*), VicRail General Manager, makes a presentation to Mr Rex Lear, safety competition winner.

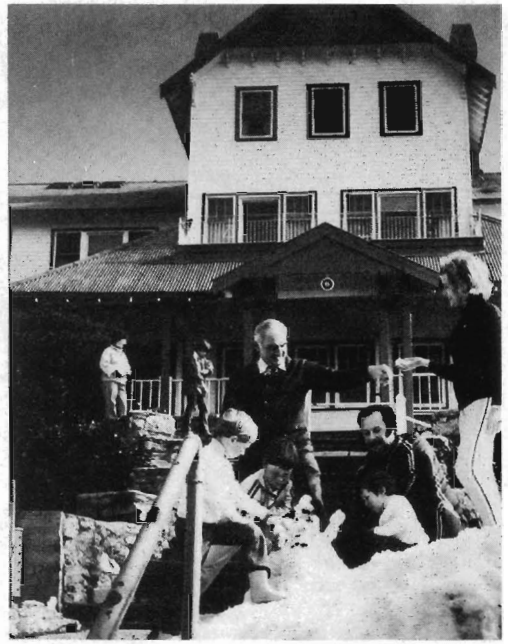
VicRail and the Board of Works co-operated in a safety seminar for 239 apprentices at the Board's theatre on August 24.

VicRail apprentices made up 204 of the total attendance. The seminar is believed to be one of the biggest ever held in Victoria.

It was officially opened by Mr Lindsay McCallum, deputy general manager of VicRail and chairman of the safety council.

Speakers were:

- Mr R. Jenkins (VR Education Centre), who spoke on VicRail structure and safety strategy.
- Mr J. Evans (Road Safety and Traffic Authority), defensive driving.
- Mr L. Mussell (Eye and Ear Hospital), eye safety.
- Dr T. B. Stephens (psychiatrist-superintendent, Pleasant View Assessment Centre), alcohol and drug dependence.
- Mr R. Mills, the role of the VicRail rehabilitation officer.
- Mr P. Curnow (Department of Labor and Industry), accident prevention in industry.



Mr. Wyn Carnie took his wife and three young children for a week's holiday at Mt. Buffalo chalet during August as his prize for winning last year's safety competition. He is pictured with his family, above left. *Above right:* The new manager of the chalet, Mr Kurt Meier, takes time out to admire the youngsters' snowman.

Buses replace motor rail at Wonthaggi . . .

Air-conditioned buses will be running between Inverloch, Wonthaggi and Dandenong within the next few weeks.

The buses will replace the ageing 1948 rail motor which has served between Nyora and Wonthaggi.

Inverloch residents, for the first time will be able to take a day return trip to Melbourne — at rail fare price.

The main passenger bus will be a 41-seater, with high-back, coach-style seats. A back-up vehicle will be on constant standby, and an additional bus will be brought into service on long weekends and holidays.

Commenting on the new service, the Minister of Transport, Mr Rafferty said the same concessions for students and pensioners would apply.

"It is rubbish to claim that the bus service will mean a drop in standards," he said.

"The facts are that the service will be the same as provided by the railways, and its continuity will

be assured because operators will come under railway contracts.

"No-one is going to lose in the switch-over," he added. Mr Rafferty said Inverloch had never had a public transport service.

"Many people, including pensioners and retired people, have to travel from their homes to catch the Wonthaggi train. They have asked for a service."

The Minister said the present rail motor is 25 years old, and continually in need of high cost maintenance and repair.

"I believe the majority of people in the area now support what is being done, and particularly when they realise that the alternative services will not in any way be inferior to what they already get from the railways," Mr Rafferty said.

FARE CUTS A SUCCESS

Train travel rise in N.S.W.

Few believed that it was other than a vote-catching tactic, and that the new Government would reap the whirlwind of increased deficits when next accounts were settled.

Inflation and inevitably rising costs would make the result a certainty, they said.

However, in the year in which the lower fares have applied, passenger journeys on public transport in N.S.W. have risen by a surprising 9.4 per cent.

This result not only vindicates the Wran Government's judgment, but points the moral that discounting travel can be as attractive as the discounting of television sets.

There are more people using public transport in Sydney than any other Australian capital, so the point is well taken. Naturally, trains move most of them — the bulk in the Sydney metropolitan area.

It continues to be a non-profitable operation. Passenger traffic, which accounts for about 50 per cent of kilometres run, returns only about 19 per cent of the total revenue.

Reasons are not hard to find.

Up to the present, trains have proved the speediest and most efficient means for the mass volume carriage of people on land. But the bulk of train travellers — those living in city areas — mostly use trains during the morning and evening peaks.

When the Wran Government was elected in New South Wales last year, it reduced fares on public transport by 20 per cent, in accordance with a pre-election promise.

In Sydney, for instance, at the heart of Australia's biggest railway system, about 1300 trains bring 500,000 people to and from work and school every working day in the peak hours.

Between times, the trains are largely redundant.

Providing the many services it does, the railways can only incur losses when charges have little real relation to operation costs — and with a population not large enough to ensure greater usage of those services.

Although the lowering of fares on public transport in N.S.W. is seen as the reason for improved traffic volume, there may well be other contributing reasons.

The use of the private motor vehicle, once greeted as a means of freeing commuters of the need to use public transport, in bringing more and more vehicles into already overcrowded streets, is making that mode of travel increasingly less attractive.

As well, lack of parking space and restrictive parking signs add to the motorists' problems.

However, in a world becoming more and more conscious of the need for conservation of energy resources, the small but definite trend in N.S.W. is encouraging.

— *Australian Transport*



K-153 Steams on . . .

Stationmaster Kevin Doyle and the magnificent K-153 had starring roles in centenary celebrations at Colac on July 30.

They played a major part in a re-enactment of the official opening of the Birregurra to Colac railway line on July 27, 1877.

The K-153 was spruced up for the occasion, and so was Kevin. He was resplendent in vintage stationmaster uniform, complete with handlebar moustache and fob-watch.

More than 500 people gave the old steam train a rousing welcome as she puffed to a stop at the Colac station platform.

Local historians, dressed in period costume, formed part of the welcoming group at the station.

The engine pulled a modern, air conditioned carriage, and a number of other carriages dating from 1907.

'Tiger' retires after 50 years



FAREWELL TO A MATE

North Melbourne Workshops, say the men, will never be the same now "Tiger" Sharp has retired

Allen Sharp earned his nickname as an apprentice fitter, when his boss noted he was "a real tiger" for work.

That was back in the late twenties, and Allen has been known as Tiger ever since. To mark his retirement after 50 years with the railways, the men at North Melbourne gave him a send-off few will forget.

Tiger was production assistant, calculating and placing orders for workshop and outstation needs, and liaising with the Stores Branch.

The appreciation of country station staff for Tiger's cheerful help over the years was shown in a testimonial, made up of donations from all parts of Victoria, from Orbost to Dimboola.

The gift, money to buy and install a car radio, was presented on their behalf by Mr John Kift, the workshop manager.

Other farewell gifts given during the testimonial included a transistor radio, a table lamp and a wallet filled with cash.

Workmates also carved and gold-lettered a wall plaque marking Tiger's long service with the railways. It now hangs proudly in the Sharp's Footscray home.

Individual speakers from the Stores Branch, unions and the shop committee related "Tiger" anecdotes during the farewell. One thing was abundantly clear — Tiger Sharp's good-natured banter and invaluable help will be missed at VicRail.

Tiger intends spending some time renovating his house, working in his garden, and watching the Bulldogs "come good" next year.

● Tiger Sharp . . . he'll spend some time in his garden.

BUS BEGINS VICRAIL RUN

VicRail's new bus service between Warrnambool, Koroit and Port Fairy, began operating on Monday, September 12.

The main bus is a new Bedford, which includes 39 seats and 360 cubic feet of storage space for luggage and parcels.

The Bedford is air-conditioned. A modern back-up bus will be available at all times on the run, and another will be provided to cope with extra holiday traffic during the height of summer.

The service will run from Warrnambool to Port Fairy and back from Monday to Saturday.

The route and timetable were drawn up after consultation between VicRail and representatives of the districts involved.

New works at Lalor

Passenger and office facilities at Lalor railway station are being improved, the Minister of Transport, Mr Rafferty, has announced.

New station offices, a large and modern sheltered waiting room and new toilet facilities are being built. Construction work began last month.

Mr Rafferty said the project is expected to be completed by March or April next year.

It is estimated to cost between \$70,000 and \$75,000.

Block trains, a money spinner too

The block train is the answer to a railway management's dream — it's an efficient means of moving large quantities of freight, as well as a constant revenue earner.

VicRail makes major use of these trains, and is constantly seeking more block freight business.

The best-known use of the block train — a set of wagons which is normally never broken for shunting, and which runs between set points for specific loadings — is for moving the Victorian grain harvest.

Last wheat season, for example, VicRail carried more than 1.7 million tonnes of wheat to terminals throughout the State — for an income of some \$15.2 million. During the off-season these trains return with bulk superphosphate.

The Transport Minister, Mr Rafferty, launched VicRail's latest block train operation on August 17.

Hailing it as a big step forward in rail freight handling, the Minister said it was also a fine example of co-operation between private enterprise and a public utility.

Three block trains of 13 wagons each will be used exclusively by Ford Australia Ltd. to move vehicle components from its Geelong plant to its assembly factory at Broadmeadows.

The three trains will be in constant use, one loading while the others deliver and return.

The trains use specially constructed 'High Cube' vans, three metres by three metres by 23 metres long, built in Victoria to a design created jointly by Ford and VicRail engineers.

These are the largest to be built in Victoria, and have more than treble the capacity of conventional wagons.

With a capacity of 162 cubic metres, use a low-level bogie to allow maximum use of the length of the wagon.

Wide sliding doors cover 6 metre doors to allow the operation of fork lift trucks in loading.

Apart from the "traditional" grain and coal movement, VicRail began exploring other uses for block trains about seven years ago.

This resulted in an oil tank train, which carries daily an average of nine tankers from Melbourne to Paisley, to Wodonga on the N.S.W. border.

Others now include:

A daily train carrying up to 1,000 tonnes of gravel between Apex Quarries Ltd. at Geelong and the firm's concrete mixing plant in the suburb of Westall.

Another daily operation bringing iron ore from Morwell to the SEC depot at Footscray.

Two block trains are still operating between Tocumwal and North Geelong, carrying the remainder of the wheat harvest.

The job is expected to be completed by late October when the silos will be cleaned and ready for the next crop.

A more recent development is the bulk movement of rice from Echuca to Portland, which began in July.



The largest wagons ever built in Victoria are being run in block trains for Ford Australia. Ford is keeping three trains of 13 wagons each in constant use.

all-steel vans
capacity for

to facilitate
and unloading.
superphosphate
for block
now carries
BP siding in

of crushed
Shore East and
Melbourne

cigarettes from

days a week
during the re-

the end of
next season's

train move-
began during



ABOVE: Inside a new Ford wagon are, from left: Mr A.G.Gibbs, VicRail Chairman; Mr S.F. Keane, Chief Mechanical Engineer; Mr Rafferty, Minister of Transport; and Sir Brian Inglis, Managing Director of Ford Australia.

BELOW: Giving an idea of the great size of the new high cube vans, this fork lift loads up at Broadmeadows. The 39 vans will carry vehicle parts previously carried in 160 conventional wagons.



NARROWING THINGS DOWN

The Geelong Steam Preservation Society hopes to take over, and alter, the Queenscliff line which closed in November last year.

Members want to convert the track to narrow (3 ft. 6 in.) gauge, and run steam trains between Queenscliff and Drysdale, a distance of 16 kilometres.

The society has applied for a \$2 for \$1 State Government grant to get the project off the ground.

To get the \$80,000 asked for, the society has to raise \$40,000 through appeals.

At a recent meeting, the Queenscliff Council agreed to pay the lease on the first section of the line, and contribute \$5,000 towards the project.

The society received \$5,600 from its "museum fund", and some of this money was spent on getting a Tasmanian Government Railway's locomotive (M6) for Queenscliff.

In addition, the Bellarine Jaycees have launched an appeal, selling "certificates" at \$1 for a foot of track on the line.

VicRail has allowed the society to occupy the Queenscliff railway station as a focal point and display centre for their appeal.

Society workers have already begun repainting the station building and tidying the surrounding area.

It is also proposed to establish a steam museum at Drysdale which would receive a great boost once the railway is re-opened.

The society now has five steam locomotives and a rail motor at the Common, as well as two other steam locomotives stored.

The Queenscliff-Drysdale steam locomotive journeys are expected to become as popular locally as Puffing Billy on the Belgrave-Emerald line, if the project succeeds.

Pictured with T251 are Joanne and Kelly Eastgate, of Torquay Road, Belmont.



Peninsula Plans Progressing

Plans are well in hand for the provision of better train services in the Mornington Peninsula area, the Minister of Transport, Mr Rafferty announced recently.

He said goods handling will be transferred to Baxter, and train stabling to Langwarrin. This will clear the site for the Frankston Transport Centre.

It is then intended to:

- Extend the passenger train electrification service to Langwarrin, requiring duplication of the line; provide a new station at Langwarrin, and a new intermediate station to replace the Leawarra station.
- Stable trains at Langwarrin to replace stabling at Seaford, Carrum and Aspendale as well as Frankston.

Commuter car parks and other interchange facilities will be included in the stations at Langwarrin and Leawarra.

Mr Rafferty said detailed planning for these works is now well advanced, and it is expected that freight handling will be transferred to Baxter early next year.

The present goods yard at Frankston will then be converted into a temporary extension of the car park.

These works, which will be completed within the next two years, will provide improved facilities for rail travellers in advance of the opening of the Frankston Transport Centre.

Railway romance is Patsy's latest

Patsy Adam-Smith, one of Australia's best-known authors, has written another book on railways, but this time it is about our own state — Victoria

Patsy was commissioned by Adelaide publishers, Rigby Ltd., to write a book on the railways she loved the best. So she did just that.

The book, entitled *Romance of Victorian Railways*, is a social history of the men and their families in the State. It is expected to be released in June next year.

It will be her eighth book on railways, and if it is as good as *Hear the Train Blow*, or *Folk-law of Australian Railwaymen*, it is bound to be a best seller.

Patsy comes from a railway family; her mother was a caretaker station-master and her father was a fettleer on lengths as far apart as Nowingi and Briagolong.

Patsy is also turning her writing hand to other things, and soon she will start work on a series of short stories.

She says she has wanted to write fiction for a long time, but felt driven to write about Australian history, the early traditions and way of life, "putting flesh on the bones of history as it were," before they were lost forever.

"There was no other professional Australian writer who felt the way I did about recording the early working man and his wife.

"For too long history has been about the events and the leaders, never the people who went to make it up," she said.

Now she feels it is time to write fiction. "There is so much you can tell about a character . . . in fiction you can clothe a man sitting at a restaurant, with the background of his life.

"In non fiction one is limited to the facts, there is no room for assumptions and filling in gaps."



Patsy has earned herself quite a reputation for getting the record straight and not allowing personal impressions to get in the way of fact.

She places emphasis on research, and travels around Australia talking to people, finding stories and people's impressions of the time. In her travels she has found the people of Victoria are the friendliest — and the best story tellers.

Patsy works full time as a field manuscript writer for the State Library, encouraging people to give old diaries, letters and documents to the library for learning.

She recently returned from a cultural exchange visit to the U.S.S.R. It was the first such

government to government exchange made by an Australian writer.

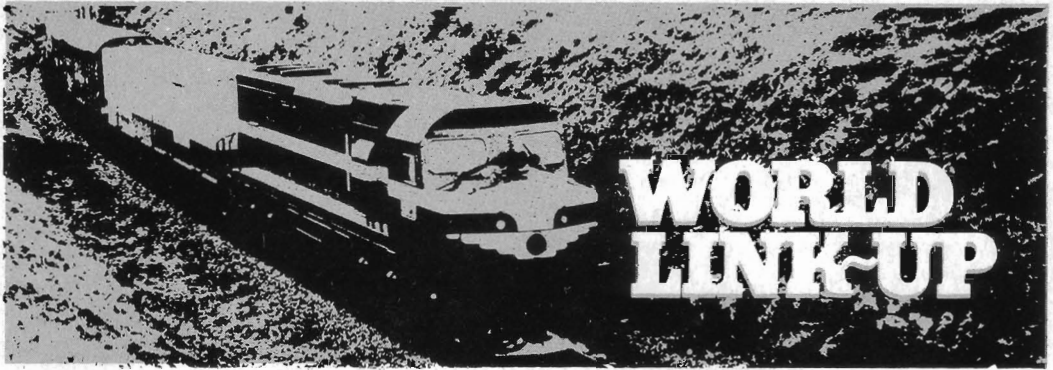
While she was there she travelled on the famous Red Arrow from Moscow to Leningrad, but was unimpressed.

"I still say Australia has the best railway system in the world," she said. And she should know. She has travelled more than 20,000 miles by train all over Australia.

The Red Arrow is as celebrated as the Southern Aurora, but it does not have any of the conveniences of a club car or a dining car. There is no service, the beds are uncomfortable and so is the ride," she said.

Patsy enjoys travelling on Australian trains because she says it is the only form of transport where you can meet and talk to a lot of people.

Patsy loves to talk, and she is always looking for stories about early Australia. If you have any, she would like to hear from you. She guarantees not to reveal the source.



Indian trains on the metre-gauge will at last be able to exceed the 75 kmh (47 mph) speed limit barrier. The introduction of the Pink City Express between Delhi and Jaipur allows speeds up to 100 kmh (60 mph). The metre-gauge accounts for 42 per cent of the total route kilometres in India.



The Amsterdam metro has taken delivery of 33 two-car stainless steel trainsets. Each two-car set forms an independent electrical unit and up to four sets can run in multiple. Seats for 98 for each set are arranged two-and-two either side of a wide central gangway, and there is standing room for 202.



Europe's train networks progressed a step further at the end of May with the inauguration of the Essen-Mulheim section of Germany's Rhein-Ruhr Stadtbahn. The line, over 7.8 kilometres, has been billed as a U-Stadtbahn.



Vienna's airport line to Schwechat is part of Austrian Federal Railway's efforts to expand S-Bahn services around the city. Most of the 22 kilometre route is over existing single-track, but this is being doubled, and there is substantial new construction in the airport area itself.



A commission of inquiry began investigating the British Columbia Railway in March in an attempt to find out just what has gone wrong with the system. Back in 1952 the railway, then known as the Pacific Great Eastern, had a staff of 577 on 690 route-kilometres. By 1975 the staff numbers had risen to 3,051, and the route in operation or under construction had mushroomed to 2,500 kilometres. Now the railway is in financial trouble, and involved in legal wrangles with the contractors building extensions to the system.



Indian Rail is to replace its 'Travel As You Like' tickets by an Indrail Pass, a pass similar to those available in Europe and the United States. They are to be valid for six periods from seven to 90 days, and will only be obtainable abroad.



Amtrak has taken delivery of the first of 284 bi-level carriages being built by Pullman-Standard. The cars, on trial at present, will be used on long distance services.

CARTER IGNORES SPARKS

Amtrak is about to string 250 kilometres of 25kV catenary between New Haven and Boston, but it is the conversion of 50,000 kilometres carrying about half of all freight traffic in the USA and Canada which is the objective of electrification.

And the oil price rise, far from boosting prospects for widespread electrification, actually worked the other way by worsening the rate of return on rail investment.

President Carter's April 20 statement on energy policy was immediately and justly criticised as urging conservation and a switch from oil to coal without even mentioning railways, let alone electrification.

The most likely explanation is that neither the biggest motive power supplier (General Motors), nor railway managements are in favor.

The former is tooled for diesels, while the latter prefer genteel poverty in private ownership to the deep government involvement (possibly ending in nationalisation) which widespread electrification implies.

One important reason why electrification has so far been rejected is that it demands maximum concentration of traffic on a few routes, as well as the certainty of intensive use over several decades.

Neither is possible when efficiency is perceived as depending on competition between parallel routes; what happens if the line electrified with government money turns out to have worse management than its competitors?

To see what this mental block costs the US in terms of energy and oil use, consider the Soviet Union, where a railway network less than half the size carries a volume of freight 2½ times greater, and road freight plays a major role.

Moreover Soviet Railways already hauls on the 40,000 kilometres of electrified route about 30 per cent more tonne kilometres than are handled by all US railways put together.

Forgetting politics, can there really be any doubt as to which country has the most efficient means of moving its freight in terms of energy resources?

— *Railway Gazette International*

Two faces of first aid

Hundreds of VicRail employes are highly qualified to help victims of all sorts of accidents. Here are just two — Betty Reidy and Jim Grove — who have learnt first aid through the railways.



The first aid room at Flinders Street Station has turned into a free counselling centre for the thousand or so people who pass through each year.

First aid attendant, Betty Reidy, says that many of the people who come to the first aid room just want someone to talk to or relax with after a busy day shopping.

The first aid centre offers help to people with minor injuries, and where necessary arranges for taxis or transport to hospitals.

More than 30 people are helped every week, and half of those are members of the public. The remainder are railway staff.

Betty, 55, has worked as a first aid attendant for eight years and has a gold medal in first aid. Before that she was a ticket checker on different stations around Melbourne.

Betty got involved in first aid because she "wanted to help people. Everyone should know at least a bit about first aid, because it could save a life," she said.

The first aid room is open every day of the week, and is manned 17 hours a day by three women.



Jim Grove, in his 48 years with VicRail, has created a record first-aiders will find extremely hard to beat.

He has completed 43 first aid exams — more than any other employe at any time in Victorian railway history.

He retires at the age of 65 this month.

Jim began work as a lad laborer (a trainee) at the Newport Workshops when he was 17, and soon after transferred to the Ballarat East Loco Depot. Four years later he moved to the Ballarat North Workshops as a running gear-repairman.

At this time too, he entered his initial first aid exam. He enjoyed it so much he came back for more. Year after year.

Said Jim at his 43rd exam last month: "The training is hard work, yes, but the tests are always interesting.

"I always look forward to them, just to see what 'accident' or 'illness' we will have to deal with. It's never the same thing."

Over the years Jim has competed in the State team finals of the first aid competition "about 15 or 20 times." He has lost count.

He has also competed nationally three times, with the team winning a third place on one occasion.

Jim, now he has retired, will be able to spend a little more time with his three grandsons . . . but he agrees, he will miss his annual exams.

10TH FREIGHT CENTRE OPENS

VicRail's newest freight centre opened at Bairnsdale, in East Gippsland, late last month.

District trucking firms will pick up and deliver goods from the centre to the customer, and from customer to the centre.

The service will be at rail rates. The freight centre follows the initial centre at Horsham and others at Hamilton, Ararat, Portland, Camperdown, Colac, Nhill, Warrnambool and Warracknabeal.

Goods for the new centres will be sent from Melbourne by fast, overnight freight trains.

The road contractors will then deliver to the customer's door at the all-inclusive rail freight price.

Announcing the opening of the centre, VicRail General Manager, Mr. Ian Hodges, said: "We believe existing and potential customers will now have a reliable delivery service for an all-inclusive rate, and will find it a very attractive package."

The VicRail freight centre project team also visited Heathcote, Sale, Nagambie, Bright, Wangaratta and Myrtleford during August, to hold talks on the towns' needs for the new service.

Retirements . . .

ROLLING STOCK

MORGAN, C. G., Echuca, 21/4/77
MORRIS, L. G., E. R. Depot, 5/5/77
NYE, K. A., Newport, 13/5/77
PADOVAN, M., Newport, 9/8/77
ROBINSON, A. W., Newport, 7/6/77
ROSANO, F. A., Shelter Shed, 25/8/77
SELMAN, D. A., Newport, 11/8/77
TOMCZAK, K., Newport, 7/8/77
TSABASIDIS, G., Newport, 21/4/77
WEBSTER, F. H., E. R. Depot, 17/6/77
WRIGHT, V. B., Ballarat North, 15/6/77
ANASTASSIOU, D. A., Jolimont, 12/7/77
ARNOLD, A. W., North Melbourne, 7/7/77
ASMUS, I. V., Newport, 1/7/77
BARLING, R. E., North Melbourne, 8/7/77
BELL, J. H., Newport, 29/7/77
CAMPBELL, E., North Melbourne, 22/6/77
CLEE, J. W., Bendigo North, 3/7/77
DIB, N. I., Newport, 9/6/77
DOLENTE, P., Newport, 22/9/77
DYSON, C. W., Newport, 26/6/77
EDEMA, L. A., Jolimont, 6/9/77
FARNEL, R. N., Bendigo North, 25/5/77
FESCZUK, A., Newport, 25/9/77
GRIMSHAW, J. C., South Dynon, 12/7/77
GROVE, E. J., Ballarat North, 12/9/77
GUNN, D. G., Newport, 18/9/77
HADJIRNDREOU, N., North Melb. 24/6/77
HILL, F. K., Bendigo, 22/6/77
JOHNS, A. G., Head Office, 8/7/77
KELSO, D. W. L., E. R. Depot, 17/6/77
KENNAUGH, J. L., North Melb. 22/7/77
KNIGHT, W. C., Newport, 12/9/77
LOBELLO, G., Newport, 28/9/77
MORRIS, H. J., Ballarat North, 15/9/77
NASH, C. G., Newport, 8/7/77
PHILLIPS, H. C. C., Newport, 8/7/77
PLEVER, J. N., Newport, 25/9/77
POLLOCK, D. J., Ballarat North, 9/7/77
ROBERTSON, J. T., Newport, 22/9/77
RUSSELL, J. J., Newport, 1/6/77
RYAN, F. M., Newport, 1/7/77
SCOUFIS, G., North Melb. 24/9/77
SLEE, W. D., Newport, 16/9/77
SUSSICH, S., Newport, 5/9/77
THOMSON, F. A., Head Office, 30/6/77
WEBBER, L. C., Newport, 8/7/77
BIRD, L. R., Ballarat North, 21/6/77
BISHOP, H. A., North Melbourne, 5/8/77
DUNBAR, G. I., Ballarat North, 24/6/77

EDWARDS, C. E., Ararat, 17/8/77
GERACE, B., Newport, 21/7/77
GUSTINI, Newport, 10/10/77
HAYES, T. C., Ballarat North, 26/8/77
HAYES, W. T., Ballarat North, 4/7/77
IMPERATRICE, B., Motor Garage, 29/10/77
KELLY, M. A. W., Bendigo North, 9/6/77
KOUVARAS, N., Shelter Shed, 15/7/77
LENO, A., Newport, 29/7/77
LOBB, L. J., Bendigo North, 29/6/77
LAWRENCE, J. P., Head Office, 30/7/77
LIALI, S., Newport, 14/10/77
MILLER, R. B., Newport, 18/7/77
PARK, S. T., E. R. Depot, 20/7/77
ROCCASALVO, S., Newport, 18/10/77
SMEDES, A., Newport, 23/10/77
THOMAS, H. M., Ballarat North, 25/7/77
TURNER, E. W., Newport, 21/7/77
TWOSE, G. H., Camperdown, 21/7/77
WELIS, A. S., Ballarat North, 12/8/77
WERNER, J. M., Head Office, 16/7/77

ELECTRICAL ENGINEERING

CAVANAGH, J. R., Overhead Division, 26/5/77
DANN, F. S., Testing Division, 20/5/77
GUNSTON, E. C., Lighting and Power Div., 27/5/77
WASKOWIAK, A., Lighting and Power Div., 27/5/77
KIROV, P., Overhead Division, 25/6/77
McASKILL, W. A., Lighting & Power Div., 8/7/77
McMAHON, P. J., Lighting & Power Div., 23/6/77

FREIGHT

BULLED, R. V. W., Kerang Freight Depot, 22/6/77
CHARALAMBOUS, D., Melb. Freight Term., 17/6/77
COOPER, C., Melb. Freight Term., 11/6/77
FALLS, C. A., Melb. Freight Term., 10/6/77
SHANAHAN, M. D., Wodonga Freight Depot, 29/6/77
SHUTTLEWORTH, C. V., Stawell Freight Dept., 2/5/77
GARDNER, A., Dynon Freight Term., 15/7/77
GREIG, J. S., Dynon Freight Term., 8/7/77
MANNIX, C. J., Melb. Freight Term., 14/6/77
McGORLICK, R. A., Melb. Freight Term., 17/6/77
TIGLIAS, E., Geel. Freight Depot, 8/7/77
UMBERS, D. A., Geel. Freight Depot, 22/4/77
ALLEN, J. J., Dynon Freight Term., 1/8/77
BRAIN, C., Geel. Freight Depot, 29/7/77
LATTA, W. F., Melb. Freight Term., 8/8/77
McCLEISH, J. C., Melb. Freight Term., 30/6/77
PREECE, G. C., Melb. Freight Term., 15/6/77
TIERNEY, F. M., Melb. Freight Term., 5/7/77
TIPPETT, H. C., Ballarat Freight Depot, 15/7/77
BAUM, G. T., Bendigo Freight Depot, 13/7/77
CLARK, H. A., Melb. Freight Term., 7/9/77
MARTIN, L. G., Hamilton Freight Centre, 30/8/77

BACKTRACKING

Backtracking, to be a regular feature in Rail Ways, looks at stories that made news in the VRI Review and Newsletter earlier this century.

60 years ago

During a late raid in England, a Zeppelin demolished in the night a house that stood near a railway line. An old lady who lived alone in the adjoining house had a crowd of excited visitors in the early hours of the morning. "How did you get on?" someone asked. "All right," was all she replied. "But look what they've done next door. Didn't it terrify you?" "Well, really," she said, "I didn't bother about it — I only thought they were shunting."

★

There is yet room for more pupils in this (boxing) class, as well as in the wrestling class, and those members who would like to excel in either or both of these fine athletic exercises are cordially invited to come to the gymnasium. The New South Wales and Queensland teams are to visit us in the course of a few more weeks, in order to try conclusions with Victorian Railways Institute athletes. We want to hold our own, and more; and it is for our boxing and wrestling boys to save the situation. See that you are fit and ready. Lads, we look to you.

40 years ago

Because of the increased operating expenses in recent years, the commissioners have been obliged to raise the prices in the metropolitan railway refreshment rooms. The new tariff, which came into operation on August 23, is more in line with the rates prevailing in city cafes. Light refreshments now cost 8d instead of 6d; entrees, joints, fish and poultry have been advanced by 3d. A departure is the introduction of the unit pricing system. Under this arrangement patrons pay only for what they eat. Previously an entree, with or without bread and butter, and tea, coffee or milk, cost 1/-. Now the various items are priced separately: entree 7d; bread 2d; butter 2d; tea or coffee 4d; milk 3d.

★

When the new all-steel, semi-streamlined and completely air-conditioned train enters service on the Melbourne—Albury section of the Melbourne—Sydney route, it will be hauled by locomotives named after men associated with the early history of Victoria.

20 years ago

On August 19, S 300, Matthew Flinders, again hauled *Spirit of Progress* into Spencer Street. It was not the old familiar Pacific-type steam locomotive, but the first of the new, 1,800 h.p. diesel-electric locomotives, of which 10 were ordered. The numbers and names of the other three steam locomotives will be taken by the next of the new diesel-electric locomotive. They are: S 301, Sir Thomas Mitchell; S 302, Edward Henty; and S 303, C.J. Latrobe. Names for the remaining six new locomotives were chosen after consultation with Professor J.A. La Nauze of the University of Melbourne. They are: S 304, George Bass; S 305, Hamilton Hume; S 306, John Batman; S 307, John Pascoe Fawkner; S 308, Sir Redmond Barry; and S 309, William Lonsdale. Each of these men was a prominent figure in Victorian history. The choice of names was very apt, because the new locomotives — with 300 h.p. more than B class — will figure prominently in the current history of the Victorian Railways.

Mr. Gibbs heads ARRDO

Commonwealth and State Ministers for transport at a recent meeting in Perth decided to take a new initiative in the field of rail transport.

They endorsed establishment of a new body to be known as the Australian Railway Research and Development Organization (ARRDO).

The Ministers recognized the need to improve the overall efficiency of Australia's railway systems and to reduce the impact of railway deficits on Government budgets.

They decided that ARRDO should be incorporated as a company in Victoria and located in Melbourne. It will be controlled by a governing board comprised of the chief or chairman of commissioners of each Government railway and the Secretary of the Commonwealth Department of Transport.

VicRail Chairman (Mr A.G. Gibbs), has been appointed the first chairman of ARRDO and Mr R. McCormack, formerly secretary of the Commonwealth Bureau of Roads, has been appointed administrative secretary of the organisation.

The first meeting of the board of ARRDO was held at VicRail headquarters on August 11.

British plan to cut funds

The British government has voiced a plan to phase out subsidies to the railways, which would save the treasury £389 million annually.

Transport Minister, Mr Bill Rogers says the rail and underground services should be able to pay for themselves by 1981.

However, the proposal has been severely criticised in a report from the Standing Conference on London and South East Regional Planning.

The report says reduced subsidies would mean increased fares, worsening traffic jams as people went back to their cars, and further unemployment as workers avoided jobs in the city.

As well, fares on most season tickets had already quadrupled since 1961, and passenger numbers had dropped by 20 per cent.

Any further fare rises could have a serious effect on the economy of Central London at a time when it was already experiencing an employment decline, the report said.

SPD Transport and VicRail move 1.3 million Rosellas overnight to Adelaide.



**That's a train load of 14 40-tonne wagons
for Associated Co-operative Wholesalers.**

The Rosellas of course are on the labels of canned soups, canned meals, bottles of tomato sauce and instant package dinners made by this famous brand manufacturer.

It is the final consignment, completing an order for 3.3 million units of Rosella products (worth more than a million dollars) ordered by Associated Co-operative Wholesalers. That is

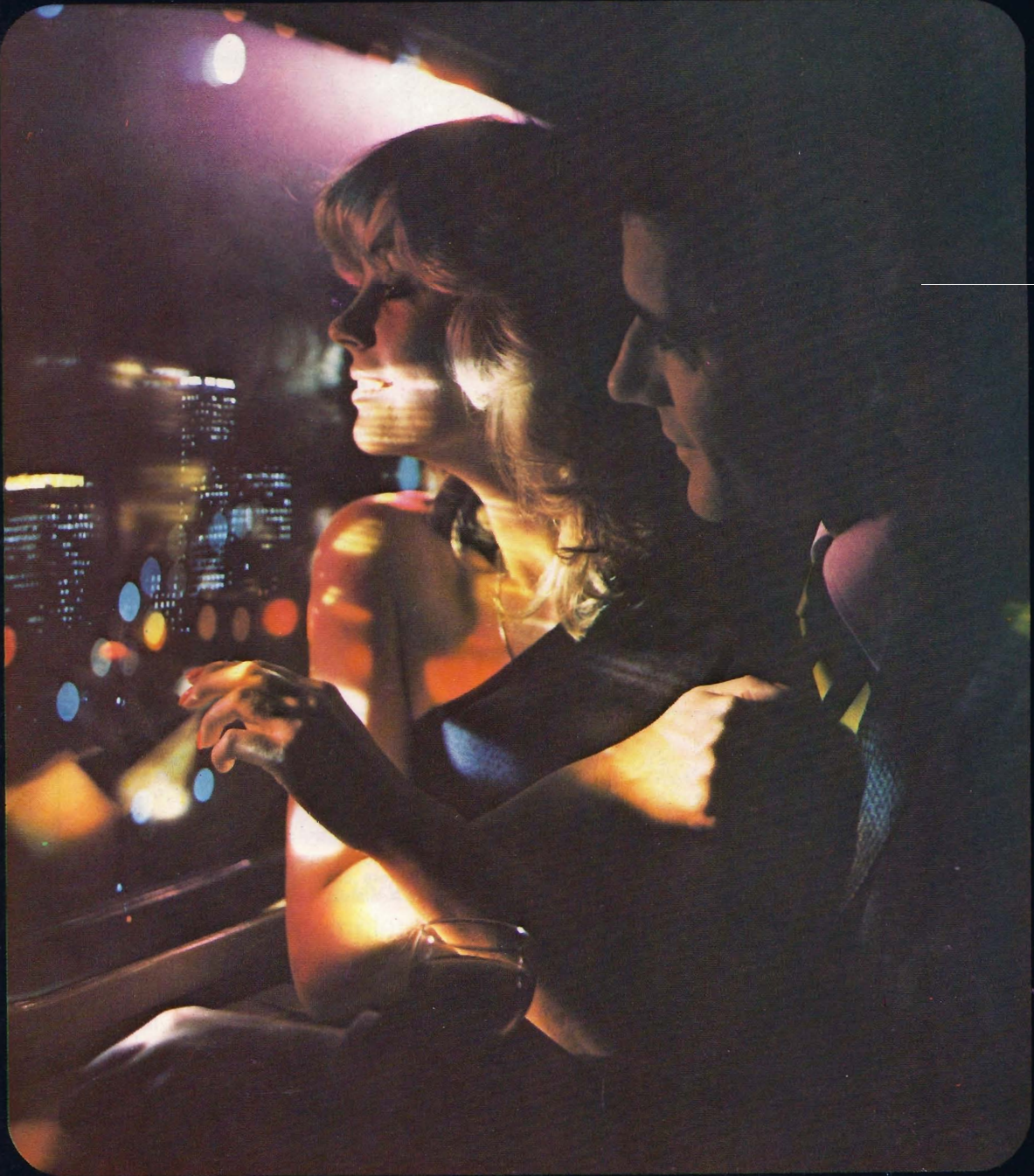
enough stock to put eight Rosella products into every South Australian home.

When grocery giants like Associated want to buy in a big way to give South Australian housewives the keenest priced specials, the stock is delivered by a transport operation geared to move mountains of merchandise:

 **VicRail & SPD Transport.**



Rail 10 CENTS
Ways
OCTOBER 1977



Book to mark 25th diesel year



The Australian Railway Historical Society will celebrate 25 years of Victorian mainline diesel traction with the publication of *VR Diesel Pictorial* this month.

It will be Australia's first definitive diesel pictorial, and the society is giving Rail Ways readers a special "early-bird" offer.

The 56-page book is expected to be published by the end of October, and will retail for \$3.50 (\$4.50 posted). However, our readers can secure a copy for \$2.95, which includes posting and packaging within Australia.

Orders must be submitted to reach the ARHS Sales Department, Box 4016, Mail Exchange, Melbourne 3001, by December 16.

VR Diesel Pictorial is based on the photo collection of John Dare and 20 other rail photographers. It features 114 different diesels, 18 steam locos and a total of more than 200 locomotives in action.

The book is divided into 14 sections to illustrate the development of VR diesel power. They are: Delivery runs, named trains, multiple units, standard gauge, branchlines, mainlines, accidents, shunters and pilots, unusual workings, at the loco, at the workshops, electric locomotives, private locomotives in Victoria, and 25 years of evolution.



IN THIS ISSUE

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FRONT COVER

Quite beautiful isn't it? But where do you suppose the photograph was taken . . . in the Southern Aurora coming into Melbourne? The Overland at Adelaide? Or? Turn to page 159 for the answer.

RAIL WAYS

Rail Ways is published by the VicRail Board each month at our North Melbourne Printing Works. A fee is paid for contributions, if published. Telephone number 61001 ext. 1367 (subscriptions), ext. 2397 (editorial).

Mr Gibbs sets the record straight - Age was wrong

Editorial comment in *The Age* following the announcement of the State Budget on September 8 stated that the railways' deficit for the year was the largest on record in Australia.

Mr Gibbs replied:

I cannot allow your exaggerated commentary on the VicRail deficit of \$141.7 m to go unchallenged.

In reporting on the Premier's Budget speech you stated - "This was the biggest

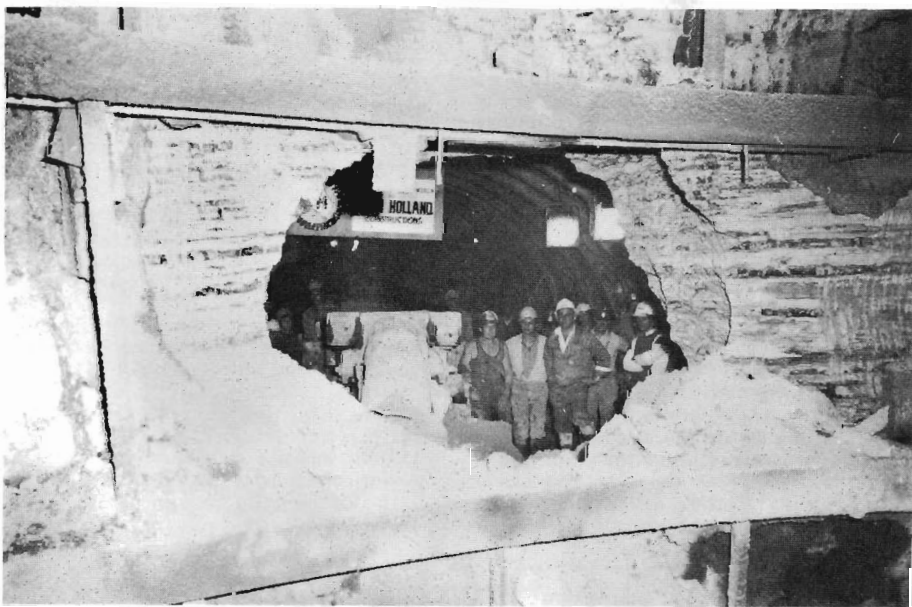
known operating loss for any Government or privately-owned venture in Australia."

I would draw your attention to the following extracts from a report in The Sydney Morning Herald of July 5 this year on a statement made by the New South Wales Treasurer:

"The New South Wales Budget for the past financial year is expected to show a . . . record \$335m loss by the Public Transport Commission."

Both N.S.W. and Victorian Governments recognise the deficit as "revenue supplement", which is consistent with most major transport systems around the world.

Loop Breakthrough!



The underground loop project should be completed in 1982, the Minister of Transport, Mr Rafferty said last month.

The underground railway will mean a dramatic improvement in suburban rail services as well as in city travel, he said.

The first trains should be using the Museum Station by the end of 1979.

Mr Rafferty was at Flagstaff Station to see the tunnel breakthrough linking the Jolimont Yards to the railway yards at Spencer Street.

This tunnel passes through Parliament, Museum and Flagstaff Stations, a distance of 2,500 metres.

Mr Rafferty said Museum Station would be the first fully operational station in the project.

"With the major shopping development in the area, it will not only revitalise this part of the city, but will add a new dimension to the entire central business district," he added.

Thanks staff — take a bow

Three letters of thanks for the service provided by VicRail and its employes have been received at Rail Ways this month.

From Mr Mark Learmouth, of Mt. Waverley:

This is just a short note to record my gratitude for your help on the strike-troubled day of August 12.

The early deterioration of services caused a very long delay outside Flinders Street to our suburban train, and you overcame this by holding *The Gippslander* at Dandenong and sending my 14 Koornung High School students and ourselves on the Leongatha rail car to meet it. We thus avoided a nine-hour wait for the next train that evening.

My students were also thankful, because the work they did near Sale counted for some 25 per cent of their assessment for the Higher School Certificate in environmental science.

I also appreciate the generally polite assistance we receive from station staff on the many excursions I have run using VicRail country services. Thank you.

From Mrs Doreen Elliot:

At my husband's request I am sending a letter to you that you may note our sincere appreciation of the railway staff's prompt action in sending for the "coronary" ambulance unit, as it was this that saved his life.

I would be grateful if the letter could be read by the staff on duty at *The Overland* platform on that evening. Not only did they perform their duties well, but also in a very gracious manner. I will be grateful to them forever.

My husband had driven me in, to travel on *The Overland*. He got out of the car and had the heart attack. Fortunately we were early, and I was able to attract the attention of a conductor. The railway men gave me assurance in every way.

My husband came home yesterday. It was touch and go for some hours after the attack.

I was among the first batch of female employes to be made permanent in the Victorian Railways — somewhere about 1929–30. My father worked in head office, and my brother was an engineer at Viewpoint Tower Station. My husband was also an

engineer at tower station, having served his apprenticeship in the railways.

From Mr. J. Otte, of Wonthaggi:

I am writing on behalf of myself and the members of the Wonthaggi Elderly Citizens' Club who went to Mildura on August 11.

We had a marvellous trip and a very pleasant stay in Mildura. VicRail let us stay on the rail motor at Flinders Street, and we went with it to Spencer Street.

On our return we stayed at No.9 platform until the rail motor came through on its way to Flinders Street . . . this was a great boon, as some of us are not the best on the legs.

There were not too many under 75 in the group — our oldest was 87.

We were given all assistance possible at Wonthaggi, Mildura and by staff in transit. I fully expect others of our members to make the trip next year.

From Mrs Sylvia Bieg, Vermont South:

I have just returned from the most delightful weekend tour of Shepparton. My mother and I booked for the tour not knowing what to expect, but everything was just perfect.

The train journey and the service by the hostess were very good, and we enjoyed the packaged meal, which was a complete surprise. We had expected sandwiches, and when we opened the box and found the delightful salads we thought — if all this is the start of the tour, what is the rest going to be like . . .

We soon found out. When we arrive at Shepparton, there to meet us were the two most delightful people, our host and hostess, Dennis and Lorraine.

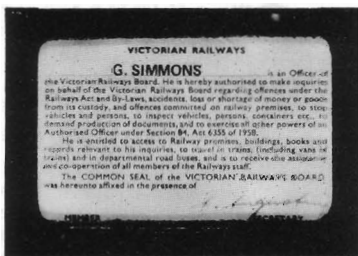
I can assure you that these two incredible people made our trip. There was nothing they did not do. They were helpful, and went out of their way to show us everything possible.

They are very courteous and friendly, which is why, I am sure, I am writing this letter — to let you know you could not have a better host and hostess.

This is not the first time I have been on a tour, but it is the first time I have written to a company to praise the trip and the service. I am a believer in paying compliments where they are due.

I will certainly recommend VicRail Tours to anyone.

OFFICERS GET NEW I.D.



A new type of identification wallet has been issued to railway investigation officers and by-laws inspectors of the investigation division.

The wallet contains a warrant card, badge of office and a photograph of the officer.



Meet the new man at the top

There is a new face in top management at VicRail headquarters — and a reshuffle of jobs to accompany the change.

The "new" man is Mr Alf Nicholson, who has been promoted from chief freight manager to assistant general manager (operations).

The reorganisation was carried out on October 3 to relieve the workload of The Chairman, and the General Manager.

Deputy General Manager, Mr Lindsay McCallum, will now double as AGM (technical). He previously held the AGM (operations) position, while Mr Hodges carried out the work of an AGM (technical). The move will also enable Mr McCallum to devote more time to special projects.

Mr Norm Rashleigh will continue as AGM (finance).

Mr Nicholson, while a new face on the general management staff, is in no way new at VicRail.

He joined the department as a laborer at North Melbourne workshops in 1933, and began an apprenticeship as a fitter and turner in 1937.

He completed an engineering course at Footscray Technical College, and in 1949 joined the plant engineer's staff.



MR NICHOLSON

After five years with the Secretary's Branch, he transferred back to the Rolling Stock Branch in 1965 as workshops superintendent. Mr Nicholson was promoted to assistant chief mechanical engineer two years later.

He remained in that position until becoming chief freight manager in July last year.

Mr Nicholson has studied railways in Great Britain, Europe, North America and Japan. He and his wife have two daughters.

Mr Laurie Krausgrill, formerly Mr Nicholson's deputy, will now take his place as head of the freight branch.

He began his working life with the SEC as an apprentice electrical fitter at Ballarat in 1941, and

six years later became a technical assistant with the department's Electrical Engineering Branch.

He rose to the position of distribution engineer before being transferred to head office as a special officer in 1975. He worked under Mr Hodges and with the consultants who recommended the establishment of the Freight Branch last year.

With the setting up of the new branch, Mr Krausgrill was appointed deputy chief freight manager.



MR KRAUSGRILL

In his spare time he devotes himself to amateur radio, and is attending night classes at Box Hill Technical School to qualify for an operator's licence.

Mr Krausgrill and his wife, Ruth, have five daughters.

SURVEY ON TRAVEL

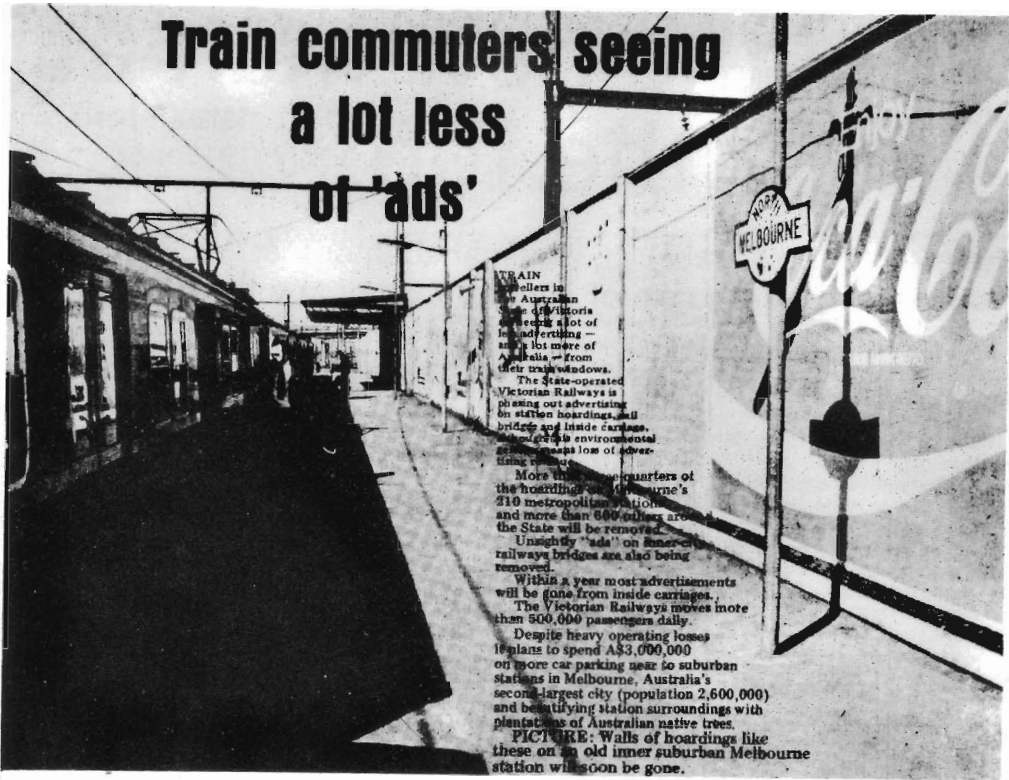
A survey to assess the travelling habits of Melbourne households began in 56 municipalities last month.

About 270 homes in each area will be canvassed, the Minister of Transport, Mr Rafferty, said.

"The survey will be a basis for future transport planning," he added. Householders will be asked to complete a form listing the travel movements of each family member on a particular day.

"The information sought will include questions on the use of private cars, public transport and taxis, and on reasons for choosing those forms of travel," Mr Rafferty said.

Interviewers will carry identity cards and a letter from the Director of Transport, Mr Meech, explaining the reasons for the survey.



Train commuters seeing a lot less of 'ads'

TRAIN commuters in the Australian State of Victoria are seeing a lot of interesting — and a lot more of Australia — from their train windows.

The State-operated Victorian Railways is phasing out advertising on station hoardings, rail bridges and inside carriages, to save environmental space and means loss of advertising revenue.

More than 100 quarters of the hoardings at Melbourne's 310 metropolitan station and more than 600 others around the State will be removed.

Unightly "ads" on passenger railway bridges are also being removed.

Within a year most advertisements will be gone from inside carriages.

The Victorian Railways moves more than 500,000 passengers daily.

Despite heavy operating losses it plans to spend A\$3,000,000 on more car parking near to suburban stations in Melbourne, Australia's second-largest city (population 2,600,000) and beautifying station surroundings with plantings of Australian native trees.

PICTURE: Walls of hoardings like these on an old inner suburban Melbourne station will soon be gone.

We make Malaysian headlines

VicRail's phasing out of advertising on station hoardings, bridges and inside carriages has made the news in Malaysia.

One of the country's leading newspapers, *The National Echo*, featured this half-page story of the VicRail move recently.

The paper noted that the gesture by the railways is for environmental improvement, even though it will mean a loss of revenue from advertisements.

The *Echo* added that VicRail moves more than 500,000 passengers daily, and management plans include the beautification of station surroundings.

The picture used to illustrate the story was taken at North Melbourne.

MR FELL RETIRES

Mr Allen J. Fell, Comptroller of Stores, retired on October 7 after completing 42 years' service with VicRail.

Mr. Fell started in the Accountancy Branch as a junior clerk of 17 in 1935.

After working for a short period in the Accountancy Branch and Secretary's Branch, he was transferred to the Stores Branch in September, 1936, and became comptroller in October, 1972.

Mr Fell was responsible for the major contracts let by VicRail for the purchase of capital items and equipment totalling about \$70 million a year.

He has also been president of the Victorian Railways Institute for the past three years.

Mr Fell said he would pursue his favorite hobby, collecting and cutting gem stones during his retirement.

Plans underway for Box Hill complex

Plans are underway to build a multi million dollar shopping and transport complex at Box Hill.

The 1½ hectares of land will extend south of the new railway station, with all transport facilities, including a car park, taxi rank and bus service in the one area.

Commercial development will extend from the existing business area, from Main Street to Carrington Road. Main St. will be converted into a shopping mall.

Mr Rafferty said the centre has been planned by the Ministry of Transport to improve transport facilities with substantial commercial development.

Top safety award to Vicrail



The safety of children was the subject, so it was natural that children should be special guests at a ceremony at Princes Gate last month.

On that day the National Safety Council presented VicRail with an award certificate marking the "significant contribution" the railways have made towards child safety.



The presentation was made on the first anniversary of *Operation Kid*, the safety promotion programme initiated by the Investigation Branch.

A year ago the branch began substituting lectures, rather than prosecution through the Children's Court, for youngsters caught committing offences on railway property.

Recently the lecture programme, which is attended by the child with his or her parents, has been taken over by Miss Laura Brearley, from the Education Branch.

Top: Mr Gibbs cuts the birthday cake which was later distributed among the children at the presentation. *Below:* Mr Lindsay McCallum, Deputy General Manager, surrounded by youngsters in VicRail caps, shows off the certificate.

The award presentation was made by the President of the Council Cr. Max Eise, to VicRail Chairman, Mr A. G. Gibbs.

TRAVEL AID UNIQUE TO MELBOURNE



Travellers' Aid has been offering its help and friendship to Melbourne's visitors since 1916, when it was set up by the YWCA

The society, the only one of its kind in Australia, is run by voluntary staff, and has two centres in the city.

Staff at the Spencer Street basement rooms meet all interstate and country trains, helping travellers with luggage, information and advice.

Emergency accommodation is provided for anyone in real need.

The other centre, at 182 Collins Street, is also staffed by four.

Both provide rest and shower rooms, ironing facilities, lockers, pushers and other provisions for mothers, as well as a snack bar.

For regular users, an annual subscription of \$4 gives members free use of the services. For others, very minimal charges are made.

The centres are open from 8 a.m. to 9 p.m. Monday to Saturday, and 8 a.m. to noon on Sundays.

\$ 400,000 SAGA COMES TO END

Well, to continue the saga of the Geelong Booking Office Mix-up...

Clearing the matter up once and for all, Don Gugger, senior booking clerk at Geelong, says the revenue flowing through the interstate booking office for a year is about \$400,000. The figure includes about \$40,000 in package tours.

The mix-up began in July, when *Rail Ways* said Don brought in about \$400,000 "from his sale of package tours." We tried to correct things in the August issue, but only confused matters. We said that the office's revenue was \$40,000, not \$400,000.

Rail Ways fervently hopes this is the saga's end.

Language no problem now

Language barriers are down for Italian, Greek and Maltese migrants at several suburban stations in Melbourne.

Essendon station has staff able to give customers information in all three languages.

Collingwood station staff can help Italian and Maltese migrants, and Italians can be helped in their own language at Broadmeadows, Brunswick, Coburg and Williamstown.

Notices are now displayed at these stations to inform the public of the service available.

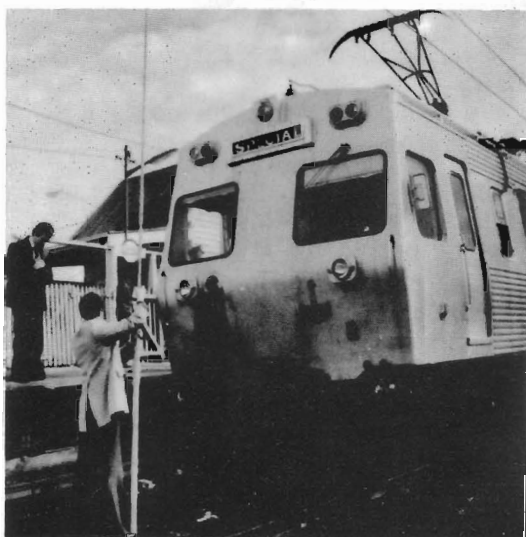
Better, faster testing system!

You may have wondered about that rather odd-looking silver train that has been passing through railway stations around Melbourne, not stopping to pick up passengers.

It was a VicRail train, but borrowed by the Electrical Engineering Branch to survey the overhead electrical system on all suburban lines and the electrified country line as far as Warragul.

Investigations engineer, Pat Kelly, was asked to devise a more effective way of recording what the pantograph was doing under operating conditions.

So he borrowed the train, fitted it out with \$12,000 worth of equipment, modified the pantograph — and he was in business.



A pantograph, for those who don't know, sits on top of the train and conducts electricity from an overhead power supply to the electrical motors in the train.

The modified pantograph has switches across the top which sense the position of the contact wire in relation to the panto. Transducers continuously measure the contact force and height of the overhead wire.

Information is fed into pen recorders which chart wire position on panto, speed, voltage, contact force and coach sway.

The system devised by VicRail measures more functions than any similar equipment in Australia. It was designed and built by the electrical testing division and, although it is only in the experimental stages, it is proving quite successful.

The train has two major advantages over the old system of testing — it is a more accurate and faster method of recording.

Using a chart recorder means that analysis can be made immediately after the testing is done. The former method relied on watching the over-



head from an observation bay on a coach travelling at 32 km/h, and stopping to analyse along the way. It took five weeks to cover the suburban area.

It was very time-consuming, and relied a lot on memory.

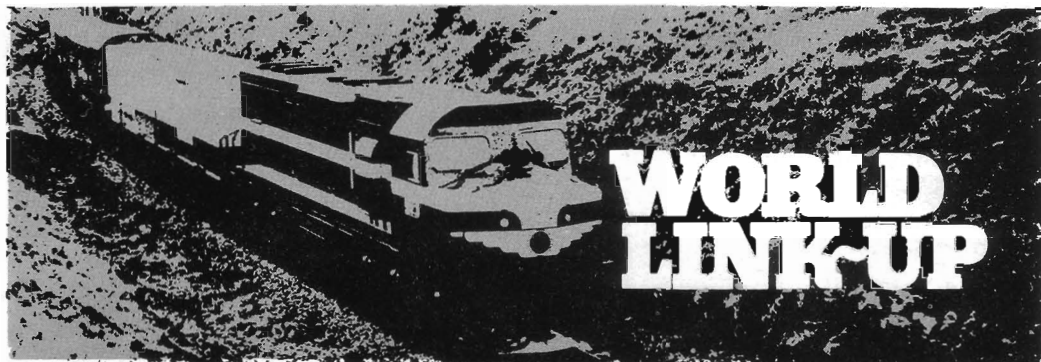
The silver train operates at service speed, up to 112 km/h, and takes only six days to cover the same area.

The benefit in using a passenger train is that tests can be conducted under normal conditions. The effects of coach sway on the pantograph can also be recorded.

It is naturally important to find out if the overhead wiring and panto are properly aligned so VicRail can maintain a reliable overhead system subject to minimum wear.



Above left: The Special, testing at Altona station. *Top:* Graham Hall, at the recording equipment, and Pat Kelly (in the background) carried out the test programme. *Above:* The scene inside the Special.



The locomotive-hauled 200 km/h Russian Troika is to enter revenue-earning service between Moscow and Leningrad this year. The introduction of the new service will mean a substantial reduction in the fastest time of 4 hrs. 59 mins. for the 650 km/h distance.

★ ★ ★

Santa Fe has ordered 124 locomotives from General Motors and General Electric as part of its 1978 equipment purchase programme, which has been brought forward. Of the orders, 72 locos are rated at 3,000 hp or more.

★ ★ ★

In Canada, engineering studies have begun on a 70-mile link from Tumbler Ridge to Anzac on the British Columbia Railway. Construction of the line will allow coal deposits to be opened up.

★ ★ ★

Construction of a 7.5 mile light rail line in the U.S. between Jersey City and Bayonne, is recommended in a consultants' report to the New Jersey Department of Transportation. Cost of the line is \$55 million, including purchase of 24 light rail vehicles.

★ ★ ★

Lille in northern France will be the third French provincial city, after Marseille and Lyon, to operate an underground system.

All three will use rubber tyres, but the Lille system will use an unprecedented level of automation and unmanned trains.

★ ★ ★

July saw a prototype ticket vending machine and associated tripod barrier in use at the Eldon Square bus station in Britain.

The prototype will determine whether the system will be installed at the Tyne & Wear underground, the first section of which is due to open in 1979.

★ ★ ★

The Saudi Government Railroad has awarded a contract for solar-powered level crossing equipment to Wabco Westinghouse of Turin. Protecting level crossings was made difficult because of the lack of electricity in remote areas.

Solar power, being tried out in Canada and elsewhere, was chosen as the solution. The system chosen uses silicon solar cells rather than copper sulphide or gallium arsenide.

★ ★ ★

The first passenger train to use train radio in Britain was inaugurated in May, when the Raven-glass & Eskdale Railway ran a special train to mark the event. Previously, train radio in Britain had been restricted to private railways on industrial sites.

The railways' VHF FM two-way voice communication system eliminates the need for conventional signalling, although this has been retained at Reven-glass.

Indrail profit

It was the pleasant duty of the new Railway Minister, Mr Dandavate, to present parliament last month with a budget showing Indian Railways turning in a good profit.

Almost all indicators of efficient operation show a large improvement, which means that more traffic has been handled with few additional resources.

Mr Dandavate said that efforts were now to be directed more than ever towards improving the lot of the second class passenger.

Actually, this merely reinforces a trend which has been evident since independence.

As early as 1948, the first Janata (people's) express was introduced exclusively for third (now second) class passengers.

Primitive sleeping berths followed in 1954, and air conditioning on a very limited scale in 1956.

The real breakthrough came in 1973 with the first expresses from Delhi to Mangalore and Samastipur. These not only offer much reduced journey times, but also such luxuries as a dining car and mobile library.

Now the official objective is to expand capacity as well as comfort by introducing more two-tier air-conditioned sleepers for second class passengers, and increasing the maximum length of trains from 18 to 20 coaches on electrified lines.

Pakistan is set to follow suit. Pakistan Railways' chairman, Mr Ahmed, has announced that the first air-conditioned lower-class train will be introduced next March between Lahore and Karachi at a cost of 45 million rupees.

Boosting second class standards rather than first class is good commercial sense, as well as sound social policy, because the former are, in any case, vulnerable to air competition, while the cost/effectiveness of raising lower-class standards is much greater.

— *Railway Gazette International*



Mike and Bob — ticket buffs

Some railway buffs are fascinated by model trains, or steam locomotives, or signals. For others like Bob Wilson and Mike Guiney, it is tickets.

Mike, 34, a by-laws inspector at Flinders Street, and Bob, secretary to the deputy general manager, are two of only about 20 ticket enthusiasts in Victoria.

And it was Mike, as a station assistant at Auburn, who first interested Bob in the hobby.

"I was just a schoolboy in 1961, when I began talking to Mike about railways. At that stage I'd caught the 'bug' from my father, and had joined the school railway club.

"Mike told me that multi-colored tickets were being phased out, and that in years to come they would be collector's items.

"And that's how the whole thing began. I was hooked, and began looking for old and unusual tickets."

Bob, 30, specialises in Victorian tickets, and has a collection of about 5500. The oldest was issued in 1869 by the Melbourne Omnibus Company, and his oldest railways issue is a second class Melbourne to Williamstown ticket from 1877.

Mike had found a fascination for tickets two years before "converting" Bob, and has a collection of about 60,000.



Top: Mike (left) and Bob go through one of Bob's ticket albums. Above: Six old VicRail tickets, and a brass pass in use on the Electric Street Railway.

He is now building his own home — and three rooms will be devoted to his tickets.

"At the moment I've got two great cabinets full to bursting . . . it's the despair of my mother," he says.

Mike doesn't confine himself to Victorian tickets — his collection takes in railways across the world.

And when does he do his sorting out . . . during his annual holidays? "No," says Mike. "That's when I take trips and get more tickets."

He also collects stamps, coins and gemstones, and is now immersed in research for a book listing past and present Victorian railways locations.

BACKTRACKING

In this regular feature we look back at the news from the VRI Review and the VR News Letter of 60, 40 and 20 years ago.

60 years ago

We are in receipt of a uniformly cheerful letter from Cpl. W. J. Fancett, 13th Coy., Australian R.O.D., Victorian Section, A.I.F., France, wherein he describes many of the experiences of actual warfare through which the unit was then passing, but which cannot be disclosed here.

The artillery duels are something wonderful, and terrible. The chief business of the unit is to operate narrow gauge light railways, running off the broad gauge lines.

The scenery is referred to as being most beautiful, canals and rivers running in all directions, land excellently cultivated, and splendid specimens of vegetables to be seen growing.

There are a number of Australians near them, and they are known to have done good work around the district; but, says Cpl. Fancett, "it's strange we seem to see Australians everywhere," at nearly every place, the familiar "Cooee" and "How is it, Ossy?" is heard.

Imagine our surprise, says he, to find that we were camped near an Australian tunnelling corps, and that its members came from Victoria.

40 years ago

With the approach of the Football Grand Final for 1937, it is opportune to recall the names of former football "giants" who are Victorian Railwaymen.

If grouped in a team, these brilliant exponents of Australia's most popular winter sport would, many will be inclined to agree, defeat any of the present-day League teams.

A "census" taken last month of ex-League players now in the Department revealed a galaxy of talent, any of whom, in his prime, would be assured of a place in any League team today. Visualise such a team as the following taking the field in this year's Grand Final:

Backs: Donaldson, Deas, Grimshaw; **Half-backs:** Johnson, P. O'Brien, Lilley; **Centres:** Kelly, Mullaly, Chandler; **Half-forwards:** Bacquie, J. O'Brien, Jory; **Forwards:** Cubbins, Mortimer, Millen; **Followers:** Busbridge, D. Moffatt, Cameron. **Emergencies:** Coy, H. Moffatt, Lord, Okey, Corbett, Outen.

Donaldson, Cubbins, Lilley, Paddy O'Brien, Chandler, Busbridge, Cameron, Johnson, Corbett, Outen and Kelly . . . gained selection in State teams from Victoria.

20 years ago

Both the new Leader and Deputy Leader of the Victorian Parliamentary Labor Party are former Victorian railwaymen.

Mr. A. E. Shepherd, Leader of the Party, began at Newport Workshops in 1916, as an apprentice patternmaker.

He had experience in the Way and Works and Signal and Telegraph branches before becoming a leading hand patternmaker at Newport.

Mr. Shepherd left the Department in 1945 when he was returned, unopposed, as a member for Sunshine. He now represents Ascot Vale. Also prominent in municipal affairs for years, he was Mayor of Footscray in 1948-49.

In 1924, Mr. C. P. Stoneham joined the Department as a junior clerk in the Transportation Branch. With the exception of short periods at Windsor station and with the Ambulance Officer in Melbourne, his entire departmental career was spent at Maryborough.

His interest in municipal politics led to his election as councillor and, later, as Mayor.

Mr. Stoneham remained with the Department until he was returned as member for Maryborough and Daylesford in 1942.

N.S.W. orders \$75m rolling stock

The New South Wales Government has ordered \$75 million worth of new rolling stock—40 locomotives and 150 double-decker suburban electric carriages.

Mr Neville Wran, the Premier, said the "massive contracts will not only generate employment, but will also honor the Government's undertaking to update N.S.W. railway rolling stock."

A Newcastle firm, A. Goninan and Co. Ltd., will build 80 double-decker suburban motor cars, and 70 trailer cars.

For the first time, public address systems will be installed in suburban railway carriages, to allow staff to inform passengers of delays and emergencies.

Other features will include air suspension for a smoother ride, fluorescent lighting, power operated doors, and anti-glare and heat absorbent windows.

Commonwealth Engineering Pty. Ltd. was awarded a \$31 million contract for the supply of 40 locomotives.

Thirty will be diesel electric and equipped with Alco 1500—1650 kW (2000—2200 hp) diesel engines.

The first diesel electrics should be delivered in February 1978, and then at a rate of two a month. The first electric loco is scheduled for delivery in June next year, and after that at a rate of one a month.

These are the first locomotives ordered since the 1960s, and will play an important part in N.S.W. plans to upgrade passenger and freight services.

— *Transport News*



Leonard Fatchen strikes a defensive pose (*above*) as our photographer aims his camera on Spencer Street. And, at left, the face behind the defence. Len, from Traralgon in Gippsland, will trek to Japan in January to try for his master's degree in aikido, the non-aggressive martial art.

No-one bullies Leonard now

As a kid Leonard Fatchen was always picked on by the others, because he wouldn't fight.

Len, now 24, still won't fight — but no-one picks on him anymore, and for very good reasons. He is twice Australian champion in the martial art of aikido.

He is the first contestant to win the title twice. He won the national two-year championship in Perth in 1975, and again this year in Brisbane.

Len, a booking clerk at Spencer Street, took up aikido five years ago, and already he's been made a life member of the Australian Aikido Association.

It is basically a fighting art, consisting of locks and holds. But for Len, who says he hates fighting, it is a peaceful form of relaxation and "inner peace".

He learnt the basics of judo and karate years ago, but they didn't appeal to him because they were too violent.

Both sports rely on aggressive tactics consisting of throws, kicks and blows, whereas aikido is a defensive sport which concentrates on subduing an opponent relatively painlessly.

For Len, fighting isn't everything . . . "it is more important to learn to live with people, to understand them," he says.

He is off to Japan early next year for the world aikido titles, carrying with him the awards for the most improved exponent in Victoria and Australia, as well as the national and State championship titles.

Len, a fourth Dan black belt, is going to Japan to try for his fifth Dan and, he hopes, his master's degree red belt, which is the highest award given in aikido.

He is looking forward to his six weeks in Japan. For five of those weeks he will be seeing the country, and the other one will be devoted to solid competition.

His only worry with the competition is Japan's different point-scoring system. In Australia points are lost if you contact your opponent, but in Japan the system is reversed.

When he gets back, Len hopes to start his own school of aikido. He already instructs Victoria Police Force recruits in the art.

He runs exhibitions to demonstrate the different locks and holds that can be used to overpower an offender.

— RETIREMENTS —

ACCOUNTANCY

COX, R. J., Head Office, 10/6/77
 FEATHERSTONE, R. F., Head Office, 29/7/77
 TITHERIDGE, F. S., Newport W/Shops
 Accounting Office, 9/9/77

WAY AND WORKS

BAKER, L. A., Ararat, 12/7/77
 BOTTEN, W. K., Bendigo, 29/7/77
 BOYD, W., Flinders Street, 15/6/77
 COAD, W. J. R., W. E. H., 1/7/77
 CONWAY, J. J. W. E. H., 29/7/77
 COOK, H. C., Shepparton, 22/7/77
 CROWHURST, J. W., Flinders Street, 5/10/77
 CUMMING, J., North Melbourne, 13/7/77
 GEORGIADIS, A., Spotswood, 16/6/77
 GIOFFRE, S., Spotswood, 8/7/77
 GRAY, A., Flinders Street, 8/7/77
 MARTIN, A. H., North Melbourne, 6/10/77
 MINION, P. R., Seymour, 30/7/77
 McEWAN, W. E., Bendigo, 29/6/77
 PAPADOPOULOS, V., Special Works, 2/10/77
 PAPALIA, F. A., Spotswood, 7/7/77
 SMITH, W. J. H., Korong Vale, 29/6/77
 NOUTSAS, P., Spotswood, 12/10/77
 ADDABBO, G., Spotswood, 15/6/77
 AHERN, F. T., Warrnambool, 3/6/77
 CAPPOLA, E., Spotswood, 17/6/77
 COOK, H. C., Shepparton, 17/9/77
 COYLE, E. E. W., Seymour, 1/7/77
 DRUMMOND, R. T., Maryborough, 5/6/77
 EVANS, L., Warrnambool, 3/6/77
 HANLEY, E. M. E., Warrnambool, 3/6/77
 HEWERDINE, F. D., Sale, 6/6/77
 HUTCHINSON, K. C., Seymour, 24/6/77
 INGLIS, O. I. (Mrs), Laurens St., 1/6/77
 KENNEDY, R. D., Ballarat, 1/6/77
 KOZAKIEWICZ, A., Dandenong, 8/9/77
 KREECK, A., Seymour, 2/7/77
 MILEY, L. T., Caulfield, 23/6/77
 MORVELL, C. I., Ballarat, 8/7/77
 MULLAN, T. S., Ballarat, 17/5/77
 McCALLUM, A. N., Metro, D.E. 26/9/77
 PEPPERELL, N. A., Caulfield, 4/9/77
 PERRI, A., Special Works, 25/5/77
 RICE, B. A., Spotswood, 5/9/77
 RUDOWICZ, W., Sale, 24/9/77
 THOMPSON, G. L., Warrnambool, 31/8/77
 WATT, N. J., Ararat, 8/6/77
 BUREK, S., Benalla, 12/11/77
 CLINTON, P. W., Spotswood W/S, 14/11/77
 DALY, W. J., Caulfield, 29/6/77
 DOUGLAS, D., North Melbourne, 8/11/77
 DUFFY, T. M., Head Office, 14/8/77
 HAYWOOD, R. W., Korumburra, 1/11/77
 HAYWOOD, S. J., Geelong, 29/7/77
 HUNTER, G. L., Spotswood W/S, 22/8/77
 JOEL, F. A. C., North Melbourne, 5/8/77
 MEDLEY, W. J., North Melbourne, 11/11/77
 McCOLE, K. S. R., Sale, 16/11/77
 STEPHENSON, A. W., D.E. Eastern, 26/8/77
 TOLE, E. N., Caulfield, 9/9/77
 BEDNARSKI, W., Caulfield, 30/11/77
 BLUNDA, F., Flinders Street, 11/12/77
 BROWN, J. J., W.E.H., 15/9/77
 FONTANA, C., Spotswood, 11/8/77
 GRAVINA, M., Flinders Street, 15/12/77
 HADDEN, C.E., Hamilton, 10/8/77
 HUTTON, J. H., Dimboola, 3/12/77
 JONES, W. S., Caulfield, 5/9/77
 MAJER, S., Ouyen, 17/8/77
 MORSE, E. H., Camberwell, 25/12/77
 MULLER, L., Wangaratta, 8/12/77
 MUNRO, W. S., Geelong, 16/9/77
 McDOUGALL, C. K., Newport, 1/10/77
 McKEE, C., Ouyen, 8/12/77
 PALMER, F. J., Bendigo, 9/12/77
 PROUT, E. F., Warragul, 8/12/77
 SCOTT, W. S., Caulfield, 15/9/77
 VELISSARIS, G., Spotswood, 23/12/77

TRAFFIC

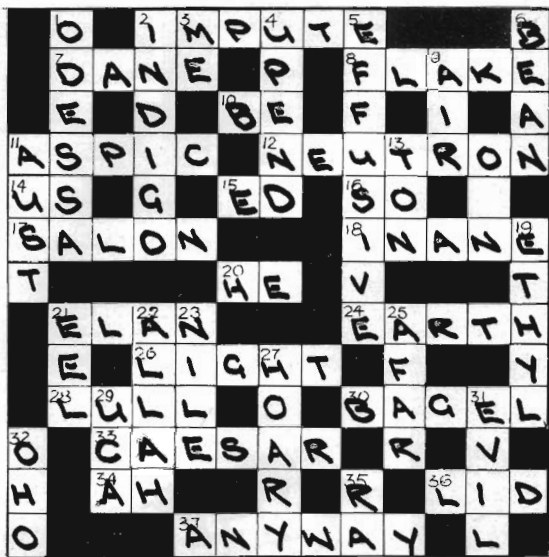
BAKER, F., Stawell, 11/5/77
 BAXTER, R., Rosedale, 12/5/77
 BODE, R., Melbourne Yard, 13/5/77
 CARTER, I. M. (Mrs), Wedderburn, 10/6/77
 CLAYTON, S., Flinders Street, 16/5/77
 CLEARY, E. M., Bendigo, 1/7/77
 DAVIES, J., Nyora, 24/5/77
 GRAF, W. E., Ultima, 27/5/77
 HARRISON, R. J., Flinders Street, 6/5/77
 PARKER, F. W., South Dynon, 4/6/77
 REDPATH, A. L. (Mrs), Flinders Street, 20/5/77
 TOMPKINS, W. J. Spencer Street, 22/9/77
 BATTY, J. S. Dandenong, 23/7/77
 CANNON, D. B., Seymour, 17/7/77
 COOK, A.P., Gisborne, 13/8/77
 COX, T. J., Melbourne Yard, 16/7/77
 D'ANNA, A., C/- Room 8.30, 2/8/77
 EVANS, R. G., Maryborough, 30/6/77
 HILLIER, E. W., Camberwell, 8/4/77
 JEFFREY, E. K., Bendigo, 17/7/77
 MORGAN, W. H., C/- Room 26, 9/7/77
 McCREDDEN, F. S., Donald, 30/6/77
 McGILLIVRAY, C. D., Lilydale, 8/7/77
 PORTER, C. J. T., Eltham, 16/7/77
 POPE, L. G., Traralgon, 6/7/77
 PRICE, A. G., Newport, 28/7/77
 REEVES, C. F., Dandenong, 2/7/77
 ROAST, H. G., Flinders Street, 5/7/77
 SUTHERLAND, I. L., Head Office, 11/2/77
 SZTOGRYN, P., Flinders Street, 4/7/77
 BROWN, J. E., Geelong, 7/9/77
 DEAN, H. J., Melbourne Yard, 20/7/77
 FRANCIS, J. W., West Tower, 8/8/77
 GROVES, D. J. H., Croydon, 4/7/77
 HAYES, I. L., Benalla, 22/7/77
 HOBSON, J. A., Trawalla, 20/8/77
 HOLLAND, L. H., Golden Square, 20/8/77
 JONES, R. R., Riversdale, 9/9/77
 JUREY, W. G., Korong Vale, 6/8/77
 METCALFE, W. R., Geelong, 3/9/77
 MARTYNIUK, M., Yallourn, 13/7/77
 NORDEN, L. M., Bendigo, 5/8/77
 PIPER, R. M., Spencer Street, 30/6/77
 ROBERTS, T. M., Flinders Street, 8/8/77
 SCHNERCH, S., Windsor, 5/6/77
 SMITH, G. J. Newmarket Livestock, 5/8/77
 BROWN, J. E., Geelong, 7/9/77
 CASSA, R. G., Spencer Street, 19/8/77
 CLARK, H. P., C/- Room G.26, 30/8/77
 CLARK, J. R., Ararat, 12/9/77
 DALY, T. W., Wangaratta, 26/8/77
 EVANS, J. E., Essendon, 8/8/77
 GANNON, L.J., Melbourne Yard, 2/9/77
 JONES, R. R., Riversdale, 9/9/77
 METCALFE, W. R., Geelong, 3/9/77
 MIDDLETON, J., Flinders Street 7/10/77
 ROBINSON, J. L., Heidelberg, 12/9/77
 SULLIVAN, J. D., C/-Manager Subn. Stations, 26/8/77

STORES

McKEOWN, M. E., Laurens Street, 1/6/77
 SMITH, I. D., Duplicating Bureau, 15/6/77
 BYRNE, J., Ambulance Depot, 13/9/77
 KOUSHIAN, K., Newport Workshops, 23/9/77
 KROKOS, M., Newport Workshops, 7/10/77
 CARUSO, A., Reclamation Depot, 2/11/77
 STEWART, C. I., Geelong Works, 8/7/77
 KOSMAKOS, S., P.W.M.D. Spotswood, 15/7/77
 IEMMOLO, F., Newport Workshops, 15/7/77
 POOLE, F. V., Dimboola W & S, 28/7/77
 FELL, A. J., 470 Collins Street, 7/10/77
 HUMPHREYS, J. C., Reclamation Depot, 5/8/77
 ASH, D. R., Division 'B' H.O., 10/8/77
 MICHOS, D., Division 'B' H.O., 26/8/77

FREIGHT

CANNIZZARO, G., Melb. Freight Terminal, 1/10/77
 GHERSI, G., Melb. Freight Terminal, 24/9/77



Railwords No.4



Railwords No.5

LAST RAILWORDS WINNERS

With the announcement of the winners of Railwords No. 4 and 5, the crossword competition will come to a close.

Entries for the first crossword poured in from across Victoria, and finally totalled almost 700. However, since then interest has declined.

Joan Lord, of Tallangatta (No.4) and Barbara Hills, of Mitcham (No.5) are our last winners. Both will be forwarded \$15.

Yes, it WAS a trick

from page 146

Recognise the place? It's inside the car shed at Dynon, where VicRail photographer, Gordon Brown, created this magnificent night shot.

It's a trick, of course. To get the effect of night lights through the window of the Southern Aurora dining car, Gordon made multiple exposures of the Melbourne night scene. He then had them enlarged to make them one 30 in. by 40 in. transparency.

This was taped to the inside of the dining car window and lit from outside by two 800 watt quartz lights. He then photographed the two models inside the car against this backdrop of "Melbourne by night".

THE NEW LOOK

Turn to the back page and you'll see from the color pictures that VicRail has some new literature — each with a distinct character, but with a "family" resemblance.

A "family" look in literature can call for a rigid design framework, which inhibits quick understanding by the reader.

As you can see, we carefully avoided this trap. The words and pictures are very different: Glamorous color photography to tempt prospective customers with the luxury travel offered by Southern Aurora; a sepia-toned picture to indicate historical Sovereign Hill; a cartoon to capture the carnival atmosphere of Show Day tours.

Yet each pamphlet is clearly a message from VicRail.

WHY THE FAMILY LOOK?

For a very practical reason. VicRail train crews and station staff, because of their uniform, are easily recognised by our customers.

We want people to see the great variety of things we are doing in tourism, travel and freight services, and that's why we have put the literature into uniform. Hope you like it.

HERE IT IS!

FIRST OF THE NEW FAMILY OF VICRAIL LITERATURE FROM STORY INSIDE.

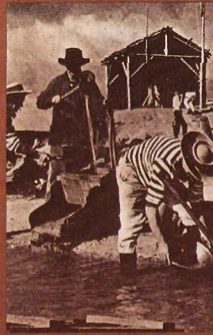
SLEEP OVERNIGHT ON THE VINELANDER



VicRail

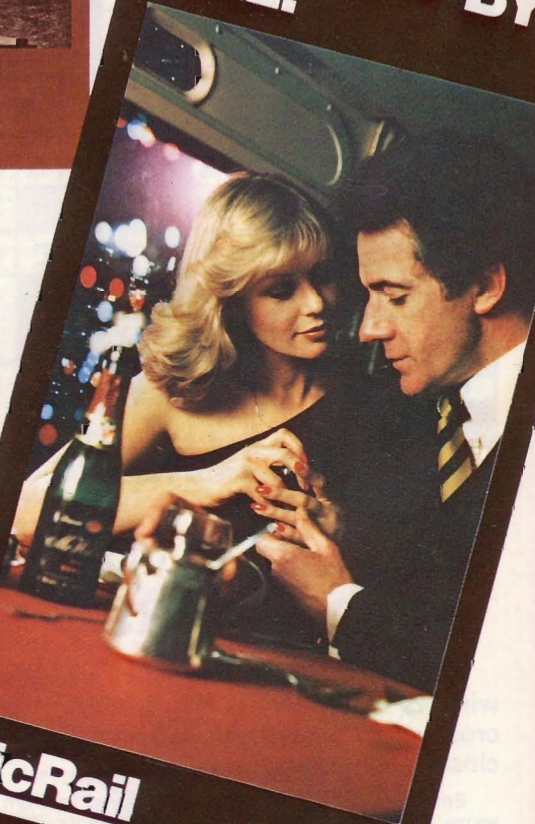
SOVEREIGN HILL EVERY SUNDAY.

Go relaxed, by rail.
Take the train to Ballarat.



VicRail

**MELBOURNE TO SYDNEY...
RELAXED BY RAIL.**



VicRail

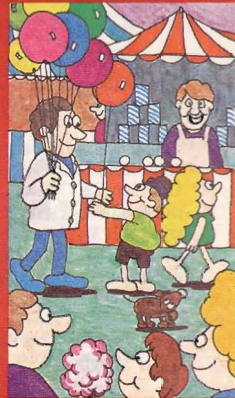
DREAM YOUR WAY ON THE OVERLAND.

To Adelaide... relaxed by rail.



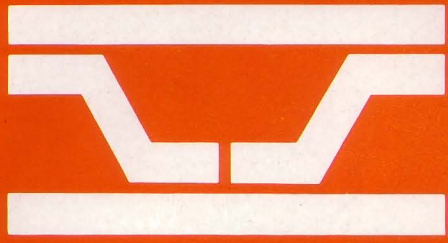
VicRail

SEPTEMBER AND OCTOBER SUNDAY AND SHOW DAY TOURS PLUS A SHOW DAY WEEKEND SPECIAL.



VicRail





Rail ^{10 CENTS} Ways

NOVEMBER 1977





Mr. McKenzie

MR MCKENZIE TAKES OVER

Better use of resources — manpower and capital — is the aim of VicRail's new Comptroller of Stores, Mr Mal McKenzie.

"We've beaten inflation over the past five years, and with improved use of electronic data processing, we can provide more management information and better stock and inventory control," he says.

Mr McKenzie, to use his other quaint title of Proper Chief Officer, is responsible for all VicRail contracts and for an inventory of stores which averages \$9 million.

He succeeds Mr Alan Fell, who has retired, and whose assistant he had been since 1972.

Mr McKenzie's assistant comptroller is Mr Jack Judd, former senior storekeeper at Newport Workshops.

Both men have strong VicRail backgrounds.

Mr McKenzie's father was a machinist at the Spotswood reclamation depot, and Mr Judd's father was an overhead inspector. His uncle was with Way and Works.

Mr McKenzie joined VicRail in 1937 as a junior clerk.



Mr. Fell at his farewell.

After service in the Pacific in signals during World War Two, he studied industrial management and printing at night before becoming, in 1953, at the age of 32, manager of the VicRail printing works. He held that post until becoming assistant comptroller of stores in 1972.

He is a graduate of the business administration course at the Staff College, Mt Eliza, was president of the Victorian Railways Institute for some years, is married with two sons and is a keen gardener.

Mr Jack Judd was born in 1923 and joined VicRail in 1938 as a junior clerk.

He saw service in Fairmiles in the Pacific with the navy during the war, and since rejoining VicRail has been storekeeper at most of our workshops.

He is married with a daughter and a son, two granddaughters and one grandson.

Mr Judd, too, is a keen gardener — but also enjoys his golf.



IN THIS ISSUE

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FRONT COVER

VicRail's newest locomotive, the C502, is the second of 10 turbo-charged 3300 h.p. locos ordered by the railways. The C-class is the highest-powered locomotive ever used in Victoria.

RAIL WAYS

Rail Ways is published by the VicRail Board each month at our North Melbourne Printing Works. A fee is paid for contributions, if published. Telephone number 6 1001 ext. 1367 (subscriptions), ext. 2397 (editorial).

\$47M PLANNED FOR VICRAIL THIS YEAR

The State Government is expected to spend almost \$47 million on the railways over the following 12 months

The amount to become available to VicRail through the Transport Works and Services Bill currently before Parliament, is 8.6 per cent more than for last year.

This is despite a substantial reduction in federal funds. Canberra is expected to grant \$6.85 million for urban development projects.

This includes a new allocation of \$1 million towards Victoria's train replacement programme, \$3.56 million for continuing projects, and an estimated \$2.29 million for 'escalation'.

The figure allowed for escalating costs is an estimate only, and is subject to detailed calculation by the railways, and approval by the Federal Government.

Works mentioned in the Bill:

★ \$22 million is provided for new suburban trains — a further 10 silver trains will be delivered this year. The Minister of Transport, Mr Rafferty, in his second reading speech, said the present delivery rate of 10 trains a year will be continued.

"The replacement of old suburban trains is an essential element in the Government's programme to improve public transport services," he said.

"The railways recently called tenders for a further 50 new trains to ensure the continuation of this programme."

★ Provision is made in the Bill for further work on a third track, signalled for two-way operation, between Caulfield and Mordialloc; to duplicate the railway from Macleod to Greensborough, and for the duplication of the single track sections between Ringwood — Croydon and Ringwood — Bayswater.

★ Work has begun on the duplication of the last single track section of the Geelong line between Little River and Corio. The Bill includes \$1.7 million for this work — \$600,000 has been allocated for spending in the current financial year.

★ \$1.5 million is provided for electrification of the Geelong line between Altona Junction and Werribee.

★ Sixteen of 20 locomotives on order for VicRail have already been delivered. These include six of the 3,300 horsepower diesels.

★ \$11 million is provided for continuation of the wagon-replacement programme, and to enable more new bogie wagons to be built at Ballarat, Bendigo and Newport. The Bill will provide for 150 new wagons and vans to be built this financial year.

★ Contracts have been awarded by the railways for the supply of six dry bulk containers and 50 side-loading containers. Tenders will soon be called for a further 100 side-loading containers.

"This is part of the continuing programme to improve the railway's capacity to handle goods in bulk, and to provide competitive service for container-type traffic," Mr Rafferty said.

★ The Bill includes provision for spending on freight centres to improve country rail services. Centres have

already been set up at Horsham, Warracknabeal, Nhill, Hamilton, Ararat, Portland, Warrnambool, Camperdown, Colac and Bairnsdale.

"More freight centres are planned to complete a Statewide network which should put the railways in a position to compete with alternative road services, and to provide better service to its customers," Mr Rafferty said.

★ Additional funds will be available for the reconstruction of bridges, including a special allocation of \$500,000 for the strengthening of road over rail bridges.

★ \$2.3 million will be available for new plant and equipment, including money for a new ballast cleaning machine which is currently undergoing trials, and for mechanised handling equipment.

★ Money is also provided in the Bill for completion of track rearrangement at Stawell to enable higher speeds for freight trains, and completion of the reconstruction of station buildings and track alterations at Mildura.



The Governor of Victoria, Sir Henry Winneke, was taken on a tour of VicRail's central city facilities recently, under the guidance of the Chairman, Mr Gibbs. Sir Henry is pictured here trying his hand in the Flinders Street signal box.

Nothing but praise!

From 27 tour members:

The members of the Western Discovery Tour on October 20, wish to commend VicRail for the excellent service and help given to us on the coach, train, and at the motels.

Twelve of us were on the eastern tour last year, and we will highly recommend your tours to our friends and acquaintances.

We are hoping to go on another tour next year.

From Mrs Mary Nolan, Tarrawonga:

In May this year, prior to going overseas, my daughter inadvertently left a large sum of money (\$800) in a phone box at Spencer Street station.

She discovered her loss at Seymour station, and from there phoned me to send someone to look for the money.

Some railway employes at Seymour overheard her phone call and, seeing her distress, they very kindly rang Spencer Street. They were informed that the money had been handed in.

In the meantime, I rang Wangaratta station to see what inquiries I should make, and a very obliging clerk (I think it was a Mr Brian Sullivan, but I cannot now recall), rang Spencer Street. So I too, was informed that the money had been handed in.

Needless to say, we were very grateful for the honesty and consideration of the finder (unknown), and the VicRail staff.

Ed. note: Mr B. J. O'Sullivan is the Wangaratta employe mentioned.

From Mike Gillespie, Walbundrie:

On Friday, October 21, I took a party of children and parents from Walbundrie school on a one-day excursion to the Melbourne Zoo. We travelled on the 7.53 a.m. train from Chiltern.

My purpose in writing is to express my thanks, and the thanks of our party, to VicRail for the efficient and courteous treatment we received. The courtesy and efficiency was evident at all points during the journey, and in dealings with the staff at Chiltern station.

I would be most appreciative if you could pass on my thanks to those people involved.

From Mr D. Clapp, Warrnambool:

Because a VicRail officer visited St. Ann's College early in the term to interest us in the special Royal Melbourne Show train, I would like to tell you we availed ourselves of this concession, and took 155 students on the excursion. They were accompanied by eight teachers.

We were very pleased with the trip. The accommodation of three carriages was given to us exclusively, which made our task of supervising the students en route so much easier.

We were given all the assistance needed prior to the journey by Mr Ross Ward, of the Warrnambool station staff, and appreciate the effort he made on our behalf.

Railways staff who accompanied us on the journey were also most helpful. The arrival, on time, of the return train to Warrnambool, concluded a very enjoyable day.

An experience as favorable as this will certainly keep us interested in future excursions.

From Mr Jack Stringer, Sunshine High School:

I am writing in order to bring to your notice the efforts of the station staff at the showgrounds station on September 15.

We took 257 students and 13 teachers to the show, and had five students miss the train for the return journey.

Without exception, the VicRail staff and the Royal Agricultural Society staff went out of their way to help.

They attempted to have our missing students paged, they held the train while I tried to find the students in the carriages, they wrote a pro forma ticket for the students when they did turn up, and in general, they were tolerant, helpful and capable.

Please pass on to the staff at the station the thanks of all of us concerned with the excursion. Their help was greatly appreciated.

Rose needs a helping hand

Rose Lacoco needs money—not for herself, but for the Yooralla Crippled Children's Society.

Rose, 22, from West Footscray, mother of a 2½ year old son, John, wants to help children who are less fortunate than him.

She has been trying to raise money for two years by selling pens, raffle tickets and diaries. She entered the Mrs Yooralla charity contest last year, but only made the preliminary finals because she hadn't raised enough money.

Rose raised \$1000 last year with the help of her friends. She now wants to raise at least double the amount, but she needs help.

Rose got involved with Yooralla because she wanted to do something for other people.

"I know that sounds like an old story, but I am so glad that I have a beautiful, normal, healthy child, that I don't have to cry over everytime I look at him—I feel I should do something for other people," she said.

Working for Yooralla takes up a lot of her spare time, attending workshop meetings and helping out at different social functions arranged by the club.

Rose, a typist at VicRail's head office can be contacted on auto. 1795, if anyone wants to lend a hand.



The day Bill's necktie helped save young Michael

Bill Bamblett, in 32 years with the railways, has never lived through a more harrowing half-hour

But harrowing though it was, Bill, a guard stationed at Glen Waverley, helped save the right leg of young Michael Roberts on Monday, September 26.

Michael, 13, of Mt. Waverley, fell from his Glen Waverley train into the path of an up train near Tooronga about 4 p.m. that day.

Both legs were severed below the knee.

Bill, in the guard's van, ran to the front of the train when it came to a stop after the accident.

"The driver called out that the boy was still alive, and then I heard this voice call out: 'Help me!'

"Well, I did my best," said Bill.

His best, the ambulancemen said later, was a pretty good effort

He whipped off his own tie, and the boy's school tie and used them as tourniquets.

He took off his jacket, folding it into a pillow for the lad's head. And he talked.

"The boy was unconscious for a while, but when he came to, I made sure he didn't slip away again. I talked to him virtually non-stop.

"I just tried to comfort him, convincing him that he only had a broken leg, and that everything would be all right."

In the meantime Tony Watts, group station officer at Tooronga that day, sped to Kooyong station to collect a first aid box. However, the station was closed, and Tony joined Bill until the micro-surgery ambulance arrived about 15 minutes later.

He helped move the boy onto a railways stretcher, comforted and kept him calm while the ambulance officers gave him anaesthetic and a blood transfusion.

Both Bill and Tony agree that the accident was the worst they have attended. "It was certainly the most upsetting," Tony said.

And both thank their early first aid training with VicRail for the help they were able to give young Michael.

Mrs W. Roberts, Michael's mother, also praised the two railwaymen.

The boy's right leg was saved by surgeons at St. Vincent's Hospital, but the left leg was lost.

As for Bill, well, his family's pretty proud of him. "As a matter of fact, I think I'm permanently out of the doghouse now," he told *Rail Ways*.

A DAY AT THE RACES



Mrs McCallum announces the winner of the Vinelander trip.

Eighty people travelled up to Mildura on the Vinelander to watch the annual VicRail Vinelander Plate run by the Mildura Racing Club

VicRail organised a weekend tour to coincide with the meeting, and Mildura industries presented each tour member with a bag of "goodies" — fruit, fruit juice, sultanas and mini-bottles of wine.

The weather was fine for the race meeting, and the main event on the programme, the Vinelander Plate, was a run-away victory for Miss Ula.

The mare was ridden by stable apprentice Trevor Baldock, and is owned and trained by Jack Burns, of Tempy. Jack also took out the Flying Handicap with Glentook.

Miss Ula took the lead in the first 60 metres of the Plate, and held on well to win by a length.

The Plate, the trophy awarded by VicRail, was presented to Mr Burns by Deputy General Manager, Mr Lindsay McCallum.

VicRail also ran a contest for a free trip for two, and a car, to Melbourne and back on the Vinelander. Mrs McCallum drew the winning entry following the running of the Plate.

On Sunday the tourists went on two bus trips. During the morning they saw Redcliffs and 'Greenacres', a citrus-growing property.

After lunch at the Grand Hotel, two buses took the tourists into New South Wales where they visited a winery, an old prison, and played the poker machines at the Wentworth Club.

Phil Dunning was the tour leader.

Suggestions adopted

Suggestions adopted during October were:

Weekly ticket details to be published in the Weekly Notice	—	\$25
Staggered platform lighting fittings	—	\$20
Surrender procedure alteration on break of journey tickets	—	\$20
Warning signs over steam pipes at the chalet laundry	—	\$10
Safety rail to be provided on the front seat of the chalet bus	—	\$10
Warning signs for the test panel on the electrical workshops 'A' winding floor		\$10
Relocation of the lens cleaning station at electrical workshops 'A'	—	\$10
Floating cash at Mildura to be increased		\$10



History has her framed

Linda Kearns didn't intend making VicRail history . . . in fact nothing was further from her mind when she came to Australia three years ago.

Linda, 25, is a New Zealander. She is also VicRail's first female signalman.

She was a nurse in New Zealand, and came to Australia "to have a look around — to see the place. That's all."

But, one thing led to another, and she still hasn't seen all the major sights.

Linda took a job as a station assistant soon after arriving in Australia, to earn a little money for her Australian travels.

Not long after, she learnt that, with a first class conductor's ticket, she could see Australia, and earn a living at the same time.

"So I enrolled for the safeworking course as a first step to a guard's brief. I'd need that brief to be a conductor," said Linda.

"Anyway, I was working on the stations and doing the course in my own time, which meant that after getting my safeworking, I could choose whatever job that certificate opened up to me."

"I didn't like working on the stations, so I forgot about the guard's brief and went into signalling. It's great up here in the signal box — you're away from all the hassles that go on down there."

Linda has been permanently at Riversdale signal box for the past three months.

"There's been absolutely no antagonism from the men here. They've been marvellous," she said.

"It's funny though, with the women tram drivers — we almost always exchange the 'peace' sign as they go past."



Linda refused to be photographed at the frame (the signal box levers) — she said it would be too "corny". So . . . we have her posed, above right, and recording the train times.

ROADMASTER RETIRES



Mr Allan McCallum, Flinders Street roadmaster, retired from the railways last month, after 41 years of service.

He joined VicRail when he was 23, and worked as a laborer at Gheringhap.

Mr McCallum was born near a railway siding at Beac, and always wanted to work for the railways, to follow in his father's footsteps.

But, in the days of the depression, jobs were hard to find, particularly railway jobs, and for a long time Mr McCallum had to be content with general farm work and shearing.

It was many years of hard work before Mr McCallum became a roadmaster. "Somehow, though, I always knew I would make it," he said.

Mr McCallum was a roadmaster for 13 years, in both country and metropolitan areas. He worked in Ararat in 1964, and in 1970 he came to Melbourne. A roadmaster is in charge of tracks and the men who work on them.

Mr McCallum, from Sunshine, intends to spend his spare time fishing and, he says, he may even take up lawn bowls, something he has never tried before.

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s Bendigo!

quite a surprise to a great many people as the State
Competition . . . Max Sternberg's Ballarat North Workshops
won for first place this year.

were pipped in the senior event by Bendigo Loco's team.

North won the event for three years in a row — from
1973. Until last month most railwaymen and women believed
them invincible.

Max won the senior individual event for the fourth year.
He was attendant at the workshops.

The individual event went to Peter Nanscawen, sub-foreman
at the depot workshops at Spencer Street.

The winning team was: John Coughlin (leader), Russell
Goldsmith, Kevin Murley and Ted Barkmeyer (the

service team, the electrical engineer's No.1, was: Peter
Coughlin (leader), Terry Hahn, Ray Milley, Russell McCann and
John Coughlin (assistant).



Anyone for windsurfing?



Windsurfing?

We wondered what on earth it was too, until Denis Leviny, from Murrumbena, did a little explaining and a lot of sketching.

Denis, 21, a clerk in the Secretary's Branch, is doing his best to spread enthusiasm for the sport around VicRail.

A windsurfer is basically a surfboard with a sail, although it's a little more complicated than that. It includes 56 square feet of sail, a teak boom, the 12 ft. crafted plastic board (with centre-board), and a 14 ft. fibreglass mast.

It costs around \$550 — and because the sport is very young, second-hand windsurfers are hard to find.

The rider will take the craft out onto the water — lake, bay or sea — and control and steer it with his shifting weight and use of the sail.

Denis has been "hooked" on the sport for 18 months — ever since he saw it in a soft drink commercial on television.

But it wasn't until Easter this year that Denis bought his own craft . . . he had been searching Melbourne during that time without any success whatever.

However, at Easter a story on windsurfing appeared in *The Herald*. It gave the address of the city's then sole two suppliers — one in Box Hill and the other in Mt. Eliza.

Denis was at Box Hill in a flash. The one good thing about his long wait — he now had the cash to buy.

He was taught the basics of the seven-year-old sport by the brothers who sold him the craft.

"Getting the hang of it takes about three hours of trial and error, but after that you're learning the different skills. Speeding along on a board — and a good windsurfer can reach 20 knots — is an exhilarating feeling."

Denis used to go surfing and sailing before catching the windsurfing bug, which combines the best of both those water-sport worlds.

"With surfing, you can paddle out and wait for an hour for a good wave. With sailing you have more complicated rigging, and boat ramps to worry about. A windsurfer can go on top of a car, takes only a couple of minutes to put together, and can be carried out into the water for instant action.

"You just stand on the board to lift the sail out of the water, pick up the boom and you're away. Tremendous!"

Denis says weight is an advantage for anyone learning windsurfing "because greater weight means greater stability of the board in the water . . . but of course later it doesn't matter.

"The world champion at the moment is a kid of 12. He has a different advantage though — his father is Hoyle Schweitzer, and Schweitzer invented the windsurfer."

Anyone interested in taking up the sport, or joining the windsurfing association, can contact Denis at head office on auto 1089, or at home on 569 7170.



Facing VicRail's top management are, from left: Mr Bob Jennison (acting manager of welfare), Ms Eda Ots, and Dr. Rankin.

VicRail leads the way

VicRail ran the first ever Victorian Government drug seminar for top management last month, as part of a hard-headed approach to the problem of alcohol and drugs at work, and in the community.

The seminar, *Drugs in the Community and at Work*, was organised by the rehabilitation department in an effort to inform and advise VicRail management on drugs and their effects.

More than 50 people attended the lectures, films and discussions, held at the Education Centre at Princes Gate.

Guest speakers, included four from State organisations: Chief Health Education Officer and seminar chairman, Dr. Rankin; the Director of the State Health Education Centre, Alan Watts; Supervisor of Treatment of Alcoholics and Drug Dependant Services Branch, Eda Ots; Inspector-Director of the Victorian Alcoholics and Drug Dependant Persons Services, Dr. Milner; and from VicRail, Rehabilitation Officer Mr Wes Gordon.

All drugs have a legitimate place in medicine, but it is the inappropriate use of drugs that cause the problems, said Dr. Rankin.

He said drugs like morphine, a marijuana and L.S.D. are the least of our problems, it is the legal drugs — alcohol, cigarettes, sedatives and even glue, which should be our main concern.

"More than 90 per cent of the population at some time or another consumes alcohol or takes sedatives, and can cope with them. The problem is the seven per cent who have social and medical problems, and use drugs as a means of escape."

Detection is very difficult, and often the only sign that a person may be using drugs is the change

in character or working efficiency. Even then, says Dr. Rankin, in most cases it won't be drugs, but it could be.

Some drugs have visible effects on the body — morphine causes sleepiness and pupils shrink to the size of pin points; amphetamines, stimulant drugs, cause people to become extraverted, they can't sleep, or eat, and have enlarged pupils.

Drugs are a common problem in society, and the days of the simplistic attitude have gone. It is time to look at the problem realistically, and to do something about it, said General Manager, Mr Hodges.

He said the problem cannot be solved individually, but organisationally we can help the individual.

Since 1974, VicRail's rehabilitation section has had a program designed to help the problem drinker. This year a new program has been designed to help people dependant on associated drugs.

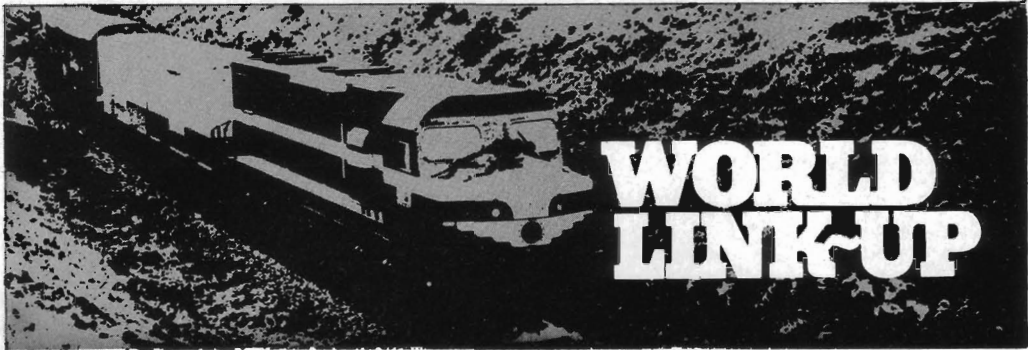
The aim is to help individuals with their particular problems with the aid of rehabilitation centres. When the worker is ready, he is put back in his job, or in a similar, suitable job.

"Sacking is not the solution. People are a valuable asset in any department, and it is our job to help them," said Mr Hodges.

There are a large number of treatment centres for drug dependant people in Melbourne, including the Smith Street Clinic in Fitzroy, Pleasant View in Preston, Gresswell at Mont Park, and Heatherton Hospital.

There are also many day clinics and hospitals, as well as parent aid centres at Hampton, and Telangy farm, for drug dependants.

The VicRail welfare section has been so successful over the last three years, that many outside industries have approached the department to find out how the program is run, with a view to setting up their own.



WORLD LINK-UP

Australian National Railways has been awarded a contract for the manufacture of 63,000 steel sleepers for a section of rail track in Central Java, Indonesia. The \$380,000 contract has gone to a South Australian steel fabricating company. Total cost of the sleepers, including shipment to Indonesia by mid-1978, is \$1.7 million. ANR has, for the past nine years, run an aid programme to the Indonesian Railways as part of Australia's Columbo Plan.

★ ★ ★

A feasibility study, designed to bring Afghanistan into the railway age, has been completed by the French company, Sofrerail. Rail development is listed as one of the most important ventures in a seven-year-plan for Afghanistan which began last year. The plan talks of 2.5m tonnes of industrial, agricultural and mineral freight for the railways each year. But the route for the system does not go near the most important iron ore reserves in the mountains west of Kabal.

★ ★ ★

Plans to update ageing rolling stock and track to prevent further accidents and inefficiency have been announced in Pakistan. The finance minister, Mr Pirzada, said it is planned to remedy the problems over the next two years. One ambitious scheme involves the replacement of three million sleepers over 1818 kilometres of track.

★ ★ ★

The new, Skoda-built ChS 200 electric locomotive in Russia has reached a speed of 200 km/h during tests, and completed the journey between Moscow and Leningrad in three hours.

★ ★ ★

Plans by Japan railways to increase fares by a further 19 per cent are being blocked by the finance ministry. Traffic volume dropped substantially after a previous 50 per cent rise in fares, and JNR has been forced to lower supplements for first class and sleeping cars, because fares exceed airline prices in many cases.

★ ★ ★

A Tibetan government official has confirmed that China is building a 2213 km rail link between Tsinghai and Tibet provinces. The line will pass through Golma in the oil-rich Tsaidam Basin, and join Tibet with China's rail network.

★ ★ ★

British rail engineers have taken delivery of the first of three pre-production power cars for the Advanced Passenger Train. The 4000 h.p. cars will be capable of speeds up to 241 km/h. By 1979, trains covering the 645 km between Glasgow and London will run at up to 200 km/h, completing the journey in just over four hours.

★ ★ ★

Canadian rail has awarded three contracts valued at \$C10 million for works to its transcontinental route in Northern Ontario. The work involves lengthening 25 passing loops to accommodate 125-wagon trains.

★ ★ ★

The viability of the English Channel project may be studied again following a vote in favor of such a move by the European Economic Community.

★ ★ ★

North American Car Corporations and Bi-Modal Corporation have announced plans for a road/rail freight vehicle featuring interchangeable rail and road wheels at the rear. When travelling on rail, the front of the vehicle rests on the rear of the unit ahead of it. On the road, the front is supported by a standard tractor unit. The first units will enter service late next year.

★ ★ ★

In New Zealand a start has been made on brightening up the Wellington suburban fleet, which has been painted an unrelieved red for decades. A three-car set has been decked out with colored vertical stripes near each door to denote 'smoking' and 'non-smoking' carriages. The broad stripes will be white for non-smoking, and bright yellow for smoking.

Rubbish run on British Rail

British Rail's London Midland Region has signed a contract with London Brick Land Development Ltd. for movement of household rubbish from North London areas to a land site in Bedfordshire.

Signing of the contract follows an agreement between London Brick and the Greater London Council.

Construction of a waste concentration and loading terminal on railway land at Brent, North London, has already begun. After completion in 1978, the contract will run for 20 years.

The scheme will use 220 specially built 20 ft. end-tipping containers with a capacity of 35 cubic yards. A prototype has been built by British Rail Engineering, but other bids are being submitted.

— *Railway Gazette International*



The first of a five special bulk hopper wagons to be built this year rolled out of the Newport Workshops last month.

The wagons, built to ICI's requirements, will carry soda ash. Another five will be built under next year's budget.

The four top-loading hatches on the wagons are an innovation. They have spring-loaded hatch covers. Four discharge hatches beneath have sliding doors.

The wagons feature the ICI logo, and are capable of carrying 54 tonnes of soda ash each.

Critic learns to love us

When Tim Hewart slept through his train stop at Berwick he expected problems — getting his wife to drive the 60 kilometres to pick him up, or sleeping in Warragul overnight . . .

Of course, he hadn't counted on the bountiful good nature of VicRail's workers.

Tim, a journalist with *The Australian*, has criticised the railways in the past, but in *The Weekend Australian* of October 8-9, he sang our praises.

Station staff at Warragul and Berwick, a goods train driver, and train control at head office had provided Tim with a little old fashioned service.

An editorial comment on the incident appeared in the same issue of the paper. It read:

"In what many readers may regard as quite the most unusual report published in these pages for many months, we record today the amazing experiences of a member of our Melbourne staff who fell asleep on the train home, and was actually assisted, far beyond the boundaries of what anyone would have a right to expect, by the staff of the Victorian railways.

Station staff out in Gippsland, 60 kilometres beyond the station where he had intended to go, went to the lengths of organising for a night goods train to get him home after the passenger service had ceased, and telephoned his wife into the bargain to let her know when to meet him.

Most of us, these days, have long given up hope of finding the public service prepared to offer such help to the public. For some reason, railwaymen — with the exception of the cheerless assistants on the buffet cars of inter-city expresses — have always managed to keep alive more of the friendly and helpful traditions of their occupation than their counterparts in other parts of the public sector.

None the less, calling on a night goods to help a stranded passenger has a splendid ring of 19th century courtliness about it, and it is an exceptional example of willingness to assist for which the staff of Victorian railways deserve congratulations.

It is nice to know that these things can still happen, and perhaps the example should encourage us to look for similar sparks of human warmth elsewhere.

Arguing whether the tradition of public service surliness started with the public or the public service is like discussing the claims of priority of the chicken and the egg; but at least if we go looking for friendly relationships armed with a smile, it is generally possible to find cheerful assistance at the Australia Post counters, hear pleasant words from the Telecom operators, and get help from the police.

It may well be that a smile from the public makes as pleasant a change for them as the return good humor does for us."

And so say all of us . . .

—RETIREMENTS—

ACCOUNTANCY

BREHENY, P. M., Head Office, 30/9/77

ELECTRICAL ENGINEERING

BENNET, H. J., Distribution Division, 26/10/77
BIRCH, L. B., Distribution Division, 26/9/77
BOYLE, L. J., Distribution Division, 14/9/77
COTTELL, G. W., Overhead Division, 4/11/77
McCOLL, J. A., Head Office, 30/9/77
NANIK, J., Distribution Division, 22/9/77
OSLER, A. K., Overhead Division, 19/9/77
PICHLER, A., Head Office, 10/8/77
RUPP, J., Overhead Division, 23/9/77
SIGGINS, N., Head Office, 4/11/77

Mr P. J. McMahon, formerly with the lighting and power division of the Electrical Engineering Branch, died on July 23. He was incorrectly mentioned in the retirement list in the September issue of *Rail Ways*.

The error occurred during staff changes in the Public Relations department. *Rail Ways* apologises for any embarrassment caused to the family of Mr McMahon.

FREIGHT

KOURESKAS, C., Melb. Freight Terminal, 16/8/77
McINTYRE, A., Melb. Freight Terminal, 16/9/77
O'SHEA, C. H. J., Melb. Freight Terminal, 9/10/77
JACOVOU, K., Melb. Freight Terminal, 5/11/77
MOON, G. T., Bendigo Freight Centre, 21/9/77
PITMAN, R. J., Hamilton Freight Centre, 29/9/77
SINFIELD, C., Melb. Freight Terminal, 30/9/77
ZAPRIS, E., Melb. Freight Terminal, 25/10/77

ROLLING STOCK

BEDGGOOD, R.D., South Dynon, 29/7/77
BELL, R.P., South Dynon, 8/8/77
BURGESS, A.W., Head Office, 11/8/77
CASERTA, G., Newport, 13/11/77
COLLEY, G. J., Ararat, 12/9/77
CONDINO, D., North Melbourne, 25/11/77
COOKE, C. B., North Melbourne, 9/9/77
CORN, F. H., Jolimont, 9/11/77
CURR, G. F., Dimboola, 19/8/77
HALT, K., North Melbourne, 13/11/77
HAWKINS, W. S., Newport, 27/11/77
MARCHIO, S., Jolimont, 24/8/77
PATERSON, G. R., South Dynon, 10/8/77
ROWE, W. J., Bendigo North, 26/11/77
SUNDERLAND, I. R., Bendigo, 1/9/77
SUTHERLAND, W. S., Ballarat North, 27/11/77
TRIANTAFILLIDIS, K., Jolimont, 3/8/77
WALLIN, G. L., Seymour, 7/10/77

STORES

CARUSO, A., Reclamation Depot, 2/11/77
BUCCHERI, S., Newport Workshops, 27/1/78
BACON, R.M., Bendigo, 31/8/77
BYRNE, A. F., Ambulance Depot, 13/9/77
ALBERTIN, P., Printing Works, 7/9/77
KOUSHIAN, K., Newport Workshops, 23/9/77
HUNT, R. D., North Melb. Workshops, 17/8/77
PAPACHRISTOU, A., Newport Workshops, 12/9/77

TRAFFIC

CARNSEW, N. H., Clerk, 5/10/77
GILLARD, H., Stationmaster, 8/10/77
HILL, F. K., Superintendent, 28/10/77
LAURIE, A. G. R., Suburban Guard, 1/9/77
LEARMOUTH, J. L., Shedman, 31/10/77
McGRATH, J. A., Station Assistant, 13/9/77
McMAHON, M. J., Stationmaster, 20/10/77

Mr Bate retires

A wheat farmer and gold miner before joining VicRail, John Bate recently retired as engineer of tests at Newport Workshops.

Leaving the family's farm at Stawell, John operated a cyanidation plant at a gold mine, also in Stawell, before the outbreak of World War Two.

After service in the A.I.F. he undertook a rehabilitation course at the Melbourne Technical College (now RMIT) in metallurgy.

In March 1950 he joined VicRail as a metallurgist, and was appointed engineer of tests in 1966.

For the 27 years of his railway career, John was employed only at Newport Workshops.

In 1968 he accompanied Mr Stan Keane, Chief Mechanical Engineer, to the U.S.A. and Canada on a study tour of diesel-electric locomotives.

As engineer of tests, John was in charge of the laboratory, where quality checks are carried out on equipment made by VicRail, and was responsible for the inspection of materials bought by the department.

Since retirement he has been able to spend more time in the garden and listening to classical music. He has not made any definite plans for the future.





BACKTRACKING

60 years ago

The Victorian Railways Amblance have just completed their annual competitions, with very satisfactory results.

Hitherto it has been the practice to hold the competitions at Blackburn extending over two days, but owing to the increasing number of entries that are received, it was decided to hold district competitions.

At all the district events the use of a tomahawk to cut the splints, etc., was permitted, but in the final event this was prohibited; when the competitors entered the ring they had nothing more than their own wearing apparel available.

After lunch the weather conditions would not permit a return to East Melbourne (for the final events), and we were again compelled to go to the Institute Concert Hall to complete the work.

This is always regretted by the competitors, who prefer outdoor conditions. However, the work done in the Institute was excellent.

An excellent musical programme was prepared for the evening by Mr Alex. Wotherspoon, and the two final items of the competition were included.

The work of the corps and individuals was so well done that the judges had some difficulty in separating them, and it was only by exhaustive oral examinations that they were able to make an award.

40 years ago

Interest extending far beyond Victoria was aroused last month when the commissioners announced that the new all-steel, semi-streamlined and completely air-conditioned train had been named the *Spirit of Progress*.

This selection has met with wide-spread approval. The consensus is that the name has been wisely chosen. It dramatically symbolises the step forward which this new train represents in the history of the Victorian Railways.

In conferring a special individuality on this train, the commissioners have followed a practice commonly adopted in the northern hemisphere, where the leading trains are distinctively named.

The *Coronation*, *Silver Jubilee* and *Flying Scotsman* in England; the *Flying Hamburger* in Germany; the *20th Century Limited*, the *Broadway Limited*, the *Zephyr*, the *Hiawatha* and the *Green Diamond* in North America are some of the names which gave a special significance to the trains concerned.

As the day draws nearer for the appearance in service of the *Spirit of Progress*, so the conviction is strengthened that its comfort and convenience will be appreciatively confirmed by all who have the pleasure of travelling in this masterpiece of Australian workmanship.

In constructing such a train, the department has been in the advantageous position of knowing precisely the characteristics of the latest and most modern trains now running in other parts of the world.

20 years ago

Raising the 1,866 ft. long Sandy Creek bridge by 8 ft., without interference to traffic, is one of the major railway works necessitated by enlargement of the Hume Dam.

In addition to lifting the bridge, a new 40 ft. span had to be constructed at each end, and approaches regraded.

The bridge consists of 31 60 ft. spans, and the raising is being done progressively in lifts of about 15 in. Two 40-ton hydraulic jacks at each pier are used to raise the four girders (two abutting on each side).

The jacks lift a steel cross beam from the top of which four steel struts transfer the thrust to the underside of the top flanges of the four girders.

Between lifts, each girder is supported by a seat of five scrap rail lengths welded together. After the seats are positioned, the girders are lowered, and the lifting gear removed to another pier.

Then the top of the pier is concreted to about the level of the top of the rail seats.

The process will be repeated in stages throughout the length of the bridge until all piers are at the right heights.

Other railway works involved are the relocation of 8½ miles of track between Ebdon and Tallangatta, the building of a new Tallangatta station, and construction of a new bridge at the Mitta Mitta River.



Bunyip line is now 100

VicRail joined with the Clayton Arts Council to re-enact the opening of the Oakleigh - Bunyip railway line on October 9.

The ceremony marked the line's centenary, and to celebrate the occasion, 700 passengers, many in period costume, travelled on a K-class loco hauling historic carriages, including the Yarra carriage.

Taking part in the celebrations were the Minister of Transport, Mr Rafferty; Mr Alan Scanlan MLA; the Mayor of Oakleigh, Cr. J. Perryman; VicRail General Manager, Mr Ian Hodges; Mr H. W. Viney, president of the Clayton Arts Council; Mr E. R. Godwin, chairman of Steamrail Victoria; and Mr E. Hogan, operations manager of Steamrail Victoria.

Mt. Buffalo in summer... a wonderland above the clouds.

Suspended in space, high above the valley, it's a place of utter enchantment.

Delicate wildflowers, mist-wreathed crystal brooks, haunting birdsong, peace and tranquillity – Mt. Buffalo will linger long in your memory.

And the warm friendliness and comfort of the Chalet – something else you'll never forget.

Make it a summer holiday to remember, at Mt. Buffalo.

**20% off
accommodation
for VicRail staff
all year round
(except between
23.12.77 and
7.1.78)**

Included: Light refreshments on train, bus and return from Wangaratta,

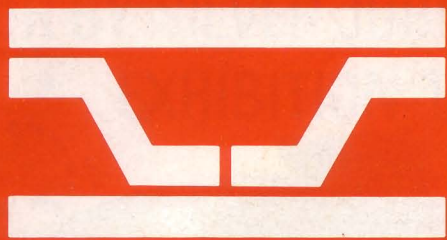


accommodation and all meals.

VicRail staff, apply to Head of Branch, former railway staff who have retired on account of age apply to Pass Officer, Victorian Railways, 67 Spencer Street for concession form.

**Book at
Victorian Rail-
ways Central
Reservations
Bureau, exten-
sions 1736 and
1749.**





Rail ^{10 CENTS} Ways

DECEMBER 1977





Seventy-eight years of VicRail involvement in narrow gauge running ended on Saturday, October 1, when Locomotive 7A puffed into Belgrave. Loco 7A also hauled the last train on the Walhalla line in 1954, and the last between Upper Fern Tree Gully and Belgrave in 1958. Pictured on their final Puffing Billy run for VicRail are driver Norm De Pomeroy and fireman Bob Clugston. (see story and more pictures on pages 182–183).



**Rail
Ways**

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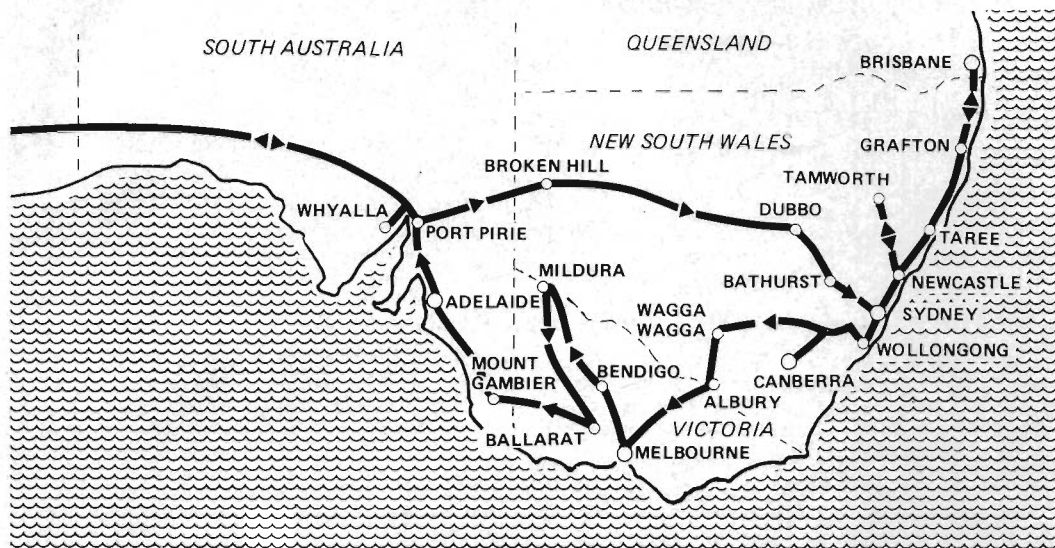
FRONT COVER

Beaming with Christmas cheer, Christopher Franke, chef on the Southern Aurora, prepares a summer salad for dinner guests. Chris originally came from Sri Lanka.

RAIL WAYS

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TOUR BY SILVER JUBILEE COMMEMORATIVE EXHIBITION TRAIN 1977-78



The Crown jewels—replica, of course — suits of armor, weapons, costumes and other Royal treasures will be railed across Victoria next month.

Railways of Australia, in co-operation with the Silver Jubilee Commemorative Organisation, will run the special Silver Jubilee Exhibition Train.

The British treasures are valued at \$78 million.

They will be displayed in the train which will tour capital cities and major country towns in New South Wales, Victoria, South Australia and Western Australia as well as Brisbane and Canberra.

The organisers decided on using a train for the exhibition because it assures greater safety in the transport of such rare and fragile historic articles.

The exhibition, called "*Royal Heritage on Wheels*", will show the role of the monarchy through the ages, and will feature many of the Queen's personal possessions.

In Victoria the train will be bogie exchanged at Dynon before visiting Bendigo, Mildura, Ballarat and finally Spencer Street in Melbourne.

The exhibition will begin at Bendigo on January 7, arriving in Melbourne on January 13 for a three-week stay.

People will be able to see the display between 10 a.m. and 10 p.m. daily.

Commonwealth police and staff will live on the train during its country tour.

The four '1200' class air-conditioned silver carriages have been trimmed in red, white and blue, by the men of the New South Wales carriage workshops at Everleigh.

Christmas message from the chairman

I would like to extend, on behalf of members of the Victorian Railways Board and senior management, compliments of the season and best wishes to all our employees and their families.

Unlike some industries, Christmas is a busy period for the railways, both in the transport of people on holidays and in the movement of grain and other freight.

This highlights the importance and constant role of our railways, which may be taken for granted by the public.

It is dedication to the transport task which deserves praise, and on behalf of the Board, I would like to express thanks to all concerned.

— A. G. Gibbs

MORE WORK AT THE TOP

VicRail Chairman, Mr A. G. Gibbs, has been appointed chairman of the Metropolitan Transport Region Consultative Committee following the retirement of Sir Robert Risson.

Mr Ted Rogan is the new chairman of the northern and western region committees, and Mr Bert Ronalds is the new chairman of the south-western, north-western and Gippsland groups.

The committees advise the State Government of transport needs in their regions. They are also consulted by the Government whenever changes in transport services are being considered.

Mr Rogan has had a long association with transport. He is a former deputy chairman of the Victorian Railway Commissioners, and was first general manager, from 1973 until he retired the following year.

Mr Ronalds, is acting general manager and chief engineer of the Railway Construction Board, and is a former chairman of the Victorian Pipelines Commission.



The three new committee chairmen, from left: Mr Gibbs, Mr Rogan and Mr Ronald.

VicRail's local representatives on the country committees are the following district superintendents: *Northern* — Mr Mick Hearn, Bendigo; *Western* — Mr John Ganley, Ararat; *South-Western* — Mr Dave McTaggart, Geelong; *North-Eastern* — Mr Dave Watson, Seymour; *Gippsland* — Mr Trevor Smith, Eastern.

Britain is top speed improver

When scheduled start-to-stop average speeds exceeding 120 km/h were last reviewed in *Railway Gazette* (July 1975), it seemed likely that early improvements could be expected on the Rome—Florence and Moscow—Leningrad lines.

However, delays in construction and late commissioning of 200 km/h prototype trains respectively have precluded any effective uplift in the best average speeds for Italy or the Soviet Union.

Indeed, only three countries show any significant gain in the best average speed since 1975, and two of them — Japan and West Germany — are the result of minor changes in schedules rather than any general improvement in journey times.

Only in Britain have dramatic gains been registered. Elsewhere we may well have to wait until major projects such as the Paris—Lyon line or the US Northeast Corridor improvements are completed in the 1980's.

Although Britain has not regained world supremacy in railway speed, it can be said that, since 1970, she has made the greatest progress of any country in improving inter-city rail services from the standpoint of speed and frequency.

During the past seven years we have seen the aggregate overall average speed of an entire daytime Anglo—Scottish service (nine trains each way) raised to over 120 km/h, bringing about a full hour's cut in time between London and Glasgow.

This achievement is now over-shadowed by the inauguration of High Speed Train service on the London—Bristol—South Wales lines of the Western Region.

The current timetable shows no less than 59 point-to-point timings at over 150 km/h, including four from Swindon to Reading at over 160 km/h.

Britain thus becomes the fourth country to attain

this level of speed in scheduled service, the others being Japan, France and (fleeting) Iran.

More is to come on Western Region with the introduction of HST services on the West of England line, which has languished in the doldrums for several years past.

Before that, the East Coast main line will come into its own in another year or so when HSTs will bring Newcastle to within three hours of King's Cross. The Flying Scotsman will make its run to Edinburgh in 4½ hours, thus snatching the Anglo—Scottish blue riband back from the West Coast route for a few months before the prototype advanced passenger train is ready.

TOP OF THE CHART

Japan's Shinkansen achieves a new high mark — over 175 km/h — as a result of a single Hikari train in each direction which now calls at Yokohama and Shizouka.

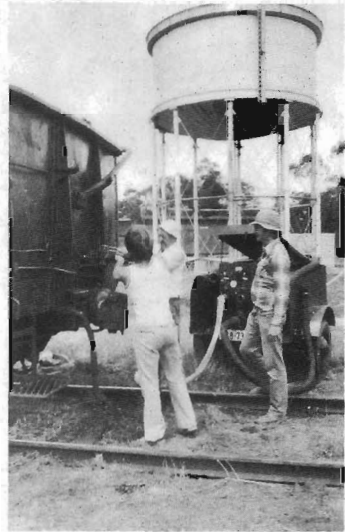
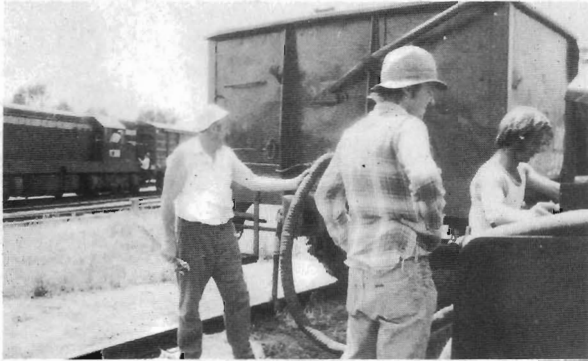
The resulting 59 minutes timing up, and 61 minutes down between Nagoya and Shizouka, are world records.

In France, the story of the past two years is the passing of almost the entire Paris—Bordeaux main line for 200 km/h running, which has brought about 3 hours 50 minutes nonstop schedules for the down Aquitaine and the up Etendard.

These are the fastest schedules between major cities outside Japan. The up Aquitaine takes only nine minutes longer, with stops at Angouleme and Poitiers.

— *Railway Gazette International*

RAIN ! by train



For the past 18 months rain clouds heading for Bealiba and Victoria's north-west have totally ignored the township.

"They have," said Barrie Crombie, "split in two and sailed off either side of here. It's been incredible."

Barrie has been station officer at Bealiba for the past six years.

"The town is as dry as a bone, tinder dry. We haven't even been able to burn off for summer, because the fire could get out of hand and we've had no water to fight any fire."

The 200 people living in the area have been severely restricting their use of water from an old railways dam just east of the station buildings.

Bet Bet Shire councillor, Bernie Rinaldi, says the townspeople have confined their water use to domestic and septic tank needs.

Cr. Rinaldi, also a Bealiba water trust commissioner, was on hand when VicRail rescued the drought-stricken town.

The move came when the town had only one week's supply of dam water left.

The Premier, Mr Hamer, approved the spending of up to \$1100 from the State's "Disaster Fund" to supply Bealiba with 40,000 gallons (180,000 litres) of water a week.

"We are treating this emergency as a disaster," he said.

The railways was called on to freight the water in four 2,000 gallon tankers from Maryborough each weekday for as long as it's needed.

And to solve the problem of water for fire-fighting, three steam locomotive tenders full of water were brought down the line from Ballarat.

Cr. Rinaldi, dressed in his best working gear for the occasion (see pic), joined two shire employes to pump the water from the wagons into a tank, bought for \$1000 from the railways by the shire some years ago.

The men used Country Fire Authority pumping gear to do the job.



ABOVE LEFT. Cr. Bernie Rinaldi, (left), Col McLellan and John Knights starts up the CFA pump that draws the water from the wagons. TOP The men adjust the wagon tap fittings. ABOVE: Only one week's muddy water was left in the old railway dam when the first water train arrived at Bealiba.

"You have no idea how glad we were to see that first train come in," Cr. Rinaldi said.

"We've been using water from the old dam, but there was precious little of that left. And we've been praying for rain. Praying hard.

"There's been no water in our reservoir for the past two years."

Cr. Rinaldi said the shire council is applying to the State Government for a water supply from the Avoca River.

Hamilton celebrates 100 years of trains

VicRail played a major role in the centenary celebrations of the Melbourne — Hamilton rail link late in October.



The special frank used on mail leaving Hamilton during the centenary.

Hamilton railway station, specially decorated with bunting and festive lighting was packed with spectators. Every vantage point on embankments and bridges was taken some time before the arrival of what will probably be the last steam train to visit this part of the State.

To reduce tender-first running, two steam engines — K153 and K184 — were used on the train, organised by the Australian Railway Historical Society. Every seat had been booked weeks before the train trip began at Spencer Street at 6.42 a.m. The 450 passengers did not return to Melbourne until 3.30 the next morning.

The ARHS received two honors on the trip — firstly when the City of Hamilton flag was placed on the steam engine at Dunkeld to signify freedom to enter the city. And the mail was carried for the first time by the society when a sealed mailbag of specially franked letters was sent to Melbourne by Australia Post.

All mail posted in Hamilton on October 29 was centenary franked. The original station post box was borrowed from the Hamilton Museum and returned to its original position for the day.

With background music from the Hamilton City Band, a commemorative plaque was jointly unveiled by VicRail Chairman Mr A. G. Gibbs, the Mayor of Hamilton, Cr J. J. Soulsby and the president of the ARHS, Mr W. Rapley. The Hamilton Drama Group, in period costume, re-enacted the original ceremony of 1877.

Led by a fleet of vintage cars, the centenary procession down banner-decked streets became one of the highlights of the day. Included were marching girls, five bands, horse drawn gigs and buggies, 20 commercial floats, novelty acts, scouts, guides and the pony club.

The procession took 50 minutes to pass by, and it is estimated that at least 4000 people watched from the streets.

Hamilton City Council designed and erected a commemorative arch near the post office, beneath which the procession passed; this was as near as possible to the arch placed in the same position in 1877 for the inaugural rail opening procession.



Children of the district line up for free rides on the diesel.

C.B. radio operators were at various points — one being on a 50 ft. high crane overlooking the entire procession route of nearly 2 km.

A number of awards were made for the various entries in the procession, and these were presented by Mr Gibbs who, with Mayor Soulsby, stood on a special dais in front of the town hall to review the procession, after travelling in the leading vintage car.

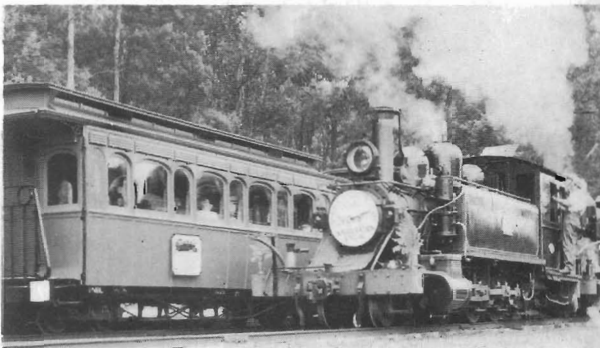
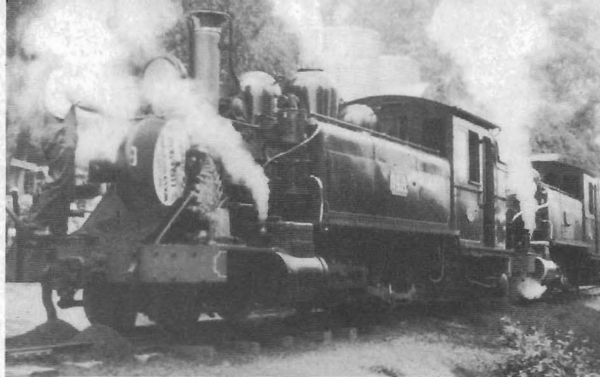
Hamilton Pastoral Museum took advantage of the occasion to stage a steam rally, and many of the day-trippers from Melbourne visited the display.

In the evening, there was a free family film in the town hall, and a dance, sponsored by 3HA, in the VR1 Hall.

Earlier, children had been given free train trips from Hamilton to Branxholme, and a painting contest had been held, where the youngsters could depict any train during the 1877-1977 period.

Local councillors had supported the centenary idea since the railways proposed the celebrations some months earlier. They assisted with the setting up of a centenary committee of representatives from business, service clubs, council, VicRail and the general public. The Hamilton Spectator produced a special supplement for the occasion.

Celebrations came to a close the following week with the running of the Melbourne—Hamilton Rail Centenary Handicap, a race over 1600 metres at Hamilton Racecourse.



New life for old Billy

A new era in the life of Puffing Billy began in October, when VicRail handed over administration of the narrow gauge railway to the new Emerald Tourist Railway Board.

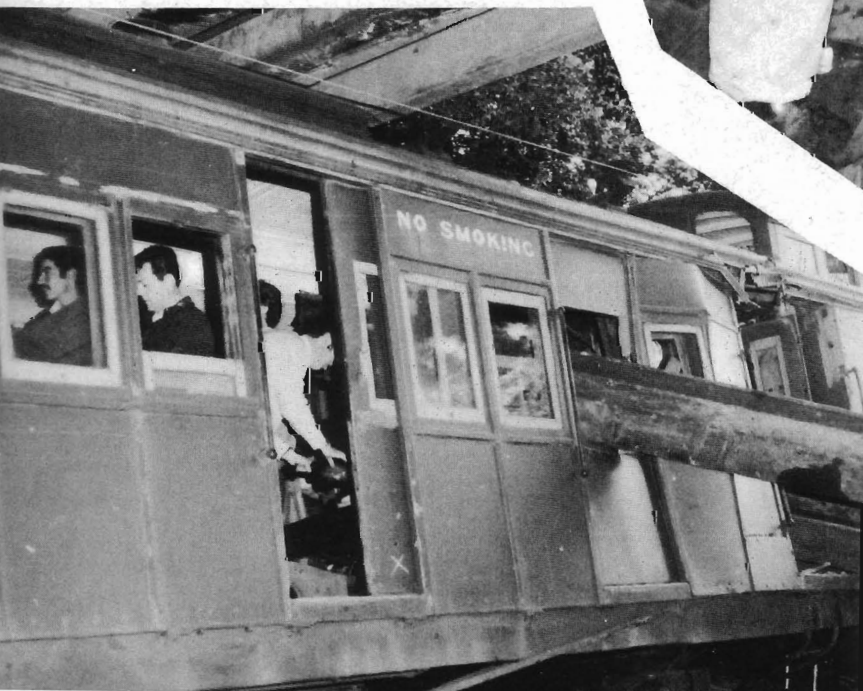
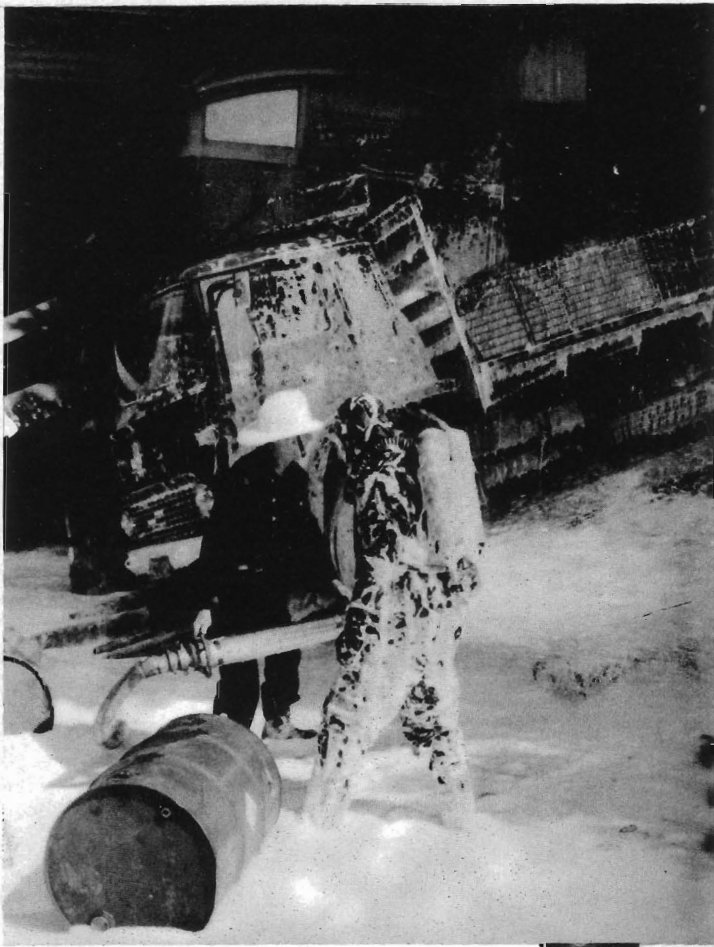
With the change-over, 78 years of VicRail association with narrow gauge ended.

In a ceremony at Belgrave station VicRail General Manager, Mr Ian Hodges, handed over Puffing Billy's

green flag to ETRB chairman, Mr Lon Wymond.

VicRail will no longer have to supply crews for the narrow gauge engines. The new board will have its own steam specialists, and training will be available for others wanting to learn the skills needed to drive steam engines.

Pictures taken at the October 29 hand-over day are by John Phillips.





Fake flash — a crisis test

At 8.45 a.m. on October 25, a truck blew a tyre in Royal Parade, Parkville, careered down an embankment and collided with the 8.23 a.m. train to Whittlesea.

The first two carriages of the four-carriage train were derailed, and the overhead wire was brought down.

The truck, owned by XYZ Chemical Company of Sydney, was carrying 20 drums of methanol, a flammable and poisonous liquid. As the drums were leaking, and the overhead wire had been brought down, the chance of an explosion was imminent.

First reports to police said the drivers of the train and truck were trapped and a large number of passengers were injured.

Fortunately this crisis did not really happen. It was a simulated accident to test the police, fire brigade, ambulance and VicRail under emergency conditions.

The training exercise was code-named "Operation Flash". "Flash" is railway code for a serious accident.

Earlier this year the tragic Granville disaster brought to light the need to plan for utmost efficiency in a crisis situation.

As well, there have been two occasions, one in South Australia and the other in New South Wales, in the past two years when semi-trailers have plunged down embankments onto railway lines into the path of oncoming trains.

The police co-ordinated the exercise, and VicRail's role was mainly to set up the disaster.

Two carriages were derailed and the truck was placed in position with the aid of a mobile crane the previous day.

On the morning of the exercise, the "casualties", drawn from VicRail first aid teams were given their sham injuries. The cuts and gashes are of plastic, and when tied on the body look, as they are supposed to, like actual injuries.

To play the role of the dead, the department store Myer provided eight store dummies.

One dummy, most observers of the scene felt, went a little too far. After being dragged out of the wreckage by a fireman, a leg and an arm came away from the torso.

When the size of the operation became known, teams from metropolitan hospitals joined in the exercise.

A nurse on her way home from night shift, thought the operation was for real and pitched in to help. When told it was only a training exercise, she still helped with the "injured".

In all, 44 casualties were taken to hospitals in the suburban area.

Betty Reidy (featured in September Rail Ways) was taken by ambulance to Preston and Northcote Community Hospital where she was admitted, X-Rayed and then put to bed. Only then was she released.

Mr George Edney, Assistant Chief Freight Manager and chairman of the co-ordination committee for the exercise, described the operation as highly successful.

Mr Edney said lessons learnt include:

- Co-ordination of the colors of hard hats worn by the various state services.
- The police control point and police co-ordinator need better identification at the scene.
- Better identification of hazardous materials needed.
- Standard terminology between state departments needed.
- Better control of road traffic and emergency vehicles at scene of accident needed.
- Improvement needed in handling of injured passengers.
- Identification lights needed on VicRail emergency vehicles.



Ian's a winning Bett

Ian Bett, VicRail urban planner, was a double success at the Australian and New Zealand Railways Institute basketball championships at Port Augusta in October.

Ian was the only Victorian selected in the All Australian men's team, and he also coached the women's team into second place.

The women's team defeated the Australian National Railways girls twice during the series, but lost to them in the final 50-64. This is the first game the team has lost in three carnivals.

Three members of the team made the All Australian side. They are Anne Bradbury, Barbara Nation (both Accountancy Branch) and Kathy Lonergan (Traffic).

This is the third time Anne has been selected in the Australian team, and it capped a successful championship for her — she won the best and fairest trophy, and was top scorer with 250 points.

Other members of the team were Lynda Macumber (Traffic), Mary Jane van Velzen (Trading and Catering) and Chris Kaszuba (Accountancy).

Anne prepared the team before the carnival, and Ian became "sideline general" once the team arrived in Port Augusta.

The men's team was not so successful.

They won only two matches. Several defeats, however, were by a hair's breadth.

In the two matches against Queensland, Victoria lost by one point and three points respectively.

Against eventual premiers, Australian National Railways, they went down by 14 points and 12 points.

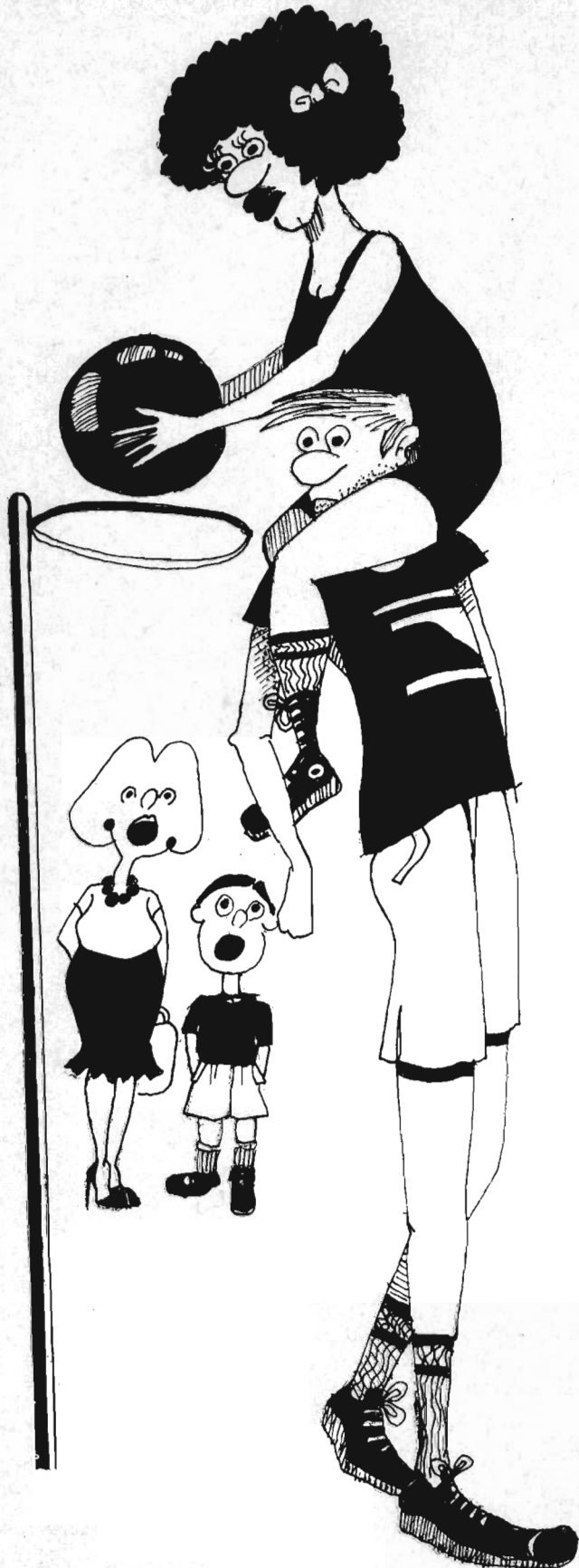
The men's team was captained by Gary Taylor. The other members of the team, apart from Ian, were Des Wilson, Chris Clee, Les Power, Ray Duthie, Gary Katajala, and Paul Best.

Ian, 194 cm and 78 kg (6 ft. 4 in. and 12 stone), has played basketball for six years.

Ian denies that his height had anything to do with his decision to take up basketball.

He says he was "only" six foot tall when he began the sport during his university days.

Amateur VicRail cartoonist, Brian Roberts, sees Ian as one of Australia's more unorthodox women's basketball coaches.



Brian.



DEBBIE'S A GO-GETTER — FOR CHARITY

Key punch operator Debbie Casey was recently crowned Miss Community Service in the Miss Footscray Quest.

Debbie, 18, of Altona North, works at B.H.P. House in the Accounts Branch.

The Miss Footscray Quest is run by the Footscray Lions Club in aid of local charities, and this year raised \$35,759.

Debbie raised \$5190, the most of any of the 19 entrants. Amazingly, with the help of her parents it only took four months to raise the money.

Apart from the title, Debbie received a trip for two to New Zealand, which she is planning to take in February.

Debbie, who has worked with VicRail for 18 months, writes poetry and takes ballet lessons in her spare time.

Tim's done it again!

Our newest supporter in the newspaper world, Tim Hewat, of *The Australian*, has done it again.

Tim, if you remember (Rail Ways, Nov.), was the chap who discovered the good will of railway workers when he slept his way past Berwick, his home station.

In his column on November 11, titled SUCH HARD WORK . . . SUCH PLEASURE, he said:

" . . . On Wednesday I had examined the wreck of a timber train which had come off the track at 3.30 that morning, and it looked as if it would take days to reopen the line and re-erect the steel masts and girders which carry the overhead electric power lines.

But it was a scene of frenzied activity, which is pretty rare these days when you think about all the ditch-diggers and building laborers you see propping up shovels.

I gathered that VicRail's district engineer, Mr Richard Franzl, was on the scene within half an hour, followed by a trio of mobile cranes and shifts of permanent-way men, electricians and signal experts who, for 36 hours, did not drop below 72 in number.

First they had to move the mountain of trucks and timber — some of the trucks with their bogies to the sky, others standing on their ends, still others looking like scrap metal.

They blocked both lines and were surrounded by the tall steel masts which looked like so much aldenté spaghetti.

The crane men — leather gloves flapping from the hip pocket of their shorts — ran to hook up here, lower there and reposition their monsters.

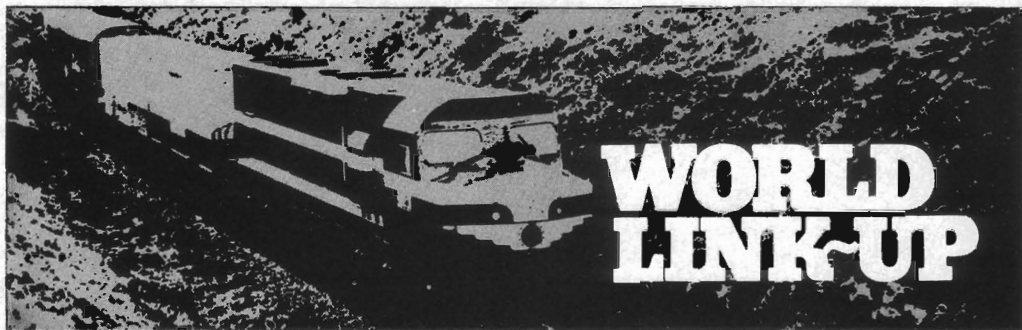
The electricians and signalmen, trotting with their tool boxes, hurried to get the whole thing together again: for this is the main line from the Latrobe Valley to Melbourne, and is probably the busiest country track in Victoria.

By 7 a.m. yesterday, Mr (Ray) Wilton (Berwick station master) told me, both lines were cleared and relaid, and the overhead power rebuilt for the up line, although they were using diesels on the down line.

VicRail promised later that both would be electrified by last evening, although there was a 16 km/h limit over the damaged area until all the sleepers could be replaced.

There will be an inquiry into how and why the timber came unstuck. But it is sufficient to say now that the repairmen did a phenomenal job.

It is a rare pleasure to be able to report that there are still people about who know how to work hard . . ."



WORLD LINK-UP

Afghanistan is planning to build its first railway, at a cost of more than \$2 billion, following a feasibility study by a French company. If plans do go ahead, it will be the fulfilment of one of the world's last great building projects. The initial network would run for 1,810 km, from the Iranian border to Afghanistan's capital, Kabul, avoiding mountain ranges.

The plan depends on whether rich neighbor, Iran, is prepared to pay for its cost. \$2 billion is more than the gross national product of Afghanistan.

★ ★ ★

A Bill to establish a presidential commission to consider nationalising America's railways has been introduced in Congress. The move follows an apparent breakdown in negotiations between the railway industry and railway labor groups.

★ ★ ★

British Rail's losses pale into insignificance when compared with German and French rail deficits, according to the latest edition of *Jane's World Railways and Rapid Transport Systems*. It puts Britain's 1976 loss at \$750m, compared with German National Railway's \$3,659m, and French National's \$2.6 billion.

★ ★ ★

Saudi Arabia is again seriously considering rebuilding the historic Hijaz railway, which could directly link Western Europe and, by extension, the whole Arabian peninsula. The Saudis are interested in reviving the former railway between Damascus and Medina, where goods would be transferred for truck haulage throughout the Arabian peninsula.

★ ★ ★

The increasing volume of road freight cluttering roads to the Balkans and Middle East is bothering Austria. 'Piggyback' services would help solve the problem, parliament has been told — foreign trucks carrying freight on Austrian roads would be encouraged to ride across the country on rail wagons. Going 'piggyback' they would avoid paying a road use tax. The plan is still under consideration.

★ ★ ★

A method of unloading oil from moving block trains has been developed in Canada. The traffic concerned runs over a 377-mile route between a refinery in Quebec and a big power station at Lennox, which uses 500 tonnes of oil an hour.

The oil tank trains are currently made up of 50-55 wagons, but could soon be increased to 80.

★ ★ ★

Each train makes the trip every two days — 40 hours on the move, and eight hours for loading and unloading.

However, now the heavy bunker oil can be automatically discharged into catch pits, with the train slowly, but continuously on the move.

★ ★ ★

A House of Commons select committee has told British Rail it could attract 20 per cent more passengers, run more trains and cut its losses by almost one-third over the next four years. The recommendations include writing off the railways' remaining \$800m capital debt, heavier taxes and tougher operating conditions for road transport, and a workforce cut of between 40,000 and 50,000 men.

★ ★ ★

Still in Britain: The nation will neither need, nor be able to afford a hover-train, according to a White Paper recently published. The hover-train was mooted as an alternative to the existing High Speed Train. However, the paper says, Britain must not close its options on alternatives to the wheel-on-rail system.

Fuel costs cut

It's not all that often that a railroad can attack a handful of problems through a single, relatively inexpensive program — but that's what seems to be happening as a growing number of locomotives are equipped with fuel-saving devices.

If these black-box units continue to work as well in actual operation as they have in extensive tests, railroads will be showing gains in several problem areas:

— First, the industry may be able to make a significant, measurable contribution toward energy conservation.

— With energy conservation will come cash conservation. Just a few years ago, you could drive a locomotive into a fueling station and fill 'er up at 10 or 11 cents a gallon. Now, based on last year's average diesel fuel price, the meter clicks off a dollar for every three-gallons-plus.

— With energy conservation, too, may come protection of the railroad industry's substantial fuel-efficiency edge over motor carriers.

— *Railway Age*

ON THE TRACK TO POWER

VicRail recently carried major components for the second stage of the Yallourn W power station.

It was one of the heaviest and most awkward loads carried by VicRail, and consisted of an 191 tonne stator core and 59 tonne rotor.

The rotor fits inside the stator core, and together they form the inner core of a generator.

Made in Japan, the components were unloaded from the S.S. Beatrice by the Melbourne Harbor Trust floating crane, and on to QS wagons at Appleton Dock on Melbourne Cup day.

Previously the QS wagon maximum load was 170 tonne, but they were strengthened to take the extra weight. The bogies were increased from four to six wheels, and the adjustable sidebeams were ideal for the consignment.

Early the following Sunday, a special out of gauge train went to Yallourn. Due to the dimensions of the stator core (just on five metres high and four metres wide) special precautions had to be taken.

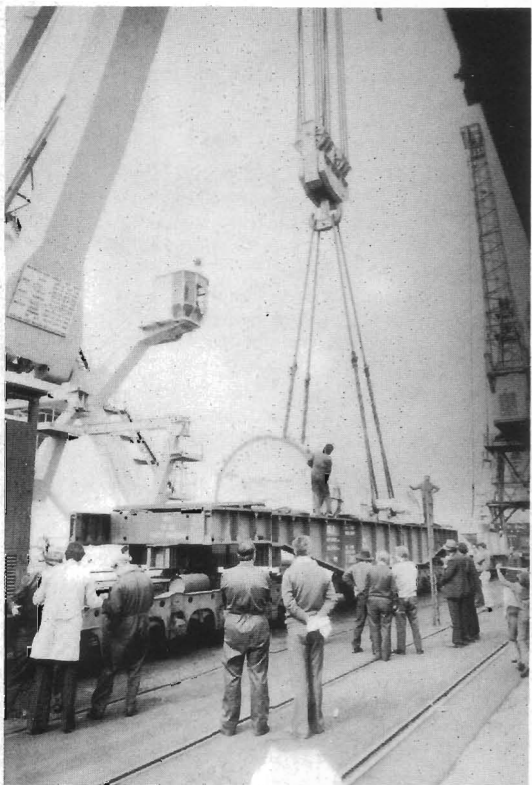
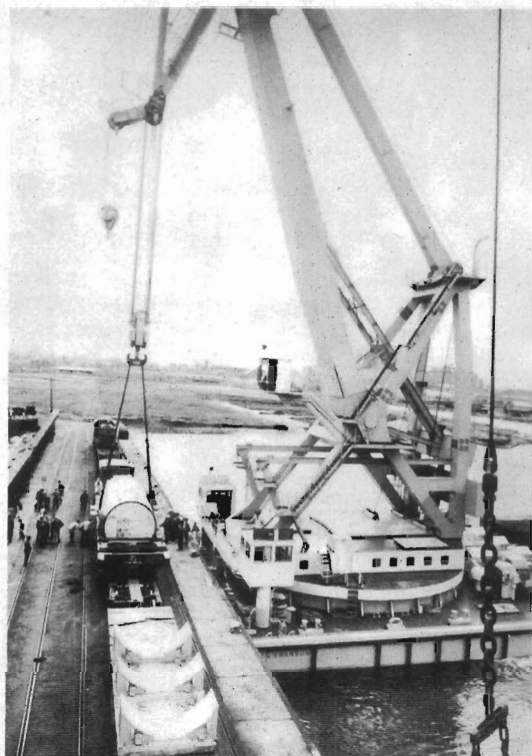
Tracks adjacent to the route had to be cleared of all rolling stock, and station platforms also had to be cleared.

The train was restricted to a maximum of 10 miles per hour, and through station yards, over points and under bridges it could not exceed 5 m.p.h.

Despite the restrictions, the train lost only 13 minutes on the trip.

This will be the first of many loads for Yallourn W (West). Four transformers will be freighted in the next few months, and another stator core in six months' time.

When the second stage of Yallourn W power station is completed in 1981 it will be Victoria's second largest power station. Hazelwood, also in the Latrobe Valley, is the largest.



More trains for a growing suburb

Melton, one of Melbourne's newest, and fastest-growing outer suburbs, now has seven extra trains serving the town each day.

Three extra trains now run from Melbourne to Melton Monday to Friday, with two continuing to Bacchus Marsh. Four extra trains also now run from Melton to Spencer Street on week days.

Before the changes, Melton was served by seven up, and seven down trains each weekday.

The last daily train now arrives at Melton at 10.20 p.m. instead of 7.07 p.m.

Plans are underway to increase the car parking space at Melton station for rail users.

An additional afternoon service has also been introduced from Melbourne to Bacchus Marsh on Saturdays.

Retirements

That was the year that was

WAY AND WORKS

BUSUTTIL, E., Spotswood, 14/10/77
CARBOON, C. M., Bendigo, 11/1/78
COOBS, A. H., Bendigo, 11/1/78
DUKE, J. A., Shepparton, 7/10/77
DUFFY, M. J., Spotswood, 23/10/77
FUELERY, I., Shepparton, 13/1/78
GRADY, J. R., Spotswood, 20/9/77
HULTGREN, H. H., Spotswood, 4/10/77
KOWALSKI, B., Echuca, 21/1/78
LAMBROPOULOS, J., Special Works, 31/12/77
MUMFORD, G., Korong Vale, 4/11/77
MURRELL, G. T., Hamilton, 7/10/77
ODDO, G., North Melbourne, 19/1/78
PESCHECHERA, P., North Melbourne, 5/1/78
POLGAR, G., Spotswood, 4/1/78
ROBERTS, W. J., Bendigo, 2/1/78
SEALBY, S., Caulfield, 21/10/77
SHEEDY, R. F., Warrnambool, 14/10/77
STOJKO, G., Metro. D. E., 6/10/77
TOPP, G. F., North Melbourne, 11/11/77
WHELAN, W. J., Spotswood, 28/10/77
WINNIAK, T., Metro. D. E., 23/1/78

ACCOUNTANCY

DAVENPORT, G., Ballarat Acctt. Office, 8/11/77

FREIGHT

CASBOLT, A. J. Melb. Freight Term., 3/12/77
LAMONT, E. D., Ballarat Freight Centre, 15/11/77
McKAY, M. C., Ballarat Freight Centre, 13/10/77
McLAREN, F. J., Melb. Freight Term., 18/10/77
WEIR, W. L., Maryborough Freight Depot, 7/10/77

MARKETING

DIHOOD, F., 2/11/77

ROLLING STOCK

BITSIKAS, F., Newport, 26/12/77
BUTTERWORTH, J., Jolimont, 26/8/77
CAMPISANO, S., Shelter Shed, 31/12/77
CANNIZZO, G., Jolimont, 23/9/77
CARROLL, L. A., E.R. Depot, 29/10/77
CATINELLA, C., Jolimont, 15/9/77
CHISHOLM, F. J. L., Ballarat Loco., 17/12/77
COWLING, H. F., Bendigo North, 15/9/77
DEVONPORT, R., Nth. Melb., 26/10/77
DIMITROULIS, S., Jolimont, 24/8/77
DZIRNE, J., Jolimont, 7/10/77
FERENAC, I. J., Nth. Melb., 23/12/77
GEORGE, P. S., Ballarat Nth., 30/8/77
GIULIANO, G., Jolimont, 4/11/77
GLESSIG, R., Jolimont, 4/10/77
GULLE, M., Newport, 21/12/77
HUGHES, R. F., Geelong, 11/11/77
IANNAZZO, F. Newport, 24/8/77
INGRAM, W. L., Sth. Dynon, 23/9/77
KENYON, R. T., Bendigo Loco., 9/9/77

STORES

FELL, A. J., 470 Collins Street, 7/10/77
KROKOS, M., Newport Workshops, 7/10/77

JANUARY

- 18 Granville train disaster. Eighty people died in Australia's worst train crash.
25 Mr Andy Augustine appointed secretary for railways. Mr Augustine, former solicitor for railways started with VicRail back in 1933. He took over from Mr Clive Miller, who retired.

FEBRUARY

- 8 Mr Rafferty, Minister of Transport, announces plans for VicRail to get 50 new suburban trains costing \$80 million. The trains are to be delivered at the rate of 10 a year.

MARCH

- 21 Introduction of automatic ticket machines, costing \$14,000 each at St. Kilda and Heidelberg. The machines can issue a ticket and change in just four seconds.

MAY

- 3 During the petrol tanker drivers strike, VicRail carried an extra 1.5 million passengers.
17 Named after George Brown, former chairman of commissioners, VicRail's biggest and most powerful diesel - the 3,300 horsepower C501 - arrived.

JUNE

- 10 Mr Gibbs opened the VicRail Law Enforcement Academy in Dudley Street. Training of all new investigation officers will be carried out at the academy. Refresher courses for investigation officers will also take place at Dudley Street.

JULY

- 18 Introduction of buffet car on the Vineland. Two air-conditioned cars were altered to provide the service.

AUGUST

- 12 The inaugural meeting of VicRail Pipelines Pty. Ltd. directors held. The directors of the company are Mr A. G. Gibbs (chairman), Mr Ian Hodges and Mr Lindsay McCallum.

SEPTEMBER

- 1 National Safety Council presents Mr Gibbs with an award recognising VicRail's significant contribution to child safety, especially in the promotion of Operation Kid.

OCTOBER

- 1 Emerald Tourist Railway Authority commences operation of Puffing Billy, taking over from VicRail.
3 Mr Alf Nicholson appointed assistant general manager (operations). Mr Laurie Krausgrill becomes chief freight manager.
8 Mr Mal McKenzie appointed comptroller of stores. Mr McKenzie has been in VicRail 40 years. Mr Fell, the former comptroller of stores, retired.
25 A simulated disaster exercise "Operation Flash" held.
29 Centenary of the Hamilton line.

NOVEMBER

- 17 Victoria hosts interstate first aid championships.



BACKTRACKING

In this regular Rail Ways feature, we highlight the news that made the Review and Newsletter 60, 40 and 20 years ago.

60 years ago

With the last month of the year comes the duty of reviewing the work of the year in our Institute, and determining our achievements. The number of members on duty in war services is always growing, and in many cases students who had been marked as specially promising have gone from us to that "bourne from whence no traveller returns", enduring monuments of the spirit of sacrifice which is not feeblar among those who strive for mental profit than it is in less ambitious circles.

These make losses in our midst we would not dare to compute. Silent testimony of their work may be marked in the zeal of those on whom falls the duty of keeping to the course they were embarked upon when the rude alarms of war made such a catastrophic diversion.

Economy is something other than the crude cutting away of growing inducements to prosperity. Even if there were no direct monetary gain to be read in the records of our Institute, the fact of its worth may still be read by whoever will judge from the increased value of service rendered by the thousands of students who have passed through its classrooms.

Last year alone, over 1200 railway workers gained added power in their vocation through the voluntary effort they were allowed to put to use in our Institute.

In Britain, and especially America, it is becoming more than ever recognised as an assured asset to have a staff on the railways that is studious and ambitious to advance. This ambition is always strongly marked in the staff on Victoria's railways, and it is to meet the aspiration of the railway workers, who strive to advance, that we are in being.

40 years ago

In their fiftieth year of operation, the Newport Workshops have strikingly demonstrated their great value to the Department by producing one of the world's finest trains — "*Spirit of Progress*".

From their inception, the Newport Workshops have throughout the years met every progressive step in railway rolling stock construction technique.

Now they are one of the largest and most modern establishments of their kind in the southern hemisphere, employing on an average, 2,700 men.

The workshops extend over 130 acres. The buildings alone cover 22 acres, with a network of tracks covering 33 miles. Electricity is used to operate the 890 machines, many being fitted with individual drive.

Sections of the workshops include the boiler shop, erecting shop, foundry, log mill, pattern-making shop with upholsterring and nickel-plating divisions, copper-smiths' and blacksmiths' shops, forge, tarpaulin shop, turnery, Westinghouse brake shop, and so on.

Conspicuous features of the modern plant are four overhead cranes, each of 75-tons capacity, in the erecting shop.

Included also in the machinery are a butt welding machine capable of welding up to 2½ inch diameter stock; a drop hammer battery consisting of 20, 30 and 40 hundredweight stamps; continuous heading plant which will produce seven tons of dog spikes or five tones of fishbolts each working day; 40 turret lathes, the largest taking 7½ inch diameter work through the spindles.

Construction of almost everything connected with the rolling stock branch is undertaken — from nuts and bolts to the huge 221-ton "*Pacific*" class locomotives, and from hammer handles to the "*Spirit of Progress*".

20 years ago

The aftermath of war, with its shortages of money, materials and manpower, reduced railway capacity to such an extent that a large amount of traffic was diverted to the road.

In recent years, however, additional rolling stock and equipment have been acquired, and the Victorian Railways now have the capacity to transport a much greater quantity of goods than they are now carrying.

Despite this, much of the traffic which was diverted to the road has not been regained. This traffic must be regained and the railways used to capacity, otherwise the community will continue to pay a heavy price for wasteful duplication of transport resources.

Competition has advantages, but it can be very costly if it leads to over-capitalisation.

The greater proportion of rail traffic is carried at very low rates, fixed in the interests of development and the community generally, for primary products and traffic of comparatively low value.

Thus, the average rail freight rate is below that at which road operators could earn a living if they complied with industrial awards and conditions as the railways do.

When comparing transportation costs, it must be borne in mind that there is little cost in carrying additional traffic on trains which are not hauling full loads.

The Transport Regulations Board, in accordance with its function under the Acts, is doing much to look after the interests of the community by preventing wasteful duplication of transport facilities.

The railways feel, however, that the Acts make too liberal provision for competitive road movements.

1978

Terminating dates of Pay Fortnights shown in Blue

Public Holidays shown thus — ○
(Good Friday 1979 — April 13)

1978

	JANUARY							FEBRUARY					MARCH						
Sun.	1	8	15	22	29	...	...	5	12	19	26	...	...	5	12	19	26	...	
Mon.	2	9	16	23	30	...	...	6	13	20	27	...	...	6	13	20	27	...	
Tues.	3	10	17	24	31	...	...	7	14	21	28	...	...	7	14	21	28	...	
Wed.	4	11	18	25	...	...	...	1	8	15	22	...	...	1	8	15	22	29	...
Thur.	5	12	19	26	...	...	...	2	9	16	23	...	...	2	9	16	23	30	...
Fri.	6	13	20	27	...	...	...	3	10	17	24	...	...	3	10	17	24	31	...
Sat.	7	14	21	28	...	...	...	4	11	18	25	...	...	4	11	18	25	...	...
	APRIL							MAY					JUNE						
Sun.	...	2	9	16	23	30	...	...	7	14	21	28	...	...	4	11	18	25	...
Mon.	...	3	10	17	24	...	...	1	8	15	22	29	...	...	5	12	19	26	...
Tues.	...	4	11	18	25	...	...	2	9	16	23	30	...	...	6	13	20	27	...
Wed.	...	5	12	19	26	...	...	3	10	17	24	31	...	...	7	14	21	28	...
Thur.	...	6	13	20	27	...	...	4	11	18	25	...	...	1	8	15	22	29	...
Fri.	...	7	14	21	28	...	...	5	12	19	26	...	...	2	9	16	23	30	...
Sat.	1	8	15	22	29	...	...	6	13	20	27	...	...	3	10	17	24	...	...
	JULY							AUGUST					SEPTEMBER						
Sun.	...	2	9	16	23	30	...	...	6	13	20	27	...	...	3	10	17	24	...
Mon.	...	3	10	17	24	31	...	...	7	14	21	28	...	...	4	11	18	25	...
Tues.	...	4	11	18	25	...	...	1	8	15	22	29	...	...	5	12	19	26	...
Wed.	...	5	12	19	26	...	...	2	9	16	23	30	...	...	6	13	20	27	...
Thur.	...	6	13	20	27	...	...	3	10	17	24	31	...	...	7	14	21	28	...
Fri.	...	7	14	21	28	...	...	4	11	18	25	...	...	1	8	15	22	29	...
Sat.	1	8	15	22	29	...	...	5	12	19	26	...	...	2	9	16	23	30	...
	OCTOBER							NOVEMBER					DECEMBER						
Sun.	1	8	15	22	29	...	...	...	5	12	19	26	...	...	3	10	17	24	31
Mon.	2	9	16	23	30	...	...	...	6	13	20	27	...	...	4	11	18	25	...
Tues.	3	10	17	24	31	...	...	...	7	14	21	28	...	...	5	12	19	26	...
Wed.	4	11	18	25	...	...	...	1	8	15	22	29	...	...	6	13	20	27	...
Thur.	5	12	19	26	...	...	...	2	9	16	23	30	...	...	7	14	21	28	...
Fri.	6	13	20	27	...	...	...	3	10	17	24	...	...	1	8	15	22	29	...
Sat.	7	14	21	28	...	...	...	4	11	18	25	...	...	2	9	16	23	30	...