



**Rail** 10 CENTS  
**Ways**  
JANUARY 1978





From left: Ian Burton, Doug Hayhoe, Pat Kelly, Mr. Hodges, Dennis Lyon, Les Jones and Tom Moloney.

**Co-operation in Safety was the theme of a seminar held between railway management and union men at the Commodore Chateau in Melbourne during November.**

Opening the day-long gathering, Mr Lindsay McCallum, Deputy General Manager, said VicRail seldom, if ever, discussed the financial cost of worker safety.

"Personal benefits must come first," he said.

He added that he hoped ideas on "how we can convince the rank and file of employees of the necessity for safety rules," would evolve through the day's talks.

Mr Ian Hodges, General Manager, told the seminar safety is vital to the individuals who work in the railways.

"We have to be constantly on our guard against the carelessness and laziness of the individual who simply does not see that risk exists.

"We get used to circumstances, and don't recognise that there is an easier, and safer way of doing things.

"We need education, teaching, helping and training. Taking care in our jobs must become a natural thing. A way of life."

Mr E. Wigglesworth, of the Royal Australasian College of Surgeons, spoke on the professional approach to safety. He likened the accident rate around the world to the recurrence of the black plague centuries ago.

"The rate appears to be well and truly going down and then, for no accountable reason, it starts to steadily climb," he said.

He suggested that as many VicRail staff as possible complete the safety course available at South Melbourne Technical School to become members of the Safety Institute of Victoria.

Dr. T. J. Triggs, senior lecturer in psychology at Monash University, talked of influences on human performance and supervisor-worker communication.

He ended by showing his design for the perfect engine driver, who would have one arm in the middle of his chest, and another, much longer, between his shoulders blades.

"Of course," he added, " he would also need an eye in the back of his head."



**IN THIS ISSUE**

- 3 Santa on the job
- 4 Des the driver writes a book
- 5 It's Bruce the buff
- 6 Mr Hoorie Lowe dies
- 7 New work underway
- 8 100 years of transport
- 9 Max wins national first aid
- 10 Hanging's their business
- 11 Down to earth at Jolimont
- 12 World Link-up

- 13 Retired railwaymen celebrate
- 14 Rex Berndt wins
- 15 Backtracking

**FRONT COVER**

This "wonderland by night" picture was taken during a torchlight ski procession at Mt. Buffalo in the cool of winter. In response to many requests, the November cover photo was taken on top of Inglitons Bank, Bacchus Marsh.

**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).





## Santa on the job

Santa Claus, a magician, cartoons and plenty of food and soft drink — what more could a youngster ask of a Christmas party?

About 70 children at the Flinders Street cafeteria and neighboring education centre thought their treat had just about everything. Presents included . . .

## 'Solid future for rail' - Minister

From Mr Rafferty, Minister of Transport:

I am grateful to Rail Ways for giving me the opportunity to wish management and staff of VicRail a very pleasant and rewarding new year.

The year 1977 brought problems — every year does, of course — but it also produced some notable achievements.

It is an unfortunate fact of life that achievements don't seem to linger as long in the public mind as setbacks and disabilities.

Looming large in the achievement area was the giant underground loop project.

If the excellent progress is maintained there is no doubt that target dates will be met — the first trains using Museum station by the end of 1979, and the whole loop operating in 1982.

I firmly believe that the loop will herald a new and exciting dimension in rail service in the metropolitan area.

And I feel it will go a long way to restoring public confidence in our public transport system.

Greater public confidence must mean an improvement in patronage — and that's what counts!

I have no doubt that people can be induced to forsake their high-running-cost cars for rail travel if they are assured of fast, comfortable and reliable services.

The Christmas party was the idea of Flinders St. cafe chef Fred Viney, and it was run for the children and friends of Trading and Catering Branch staff.

Fred's plan, promptly adopted by the branch employes, was for special efforts to be run during the year to raise the money for the party.

Thelma Pevitt, manager of the Flinders Street cafe, and Elsie Walters, manager of the Spencer Street cafe, worked with Fred to ensure the success of the venture.

The highlight of the Saturday afternoon celebration was the arrival of Santa, who looked suspiciously like Lou Balcombe, Traffic Branch training officer.

In fact, surveys have shown that these three attributes are regarded by the public as being more important than the price of fares.

**The Government is convinced that VicRail has a solid future, and is determined to upgrade it by every possible means.**

A run-down, inefficient system is an enormous handicap. It is not only an immense drain on State finances — and a constant public irritant — but is also a real barrier to an uplift in staff morale.

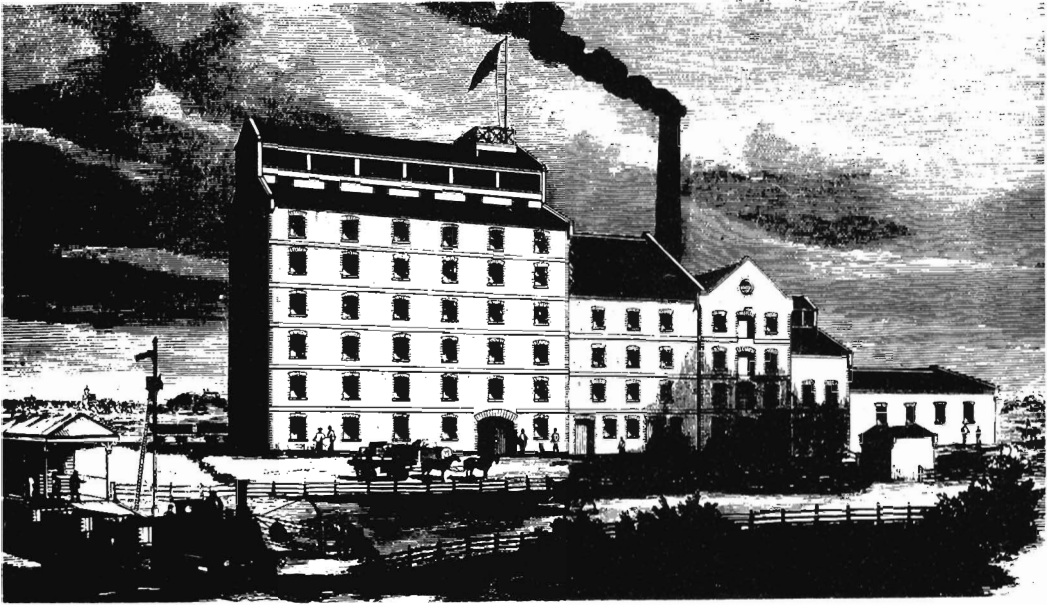
Many big cities of the world are modernising and extending their rail systems to cater for the motorist who is being forced off the roads by endless traffic snarls, constantly rising fuel prices and threats of serious shortages.

**Victoria has not ignored this trend.**

It is symptomatic of the changing transport pattern.

This time around our public transport system must benefit — and about time too.

I wish you all a safe and a happy new year.



The sugar mill with its railway. The sketch looked to a future which didn't eventuate.

## Des the driver writes a book

Mordialloc engine driver, Des Jowett, and an old friend, Ian Weickhardt, have teamed up to write a book in their spare time.

It's taken them seven years, but the writing itself only occupied a fraction of that time.

It was the research involved that kept them really busy.

And, of course, the book involves the railways. Not any ordinary railway though – this one only carried one train, one time.

Des and Ian have called the book *Return To Rosstown*, and the railway involved was the Rosstown Junction Railway, which ran from Elsternwick across the heart of Caulfield.

When they were boys the two used to play in a disused railway cutting near Booran Road in South Caulfield. Local legend told them the old line started in Elsternwick, and that it was built by a Mr Ross.

As they grew older they wondered why it was built, what it was for, and so on. Leo Harrigan wrote an article for the Newsletter and later expanded on it in VR to '62, but still Des and Ian wanted to know more.

They began in the usual researcher's way, by digging through old newspapers and periodicals at the Latrobe Library, old plans at the Central Plans Office of the Lands Department, and copies of Hansard.

It was no use looking for annual reports of the Rosstown railway, because there weren't any.

They thought the quest would take only a few months.

Their search through the newspapers meant reading each day's copy of *The Argus*, and each week's Brighton area "local" over a number of years.

"That was my job, and I found myself immersed in the happenings of the times after a while. It was quite strange, another world.

"I'd read about this group planning to put on a concert in Brighton, and next week read all about how it went. The Argus was the big paper of the day . . . The Age was quite weak last century."

The men sifted through archives of Melbourne University, the Supreme Court, city councils, trading banks, the VicRail estates office, and the Public Records Office.

They found memoirs of Ross at the Royal Historical Society, and talked to one of his sons.

And they kept searching until they were satisfied they had all the facts to be found.

Briefly, they found that the railway was first planned as a siding from Elsternwick to serve a sugar beet works in what is now known as Carnegie.

The book tells the full story of the railway and the doomed sugar works. It also recounts the story of William Murray Ross, the man with a dream.

Des and Ian will make nothing from the sales of the book. "We just hope to cover our costs; the work has been a labor of love – everything else just went by the board while we were working on this thing," says Des.

"And now? Well, I suppose now I'll have the time to do all those things around the house . . ."

The book, which will sell at around \$12 in the shops, will be available to railway staff for \$9.50 through the VRI library.

Orders can be left at the library on the third floor of the Flinders Street buildings, or can be sent, with money order or cheque to the VRI Library, Railway Buildings, Flinders Street, Melbourne 3000.



# It's Bruce the 'buff'



## He wins from 500 entries

All 14-year-old Bruce Evans, of Chadstone, really cares about, says his mother, is railways. He wants to be an engine driver. . .

So, all in all, it was fitting that Bruce's entry in the Operation Kid poster competition should win.

Bruce's poster, chosen from about 500 entries sent in by Melbourne and country children between the ages of eight and 14, bears the legend: *Train Your Mind To Stay Off Railway Lines.*

It shows five hooligans vandalising a stretch of track, pulling sleepers and rocks over lines. Bruce has precise details like speed posts, signals, the signal phone box, a work in progress sign, and, of course, the overhead in the sketch.

All are quite accurate — he knows his railways.

It's not really surprising; Bruce uses all his spare time to take train trips, with a friend, down to

Mr Rashleigh (right) hands over the poster prize to Bruce, while Mr and Mrs Evans and daughter Nerida, 11, watch with pride.

Geelong, to Ballarat, or anywhere else available as an easy day trip.

On other, longer trips, his dad goes along with him.

"I don't know what first interested him in the railways — he seems to have always been that way," said Mrs Evans.

"He is working on an N-gauge model at the moment, and he has sketches he has done of diesels all over the walls of his room.

"No-one else in the family has the train bug."

VicRail went to Chadstone Shopping Centre to present Bruce with his prize. A display of many of the posters sent in by children was staged in the centre's mall.

The competition was run to encourage children to think of their own, and other people's safety on the railways.

Mr Norm Rashleigh, Assistant General Manager (Finance), made the presentation — a family weekend at Mt. Buffalo Chalet.

However, Mr Evans had a quiet word to Mr Rashleigh after the formalities were over, and young Bruce was taken on a guided tour of Dynon during the school holidays.

# MR HORRIE LOWE DIES -

## ATOF secretary for 9 years



Mr Horrie Lowe

Mr Horace (Horrie) Lowe, who died in November at the age of 56, after a two-month illness, was State secretary of the Australasian Transport Officers' Federation from December, 1968.

His association with the trade union movement spanned almost 40 years, and he became a shop steward soon after arriving in Australia from England in the late 1950s.

He was elected to assist the secretary of the ATOF in February, 1966, and after becoming secretary himself two years later, Horrie began a record growth period for the federation's Victorian division.

The membership of the federation in Victoria is now nearing 3,500, more than double the number enrolled when Horrie took the secretary's chair.

He was instrumental in getting the Railways Staff Credit Co-operative on its feet, and was its first secretary-manager.

Mr Ian Young is acting division secretary.

## Freight update: a timely move

With the "marriage" of rail and road transport, Victoria's country cities and towns will have the best of both worlds.

The idea, bringing together two freight transport systems to provide a really efficient goods delivery service, began with a pilot scheme in Horsham in 1976.

By the end of this year, the whole countryside will be served by freight centres, as the truck and train partnerships have been called.

Ultimately, with the network of freight centres established around Victoria, VicRail hopes a reliable daily freight delivery will be available to every country resident.

The regional freight centre concept is based on using both rail and road for what each system does best: Rail is more efficient for long hauls of large loads; the road is better for short, feeder deliveries.

The Victorian rail system was designed and built in the days of the horse and dray, with stations dotted about the map at frequent intervals.

That VicRail should still be running trains involving a capital investment of up to \$1m to carry one or two passengers and a couple of parcels over the short distances of the horse and buggy days is economic nonsense.

Hence the freight centre idea, which has updated country rail services for businesses all over the State.

The centres are being set up in cities or towns which are central to a region with a reasonable

existing or potential inward and outward goods flow.

A nightly, high-speed freight train brings the goods from Melbourne for sorting at the centre and dispatch by road carriers, under contract to VicRail, to towns around the district.

They will, at the same time, pick up incoming goods to take back to the centre. A network of depots is being established in district towns to hold freight, and for residents living in areas outside the towns to leave or collect freight.

In most cases, no increase in rates is being charged for the additional service.

The new process, in short, means: A rail-to-door delivery and pick-up service for consignees; next-day delivery from Melbourne; the abolition of nominated loading days in Melbourne; daily road deliveries to the door in most towns.

Before the freight centre system began, rail deliveries could only be made about twice a week. VicRail business, of course, has increased enormously where the new scheme has been established.

Streamlining of the service will include provision of covered areas, extra facilities for staff, and resurfacing of platforms and roadways at the stations involved.

Centres have already been set up at Warracknabeal, Nhill, Hamilton, Ararat, Portland, Warrnambool, Camperdown, Colac, Bairnsdale and Sale.

And several other areas throughout the State are presently under investigation for the new set-up, with discussions being held between Freight Branch management and district representatives.



# New work underway

Duplication of sections of the railway between Macleod, Watsonia and Greensborough is expected to be complete by mid-1978.

Present rail services beyond Heidelberg — except between Rosanna and Macleod — are restricted because of single tracking.

Work associated with the duplication includes the building of new bridges to span the extra track width at Church and Main Streets, where there is already grade separation.

Grade separation is also being carried out at Grimshaw Street.

An estimated \$1½m is being spent this financial year on the duplication of the rail links between Ringwood and Croydon and Ringwood and Bayswater.

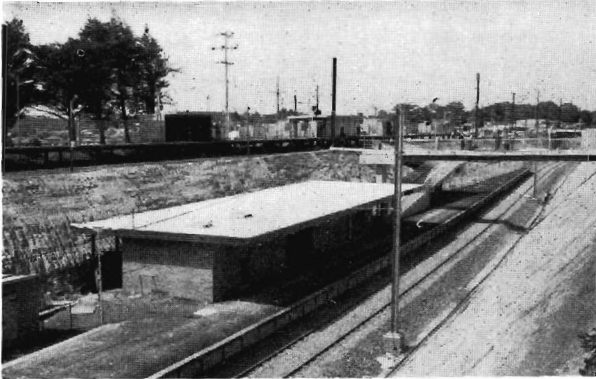
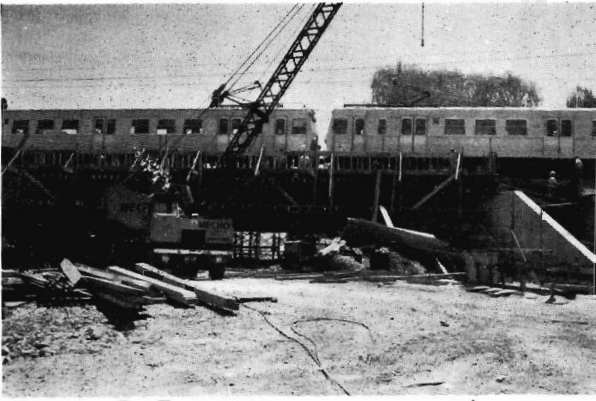
Earthworks on the two projects are almost completed. The new Eastfield Road Bridge is due for completion about the middle of this year, and negotiations have been carried out for a new bridge on the Ringwood — Bayswater line.

Target date for completion of the project is the end of 1979.

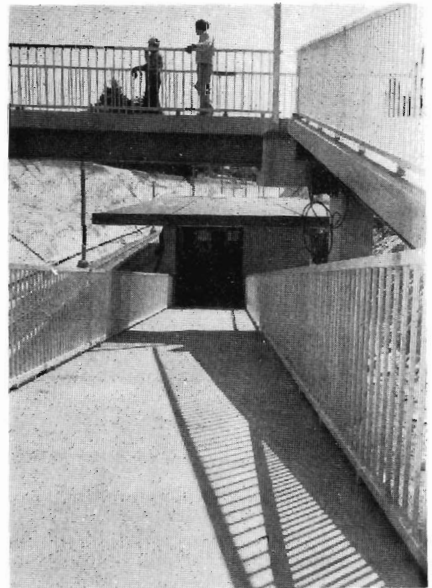
The full potential of the rail duplication from Ringwood will probably only be realised with the opening of the Melbourne underground railway.

At the moment there is an average turn-around time of six minutes for each suburban train at Flinders Street station. With the completion of the underground, trains will be able to run in a circle, with stops at Flinders Street being reduced to about 30 seconds.

This will allow a greater number of extra trains to be programmed on the Ringwood, Lilydale and Belgrave lines.



**Top:** A silver train, headed for Lilydale, slows over new bridgework between Ringwood East and Croydon. **Centre:** The new Watsonia station, with the old station, still being used, in the background. **Below left:** New bridgework in progress on Mt. Dandenong Road. **Below right:** Watsonia's new station includes ramps and overpasses which will lead to the duplicated track at the present station.



# 100 years of transport— and Victoria celebrates

Australia Day, January 30, will really be a red letter day for VicRail.

Not only will the transportation mural at Spencer Street station be officially "unveiled" by the Premier, Mr Hamer, but the railways will also play a major role in the day's transport centenary celebrations.

The mural, by State Artist Mr Harold Freedman, depicts the history of transport in Victoria between 1835 and 1935.

The unveiling of a plaque at Spencer Street by Mr Hamer, marking the occasion, will began at

11 a.m., and will be preceded by a motorcade of about 500 veteran and vintage cars.

The cars will leave the Exhibition Buildings and travel along Rathdowne and Lonsdale Streets to Spencer Street. They will then drive to the Melbourne Cricket Ground via Flinders Street and Wellington Parade.

They will remain on show at the carpark, with groups of about 50 cars at a time travelling between the MCG and Spencer Street.

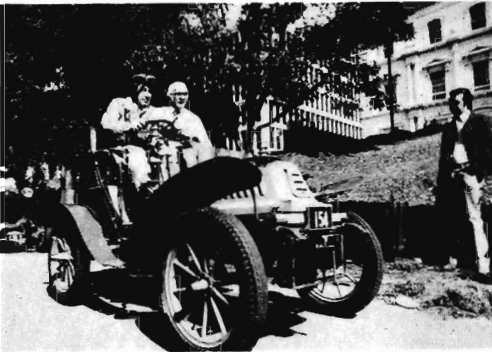
Horse-drawn vehicles will make their way between Spencer Street and North Wharf, with a variety remaining on show in the station car park and at the wharf.

A steam train will run between Spencer Street and Caulfield during the day, and the tickets issued for the trips will undoubtedly be collectors' items.

As well, a range of steam locomotives and carriages will be displayed at Spencer Street.

Other forms of transport from the past will include a cable car, a horse-drawn tram and old buses. It is interesting to note that at the Spencer Street end of Bourke Street's tram tracks, a section of the old cable car track can still be seen.

Old electric trams will again run along Spencer Street during the day. They will carry passengers between the station and Spencer Street bridge, where the historic Polly Woodside will be berthed for the occasion.



The Premier, Mr Hamer, tries his hand at the controls of one of the veteran cars (a 1904 De Dion) in a preview for the Australia Day rally.

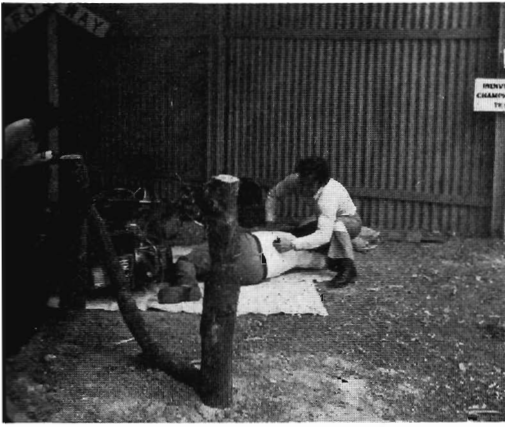


## FACES FROM THE PAST

Recognise any of the faces in this photo? Even Les Arons, of the Accountancy Branch, who brought it in to us can pick out only one or two. The

picture was taken at the 1935 "refreshment" branch annual dance, held then in Ormond Hall. Les was searching through a collection of old photos last month when he came across this one, and thought a few retired railway men and women might just recognise themselves, or each other.





## Max wins national first aid

Max Sternberg has created history by becoming the first person to win the Australian railways' first-aid individual championship four times.



Max, first aid attendant at Ballarat North Workshops, has won the past three titles.

In a close contest he defeated Queensland's Jim Ellison by three points.

South Australia, runners-up the past three years, finally broke through to win the teams' title in an even closer finish from Queensland.

Out of a possible 510 points, South Australia scored 451 and Queensland 450.

Bendigo Loco No. 1 team, representing Victoria for the first time, finished third with 444 points.

To represent Victoria, Bendigo had to defeat 1976 Australian champions, Ballarat North Workshops in the State finals.

Conducted at the Blanche Mitchell Estate, Mt. Evelyn, the team championships consisted of four separate events.

There were two events where the teams had to diagnose and treat an injured patient. One exercise was supplied with first aid material, but in the other, the team had to improvise, using clothing and props on the set.

The third event involved transporting a treated patient. The patient had to be carried from the disused Warburton railway line through bush to a waiting van.

The final event was an oral examination, with questions being asked after each of the first two events, and separately.

The individual competition was made up of one exercise supplied with first aid material, and questions.

All teams were in Melbourne for a week for the competitions.

*Above left:* Max checks over his patient. *Top:* Receiving his trophy from Mr Les Wignall (Chief Ambulance Officer), left, and Mr Lindsay McCallum (Assistant General Manager Technical) centre. *Above:* A section of the crowd which gathered to watch the championships.

For the past three years a social club headed by assistant chief safety officer Vaughan Hayes (president) and ambulance officer John Morrison (secretary), has raised money for social events held during the week.

As well as various evening functions, highlights included a trip on Puffing Billy and a tour of Melbourne.

Next year's Australian championships will be held in Adelaide.

## MORE ROOM FOR CARS

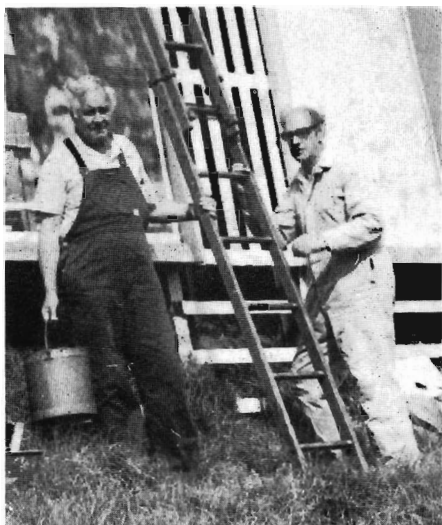
More than \$500,000 will be spent in the next 12 months to extend and improve car parking facilities at suburban railway stations.

Transport Minister, Mr Rafferty, said 1200 new car parking spaces will be provided, and many existing parking areas will be improved by bitumen sealing. They will also be landscaped. Some will get loading and unloading facilities and space for taxis and buses.

The largest number of new car spaces will be provided at the Bayswater station (240), Broadmeadows (150), Greensborough (200), Oakleigh (172) and Ringwood East (100).

Mr Rafferty said there are already 16,000 car parking spaces at suburban stations.

"They are part of the Government's plan to encourage people to leave their cars at suburban stations and travel to work by train," he said.



## Hangings their business

The anti-hanging lobby is quite strong in Victoria, but five men who hope hanging never disappears are longtime railway workers.

They are, of course, our posterhangers.

At one stage, earlier this century, there were 22 employed, but today, headed by their chief, Allan Maher, only four remain.

They are Harold Powell and Len Hogan (both with 30 years' service), Ray Hill (29 years) and Harry Darbyshire (24 years).

At the peak of poster advertising there were hoardings at 140 suburban and 100 country stations. If those boards were placed end to end, they would have covered seven miles.

The hoardings measure 20 ft by 10 ft, and consist of 24 metal panels. An advertisement covering a full board is made up of 12 paper sheets.

Paste is brushed onto first the board, and then on the back of the sheet. Then, when it is placed onto the hoarding, the front of the advertisement is soaked with paste to make it easier for the sheet to be moved into position.

The paste used is now bought from outside industry, but for years the hangers made their own.

Ray Hill was involved in making the glue in the early days, and the recipe was certainly a "home brew".

In the afternoon flour and water were mixed to make a batter. Crushed bluestone was then added to preserve the mixture overnight, and in the morning the batter was boiled up to make the paste.



Above left: Harold Powell (left) and Ray Hill . . . they're two of only five posterhangers still employed by VicRail. Above: Ray keeps the ladder steady while Harold gives a finishing brush stroke to a Coca Cola "ad" at Malvern station..

Not the most elegant concoction perhaps, but it did the job.

When putting up new posters, the biggest hurdle the hangers have to overcome is the wind. Strong gusts can easily tear the paper as it is going onto the hoarding.

With pride the men say they can't remember when they last lost a sheet to a gust of wind.

"If we ever did, it must have been quite a few years ago," said Harold.

However, they do have a much more prevalent problem — posters are a favorite target for vandals.

All four VicRail hangers carry spare scraps of colored paper to make instant repairs to damaged posters.

Harold, who played 49 League matches with Collingwood, and a season with Fitzroy, describes his unusual job as "into advertising."

"In fact I have climbed higher than most in my career — every step up a ladder!"

Over the years the advertising division has been a good money maker for the railways. In the first year of operation it made a profit of £12,884.

During the year ending June 30, 1976, VicRail made \$221,020 through the division.



# Down to earth at Jolimont



A lot of hard work, and the help of a circus has turned bare ground at the rear of Jolimont Workshops into a blooming garden.



Back in September, 1976, a small group of workers in the inspection shop, led by Alan Newman and Ray Law, conceived the idea of a garden.

During their lunchtimes they filled old wooden crates with earth, spread the soil into plots and made borders out of disused sleepers.

A collection was taken up among the men to buy seed and fertilizer, while other workers donated plants.

But despite their efforts, the flower garden struggled — until the Moscow circus came to town.

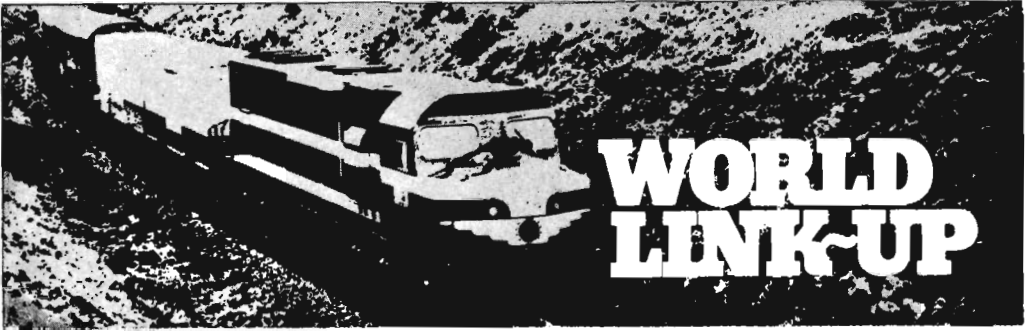
Alan went to the circus, which was camped next door in Yarra Park, and asked for some fertilizer. They gave him plenty — elephant manure — and the garden has never looked back . . .

Others to have helped in the garden and its surrounds include Ray Ryan, Andy Baros, Wayne Scott and Athol Di Giambattista, all employed in the inspection shop.

But most of the credit must go to shop steward Alan Newman. Alan loves gardening, lives at Glen Waverley and has a rockery and separate flower, vegetable and fern gardens.

Alan described his hobby as "very relaxing". He said that since the works' garden had been completed, morale had lifted in the inspection shop.

"Now the men have somewhere really pleasant to have their meals," Alan said.



*Costa Rica* railways have bought all locomotives and rolling stock of the narrow gauge Central Newfoundland Railway, an industrial line which closed down in 1975.

★ ★ ★

*Poland's* first computer-controlled marshalling yard has opened at Rybnik Niedobczyce.

★ ★ ★

The Auto-Train Corporation in the *United States* is seeking government approval to carry motor cars between Virginia and Florida, while the cars' owners make the journey by air.

★ ★ ★

Electric power has been switched on between Pretoria and Clewer, near Witbank in *South Africa*, completing electrification between Pretoria and Komatipoort on the busy route to Maputo in Mozambique.

★ ★ ★

Twenty-three year old Hsieh Yu-chen has been named *China's* champion rail ticket clerk. Yu-chen issued a record 630,000 tickets without making a mistake . . .

★ ★ ★

The general manager of *New Zealand* Railways broke new ground recently when he spent four hours hearing the grievances of railway union representatives. Mr T. M. Hayward heard complaints about department procedures, and problems of staff. The meeting, unprecedented in the department, did much to better relations between staff and management, a NZR official reported.

★ ★ ★

Krupp, *West Germany's* industrial giant, has developed a transmitter-receiver unit capable of 16 functions for radio remote control of shunting locomotives. The 2.5 kg (5½ lb.) unit is controlled by a worker on the ground.

★ ★ ★

A passenger information machine, designed to provide detailed route and timetable reports for passengers unfamiliar with the area, is on trial in Hamburg, *West Germany*.

The passenger selects his destination from a directory which lists destination code numbers. He then pushes buttons to feed the code number to the machine's microprocessor. After payment of a small fee (to discourage misuse), the machine prints out the shortest route to the passenger's destination. Boarding points, departure times, arrival times and fares are shown on a printed sheet, and where changes are necessary, these are also indicated.

★ ★ ★

A report to *Canada's* transport ministry has recommended electrification, on a trial basis, of 400 miles of line in British Columbia. The report says that conversion to electric traction of 9,500 miles of track over the next 30 years would reduce demand for diesel locomotive fuel by 50 per cent. Annual savings of up to \$C65m would be made in five years if 885 miles were electrified, says the report.

## Lifesaving - a new U.S. way

Earnest Grey and Billy Bashlor, who work on the Seaboard Coast Line in the United States, have come up with a new idea in lifesaving.

Earnest, an engineman and Billy, a brakeman, were running a train in Florida when they saw someone on the tracks a half-mile ahead.

Said Billy: "As we got nearer we could see it was a woman. She moved from between the rails, and I thought she was getting off the roadbed, but she didn't.

"Instead, she walked on the end of the crossies, all this time walking toward the engines.

"When the train was about 250 feet from her, the engineer told me to get down on front of the engine on the steps and try to knock her out of the way."

And he did.

Billy's quick action prevented the woman from being hit by the lead locomotive. The train made an emergency stop and the engine crew called for an ambulance, waiting with the woman until help arrived.

The two workmen were commended for their alert and positive action by the company's division superintendent.

## MURLA move

Sydney-based retailers, David Jones, have been chosen as commercial developers of the three acres of Museum Station.

The Victorian Government approved the recommendation by MURLA and the Melbourne City Council, who own the site.

A large retail development consisting of a multi-level department and a three-level arcade will link the site with Melbourne's retail heart.



The annual Christmas dinner run by the Retired Railwaymen's Association attracted a huge roll-up of members last month, as this photo, by Ron Irwin, shows.

## VRI cricket

At the halfway mark in the V.R.I. Cricket Association competition, last season's grand finalists Codon and Broadmeadows appear the teams to beat.

Broadmeadows head the ladder with 22 points followed by Codon 15, Timetables 9, Hurstbridge and Melbourne Yard both 6 and Mar-Vest 0.

With the fine weather so far this season batsmen have been on top of the bowlers. Tony Balcombe for Codon has scored over 200 runs in three matches and Dale De Rozario of Hurstbridge has made over 160 runs.

The best bowling return has come from Jack Robinson of Broadmeadows who took 7-12 against Hurstbridge.

The V.R.I.C.A. matches are played at Royal Park on Sundays.

Geelong and metropolitan played a thrilling tie in a semi-final of the V.R.I. inter-centre cricket competition.

Geelong made 121 and metropolitan lost their last two wickets for 0 in the last over of the day to tie the match.

The match will be replayed late this month.

In the other semi-final, Echuca—Goulburn Valley made 72 and Ballarat in reply lost 8 wickets before winning.

The final of the inter-centre cricket competition will be played on February 5.

## Retirements

### ROLLING STOCK

LAWRIE, R., North Melbourne, 16/9/77  
 LOATS, E. G., E.R.Depot, 7/11/77  
 LORKIN, M. G., Newport, 30/10/77  
 MOBB, L., Newport, 27/9/77  
 PANE, A., Jolimont, 13/9/77  
 PETRUCELLI, M., Newport, 4/12/77  
 PICCOLO, S., Newport, 12/10/77  
 ROHAN, M. A., Sth. Dynon, 4/11/77  
 SMITH, L., E.R.Depot, 11/11/77  
 THOMAS, J. I., Bendigo North, 17/10/77  
 TOOMEY, F. W., Head Office, 13/9/77  
 WILLEY, J. W., Donald, 30/9/77  
 WILSON, T. H., Yarrac, 6/10/77  
 ZEINERT, V. A., Wodonga, 29/9/77

### TRAFFIC

REED, S.W., Flinders Street, 28/10/77  
 BOUCHER, L. W. M., Seymour, 4/11/77  
 McGOWAN, P. J., Clayton, 24/10/77  
 JENNINGS, C. E., Ballarat, 10/11/77  
 McKEE, W. C., Flinders Street, 11/11/77  
 TEMPLETON, W. T., Newport, 10/11/77  
 McCOMBE, L. K., Colac, 10/11/77  
 GORMAN, F. J., Melbourne Yard, 7/11/77  
 MAGILL, J. A., Ballarat, 9/11/77  
 ASTON, E. J., West Tower, 26/10/77

### WAY AND WORKS

AYRES, W. C., Newport, 10/10/77  
 BAKER, F. W., Sale, 8/2/78  
 BEDNARSKI, W., Caulfield, 30/11/77  
 BOOTH, A. W. A., Korong Vale, 3/2/78  
 BREMMER, F. J., Bendigo, 8/2/78  
 CONNELL, W., Maryborough, 22/2/78  
 CORDINGLEY, A. G., Wangaratta, 11/11/77



Traffic Branch superintendent for the Ballarat district, Mr Rex Berndt, proudly displays the Senior Safety Officer's "Good Housekeeping" Trophy.

Following an intensive safety drive through Mr Berndt's own "Total Care" campaign and the branch safety department's programme, the number of lost time accidents in the Ballarat district were reduced from nine to two in a one month period.

As well, the district superintendent laid the foundations for the formation of a Ballarat Safety Committee, which includes as its members representatives of all VicRail branches and union personnel at Ballarat.

The Senior Safety Officer's Trophy (Traffic) is for competition among the districts as an incentive towards "Good Housekeeping", which in turn will considerably reduce their total accident frequency rate.

## WE ARE THE BEST, FOLKS!

One of those rare people who can accurately be described as "one of nature's gentlemen" made himself known at *Rail Ways*' office last month.

At 83 years of age, and immaculately dressed in suit and tie in 33 degree heat, Mr Henry Hodges made his way in to Spencer Street's head office, by train from Williamstown, to thank several VicRail staff.

He had, he said, called in late in 1976 after recovering from a heart attack suffered on *The Gippslander*. It was the prompt action of staff on the train that had undoubtedly lessened the severity of the attack, Mr Hodges said.

He had told the story to *Rail Ways* journalists, and hoped that those quick thinkers who came to his aid on the train would read about his gratitude the following month.

However, with a change of editorial staff, Mr Hodges' thanks did not get into print.

He didn't learn this until his last visit. He was as upset as a gentleman can be that his unknown benefactors had not been thanked.

"Don't you worry about it," he said. "I called in today because I've just found more of your people who deserve praise.

"I've eaten in railway dining rooms all over Australia, and in other parts of the world, and your people at Spencer Street are far and away the best.

"They are polite, courteous and friendly. In another city that comes to mind I had my cup of coffee shoved at me . . .

"Your girl here said: 'Would you like your coffee now?' You see the psychology in that? I enjoyed that drink so much more. Whoever trains those girls has done a darned good job.

"I'm a great believer in repaying courtesy, and I think your people deserve many more thanks than they get these days."

Mr Hodges's name is well known throughout Victoria. He edited country newspapers from one end of the State to the other during his long career.





# BACKTRACKING

In this regular feature Rail Ways looks at stories that made news in the Review and Newsletter earlier this century.

## 60 years ago

Mr W. J. Randles, fitter, formerly of Newport Workshops and other depots of the Locomotive Branch, writes to us a most interesting letter from Dalton in Furness, England, whither he went some two years ago to assist in munition working.

Dalton in Furness is four miles from Barrow, where is situated the huge works of Vickers Ltd., whereat some 35,000 persons are employed.

All sorts of instruments of war are manufactured there — howitzers, naval guns, submarines, cruisers, airships and shells in thousands.

The Victorian Railways is represented in each department, and altogether about 250 Australians are employed in the works. An Australian club has been formed in Barrow, which provides all the usual club conveniences, such as a billiard room, reading room, and piano.

A cricket team has also been formed, which is holding its own in the district competitions; so that the Australians are apparently quite enjoying their temporary English home.

On approach to the works, says Mr Randles, one of the things most striking to the eye is a large shop, covering about four acres of ground, and built completely of glass, which is excellent for letting in the light for workmen on the machines, but it would not suit in Australia with a summer sun beating through.

## 40 years ago

With the completion of the relaying of the line between Newport Junction and Geelong, the Victorian Railways now possesses the finest stretch of railway track in Australia.

All who have travelled over the line appreciatively testify to the smoothness of the running and the marked reduction in noise.

A major factor in achieving this high standard of track has been the welding of the rails into longer lengths. New 90 lb. rails have been laid in welded lengths of 225 ft.

Two experimental sections between Newport Junction and Laverton comprise rails welded into lengths of 4,748 ft. and 4,321 ft. — which approach the longest in use on any railway system in the world.

Rail welding is one of the most arresting developments in railway track work. By effecting a reduction in the number of joints, the longer rails provide smoother and quieter riding for passengers.

They also lessen track maintenance costs, increase the life of rails and reduce the wear on rolling stock.

For the first time in Victoria sleeper plates have been provided between the rails and sleepers from Newport Junction to Geelong.

On the trial runs of *Spirit of Progress*, hauled by the heaviest locomotive in the service (221 long tons), speeds approximating 80 m.p.h. were attained on this track.

## 20 years ago

On December 19, 1957, diesel electric locomotive B62 completed one million miles of running, and it is the first Australian diesel locomotive to achieve this performance.

B62 was placed in service on September 8, 1952, and the original engine parts are still in use.

The first B class locomotive delivered, *Harold W. Clapp* (B60), entered traffic service on July 14, 1952, and will complete one million miles of running this month.

However, this locomotive was withdrawn from general service for a time during 1954 for use on the royal tour train, otherwise it would have reached the million mark before B62.

By way of contrast, one of the department's high mileage steam locomotives, a P class, which went into service in 1860, took more than 60 years to reach one and a quarter million miles, and to achieve that result, it had to be rebuilt early this century.

Steam locomotive *Matthew Flinders* (S300), after which the first S class diesel electric locomotive S300 was named, entered service on March 14, 1928, and was withdrawn from service on September 17, 1954. During this time it ran 1,379,791 miles.

B62, hauling *The Overland*, arrived at Spencer Street with 1,000,056 miles to its credit. To mark the event, Mr R. E. Purves, Chairman and Managing Director of Clyde Industries, presented driver T. Hardwick, fireman M. Ryan and guard T. Halfpenny with inscribed key rings.

## Steam may make comeback

A steam train passenger service may be a future move by British Rail on the Leeds-Scarborough run.

The last steam locomotive on the line was withdrawn 10 years ago.

However, a report in England's authoritative *Daily Telegraph* says British Rail is discussing the reintroduction of steam with the Main Line Locomotive Owners' Association.

The profitability of privately-owned lines using steam has impressed BR, the *Telegraph* says.

An Eastern Region spokesman told the newspaper that an approach had been made "with a view to running a regular steam train service between Leeds and Scarborough."

"It is much too early to say whether it would be a practical proposition, but they would be scheduled BR services now using diesels."

There would be a daily service of one steam train in each direction, should agreement be reached.

# 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 <sup>10 CENTS</sup> Ways

FEBRUARY 1978





It was an emotional reunion for parents and their children at Flinders Street station on Monday, January 16 . . .

The youngsters, 140 of them, had returned to Melbourne on **The Gippslander** after their evacuation from the bushfire ravaged Gippsland lakes area the previous day.

Most only had the clothes they were wearing, although a few still clutched the charred blankets they had draped over their heads while standing neck-deep in water as the bushfire raged about them.

The school children had been staying at summer camps on the shores of Lake Victoria when the fire raced through tinder-dry bush towards them.

They spent about 1½ hours in the water until they were rescued by boat.

Bairnsdale station master, Mr Charles Anderson, said extra carriages were used on the Monday to take the youngsters back home.

● Photo courtesy the Age.

## A WEDDING ON THE RIGHT TRACK

It had to be the railway wedding of the year . . .

Even loco T400 starred in it.

The big occasion was on December 16, when Heather McNeill and Graham Scott married. Heather is the daughter of Mr Richard McNeill, Manager of Melbourne District.

She has just graduated with a bachelor of arts degree, while Graham still has two years of his dental course to go.

They married at St. John's Uniting Church in Essendon, and then they, and the 90 guests made their way to Spencer Street station for the wedding breakfast.

That was where T400 came in. She was waiting on platform four, with the Norman, Yarra and dance car in train, and Driver Les Haining and Guard Arch Burton wreathed in smiles. And so the wedding

breakfast and celebration was held all the way to Gisborne and back.

Mr McNeill, who has been with VicRail for the past 25 years, said he and his wife, Muriel, were busy answering phone calls for days after the reception.

"The phone rang hot. Everyone thought the service and the food provided by Trading and Catering was just excellent. I was thrilled," Mr McNeill said.

"It was beaut to hear complimentary remarks about the railways."

Heather and Graham even spent their honeymoon on VicRail property — at Mt Buffalo. Still, Heather, like other McNeill children, has often worked for "the firm" during holidays in the past.

The couple are presently living in St. Albans.

● The front cover photo pictures Heather and Graham with Arch Burton and Les Haining before they left for Gisborne in T400.



### IN THIS ISSUE

- 19 Honors for two top men
- 20 This one's no monster
- 21 Hustler, Sailor come to town
- 22 Mildura — A degree ahead
- 23 Melba link at Mt. Evelyn
- 24—25 A new face and a new life
- 26 'Scott's Hotel' demolished
- 27 Getting away from it all
- 28 World link-up

- 29 John's home — with itchy feet
- 30 Retirements
- 31 Backtracking

### FRONT COVER

See story this page.

### 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).



# Honors for 2 top men

Two Victorian railwaymen were honored by the Queen in the New Year's listing for 1978. They are conductor Len Cotter and Chief Inspector Bill Ainley, of the investigation division

Len, who was awarded the British Empire Medal for "exemplary" performance of his public service duties, was elated at the news.

It was the best birthday present he's ever had, he said. Len turned 49 on January 1.

On the day the announcement was made — New Year's Eve — Len was giving his usual efficient and smiling service to passengers aboard the Southern Aurora to Sydney.

He has been the conductor on VicRail's state car for the past 10 years, and has looked after princesses, governors and premiers on their Victorian travels.

Since becoming head conductor of the state car, he has served two governors — Sir Rohan Delacombe and Sir Henry Winneke.

He has also tended to the needs of Princess Margaret, Sir Henry Bolte and Mr Hamer.

"We were hoping that Prince Charles might use the car when he was here, but he didn't have the time because his visit was so short," said Len.

Len lives in the Geelong suburb of Herne Hill, and has been with VicRail for 18 years. Needless to say, he enjoys his job.

His predecessor as head conductor, Jack Freeland, was also awarded the BEM for his excellent record of service.

**Mr C. G. (Bill) Ainley, received the Queen's Police Medal in the New Year's honors list.**

Bill, who has been in charge of the division since June 1974, has been a member of the Victoria Police Force since 1947.

In those 30 years he has received three Chief Commissioner's certificates, 16 commendations and the police long service and good conduct medal.

One of the certificates was awarded when he was in charge of investigations into the 1970 Metropolitan Security Services robbery of \$289,233.

In 1976 and 1977, Bill studied criminology at Melbourne University, gaining honors in three subjects.

As well, he received a distinction in commercial and legal studies.

Bill is not the only member of his family at VicRail.

Both his son, Bill, and daughter, Jan, are employed as investigation officers. Another daughter is a school teacher.

Starting 1947 at Victoria Dock, Bill worked through most police branches including uniform, CIB, wireless patrol, breaking and consorting squads, and was in charge of the CIB administration office.

At present he is in charge of 213 investigation officers.



Mr Cotter



Mr Ainley



# This one's no monster

To many people the words "computer" or "computer systems" bring a chill to the bones . . . they picture cold, emotionless machinery taking over the world, making the worker redundant

This, of course, is the image put across by science fiction writers.

In reality, computers are used to supplement and extend the capabilities of the worker.

VicRail's own computer, on the third floor at head office, is known as a Facom 230-45S. So far it has no nickname.

Its working days — two shifts from Monday to Friday — are spent working with data on freight movements, parcels, wagons, stores, RAMAS, marketing analysis, labor and material costs, staff earnings and deductions, mechanical failures and performance statistics, among other things.

In its spare time it analyses and tests its own circuits, to give warning of any impending trouble.

The Facom can, when called on, also print out a fair representation of a diesel loco, but that's only happened twice since it was installed in September, 1975.

It usually hasn't got the time for such frivolity.

The Facom is a fairly big machine, as computers go, says data processing manager, Mr Rod Simpson. It can work on eight different jobs at the same time.

The communication between machine and operator is through a console typewriter and two video screens, so that the operator is in control of the processing at all times.

**The machine includes:**

Four magnetic tape units (those tall cabinets with whirring disks) which use the 2500 tape files in the data processing library.

Six magnetic disk units (databanks), which house 15 million records. They can find a record in less than a quarter of a second.

Three printers, each capable of 1800 lines a minute.

A paper tape reader, and a card reader, capable of reading punched cards at 2000 a minute.

The Facom also has on-line communication equipment, and four video units at BHP House are attached to it.

This computer, says Mr Simpson, is bigger and faster than its predecessors in the department. "More comprehensive information can now be provided on VicRail's major functions.

"In the past this information was either not available, or would have taken far too long to produce," he added.

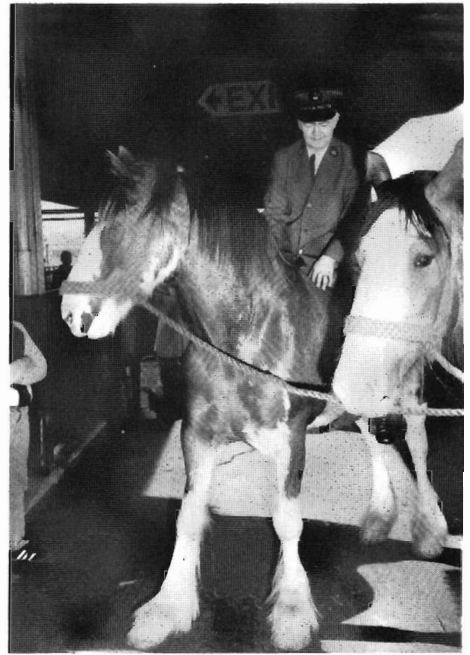
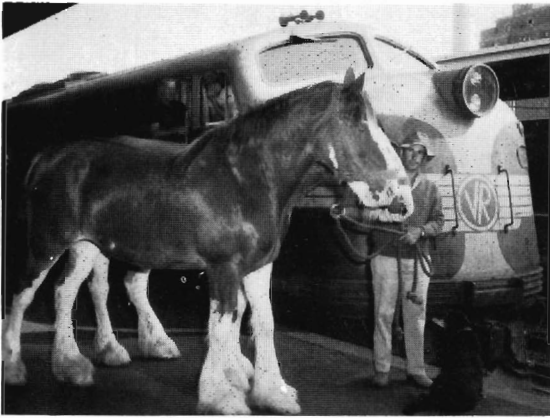
"The computer is not worked to its full capacity — we expect to retain it for another three years, and by that time its load should be getting critical, as other, larger applications are developed for it."

Staff working with the Facom are recruited from within the department, and trained in various aspects for up to three years, and are also recruited from outside.

Those employed from outside VicRail are degree or diploma graduates of computer courses.

- Pictured at the typewriter console are Heather Bradbrook (left) and Maria Walsh.

# Hustler, Sailor come to town



*Above left:* Mr McEwan leads Hustler and Sailor (obscured) past loco Sir Redmond Barry. Tibby is by his feet. *Left:* The two horses are hitched up to the wagon and ready to face the city traffic. *Above:* Station master, Mr Bill Crichton obliged television crews by taking a short horse ride along platform five.

## Sailor and Hustler got right royal treatment when they made their first trip with VicRail last month.

Hustler, a 12-year-old mare, and Sailor, a four-year-old gelding rode from Bendigo to Spencer Street for Victoria's Cavalcade of Transport on January 30.

They are Clydesdales owned by teacher Mr John McEwan, of Maiden Gully, near Bendigo. He also brought down an 80-year-old restored wagon. And Tibby the dog. She's 12.

The railways, especially the Bendigo staff, "bent over backwards to make things go smoothly," said John.

He drove the horses and wagon to Bendigo station on Monday, January 23. For the next two days the wagon was stored in the District Superintendent, Mick Hearn's garage. The horses were stabled in the pig dock.

John's idea was to get Hustler and Sailor used to railway surroundings, and they were walked and fed around the Bendigo yard.

On the Wednesday the wagon left by goods train in a QR, and the horses practised getting into their FP car and feeding there.

VicRail's one FP car built in 1928 and still as sturdy as ever, which had been on loan to South Australian Railways, was returned for the Bendigo trip.

"The Clydesdales really travelled in style . . . the car is padded and lined, and I reckon their journey couldn't have been more comfortable anywhere," said John.

"I wouldn't have even bothered taking part in the Cavalcade if the railways hadn't been around to take us to Melbourne.

"Certainly I could have had a truck call at home to pick up the horses — it would have been less trouble, far more convenient . . .

"But that would have meant another vehicle on the road, belching out smoke and crowding the road.

"I really believe in the railways — and I knew my animals would be far, far safer travelling by rail."

When they arrived at Spencer Street, at the head of the 7 a.m. Thursday passenger train, Hustler and Sailor were unloaded on platform five.

John drove the horses and wagon to the Carlton and United Breweries stables in Ascot Vale, where they stayed during their Melbourne visit.

For the next three days the old-style transport — with Tibby aboard — trekked around Melbourne and suburbs to advertise the Cavalcade. On Monday, January 30, it carried passengers up and down Spencer Street.

John, who teaches ceramics and gold and silver smithing at Bendigo Institute of Technology, made a 10 ft. long copper mural for the Bendigo North Workshops in 1975. It hangs in the conference room.



Part of the air-conditioned waiting room. The station was built by S. J. Weir, a local building firm, to a VicRail architectural design.



Mildura's new station building. Not one outside wall of the old station remains.

## Mildura – a degree ahead . . .

*Present day conditions at Mildura must surely be the envy of the staff employed at the station back in January 1906.*

A new air-conditioned station building has been brought into operation, replacing the original 1903 building.

On January 6, 1906, Mildura recorded the highest temperature ever in Victoria – 123.5 F (50.8 C), which must have made working slightly difficult.

But this is not the only weather record Mildura holds. The average maximum daily temperature of 23.5 C is the highest in the state, one degree higher than nearby Ouyen. During the summer months the average maximum rises to 29.5 C. As well, Mildura averages 11 hours of sunshine a day.

Old-time employees would not know the new station. Not one outside wall remains of the old building, and even the entrance to the station has been re-located.

The waiting room is also air-conditioned, and soft padded chairs have replaced old wooden seats. Tinted glass windows keep the sun out.

Although the new building is being used, much work still remains to be completed.

A new electric signalling panel has to be installed, and after that is completed, the platform will be sealed.

As well, the platform at the up end is to be extended.

## CAN YOU HELP ?

To the editor:

I have a record of a ticket collected from B. B. Junction (Vic.), but so far I have not been able to ascertain just where B. B. Junction is, or was.

The only information I have on it is that it may be Burrumbeet Junction, or Burrumbeet Racecourse, which closed about 1940–45.

Maybe one of your readers could have some knowledge about the place, and could reply through forthcoming issues of *Rail Ways*.

J. A. Morgan,  
Station Officer  
Clarkefield 39



# Melba link at Mt. Evelyn

At the recent Australian railway first aid championships held at the Blanche Mitchell Estate, Mt. Evelyn, several people asked how VicRail "won" the land.

The question was put to the ambulance officers, who were not sure, but thought the history of the land goes along these lines:

The story as related had a Mrs Mitchell, sister-in-law of Dame Nellie Melba, being found injured at the Lilydale station.

The stationmaster, qualified in first-aid, was able to attend to Mrs Mitchell until medical attention could be obtained.

The doctor, so the story went, said that Mrs Mitchell owed her life to the stationmaster.

Mrs Mitchell found out about the railways ambulance organisation and the competitions. In a show of gratitude she donated the land at Mt. Evelyn.

The ambulance office was not sure what was fact and what was folklore.

Shortly afterwards a third party came into the

Rail Ways office and said "why don't you write a story on Blanche Mitchell?" And proceeded to tell the above story.

Everything seemed to fit, so it was decided to check to see if any records existed.

And this is what we came up with:

Blanche Mitchell's sister, Mrs Maud Lobb, was travelling to Sydney with her five children.

At Albury she bought the children some soft drinks and put the bottles in her string bag. Unfortunately a bottle broke, and severed a vein in Mrs Lobb's leg.

The New South Wales conductor was able to control the bleeding until Mrs Lobb could receive medical attention.

Sometime after the event, Mrs Mitchell went past the Lilydale recreation reserve where the finals of the first aid competitions were being held.

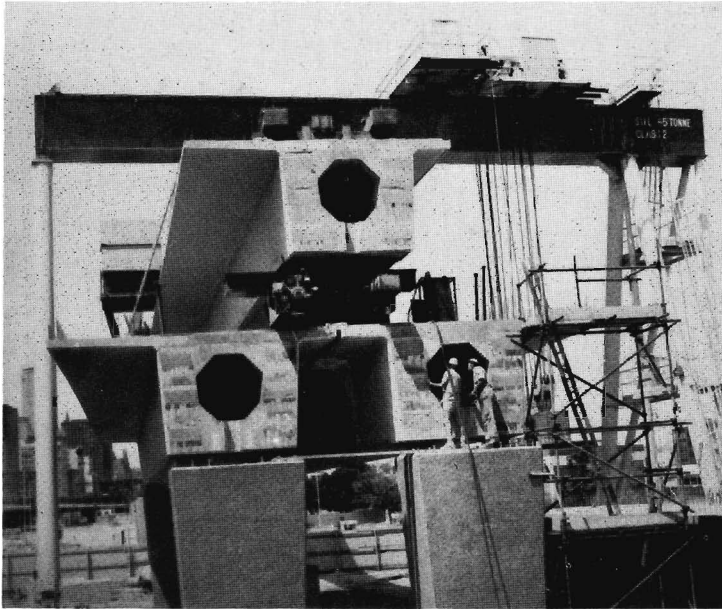
Mrs Mitchell and her husband Charles, a brother of Dame Nellie Melba, decided to donate the land as a tribute to the work done by railway ambulance workers.

The six acres of land has been used for finals of all first aid competitions since 1944.

If anyone can supply any further information please contact the Editor of Rail Ways.



Melbournians patiently waited in line for up to 3½ hours to file through the four carriages of the jubilee train at Spencer Street. The manager of the exhibition, Mr John Young, said that during the first week queues had to be curtailed at 7.30 p.m. so that everyone in line could see the display by 9.30 p.m.



**TOP:** Gantry cranes move pre-cast concrete beams to their location before they are lifted into final position, extending the overpass across King Street. **ABOVE:** Foreman Joe Harrington, of Caulfield, and workmate Tony Gava, of Dandenong North, give a beam its final inspection.

Melbourne's overpass between Flinders and Spencer Street stations is undergoing its third construction.

The first connection between the two was in 1879, when a "tramway" plied the route at night, to avoid other road traffic.

Then in 1888 a start was made on the construction of two tracks on a viaduct, with double line working beginning in 1891.

Traffic was confined to goods until December 1894, when passengers from Williamstown and Essendon could get off at newly-built island platforms.

The overpass was duplicated in 1915 to provide four tracks between the two stations, and the island platforms were demolished when the existing suburban platforms, 11 to 14 were built in 1924.

See picture on back page.

A

imr  
Stre  
run  
nev

# ew face and a new life...



**First trains are scheduled to run at Christmas this year on the additional two-track overpass now being built between Flinders and Spencer Street stations.**

The additional tracks on the overpass were first described as essential by railways commissioners in 1922.

Mr Jack Hickox, VicRail's co-ordinating engineer on Melbourne Underground Rail Loop Authority projects, says trackwork, signalling and electrical work on the new project will be done progressively to meet the Christmas target.

The overpass is being built for MURLA by John Holland (Constructions) Pty. Ltd. to the design of MURLA's principal consultants John Connell, Mott, Hay and Anderson, Hatch, Jacobs.

The overpass will be three-quarters of a kilometre long, and will cost an estimated \$9 million.

It will rest on 106 concrete caissons, some of which go as deep as 36 metres down into the Yarra mud, where there was once a swinging basin for ships, before the area was reclaimed.

The new overpass already extends from Spencer Street to King Street, and caissons to Flinders Street are almost complete.

The largest beam will be 33 metres long — a record in Victoria for a beam not cast in position. The beams are pre-cast and then lifted into position.

The immediate benefit of the project to passengers will be the lack of service disruptions while major maintenance work is done on the existing overpasses.

This is essential, so that all overpasses may be used when the first trains begin running through the underground loop, in December 1979.

Then the current bottlenecks at Flinders Street station — where trains have to be shunted back into the stabling yards, taking up much valuable peak hour platform time — will be eliminated.

This is because trains will be able to run directly into the loop from Richmond and Burnley, correcting the present imbalance. More trains approach Flinders Street from the east than the west at present.

More than 100 men are employed on the project, using construction techniques especially designed for the job by John Holland.

The State Government approved the Holland tender of \$9 million early in 1976, and work on the project began the same year.

The two extra tracks are on a generally straight line from the west of King Street to Queens Bridge.

However, they diverge from the present lines, which had to be curved to keep clear of the swinging basin, in use when the earlier overpass tracks were built.

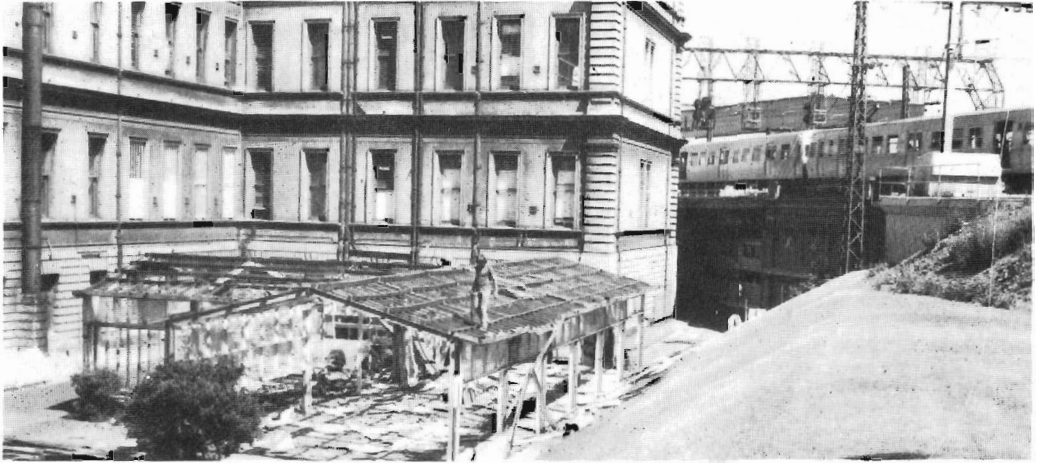
Announcing the letting of the contract to John Holland in 1976, Mr Rafferty, the Transport Minister, said the project would improve railway operations and allow for further construction later.

"It is also an essential part of the above-ground works necessary to get the loop operational for the first trains at the end of 1979," he said.

The work has included demolition of existing structures, building large diameter piles, construction of the overpass superstructure, and some road and drainage work.



ra, doing a final check-up, is dwarfed by the size of the ABOVE. The new look overpass with head office, Spencer ground. The appearance is deceptive — the silver train is the old overpasses. Trains are expected to start using the Christmas this year.



Workmen demolishing the old annexe at head office following the transfer of the investigation division to Flinders Street.

## 'Scott's hotel' demolished

Yet another famous city hotel has disappeared, although in its 20 years of operation it never served a beer.

Located at the back of head office, "Scott's Hotel" went under the wrecker's hammer just before Christmas.

Although the building was officially known as the annexe, it was better known as Scott's Hotel.

It acquired the name from Mr Ike Scott, the then Engineer of Planning.

The "hotel" was built in 1957, so that all the engineers working on the standard gauge project could be housed under the one roof.

Though not a large building, it could accommodate around 30 engineers at any one time.

After the completion of the standard gauge link, the planning section of the Way and Works Branch was involved with work on the underground.

The section also undertook the rearrangement planning of Melbourne Yard, and this work was carried out in Scott's Hotel.

The planning section left Scott's early in 1975, and the investigation division then occupied the building.

Mr Jack Hickox, who took over as Engineer of Planning after Ike Scott retired, smiled wryly when asked if the building used to get hot in summer. "Very," he said.

# Who'll help Red Cross? March appeal is on

More than 500,000 Victorians every year — disaster and accident victims, the poor and the sick — have their suffering alleviated by Red Cross.

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

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

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

Anyone wishing to give a little time should send his or her name, address and details of the type of help that can be given, to:

Mr John Jones, Director of Red Cross Appeals, Red Cross Headquarters, 122 Flinders St., Melbourne.

Volunteers can help by selling raffle tickets, or taking part in "Red Cross Calling" on Saturday or Sunday, March 18 and 19. Callers would be asked to doorknock for about two hours within their own district.

The raffle involves books of 20 tickets costing 20c each.

Prizes include a \$4789 Toyota car, a Singapore holiday, two color television sets, \$700 worth of carpet, a refrigerator and a dishwasher.

Winning tickets will be drawn on April 20. Red Cross will hold a fund-raising twilight garden party in the grounds of Government House on Wednesday, March 1 from 5 p.m. to 7 p.m. Tickets will sell at \$5.

And on Sunday, March 12, a family picnic day will be held at Kalorama, where stalls, art and craft displays, television personalities, youth and community groups, police dogs, and the Country Fire Authority will be seen.



# Getting Away From It All With VicRail

Package tours and trips available now, and over the next few months through VicRail include:

**A Five-day Murray River cruise.** This involves taking the Sunday night Vinelander to Mildura, and joining the cruise boat 'Wanera' on Monday morning. The cruise takes in visits to an historic jail, a museum, art gallery, the old paddle boat 'Ruby', the Pomona fruit settlement, a 'bird zoo', river bridges, a lock and weir, and the Cowra sheep station. Back in Mildura a coach tour includes the workmen's club, art gallery and Mildara Winery.

The cost (\$171, pensioners \$163, pensioner with free travel voucher \$150) includes all meals on the cruise, entrance fees, single, double, twin or three berth cabins, economy return rail travel with reserved seats, and travel between the station and 'Wanera'. The coach trip is complimentary.

**Five days in East Gippsland,** leaving Flinders Street on The Gippslander on the Monday, and staying at the Paynesville Country Club. Included is a boat tour of the lakes, a tour of the Buchan caves, and a lunchtime tour of Bairnsdale.

Cost (\$109, pensioners \$105, pensioner with free voucher \$76) includes meals. Elderly citizens must be in groups of not less than 20.

**Package weekend in Sydney** staying at one of four luxury hotels: Chateau Commodore, Gazebo, Wentworth or the Boulevard. All have 24-hour room service, private facilities, color television, radio, refrigerator and tea and coffee-making facilities. The Wentworth is the only one without a swimming pool. Leaving on the Spirit of Progress or the Southern Aurora any Friday night, tourists arrive in Sydney on Saturday morning, and return by the Spirit or Aurora on Sunday night. Extra nights are available at the hotels with a reduced charge for the Friday or Sunday, and normal tariff otherwise applying.

The cost varies with the train berth and the hotel: Chateau Commodore — Return sleeping berth \$110 (adult), \$90 (pensioner or child over 12), \$78 (child under 12); return first class seats \$97, \$74 and \$62 return economy class \$76, \$61 and \$50.

Wentworth Hotel — Return sleeping berth \$125, \$104 and \$82; return first class seats \$98, \$75 and \$57; return economy class seats \$77, \$62 and \$44.

Gazebo Hotel — return sleeping berth \$110, \$90, \$74; return first class seats \$97, \$74, \$58; return economy class \$76, \$61 and \$45.

Boulevard Hotel — return sleeping berth \$111, \$91, \$73; return first class seats \$98, \$75, \$57; return economy class \$77, \$62, \$44.

Seven-day tours to Sydney, staying at the same four hotels, are also available.

**Albury day tours** for pensioner groups leave on the Intercapital Daylight at 8.40 a.m., and arrive in Albury at noon. A cut lunch is provided on the train.

In Albury the tourists transfer to a bus to see the Jindera Pioneer Museum, where afternoon tea will be provided, before going on to the Hume Weir, the trout farm and the spillway. The return to Albury is via Bonegilla and Bandiana, where the Army installations will be seen. Dinner is provided on the Daylight back to Melbourne.

Cost (adult \$29, pensioner \$22, pensioner with voucher \$15.50) is based on a minimum of 20 passengers.

**Package holiday to South Kempsey NSW,** staying at the Fairway Lodge Motel. The seven-day tour is only available to groups of 37 or more people. It includes coach trips to Port Macquarie, Macleay River and Bellbrook, Coffs Harbor and Nambucca Heads, South West Rocks and Crescent Head Look-out.

Cost (adult \$178, pensioner \$166) does not include meals on rail journeys, lunches, admission charges or morning and afternoon teas.

**An alps tour will be available during eight weekends during the year:** February 3–5, March 3–5, April 7–9, May 19–21, September 15–17, October 20–22, November 17–19 and December 8–10.

It includes reserved seats in first class air-conditioned carriages to Bairnsdale with a meal enroute. The party will stay overnight at the Paynesville Country Club. The following day includes a tour to Swifts Creek, Omeo and Benambra, with an overnight stay at the Golden Age Hotel.

On Sunday the bus visits Mt. Hotham, Harrierville, Bright and Wangaratta, with the party catching the train to Spencer Street from Wangaratta.

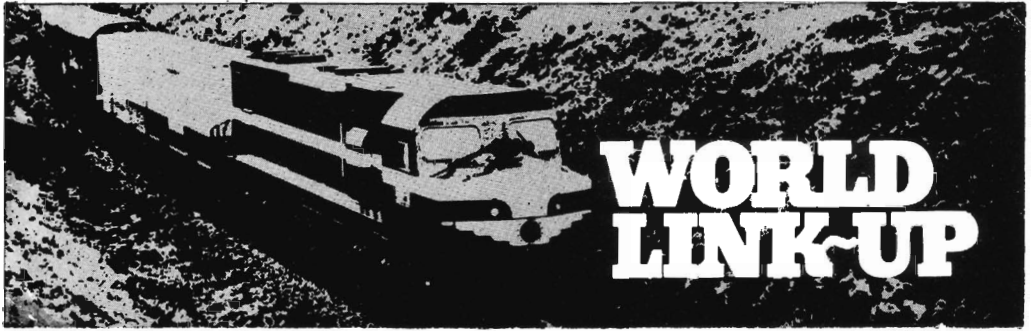
Cost (adult \$84, pensioner \$78, pensioner with voucher \$60, pass holder \$67, child \$78) is all inclusive.

**From March 31 — A Shepparton weekend package tour** based on a minimum of 30 bookings will leave from Spencer Street to arrive at Shepparton on Friday night. The overnight stay will be at the Victoria Hotel.

Visits during the weekend will include International Village, the driver training complex, an orchard, Finley RSL Club in NSW (for wine, dining, dancing and poker machines), Echuca's port — with an optional river cruise, Tongala and Kyabram.

Cost (adult \$79, pensioner \$75, pensioner with voucher \$54) is all-inclusive except for the river cruise.

Prices are subject to change, and should be checked before booking.



**The United States:** Amtrak's plans to cancel 72 trains between Washington and Boston have been called off. Government members voted an additional \$8 million to keep the trains running.

★★★

**Great Britain:** British Rail's Eastern Region received its first 200 km/h High Speed Train set on September 7. Plans are to introduce them on two London-Edinburgh return workings in existing schedules early this year.

★★★

**West Germany:** To help cut maintenance costs, Germany is speeding up withdrawal of 13 types of electric locomotive, most of which date from the 1930s.

★★★

**Netherlands:** The Government has awarded a contract to Union Switch & Signal Division of Westinghouse Air Brake Company (Wabco) of the USA for design, supply and installation of equipment for a 36-track marshalling yard at Rotterdam.

★★★

**Sweden:** One hundred diesel rail cars have been ordered from Italian builder Fiat Ferroviaria Savigliano. Design will be based on the ALn668 class of Italian State Railways.

★★★

**Uganda:** President Idi Amin has formally signed a decree setting up Uganda Railways as an independent corporation, charged with overseeing railway affairs in Uganda until the East African Railways Corporation Act is repealed.

★★★

**Great Britain:** London Transport's £30 million Piccadilly line extension to a station beneath the main complex at Heathrow Airport opened in December. A peak-hour service of trains every four minutes is provided from the new Heathrow Central station, lengthening to every 7½ minutes in the evenings.

★★★

**Japan:** Japan railways are carrying out surveys and boring tests for a new underground station on the east side of the existing Ueno narrow gauge station in Tokyo. It will be 90 metres underground, with two 400 metre platforms.

★★★

**Soviet Union:** Two per cent more freight was carried in the first six months of 1977 than in the comparable period of 1976. Total freight hauled in the period amounted to 1844 million tonnes.

★★★

**Yugoslavia:** The new railway connecting the port of Bar with Belgrade has brought a 100 per cent increase in the amount of cargo handled at the port.

In the first six months of last year, more than 600,000 tonnes were moved.

★★★

**Switzerland:** Alusuisse, the Zurich aluminium producer, has developed a lightweight rail wagon bogie which, the company says, can "counteract rock and roll on the world's worst track." Anti-derailment stability has been extended from 65 to 120 km/h on twisted, uneven or sharply turning track, Alusuisse claims.

★★★

**China:** A new railway station, second in size only to Peking station, has opened in Changsha, in south-east China. It consists of a terminal building, railway yard and plaza with a total floor space of 42,000m<sup>2</sup>.

The main building can hold 6000 passengers, and the station handles 36 trains a day. It is equipped with closed-circuit television, computers and automated public address system.

## NZ tunnel open soon

Trains will start running through New Zealand's longest tunnel, piercing the Kaimai range on North Island, this year.

The principal engineering feature on a 24 km deviation, the 8.85 km tunnel has been constructed through difficult territory by using both mechanical and manual methods.

Substantial water inflows have made it necessary to provide a large invert drain, which precluded use of conventional ballasted track.

Instead, the tunnel is being equipped with a paved concrete trackbed, the first time the system has been used in New Zealand.

The Kaimai tunnel is part of a deviation to provide more direct access from the extensive forests in the central plateau to the port of Tauranga. It has taken seven years to build.

The tunnel is entirely straight, and rises on a continuous gradient of 0.3 per cent. Because of the single gradient, and the great depth of cover, it has not been possible to provide intermediate ventilation shafts.

It is not known at this stage whether natural ventilation from prevailing winds, plus the piston effect of trains, will be enough to disperse diesel fumes and avoid oxygen starvation of multiple-locomotive trains.

Tests will be held when the tunnel is opened later this year.

— *Railway Gazette International*

# JOHN'S HOME — WITH ITCHY FEET



John, in Norwich, England, with Constable Martin Kent. Const. Kent took him on a patrol duty trip around the city, and on a coastal tour in the police boat.

The trouble with travelling, says John Burn, is that you come home with itchy feet.

John, a railways investigation officer, spent his long service leave last year, in Europe.

He is a member of the International Police Association and it was this fact, he says, that really 'made' the trip.

"I was made welcome by the police wherever I went," he told Rail Ways.

His introduction to the fellowship of the association came at Frankfurt Airport, when John was patiently waiting for his luggage.

His IPA badge was noticed by a plain clothes customs officer, and he was then promptly escorted through customs to be welcomed at the airport police station.

From then on, it was hospitality all the way. Even the head porter at his Frankfurt hotel invited him home to meet the family.

And his new mates at the police station found him a 1966 Opel (A General Motors car) for the equivalent of \$268.

The car took him safely through 12 countries and back to Germany. He really only had one spell of trouble with it — he lost his keys, and had to have another set made. That was when he was basking on the beaches of Greece.

During his three months away, John saw Germany, Austria, Switzerland, Austria, Yugoslavia, Greece, Italy, Spain, France, England, Holland, Belgium and Luxembourg.

While he was in Austria, he spent quite a bit of time with Lou Senn, an ex-VicRail employe from Sandringham bus depot.

"It was great seeing Lou and his wife, Ann. We even had a real Aussie barbecue," John says.

He's now saving up for his next European holiday.



The stationmaster of one of the world's busiest stations retired recently.

Mr. George Bennett, Flinders Street stationmaster for the past five years retired between Christmas and New Year.

On a normal working day, Flinders Street station is used by more than 220,000 passengers.

Mr. Bennett took great pride in the fact that many former junior station assistants that he trained when they joined the department, and who have now gone on to more senior positions, took time out to wish him all the best for the future.

Starting in the department back in 1934, Mr Bennett worked in many country areas from 1939 to 1967.

Now, in retirement, he intends to renew acquaintances with many former colleagues.

# – RETIREMENTS –

## Way and Works

COULSON, H. K., Caulfield, 18/11/77  
D'ANTUONO, A., North Melbourne, 31/10/77  
FINOCCHIARO, C., Metro. District Engr., 20/2/78  
IACOBUCCI, V., Metro. District Engr., 16/2/78  
JOHNSON, F. J., Benalla, 15/2/78  
KAIAS, D., Spencer Street, 20/2/78  
LEECE, J., Spotswood Workshops, 24/10/77  
MAISANO, G., Special Works, 5/2/78  
MATTHEWS, H. P., Geelong, 6/2/78  
MOLNAR, I., Spotswood Workshops, 19/2/78  
NOLAN, H. J., Wangaratta, 7/11/77  
OCCHIETTI, E., Sale, 19/10/77  
PHILLIPS, A. J., Geelong, 10/2/78  
SINOPIDIS, E., Flinders Street, 2/2/78  
STEPHENS J. J., North Melbourne, 2/12/77  
VINCENT, L., Benalla, 22/11/77  
WILDES, L. C., North Melbourne, 25/11/77  
WOOD, C. E., North Melbourne, 25/11/77  
ABOLTINS, J., Metro D.E., 25/3/78  
ARGIROPOULOS, V., Flinders Street, 19/3/78  
CAMPBELL, M. R., W.E.H, 19/3/78  
CASEY, J. L., Head Office, 25/11/77  
DUCK, G. A., W.E.H., 11/11/77  
EAST, L. G., Flinders Street, 18/3/78  
FAULL, A.W.J., Geelong, 3/3/78  
FRAGOMINI, D., Bendigo, 24/11/77  
GURNEY, N., Spotswood Workshops 2/12/77  
KARAVIOTIS, A., Flinders Street, 14/9/77  
KLEMM, N.D., Dimboola, 15/3/78  
LOWRY, F. G., A.N.H., 15/12/77  
MAMBRINO, P., Spotswood Workshops, 17/10/77  
MATHISON, R. C., Seymour, 16/11/77  
ROMICH, K., Spotswood Workshops, 14/12/77  
SACCO, A., Flinders Street, 29/11/77  
TEASDALE, K., Bendigo, 17/3/78  
THOMAS, A. D., Caulfield, 16/12/77  
WALMSLEY, J., Spotswood Workshops, 2/12/77  
ALEKSANDROWICZ, T., Caulfield, 31/1/78  
BUSLETTA, A., Special Works, 30/12/77  
BYERS, W., District Engr, Eastern, 16/12/77  
CAMPBELL, H. B. D., Sale, 6/4/78  
CAZER, J. L., Bendigo, 4/11/77  
CLEMENTS, H. L., Flinders Street, 9/2/78  
DANAHER, J. W., Geelong, 18/1/78  
GAEHL, W. H., Ouyen, 20/1/78  
JOHNSON, W. H., Korumburra, 8/4/78  
PARODI, L., Special Works, 21/12/77  
PLYMIN, H. C., North Melbourne, 18/4/78  
SHELL, J. L., Geelong, 12/1/78  
STANTZOU, D., Spencer Street, 5/1/78  
TREGEA, A., W.E.H, 3/2/78  
ZAMPATTI, G., Special Works, 1/4/78

## Electrical Engineering

JENKIN, J. D., Lighting & Power Div. 31/12/77  
MARTIN, W. H., Lighting & Power Div., 23/12/77  
MOVCHAN, K., Overhead Division, 2/11/77

## Freight

ASTORINO, F., Melb. Freight Terminal, 10/12/77  
BURNETT, P. A., Melbourne Freight Term., 21/11/77  
FLEINER, G. P., Melbourne Freight Term., 26/12/77  
PIANALTO, G., Melbourne Freight Term., 1/12/77  
CUGLEY, J. G., Melbourne Freight Term., 31/1/78  
PETROS, V., Melbourne Freight Term., 2/2/78  
SAWYER, R.A.T., Melbourne Freight Term., 28/1/78  
WALKER, A. J., Ballarat Freight Centre, 24/2/78

## Rolling Stock

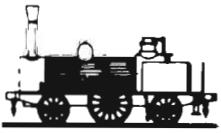
CARLSON, E. O., E.R. Depot, 23/11/77  
COLLETTA, A., Newport, 18/1/78  
DEAN, J. M., South Dynon, 9/12/77  
FLETCHER, W. C., Ballarat North, 28/11/77  
GALLOWAY, E. L., Newport, 17/1/78  
GOGLIA, A., Jolimont, 12/10/77  
HALIN, I., South Dynon, 3/1/78  
HENRY, B. D., Murchison East, 26/10/77  
HINCKS, W. T., North Melbourne, 23/12/77  
JANETZKI, S. G., E.R. Depot, 7/12/77  
PIANTA, G. A., Bendigo North, 8/12/77  
REYNOLDS, A. E., Head Office, 18/11/77  
SOLAZZO, P., Shelter Shed, 23/1/78  
SPINELLO, G., Newport, 24/11/77  
STEER, J., Head Office, 28/11/77  
VAN HOUWELINGEN, J., Ballarat Nth., 24/11/77  
WOJCIECHOWSKI, S., Ballarat North, 8/1/78  
ZAHARIOU, M., North Melbourne, 13/10/77  
CUNTO, R. M., North Melbourne, 15/12/77  
DONNELLY, P. J., Ballarat North, 19/2/78  
GIGLIOTTI, A., Newport, 8/12/77  
HEALY, J. E., North Melbourne, 30/12/77  
ILIOPOULOS, V., Newport, 12/7/77  
KIRIAKIDIS, G., Newport, 5/2/78  
MANN, W. Y., Newport, 24/1/78  
MARKOU, H. A., Jolimont, 16/12/77  
MILENKOVIC, M., Newport, 12/2/78  
McDONALD, J. P., Ballarat, 24/2/78  
McGRATH, H. J., Ballarat North, 16/12/77  
PEARCE, C. A., Bendigo North, 20/1/78  
PETROU, G., Newport, 29/11/77  
RADIVOJSA, N., Newport, 5/2/78  
SENSI, S., North Melbourne, 14/12/77

## Stores

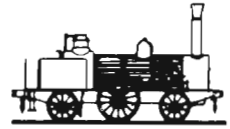
CARUSO, A., Reclamation Depot, 5/11/77  
HALKIAS, S., Printing Works, 9/11/77  
JAMES, J. W., Shelter Shed, 25/11/77

## Traffic

AMOS, R. V., Flinders Street, 17/11/77  
BARTLETT, J.H.L., Geelong, 1/1/78  
BENNETT, G. J. L., Flinders Street, 1/1/78  
BETKA, J., Camberwell, 17/1/78  
COLLINS, I. H., Bungere, 10/1/78  
GODFREY, Mrs N., Beaconsfield, 22/12/77  
HANLEY, F. E., Geelong, 1/1/78  
HUTCHISON, A. R., Ararat, 20/1/78  
JAMIESON, C. K., Oakleigh, 16/12/77  
KOWALCZUK, M., Spencer Street, 25/11/77  
LACINSKI, L., Flinders Street, 25/1/78  
LEHMANN, D. L., Geelong, 21/12/77  
MacGREGOR, C. H., Flinders Street, 19/12/77  
O'CONNOR, Mrs L. M., Glenbervie, 30/12/77  
O'CONNOR, Miss S. C., Fairfield, 8/12/77  
SMITH, D. E., Benalla, 4/11/77  
YULE, Mrs B. M., Flinders Street, 11/11/77  
LEDGAR, D. F., Flinders Street, 29/12/77  
BETKA, J., Camberwell, 17/1/78  
CORNWILL, K. W., Maryborough, 22/12/77  
DESMIER, N. F., Bendigo, 25/11/77  
HUTCHISON, A. R., Ararat, 20/1/78  
MUSIL, J., Head Office, 2/12/77  
ORFANAKIS, P., Flinders Street, 10/12/77  
ROBINSON, J. A., Geelong, 8/1/78



# BACKTRACKING



## 60 years ago

It having been reported that the railway unit had been disbanded and that the men were either returning to Australia or joining the infantry, Sergeant A.C. Aitken, in a recent letter, gives the report a flat denial, and goes on to say that recent victories could not have taken place without the assistance of Light Railways.

"It must be understood that the Australian units are not the only railwaymen there. Our company, the 15th, is second to none; although the competition is keen, we have opened the eyes of our comrades in the same part of the service, who are picked men from all parts of the world.

"Our work," writes Sergeant Aitken, "consists chiefly in construction, gun running, supplying guns of all calibres, together with ammunition, and carrying wounded men from the trenches to the casualty clearing stations."

Describing the work of construction, Sergeant Aitken says 20 miles of line has been laid in one night, including loop sidings and spurs. It is not ballasted, but simply laid on the surface after a little necessary excavation.

"To see the grins and smiles at night when gathered in camp, you would think they were running the ordinary picnic train to Fern Tree Gully. The only things that seem to trouble them are 'Has the Aussie mail arrived?' or, next in importance, 'How's the grub? What! stew again?'"

## 40 years ago

"Better and faster trains" is again the Department's aim for 1938.

The policy of improvements in both passenger and goods train services will be continued with the same highly beneficial results as have rewarded the Department's efforts since the inception of the scheme in 1934.

The work of relaying tracks and welding rails into longer lengths will be continued during the year. Early attention will be given to the sections between Riddell and Macedon, between Woodend and Redesdale Junction, and between Murtoa and Warracknabeal.

In the suburban area, welding operations are being continued on the Caulfield and Williamstown lines. Tracks are also being re-arranged through Royal Park station.

The recent relaying and welding of the track on the Geelong line affords scope for faster schedules on this section, and tests are being carried out with a view to reducing the running time.

The Melbourne - Mildura service will also be accelerated at an early date. Another set of air-conditioned carriages will provide and air-conditioned service in both directions on the six days a week of the current schedule.

Eighty L-class sheep trucks, 300 wheatproof GZ welded open trucks and 50 U louvre wagons are also to be constructed.

## 20 years ago

Planned and sponsored by the Macleod High School as an educational experiment, a "Train of Knowledge" will take 200 girls and boys, accompanied by eight teachers, on a tour of Victoria next month.

Leaving Melbourne on a Monday, they visit Geelong, Warrnambool, Hamilton, Portland, Stawell, Bendigo, Echuca, and Kyabram and return to Melbourne the following Saturday, a round trip of 751 miles.

Visits will be made to selected farms, orchards and factories.

TOK will be equipped with a public address system, and projection equipment will be carried.

A daily newspaper will be produced on the train.

Provision will be made for a sick bay which will be staffed by a nursing sister.

Meals and sleeping accommodation will be arranged at country towns.

It is hoped that TOK, by giving city students a first-hand chance to see the natural wealth and beauty of Victoria, will increase their understanding of the State and its people.

TOK, as an experiment, will certainly be worth watching, and it will not be surprising if other schools take up the idea.

# Rail transfer on March 1

**The transfer of South Australian country rail services to the Australian National Railways Commission will take place on March 1.**

Tasmanian Railways has also been approached to become part of the Australian National Railways system on March 1.

Mr Keith Smith, ANR chairman, said letters offering employment with Australian National Railways have been sent to the 8000 South Australian Railways staff.

"The commission will need every assistance in the operating and marketing of ANR, and would like to see all former South Australian Railways employes accept our offer of employment," the chairman said.

Mr Smith added that since July 1, 1975 the ANR Commission had had financial responsibility for the non-metropolitan South Australian and Tasmanian Railways.

"From March the commission will also have managerial and operational responsibility for the two State railways," he said.

The Federal Government has given an assurance that compensation, long service leave and redundancy payments will be no less favorable than those which South Australian and Tasmanian workers have at present.

In South Australia the State Government will retain ownership of the Adelaide network, though most staff operating Metrorail will be employees of the ANR Commission working under secondment to the SA State Transport Authority.



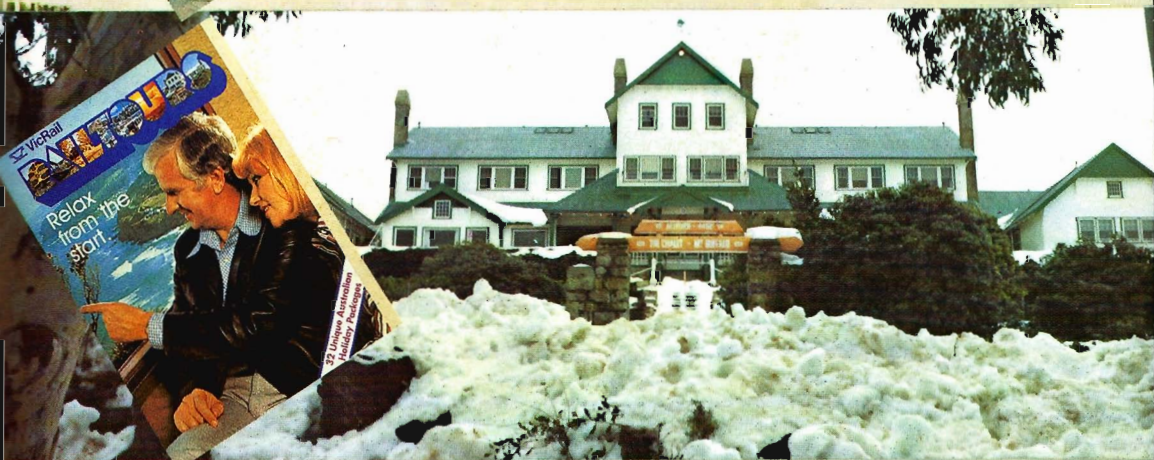
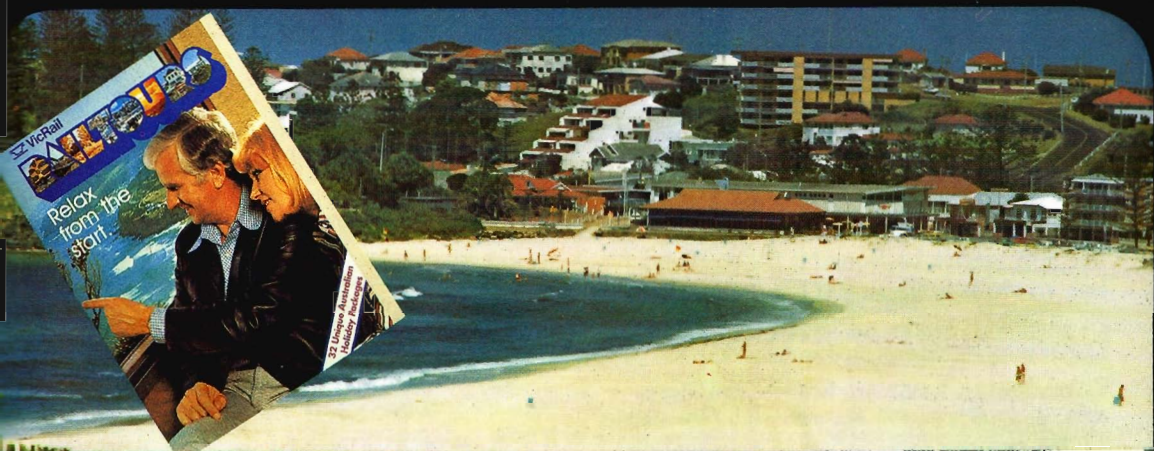
The second expansion of Melbourne's overpass between Flinders and Spencer Street stations was initiated by the department in 1915. This photograph, taken from a window at head office, shows the Melbourne goods yard gate at the corner of Spencer and Flinders Streets.



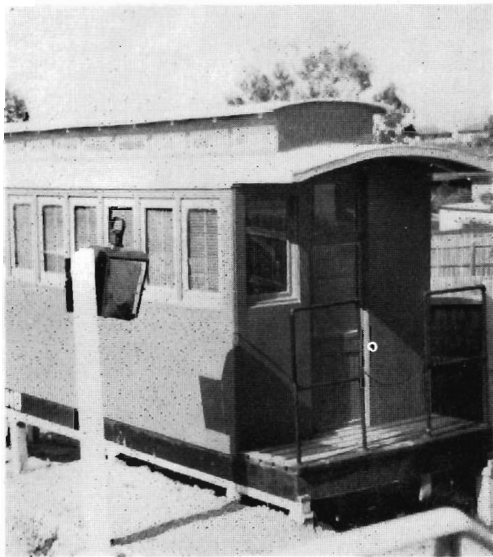


# Rail <sup>10 CENTS</sup> Ways

MARCH 1978







**When rail enthusiast Stephen Watson wants to board a train, all he has to do is walk down his backyard.**

Stephen has built a full size replica of a narrow gauge carriage in his backyard at Coldstream.

Working at weekends, it took him nearly a year to complete, and is now his hobby room.

The "den" is built to almost the same specifications as a normal narrow gauge carriage.

The local council, however, made him put heavier beams on the inside of his building.

While most of the carriage is built from new material, the blinds, doors and some internal fittings were bought from the Spotswood reclamation depot.

The carriage houses his collection of railway books, old working timetables and his 6000-plus collection of photographs and slides. He also plans to have a model railway set up inside.

Stephen, who works for Australia Post, has been keen on trains for more than 10 years. He is especially interested in narrow gauge and steam engines.

And why build a carriage? "The wife wouldn't let me have all the things in the house," he grins.

# Going our way?

**The first VicRail package tour passengers travelled, would you believe, by bus . . .**

That was back in March, 1973. We had hoped to fill a train with Sunday trippers to the Begonia Festival in Ballarat, but the response was disappointing. So, a bus it was.

Starting in the package tour field "off the rails" could have been an omen of things to come. Because today VicRail doesn't confine tour transport to trains — we use whatever vehicle suits the circumstances.

However, these days we have no trouble filling our trains with Sunday tourists.

Each month we run at least one Sunday trip, and attract an average of 200 people. Sometimes we have to find room for 500.

Nor do we have any trouble competing in the tours field — last year we outsold the airlines with our opera house package trip.

The All-tour booklet, illustrated on the cover, marks another VicRail step into the tours business. We now "package Australia" — we can offer 32 holidays ranging from weekend trips to a 22-day tour of the outback.

The booklet is designed to make it easy for people to find the holiday they want.

The spread on pages four and five summarises the main points kept in mind when choosing a holiday — how much can be spent, how long is the holiday, where is there to go. These points are indexed to detailed itineraries found on the following pages.

The booklet, by the way, was set by computer. When it has to be revised, the computer will be able to recall pages of the book from its memory banks and display them on a video screen.

The computer operator will then make the changes to the page.

Comprehensive as it is, the All-tour booklet doesn't contain all the tours available through VicRail.

There is a separate catalogue of trips for schools, and another for pensioner groups.

These two, are in addition to the regular day tours available to the beauty spots and historic areas around Victoria.

The Marketing Branch believes the new booklet will do more than create interest at travel agencies. They feel sure staff throughout the State will want to "help themselves to a bigger slice of the tourist business."

So, anyone wanting a copy of All-tours — ring 1736.

## Rail Ways

### IN THIS ISSUE

- 36 Customers say thanks
- 37 Gerry Besaga, VicRail cartoonist
- 38 Up in smoke
- 39 They've handed in their tickets
- 40-41 20,000 saw cavalcade
- 42 New contracts let on ANR line
- 43 DARTS: A book by Brian
- 44 World Link-Up
- 45 Sport
- 46 Retirements

- 47 Backtracking
- 48 Apprentices of '78

### FRONT COVER

VicRail's new All-tour booklet. See the story above.

### 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).



VicRail's new C-class locomotive features turbo-charging to give 50 per cent more power from a 16-cylinder engine.

# The 'C' she's in a class of her OWN

The eight C-class locomotives now at work on the Victorian rail system may not be the most powerful in Australia, but only a few can compete with their pure, streamlined strength.

Only West Australia and Australian National Railways, of the governmental systems, have locos of equal power.

The C-class, introduced by VicRail in May last year, boasts 3300 horsepower, from a 16-cylinder engine.

The X-class fleet, the most modern locos on the Victorian lines before the debut of the C-class giants, are also powered through 16 cylinders.

However, the "C" is turbo-charged, which gives the engine 50 per cent more horsepower than would otherwise be available.

Turbo-charging is the use of exhaust gases to drive a turbine which, in turn, drives an air-compressor providing air for the engine. The additional air is needed to cope with the increased amount of fuel used.

High adhesion bogies on the new class are the result of rearranged traction motors facing the one direction.

This redistributes axle load during powering, and therefore increases wheel-to-rail adhesion.

It means that the loco can haul far heavier loads

than would otherwise be possible.

The C-class can, without any trouble, haul a load of 1800 tonnes from Albury to Melbourne on the standard gauge.

Before May 1977, two locos would have been needed to do the same job.

Mr Frank Martin, Superintendent of Locomotive Maintenance, says VicRail needed the new work-horses to cover a shortage of locos for daily needs.

"It became increasingly necessary to hold older locomotives out of services for longer and longer periods for maintenance, and to still meet traffic demands," he said.

"The C-class has helped to alleviate the problem."

They cover daily goods services between Melbourne and Albury, and Melbourne and Serviceton.

Clyde Engineering, using General Motors equipment, built the eight \$750,000 locos, and have another two to supply to complete the fleet of 10.

The cabs were designed in co-operation with AFULE officials and rolling stock engineers. A mock-up of the loco was built at Newport Workshops, with the cab layout, giving maximum crew comfort, being a joint union-VicRail venture.

... And looking at the C-class from another angle — from the "outside" — is this colorful feature written by reporter Jane Ross in the Footscray Mail on February 8:

She stands apart from the rest. Surges of power humming deep in her belly.

Her massive blue frame throbs gently. Queen of all she surveys.

She's content to wait there, girding herself for the next long haul.

They'll come soon and hitch 1450 tonnes of goods to her back and her motor will work a little harder.

Her two keepers will climb the vertical steps,

pass the warm air whining out from her gut and settle into the cabin.

It's spic and span in there. Those are the rules. Her crew treats her with reverence and she, in turn, looks after them.

Warmth from her heater, iced water from her refrigerated container. Blinds to shield their eyes from the sun, padded seats to buffer the bumps. Ash trays for those who think they are 'steamies'.

(continued page 38)

# Customers say thank you

The following letters have been received over the past few weeks from travellers and others with a few good things to say about VicRail service:

**From Mrs Gloria Barratt —**

Thank you, or your assistant — whoever it was who phoned me to say staff at Ashburton Station were looking after the wallet my son left on the train early one night.

I am most appreciative, and thank you for your thoughtfulness once again.

(Ed. note — The helpful call to Mrs Barratt came from Station Officer Mr A. Dixon.)

**From Mrs I Phillips —**

Such a great kindness was shown to me on January 20, by one of the Glenhuntly station staff (Mr D. J. Walker SM), that I would like you to know how much it has been appreciated by me, and everyone else I have mentioned it to.

Good deeds like this, I feel, deserve recognition, as there are too many complaints today by people who take so much for granted.

It happened this way: Wanting to go to Warrnambool for the weekend, I rang central information for times and details the previous Monday. I found out later not all details were correct.

Arriving in good time at Glenhuntly station, I found that the next two trains only went to Flinders Street, which wouldn't give me sufficient time to get to Spencer Street to catch the 6.23 p.m. train for Warrnambool.

The station master quickly put me into his car and drove me to Caulfield station in time to catch the Dandenong train, which went straight through to Spencer Street.

I caught the Warrnambool train with three minutes to spare, and I was able to have a very enjoyable weekend.

If these kind deeds could be encouraged, I am sure the travelling public would avail themselves more often of the service you offer. As a hostel supervisor of 50 elderly residents, I know that the older person who can no longer drive, would not have the chance to travel without public transport.

As far as I know the gentleman concerned was a Mr Walker, obviously one of "the old school" with a heart and a desire to help his fellow man.

**From Sister F. Nilson —**

This is a tribute to the kindness and efficiency. I would like to bring to your notice the excellent treatment that I received from the staff at Wangaratta railway station on October 29.

Owing to ill-health I had to leave the *Spirit of Progress* for a short period at Albury, and when I returned, I was horrified to find that the train had gone with my luggage aboard.

The Albury station master rang through to Wangaratta, and the staff at that station removed my luggage from the *Spirit* and had it waiting for me to pick up when the next train — on which I was travelling — pulled into the station.

In the meantime my husband, who was waiting for me at Spencer Street, had been advised that I was coming on the following train, and what could have

been quite a nasty incident was smoothed out without any fuss whatever.

I am an elderly woman, and it was a delight to meet with such consideration and efficiency in a time of trouble. Thank you and your well-trained staff very much.

**From Miss R. W. Adeney —**

I would like to express my thanks and appreciation of the good services given by your staff at Spencer Street station on the evening of December 21.

It was unfortunate that the *Southern Aurora* had to be cancelled at such short notice, upsetting the Christmas travel plans of so many travellers.

Like many others, I did not hear of the cancellation until I arrived at Spencer Street, with baggage. But I was fortunate in obtaining a berth on the *Aurora* for the following evening.

I would like to pay tribute to the members of your staff at the enquiry counter and at the interstate booking counter, who did all they could to help the large number of stranded passengers, in very trying circumstances.

They were both courteous and patient.

**From Mrs Betty Richardson —**

I would like to thank those who helped me with the trip I took on the Western Discovery Tour recently.

The trip was arranged entirely by telephone, and Alan Hall, Alan Berry and Peter Segrave couldn't have been more helpful or courteous. This also applies to the station master at Berwick. Thank you to all of these men for their kindness, it was most appreciated.

**From Mrs M. Scott —**

I have just returned from a VicRail package tour to the Mt. Buffalo Chalet, and I wish to let you know how very much I enjoyed the far too short stay.

From the time of boarding the train to leaving it at Spencer Street, the whole trip was managed faultlessly.

My room at the chalet was so comfortable, the meals were delightful and, in fact, it was the most pleasant five days I have ever spent.

Our coach captain, Mr Eric Fanton, could not do enough for us on the three trips we took, and his knowledge of the surrounding country made the outings so very much more pleasurable and interesting. It was my first visit to that part of Victoria, and I'm sure we Victorians don't do nearly enough to promote this magnificent scenery.

In conclusion I do hope these package tours for pensioners will continue, and I most definitely hope to again be privileged to join the next late December one.

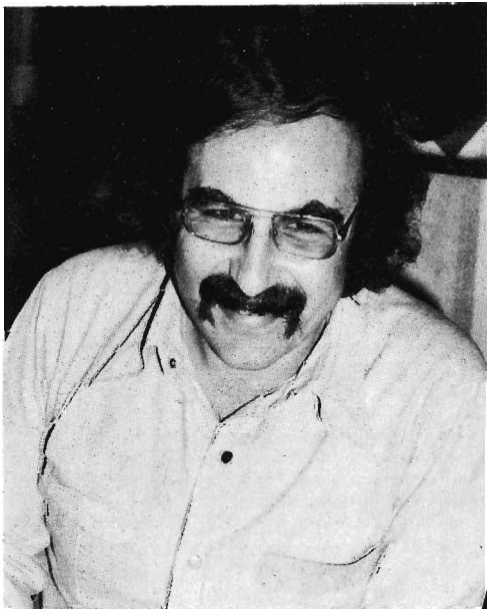
**From Mr and Mrs F. Sterling —**

I feel I must write to tell you of the wonderful tour to Sale and Seaspray arranged by VicRail. Everything was perfect, as usual. The food was delightful, especially the tea, which was picked up at Warragul.

I think you must choose your staff particularly for their courtesy and friendliness. Nothing is too much trouble for anyone, from the couriers to the buffet bar.

Last year we enjoyed the Buffalo tour, and we have now booked for the Colac — Port Campbell tour. They are a highlight for us, so thank you once again.





Gerry, as he sees himself drawing himself (top), and Gerry, through the camera's eye.

Gerry Besaga is a young man with a lot of talent, and his mates in the Freight and Accountancy Branches were determined Rail Ways should know about him.

"He is very slow in coming forward," they said.

So they sent us one of his cartoons. Needless to say, we reckon Gerry is pretty good with his pen too, and we'll be featuring more of his cartoons in future issues.

Gerry is just 25, and thinks of his drawing merely as a hobby.

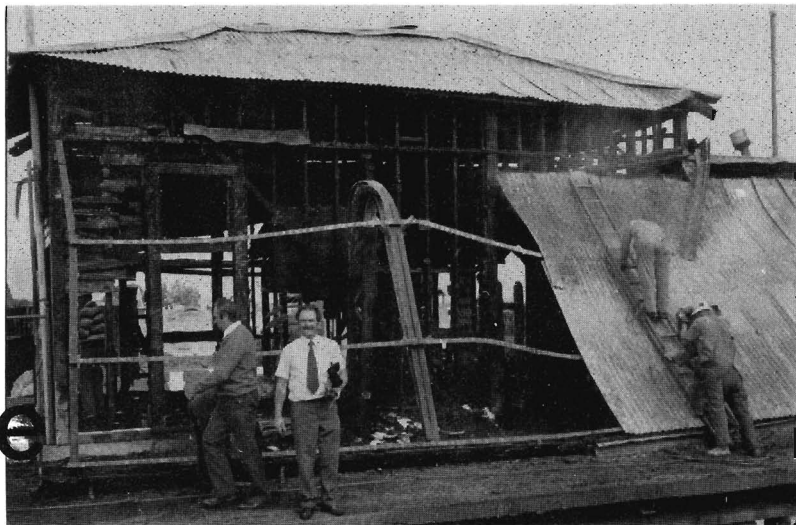
"I was, back in my school days, keen on making a career in films and television, and I wanted to go to art school later on," he said.

"But what with failing fifth form art theory, and getting into a secure job with VicRail, I gave away the college idea.

"I just enjoy cartooning and drawing, although I've given away painting now. My spare-time scribbles seem to keep the fellows here entertained," says Gerry.

He is employed as a rating clerk in the revenue accounting office of No.2 shed, Melbourne Goods.

# Up in smoke



At 3 a.m. on December 3 last year, fire completely destroyed the main station building at Balaclava.

Yet, like the mythical phoenix, the station soon rose from its ashes.

As operations officer Paul Windsor said: "The co-operation between the branches was fantastic."

The Way and Works Branch, headed by works foreman Graham Bond and works inspector Bob Dunn, soon had 15 men organised and on the job.

By 2 p.m. the debris had been cleared and frames were up to protect passers-by from danger.

On Sunday a portable building was erected, fitted out, and ready for the Monday morning rush.

By-law officers sold tickets over the weekend and helped out on Monday morning too. Some bundles of singed weekly tickets were salvaged from the charred mess, and these, as well as tickets from Elsternwick, were used on Monday.

On Monday morning an order for 150,000 tickets went to Mr Wally Basterfield, officer-in-charge of ticket supply. They were printed and delivered by noon on Wednesday.

As a result of the fire, Balaclava is the first station to be completely outfitted with zone tickets.

The Spencer Street staff of the Trading and Catering Branch supplied meals for the workers involved in Saturday's mopping up job.

Balaclava staff lost their uniforms and other belongings in the fire.

Station officer David D'Silva, preparing for his stationmaster's exam even had his study notes "go up in smoke".

David says he'll give the exam a miss this time round.

Stationmaster Fred Kellett, who has been at the station for a year, said it was "a terrible shock" to report for duty at 5 a.m. to find the charred remains of his station office. "The day before it was something I was proud of," he added.

Fred wants to thank everyone who helped bring Balaclava station "back to life" after the fire.

● Stationmaster Fred Kellett with what remained of the Balaclava booking office. The heat from the fire was so intense that the steel supports holding the verandah buckled.

## Continued from page 35

And there's spaciousness. Room to breath. Room to move.

But she's ready now. A turn of a handle and her humming power whines to crescendo.

The big wheels begin to turn and she hoots a warning whistle: **Out-of-the-way, out-of-the-way clackety-clack, clackety-clack; queen-of-the-track, queen-of-the-track.**

For the next six to seven hours, the power of 3300 horses will propel her.

Out of Footscray. Out of Melbourne. Through the little country towns she knows so well.

Kal Kallo. Wallan. Tallarook. Mangalore. Clackety-clack, clackety-clack; queen-of-the-track, queen-of-the-track.

Longwood. Violet Town. Badaginnie. Glenrowan. Clackety-clack, Clackety-clack.

Bowser. Springhurst. Chiltern. Barnawatha. Clackety-clack, clackety-clack; end-of-the-track, end-of-the-track.

At Albury there's rest. Not that she needs it. She has slipped along at a steady 50 up the hills and through the valleys.

She's had 1450 on the down and she'll lug 1800 coming back; the hills are not as steep.

It's farm machinery this time. But that makes no difference to her. Containers full of frozen food, cars, wheat or wool. She takes on all comers.

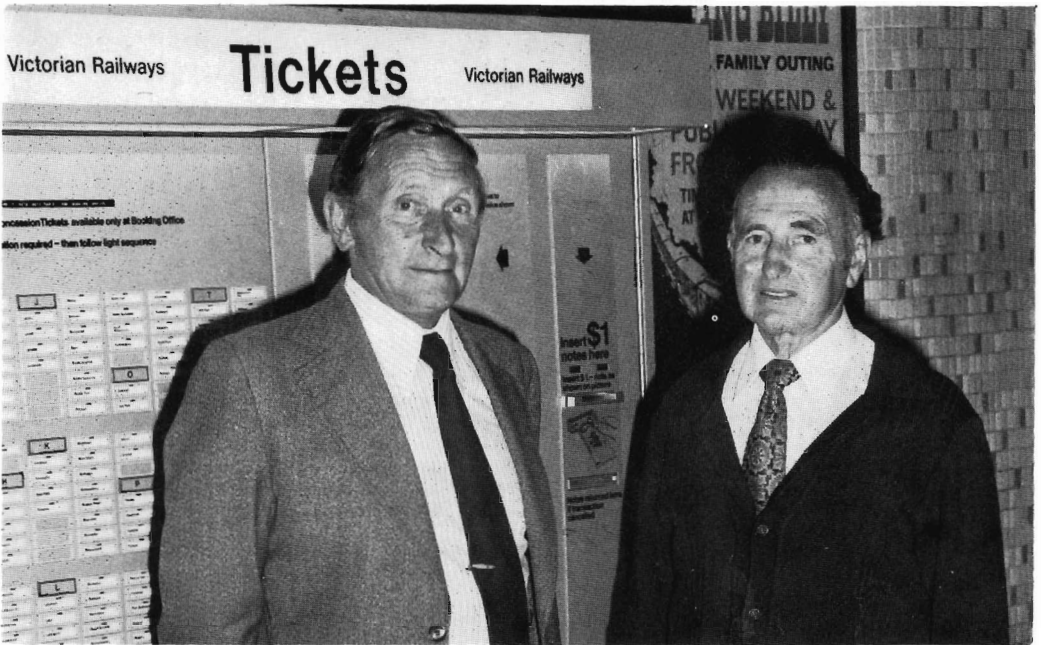
She faces south now and heads for home. Gliding quietly along the rails which brought here there. For there's little noise from her mighty diesel motor. Little, that is, for her two friends nestling in the comfort of her cabin.

She leaves her load and returns to base. Clackety-clack, clackety-clack; queen-of-the-track, queen-of-the-track; now-I-am-back.

She has a right to her pride, her majesty, for she is a C-class, the showpiece of workhorse locomotives.

She's worth nigh on \$¾ million and weighs 137 tonnes. She has a fuel capacity of 12,230 litres, is 19.355 metres long, 4.185 metres high and 2.91 metres wide.

Her crew take lessons to know how to handle her. At first they feel awe at her might. Then reverence. Then they come to love her, this sovereign of diesel power.



Bill Coates (left) and Vern Paul with the new ticket machine at Flinders Street station.

## THEY'VE HANDED IN THEIR TICKETS

Two by-laws officers, with close to 60 years' service between them, checked their last tickets recently.

In order of seniority, Vern Paul notched up 32 years, while Bill Coates "only" served 27 years.

Vern started with VicRail in 1945 and worked in many sections at Spencer Street station. "The day Dalray won the Melbourne Cup" (November 3, 1952, if you had forgotten), Vern transferred to the ticket checking division.

Bill came to Australia from England in 1950, and worked in the parcels office at Spencer Street before transferring to ticket checking duties in 1963.

This wasn't Bill's first railway job. From 1932 to 1946 he was both signalman and guard on the London Underground.

His father had been a stationmaster, also on London's Underground. Bill worked as a milkman in the Essex town of Clacton-on-Sea for four years before emigrating to Australia and joining VicRail.

**Railways, he says, were in his blood.**

Vern and Bill have noticed big changes in by-laws over the years.

In the past, they said, their main role was detecting passengers without tickets. Nowadays, by-laws officers have their major problems with larrikins and vandals.

In retirement both men plan to spend a lot of time in their gardens.

Vern is a member of the Victorian Orchid Society, and typists in the by-laws section are really going to miss him.

Each year on their birthdays, the girls have been presented with a spray of exotic flowers he has especially grown.

Vern also anticipates watching Collingwood "knock over the premiership this year". Bill plans to join a bowls club.

And how many tickets have they checked over the years? "Literally thousands upon thousands," said Bill.

### A WORD FROM ANDREW—

Mr. CHORLEY, ET.  
MOUNT HURD,  
2/27  
2/27/78

Dear Editor of "RAILWAYS",

During the holidays we spent our time traveling around Melbourne by train. So far we have done the Belgrave Line, Lilydale Line, Altona Line, Pakenham Line, Hurstbridge Line, Alamein Line, St Albans Line, Glenisland Line, Sandringham Line, Port Melbourne Line and the Williamstown pier Line. We live near, in fact, opposite a train line near North Albert station. Our hobby is collecting your used train tickets which we grow have. (Was it like trains very much that why we go on all these train trips. Ian and I think that your passenger tickets are great. We have ordered your ~~Railways~~ Railways magazine for the whole of this year and maybe next year. We would like to thank you for supplying Victoria with wonderful trains.

Your Sincerely,  
Andrew II and Ian Kuckoo-4

# 20,000 SAW CAVA

It rained, and the sun refused to shine, but it didn't stop the crowds filling Spencer Street for the 100th Anniversary Cavalcade of Transport on January 30.

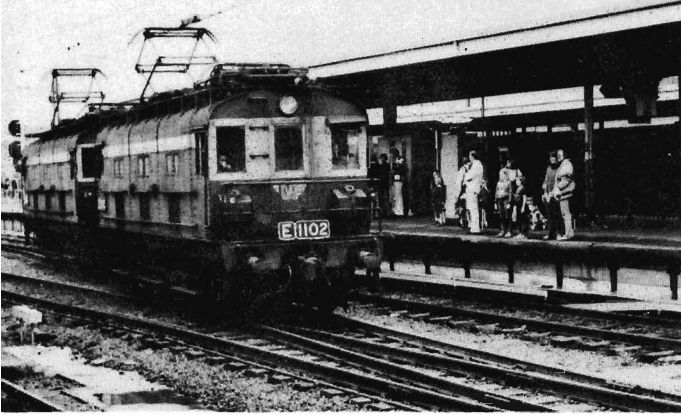
The cavalcade celebrated 100 years of transport of all ages and sorts, spruced up and sparkling, as they rolled into town.

An estimated 20,000 people saw the display.

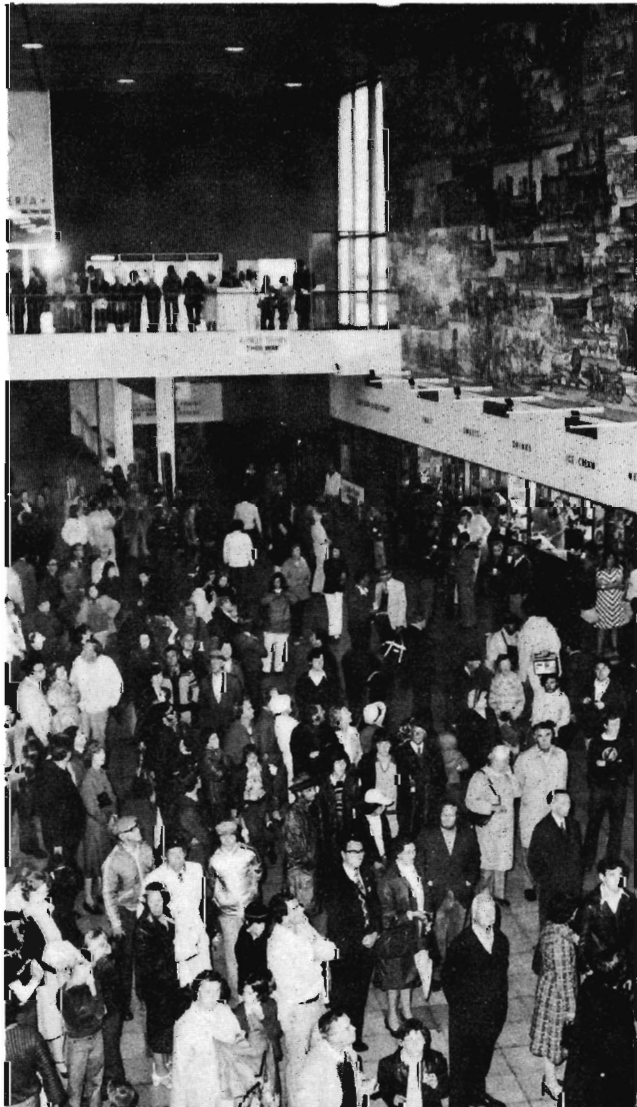
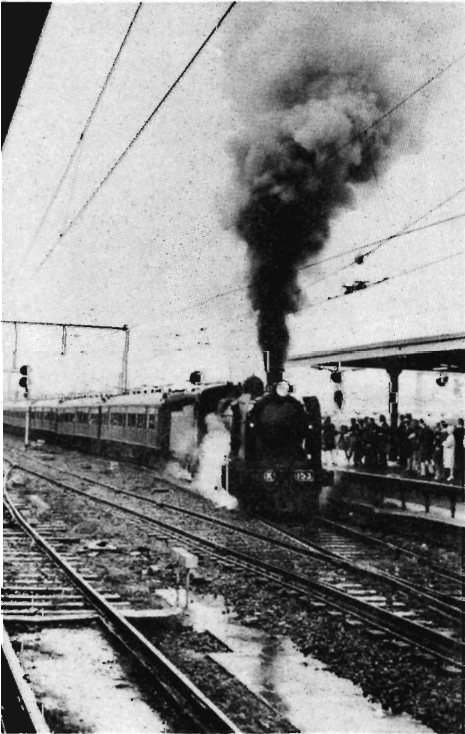
There were veteran cars, buses and fire engine traction machines, and horses pulling carts at the parade. And Puffing Billy and a 2 ft. gauge Huon were steamed up aboard semi-trailers at North Wharf.

You could see and inspect National Trust vintage Moth aircraft, a steam car, goods wagons and vintage cars and C501 at Spencer Street station platforms and sidings.

And hundreds of people queued to take a special train ride to Caulfield — coming back on a 50-year-old E-class electric.



E1102, built in 1928 for suburban goods runs, is the oldest locomotive still in Victorian service. The electric hauled the return train from Caulfield to Spencer Street on January 30, while K 153 (below), built at Newport in 1948, made the down run. The special trips attracted long and patient queues, and the carriages were packed with people.



A huge crowd gathered to watch the Premier, Mr Hamer, unveil the mural at Spencer Street station. The mural, completed in 1948, took Mr Harold Freedman and his assistants 100 years of transport to complete.

s  
y  
  
n  
o  
  
y  
5  
  
a



Driver Les Haining gives words of encouragement to the young fellow who looks completely at home in the fireman's seat of C501.



Puffing Billy, an NA-class built in 1900, and a 2 ft. gauge Hudswell Clarke were brought down to North Wharf by semi-trailer for the calvalcade.

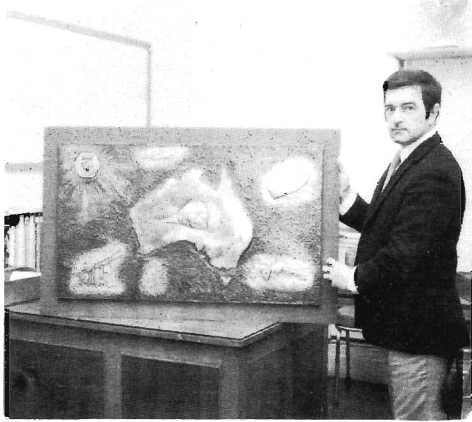


The old J-class wasn't running, and she was dwarfed by the C on the next platform at Spencer Street, but she still drew the crowds. Left: The scene outside Spencer Street station, with an old Bendigo tram as the main attrac-





# NSW uni hangs 'hobby' mural



Brian Cahill is, it seems, a man of many parts.

He is production engineer at Newport workshops, but has also filled in as relieving assistant workshops manager.

And coppersmithing is his hobby. He isn't too bad at it either — the University of New South Wales has one of his murals on display.

Brian attended a course on Transport in Industry at the university last year, and when he arrived back home he promptly set to work on his mural.

It features a map of Australia surrounded by an aircraft, a ship, a truck hauling a tank, two aborigines, a truck beneath a gantry with, of course, a diesel smack in the centre of the map.

Brian, pictured at left with his mural, attended the course with Bob Jennison, of Personnel.

## New contracts let on \$145m ANR line

Australian National Railways has awarded two major contracts for works associated with the construction of the 831 kilometre standard gauge Tarcoola — Alice Springs railway line.

The third major earthworks contract of the project has been awarded to Macmahon Construction Pty. Ltd., of Adelaide.

The \$9 million contract includes earthworks, minor bridges and culverts for a 210 kilometre section between Marla Bore in South Australia, and Baystone Bore in the Northern Territory.

John Holland Constructions Pty. Ltd., of Darwin, has won the \$2 million contract for the construction of bridges over the Finke and Hugh Rivers in the Northern Territory.

The 450 metre Finke River bridge will be the biggest bridge on the new line. The Hugh River bridge comprising nine 30 metre steel girder spans, will be the second biggest.

Steel fabrication for the 52 bridges on the new line is being carried out in the Islington Workshops of Australian National Railways in Adelaide.

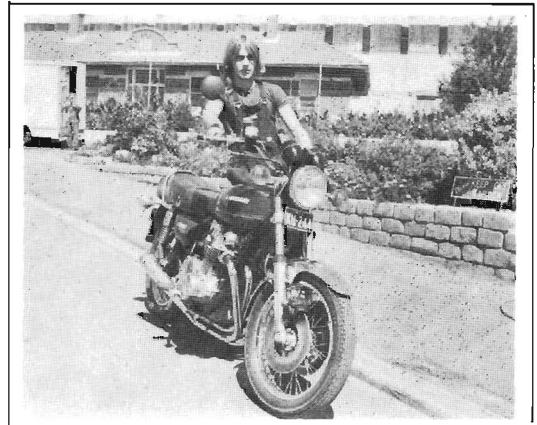
Earthworks for the \$145 million railway line are now 330 kilometres north of Tarcoola, while track-laying has been completed for 260 kilometres.

A spokesman for ANR said a fourth and final major earthworks contract is expected to go tender in January 1979.

The first passenger train on the completed section of the new line left Port Augusta on Friday, March 3.

The special train carried more than 100 members of Lions International to the charter night of the recently formed Coober Pedy Lions Club.

The ANR spokesman said it was not proposed that regular freight or passenger trains would operate on the new line until it was completed in early 1981, but special arrangements would be made, as required, to handle available traffic.



Apprentice upholsterer Stephen Knight, young as he is, has the same ambition as any motor cycle speedway rider — to compete in England.

"Anyone that rides speedway wants to ride in England," said Stephen. "It's the home of bike racing."

A second-year apprentice at Bendigo North Workshops, Stephen is one of the most promising riders in Victoria.

He has been racing for seven months. His elder brother is also a rider, and his father only retired from the sport two years ago.

His first start in a race was at Ballarat, and he won at his first attempt. Stephen was then promoted to "encourage class", and he duly repeated the performance.

In the Bendigo championship, he won both his heats but finished third in the final. It just wasn't his day.

However, Stephen came back with a vengeance last month, scoring an impressive win in a scratch race at Brooklyn speedway.

Racing bikes don't have brakes or gears, and Stephen described the feeling of going into a corner sideways at speeds of between 70 and 90 mph as "fantastic".

The danger of the sport doesn't worry him, and he hasn't yet fallen during a race. "I've been mucking around with bikes all my life. No worries!"

At the moment there are only about 50 race riders in Victoria, but the numbers are increasing. Stephen's father, Darby, trains 16 riders in Bendigo alone.

● Stephen doesn't try this "sickle" on the speedway, but it's just the thing for getting to work.



# DARTS: a book by Brian

Brian Coleman, who became a safe working officer this month after 12 years as a signalman, has yet another string to his bow. . . .

He and a mate, with the co-operation of the Diamond Valley Railway sales department, have produced Australia's first rail and tramway group directory.

The book takes a comprehensive look at the 70 railway and tram societies in Australia and New Zealand.

Historical information, rolling stock listings, details of each group's location and operation times, with illustrations, are included in the 70-page book.

Called the Directory of Australasian Railway and Tramway Societies (DARTS), it will sell for \$2.50 (40c postage), and will be available this month.

Orders should go to Brian's father, Mr Max Coleman, 5 Highgate Grove, Ashburton 3147.

Brian, 31, joined VicRail in 1964, and says DARTS, his first book, took three years' of research to complete.

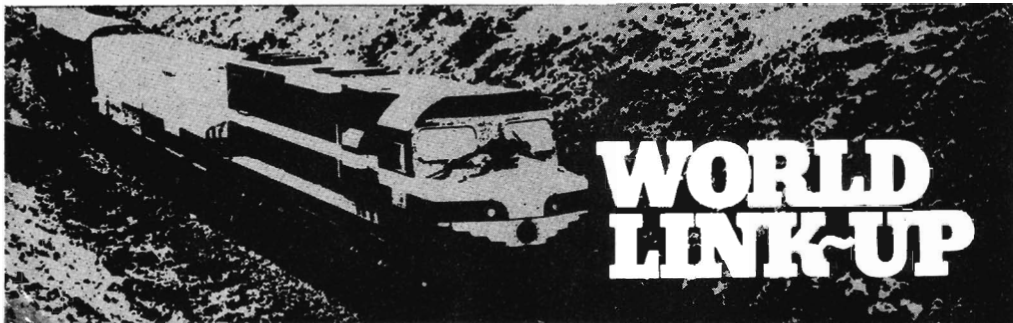
"Other countries, we noticed, had useful directories for railway enthusiasts. We were missing out, and there was a definite need for something like this," he said.

"So we got to work. We thought it would be a relatively easy job over a couple of months.

"Boy, were we wrong. I had no idea there were so many societies around."

Brian says the book will be updated every two or three years to keep up with the additions and changes throughout Australasia.

**Brian Coleman, signalman turned author, at work in the Frankston signal box (photo Shane McCarthy).**



# WORLD LINK-UP

**Canada:** After five years of research, scientists at three universities believe that by 1990, Canada can build a reliable train fast enough to carry passengers between Montreal and Toronto in 75 minutes.

The train would reach speeds up to 300 m.p.h., use no rails, and float magnetically six inches above a concrete roadbed. It would be quiet, non-polluting, and use only 20 per cent of the energy used by aircraft covering the same distance.

★★★

**Yugoslavia:** In a bid to eliminate railway bottlenecks, Yugoslav Railways is to implement a major modernisation programme over the next few years. It will include new and upgraded track, and the purchase of motive power and rolling stock. Problems arose through the railways' inability to keep pace with rapid economic development in certain parts of the country.

One of the most important projects is the construction of a 93 km electrified second track between Doboj and Zenica. Costing 2000 m dinars (about \$110 m), it is due to open in November. The new double-track line will be able to carry 40 m tonnes of freight a year.

★★★

**Britain:** The £66 m Great Northern Suburban Electrification Scheme was commissioned last month, with the introduction of 145 km/h electric trains between Kings Cross (London) and Royston in Hertfordshire, a distance of 73 km. When full fast-speed services begin, the journey time will be cut by 20 minutes.

★★★

**Iran:** A new 200 km rail link with the Soviet Union has been approved. It will run from Meshed to Serakhs via Hariman and Mozduran, along a route selected by Soviet experts to keep costs to a minimum by saving on bridges and tunnels. It is envisaged that, once the link is complete, the Trans-Siberian Railway will be used as a land-bridge for Iranian transit goods.

★★★

**Germany:** German Federal Railways have placed a DM40 m order for 40 "Quick-Pick" buffet cars from Orenstein and Koppel. Delivery should be completed by the end of this year.

The carriages, designed for self-service and equipped with food display cabinets and microwave ovens, can seat 48 passengers.

★★★

**Europe:** This year the Student Railpass became the Eurail Youth Pass, and it is now available to all people under 26. The tickets will be valid in Finland and Greece, although Britain is still outside the scheme.

**USSR:** Soviet Union Railways have begun construction of a 400 km line linking the town of Khalmer-Yu (present terminus of the Rotlas-Pechora-Vorkouta line) with Kharasave, the northernmost point of the Yamal peninsula in the Arctic Circle.

Construction work is extremely difficult in this region of intense cold, but the line is scheduled to go into operation in 1980.

★★★

**Poland:** A second train-ferry, the *Jan Heweliusz*, with a capacity of 2,500 tonnes and capable of transporting 40 freight wagons and 15 trucks, is now in operation between Swinoujscie in Poland and Ystad in Sweden.

★★★

**Saudi Arabia:** Level crossings are being converted to work through solar energy. The system of supplying low-power electricity to control the crossings is based on the installation of boards with silicone cells, which harness the sun's rays and transform them into energy.

## Hong Kong updates

**Delivery of 70 two-car electric multiple unit trains for the Hong Kong Mass Transit Railway Corporation begins this year.**

The trains are designed to meet the needs of the mass transit railway system, which will eventually comprise five running lines with 52 km of double track.

The first stage of the new metro will have a route length of 15 km of double track running from Chater on Hong Kong Island to Kwun Tong on the Mainland.

This route will be served by 15 stations and a maintenance depot, and will include a section of track in immersed tube crossing Victoria Harbor.

Other sections will consist of bored tunnels, cut and cover tunnels, elevated track and some ground level tracks at the depot.

Climatic conditions in Hong Kong are particularly difficult, with an atmosphere which is salt-laden and corrosive. The train design had to take account of this, and other climatic conditions including temperatures ranging from freezing point to 40 degrees centigrade, winds and rainfall of typhoon intensity.

The basic objective was to provide trains with the capacity to handle about 60,000 passengers a track an hour, involving a normal maximum load of 375 passengers a car, with high levels of comfort in all likely weather.



● Ted Toomey (left) was runner-up in the singles, but partnered Pat Sheehan (centre) to victory in the pairs. They are pictured receiving their awards from Deputy General Manager, Mr Lindsay McCallum.



## Lloyd's the bowls champ

Lloyd Kilpatrick (above), who won the V.R.I. bowls singles championship for the first time last month, has only one regret — he did not take the sport up earlier.

For many years Bert Jones, a driver at South Dynon, "pestered" Lloyd until, four years ago, he finally talked him into joining Sunshine V.R.I. bowling club.

It was not that Lloyd didn't know anything about the game. Many years before he used to watch his grandfather bowl at Swan Hill.

Bert coached Lloyd in the finer points of the

sport, and this year they took off the pairs title at Sunshine.

In the final of the country week singles, played at Albert Park V.R.I., Lloyd defeated fellow Sunshine bowler Ted Toomey in the final 21-16.

A foreman at Newmarket Livestock, Lloyd joined VicRail back in 1949 and, apart from three years at Wodonga, has been at Newmarket ever since.

## Footy league kicks off

The VRI Football League kicks off its 1978 season on April 9 with twice the number of teams competing last season.

Eight teams will play this year.

All last season's sides — reigning premiers Traffic, Waysec, Melbourne Yard and Newport will front up again, and new sides Geelong, Stores and South Dynon diesel maintainers make their debut.

The accounts branch side has also been reformed.

Two matches will be held every second Sunday at Royal Park and Geelong. Seven rounds will be played.

All finals will be at Royal Park. The first semi-final is set for July 30, the second for August 13, the final for August 20 and the grand final will be on August 27.

Apart from the annual match with API, two other representative matches will be played.

On May 28 the league will play the Victorian Postal Institute, and over the Queen's Birthday weekend the Victorians will go to Adelaide to meet the South Australian Railways.

The league is looking for umpires for matches at Royal Park. Payment is \$15 a game. If interested, contact newly appointed league secretary John Collier on extension 1752.

## Sports Award Underway

The Victorian Railways Institute has a new sporting award under way at the moment, and it is open to all institute members.

It is the VRI Sports Personality of the Year.

The award is not restricted to sports covered by the institute. However, only achievements between October 1, 1977, and September 30, 1978, will be considered.

The winner will receive a perpetual trophy that will remain in the institute, a personal replica and a \$100 VPI trading voucher.

Nomination can be lodged by any VRI sporting club, VRI country centre or any two institute members.

For further information contact Bruce Pearce, VRI Manager, on extension 1642 or 2245.

**Former VicRail apprentices will meet at the Corner Hotel, 57 Swan Street, Richmond, on Thursday, April 27 at 1.30 p.m.**

The organiser of the reunion, Mr J. Hamilton, of Keiller Street, Moorabbin, says the first get-together of ex-apprentices was held in 1941. Reunions are now held on the fourth Thursday of April and October each year.

# More time now for another track

Jack Danaher, who retired recently as Geelong roadmaster, says he'll now have more time for tracks of a different sort — horse race tracks. Jack enjoys "a flutter".

He started in the Lara track gang back in 1940 and over the years worked at Gheringhap, Werribee, Riddell, Gisborne and Macedon, all in the Geelong district.

While at Macedon, Jack won first prize for track maintenance.

After being special ganger at Bendigo and on the standard gauge construction, Jack became road foreman at Wangaratta in 1965.

He was later road foreman at Benalla and Seymour.

While at Benalla, he was in charge of the gang rebuilding the standard gauge track, following the Southern Aurora collision.

In 1973 he returned to Geelong as roadmaster after a spell as relieving roadmaster in charge of the mechanical relay gang.

Over the years Jack has noticed big changes to track maintenance. "When I started we learnt from experience, now they run schools for gangers," he said.

"There has also been a reduction in the number of men on the track and more machines."

Some of the district engineers that Jack worked with include former Commissioner, Mr L. A. Reynolds; present Deputy General Manager, Mr L. A. McCallum; and Mr R. J. Gallagher, now Director of Planning.

At the farewell, Jack was presented with a gold watch and a wallet of notes. Now he hopes to spend more time in the garden and intends to take up lawn bowls.

As well of course, there will be more time for a "flutter on the horses".

● Jack Danaher (right) with retired Seymour train controller Jack Martin and Mrs Martin.



## —RETIREMENTS—

### ELECTRICAL

BRYCE, C. R., Lighting & Power Division 2/2/78  
LAITY, V. D., Overhead Division, 25/1/78

### ROLLING STOCK

BREITZKE, H., North Melbourne, 31/3/78  
BURROWES, G. F., E. R. Depot, 21/1/78  
CALVERT, F., Ballarat, 1/3/78  
CLARKE, J. E., Newport, 11/1/78  
COMERFORD, E. J., Newport, 12/1/78  
CORNACE, O., Newport, 10/1/78  
GILL, D. R., Jolimont, 10/2/78  
GIORLANDO, G., Newport, 15/3/78  
HORGAN, R., Newport, 3/2/78  
KERR, R. J., Ballarat North, 20/12/77  
MARKOVIC, B., Newport, 21/3/78  
MUDANO, F., Newport, 4/3/78  
McINNENY, J., Ballarat North, 22/2/78  
O'SULLIVAN, J. A., South Dynon, 31/12/77  
PANTELIS, S. N., Newport, 25/3/78  
RACCOSTA, S., Newport, 5/3/78  
RAPSEY, A. W., Wodonga, 23/1/78  
SAWYER, R. R., South Dynon, 6/1/78  
TER HAAR, O. A., Shelter Shed, 17/3/78  
TSIMILKIS, P., Newport, 15/3/78  
WARD, A. G., Ararat, 4/2/78  
WOOD, J. G., Geelong, 27/1/78  
YOUNG, J. A., E. R. Depot, 1/2/78

### STORES

ARATO, G., Spotswood Workshops, 30/3/78  
DE VALDEZ, A., Laurens Street Depot, 3/4/78  
HEVEY, J., Ararat Loco, 7/5/78  
KASIMATIS, A., Reclamation Depot, 14/12/77

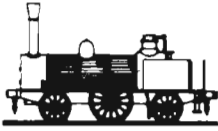
### TRAFFIC

BELL, A., Mooroolbark, 1/2/78  
DINGLE, H. J., Newmarket Livestock, 28/1/78  
DOWLER, J. F., Ballarat, 18/11/77  
LACINSKI, S., Flinders Street, 25/1/78  
NEVEN, A. D., Swan Hill, 3/2/78

### WAY AND WORKS

BARNES, A. J., Geelong, 6/5/78  
BASTIDA, A., Flinders Street, 9/1/78  
BUSOLINI, L., Spotswood Workshops, 7/5/78  
CAREY, J. A. R., Spotswood Workshops, 10/2/78  
CARTER, F. M. D., Head Office, 1/3/78  
CATTILIN, A. S., Bendigo, 31/1/78  
FERGUSON, J. H., Shepparton, 17/2/78  
FISHLEY, A. S., Bendigo, 25/2/78  
GARRETTO, G., Spotswood Workshops, 29/5/78  
GOLDEN, T., Special Works, 19/5/78  
HALL, C. T., Sunshine, 28/2/78  
HARDING, R. F., North Melbourne, 11/1/78  
MATTHEWS, N. A., Spotswood Workshops, 9/3/78  
SELLECK, A. W., Bendigo, 4/3/78  
TROISE, D., Spotswood Workshops, 29/5/78  
TURNER, A. C., Geelong, 3/3/78  
WREN, J. L., Seymour, 5/5/78





# BACKTRACKING

In this regular feature Rail Ways looks at stories that made news in the VRI Review and Newsletter earlier this century.

## 60 years ago

The longest tangent in the world, 330 miles without the slightest variation from a straight line, says the *Scientific American*, occurs on the railway linking Western Australia to the eastern states, which was formally opened on November 12 last.

In the 1052 miles of line between Port Augusta and Kalgoorlie, there is not a single tunnel and very few cuts, while at only a few places on the eastern section is the ruling grade of one in 80 approached.

The 330 mile straight occurs in the great limestone region of the Nullabor Plain, which the line traverses for over 500 miles. This is a desolate waste in which there are no hills, no valleys, no rivers, no trees and no water.

When the line was begun in 1912, the country along four-fifths of the route had not a single inhabitant, except a few wandering aborigines, and absolutely no permanent surface water.

Indeed, water has been the one great difficulty of the line. At a few points, reservoirs have proved successful, but for the most part, the only supply available has been drawn from wells and bores. This water contains such a high proportion of solid matter and acids, that it is very unsuitable for locomotive use, while in places it is salt, and condensers have had to be erected.

At one period during construction, water for all purposes had to be carried over 300 miles by train on the western section.

The line gives the first communication by land between the two halves of Australia, and opens up a quarter of a million square miles now unoccupied.

The cost of the line has been about £8,000,000.

## 40 years ago

An impressive decorative scheme has been planned for the new "buffet" car which will shortly make its appearance.

This car, which is the first vehicle of its kind to be used on the Victorian Railways, will be fitted with air-conditioning equipment. It will make its debut on the Melbourne - Bendigo line, running two trips each day.

In placing a car of this type in service, the department is making available refreshment facilities that will be novel to rail travellers in this State. Entrees, grills, sandwiches, fruit juice and milk drinks, ice cream, fruit and confectionary and other light refreshments will be on sale.

Girls attired in attractive, distinctive uniforms will comprise the staff on the car.

A standard "AE" country passenger carriage is being converted into a composite "buffet" and three-compartment first-class passenger car.

The "buffet" saloon will occupy 42 feet of the total length of the vehicle. A distinctive interior color scheme has been planned for the "buffet" saloon. It consists of a section in timber treated with a highly-polished black finish, with a further section in a pastel shade of green, and the whole finished with stainless steel trimmings.

The ceiling is of an ivory shade, while the floor is covered with marbled green rubber.

Electric lights are concealed behind an ornamental trough of chromium-plated framing and "flushed" opal glass extending along the ceiling for the whole length of the saloon.

The soft light diffused will add greatly to the general attractiveness of the interior.

## 20 years ago

For the inspection of the begonia display at Ballarat Botanic Gardens, Her Majesty Queen Elizabeth the Queen Mother travelled from Spencer Street by the Royal Train.

Consisting of State Cars Nos. four and five, two AZ cars and Spirit of Progress dining car, the train was hauled by S306 and S309.

The entrance to No. 1 Platform Spencer Street, through which the Queen Mother passed to join the Royal Train, was lined with boxes of petunias, marigolds and other attractive flowers. Shrubs provided a neat background.

For the tableau by school children at the MCG, 25,000 children from suburban schools were brought by train to Richmond or Jolimont.

The locomotives chosen to haul the Royal Train are two of the 10 1800 h.p. diesel-electric locomotives recently bought by the department. Each of the them bears a name of a prominent figure in Victorian history.

S306 is John Batman, and S309 is William Lonsdale.

John Batman is well-known as one of the founders of Melbourne, much having been made of the rival claims of Batman and Fawcner to have been the actual founder.

William Lonsdale and his work, however, have not been publicised to anywhere near the same extent.

Lonsdale was the first administrator at Port Phillip, as Victoria was originally known. In September 1836, Governor Bourke appointed him police magistrate at Port Phillip with the powers of "general superintendence in the new settlement of all such matters as require the immediate exercise of the authority of the Government."

# VINTAGE TINNED CRAB UNDER FLOOR

Like well-matured crab meat? Then get in touch with Les Allen at Montague Shipping Shed.

When a new floor in the office was being laid, a dozen cans of crab meat were found under the old floor boards.

How long had the cans been there? Well the shipping shed was built in the 1920s . . . .

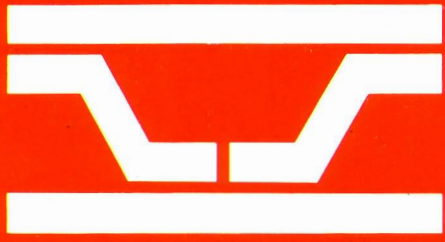
Discovered under the floor boards too, were some old cigarette packets and chocolate boxes.

Les got in touch with the cigarette company, described the packets, and was told they would have come from the twenties.

So, if you like vintage crab, go see Les Allen.

It was their first day at "school" for 1978, and these likely lads were caught by our cameraman before classes. They are some of the 160 apprentices taken on by VicRail at the Newport workshops this year.



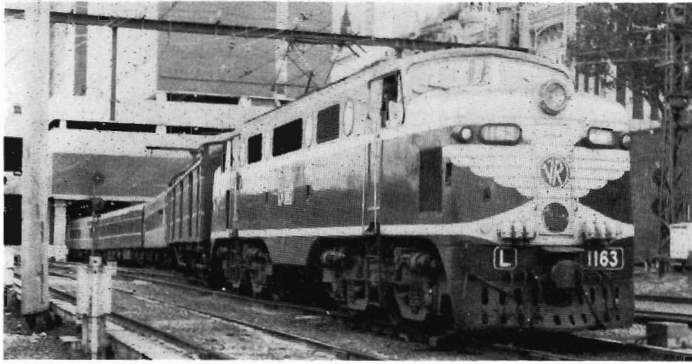


# Rail <sup>10 CENTS</sup> Ways

APRIL 1978







## GIPPSLANDER, 100 YEARS ON

Wednesday, March 1, was just another day for L 1163 and "The Gippslander" no trumpets, no fanfare, no regalia.

But the journey marked the centenary of the first train direct from Oakleigh to Sale.

The construction of the Gippsland line was unusual — it was opened in various unconnected sections.

The first section was opened from Morwell to Sale on June 1, 1877, then came the section between Oakleigh and Bunyip on October 8, 1877; Moe to Morwell was opened on December 1, 1877.

The line from Oakleigh to Sale was completed when the section from Bunyip to Moe opened on March 1, 1878.

Oakleigh and South Yarra were joined — after much political wrangling — on April 2, 1879.

To get the rolling stock to Sale, it was brought by steamer along Bass Strait, through the Gippsland lakes, and up the Latrobe River. It was then hauled the last three miles by bullock teams.

Until the line was completed, passengers were forced to bridge the railway gaps travelling by horse coaches.

The first train left Oakleigh at 8 a.m. and arrived in Sale at 1 p.m. One hundred years later, "The Gippslander" left Flinders Street at 9 a.m., sped through Oakleigh 20 minutes later and arrived at Sale at 11.53 a.m.

## BB Junction — vote goes to Braybrook

Quite a few readers have written and phoned in with ideas on the origin of Mr J. A. Morgan's B.B Junction ticket (Rail Ways, Feb.).

And the popular vote goes to Braybrook Junction — now Sunshine.

Mr C. L. Wadelton, a former Spencer Street station master who retired in 1947 and now lives in Hobart says:

"The name was altered in 1908, about the same time as the terrible collision at the station on Easter Monday between the up trains from Ballarat and Bendigo."

Mr Kevin Baker, of the education section, writes:

"B.B Junction is Braybrook, now called Sunshine. The name change was due to the big rail smash that occurred there on Easter Monday, 1908.

Ian Barkla, a driver who doubles as chairman of the Australian Railways Historical Society's archives committee says:

"I fancy that B.B Junction refers to Braybrook, the former name for Sunshine, and would be prior to 1908. I believe we (the ARHS) have a railway ticket for B.Brook Junction in our archives. I will make arrangements for Mr J. A. Morgan to see it when possible."

Other suggestions include Bung-Bong, between Avoca and Melbourne, and Buln-Buln on the Warragul — Neerim line. However, neither station was known as a junction.



### IN THIS ISSUE

- 52 Over the sea to Clyde
- 53 They're loco over this job
- 54 Heathrow rail link
- 55 Cath's made a clean break
- 56,57 One fine day at Avenel
- 58,59 Safety awards
- 60 World linkup
- 61 In the wet
- 62 Retirements
- 63 Backtracking

### FRONT COVER

One of the track reconditioning machines working on the line between Macleod and Hurstbridge. It lifts the track, takes up the ballast around the sleepers to sifting screens which separate "fines" and eject them to the side of the track. Clean ballast is returned to the track. Removal of "fines" improves track drainage.

### 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. 1181 (editorial).

# More on the Mitchell — Mt. Evelyn mystery

**Mr Keith Mackenzie, 73, a former chief ambulance officer who retired in 1965 has cleared up most of the mystery over the Blanche Mitchell Estate's beginnings (Rail Ways, Feb).**

He was on the spot when the handover of the land to the railways was made during the 1940s.

**Writing from his home in Queensland, he says:**

Well, you asked for it, so here goes. I am not sure of the dates, and the then branch names will probably confuse you.

I joined the ambulance section about 1935 as a clerk after being transferred from Melbourne Goods. It was then under the Transportation (Traffic) Branch.

Later, for the sake of convenience, ambulance was transferred to the Secretary's Branch under the control of Mr Lance Bromilow, who was manager of tourist development and publicity.

I was later promoted from clerk to ambulance officer's assistant, then assistant ambulance officer, and later became what is now called chief ambulance officer, a position I held for about 10 years.

I think Les Wignall, the present CAO is the only other one to have held the three positions. This seems a lot of unnecessary information, but I think it is needed to give you my background.

When I was first associated with the first aid movement, the finals were held either at Mt. Evelyn or Lilydale, the ambulance officer being Mr V.E.S. Southwood.

**They were held on blocks of timbered land loaned to us for the day by Mr Charles Mitchell.**

In those days it was necessary to have an area where there was standing timber, because part of the test was to build a stretcher from standing timber as near to the dimensions of an ordinary stretcher as possible.

All the competitors were allowed was their clothing, a knife and a tomahawk. The timber was also used to make splints, if necessary, in the improvised event.

Except for the luncheon marquee, we also had to build the various shelters which were then covered by tarpaulins — vastly different to the permanent structures of today.

**How Mr Southwood first obtained permission, and when, from Mr Mitchell for the use of the land, I don't know. But it would have been in the early 1930s.**

However, Mr Mitchell owned that much land in the district he was never too sure what he owned, and what he had sold.

I well remember being chased off a block we were preparing for the competitions by two indignant blokes on motor bikes. They told us they had bought that block particularly for the timber.

For a couple of years we held the competitions at Lilydale oval. This was during the war years, and I am not sure whether we used the oval because we didn't have a suitable block then, or because coal restrictions prevented us using the special steam train. The Lilydale council lent us the hall, chairs and other things needed.

**Now, to get down to what actually happened . . .**

I was at Lilydale station one morning, having travelled from Melbourne by the first available train to have a look at competition site (I was assistant ambulance officer to the late Bill Blackburn, a former VFL umpire).

As I got off the train, I saw Mr Charles Mitchell. After I told him about our difficulties with blocks he no longer owned, he invited me into the refresh room for a scotch.

It was about 9 a.m., and far too early for me to have a drink. Fortunately, who should arrive on the scene but Mr Bromilow, and he took over.

So, after a couple of drinks, Mr Mitchell invited us back to his home — he was driving a small utility, and I had to sit in the back.

At his house he served me wine in a beautiful ruby-colored Venetian glass, one of a set specially made for Madam (Nellie) Melba. It would have been priceless.

He then put a cane chair in the back of the ute for me, and we went inspecting likely blocks for our competition site.

We finally decided on the present one, mainly due to its proximity to the then railway line. Incidentally, you say six acres — I think it is seven.

Mr Mitchell then took us back to Lilydale station, and said he would have a word with his wife, Blanche, about giving us title to the block. This they did later, and I think it was at his request that it was named the Blanche Mitchell Estate.

Mr and Mrs Mitchell were always guests to the luncheon on final competition days, long before we were given the estate. If my memory serves me correctly, Mrs Mitchell also donated a trophy for the individual event.

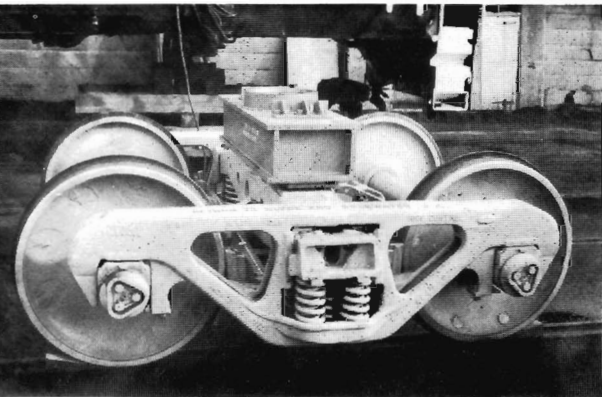
**At no time have I ever heard any of the stories about the first aid treatment given to either Mrs Mitchell or her sister. I would be interested to know how they began.**

By now you are probably asleep or bored stiff, but as they say on that popular American TV show — You asked for it . . .

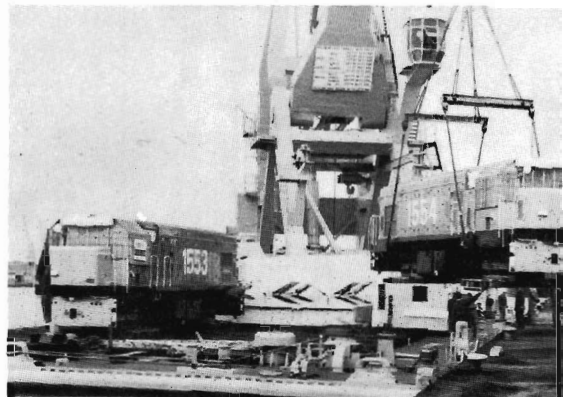
P.S. Thought your February issue was very good, especially the very happy front cover. This may be because I know both the driver and guard. Archie Burton is a well qualified first aider, and has been guard on the special finals train to Mt. Evelyn and Lilydale for many years.



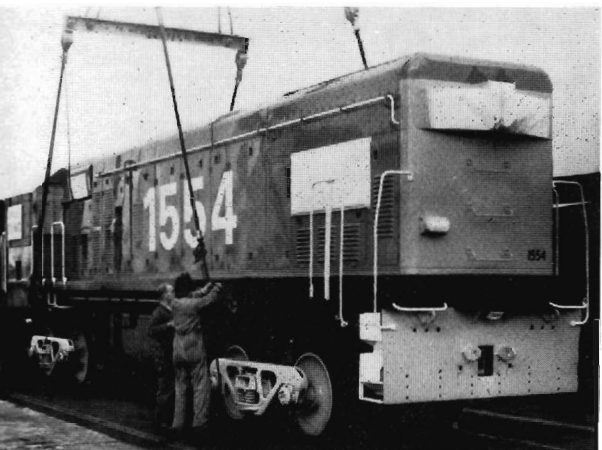
# OVER THE SEA TO CLYDE



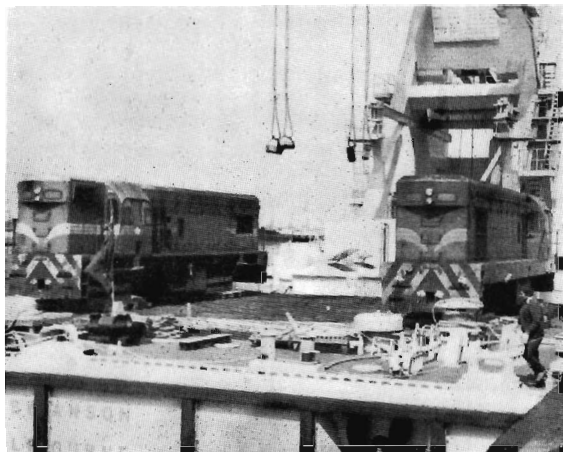
The special 50 tonne light control type bogie used to transport the New Zealand locomotives between South Australia and Melbourne. The "box" in the middle is for the centre-pin.



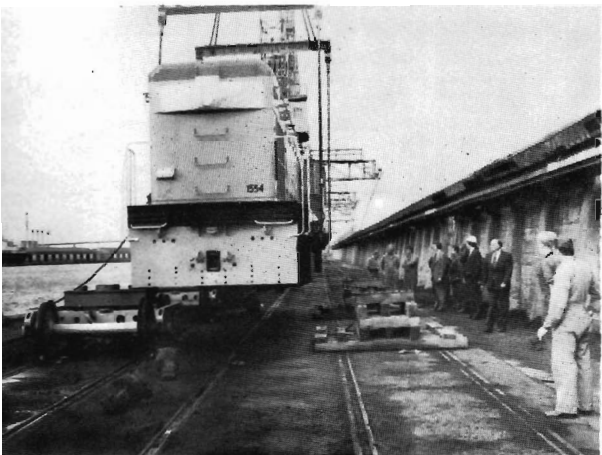
Cradle attached, 1554 is carefully swung aboard floating dock to join loco 1553 on the first stage of the journey home as New Zealand's first Dc class engine.



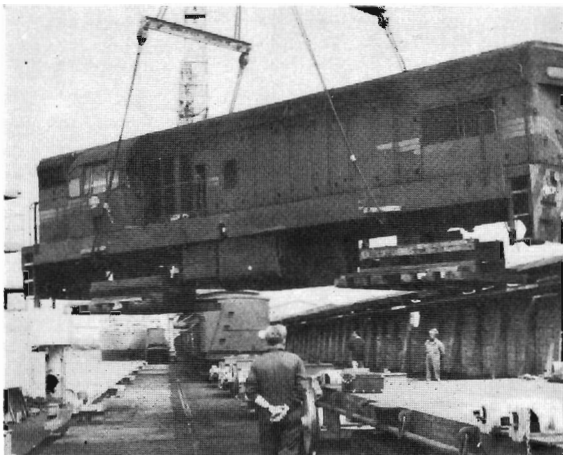
Loco 1554, the second of 35 Da class being completely rebuilt and modernised in Australia. Workmen prepare to lift her off her temporary broad bogies.



The two recently arrived Da class headed for Clyde engineering works. Both locos have run more than 1 million miles, and will have new 1490 h.p. engines installed as part of their rebuilding programme.



The engine, released from its bogies, is lifted by crane onto wooden cradles designed to carry it during its sea trip.



Loco 1500 is lifted off to be fitted with her temporary bogies for her South Australian run. The modernisation process for the 35 locos will cost NZR \$13 million.

## They're 'loco' over this job

Workers on Melbourne's wharves could be accused of going "loco" after a job involving four New Zealand diesels in March.

Two of the engines were on their way back to the Shaky Isles and the others were heading to South Australia.

New Zealand Railways are having their diesels overhauled and modernised at Clyde Engineering's Rosewater workshop in South Australia.

Union Steamships have discontinued their roll-off service to Adelaide, so the locos have to be shipped to Melbourne. From Melbourne they are railed to Adelaide.

The operation gave rolling stock engineers quite a few headaches.

Modified auto couplers had to be fitted so the diesels could couple to VicRail wagons. Changes had to be made to the brake pipe couplings as well.

Empty bogie wagons were placed between the "dead" engines to act as brake wagons.

The train from Adelaide was restricted to a maximum of 45 m.p.h. The repaired diesels left Adelaide on Friday, February 24, and arrived in Melbourne on February 27.

On March 1, fitters from North Melbourne workshops removed the modified couplings and brake pipes.

The diesels were transferred next day.

The locos from Adelaide were lifted off their special bogies and placed on wooden cradles. They were then bolted into place. Again they were lifted, this time on to the floating dock.

The engines were floated across the Yarra from Appleton Dock to Victoria Dock. Here, they were transferred to the "Union Melbourne", and the two locos from New Zealand replaced them on the floating dock.

Back at Appleton Dock, these locos were unbolted from their wooden stands and placed on their special bogies.

The Melbourne Harbor Trust's floating crane was used for eight lifts at Appleton Dock plus the transfer at Victoria Dock.

The bogies were also overhauled, and went back to New Zealand in containers. The wheels were returned on pallets.

That the whole shipping operation took less than a day was due to smooth co-operation between railway branches and other organisations.

VicRail Rolling Stock, Traffic and Marketing branches were involved. The South Australian Railways, Union Bulk Ships, Patrick Stevedoring and the Melbourne Harbor Trust also played their part.

Ken McGlashan, of Union Steamships, said that his company is halfway through bringing 35 diesels from New Zealand for overhaul, and there is a possibility that the contract will be extended.

So it looks like there will be plenty of "loco" people by the time the contract is finished.

## Assets out in pension test

Rehabilitation officer, Mr Dick Mills, has contributed the following articles on pension eligibility:

Although it is now a year since the introduction of the income test to determine eligibility for an age, invalid or widow's pension, or a supporting mother's benefit, the Department of Social Security is still receiving inquiries from people who are not sure how the new system works.

But since November 25, 1976, the Department considers only the gross income which a person receives when he or she applies for a pension. Income includes such things as salaries and wages, interest on bank, building society or credit union savings, superannuation, dividends from shares, interest on debentures, maintenance payments and rent from property.

A single person can have an income before tax of up to \$20 a week and still receive the maximum pension of \$49.30 a week. A part rate pension will be payable until that person's gross income reaches \$118.60 a week.

A married couple can have a combined income of up to \$34.50 a week before tax, and still receive the pension of \$82.20 a week. They will be eligible for some pension until their combined gross weekly income reaches \$198.90.

Where an applicant for an age, invalid or widow's pension or a supporting mother's benefit has a least one dependent child under 16, or dependent full-time student over 16, the amounts mentioned above will be higher.

This income test does not apply to people aged 70 years or more who are claiming the age pension, or to permanently blind people applying for the invalid pension.

These people are paid a maximum rate pension free of the income test.

## Jubilee steam trip

The Australian Railway Historical Society and VicRail will join forces to run "The Royal Silver Jubilee Special" to Gippsland on Saturday, May 20.

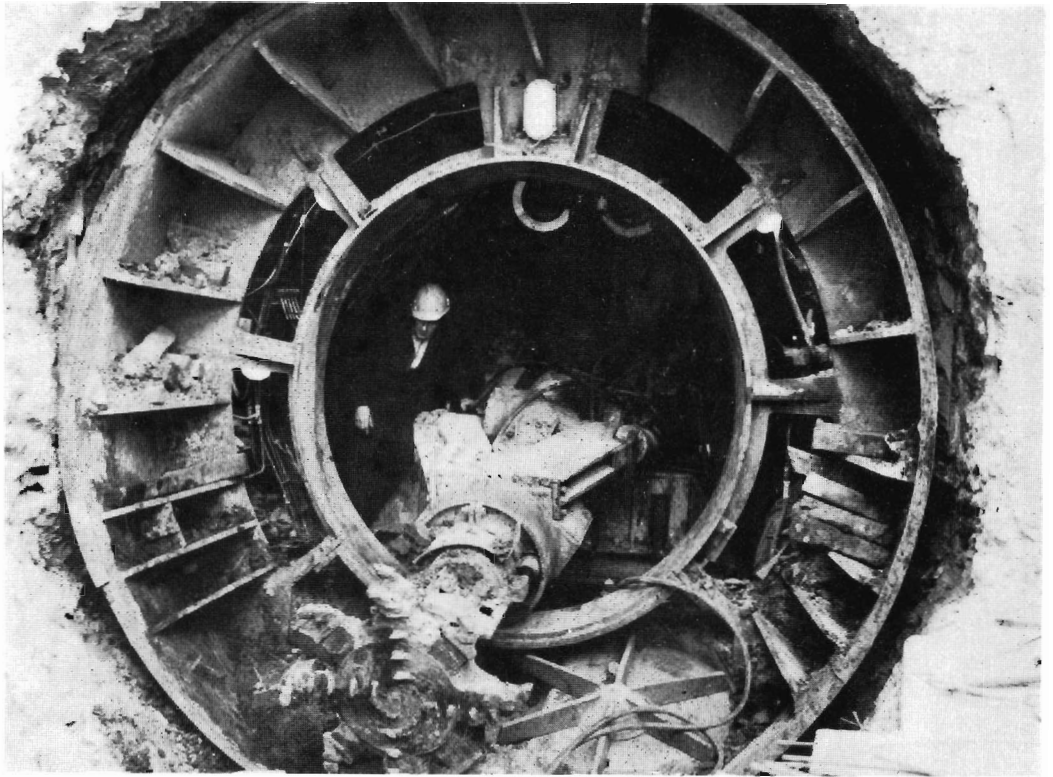
The special will feature two steam trains, travelling to and from the Latrobe Valley area two different ways.

Apart from a contribution to Steamrail for essential maintenance of the steam engines, all proceeds will aid the Queen's jubilee appeal for young Australians.

The society is sponsoring the tour free, and VicRail is providing the trains and staff free.

The tour will take passengers on a round trip through South Gippsland and the main Gippsland lines. Buses will cover the non-rail section between Nyora and Moe.

Fares are \$12 for adults and \$7 for children under 16. To book, write including your cheque or money order to: Silver Jubilee Tour, Box 151, St. Kilda West 3182. State whether you wish to board the train at Spencer Street, Caulfield, Oakleigh or Dandenong. Packet lunches cost \$1.30, and the late fee of \$1 a passenger will be charged for bookings made after May 10.



Completion of the underground railway tunnel to Heathrow Central station at Heathrow Airport, London – the tunnelling machine breaks through to the station area.

# Heathrow rail link

A new underground railway link brings London's Heathrow Airport closer to the city it serves.

Well, not perhaps in terms of distance, but many air passengers will find the journey from central London taking rather less time and causing far less frustration.

Completed after nearly seven years' work, the 6 km extension of the Piccadilly line is a world "first" for London Transport. Heathrow is the only international airport to be directly linked to the underground network of a major capital city.

The Piccadilly line runs through London's fashionable West End and the hotel areas around Earls Court, Kensington, and Russell Square, and it is possible to reach most central destinations and all the main line stations with only one change.

Trains run from early morning to late at night at intervals varying from four minutes in the peak traffic hours to 7½ minutes in the evenings. Journey time to the West End is 40 minutes.

Heathrow Central station is in the centre of the

airport complex, with platforms 13.4 m below ground. The station concourse with ticket hall is just below ground level and connected by escalators and stairs to a new bus station above.

A travel information centre manned by London Transport, British Rail and London Tourist Board representatives is situated in the ticket hall.

The British Rail desk provides information about rail, shipping and associated services and sells tickets, while the London Tourist Board representatives run a hotel booking service and supply general tourist information.

Many passengers arriving at Heathrow from abroad are new to the London underground railway system, and London Transport has made it easy and quick for them to buy a ticket and find the way to their destination. Direction signs throughout the airport and station have internationally recognised symbols in the form of pictograms.

Most novel of the passenger information systems is a computer controlled route finder installed opposite the ticket office. At the push of a button passengers can see on a screen a diagram of the recommended route to their destination station, together with a description in English, French or German.

London Transport has introduced a new type of train for the airport service, based on what is known as the 1973 tube stock. With their unpainted aluminium bodies and bright red band across the front, these trains are already familiar to Londoners as they have been introduced progressively on the underground network over the past four years.

The new cars are longer than existing underground stock, but are formed into trains of six cars rather than seven as previously. An improved ventilation system is fitted. There are seats for 44 in each car, with standing room for 142, or 122 with an allowance for luggage.



Staff at Frankston presented Cath with a dinner service as a farewell gift, and first to get a kiss of thanks was fellow car cleaner Jean Algar (right).



Cath is greeted by husband Chris on the platform at Frankston.

## Cath's made a clean break

It was to be the last train Cath Harper would clean before she retired . . . and she had no idea of the surprise riding along in the cab.

Frankston's relieving stationmaster, John Lonergan had arranged with the Rolling Stock Branch for her husband, Chris, to drive the 2.26 p.m. down Frankston.

Chris knew about it, and the Frankston staff knew about it, but it was a slightly amazed Cath who saw her husband walk along Frankston platform wearing a broad grin.

Cath worked with VicRail for more than 15 years. She spent 9½ years in the bookstalls division, left for three years, but came back again six years ago.

The first two years, the second time around, were spent on the bookstalls, but for the last four years she has been on day shift cleaning carriages at Frankston.

At her send off Cath talked of her railway career: the friends she'd made, the fun, and the hard work.

And she told of two hilarious incidents when she was living at Glen Waverley.

She was working in the bookstalls at the time, and had to catch the first pre-dawn train each morning.

Their departmental residence backed on to the railway line, and the drivers used to give two short "toots" telling Cath the train was leaving in a couple of minutes.

So imagine her horror leaving home one morning when she thought she had plenty of time, and saw the train pull out. She cursed the driver for not giving her the warning, and turned to go home . . . the train shunted into the yard at Glen Waverley.

Another time Cath woke up, saw the time, realised she had slept in; she threw on her clothes, told Chris he would have to get himself off, and raced out of the house to catch the train.

The train pulled out without giving the "toots", and again she cursed the driver.

She went home to have some breakfast, looked at the clock again and saw it was . . . 11.45 p.m.

"I only just missed the last train of the night," she said.

All that is past now, and as Chris also retired at the end of March, they can take life easy.

Cath said they were both "mad" bowlers, and they intended spending as much time as possible on the bowling green.

Chris retired after 44 years' service. He started at North Melbourne Loco in 1937, and for the past 25 years has been driving suburban electrics.

## RAIL TOURS TO 45 COUNTRIES

Over the past six years 26 groups, totalling more than 650 people, have gone on overseas trips organised by the Association of Railway Enthusiasts.

The tours have covered all continents and 45 countries — even nations like Swaziland, Paraguay and Burma have been included.

Mr Graham Evans, ARE president, says that although the tours are primarily intended for railway enthusiasts, "there is always ample opportunity for other interests, or for sight-seeing and shopping."

"I feel there may be quite a number of ex-steam locomotive drivers who would love the opportunity of seeing or travelling behind steam again."

Information about tours is available from the ARE, Box 4810, Mail Exchange, Melbourne, 3001.

# One fine d

Two years ago 60 VicRail employees went on a day trip to Avenel organised by Melbourne Yards' leading shunter John Collier. This year 600 made the trip.

John, 38, arranged that first trip in 1976, "to try and get the different sections of the railways together socially".

The idea has really caught on. But it's getting too big for John and his wife to handle, and they will need help in the organisation for next year.

During the day this time around, the crowd ate its way through 1800 ice creams, 400 lb of steak, 1200 pieces of chicken, and drank 1200 cans of soft drink.

"If it gets much bigger we'll have to take two trains up there," said John. "We used 10 carriages this year."

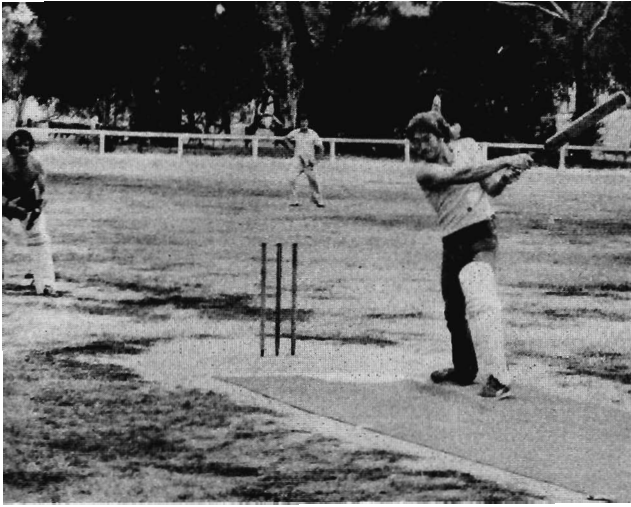
The train included the Yarra parlor car and the dance van. **Detour**, a country music band, and an unnamed band of four musicians from Dynon loco played virtually non-stop during the trip, and at Avenel.

Attractions at Avenel itself included a mini steam engine, a fire engine, a clown and his "funny" car, pony and hay rides, children's races, a game of cricket and a display by the Seymour marching girls.

The VicRail group also donated \$50 to Seymour geriatric hospital.

John is a member of the VF Council, secretary of the football league, playing coach of the Melbourne Yard football team and a Melbourne Yards cricketer. He was captain of the VF football team in its interstate competition last year, and has played with the team for the past five years.

Anyone wanting to give his hand to organise next year's Avenel trip can contact him on auto 1752.



What VicRail's Avenel cricketers lost in finesse, they made up in enthusiasm, as the above agricultural shot demonstrates.



**Top:** The youngsters crowd around the arrival of the mini fire engine. **Above:** Races for all age groups and 14 were held during the day, and competition between the barrackers was quite fierce.



# at Avenel — 600 in '78



ny rides were, as usual, popular with the children, most waited with commendable patience for their turn in the saddle.



A Seymour man dressed as a clown brought along his "funny" car, an old Chevrolet with off-set wheels and the ability to backfire at will. The kids loved it.



The miniature fire engine took youngsters around the Avenel ground during the day.



This mini steam train runs on 300 ft. of track, and is taken up to Avenel each year as one of the day's most popular attractions. It is owned and operated privately.



**Above left:** B72 hauled the 10 carriages needed to carry the crowd of 600 from Spencer Street to Avenel. John Collier hopes the social day is always far enough away from Melbourne to warrant the use of a train. **Above right:** The Yarra parlor car was one of the carriages used on the trip, and most of the children were thrilled to be taken onto the observation platform.



Workshop staff, looking justifiably pleased with themselves, look on as foreman Jack Messenger (left) receives the award certificate from Deputy General Manager Mr. L. McCallum.

National Safety Council awards have been won by two VicRail sections.

The awards — presented for 100,000 man-hours without lost time injury — went to electrical workshops "B" in Spencer Street, and the Dynon diesel storehouse.

The 30 men of the electrical workshops have continued their excellent record since receiving their award, and have notched up another 60,000 accident-free hours.

The 33 employees of the Dynon diesel storehouse include Stores Branch staff at Seymour and Benalla.



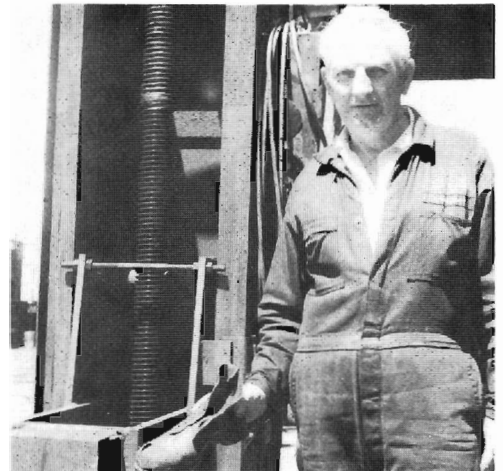
Mr Mal McKenzie (second from left), Comptroller of Stores, presents the NSC award to Mr Ron White (third from right). Mr White was Dynon diesel storekeeper during the 100,000 hours. Watching the presentation are, from left: Mr Bill Cox, Chief Safety Officer; Mr Don Edsall, present Dynon storekeeper; Mr Bert Plymin, assistant storekeeper and Mr Bill Stevenson, stores safety officer.

Jack Miller was doing a spot of maintenance work on a 90 kg (192 lb) hoist. The hoist slipped from its vyce and fell . . . onto Jack's foot.

The result? His toes were bruised — although his right boot was a little the worse for wear. Jack, a Ballarat North Workshops fitter, believes his free safety boots saved his foot that day.

"If I'd been wearing ordinary shoes, I would have lost or at least broken a few toes," he said.

Chief Safety Officer, Bill Cox agreed, and added:



"Some employes have criticised the footwear as unfashionable. It isn't issued for its good looks. It's there to save the feet!"

Jack, holding his boot, stands beside the 90 kg hoist that bruised his toes.



## WALLY — '77 SAFETY WINNER

Wally Moylan, car builder at Newport workshops, who won the June safety competition, received an extra bonus when he was announced the overall winner for 1977.

The June competition was one of three safety competitions held for the year.

Two, one in March and the other in October were conducted throughout VicRail, while the June competition was conducted by the individual branches.

Wally won the Rolling Stock competition with a suggestion that a safety message be included in all safety equipment issued by VicRail.

At a luncheon held recently, Wally was presented with a trip for two to Mt. Buffalo by the General Manager, Mr Ian Hodges.

Guest speaker at the luncheon was Cr. Max Eise, Victorian Division President, National Safety Council.

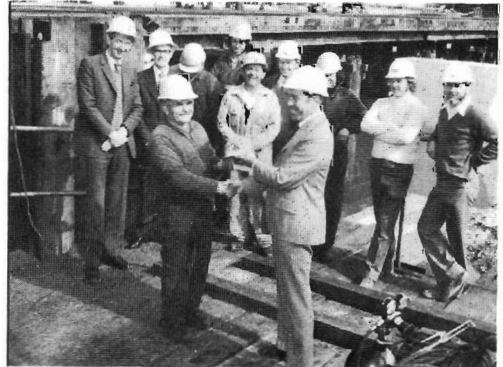
Cr. Eise spoke on industrial, road, water and home safety.

He praised the work of the VicRail safety council and its attitude towards safety.

Mr Lindsay McCallum, Deputy General Manager and Chairman of the VicRail safety council, said the results of the 1977 competition were good.

"Almost double the number of entries in 1976 were received in 1977, and the standard of suggestions was quite high," said Mr McCallum.

Pictured from left are: L. Millward (October winner), W. Moylan, General Manager Mr Hodges, and R. Lear (March winner).

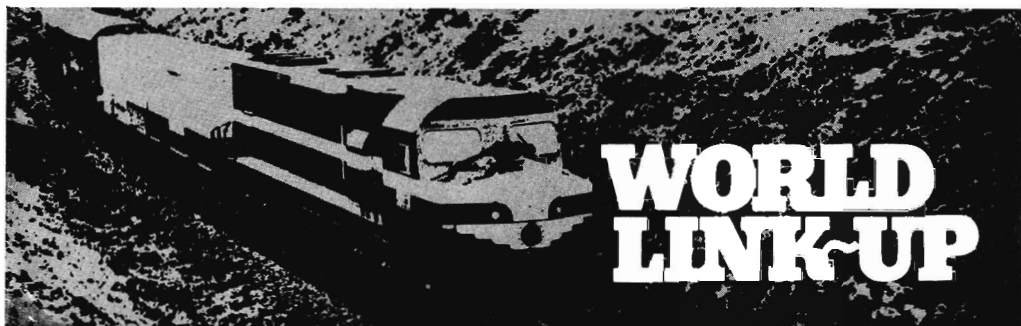


Two more employees have become members of one of the most exclusive clubs in Victoria — they join 19 other VicRail workers as members of the VicRail hard hat club.

The club was informed in 1975 to recognise staff who had been saved from death or serious injury by wearing safety head protection.

The two new members are Christos Mourdoukoutas, laborer, special works, and John Sinnott, skilled laborer, Geelong.

Mr Brodie, Assistant Chief Civil Engineer, presented Chris Mourdoukoutas with his orange hard hat on the site of the new bridge at Mordialloc Creek.



# WORLD LINK-UP

**USA:** Conrail shut down the rail commuter line between Valparaiso and Chicago during January. The line carried about 700 passengers a day. Conrail officials said the shut-down followed Indiana's failure to pay its share of subsidies to keep the line running.

Conrail planned to abandon 22 rail lines by the start of April, and has another 34 lines under scrutiny for possible closure by the end of July.

★ ★

**Italy:** The Simplon route to Milan from Switzerland was cut near Domodossola by floods during November. Major damage occurred to viaducts and repairs to the line are still underway. Most international services from France have been diverted over the Gotthard route or through Modane.

★ ★

**Britain:** British Rail and the Greater Glasgow PTE have formed a planning group to examine the feasibility of extending Glasgow's suburban electrification to East Kilbride, Barrhead, Ayr, Largs and Cumbernauld.

★ ★

**West Germany:** Tests are being carried out with pointwork equipped with UIC-60 rail and a new type of fastening that holds the sleepers in the ballast. The tests are under way at Wunstorf on the Hannover-Minden line and between Nordstemmen and Hildesheim.

★ ★

**Thailand:** The Thailand and Malaysian railways have introduced a fast container service between Bangkok and Kalang (in Malaysia).

★ ★

**India:** The country's first double-deck train began service between Bombay and Pune last month. Each carriage has 148 seats, compared with 90 in a conventional unit.

★ ★

**Egypt:** British Rail's consultancy group, Transmark, has been awarded a contract to advise Egyptian Railways on the re-organisation of its traction and rolling stock maintenance facilities.

★ ★

**West Germany:** Messerschmitt-Bölkow-Blohm has developed a four-axle design of overhead wire maintenance carriage. Five prototypes are now in course of delivery to German Federal Railways.

★ ★

**Britain:** British Rail is seeking Government sanction to build a 22-kilometre diversion for the East Coast main line, avoiding Selby. It would be due for completion by 1982, after which the existing line between Selby and York would close to allow coalmining to go ahead beneath it.

**Uganda:** Construction of 20 carriages and 250 wagons in India for Uganda Railways has been delayed because of late payment from Uganda. However, the money has now changed hands and construction work has begun.

★ ★

**USA:** In the year ending September 30, 1977, which included the disruptions caused by severe weather last winter, Amtrak carried a record total of more than 19 million passengers, a 5.8 per cent increase on the previous year.

★ ★

**USSR:** A wagon-building plant is to be established in Abakan in Western Siberia. The plant will build eight-axle wagons with a 125-tonne capacity.

★ ★

**Poland:** State railways has taken delivery of a 5,440 h.p. twin-unit electric loco from the Cegielni works in Poznan. Another 75 locos of the same design are either under construction or on order.

---

## COCKROACHES BUG JAPAN RAILWAYS

If 13 years of operation has seen all the technical bugs shaken out of Japan's Shinkansen trains, sufficient time has also passed for another type of bug to be fixed.

Only now, reports *The Japan Times*, is Japan rail making a concerted effort to rid Shinkansen trains of the cockroaches that thrive in the warm atmosphere.

A powerful new insecticide is being introduced to eradicate the pests, which not only constitute a health hazard, but can also affect train performance.

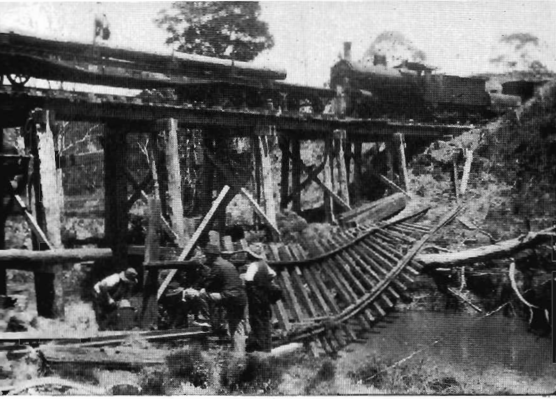
Apparently, on one occasion when the on-train equipment was failing to perform correctly, the trouble was traced to the presence of a cockroach in one of the fuse boxes.

Its effect was dramatic — the equipment was recording a speed of 210 km/h on the speedometer while the train was standing at Nagoya station.

However, the *Times* holds out little hope of success, remarking that "our most modern technology has proved its vulnerability, and cockroaches have withstood a lot to survive these 250 million years."

— *Railway Gazette International*





This is how John's Korumburra road gang found the Tarwin bridge in South Gippsland following flooding in December, 1934. A D-class was called in to carry equipment and materials to the damaged bridge.



Heavy rain in South Gippsland during November in 1934 also caused a landslide onto track at Kardella. And the job of clearing the line back to depression days was by shovel, elbow-grease and trolley.



This was the main street of Charlton during the floods of April, 1939, when, says Mr George, the only dry spot for miles was Charlton's railway station.

Rail Ways' December story of the "rain train" rescuing drought-stricken Bealiba has prompted Mr John George to lend us photographs of disaster repair work in the country during the 1930s.

Mr George, a former chairman of the level crossing committee, worked for VicRail from 1913 until his retirement in 1957.

When these photos were taken, he was district engineer at Bendigo and the north-east.

"I'm very proud of the part my workmates and I played on the country lines. It was hard yakka then — more muscle than machine, but I don't regret a day of it."

Mr George now lives in Hawthorn.



At Sea Lake the effects of the length of chute erected by Mr George and his gang can be seen. Sand has been kept off the track in front of the barrier, but in the foreground, where chute was still to go up, sand surrounds the line. That was in 1938 — a dry year.



Mr George (left) was District Engineer at Bendigo when this photo was taken of him with his roadmaster, Mr M. Hogan. The two men had just inspected a new bridge built by the railways after the Charlton floods in 1939.



# —Retirements—

## ELECTRICAL ENGINEERING

BLENCOWE, W. B., Overhead Division, 3/3/78  
McRAE, D. L., Distribution Division 20/3/78  
O'BRIEN, J. W., Distribution Division, 30/3/78

## ROLLING STOCK

ACCETTA, S., North Melbourne 17/4/78  
BARRAVECCHIA, R., North Melbourne 19/2/78  
BEXTREAM, W. E., South Dynon, 3/2/78  
BUCKLES, G. E., Newport, 31/3/78  
COGHLAN, M. P., Yarrowonga, 9/1/78  
CUSACK, J. F. M., E. R. Depot, 17/3/78  
GARCIA, D. V., Echuca, 13/1/78  
GERRING, J. G., Newport, 31/1/78  
HARNATH, H. P., Ararat, 21/2/78  
JUDGE, G. T., Wodonga, 17/2/78  
KACZMARCZYK, K., Newport, 4/1/78  
KNIGHT, W. M. R., Newport, 31/3/78  
MICHALCZAK, J., Jolimont, 13/4/78  
PRETTY, L. R., E. R. Depot, 16/2/78  
RAMETTA, G., Newport, 26/1/78  
SIRGIOVANNI, T., Newport, 9/3/78  
SNAYDER, J., T. L. Depot, 24/4/78  
VARELAS, B., Jolimont, 19/12/77

## STORES

ITZINEX, I., PWMD Spotswood, 10/2/78

## TRAFFIC

HAPPER, C. M., Frankston, 24/2/78  
NOTARIANNI, G., Wangaratta, 10/1/78  
FASSIO, L. G., Mildura, 8/2/78  
LOWE, R., Sale, 9/3/78  
POHERECKI, M., Sunshine, 3/2/78  
REILLY, T. J., Numurkah, 11/3/78  
O'BRIEN, A. J., Spencer Street, 14/2/78  
BAMBLETT, W. J., Glen Waverley, 25/1/78  
GAYLOR, A. F., Spencer Street, 29/3/78  
MEIER, L. F., North Williamstown, 13/3/78

## WAY AND WORKS

DOWLING, R. M., Netherlands House, 26/6/78  
FRICKNALL, L., North Melbourne, 31/3/78  
GARLICK, F., Caulfield, 15/6/78  
HARRISON, A. P., Newport, 6/3/78  
HOLODNIAK, P., Sunshine Housing, 27/6/78  
JEWELL, A. J., Ararat, 17/3/78  
LASPINA, R., North Melbourne, 28/6/78  
TUSTIN, L. J., Echuca, 15/3/78  
WILSON, R. W., North Melbourne, 12/3/78



**Mr George Judge, who retired on February 17, joined VicRail in 1936.**

For 41 years, George drove first steam, and then diesel power on the State's north-eastern tracks.

He began on the Cudgewa branchline, and for the past 15 years drove on the mainline between Melbourne and Albury.

George lives in Wodonga, and was pictured on his last day in the cab of a Y-class.

**This year is the centenary of one of Victoria's early racecourse lines.**

The Geelong racecourse railway ran from Connewarre railway station (later renamed Marshall) for about two miles to the old Geelong racecourse.

The track laying was completed by early January 1878, and an inspection was held on Monday, January 14, 1878.

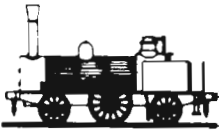
For the formal opening, the Minister for Railways, Mr John Woods, and other guests left Geelong at 2 p.m. for the racecourse.

On their arrival, Mr Woods declared the line open, and a select group of citizens retired for luncheon.

The first race trains ran to the meeting held on Friday, February 1 and Saturday, February 2 that same year.

The line, however, had a short history, and the last train ran in 1906 before the racecourse moved to its present site nearer Geelong.

Rail Ways readers may know of photos of the old course, or its railway facilities. If so, Richard Aitken, 4 Ewrick Crescent, Highton, would be pleased to learn of them.



# BACKTRACKING

In this regular feature Rail Ways looks at stories that made news in the Review and Newsletter earlier this century.

## 60 years ago

Private J.C. Burnett, Railway Unit AIF, in a letter from a military camp in Italy, writes thus:

"Just a few lines from this land of sunshine, at present bitterly cold and windy. We were given a great welcome from all ships in harbor here, on account of being the first Australian troops to land.

"The first act of our unit was to make for the railway line to . . . so as to criticise things in general, and we came to the unanimous conclusion that Australia can hold her own with ease.

"Only saw one bogie car in yard, all the rest similar to our YYH and X cars labelled as having been built in the years 1870 to 1895.

"The Westinghouse brake on pass., stock; screw brake in small cantein on end of each truck, pilot engines are of 2-4-OD and 0-6-0 class, no tenders; burn slack coal and wood.

"A very impressive and sad scene on board during the trip across was the burial of 2nd Corp. McCloskym, late of Loco Stawell.

"He had measles and pneumonia. A collection was taken up from all on board, and £160 was the result. His loss was keenly felt.

"I must also mention the kindnesses shown to us by Mr Kimpton, of the YMCA. As you no doubt know, we were mustered and sent away inside 14 days, and without any final leave. Consequently, we could not get together the clothes necessary for our comfort. Well, all this was seen to by this gentleman on board."

## 40 years ago

Would you like to buy a donkey? In fact four of them, named Poitrel, Isabel, Marmaduke and Nurmi?

Partly because of the advent of the horse, and later the motor car, tourists at the Chalet, Mt. Buffalo National Park, have banished the donkeys as travelling media.

They have the eager, fast-moving characteristics of their race, and at times have displayed a flair for quietly disappearing into the dense bush when required.

So complete has been their effacement as a means of transport for sightseeing, that nowadays they never earn enough to pay for their agistment at Porepunkah during the winter months.

So they are going off the Department's payrolls.

Each donkey is over 20 years of age, having come from the McDonnell Ranges in far-off Central Australia. Porepunkah residents still chuckle when they recall the donkeys' triumphant arrival by rail from Oodnadatta.

Visitors to the Chalet during the late Mick Dockerty's reign as coach driver will long remember his inimitable sallies when conducting over the plateau, parties of solemn-faced tourists uncomfortably astride the donkeys.

Mr L. McClelland, manager of the chalet, will gladly consider any reasonable offer for the donkeys — if he can find them!

It is seriously said that the donkeys, having heard of his plans, have gone into "smoke".

## 20 years ago

Direct savings of at least £10,000 a year are expected when re-organisation of timber handling and storage facilities at Newport Workshops is completed.

Use of a 15,000 lb. capacity fork lift truck and provision of under-cover storage are the two main features of the new system.

Most of the timber required for rolling stock construction and maintenance is received at Newport in rail trucks from Waygara in Gippsland. The timber is unseasoned.

Under the new system it is unloaded by the fork lift truck, either by lifting directly on the forks or by using a special boom or jib attachment.

The timber is then conveyed to the grading and stacking shed where the unsorted pack is placed on a four-wheel rail trolley.

A set of rails, let in flush with the concrete floor, enables the trolley to be moved backwards and forwards across the shed. Intersecting at right angles are four other sets of rails which run the full length of the shed. Eight more trollies operate on these.

The whole job of discharging, sorting, checking and stacking the timber can now be done by a team of five — the fork lift driver and four others. Moreover, the work is now done under cover, with no time lost through inclement weather.

Use of the fork lift and trollies has obviated the need to borrow a mobile crane from the workshops, eliminated the need for a 10-ton gantry crane, released 30 flat top rail trucks and greatly reduced the handling time.

# GETTING TO KNOW US

## The trials and tribulations of a newcomer to VicRail . . .

First day on the job the new employe was issued with all the usual paraphernalia, including form G.12A.

Form G.12A, to the uninitiated, is the quarter fare periodical ticket, although these days the ticket is free.

Fair enough, the form does say "ticket", and so

our employe thought just that — that the form was the ticket.

No-one told the newcomer to present the form at her local station.

Until . . . a blitz at Spencer Street station one morning. About 11 o'clock the same morning, in a quiet spell, the embarrassed newcomer asked an off-sider:

"Was I supposed to hand this form in at my station?"

The newcomer is now much wiser about railway operations.

Who is the newcomer? No names, and no pack drill. But if this article appears in Rail Ways you can believe there is no editorial censorship in the magazine.

A black and white photograph showing the front of an electric locomotive. A large, arched plaque is mounted on the front, featuring the VicRail logo at the top and the text: "FIRST ELECTRIC PASSENGER TRAIN BETWEEN MELBOURNE AND WARRAGUL JULY 21<sup>ST</sup> 1954". Two Australian flags are attached to the sides of the locomotive, flanking the plaque. Below the plaque, the number "L 1150" is visible on the front panel. The locomotive's headlights and other mechanical details are also visible.

**VR**  
**FIRST  
ELECTRIC  
PASSENGER TRAIN  
BETWEEN  
MELBOURNE  
AND  
WARRAGUL  
JULY 21<sup>ST</sup> 1954**

**L**

**1150**

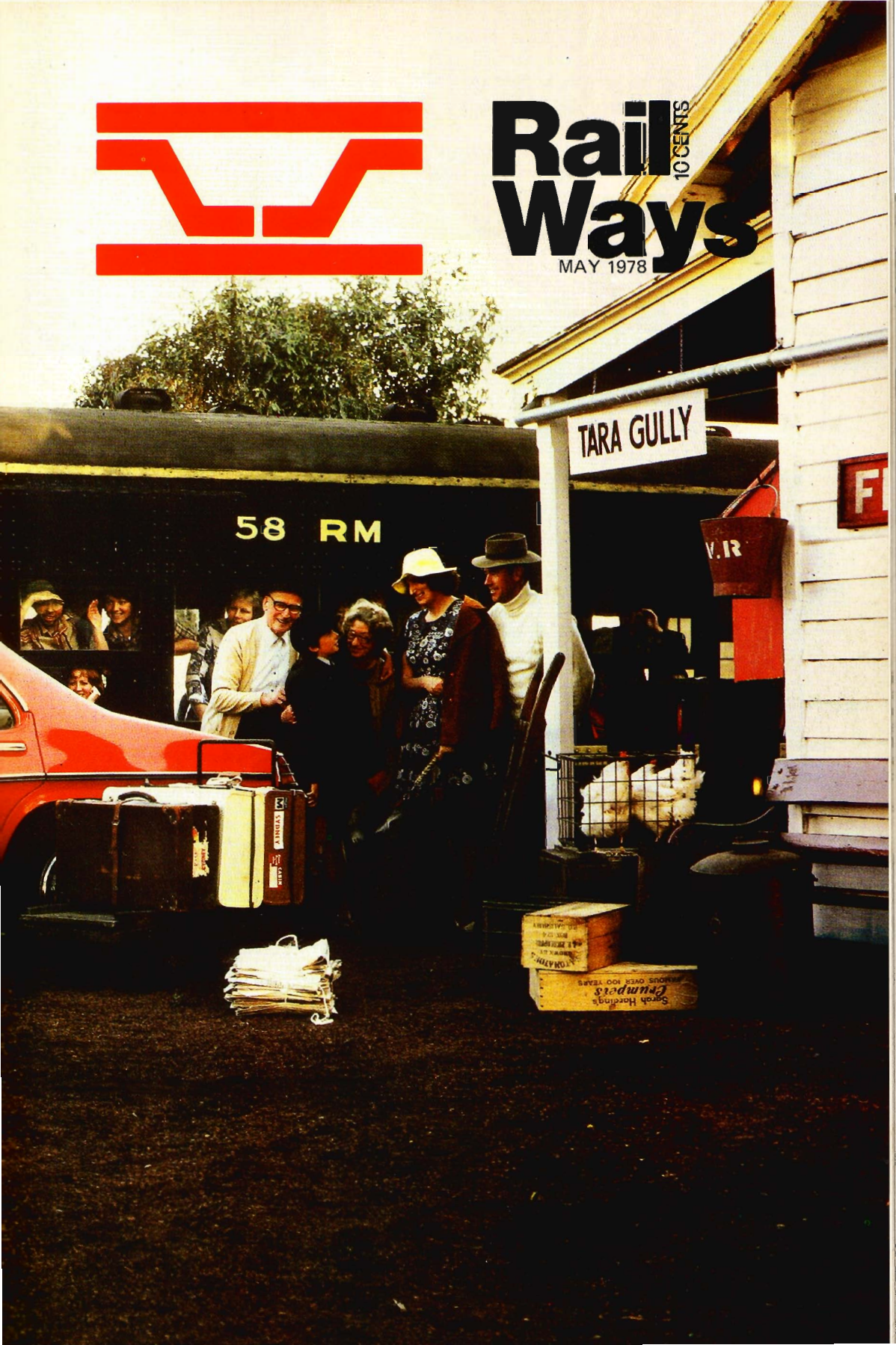
In 1954, the year VicRail celebrated its centenary, the first electric locomotive L1150 made its inaugural run on the first electrified section of the Gippsland line (see story page 50)





# Rail <sup>10 CENTS</sup> Ways

MAY 1978



58 RM

TARA GULLY

V.I.R

F

Sarah Harding's  
Hampers  
FOR WOMEN OVER 100 YEARS

# Val grows a 'big mac'

Val Towers, Melton's SM, has made quite a name for himself in the town.

He's the man who has recently been keeping the Melton meals-on-wheels service well supplied with pumpkin grown at his house opposite the station.

Val, a keen gardener, has been growing enormous pumpkins in his spare time. Quite a few weighed in at over 50 lb., but "Big Mac" weighed 70 lb.

Mac, grown from seed, was planted in October and was recently given to the meals-on-wheels service.

Val has been SM at Melton for the past 6½ years. When he took over, the station had no garden, apart from lawn.

Now pre-school children are brought down by their kindergarten teachers to see the flowers. "They have recently started including a trip to Bacchus Marsh in the station visit, so the railways are actually getting business out of my hobby," says Val.

Seeds from the station's garden are now growing flowers at 18 Adelaide homes — the result of a SAR friend's admiring visit.

"There are also quite a few women travelling in to Melbourne to work each day who pick bunches of sweet peas from my garden here to decorate their offices.

"I don't mind at all, in fact it makes me quite proud," Val said.

He reckons talking to his plants "helps quite a bit, although most of it is luck."

*A fellow who works  
for VicRail,  
Contacted Dick Hamer  
by mail,  
There are silver and  
blue trains,  
All sorts of hue trains,  
Whatever the color  
they fail.*

We're used to the knockers, or we should be by now . . . but when they come out attempting to win a crate of wine with their knocking, action is called for.

So, our answer to the above was:

*Ain't it marvellous how people complain,  
After snoozing to town on the train?  
Perhaps levitation  
Got them to their station,  
Not labor — but legerdmain.*

The wine was the prize offered for the best limerick in The Herald's Great Black and White Limerick Contest.

Our attempt didn't win a thing, but it was fun hitting back in rhyme. And he didn't win either!

## On the cover

Tara Gully? You're right, we don't have a Tara Gully. A few wise heads might recognise Beveridge station though . . .

It was chosen as the location for a General Motors publicity shot, reproduced across the Rail Ways cover this month.

Driver Pat Shaw can be seen up front. The only professional actors in the picture are the "station master" and the "parents" of the schoolboy.

All the others are people from the Beveridge area.

It's probably the first time RM58 has featured in a nationwide magazine (*Time*, *The Bulletin*), too. But, as a matter of fact the RM, like the car, is powered by a General Motors engine.

In this month's issue of *Trains*, a US publication, Michael Venn has written an article on Victorian rail motors entitled "The Sound Is Different But It's Still GM". One of the photos included in the five-page story is by VicRail cameraman, Jack Schwarz.



### IN THIS ISSUE

- 67 Bring the road to rail
- 68 On the river
- 69 New station opened
- 70 New college ready for 1979
- 71 Railways market men meet
- 72-74 A goldmine out of scrap
- 75 Woodend freight centre
- 76 World Link-up
- 77 Diamond Valley Railway

- 78 Retirements
- 79 Backtracking

### FRONT COVER

Puzzled over Tara Gully? See the story above.

### 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), etc. 1181 (editorial).



# Bringing the road

# to the rail



The latest addition to VicRail's rolling stock will probably bring a puzzled frown to a few faces as makes its first trips over the next few weeks.

Certainly it's a diesel, but nothing like it has ever travelled Victoria's tracks before.

The addition is a Leyland truck. It's a road vehicle that has been adapted to run on rail as well.

Called a "Hy-Rail" vehicle, the converted truck will save overhead construction teams time (a half manhour for every foot of wire strung), and give them far greater manoeuvrability than was ever available before.

It is the first of four being built for Victorian railways use by Freighter, a West Australian company.

The Hy-Rail project was the brain-child of Mr Norm Grady, assistant overhead engineer with the Electrical Branch.

The first vehicle has been fitted with a cherry picker, and will be used this month on the Macleod - Greensborough duplication project.

"The rail-roaders are really versatile; we'll get as much use as possible out of them," Mr Grady said.

"There has been no real change in the method of installing overheads since 1918 - it has always been a time-consuming business.

"We always had to wait until the track was laid before the overhead could be run off, from a work train. Now we can get the wire down before the track if we need to."

The Hy-Rail principle is to fit low rail wheels to a road vehicle to guide it along the rail. The truck is driven into position above the track, and the rail wheels are then lowered to engage the track. The



operation raises the truck's front tyres, leaving the back tyres to supply the driving power and braking.

Another cherry picker, driven by a petrol engine and for the Gippsland line, is on order. Still to come too, are a flat-top truck with a small crane, and a tower vehicle for the underground loop. The latter two trucks are diesel driven.

The overhead work on the new overpass between Flinders and Spencer Street stations, due to be carried out in August, will be done with the new Hy-Rail vehicles.

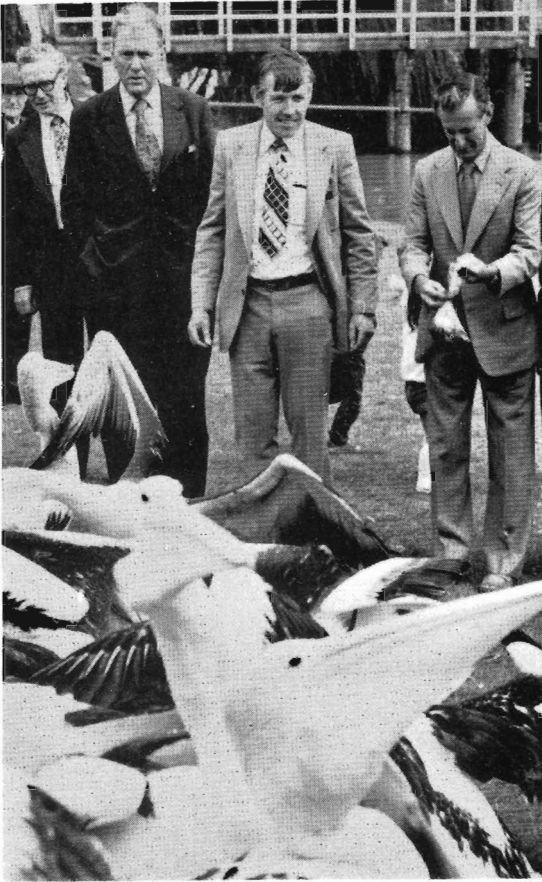
Mr Grady told Rail Ways that Victoria's broad gauge created special problems with the rail-roader project.

The trucks are built with two back wheels on either side to straddle the rail and provide the driving power.

However, they were not built to cover 5 ft. 3 in., and it took Mr Grady's team about two years' of experimentation before they found the ideal modification.

The trucks used by VicRail will have just one large rear tyre on either side. It does the job just as effectively, and any cost incurred in the modification is offset by the saving in tyres.

● The Hy-Rail truck pictured here before the cherry picker was fitted, will be used during August on the new Flinders - Spencer Street overpass.



Mildura's Murray River pelicans turned out in force to welcome "The Men From VicRail" when they went down to see the city's latest tourist attraction.

Pictured above, from left are: Mr Les Rolls, (Acting Chief Mechanical Engineer), Mr Don Wade (Chief Civil Engineer), Mr Rex Berndt (Ballarat District Superintendent) and Mr Keith Brennan (Ballarat District Engineer). Above right: Mr Gibbs with Mildura's Mayor, Cr. Laurie Andriske. Photos: Bruce McLean, Mildura.

The previous evening Mr Gibbs and Cr. Andriske had officially opened the new Mildura station complex in a joint ceremony (see page 69). The

# On the river



mayor invited the chairman and other VicRail officials to take part in the pelican feeding while they were in the district.

A great number of pelicans came down to the Murray when Lake Eyre dried up, about Easter this year.

They began to be a nuisance to anglers soon after they arrived — they were near starvation, and would swoop on the fish being reeled in from the banks.

People began feeding them, and the city council bought European carp from a fish works at Dalton. Then, at the suggestion of one of the councillors, a young unemployed bank clerk began buying carp in bulk from Dalton, and retailing it to tourists.

Mildura now has something new, something quite different, to attract visitors up on the Vine-lander.

## Peter seeks a signals book

Peter Stoneham's hobby is railway signals.

He wanted to become a signalman, but he was rejected because of color blindness, and is now a fitter at the Sandringham Bus Depot.

Peter's back yard at Springvale is a source of fascination to his neighbors, he says. "I'm sure they think I'm mad — it looks like I've got a picket fence of signals."

He says we can go over to take photographs

of it "when I've got it in some sort of order."

Peter is hoping readers will be able to help him with another side to his hobby. He has searched high and low for the 1913 Book of Signals, without success.

"Someone may just have a copy they don't want tucked away at home. Here's hoping, anyway."

The 1913 edition covered changes including the introduction of power signalling, electric trains, and the opening of the Flinders Street viaduct.

Peter can be contacted on harmonic phone number 194Y.



## The 44 men from the maintenance section of the Electrical Engineering Branch's distribution division have clocked up 100,000 manhours without a lost time accident

To acknowledge their care on the job, VicRail Deputy General Manager, Mr Lindsay McCallum (Chairman of the VicRail Safety Council), presented a National Safety Council award to the section during April.

Mr Allan Moore, maintenance foreman, is pictured at left receiving the certificate from Mr McCallum.

Mr McCallum commended the section for its fine achievement, and drew attention to the fact that this

is the second such award earned by the maintenance men.

The work of the section includes installation and maintenance of electrical equipment in substations, maintenance of lifts and air conditioning equipment, and operation of high voltage switchgear.

Of a total of six awards throughout the railways for 100,000 hours without a lost time accident, four have been won by the Electrical Engineering Branch.

## NEW STATION IS OPENED

It was refreshing, said the Chairman, Mr. A. G. Gibbs, to be in an area where a new station complex was being opened, not closed.

He was officially opening the new \$600,000 Mildura station in April.

Mr Gibbs and the Mayor of Mildura, Cr. Laurie Andriske, jointly unveiled a commemorative plaque during the small official ceremony on the platform.

After the short ceremony Mr Gibbs waved a signal lamp to give the all-clear for the departure of that evening's Vinelander.

Mildura is the first station to be rebuilt and extended because a growing volume of business made the previous facilities inadequate.

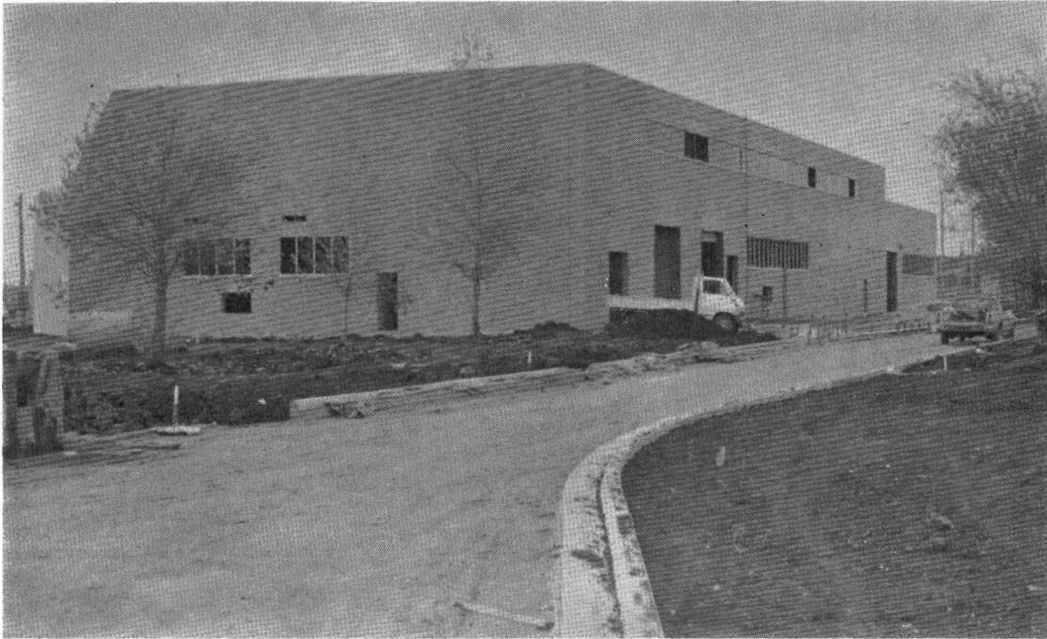
Mr Gibbs said examination of the freight and passenger figures from Mildura convinced the VicRail Board that a new complex was needed.

The building is the most modern and comfortable station in the State, featuring air-conditioning, carpets, automatic doors and sun-proof tinted glass.

Completion of the proposed lengthening of the platform will make the station one of Australia's best and most up-to-date.



This photograph, donated by a Mildura resident, was taken at the turning of the sod ceremony at the station site in 1902.



# New college ready for 1979

The first stage of the \$9.4 million Newport Technical College will be ready for students early next year, an Education Department spokesman has told Rail Ways.

The new college will eventually replace the Railway Technical School, which opened its doors to apprentices in 1922.

Stage two of the project is expected to be finished by January 1980.

Work on the \$3.8 million L-shaped stage one block began in June last year, and the exterior is now almost completed.

About 340 metal, welding and machine tool trade apprentices, and 40 teachers and other staff are expected to move into the building next January.

The Education Department recently called tenders for the \$5.6 million stage two block, which will cater for carpentry, joinery and electrical trades.

The new college will be able to cater for more than 1000 students, and will cover 11 acres of land beside the workshops in Champion Road, Newport.

The technical schools' division of the department has signed a 99-year lease on the VicRail land.

The stage one facilities — one and two-storey buildings — include classrooms, an auditorium, plant room, staff and administration section and a computer room.

Students and staff in trades covered in the stage one block will transfer from the railway school to the new college next year.

## *Student grants*

Mr Dick Mills, VicRail's rehabilitation officer, says student family allowance review forms are now available from the Department of Social Security.

The forms enable the department to decide whether a family is eligible for an allowance this year. All of last year's student family grants were suspended after the December instalment.

The allowances are available to the parents of fulltime students aged between 16 and 25.

Once a parent completes and returns the form, payment will be restored as soon as possible from the January instalment — if the entitlement still exists, Mr Mills said.

Where there are also dependent children under 16 years of age in the family, the family allowance and the student family allowance payments will be made together.

Since June 1976, the rate of payment for a student has been between \$14 and \$28 every four weeks, depending on how many other children there are in the family, and the student's position in the family.

"It should be mentioned that this payment will not be made if the student is either not studying on a fulltime basis, or is bonded to a prospective employer," Mr Mills said.

# RAILWAYS MARKET MEN MEET

**More effective marketing of railway services was the aim of a conference of Australian and New Zealand railways management held in Melbourne during April.**

Marketing, engineering, accounting and operating executives from New South Wales, Western Australia, Queensland and Australian National Railways, as well as VicRail heads, attended the three-day conference.

The Railways of Australia Committee — Mr B. M. Hogan, Mr K. C. Brown, Mr G. F. Gillick and Mr R.J. Knight — were also present.

The meeting was opened by Mr A. G. Gibbs, Chairman of ROA and VicRail, and VicRail General Manager, Mr Ian Hodges was appointed conference chairman.

The gathering represented the largest industrial complex in the southern hemisphere, with a capital investment of \$3000 million, and a total staff of 120,000.

## ANTICIPATE THE FUTURE

Mr Gibbs told the conference management "has no choice but to anticipate the future, to attempt to mould it, and to balance short range and long range goals."

He said the following speech made in 1960 by former VicRail Chairman, Mr E. H. Brownbill, still has relevance today:

*The dependence of an industrial nation on its railway systems today is no longer physical, but economical.*

*Railway systems all over the world are being maintained and developed not because the particular tasks they are doing could not physically be carried*



In his opening address, Mr Gibbs said one of the specific objects of the joint railway systems should be to provide freight services which can earn enough to cover all operating expenses, and to make adequate provision for depreciation of assets and servicing capital.

"Successful pursuit of this entails provision of transport services that potential users will buy, at a price that will at least meet the cost aspects mentioned," he said.

"The logical strategy to follow is: To identify the services concerned, which entails adequate knowledge of our own costs and competitors' prices; and to foster the development of these services by:

- (a) Concentrating marketing resources on them.
- (b) Applying operations research techniques to the task of ensuring that optimum use is made of existing plant and rolling stock.
- (c) Undertaking capital investment, where economically justified, to improve service, increase capacity, or make prices more competitive."

*out by any other means, but because the cost of doing this task by other means would be prohibitively high.*

*The field that the railways dominate — and as far as can be foreseen, will continue to dominate from the economic viewpoint — is the transport of both passengers and goods in large volumes.*

*It is popularly accepted that railways are the most economical forms of land transport for bulk commodities . . . it is not so generally realised that they are also the most economical form of transport for practically anything else where the requirement is for a large volume movement over a specific medium, or long distance route.*

*Railway management, in meeting its problems today and in the years ahead, must dissociate itself from any ideas that the railways have some inherent right to a share of the country's transport because they opened up the country in the first place; or there is a lot of money invested in them; or they are the only way of doing a job; or for any similar reason.*



# A goldmine— out of scrap

At Spotswood's reclamation depot you can buy anything — including the occasional kitchen sink.

The depot, part of the general storehouse, is a gigantic goldmine of a "junk" yard. Fossickers after a bargain, a bridge or a guard's van for the back yard need go no further.

Two people have been credited with the idea of the reclamation depot — former chairman Sir Harold Clapp, and the then chief storekeeper Mr Charles Coleman.

Sir Harold, one story goes, recommended the depot after a tour of the USA in 1925. However, Mr Coleman is also said to have put forward the suggestion, which was approved by the commissioners in 1924.

When the depot was opened, all the rubbish accumulated over the years poured in. The depression followed not long after, and most things just could not be sold. The cast iron alone covered an area wider and higher than an average suburban town hall.

But things gradually settled down, and now the depot makes and saves more than \$1 million a year for the railways.

And this year looks like being the best on record. Mr Stewart Mahoney, the depot manager, says he is already \$161,000 ahead of his total for this time last year. Last year the depot made a record \$1½ million — and \$1 million of that was clear profit.



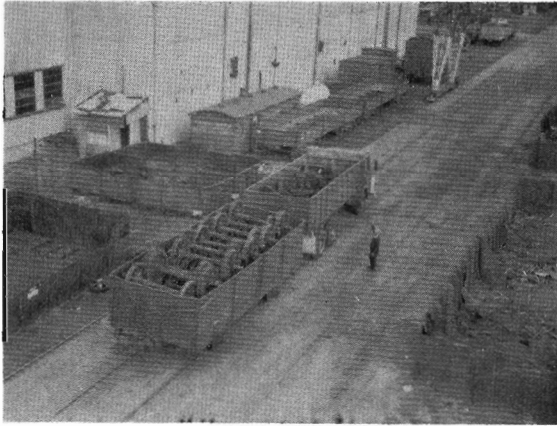
The magnet operated from a gantry at the depot is so strong that shovels have been pulled out of the hands of men working two feet away. They have also found it wise not to wear watches when they are near the magnet — the steel screws become magnetised, and cling to jewellers' screwdrivers.



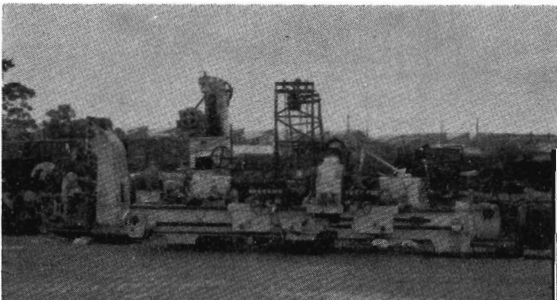
Looking down the yard from the second gantry. Steel is not the only material sold at the depot . . . goods include railway gates, green flags, buffers, signs, and even ticket office windows. One architect is remembered for buying the floors from obsolete sheep wagons — he used them as a chapel dividing rail.



Some of the 31 men employed at the depot. Jobs include gantry and mobile crane drivers, floormen, a tractor driver, oil and brass furnacemen and office staff.



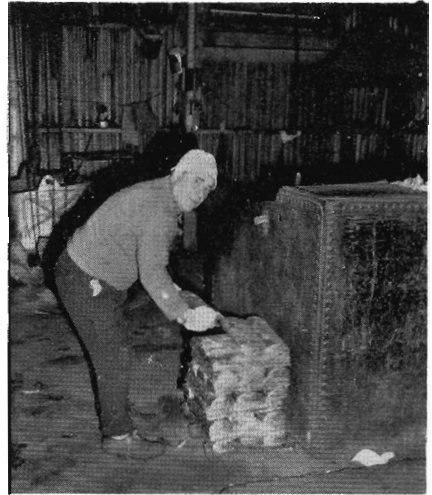
**Above:** Wheels arriving in an RY wagon are about to be transferred to a metal industry truck for smelting and re-use. **Below:** A lathe recently became obsolete at the Newport workshops, and was transferred to the reclamation yard's plant storage area.



The \$161,000 does not include cash made from the sale of scrap or unserviceable rail, which came under the depot's control last July. The rail was previously sold by the permanent way materials depot.

Since Easter last year, the depot has sold more than 1684 cut up or whole wagons.

The wagon floors are in great demand as bridges . . . for golf courses and farms, in New South Wales as well as Victoria.



Stacking ingots in the non-ferrous foundry is Michael Covalea. The foundry makes solder and rebuilds bearing metal.

Wheels can be used as boat moorings, and the hubs, welded together, crush limestone and mallee root growth very effectively when they're dragged behind a tractor.

Wagons without their wheels are bought by farmers for use as storage bins, and the T or refrigerator vans get a new lease of life as ideal grain and knitting loom stores.

Louvre vans are bought mostly for use as lock-up sheds, and loco tenders have become pontoons and helped refloat wrecks in the Murray River.

Stock feeders are created from the baths, troughs and signal trunking sent to the depot. Axles and general steel are snapped up by industry for smelting and re-use.

Even broken glass doesn't go to waste — it is bought by glass manufacturers, melted down and used to make bottles.

But one of the things snapped up as soon as they arrive at the depot, are obsolete guards vans.

They are sold to the public for \$150. The price is cheap, says Mr Mahoney, but buyers have to provide their own freight, "and those vans are pretty awkward and heavy."

People use them mainly as sheds or work-rooms.

And there is a long and patient waiting list, too, for discarded anvils. They usually end up as ornaments, although some see out their days in hobbyists' workshops.

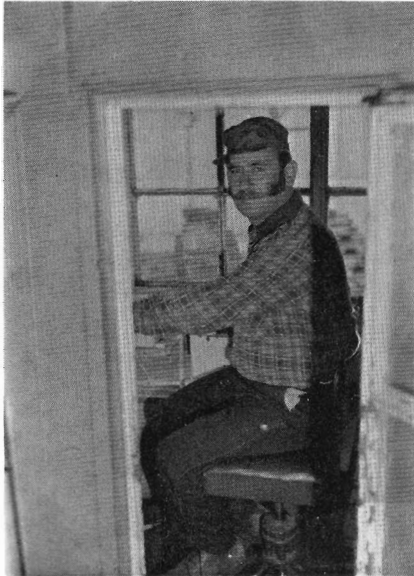
The depot has a staff of 31, including gantry and mobile crane drivers and floormen, a tractor driver and oil and brass furnacemen.

In the height of summer, when the sun heats the hundreds of tonnes of steel in the yard to skin-burning point, and in the depths of winter when the metal is icy, the job goes on.

Loading and unloading and processing steel, timber, plant and all sorts of material. And dealing with up to 50 customers a day.



Mr Mahoney checks out his stock of copper, most of it from cable and wires used on the Victorian railways system. He watches the market prices of valuable metals, and sells "when they reach a peak." He has been manager since 1972, "and I'm still learning something new about the job every day."



Chris Parastitidis is one of the depot's two gantry drivers. His job includes the manoeuvring of the magnet.

Some of the "regulars" are in-the-know pensioners from the area. They come in cars, or on pushbikes, or wheel in a pram or cart to pick up a load of wood for the fire at home.

Nothing from the yard can be sold for less than 20 cents, says Mr Mahoney.

However, at the other end of the scale are the contractors who export hundreds of tonnes of steel direct from the depot to Japan, Hong Kong, Taiwan, Singapore and the Philippines.

Semi-trailers, some armed with shipping bins, low loaders and tip trucks are constantly queuing to use the weighbridge before and after a buy.

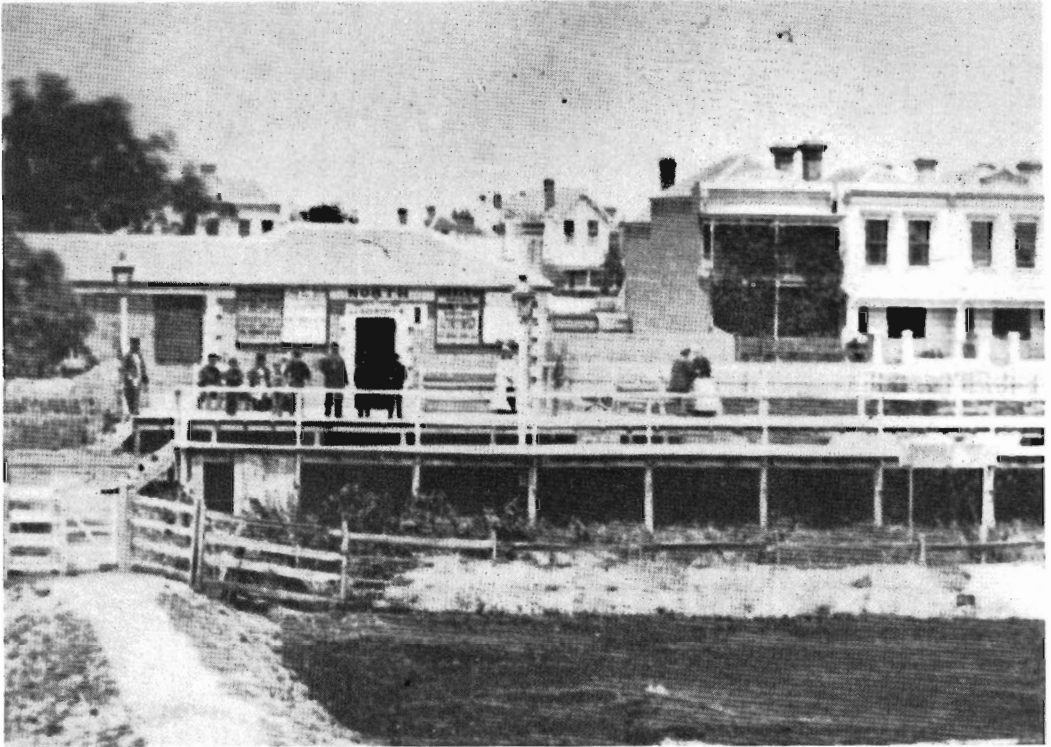
The depot too, had to handle the breaking up of the recently replaced Ascot Vale Road bridge, which measured 21.34 metres (70 ft.), and weighed about 60 tonnes (50 tons).

One of the little known jobs still done at the depot is making of solder and rebuilding of bearing metal. The work is carried out in the non-ferrous foundry.

In the ferrous foundry, furnaces turn metal odds and ends into cash — the pieces are sorted, then melted down into ingots, and sold. The price brought depends on the amount of each metal contained in the ingots.

Mr Mahoney, who has managed the depot since 1972, watches the daily market price for metals, and recently sold several tonnes of disused copper cable at the best price available for 12 months.

"In this job your brain is continually on the move. You've got to keep up with things, and I find that really stimulating. It's a fascinating job," he said.



## NORTH PORT — BUT WHEN?

We don't know just when this photo was taken, but it pictures the old North Sandridge (now North Port) railway station. The photographer was looking towards the east, which means the platform is now on the down side. Some of the two-storey buildings pictured are still facing Station Street. The photo was handed to Port Melbourne SM, Mr H. A. Farrance, by an elderly passenger. Can anyone tell us more about the subject?

## Freight centre for Woodend

A new freight centre will be opened in Woodend on June 26.

The Minister of Transport, Mr Rafferty, said the centre was another step in developing a network of freight centres which would eventually cover all parts of the State.

"Freight centres are already operating successfully in the Western District, East Gippsland and North East Victoria," Mr Rafferty said. "They offer a greatly improved rail-road service."

He said fast overnight trains would bring freight to the Woodend centre for distribution by road carriers under contract to VicRail. They would deliver in Woodend and towns on routes radiating from the centre.

Mr Rafferty said that the freight centre would also provide a local service. "A phone call to the centre can arrange pick-ups from consignors in Woodend or in towns serviced by the centre, for delivery to any other place on the Woodend centre's network of routes.

"In fact, the service can operate to other freight centres, to Melbourne or to any other place in Australia which is served by rail.

"Forklift and unitted pallet loading will speed freight handling and minimise the chance of damage."

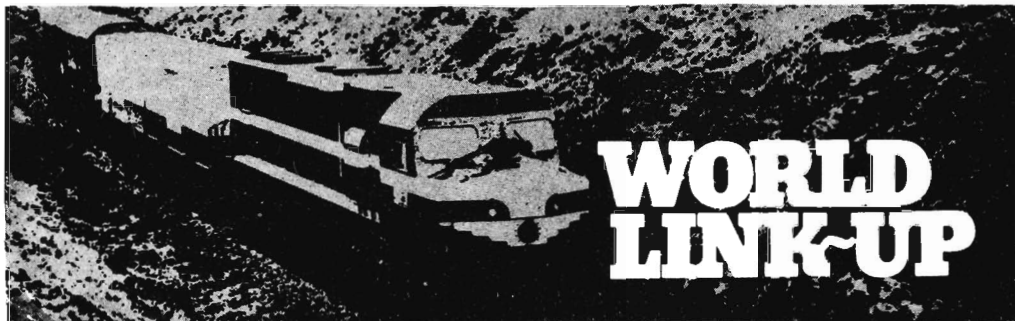
Mr Rafferty said there would be a daily service to Woodend, Tylden, Fern Hill, East Trentham, Trentham, Lyonville, Bullarto, Musk and Daylesford. The service would be extended to Hepburn Springs on Tuesday and Thursday.

Carlsruhe, Kyneton, Malmsbury and Elphinstone would be served on Monday, Wednesday and Friday and Macedon, Gisborne, Riddells Creek and Clarkefield on Tuesday and Thursday.

Mr Rafferty said the Woodend Freight Centre would bring freight services to two locations not previously served by rail — East Trentham and Hepburn Springs.

Tenders for the road service contracts for the Woodend centre will be called this month.

Mr Rafferty added that VicRail is arranging temporary road services until the requirements of the freight centre are completed, and the successful tenders are selected.



**Japan:** A 54 km tunnel being constructed under the Strait of Tsugaru and connecting the islands of Honshu and Hokkaido is nearing completion. The Japanese State Railways intends running super express trains at speeds of up to 170 km/h through the tunnel. It will take 50 minutes to travel from one island to the other instead of the present four hours by ferry.

★ ★

**Russia:** The Baikal, the 3545 km railway line to run north of the Trans Siberian, is already being called the project of the century by the Russians. The line, across 3000 km of permafrost and mountain ranges in northern Siberia, will open up one of the world's richest regions. More than 100,000 workers are employed on the job. The railway will give access to 40 billion tonnes of coal, iron ore, copper, lead, zinc, asbestos and vast areas of superior timber.

★ ★

**Holland:** The Netherlands Railways is to systematically renew all its metal bridges built before 1900, because the majority can't take today's axle loadings. Although built with special steel, these structures today impose irritating restrictions on heavy trains.

★ ★

**Portugal:** Canadian locomotives makers Bombardier—MLW, which reported a loss of £3 million in the first half of 1977, has secured a £6.5m order for 13 diesel-electric locos for Portugese Railways. This is Portugal's second loco buy from Canada. The new contract will relieve some problems at Bombardier—MLW, where the loco manufacturing division has been working below capacity.

★ ★

**Switzerland:** Of Switzerland's 61 private railways, only the habitually profitable Bern—Lotschberg—Simplon and the Brique—Visp—Zermatt were significantly in the black in 1976. Five other railways showed a surplus, but the BLS and BVZ were responsible for 79 per cent of the total profit recorded.

Of the 24 companies limited to local operation, only the Lausanne—Ouchy line managed a slender profit. Rising costs outran increased revenue, though the drop in overall passenger carryings was slight, and the private companies' overall deficit of some \$44m was more than 13 per cent worse than in 1975.

The 23 mountain railway undertakings did better; only four of them lost money, with the rest slightly increasing their surplus compared with 1975, besides attracting two per cent more passengers.

★ ★

**USA:** Union Pacific has announced it will spend about \$A30m to establish Centralised Traffic Control (CTC) from a single control post throughout the 208.8 miles of its transcontinental main line from North Platte, Nebraska to Cheyenne, Wyoming. Installation will take two years.

## New US merger plan

What might be termed the 'modern merger era' began with Nashville, Chattanooga & St. Louis and Louisville & Nashville in 1955 — and ended 15 years later with the collapse of Penn Central.

What might be termed the 'modern merger era, phase two' may begin this year, with the expected filing of a merger application by Burlington Northern and Frisco.

The '50s and '60s were golden years for headline writers, who could note such things as 'a surge in the urge to merge'.

Going down the list of significant proposals, there was Toledo, Peoria & Western brought under the control of Santa Fe and Pennsylvania. Union Pacific gained control of Spokane International.

Chicago and North Western picked up the Omaha road by lease and the Litchfield & Madison through merger. Virginian was merged into Norfolk & Western, and Erie Lackawanna was created out of Erie and DL & W.

Three roads got together to become Soo Line, and Minneapolis & St. Louis (which earlier lost a bid for TP & W) was merged into North Western. Chesapeake & Ohio won control of Baltimore & Ohio after a bitter battle with New York Central.

Seaboard Air Line and Atlantic Coast Line merged to become Seaboard Coast Line. Before the '60s ended, Louisville & Nashville bought part of Chicago & Eastern Illinois from MoPac; Illinois Central and Gulf, Mobile & Ohio filed a merger application; and so did L & N and Monon.

In the meantime too, the numbers are rather interesting. Between 1955 and December 1977, a few more than 60 railroad consolidation applications have been filed with the Interstate Commerce Commission.

Fifty-two were filed before Penn Central won approval in 1968, and 59 were filed before the PC collapse in 1970. There hasn't been what could be termed a major proposal since May 1968, with Illinois Central, Gulf, Mobile & Ohio, which was approved in August 1972 as Illinois Central Gulf.

Aside from the Southern—MoPac studies of more than a year ago, just about everything in the merger areas has been in a defensive posture. Now, however, there is one major application headed for the commission — Burlington Northern—Frisco.

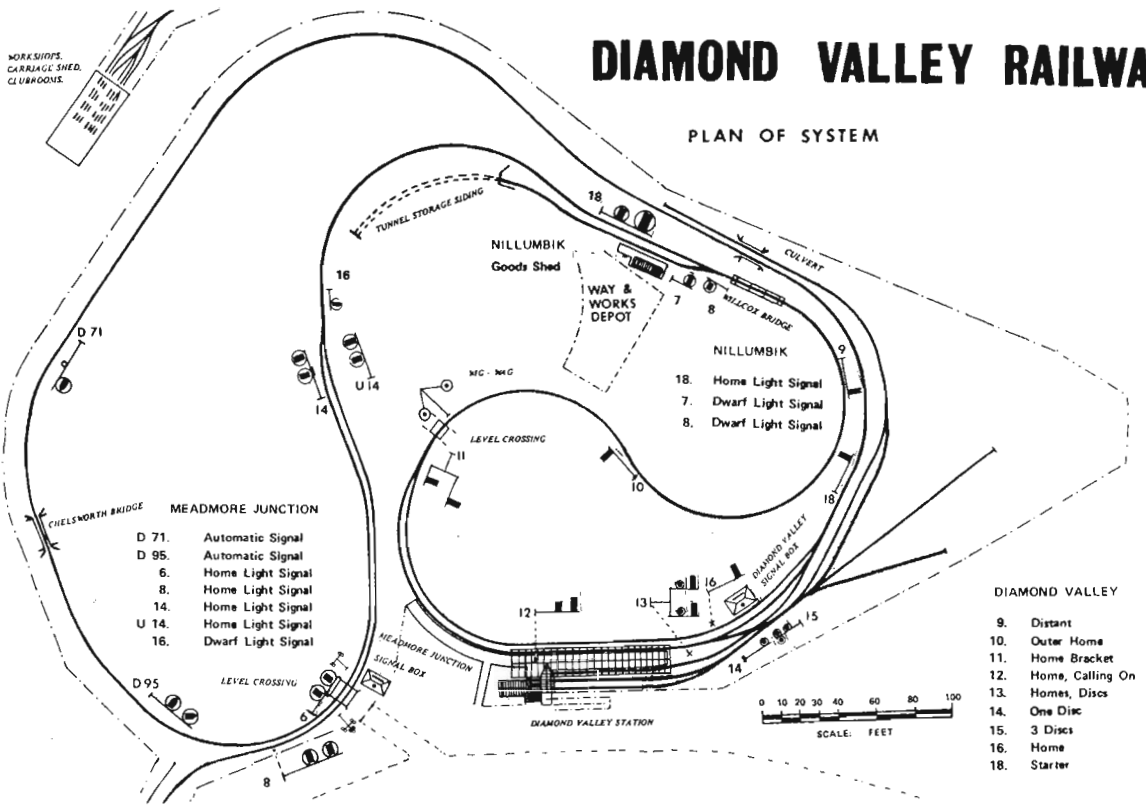
It still remains a lot less than certain that 'modern merger era, phase two' is really about to begin.

— *Railway Age*



# DIAMOND VALLEY RAILWAY

## PLAN OF SYSTEM



The Diamond Valley Railway is never likely to rival the workings of VicRail, but last year, running on only one day each week, its trains carried more than 50,000 passengers.

The DVR is an 184 mm (7¼ in.) gauge miniature railway system set up in Eltham Lower Park, Main Road, Eltham. It has, so far, 648 m (2127 ft.) of mainline track.

So far too, the railway's assets in rolling stock, track, buildings and equipment total \$125,000.

The railway was begun in 1959 by eight enthusiasts, led initially by the late Mr Clem Meadmore, who ran a model shop in Exhibition Street, Melbourne.

Those first few used all their weekend spare time to complete the first circuit of 1722 ft. of track in 18 months.

Now the group can boast a membership of 75 throughout the city and country, and most of those spend any spare time available building rolling stock or other equipment, or working for the railway in their own favorite field.

Several members, including safe working officer Brian Coleman, author of the Directory of Australasian Railway and Tramway Societies (Rail Ways, March), are VicRail employees.

The original track laid by the early group was of lin by ½ in. mild steel, flat welded to plates which were spiked to hardwood sleepers at 10 in. intervals.

However, the regular Sunday running on the light track caused severe wear and tear on the wheels, and the whole track has since been relaid. Australian standard 14 lb. per yard rail has been used this time around.

Engines include: S300 — Based on the VicRail Co-Co S-class with mechanical drive through a conventional gearbox. Z100 — Built in 1966 as a model of a W-class diesel, and rebuilt in 1976 as a model powered by a Honda G65 petrol motor

T320 — Is based on a VicRail Bo-Bo T-class using electric drive with one traction motor on each bogie; it is fitted with air brakes and horn. E1103 — Based on the VicRail Bo-Bo E-class and powered by batteries feeding one traction motor on the rear bogie. Fitted with air horn and mechanical brakes.

S301 — Based on the Co-Co S-class using electric drive with two traction motors on each bogie. Fitted with air brakes and horn. Coolum — an 0-6-0 steam loco based on a Queensland sugar cane tramway loco.

For further information contact the DVR through P.O. Box 245, Eltham 3095.

● Brian Coleman Driving Coolum.



# —RETIREMENTS—

# In the mail

## FREIGHT

ARONLEIGH, J., Melb. Freight Terminal, 14/4/78  
BARRETT, B. H., Hamilton Freight Centre, 21/2/78  
BRULLO, V., Melb. Freight Terminal, 22/2/78  
CLAY, D., Melb. Freight Terminal, 1/2/78  
HARLAND, D. B., Melb. Freight Terminal, 14/4/78  
McINERNEY, J. P., Bendigo Freight Centre, 16/3/78  
McMANUS, G. A., Melb. Freight Terminal, 3/4/78

## ROLLING STOCK

BRUDEK, F., Newport, 2/3/78  
CHARLTON, H., Ballarat North, 14/4/78  
COLLIER, R., Bendigo North, 17/5/78  
EVANS, A., Jolimont, 26/5/78  
HAMILTON, J. T., Newport, 28/4/78  
HARPER, C., E.R. Depot, 31/3/78  
HARVEY, E. G., Bendigo Loco, 17/3/78  
HEYWOOD, J. A., Ballarat Loco, 22/3/78  
HORGAN, H. T., E.R. Depot, 15/3/78  
IULIANETTI, C., Jolimont, 14/3/78  
KYRITSIS, K., Jolimont, 15/5/78  
LA ROSA, C., North Melbourne, 28/4/78  
MILES, W. G., Warragul, 18/3/78  
McOWAN, K. F., South Dynon, 4/5/78  
PALMA, S., North Melbourne, 9/3/78  
PATERAS, N., Jolimont, 3/5/78  
PRICE, A. S., Bendigo North, 9/5/78  
SPEED, T. H., Echuca, 25/3/78  
SNOW, F. V., Wodonga, 11/4/78  
STEWART, N. T., Bendigo North, 8/3/78  
WEBSTER, J. A., E.R. Depot, 1/3/78  
WILSON, F. A., Ballarat North, 28/2/78  
ZITO, G., Shelter Shed, 19/5/78

## STORES

ARATO G., Spotswood Workshops, 29/3/78  
DE VALDEZ, A., Laurens St. Nth. Melb., 31/3/78  
ZINGHINI, F., Newport Workshops, 10/4/78

## TRAFFIC

CONNOR, C.L., Spencer Street, 8/4/78  
O'HARA, F. J., Newmarket Livestock, 19/4/78  
PARMENTER, G., St. Kilda, 6/4/78  
RICHARDS, B. A., Ararat, 30/4/78  
RIJS, H. J., Lilydale, 9/4/78  
MAYS, M. Mrs., Flinders Street, 7/3/78

## Pardon our slip

Boy, were our faces red . . .

Of course the ballast cleaner (April cover) was not working on the Macleod — Hurstbridge line, it was photographed on the Albion — Broadmeadows loop.

The mistake was made in editorial.

The following letters of thanks for first class VicRail service have come into the Rail Ways office this month:

**From Ethel M. Ferguson**

On behalf of the members of the All Pals Social Club of Footscray I wish to say thank you to Vic Rail after our visit to Warrnambool during April.

We especially thank Mr Peter Segrave, who arranged the tour.

The station staffs at Footscray and Warrnambool were most helpful in loading and unloading luggage, and the accommodation and service provided by the coach-captain left nothing to be desired.

**From Mr A. Arrowsmith**

Please accept our appreciation for the wonderful holiday Mrs Arrowsmith and I had at the VicRail picnic for pensioners held at Mt. Buffalo Chalet in March.

We would also like you to accept our sincere thanks for the attention so gladly given by Mr and Mrs Meier and all the staff at the chalet.

**From Miss Barbara Boulter**

On Friday, March 31, two masonic masters' groups combined to participate in the train dinner dance arranged, of course, through VicRail.

It was so well received by our members that we felt it would hearten you to know how well your staff performed their duties.

Everyone of them, from a genial head steward and the stewards in the restaurant bar, the bar stewards, the guard, and even the electrician really went out of their way to ensure that the 136 people on board had a night to remember with VicRail.

We wish to specially commend the chef. Our four-course meal was well cooked, tastefully presented and professionally served. What more could we ask.

Please pass on our gratitude to Mr Thompson (Traffic Branch) and Mr Ryan (Trading and Catering).

**From Mr Ronald K. Buckingham**

On April 4 I was a passenger on the 4.56 p.m. Dimboola train, and as I had just been discharged from the Alfred Hospital that morning, I was not feeling 100 per cent.

When the train was delayed by the derailment at South Kensington, it threw into disarray my arrangements to be met at Horsham.

On telling the guard of my predicament, he told me to contact Mr Les Geddes, the ASM at Ballarat, and to ask him if he could contact Horsham. The Horsham staff, he said, would then get in touch with the people in my home town, Warracknabeal.

This was all done by the staff with the utmost courtesy, especially by Mr Geddes, whose help saved three small children a long, cold wait at Horsham.

On their behalf, and my own, would you please express our gratitude to those men involved.

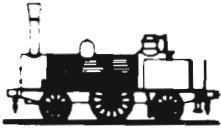
**From Miss Margaret Cooper**

I wish to thank your Princes Bridge and Flinders Street station assistants for the help I received on March 21 at 10 p.m.

The controls on my electric wheelchair suddenly froze so I couldn't drive forward or back. The Princes Bridge station assistant had to push the heavy chair, and me, to Flinders Street station, where he and an assistant there called a taxi and loaded me into it.

The Flinders Street staff held my electric chair in the cloakroom until my father could pick it up later.

I really appreciated the consideration and patience of these men. Please thank them for me.



# BACKTRACKING

In this regular feature Rail Ways looks at stories that made news in the Review and Newsletter earlier this century.

## 60 years ago

Mr W. Randles, writing from Dalton-in-Furness, England, where he is engaged in munition making, sends us cheerful news regarding the lot of the Australians and the nature of the work they are performing.

They have formed a club amongst themselves named the "Australian Club", the members meeting in two large rooms which they have secured in the heart of the city, where a large fire burning in one of them of a cold night makes the surroundings cheerful, together with a piano and a billiard table.

Last September they held a water carnival, it being the first of its kind held there; the public supported it handsomely, with the result that the club was able to devote profits to the amount of £48 for the benefit of the Barrow and District Military Hospital.

Mr Randles has sent us a copy of the poster advertising the sports. It is headed "A Fair Dinkum Show".

Fair Dinkum, it appears, is a word like many others which the Australians use, that are unknown to English people who, when speaking of Australians, usually refer to them as the "Fair Dinkums" or "Soft Hatters".

The club has a membership of 250, who are employed in the making of every style of munition. An Australian flag day was also held this year for the purpose of raising funds to aid the Anzac Buffet in London, and the result was £100.

## 40 years ago

Signalmen and shunters working at, and in the vicinity of the North Melbourne Gravitation Yard signal box are appreciating the value of the amplifier equipment which was recently installed there.

By pressing a button and speaking into a microphone in the signal box, the signalman can transmit his voice through two powerful loud speakers mounted upon standards between the tracks outside the signal box.

In this way shunters working many hundreds of yards away can clearly distinguish the numerous instructions given by the signalman at a particularly busy and noisy centre of the yard.

It is believed that this is the first occasion on which such equipment has been used for this purpose.

In addition to relieving the strain upon the voice of the signalman, the equipment is obviating the frequent need for shunters to walk to within a short distance of the signal box.

At night time the value of the equipment is emphasised. As many as 59 goods trains arrive in the Gravitation Yard, from which point the trucks are allotted to all parts of the yard, and the Melbourne Goods Shed — entirely by gravity.

Trucks move without steam power as far distant as the Perishable Shed, which is a half-mile away from the Gravitation Yard.

## 20 years ago

A once derelict and desolate area on the south side of Dynon Road, South Kensington, has been transformed into an up-to-the-minute interstate goods terminal.

Traffic congestion, greatly relieved when North Dynon was brought into full use, will be still further reduced by the facilities available at South Dynon.

The new goods shed at South Dynon has three railway tracks running through, and has a holding capacity of 35 four-wheeled vehicles on each side. The centre track is used for shunting.

The whole of the area within the shed and in the immediate surroundings has been sealed to rail level to permit the fullest use of mechanical aids of all types. Entrance gates from Dynon Road are staggered with those for North Dynon to avoid delay to road vehicles.

Rail vehicles can enter South Dynon from either Melbourne Yard or Tottenham Yard. South Dynon is also the entrance to the new Appleton Dock where coal and merchandise will be handled.

South Dynon is expected to handle about 80,000 tons of galvanised iron a year as well as all general goods from Darling Harbor formerly dealt with at Montague Shipping Shed.

This diversion of traffic will mean a considerable saving in handling cost, as it will obviate haulage over the Flinders Street viaduct and into and out of Port Melbourne Yard.

# Thanks come from Bealiba

The Bealiba Waterworks Trust is very grateful for the assistance given by members of the railways staff in helping to provide an emergency water supply from Maryborough to Bealiba township during the recent critical months of November to March.

The organisation and the regularity of the service by the railway staff is to be commended.

On behalf of the trust, and residents of Bealiba, I wish to express our sincere thanks and appreciation for their co-operation and help during this trying period.

Yours faithfully,  
A. J. Kennedy,  
SECRETARY.









# Rail <sup>10 CENTS</sup> Ways

JUNE 1978

Oh for  
the life  
in the  
jungle



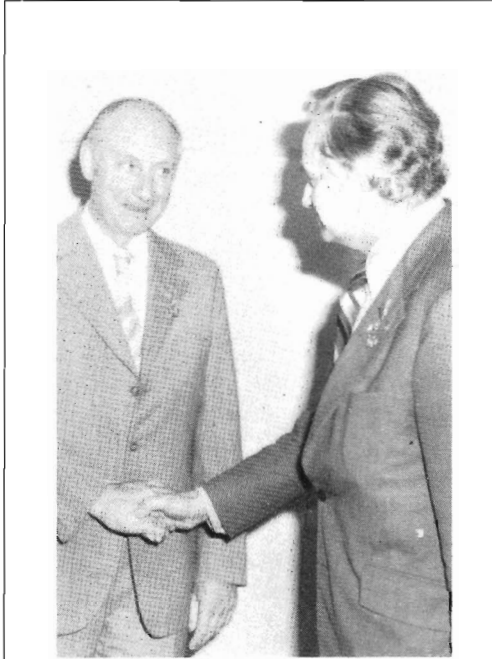


# Bill hands in his flag

Some men work for the railways, others are railwaymen, and Bill Nye was always a railwayman, DS Eastern, Mr Trevor Smith said.

He was speaking at a farewell for Bill, who retired on his 60th birthday after 25 years as Maffra's ASM and 45 years with VicRail.

The railways as a career has been a tradition in the Nye family since Bill's great grandfather drove steam in the days of Ned Kelly.



Deputy General Manager, Mr Lindsay McCallum shakes the hand of new Sunshine VRI life member Len Bennett, of the Rolling Stock Branch. The two met at the official opening of extensions to Sunshine's VRI hall on May 26.

His father, Claude, was Spencer Street SM; his brother, also named Claude, worked at head office before losing his life in World War Two; a sister worked for the railways, and his late wife, Kit, worked on auto at head office.

Bill declined to apply for promotion after transferring to Maffra station in 1953. "I liked the place too much to move," he told Rail Ways.

He began work as a lad laborer with Rolling Stock in 1932, and in 1939 was given extended leave to join the Navy after the outbreak of war.

He served as a leading seaman on board the *Vendetta* and then the *Bungaree*, the largest mine-layer in the world at the time.

The *Bungaree* spent the war laying mines along the Barrier Reef, and around New Guinea, New Caledonia and New Zealand.

After returning home in 1946, Bill worked at Ravenswood, Arcadia and Yarragon stations before transferring to Maffra.

The farewell was held at the VRI in Sale, and railway staff from Traralgon, Sale, Bairnsdale, Stratford and Melbourne as well as Maffra attended.

Bill's railway record was unblemished, said one speaker, "except for one day in 1933, when he failed to clock on at Jolimont."

Responding to the speeches, Bill said he believed that although VicRail now had a few clouds on the horizon, "our popularity and efficiency will increase over the next few years."

He also praised the special comradeship existing between railwaymen — it had meant a great deal to him during his working life.

Bill married Mrs Nita Trew, of Tinamba, earlier this month, and the couple are spending their honeymoon in Bali and Singapore.

On their return they will live at Tinamba, where Bill intends running a few head of stock as a retirement interest.

The cartoon of Bill on the front cover was drawn for him by Michael Lindell, an architect friend from Melbourne.



## IN THIS ISSUE

- 84 Anzac Day march
- 85 VicRail's top apprentice
- 86 Gardenvale station beautification
- 87 New job for Mr Bone
- 88-89 Inventions on show
- 90 An SM rails through Java
- 91 Sir Robert the railwayman
- 92 World Link-up
- 93 Alan Rowe on record
- 94 Retirements
- 95 Backtracking

## FRONT COVER

This caricature of one of Gippsland's most popular railwaymen, Bill Nye, was drawn by Melbourne architect Michael Lindell. It includes several symbols of Bill's life — Navy insignia and medals, Maffra's station sign, a cow (or is it a bull?) and a glass of amber fluid. See story this page.

## 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), etc. 1181 (editorial).

# Dynon's gentleman retires



● Mr Glen Moorehead makes the presentation on behalf of all the men at the depot.

## Portland in safety lead

Portland's railway staff have clocked up 100,000 working hours without a lost time accident, and the National Safety Council has recognised their efforts with an award.

During May, VicRail's Chief Traffic Manager, Mr Mike Ronald presented the council's framed certificate to Portland's SM, Mr Alan Cleland, at a ceremony at the station.

Commenting on the certificate, Mr Cleland said his staff had now taken one step further — they won the VicRail safety award in December.

"VicRail leads the field in industrial safety on railway systems in Australia," he said. "Its approach and attitude to staff safety is the best in the country.

"We provide an extensive range of safety clothing and equipment for employees, and every member of the staff is encouraged to participate in safety on the job."

Mr Cleland said Portland had thrown out a challenge to all Victorian stations to better its safety record.

"We are currently working towards 1000 days, which will fall due on December 4 if it comes about, and so far we have 796 days of accident-free work under our belts."

Mr Cleland said he was pleased to receive the NSC award on behalf of the staff, and hoped it encouraged other sections of industry to undertake safety programmes.

**Ernie May, the gentlemen of South Dynon Loco agree, is an institution.**

Ernie, who joined the railways 45 years ago, retired on May 12, and the depot meal room was packed with past and present workmates for the farewell.

He always referred to his workmates as "gentlemen" but, as Murray Butters said at the farewell, "no-one fits the description of the old gentleman better than Ernie."

Said Murray: "When we began cleaning work together at the North Melbourne Loco Depot in 1937, I saw this bloke in clean overalls with velvet soap under this nails . . . 'I thought to myself: 'This feller's got class!'

"And he has too . . . 'Chooka' would always help those blokes learning the work. They were never just the fellers on the other side of the engine; he always found the time to explain or demonstrate a job."

Ernie, who celebrated his 60th birthday two days before his retirement, began his railway career at the Newport foundry in 1935. He moved on to engine cleaning at North Melbourne in 1937, and before long he was firing for drivers on the big wheel (special class) roster.

After 1947, when he passed for driving, Ern worked the narrow gauge from Fern Tree Gully to Gembrook, as well as the standard and broad gauge lines.

He also did a stint with rostering duties earlier in his career, and spent some time shuffling locos on the turntable.

His efforts on the turntable got a special mention from diesel instructor and former driving colleague, Gerald Dee:

"If he (takes up bowling and) bowls balls like he used to shuffle locos, a few could end up in Ballarat . . . you're an institution here old fellow . . . make 100, but watch how you bowl those balls."

General Secretary of the AFULE, Mr Glen Moorehead, making presentations to Ernie on behalf of the men at the depot, said: "He's a good mate, a good loco man, a good railwayman and a good union man.

Ern had not always been in agreement with the union, "but his criticism was always constructive."

In reply to the afternoon's 15 speakers, Ernie almost brought the house down by remarking that he didn't know what to say. Ern has never been lost for words.

He had, he said, immensely enjoyed his years with the railways.

"Anyone who says they're glad to get out of the place when they retire is telling a pack of lies — your thoughts will always go back to the job," he said.

"The comradeship, the bond, the mateship and friendships among railwaymen are wonderful, gentlemen. I will miss it all enormously."

Ernie and his wife, June, will take an interstate holiday before he begins work again — on improvements to their Pascoe Vale house.



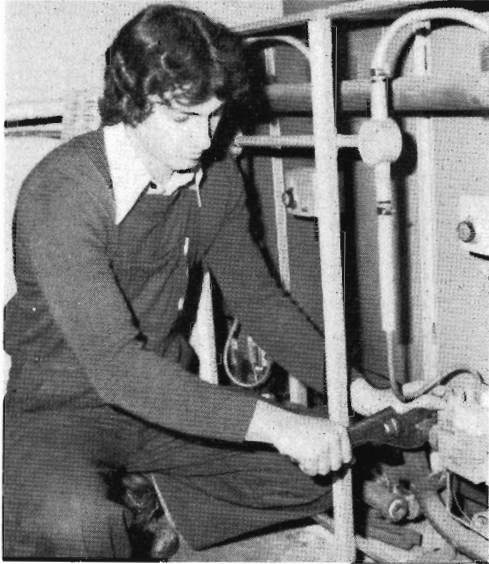


The Victorian Railways band steps out during the march from Flinders Street station to the Shrine of Remembrance on Anzac Day.

Mr Les Wignall, Chief Ambulance Officer, leads VicRail's returned servicemen in the march.



# Winning is his habit



VicRail fourth year apprentice plumber and gas fitter Domenic Marino has made a habit of winning scholastic prizes during his training.

Domenic was recently awarded the Albert Smith prize by the Master Plumbers' and Mechanical Services Association of Victoria for his pipeline design of plumbing for a multi-storey buildings.

The Governor, Sir Henry Winneke, presented Domenic with his award at a presentation day at the Old Melbourne Motor Inn.

At the moment based at Flinders Street, Domenic started at VicRail in 1975, and has gained academic prizes in both 1975 and 1976. He also won a silver medallion for his efforts at the Footscray Technical School.

In his few free moments away from work and study, Domenic likes a round of golf, or watching Geelong perform in the VFL.

● Domenic is pictured here on the job.

## Tank car handed over



The first rail oil tanker built in Australia for the Commonwealth Oil Refineries has finally reached the end of the line after 54 years of usefulness.

In a special ceremony at the Australian Railways Historical Society's museum in Newport last month, the tank car was handed over by BP Australia for preservation.

The car was built for COR by the Victorian Railways to carry furnace oil. The contract was let on March 24, 1924, at a cost of £565 (\$1130), which included the chassis.

It was first used on November 6, 1924. The tank's capacity is 13,600 litres (3000 gallons), and is the riveted type with wooden axle boxes.

BP's marketing manager, Mr Bob Egan, who presented the car to ARHS chairman, Mr Jack Stephens, said the rail tank car "has become a victim of the times".

"The larger storage facilities at BP's depots means that this car has become obsolete, and we are currently using much larger tanks to transport our products," he said.





# A home away from home

Relieving clerk, Gary Cincotti was so impressed by the care lavished on the Gardenvale station offices that he wrote in to Rail Ways to tell us about it.

"As you can imagine," he said, "I see many stations in the course of my work.

"However, I've never worked at a station cleaner and more generally looked after than Gardenvale."

Gary said he realised all stations couldn't be cared for in the same way, "but it does show how a little thought can improve one's own working conditions."

Most of the improvements made to the offices have been instigated by Mrs Phyllis Edge, the station assistant.

She has made curtains for the windows, and decorated walls and spare spaces with ornaments. Her pot plants are growing healthily, and she also regularly brings in cut flowers from home.

Mrs Edge and clerk Brian Dowd spent their own money, and spare time, repainting the rooms.

● Elsternwick SM Mr John Friebel (left), Mrs Edge and Mr Dowd pictured with a steam loco print framed for the Gardenvale station office by Mr Edge, a suburban guard.

# Bill wins us a job

"This letter made my day," said the Chairman, Mr Gibbs. It was sent to him by Mr Hank Noorman, contracts manager of W.H.Huisman Coatings, an industrial painting company.

It reads:

"This week we were subjected to an encounter of the unexpected kind.

"Our company ships coated pipe to various clients in Victoria and interstate, and has been subjected to the usual broken axle, blown tyre apologies from road transport companies for as long as our beleaguered transport manager can remember.

"This week we had to send some long pipe from Hastings to Morwell that had, by contract agreement, to be sent by rail.

"Our reaction was one of: 'God help us'. After all, neither I nor anyone else at our company had ever heard anything but complaints about VicRail's service personally, or through the media.

"Then we met Bill Gorey, your Hastings station master.

"What was a problem by road was carried out with enthusiasm, courtesy and an attitude of: 'We will help you move your goods, that's our job. And we like doing it well!'

"Sir, cancel your expensive advertising campaigns and hire a thousand Bill Goreys, and you will operate in the black. He has won us over to rail.

"Yours with thanks for excellent service,

Hank Noorman."

# New job for Charlie Bone

Mr Charlie Bone has been appointed VicRail's first retirement counsellor.

Mr Bone, yard foreman at Geelong before taking extended leave of absence without pay to become State president of the Australian Railways Union, has been with VicRail for 42 years.

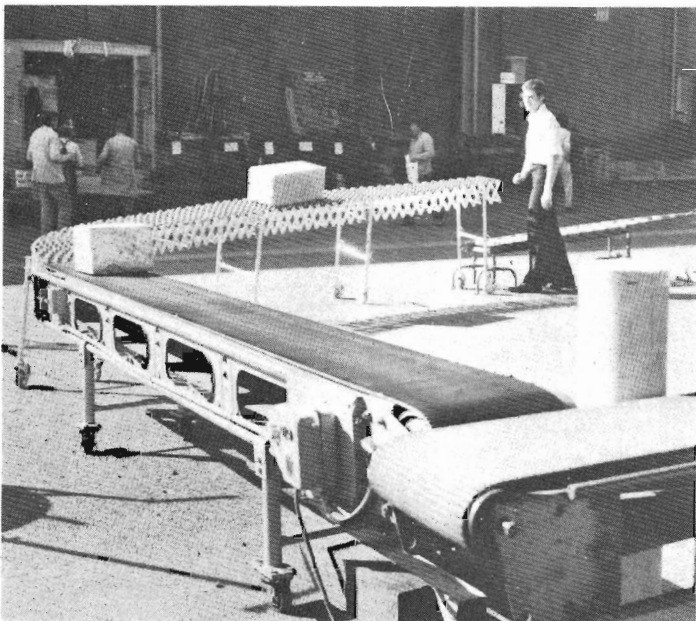
He also represents railway contributors on the State Superannuation Board, and has wide experience in retirement matters. He will retain this position after taking up his new job within VicRail.

Mr Bone will start as retirement counsellor on Monday, July 3. He will be in room one on the second floor at the State Savings Bank building in Spencer Street, and will have auto number 2074.

His duties will include providing advice and guidance on financial, social and recreational matters to employes nearing retirement.



● Mr Bone



Conveyor belts installed on the job obviate the need for carrying heavy packages, and can help prevent back injuries. This belt was on display at an exhibition at the Melbourne Freight Terminal held in conjunction with the back injury seminar (see pages 88-89).

## BACK INJURIES IN FOCUS

"Fifteen percent of our staff suffers a back injury each year that causes the loss of one or more shifts," Mr Lindsay McCallum, Deputy General Manager, said when opening a seminar on back injuries.

The seminar was part of a safety exhibition and material handling display held early in May.

The aim of the seminar was for senior officers of all branches to learn what causes back injuries, and

to try to devise new work methods to reduce back injuries throughout VicRail.

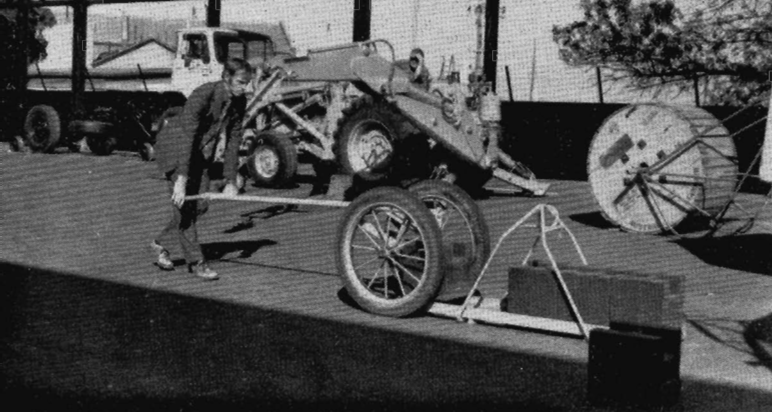
Mr McCallum, who is chairman of the railways' safety council, told the 250 officers that the money paid by the Workers Compensation Board to workers suffering back injuries resulting in partial loss of movement of arms and legs, had increased from \$29,114 in 1974-5 to \$169,881 last financial year.

Two guest speakers were at the half-day seminar. They were Dr Barry Grove from the Ford Motor Company, Geelong, and Mr Norm Helwege, from the S.E.C.

Dr Grove spoke on the causes of injuries to the spine, and muscles and ligaments in the back.

Mr Helwege discussed the need for designing the machine to suit the worker, and associated problems. These problems included analysis of work methods.

# Invention on display



Alan White, Way & Works safety officer, demonstrates the weightbridge weight lifter, designed at the Spotswood Workshops.



During manufacture plastic film is stretched, and after being placed around the pallet, it is heated. The film tries to shrink back to its original shape, forming a tight wrapping around the goods.



One of the popular displays was the 'Jolosapede'. This hydraulic boom ladder is operated by just one person, whose feet control the machine's direction.

Number five shed, Melbourne Freight Terminal, took on a different role early in May.

Instead of wagons waiting for loading, an excess of \$250,000 worth of handling equipment was on display.

The exhibition was the launching of VicRail's safety campaign on back injury prevention.

Equipment on display varied from a simple two-wheel trolley to a \$70,000 hydraulic mobile crane.

Chief Safety Officer, Bill Cox described the two-day exhibition as very successful. More than 800 supervisors attended, he said.

Of the VicRail inventions, one of the simpler designs was a weight lifter. These weights were used to test weighbridges.

Designed and made at Spotswood Workshops, it consists of a basic frame, two rubber tyres and a long handle to take care of a 200 kg weight.

Spectators who thought there was a knack to the way Alan White, Way & Works safety officer, carried out the demonstration were amazed at the ease of operation when they tried the lifter themselves.

An Electrical Testing Division invention, a loading hoist created much interest. Built into a departmental van, the hoist takes the strain out of getting 100 kg electrical transformers in and out of the van.

VicRail's post-digger gave demonstration on how just two men can erect telegraph poles.

It includes a crane with a post digger attachment, which folds to the side of the crane when not in use. The pole is hooked to the crane and then lifted into position. One person controls the crane and digger, while another works in the positions the pole.

As well as many mechanical handling devices designed and used by VicRail, a number of other firms also displayed their equipment.

There were demonstrations of shrink wrapping and stretch wrapping of pallet loads. In shrink wrapping the plastic film is stretched during manufacture, placed around the pallet, and then heated by a heat gun. The film, when heated, tries to shrink back to its original unstretched form.

In stretch wrapping, the pallet is placed on a turntable and the film wrapped around the pallet.

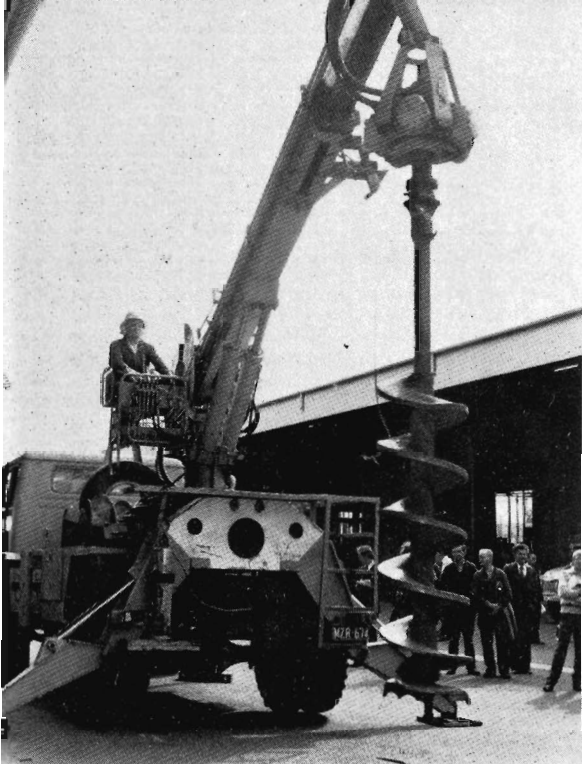
Another demonstration that held the crowd's attention was the unloading of beer pallets. The pallets are lowered off the road vehicle by a crane attached to rear of the truck. The pallets are then placed in the rail wagon by a forklift.

Other exhibits from outside included newly designed industrial cleaners, many forklifts, machines with special attachments, and conveyor belts.

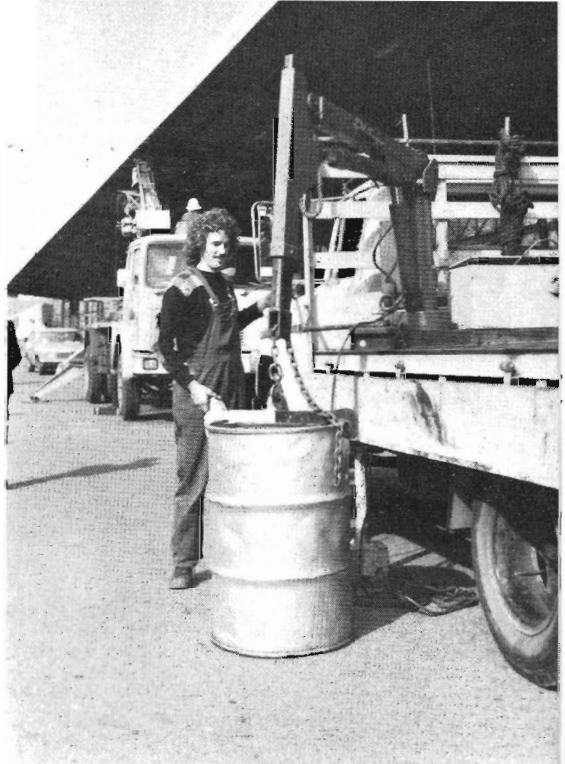
However, the most popular display from outside the firm was the 'Jolosapede', a hydraulic boom ladder.

This Australian-made machine was designed principally for orchard work, but is just as handy in house painting, home maintenance or cleaning.

All the controls are worked by the operator's feet. To move forward or reverse, to go up or down, left or right, the operator works pedals, leaving his hands free to carry out the



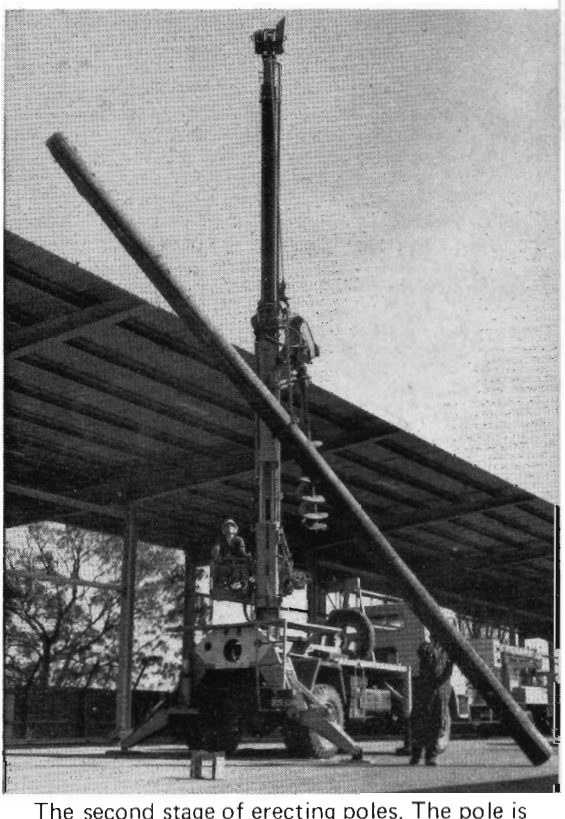
The first stage of erecting poles the easy way. This large crane has a post-hole digger attachment which takes the strain out of digging.



No need for any back-breaking effort in getting 44-gallon drums off trucks. The drum is attached to the small crane and lifted on or off the truck.



The weighbridge weight lifter turns 200 kg to a featherweight. Spectators who tried the carrier were amazed at how light the weights became.



The second stage of erecting poles. The pole is hooked to the crane and lifted in to position. The post digger can be seen on the side of the crane.



# This train stops for prayers

**Paying porters to buy a ticket for you, locomotives scraping the sides of cars at level crossings, and 20 minute stops for moslem prayer time are all part of train travel in Java.**

Mr John Vanderhorst, relieving SM at Leongatha, spent his annual holidays in Indonesia, and travelled 3000 km around the Javanese railway system.

**Here is his story:**

To begin with, I was lucky to have an Indonesian friend to travel with me, because I didn't master the language enough to get the most out of the trip on my own.

The day before we left Jakarta we decided to gather some information, and as Gambir station, the second biggest in the city was the nearest, we tried that first.

On the outside this station resembles Ringwood, but the floor of the lobby, where the booking windows are, was of packed earth. And not clean either.

The information we sought was not available, and we were directed to try Kota, Jakarta's main station. The place was tidy, clean and well kept, and looks a bit like the Spencer Street country platforms. Brightly colored climbing plants grew around the bufferstops.

Large information boards gave details of departure times and fares, but printed timetables were not available.

Round trip tickets are not available — only single tickets can be bought. Child fares, which are slightly more than half the adult fare, are the only concessions known.

**Because there are no pensions in Indonesia, no pensioner tickets are sold. There are students, but they get no fare concession. However, there is a discount for group bookings.**

We took a taxi back to the hotel — or rather part of the way to the hotel — because we finished up in a traffic jam.

It would take hours to untangle, and as the meter was ticking away, we paid the driver and got out to walk the rest of the way.

After struggling about 300 yards through the crowd we came to a level crossing, where an engine was trying to get through the tightly-packed traffic.

The boom barriers, which are of a non-standard type and worked by hand although not interlocked, could not be lowered because of the traffic bank-up.

The fireman, who was standing on the front of the engine, and some other fellows, apparently employed by the railways, were cursing and yelling at the drivers of cars, taxis, tricycles and bicycles, and to pedestrians, while the loco driver edged his engine through the melee.

**He scraped a car here and there, taking the bumper bar off a 1938 Chevrolet, and ran over the rear wheel of a bicycle.**

The cause of the traffic jam was the failure of a set of traffic lights. No-one would give the other fellow an inch, with the result that they all just sat there, keeping their car horns and bells going and making a hell of a racket.

Not until a truck-load of police arrived did the whole business get untangled . . .

The next day we joined the train to Semarang, a distance of about 600 km.

The carriages of the country trains are made in East Germany, and are solid, but sober. Some have layback seats and are air-conditioned, but the track noise is bad.

The service on board is excellent. Although a dining car is attached, drinks and even a three-course meal will be served in your seat if requested. This train can be compared with the *Spirit of Progress*, and includes an X-class engine with eight cars giving first and second class seating. Each carriage holds 54 passengers.

Cushions and blankets can be hired at Rp.250. The staffing is rather elaborate — a steward and stewardess for every two cars, two stewards and two stewardesses in the dining car, and five cooks and cleaners in the kitchen. This train is called the *Mutuara*.

**Apart from a 20-minute stop to give the moslems time to unroll their mats and say their prayers, the trip was without incident. The 20-minute stop was also made on the way to Java's cultural capital, Jogjakarta.**

In Jogjakarta I visited the SM's office, and was able to have a look at the signalbox. An ASM who knew some English guided me around, and I was able to find out a little about the system.

The telegraph is still in full use. The whole system is single-line, except for a few miles around Jakarta, where it is electrified double line.

As far as I have been able to learn, the single line system works as follows: The 'is line clear' for a particular train is requested by telegraph from the signal box in advance, and if the line is clear, this signalbox accepts this train by a telegraphic message.

No further authority is then required, and on departure a bell signal is exchanged.

My ignorance of Indonesian prevented me from getting a full picture of the system.

The last part of our trip, Bandung—Jakarta, took only 3½ hours, and was made during daylight with eight cars and an X-class loco again.

We bought the tickets the day before travelling, and when we requested first class seats, we were told that the two first-class carriages were reserved for government officials only.

Having seen how many government officials Indonesia has, we had no doubts that they would easily fill these two cars.

During the journey our tickets were checked by three conductors and a policeman.

**The first conductor checked the ticket against a list; the second nipped a hole in it, and the third cut a small piece off it.**

I wasn't able to clarify the position of the policeman, and wasn't game to ask.

When we arrived in Jakarta it was raining. Although it is the only place in Indonesia where taxis are metered, none of the drivers wanted to use the meters. They all wanted a flat rate.

So we had to bargain our way to the hotel on the driver's terms — he was sitting in the dry while we stood in the rain. We had to settle for about twice the metered value of the fare, but by this time we had learned to accept this type of caper.

In conclusion I would like to mention the polite and friendly nature of Indonesians.

I saw places and experienced events that no package tour could provide and, for anyone interested, the airfare (about \$550) and about \$30 — \$35 a day each will give you a comfortable holiday in Indonesia.

# A 'RAILWAYMAN AT HEART'

Sir Robert Menzies, who died in Melbourne on May 15, was State Minister of Railways between 1932 and 1934. He described himself as "a railwayman at heart".

He was the man behind the establishment of the Transport Regulations Board in Victoria in 1933.

As the 1929 depression descended on Australia, the railways faced intense competition with the development of motor transport. The threat was met by a State-wide business drive, and special contract rates.

remember, I was Minister of Railways in Victoria.

"I'm a railwayman at heart, and when I was Minister of Railways, the chairman of railways commissioners was the late Sir Harold Clapp, one of the greatest railwaymen we will ever know.

"He himself, let us remember, years ago did a tremendous amount of basic work in the planning of uniform gauge development.

"He is no longer with us. I should wish to remember him today because I'm sure that if that great man were here in the flesh, and had seen this train roll in, he would have felt that one of his great dreams had been accomplished."

● Mr Menzies (circled) is pictured at the official opening of the standard gauge in 1962.



The road hauliers, without awards or controls, and with their trucks mainly on time payment, cut their rates to the bone.

Mr Menzies, as Minister of Railways, sponsored an Act to set up the TRB to control transport competition.

During his time as Railways Minister, Mr Menzies was instrumental in gaining Government approval for building Australia's first all-steel air-conditioned train, *Spirit of Progress*.

By the time the *Spirit's* first trip was made, in November 1937, Mr Menzies had moved into Federal politics. He came to Melbourne as Attorney-General to attend the inauguration of the train.

And he came back to Spencer Street again in 1962, for the opening of the standard gauge line and the introduction of the *Southern Aurora*.

By that stage he had become Australia's longest serving Prime Minister, and still had another four years to go before resigning office.

In his speech he said:

"One thing I do want to do this morning is confess to you that, long before some of you

## Rail link too costly

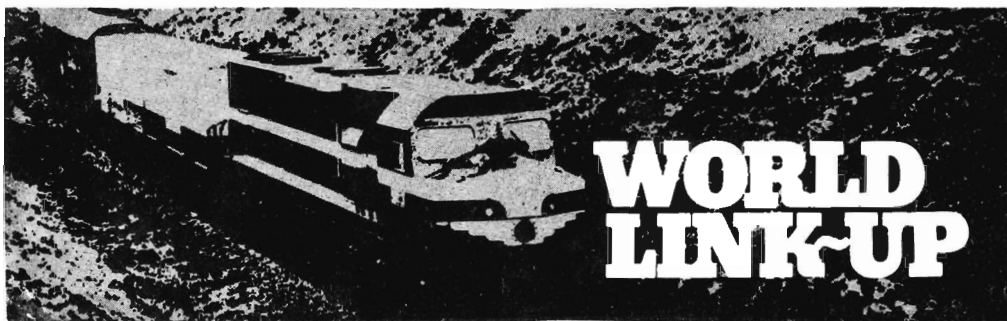
High costs and development restrictions in the area have force the State Government to drop its plans for a rail link between Dandenong and Frankston.

The Transport Minister, Mr Rafferty, said the link would have cost around \$30 million, and could not be economically justified.

The \$30 million would not have included the extra trains needed, or the cost of duplication and electrification of the existing line between Dandenong and Lyndhurst, which would be required.

Mr Rafferty said future public transport needs for the corridor between the two centres would be met by a high standard bus service along the Frankston-Dandenong Road.

He added that the possibility of a freight rail service between Westernport and the South Gippsland line would be examined.



**Britain:** The first run of the HST between London and Edinburgh arrived 19 minutes late, but still 16 minutes faster than all the previous inter-city trips. The train will normally make the trip in 4 hours 52 minutes, cutting 35 minutes from the usual run. The first trip was held up by work on the 640 km line. High Speed Trains already operate between London and Bristol and on the South Wales route.

★ ★

**USA:** The train which was America's second last all-Pullman operation, and which has been all Am-coach since last winter, now features sleeping car service and an improved dining facility.

Starting in mid-December, the Panama Limited carries an all-electric sleeper (one of 25 being rebuilt by Amtrak) as well as the six Amfleet carriages normally in the consist. The Amdinette features linen, silverware and fresh flowers on four of the eight tables, and one waiter has been designated to serve in the special dining section.

★ ★

**New Zealand:** The last major work on the Kaimai Tunnel, the completion of the railbed and laying of the rails, has now been completed. The nine kilometer tunnel, the longest in New Zealand, is part of a 25 km railway deviation linking the Waikato with the Bay of Plenty. Tunnel construction began in 1969 and the line is expected to be in use by August.

Setting the concrete railbed began on the eastern section of the tunnel in February with a paving machine especially imported for the job.

★ ★

**Botswana:** The tentative date of January 1, 1980, has been set for the proposed Botswana Railway Corporation to take control of the 650 km, Rhodesia Railways main line between the frontier stations of Plumtree and Ramatlabama near Mafeking.

★ ★

**West Germany:** German Federal Railways has introduced 200 km/h running on three sections of route: Augsburg—Donauworth (42 km); Hanover—Uelzen (93 km); Hamburg—Bremen (122 km); In May last year 200 km/h running was restored on the 62 km Munich—Augsburg line.

★ ★

**Britain:** Provision has been made in Greater London Council's 1978 budget for the construction or reopening of three stations on British Rail's 5 km freight line between Dalston Junction and Stratford. As well, a sum for the design of a proposed 2 km tunnel under the Thames between Custom House and Woolwich Arsenal, has been set aside.

★ ★

**Greece:** A group of German banks has offered a DM100m loan to Hellenic Railways for upgrading and realignment of the 510 km Athens—Salonika main line.

★ ★

**Switzerland:** The Nostalgic Orient Express tours run last year by Intraflug AG of Zurich have been a great success. Further tour programme has been planned to leave Stuttgart on September 8, returning from Istanbul on September 11, and from Zurich on September 16, returning from Istanbul on September 19.

## 'New generation' for Adelaide

The South Australian State Transport Authority — Rail Division, has great hopes that its new "push-pull" type train, for the construction of which (26 driving trailer passenger cars and eight diesel-electric units) tenders were called last October, will attract more patrons to rail.

They will certainly be an improvement on much of the stock running around the tracks of the cathedral city at present.

Concepts adopted in the design of these cars include air conditioning.

It is proposed to use these trains up to their maximum length during the peak morning and afternoon periods, and in shorter consists during the remaining daylight hours. At night the trains will probably be scheduled to use the older 300 and 400 class railcars.

Both the non-powered passenger cars and diesel-electric power units will be sheathed in stainless steel and have the same exterior contour.

Exterior painting will be kept to a minimum and used for decoration and identification only. Consideration has been given to car cleaning, especially in relation to the sheathing shape and external fittings.

"New Generation" trains will run in consists of two to five non-powered cars with each power unit.

It is proposed to marshal the power unit at random within the train giving maximum versatility for traffic operation. A maximum length of train with five passenger cars will provide about 540 seats.

An elevated driver's cab will be located in a "blister" near the front of each car, and the end of car-roof will be shaped for good visibility.

Driving controls and equipment will be arranged to give the driver maximum all-round vision. The driver will have radio-telephone communication with train control, and a public address system for making announcements throughout the train.

Air sprung bogies of 1,600 mm gauge will be installed under the cars to give a soft, smooth ride and allow a low floor height.

— Australian Transport



## We're in on the act

**Alan Rowe has been fascinated by railways for as long as he can remember.**

He yearned for a job driving locomotives, but when he left school, during the depression, that sort of work — or any on the railways — was almost impossible to get.

So he became an entertainer instead.

He found out very early in life, as a boy at Gardiner Central primary school, that he could imitate all sorts of sounds, but especially the sounds of engines.

"The teachers weren't always thrilled, but the other kids thought it was great," Alan says.

Many of his steam engine impressions can be heard on a long play record he has just released called *Riding Round the Railways With Rowe*.

It also includes original songs like the Deepdene Dasher, *Riding On the Old Z van*, *The Beechie and the Footplate Fireman*. And comedy pieces explaining the *Up and Down of the Railways*, train departure announcements as they could be done by a race caller, a politician, a BBC announcer and an elocutionist; and an hilarious sketch in verse called *They Aren't and They Shan't Cos They Can't . . .* about why 99 sheep cannot fit into a wagon made to hold 50.

Alan's talents aren't confined to steam train impressions, though. In fact he is billed as: Alan Rowe The One Man Show. He is a comedian, ventriloquist, puppeteer, singer and straight actor.

In fact he's involved in straight acting at the moment, with a part as the bank manager father of a railway worker — Bruce ('Stork') Spence — in the film version of the play *Dimboola*, now being made on location.

He's also a familiar television face. He's appeared in *The Sullivans*, *Homicide*, *Division 4*, *Hunter*, *Matlock Police*, *Ryan*, *The Long Arm*, *Australian Playhouse* and *Bellbird*.

Alan has also worked in Britain with famous names like Laurel and Hardy, Shirley Bassey, Billy Daniels and Guy Mitchell. He has even helped entertain royalty at Buckingham Palace.

But, he says, his favorite job of all time was as the driver of K184 in a commercial for State Insurance.

● Alan Rowe dressed for his favorite role — the driver of K184. The engineman's cap was presented to him by VicRail's Ron Chandler.



# —RETIREMENTS—

## ELECTRICAL ENGINEERING

RICHARDSON, W. B., Testing Division, 22/3/78

## FREIGHT

BEAZLEY, J. H., Melb. Freight Terminal, 30/5/78  
CARROLL, P. J., Melb. Freight Terminal, 28/4/78  
HODGSON, F. T., Melb. Freight Terminal, 31/3/78  
HUNT, E. W., Melb. Freight Terminal, 26/5/78  
LAWTON, G. H. C., Melb. Freight Terminal, 13/5/78  
VILKAS, E., Melb. Freight Terminal, 29/5/78

## ROLLING STOCK

ARISTOVOULOU, G., Jolimont, 1/5/78  
BEASY, A. H., Ballarat North, 30/5/78  
BODAK, D., Traralgon, 9/3/78  
BORCHERS, T. O., Ballarat North, 28/4/78  
CARAYANNOPOULOS, E., Newport, 22/6/78  
CORRIE, W. E., South Dynon, 21/3/78  
DALZOTTO, A., Newport, 14/6/78  
DWYER, J. D., Ballarat North, 20/4/78  
FRAZZETTO, B., Shelter Shed, 20/4/78  
HARDIE, H., Ararat, 10/7/78  
HOLLOSY, I., South Dynon, 9/7/78  
KEILY, T. F., Traralgon, 24/3/78  
McNAMARA, R. J., Warragul, 19/7/78  
PUMO, G., Newport, 25/6/78  
SIMPSON, J. H., Newport, 28/4/78  
SLATTERY, R., Bendigo, 16/7/78  
SMART, J. C., Seymour, 4/5/78  
SYLWESTRZAK, I., North Melbourne, 10/6/78  
TARTAGLIA, A., Jolimont, 18/6/78  
THIRLWALL, W., Jolimont, 28/4/78  
ZAPPULLA, A., Newport, 4/7/78

## TRAFFIC

ANGEE, H., Benalla, 11/4/78  
BARTASKA, K., Glen Waverley, 20/5/78  
BRUNO, D., Jewell, 7/10/75  
FLANNERY, L. M., Eltham, 14/4/78  
GARTH, C. R., Melbourne Yard, 19/4/78  
HAEUSLER, T. M., Annuello, 14/4/78  
KURZKIE, R. C., Bendigo, 15/5/78  
LADD, L. A., Balaclava, 10/4/78  
LOHNSON, M., Epping, 27/2/78  
MUSIL, J., Head Office, 2/12/77  
NYE, W. P. T., Maffra, 6/5/78  
PELLISSIER, G., Glen Waverley, 20/4/78  
PETERSON, G. J., Belgrave, 5/5/78

## WAY AND WORKS

BECKTOLD, A. C., Spencer Street, 26/4/78  
CLOVER, E. R., Bendigo, 13/5/78  
CLOVER, R. G., Bendigo, 13/5/78  
DOBSON, R., Wangaratta, 23/7/78  
DONOHUE, P. J., Seymour, 6/6/78  
DUNN, G. L., Wool Exchange House, 12/5/78  
GIAMPICCOLO, O., Laurens Street, 30/6/78  
GRIFFITHS, J., Echuca, 10/5/78  
GRIFFITHS, O. A., Echuca, 28/4/78  
GRANT, E. J., Head Office, 9/6/78  
HOLROYD, F., Flinders Street, 21/4/78  
JAMIESON, A., Newport, 24/4/78  
JOLLEY, M. C., Wangaratta, 9/7/78  
MAJEWSKI, J., Ballarat, 8/7/78  
MARKOCKI, W., Spotswood Workshops, 4/4/78  
MARRIOTT, V. N., Wool Exchange House, 12/4/78  
MORFUNI, V., North Melbourne, 4/8/78

MORANT, S. A., Korumburra, 21/4/78  
MURPHY, A. J., Korong Vale, 2/5/78  
McGILLIEN, E. G., Ararat, 19/5/78  
NOWAK, S. A., Spotswood Workshops, 12/7/78  
PAPADOPOULOS, V., Special Works, 17/6/78  
PEVITT, F. R., North Melbourne, 2/5/78  
PINKERTON, W., Caulfield, 24/5/78  
SPADAFORA, G., Flinders Street, 9/7/78  
WRIGHT, A. D., Ouyen, 20/7/78  
JONES, R. S., Korumburra, 19/5/78

## Planning for retirement

Most workers look forward to their retirement, but many do not get full enjoyment from their "well-earned rest".

Last year the V.R.I., for the first time, conducted a retirement counselling programme. It was extremely successful, with more than 100 people attending.

This year, again in conjunction with the Early Planning for Retirement Association, the institute will hold the two-night programme on Monday, July 24 and 31.

Guest speakers from the State Superannuation Board, Department of Social Security and the Stock Exchange, as well as speakers from the E.P.R.A., will talk on a wide range of subjects.

Topics on the first night include hobbies and activities, superannuation, legal and financial arrangements.

The second night will include talks on social security, mental and physical adjustments, taxation and investments.

The programme will be held at the V.R.I. Ballroom, 3rd floor, Flinders Street station building. Both sessions will begin at 6.30 p.m. and conclude at 8.45 p.m.

Tickets at \$1 each session must be obtained before the night, and are available from the V.R.I. Supper will be available each night.

This is an excellent opportunity for anyone contemplating retirement to learn how to get the most out of it.

## A LETTER OF THANKS

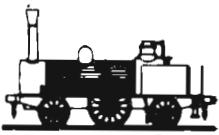
I wish to say how grateful I am to the VicRail first aid department for the wonderful service that is given to the public in cases of illness.

I was an unfortunate person that collapsed at Flinders Street station on platform six at midday one day during May.

The first aid lady was at my side in a matter of a few minutes. A phone call was made to my wife, and an ambulance was arranged in quick time.

I personally wish to thank that first aid lady sincerely for her quick action in coming to my aid during the unfortunate incident. I cannot speak too highly of your first aid department.

A. W. Greatz,  
Allan Street,  
Noble Park.



# BACKTRACKING

In this regular feature Rail Ways looks at stories that made news in the Review and Newsletter earlier this century.

## 60 years ago

When the electrification of the Melbourne suburban lines is in full operation, it will not be practicable, owing to the electrical equipment and the change in the method of lighting, to continue to use the suburban cars for country and excursion traffic.

The commissioners have therefore arranged, when funds permit, for the construction of cars of a suitable type to accommodate this class of traffic, and a pattern car, has been recently completed at the railway workshops at Newport to designs prepared under the supervision of the chief mechanical engineer.

Under the electrification scheme, a number of the existing swing-door bogie cars will be used as motor coaches, new underframes and bogies of a similar design to those built for the new sliding-door cars being provided for them; and the underframes and bogies thus released are being used for the excursion cars.

By the provision of the new bodies, an excellent type of car for this service is being obtained for an expenditure of about £1000, as compared with about £1800 for a new car, and very profitable use is made of the old underframes.

In general appearance the new car somewhat resembles the Victorian Railways' standard sliding door suburban cars, the sliding doors, steel panels, seats, passage ways and partitions being similar but, to suit the longer journeys, the number of doors has been reduced to one-third — one on each side of each of the three main saloons.

One of the saloon compartments is reserved for smokers, and a small compartment is set apart for ladies at the other end of the car.

## 40 years ago

It has always been realised that lightning damage to the 1500 volt overhead equipment supplying power to the suburban electric train services may cause serious delays to traffic.

A lightning flash may charge the overhead lines to a high potential, causing the supporting insulators to "flash over". This provides a conducting path for the 1500 volt power current which, if allowed to persist, will burn down great lengths of line.

To prevent power currents flowing under such conditions, the overhead equipment has been divided into sections, each being fed through high speed circuit breakers in sub-stations and tie stations.

These circuit breakers open automatically in time of trouble. It is necessary for the control engineer in charge of power supplies to receive an indication and thus have their operation under his control.

To provide the control engineer with these facilities, a system known as supervisory control, which assures a continuous and effective supervision of all units of the electric power supply will be introduced.

When completed, the system will be one of the most comprehensive of its kind in the world.

The nerve centre of the system will be a control room in Batman Avenue near the Flinders Street station. It has been specially treated to reduce noise to a minimum, and is air-conditioned.

By means of the equipment in the room, the control engineer will also be able to bring into operation power apparatus in automatic sub-stations during daily traffic fluctuations.

## 20 years ago

Development of the site of Princes Bridge station is provided for in an agreement between the railways commissioners and the Victorian Employers' Federation for leasing the area at the south-east corner of Swanston and Flinders Streets for a term of 98 years.

The area, which has a frontage of 660 ft. to Flinders Street and 118 ft. to Swanston Street, is presently occupied by Princes Bridge railway station, platforms, etc.

The agreement provides for the lowering of the tracks and platforms at an estimated cost of £468,000, which is to be borne by the federation. It also provides for accommodation equal to the existing station buildings, shops, etc., at the new low level.

At ground level a concrete slab will be laid over an area of about 60,000 square feet, and a series of limit height buildings will be erected on top of the slab.

The buildings will consist mainly of office space, and one of them — probably to be known as Victoria House — may become headquarters of the federation. Other features envisaged in the buildings are cafes, an open air restaurant, a theatre, modern parking stations and other facilities.

Interim plans have been drawn in such a way that the view of St. Paul's Cathedral, on entering the city from St. Kilda Road will not be impaired.

The scheme is estimated to cost about £7½ million and, subject to the federation obtaining the necessary consents, work should begin in from six to nine months' time and be completed in about four years.

At the end of the lease, the entire structure will become the property of the railways commissioners.

## Granville heroes get medals

Forty-five railway workers in New South Wales were awarded bronze medals by the Premier, Mr Neville Wran, at a ceremony in the Sydney Town Hall recently. More than 200 people received the awards.

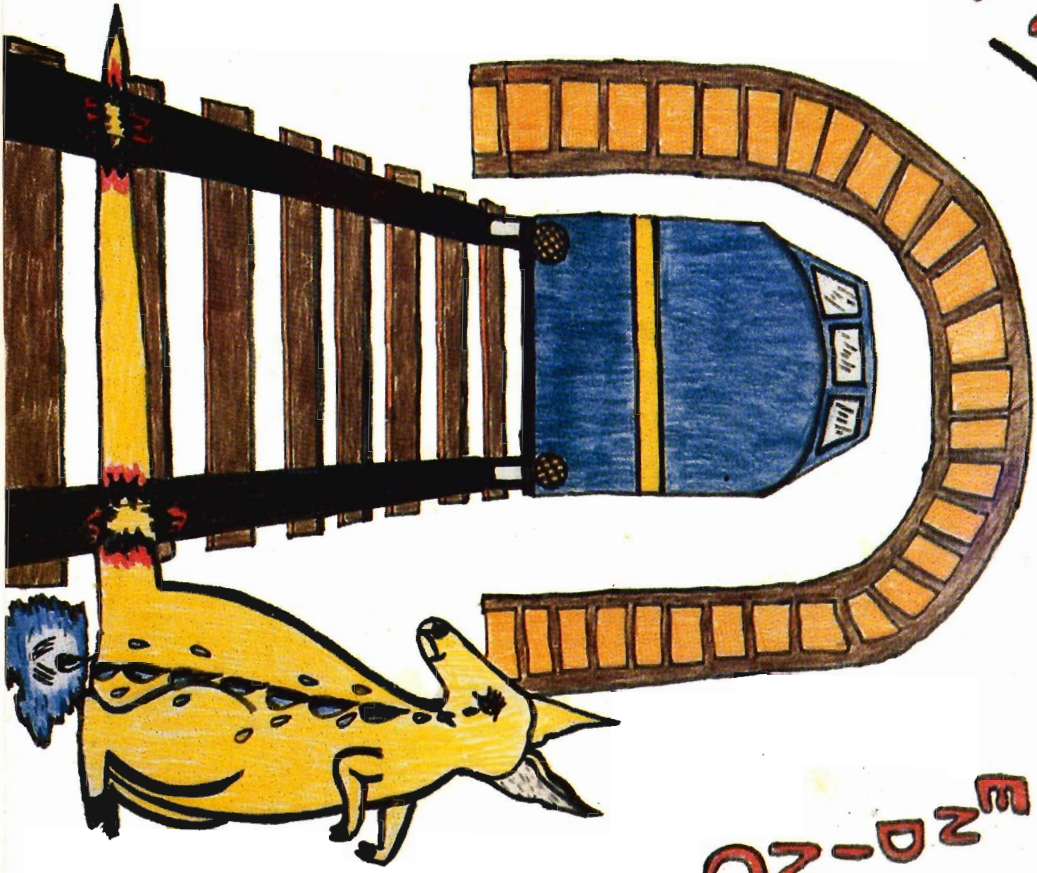
The Public Transport Commission employees had

played a major part in rescue operations during the Granville disaster in January last year.

Workers who gave their time and effort to help alleviate the victims' misery were men from signals and communications, electrical, way and works, rail operations and mechanical branches.

They were workers from all walks of railway life, including a general manager, engineers, laborers, gangers, carpenters and fettlers.

IF YOU WANT A TALE



END-2G  
TAMPOL

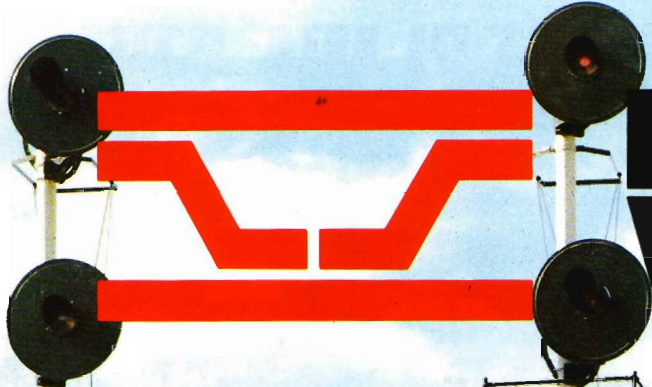
STOP

LOOK

LISTEN







# Rail <sup>10 CENTS</sup> Ways

JULY 1978







Portland is the first Victorian station to notch up 100,000 man-hours without a lost time injury, and staff were recently presented with a National Safety Council award to mark their efforts. Pictured with Portland staff after the presentation are, from left: Mr Colin Sampey (Senior Safety Officer, traffic), Mr Peter Helbig (Assistant Chief Traffic Manager, administration), Mr Alan Cleland SM, and Chief Traffic Manager, Mr Mike Ronald.



## Rail Ways

### IN THIS ISSUE

- 99 Her Aim is the Big Wheel
- 100 Awards to '77 Apprentices
- 101 Underdog – But RIO's Win
- 102 I Was Only Doing My Job
- 103 Grant Aids Steam Rail
- 104, 105 Picks From the Past
- 106, 107 It's a Century Since Bay Buy
- 108 World Link-up
- 109 Letters of Thanks
- 110 Retirements

- 111 Backtracking
- 112 1938 Hockey Team

### FRONT COVER

C501 heads through the Longford loop on the standard gauge. Photo: John Phillips.

### 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 61 001 ext. 1367 (subscriptions), etc. 1181 (editorial).

# HER AIM IS THE BIG WHEEL

Jenny Krenz, vivacious, pretty and 17, doesn't ok like the kind of girl to make history.

But that is just what she has done.

Jenny began work at South Dynon Loco Depot last month as Australia's first Government-employed female loco engine driver.

She is also the first female member of the AFULE.

And she's really enjoying her job, although she's a little embarrassed by all the attention she's getting.

Jenny comes from a railway orientated family. Her father, Peter ("Mick") Krenz worked for VicRail between 1951 and his retirement because of ill-health in 1967. He drove locos from 1961.

Her uncle, Jim Williams, and another relative, Neil Giotto, were also drivers.

"I've always been aware of locomotive driving as a job — it isn't something I've taken on for the novelty of it," Jenny told Rail Ways.

She comes from Tatyoon, near Ararat, and several of her friends are firemen. "So I've heard a lot about the work and the training from them as well — it's been in my mind for some time."

"But I didn't think VicRail would employ me, because I'm a girl. Then Mr Hamer brought in the Equal Opportunities Act earlier this year so I applied at the Rolling Stock Branch. I went for the interview and medical and was accepted.

"I was rapt."

Jenny worked as a shop assistant in Ararat after leaving school, but was retrenched in January this year. That was when she first seriously thought about her railway career.

"I'm not really interested in driving the sparks like my dad did. I want to be able to get out into the country, to see Victoria and meet the people.

"I really hope I get through the course all right."

Jenny was a bit apprehensive when she turned up at South Dynon for her first day on the job on June 26.

She thought she would meet quite a lot of antagonism from the men, especially from the older drivers.

"But it's been terrific, they've been marvellous. The older guys even came up to congratulate me, although some of the younger ones are still a bit doubtful.

"Actually, the only people who've been rubbishing me have been my male cousins — they reckon I should be married and at home."

"As far as I'm concerned, that's something I'll think about later on. At the moment I want to become a qualified engine driver."

Veteran driver Jack Couch was at the depot when Jenny began classes. He believes the introduction of women trainees is timely.

"The job no longer involves the hard physical slogging demanded of firemen in the steam days. There should be no problems for any girl wanting to learn the job these days," he said.

"I'm pleased this young lass has been game enough to come and have a go at it."

Jenny's basic introduction, with a class of four other trainees, took two weeks.

They learned to interpret shunter's signals, and some of the relevant rules and regulations.

After that initial course, they go through eight shifts in a loco with a driver, receiving on-job instruction. If they pass that test they qualify as second man on the loco.

For four years they work as firemen, or second man as the job has now become known, learning the ins and outs of driving from the man in charge.

In their own time they can do instruction courses at any of the VRI education centres, so that after the 3½ years as second man, they are ready to sit for the driver's exam.

"So, if everything works out, and I pass, I'll be qualified to drive when I'm about 21," Jenny said.

"And that's something I'm really looking forward to."

(Another picture overleaf)

● Jenny tries out the cab of C509.





Jenny (second from left) and three of her classmates learn the reading of signals from enginemen's instructor Len McPhan (left).

# AWARDS TO 77 APPRENTICES

Seventy-seven apprentices were presented with cheques worth a total of \$1270 by the General Manager, Mr Ian Hodges, at a ceremony at the VRI Concert Hall on Wednesday, July 5.

The boys, from Rolling Stock, Works and Works, Electrical Engineering and Stores Branches, topped their exams last year.

## They are:

**Blacksmiths** (all years): Gregory Harrison, Timothy Edwards. **Boilermakers** (1st year): Raymond Box, William Crump; (2nd year): Peter Neilson, Alan Blair; (3rd year): David Bell. **Car and wagon builders** (1st year): Anthony Sievers, Norman Robinson, Phillip Ferguson; (2nd and 3rd years): Emmanuel Catania, Mark Hammett, Anthony Van Someron, Robert Hammett.

**Electrical fitters** (1st year): James Warwick, Jeffrey Hilder, Neville Hogg; (2nd year): Mark Humphries, Paul Clissold; (3rd year): Andrew Wheatland, John Van de Garde, Colin Rutledge. **Electric mechanics** (1st year): Brian Micallef, Christopher Quinn, Dale McCurdy; (2nd year): Stuart Thomson, Philip Jones, Johanne Van Eyk; (3rd year): Geoffrey Heron, John Anagnostou.

**Fitters and machinists** (1st year): Emmanuel Pavgouzas, Adolfo Bellegant, Trevor Reeves; (2nd year): Warrick Barker, Phillip McIlroy, Noel Harvey; (3rd year): Owen Beckham, Sarantis Sariklis, Peter Ringberg, Joseph McIlroy.

**Carpenters and joiners** (1st year): Robert Tangee, Ian Clarke, Andrew Atherton; (2nd and 3rd years): David Colbourne, Andrew Prosser, Ian Frost. **Motor mechanics, coppermiths, tinsmiths, sheet metal workers and electroplaters** (all years): Kurt Meyer, Barry Wood, Peter Nunn. **Plumbers** (all years): Domenico Marino, Wayne Hobbs, Brendon Ratcliff.

**Telephone technicians** (all years): Harry Van Someron, David Edmondson, Steven Williams, Bruce Smith. **Upholsterers** (all years): Daryl Jeacle, Brian Quinn, Neil Gillett. **Printers** (all years): Brian Galvin.

**Ballarat Workshops — Boilermakers** (all years): Andrew Hammond, Neil Deane, Graeme Hill, Shane Kennedy. **Car and wagon builders** (all years): Robert Lythgoe, Russel Venn, Geoffrey Baulch. **All other trades** (all years): Neil Glover, Grian Watson, Ian Walker.

**Bendigo Workshops — Boilermakers** (all years): Allan Gard, Gregory Borsari, Wayne Bell, Thomas Slattery. **Car and wagon builders, car painters, coppermiths** (all years): Neil Andrews, William MacLennan. **Fitters and turners, upholsters** (all years): Graeme Cocks.

## Expert supports Vicrail

Mr Harold Lawrence, a transport consultant living at Templestowe, wrote a letter to *The Age* recently in support of VicRail.

We thought the public praise pleasant and rare enough to reprint for all our readers. Mr Lawrence said:

Recent publicity given to railway losses, particularly in relation to suburban electrified operations, have once more focused attention on the vast and growing disparity between cost of providing this type of service and the revenue which can be obtained from fares.

The Victorian Railways' financial problem is not unique. It is matched by the major metropolitan transport operations in other Australian and overseas cities — the bigger the city the bigger the deficit.

Carping criticism by amateur experts will not alter the facts of life, and it may be of interest to serious students of the subject to know that a survey taken in Europe recently showed that in 20 major cities, less than half the cost of operating the public passenger transport was met from fares revenue.

### The summary of this survey is:

France (four cities), fares revenue as percentage of operating costs, 40-75; Germany (4) 50-75; Italy (2) 15-20; Denmark, Norway, Sweden (4) 40-60; Austria, Belgium, Holland, Switzerland (6) 50-55.

Thus, actual costs of operating in these cities were slightly more than double the amounts collected in fares.

These facts do not detract from the need for the authorities here to act in a responsible financial manner, but they do show that governments — and in the long run that means the people generally — must be prepared in all major cities substantially to underwrite the costs of providing adequate public passenger transport.



Pictured with the inaugural trophy are, from left: Glenn Ritter, Ian McGregor, Tony Clark, Robert De Campo, Fred Podhorodecki and Reg Smith.

## Underdogs — but RIOs win

VicRail's shooters were at a disadvantage in their first markmanship contest against NSW, but they still won the inaugural trophy.

The competition, the first of its kind, was between a team of six investigation officers and a six from the Public Transport Commission's security service in NSW.

VicRail's marksmen were Fred Podhorodecki (capt.), Ian McGregor, Glenn Ritter, Tony Clark, Bob De Campo and Reg Smith.

They had never before shot as a team, shot over 25 metres, or under time limit conditions. The NSW men had another double advantage too — their automatic firearms are issued to them "permanently" when they join the service.

Our men use non-issue revolvers. That means a firearm taken out on a job is from the stock available, and unlike the security service men, the RIO does not get used to using just one particular weapon.

"Despite all that," said a proud Fred Podhoro-decki, "we went up there and beat them on their own territory. We're pretty pleased with ourselves."

The trophy was designed and made by security serviceman and NSW top shot Kevin John, the captain of his team.

However, Kevin and his boys will have a chance to regain the trophy when they come down to Melbourne at the end of the year. The rematch is expected to be held at the new automated pistol range being planned for beneath Princes Bridge station.

During the Victorians' stay in Sydney, the PTC provided transport, meals and accommodation. Our men also went out on a patrol with their PTC counterparts on the Saturday.

"I think we won up in Sydney mainly because we 'psyched' them," said Fred.

"Their blokes turned up in everyday casual gear. We really looked like a team. We wore white T-shirts with a VicRail ID badge in black, and special green shooters' caps.

"I think we looked too professional for them. They'll probably come back with a vengeance when they visit us, but we'll be ready."

## Channel tunnel plan

British and French railways are planning to build a tunnel under the English Channel, an idea first suggested 174 years ago.

The Times newspaper, which made the announcement in a report, said the tunnel would cost £500 million at today's prices.

Three years ago, Britain pulled out of a similar scheme because of soaring costs.

The abandoned Anglo-French project would have cost £2000 million for a double rail tunnel.

The new plan is for a single tunnel capable of carrying up to 120 trains a day.

The London-Paris trip would take four hours under the new scheme. The journey through the tunnel itself would take only 40 minutes, slightly longer than a crossing by hovercraft, but much quicker than the cross-channel ferry.

The Times said interest by Britain's fellow members of the European Community had prompted reconsideration of the tunnel proposal, an idea mooted by Napoleon in 1804.





## I was only doing my job — Bill

Bill Gorey, the Hastings SM whose efficiency and service prompted a Frankston company to write a letter of praise to the Chairman, Mr Gibbs (Rail Ways, June), is embarrassed.

"I can't, for the life of me, understand what all the fuss is about," he said.

"I didn't do any more than anyone else would do, I'm sure."

Bill's courtesy and friendly efficiency in arranging the company's first freight order, coupled with the safe handling of the goods, so impressed the management that they have permanently given away road haulage for rail.

He has been with VicRail for the past 21 years, and SM at Hastings since September 1969.

He believes that in dealing with the company's officials the way he did, he was "only doing my job".

"They didn't get treated any differently than the others I've helped the same way. It's up to all of us to do this sort of public relations job. What I did was nothing special."

● Bill Gorey

## OUR 'BIKIE' WINS AGAIN

He's known down in Gippsland as "the cycling SM", and Harry Mueller has, in fact, made quite a name for himself in Victorian bike racing circles

Harry, 33, has been Foster's station master for the past six years.

In March he won the 8 km senior Gippsland cycling championship, he was third in the 100 m sprint, and third in the 1000 m time trial championship.

He won the 1977 Gippsland time trial track championship, and the Leongatha track championship during February.

This year too, Harry won the Warragul A-grade senior race, the junior four-mile scratch race, following up with a win in the three-mile A-grade senior and junior scratch event.

Riding off a 20 metre handicap, he went on to win the 1000-metres handicap race.

Harry began his bike riding with the Fitzroy amateurs, and later rode with Sale and Warragul clubs while working for the railways.

He joined Leongatha's cycling club late in the 1974 track season.

An unlucky fall at a Warragul race in 1971 put him out of cycling, on doctor's orders, for three years.

Harry has been secretary of the 80-strong Leongatha Amateur Cycling Club since December last year.

His nine-year-old son Terry is following in Dad's footsteps, and came third in this year's under 10 Gippsland track championship.

## Centres to number 35

Fifteen additional freight centres have been announced by the Minister of Transport, Mr Rafferty.

The new centres will be at Kerang, Swan Hill, Mildura, Ouyen, Donald, Maryborough, Bendigo, Castlemaine, Ballarat, Geelong, Warragul, Moe, Morwell, Traralgon and Orbost.

The centres will open progressively from October.

"I am confident that the network will revolutionise rail freight handling in Victoria," Mr Rafferty said.

When all centres are operating there will be 35 freight centres covering the whole State.

**A rail to door delivery service began in Colac, Portland and Warrnambool last month.**

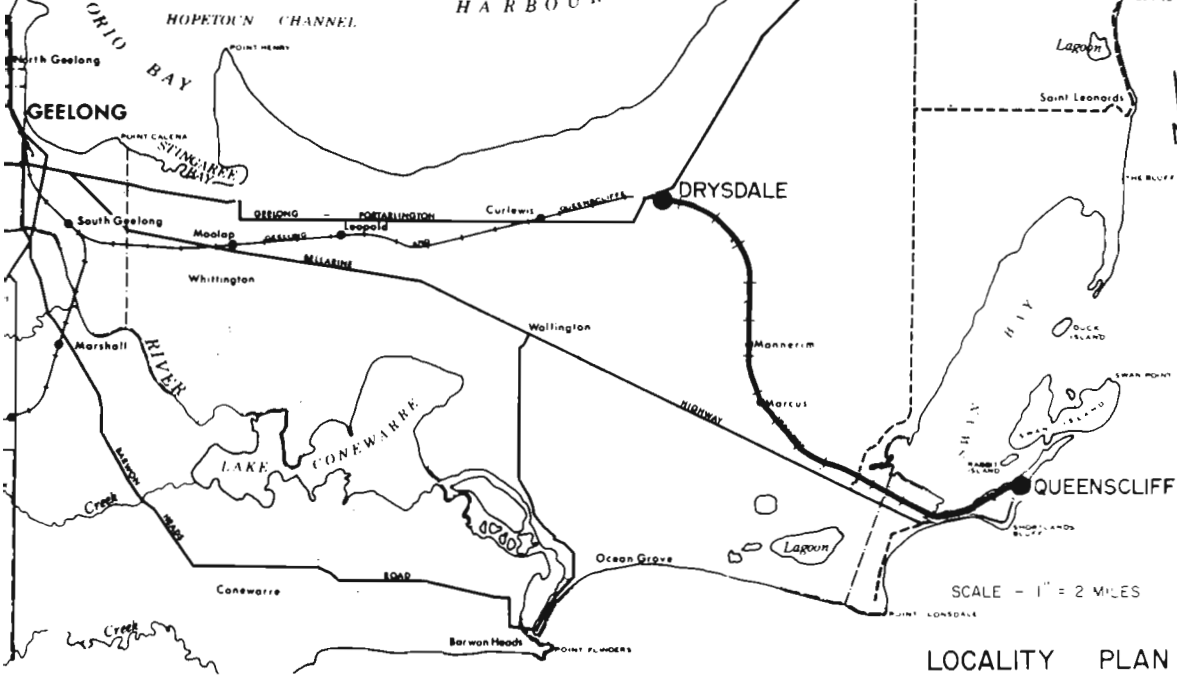
Residents and businesses can now have their freight delivered to the door, or picked up for delivery to the district's freight centre.

Until the service began, people and firms had to make their own arrangements for collection or delivery of their goods to the centre.

The town delivery services are operated by local carriers under contract to VicRail.

The rates are very competitive. The minimum charge for each consignment is 40 cents, while the rate a tonne is \$4.

Portland's town service began on June 12, while both Colac and Warrnambool started a week later on June 19.



A locality plan of the peninsula showing the Drysdale – Queenscliff link.

# Grant aids steam rail

The Geelong Steam Preservation Society's Bellarine railway project has been promised a \$100,000 grant by the State Government.

The grant will be made on a \$2 for \$1 basis — the society must raise \$50,000 to qualify for the \$100,000.

It has about \$5000 already, and Bellarine and Queenscliff councils will give a total \$34,000, so that only another \$11,000 has to be raised.

The money will enable the society to establish about 16 km of narrow gauge track between Queenscliff and Drysdale on the closed VicRail railway reserve.

The existing disused track is broad gauge. The line will be relaid on 1067 mm (3'6") gauge from Queenscliff.

Society members hope to have a section to Laker's Siding operating by Christmas.

VicRail will lease the rail reserve to the society, long-term for a nominal rental. The whole project will be known as the Bellarine Peninsula Railway.

Rolling stock owned by the society, including six locomotives, a vintage diesel rail motor, and carriages, will be transferred from the Belmont Common, its home for several years.

President of the group, Michael Menzies from VicRail's Traffic Branch, believes the Bellarine railway will become Geelong's greatest man-made tourist attraction.

Regular steam trips would be run on weekends, public and school holidays, and probably on some weekdays if the demand is there, he added.

"It will be an appropriate tribute to the railway pioneers, because their greatest obstacle was distance. The line between Geelong and Melbourne was Victoria's first major link, and the Queenscliff line was one of the first branch lines in the State."

The GSPS has been building and operating the Belmont Common Railway near Geelong since 1968, and with the voluntary efforts of members,

it now has an irreplaceable collection of locos and rolling stock from Queensland, South Australia and Tasmania.

The collection is valued at around \$275,000, and has been overhauled and restored to operating condition. As well, members built 1 km of narrow gauge track at the common.

Eventually it was proposed to extend the track to encircle Belmont Common.

However, developments in the area prevented that idea from bearing fruit. Freeway proposals would cut off the present station and loco depot, and the widening of the Barwon Heads Road would demand the relocation of the station. As well, a golf course extension plan would prevent completion of the track loop.

By moving to the Bellarine Peninsula, the society will be able to develop the railway into a popular tourist attraction in three stages.

They are —

**Stage 1:** Transferring all exhibits from the Common to Queenscliff, construction of a storage and maintenance shed, regauging the broad gauge track to 3'6", and starting train operation to Laker's Siding. These projects should be completed by summer.

**Stage 2:** Regauging 5 km of track from Laker's Siding to the former site of Marcus station. This is expected to take two or three years.

**Stage 3:** Regauging the remaining 7 km from Marcus to Drysdale. Members hope to have this job finished by 1984.

It is also proposed to set up a steam museum at Drysdale before stage three is completed. The society already has a steam roller, traction engine, portable and stationary steam engines, team ploughs and a threshing machine.



Heading out on the Tallangatta track in 1925 are E. Blick (left) and Wally Studham. Wally crops up again, in uniform, on page 105.

East Gippsland's rivers were crossed by a railway bridge over the Mitchell River. The butter factory can be seen in the background.



# Picks from the past

Several readers, mostly retired railwaymen, have sent in photographs of people and places around the system during the early years. We found them interesting and hope if you do, you'll let us know, and perhaps send in some pictures of your own. The editor, Joslin Dyte, can be contacted on auto 1181 or 2397.



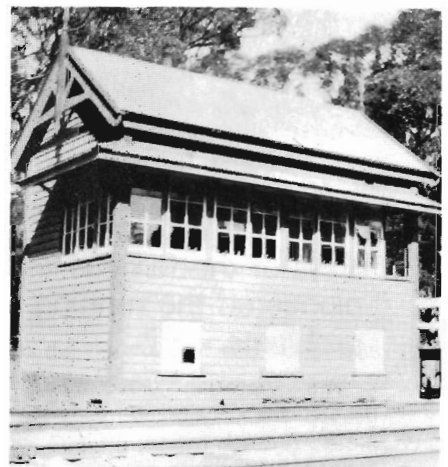
with floodwaters again last month, but this time the nsdale was in no danger. When this photo was taken waters lapped just below the railing. The old Bairnsdale and.



Lined up to have their picture taken in the gardens of West Richmond station in 1927 are from left: R. Orr (ASM), W. Studham (lad porter), W. Broderick (porter) and S. Mitchell (SM).



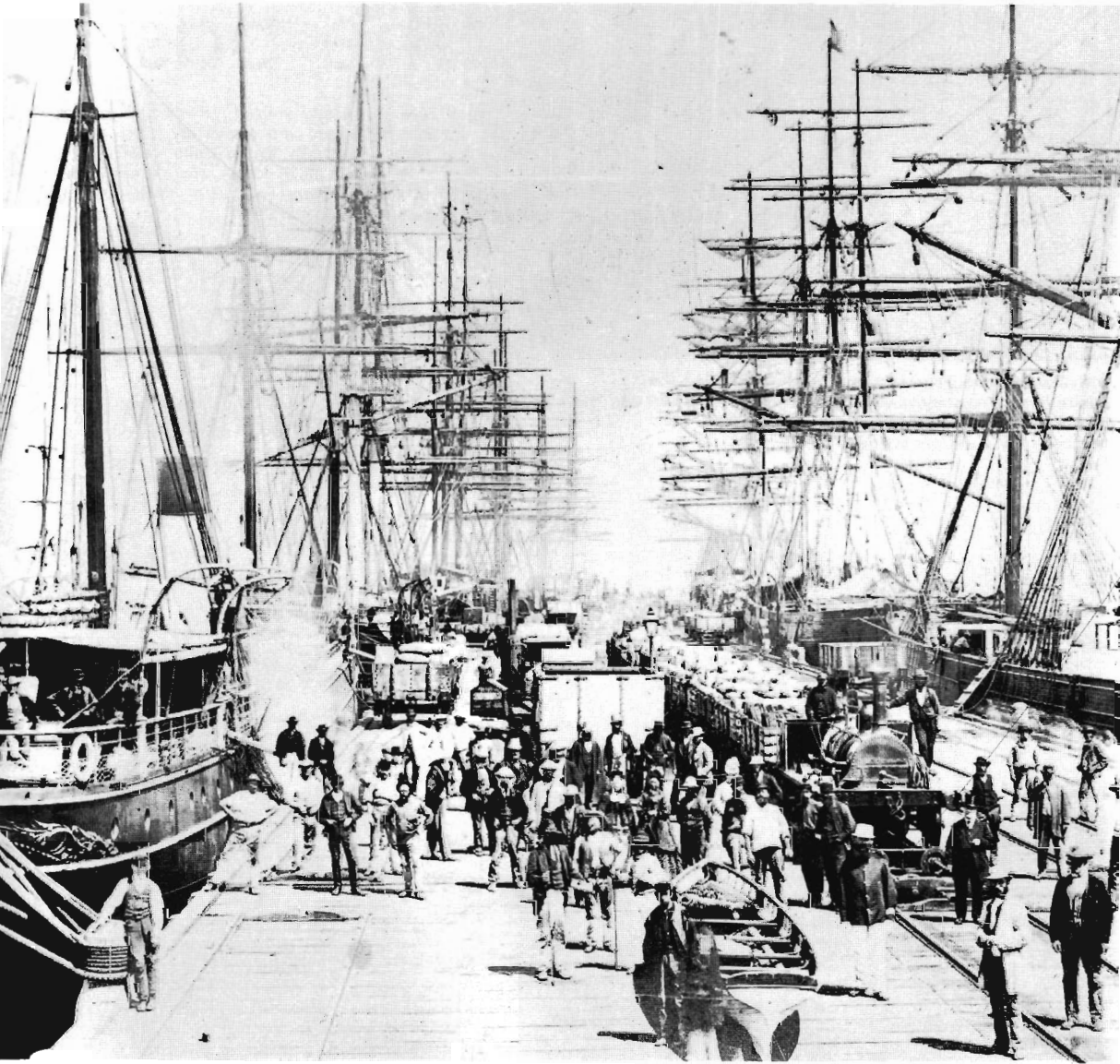
The Jolimont sub-station under construction in July, 1914.



Waubra Junction closed to all but the occasional race traffic in the mid-1950s, but when this photo was taken of the batching quarters in 1934, Mr Frank Brown was relieving Mr Roy Fawcett at the still-busy junction.



# It's a century since Bay buy



Hobson's Bay train on the railway wharf at Sandridge (Port Melbourne) in 1862.

The take-over a century ago this month, by the Victorian Railways of the famous Hobson's Bay company which, in 1854, had pioneered the running of Australia's first railway, was not without its problems.

The Victorian Government desperately needed the private company's lines to complete a through trip for train travellers between Melbourne and Sale.

However, negotiations extended over many

years, and at one stage it appeared that the Government would build a line in competition with the Hobson's Bay company.

The Melbourne and Hobson's Bay Railway Co. proved the most robust of all the private

companies which pioneered railways in Victoria. It absorbed two other companies and changed its name in the process.

Formed in 1852 with a capital of \$200,000, the Melbourne and Hobson's Bay Railway Co. will always be remembered for running Australia's first train – from Flinders Street, Melbourne to The Beach at Sandridge (Port Melbourne) – on September 12, 1854.

The company had quite stringent conditions placed on it in its Act of Incorporation. It had to carry all passengers "who were ready and had arrived five minutes before the train's starting time". Troops were to be carried at normal fares for the first year of operation, then half fare thereafter. Mail had to be carried free.

During its 13 years of train running, the Hobson's Bay company declared annual dividends of 7½ per cent on working operations – equal to a return of nearly \$98 on each \$100 share.

In 1865 it absorbed the Melbourne Railway Co. under the name of the Melbourne and Hobson's Bay United Railway Co., and controlled lines from Melbourne to Sandridge, St. Kilda, Windsor and Brighton.

These lines were linked at Melbourne through two culverts excavated under Swanston Street from Flinders Street station to Princes Bridge station.

To encourage passengers, the United Railway issued free "building tickets" to those who built new homes in the then remote Elsternwick and Brighton districts. However, this concession ended with the takeover by the Victorian Railways.

In the following year, 1866, the first line closure in Australia's rail history occurred when the Punt Road – St. Kilda loop portion of the Brighton line was dismantled. This involved the removal of a bridge over St. Kilda Road and viaduct in St. Kilda Park.

Negotiations to buy the Hobson's Bay company began in 1873, when the Francis Government issued an ultimatum that arbitration should decide what price – between \$110 - \$130 a share – should be paid, less up to \$250,000 for repairs.

The company agreed to arbitration, provided the price was raised to between \$130 – \$150. The Government refused.

Five years of protracted bartering continued. The Hobson's Bay directors held out. Business improved for the company each year, and shareholders resolved that the purchase price had to be within \$160 – \$200 a share.

Meanwhile, the Government's Gippsland line from Sale was nearing completion, and

the Hobson's Bay line was needed to bring travellers to and from Melbourne. The alternative was to terminate trains at South Yarra. As it was, passengers were being taken by horse drawn coaches between Melbourne – Oakleigh to travel on the partially completed Gippsland line.

In 1878, the McCulloch Government and the company again agreed to the principle of arbitration, and \$170 – \$200 a share was mentioned, with the company paying all repairs.

During Parliamentary debate, Mr J. Service, MP, insisted that the proper offer to make was \$160 net, with the Government meeting all repair costs.

**A motion to that effect, proposed by Mr. Tommy Bent, was later carried by a 40-31 vote.**

The offer was not immediately taken up, and it was June 1878 before Messrs Lyell and Munro brought the sale to fruition, to take effect from July 1, 1878.

Settlement and "sacrifice price" had come quickly after the Upper House debated a move to build a line in opposition to the Hobson's Bay company, even though there was the obstacle of the company having the prime Flinders Street station area.

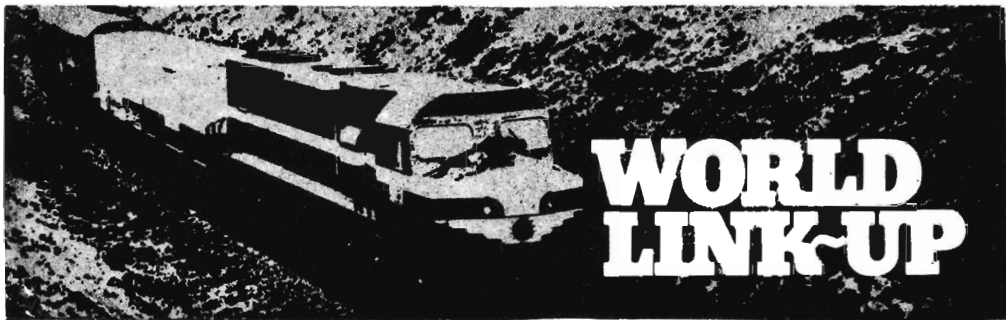
Sale price to the Government was \$2,641,640 made up of 10,694 shares at \$160, plus \$930,600 in outstanding debentures. And the Victorian Government was compelled to go to London for a loan.

**The Argus** editorial of Wednesday, June 26, 1878 stated:

"We need hardly say we are glad to hear that there is every chance of the Melbourne and Hobson's Bay United Railway Co's property passing into the hands of the state . . . the Gippsland railway can join the Brighton line at any point that may be thought desirable, and the Mornington railway of the future will only be a continuation of the same track while the Hawthorn branch will form a convenient commencement for the railway in the direction of the Upper Yarra and Healesville . . ."

The Hobson's Bay line was not the first to be bought by the State Government. The Victorian Railways Department was created in 1856 with the purchase of the Melbourne, Mt. Alexander and Murray River Railway Co.

This in itself was historic, as it was the last Bill to pass the Legislative Council before it was dissolved to be replaced by the bi-cameral system – Upper and Lower Houses – of Parliament.



**South Africa:** During the period April to December 1977, the total tonnage of goods traffic carried by rail increased by 11.7 per cent to 118.7 million tons, compared with the same period in 1976. High-rated traffic decreased by 9.6 per cent in 1977, while low-rated traffic rose by 18.8 per cent.

★ ★ ★

**Argentina:** By the end of last year a further 767 km of line had been closed under the current rationalisation plan, while the staff numbers fell by 32,000 to 138,000. Another 15,000 jobs will be eliminated this year.

★ ★ ★

**Uganda:** Six West German-built diesel locos were commissioned by President Idi Amin in January, along with a tamping machine supplied by Plasser & Theurer. These are the first pieces of equipment bought by the new Uganda Railways Corporation.

★ ★★

**Canada:** A train ferry service was inaugurated in December between Baie Comeau and Matane across the St. Lawrence river, providing a short route for freight moving from Quebec's north bank industrial area to United States markets.

★ ★ ★

**France:** A joint government-SNFC committee is being set up to promote exports of railway equipment to new markets.

★ ★ ★

**East Germany:** Ten 84-seat saloon carriages to UIC standards have been built as pre-production prototypes at Halberstadt works for railway internal services. It is planned to adopt the design as a standard main line carriage.

★ ★ ★

**USSR:** Provisional statistics for 1977 show that Soviet Railways moved 3,713 million tonnes of freight, an increase of 58 million tonnes, while passenger journeys rose by 21 million to 3,566 million.

Extra funds are being made available this year to help the hard-pressed network. The money will pay for more double-tracking and additional locos and rolling stock to further raise capacity.

★ ★ ★

**Japan:** Japan railways is to begin trial running shortly on a 40 km section of the Tohoku Shinkansen between Ishibashi and Kuki, though opening of the line is not scheduled until 1980. Tests will be made with the prototype Series 961 second generation Shinkansen trainset, which is designed for 260 km/h.

## Research work on tracks

Track problems associated with the rising demand for bulk haulage have underlined the need for an increased level of technical research work.

In meeting the need, Government railway systems, under the auspices of Railways of Australia, have initiated a research programme.

Known as Railways of Australia Vehicle/Track Studies, it will establish criteria for optimum designs of conventional track and rolling stock to determine lifetime costs of various designs under Australian conditions.

The research programme embraces the Public Transport Commission of New South Wales vehicle studies and a 10-year Westrail track study programme.

Westrail will construct a number of track structure forms — more than 17 km of track between Meckerling and Tammin — showing variations of ballast depth and hardness, sleeper type, sleeper spacing and rail size as part of the rehabilitation of the Kwinana — Koolyanobbing standard gauge railway.

The track will be loaded under normal operating conditions, with close monitoring of deterioration of track geometry and corresponding maintenance costs. Planning for this project has started.

Initial work on establishing safe and economic operating speeds for present rolling stock on existing tracks has begun in NSW. Further development and verification of a computer model, simulating a vehicle running on track, is proposed under the studies in conjunction with Adelaide University.

The estimated cost of establishing the research programme is \$500,000, with an annual cost of \$25,000 to Westrail for its part in the programme.

It is envisaged that the ROA programme will lead to further research work being conducted under Australian conditions with Australian track and rolling stock.

This research will enable each Australian system to offer contributions in an exchange of knowledge with other railways systems of the world.

— Westrail

# LETTERS OF THANKS

Several people have written to us over the past few weeks with words of thanks for a job well done. A selection is printed below.

**From Mr R. Kevin, Nunawading:**

This note is to say many thanks to one of your staff (John Fahey) who did a good deed for me on June 2. I cannot walk any long distance without a walking stick after suffering a stroke some months ago, and on the date mentioned I unwittingly left the stick at Nunawading station.

I told your man on the gate at Blackburn, and he immediately told me to stay where I was while he contacted Nunawading to have it sent on the next train.

To be sure, it arrived, and your man ran to the guard's compartment and collected the stick for me. The result, through his kindness, saved me time, including train time, because he returned the stick to me with such speed that I was able to board the train at Blackburn station with all the other passengers.

Many people complain about VicRail staff, but in the years I've been travelling to the city and beyond, I've never had cause to grumble.

Full marks to the people at Nunawading and Blackburn for this little, or should I say great, effort in carrying out their duties so efficiently.

You can make this news if you wish to show the "grizzlers" that there is a great crowd of satisfied travellers, including myself.

P.S: The employe mentioned at Blackburn should enter for the next Stawell Gift.

**From Mr F. G. Cobham, Leopold:**

In March I lodged two articles of hand luggage at Geelong railway station to be forwarded to Lilydale station.

Upon my arrival at Lilydale later in the day I found that one article had arrived, but the other had not.

Telephone enquiries by a member of the staff at Lilydale failed to locate the missing bag, and it was thought that nothing more could be done to locate it.

This was a serious matter to me, as the bag contained medicine and pills which I had to take regularly.

However, at this stage another young man, the acting station master took a hand and I would like to report the excellent work he did.

The bag must and would be found, he said.

After checking that both bags had left Spencer Street platforms 11 and 12 for Flinders Street, he checked platforms at Flinders Street, without success.

After quite a few more phone calls, he requested an all-station call, and some time later the luggage was located. It reached Lilydale about 8.30 that night, and the same young man advised me by phone of its arrival.

When I attempted to thank him for his outstanding efforts, he just told me that is what VicRail staff are there for.

I was very impressed by his actions, and I feel that officers like this man must enhance the reputation of VicRail.

**From Mrs Rose Smith, Upwey:**

Travelling to Port Kembla, it was necessary for me to be given a message and to return to Melbourne.

This letter is to praise the train crew, hostess, guard, conductor and the station master at Albury. They were wonderful and could not do enough to help me.

I am very hard of hearing, and the station master, although very busy, found time to explain things to me, to the conductor and guard who carried my luggage to the lodge and obtained a room for me. They took me back to the station after waking me for breakfast the next morning, and found space for me in the train crew's compartment. The hostess looked after me between her other duties.

Arriving at Spencer Street the conductor took me to the booking office and explained matters, waiting with me while the clerk filled in the forms and gave me my refund.

I don't know the names of any of these wonderfully kind people, but the hostess's case was marked Train Crew 4, and the train returning to Melbourne was the Spirit.

I shall never forget the goodness of these people, who helped me in their own time, something I find is very rare these days.

**From Mrs Elizabeth Campbell, Wanneroo W.A.:**

I regret that I have forgotten the name of the young man in charge of the goods desk at Oakleigh, but I'd like to mention that he is the most courteous and helpful young person one would wish to meet.

When his co-workers refused to handle the goods, saying that they should have been weighed and so on, rather than send me back in the hired truck, he did everything himself and was very helpful in many other ways.

Would you please, if you have the opportunity, give him my sincerest thanks. If all railway workers were like him I'm sure more people would be encouraged to travel by rail.

(The employe involved is Shedman W. Taylor, of the Oakleigh Freight Depot)

**From G. A. Bradley, Inglewood:**

Your "customers say thanks" page is such good reading, I think it is a shame that it is confined to railway staff.

I feel if some of these letters were placed in the daily papers with your VicRail tour advertisements, they would give great publicity.

I am sure a lot of the public do not know of the great service VicRail gives. My wife, having gone on one of these trips, can vouch for the service herself.

**From Mr H. L. Race, Balwyn:**

At a time when VicRail is under some criticism, I thought you would like to hear something nice for a change.

My wife and I have just returned from a weekend at the Mt. Buffalo chalet. We travelled by train to and from Wangaratta, and from Wangaratta to the chalet by railways bus.

Both the trip to the chalet and our stay on the mountain were most enjoyable. We particularly enjoyed the "old-world" charm of the chalet, and the service and facilities could not be faulted.

Somehow the management arranged perfect weather for our stay, including a fresh fall of snow on our first night.

Congratulations to the railways for a perfect weekend.



# — RETIREMENTS —

## FREIGHT

KEATING, W. M., Ballarat Freight Centre, 6/6/78  
SMITH, P.L., Melbourne Freight Terminal, 7/7/78

## Deaths

GRUNDY, H.H., Dynon Freight Terminal, 13/6/78  
POTTER, J.C., Melb. Freight Terminal, 24/5/78  
STORKES, A.W., Deniliquin Freight Depot, 18/5/78

## ROLLING STOCK

ANNETTA, G., Newport, 16/5/78  
DISS, G.A., Jolimont, 31/5/78  
MANCINI, P., Newport, 17/8/78  
MAY, E.N., South Dynon, 12/5/78  
NICHOLSON, J.S., Dimboola, 22/5/78  
PETRIE, J., Newport, 30/6/78  
QUARRELL, A.J., Geelong, 5/6/78  
ROCCO, P.L., Motor Garage, 9/8/78  
ROXBURGH, W.R., Ballarat North, 12/5/78  
SULLIVAN, T.E., South Dynon, 31/5/78  
TAYLOR, H.M., Newport, 17/5/78  
ZANON, P., North Melbourne, 24/8/78

## Deaths

BEASY, A.H., Ballarat north, 25/5/78  
CARBONARO, N., Newport, 26/5/78  
CIOCCIO, L., Newport, 4/6/78  
MOYLAN, W.P., Newport, 25/5/78  
ZUZIC, S., Newport, 10/5/78

## STORES

BORG, E.P., Printing Works, 22/5/78  
ROBERTSON, W.J., Printing Works, 27/7/78

SPILIOTOPOULOS, J., Jolimont Workshops  
Storehouse, 31/5/78  
MAGUIRE, E.M., Npt. W'shops Storehouse, 31/5/78  
HEVEY, J.A., Ararat W & S., 5/5/78

## TRAFFIC

SONNBERG, M.E., Jordanville, 27/5/78  
COFFEY, B.F., Ararat, 8/5/78  
PETROVIC, M., Daylesford, 19/5/78  
NOLAN, T.F., Sale, 9/6/78

## Deaths

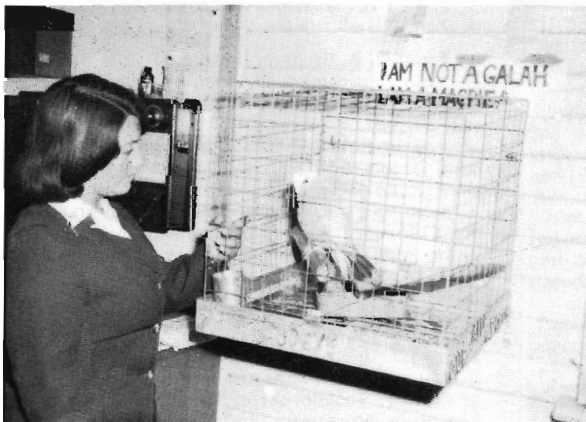
DEL GUIDICE, M., Geelong, 29/5/78  
MARTIN, P.J., Melbourne Yard, 4/6/78  
SAUNDERS, R.G., Seymour, 7/6/78

## WAY and WORKS

DONOHUE, I.J.A., Laurens Street, 7/7/78  
DOSSOR, F.S., Benalla, 3/7/78  
GRANGER, C.S., wool Exchange House, 30/6/78  
GRIMME, G.H., Sale, 11/9/78  
HOLT, R.J., A.N.H., 3/7/78  
KAKATSIS, G., Spotswood Workshops, 6/6/78  
KOSMINA, V., Ararat, 9/5/78  
McCARTEN, C.J., Seymour, 18/9/78  
McDONALD, C.A., Newport, 7/7/78  
RUSSELL, D.H., Flinders Street, 17/5/78  
SEYMOUR, K., Wool Exchange House, 11/5/78  
TREGEAR, W.G.H., Wool Exchange House, 18/9/78  
WHITE, A.G., Seymour, 21/7/78  
WRIGHT, A.D., Ouyen, 22/6/78

## Deaths

TROMPF, V.G., Warragul, 9/6/78



## Joey's no galah

Joey would have to be one of the most dedicated workers on the railways . . .

She's never off the job, doesn't waste time talking — yet — and practically works for peanuts.

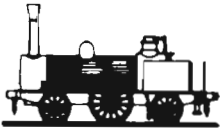
Joey is a galah, the pet of station staff at Collingwood. They prefer to think of her as a magpie though, and have printed a special notice fixed above

her cage which reads: "I AM NOT A GALAH I AM A MAGPIE."

Collingwood's staff are firm supporters of their local VFL team. They did want a magpie as their station pet, but the law forbids it.

So Joey's grey and pink coloring is really black and white.

Our pictures show station assistant Joan Pinto with nine-month-old Joey.



# BACKTRACKING

## 20 years ago

You men who work with hammers and chisels, who do cutting and caulking, punching and riveting, turning and grinding, and live among flying chippings and specks of metal, listen! We want a word with you.

All we have to say could be put in a very small compass, but we whose stock-in-trade is words, and whose craft is to set them out in such an order that will make their readers think, find we're obliged to beat about the bush an awful lot to get you to give us heed.

To put the thing in a nutshell, we simply want to ask you to carry out this regulation, which is familiar to every one of you —

Eye protectors or goggles must be used in all cases where there is a risk of injury to the eyes.

Now, just notice what's lying at the back of your head about this regulation, and bring yourself squarely face to face with it.

We don't know how many men among those who are affected by it think too lightly of the rule, but there are, or used to be, a goodly number.

They were wiser than the management, and just pleased themselves whether they'd wear goggles. They took the risks that this regulation was made to prevent.

Unfairly enough, when their lack of care ended in their having a stray bolt-head or chipping in the eye, which laid them up or took away their sight, they went to the management and said, "please pay us compensation."

How often do we find it to be the case that a man's worst enemy is himself? And all sorts of pains and penalties have to be hung over his impious head to induce him to take reasonable care of himself?

## 40 years ago

Faster passenger train services introduced last month on the western and south-western lines bring the total weekly accelerations, compared with the travelling times early in 1934 to 693 hours.

How each district (based on the areas covered in the various working timetables) has benefited is shown by the following statement:

District	Total hours a week
Northern and Midland	232
Western and S.Western	179
N.Eastern and G.Valley	140
Eastern and S.Eastern	100
Metropolitan	42

In addition, there have been many extra trains (some running express for portions of the journey); more convenient arrival and departure times (only one country train now leaves Melbourne before 8 a.m., and only one arrives after 10 p.m.); and purely passenger train services have replaced many slow "mixed" trains.

On suburban lines, there have been extra express trains at peak periods; earlier and extra Sunday morning trains; and later "last" Sunday night trains.

The Geelong line train service provides a series of notable examples of the faster travelling now being enjoyed by passengers.

Prior to 1934, only two trains on the Melbourne — Geelong line exceeded 40 miles per hour. Now, eight trains run at average overall speeds of 40 miles per hour, ranging from 42.9 miles per hour to 49.1 miles per hour.

In 1934 the average overall speed of this group of trains was 34.3 miles per hour; presently the average is 46 miles per hour.

## 60 years ago

Twenty-five 600 h.p. diesel-hydraulic locomotives are to be supplied by Tulloch Ltd., Rhodes, NSW at a cost of about £775,000.

These will be the first diesel-hydraulic locomotives to appear on the Victorian Railways.

The locomotives, which are of the six-wheel coupled type, will be used for shunting and freight transfer work between railway yards.

They will be fitted with Mercedes Benz engines and Krupp transmission. The rest of the components will be manufactured by Tulloch Ltd., which will also be responsible for assembly.

First delivery is anticipated before the end of June, 1959, and the balance will come to hand at three-weekly intervals.

The Department is also considering tenders for an additional 10 diesel-electric locomotives of 900 to 1000 h.p.

## BROAD GAUGE TO BELGRAVE

Steady progress is being made on the realignment, conversion to broad gauge and electrification of the line from Upper Ferntree Gully to Belgrave.

A bridge to replace the old level crossing near Upper Ferntree Gully is under construction.

New stations will be built at Upwey, Tecoma and Belgrave, and extensive re-arrangement is planned for the Upper Ferntree Gully station yard. It is anticipated that the line will be in use in the financial year ending on June 30, 1961.

# \$20m MORE FOR SILVERS

State Government approval has been given for a \$20 million extension of VicRail's silver train order.

Delivery of the first order of 50 silvers is now nearing completion.

Another 54 motor carriages, the equivalent of nine extra trains, will be bought with the \$20 million allocation.

The new carriages will ensure a continuing supply

of silvers pending delivery of a further 50 new trains. Tenders for this contract are presently being examined, and the cost is expected to be around \$96 million.

As well as providing further modern rolling stock, the 54 extra carriages will be updated to include the same acceleration rate as those in the contract soon to be let.

They, those in the new contract, and VicRail's present silver trains will be marshalled to provide two unit trains of three carriages each.



The VRI no longer fields a hockey side, but in 1938, the C-graders were their league champions. The team was, from left: Back row — R. Smith (now assistant director of personnel), C. Granger (chief clerk Way and Works), unknown, R. Davidson (ex-Commercial Branch), C. Coldicot (ex-Accountancy). Front — Unknown, J. Lade (assistant director planning and development), E. Hall (ex-Accountancy), T. Dewar (ex-Accountancy), D. Kellond (manager materials handling and packaging).





# Rail <sup>10 CENTS</sup> Ways

AUGUST 1978







An ANR passenger train about to pass over a section of track laid on 10 "GOLDEN" concrete sleepers, including the one-millionth supplied to ANR.

A special ceremony and presentation early in July marked the production of the one millionth sleeper for the Australian National Railways.

ANR constructed Australia's first all-concrete sleepered track between Whyalla and Port Augusta a little more than five years ago. The line had already proved itself as one of the finest and most maintenance-free sections of railway track in the country, Mr. Keith Smith ANR chairman said at the ceremony.

As a second step in the ANR's commitment to concrete sleepers the Port Augusta - Port Pirie line was re-sleepered in 1974.

"We are now re-sleepering the Trans-Australian railway with concrete sleepers and work by a number of gangs is proceeding from both the Western Australian and South Australian ends and will continue as funds are made available," he said.

"With a life of over 50 years, pre-stressed concrete sleepers had created for railwaymen a new definition of the term 'permanent way'."

The necessity for scattered railway settlement along the isolated Trans-Australian railway would be considerably reduced as the need to maintain concrete sleepered track was minimal.

One of the major ANR projects involving concrete sleepers was the construction of the 831 kilometre standard gauge railway from Tarcoola to Alice Springs. When completed in 1981, the track would provide Alice Springs and the Northern Territory with an all-weather continuously welded track.

The new railway is the largest single rail project undertaken in Australia since the completion of the Trans-Australian Railway more than 60 years ago.

Earthworks on the line have reached the half-way mark with the railhead 40 per cent completed.



## Rail Ways

### IN THIS ISSUE

- 116 Here comes the SR 801
- 117 Charlie calls it a day
- 118,119 We're 'looping' ahead
- 120,121 All about METROL
- 122 Spreading the good word
- 123 He's the 'class' of '77
- 124 Jubilee year for DERM's
- 125 Letters of thanks

- 126 Retirements
- 127 It happened in August . . .

### FRONT COVER

How the control centre of METROL will look when it is operating.

### 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 61 001 ext. 1367 (subscriptions), etc. 1181 (editorial).

# HELP FOR THOSE WHO SEEK IT

"People with an alcohol problem can only be helped if they themselves want to be helped. Because of the community stigma many alcoholics do not seek help. They say 'everyone else can drink, why can't I?'"

"They think we are trying to take away something Australians regard as normal. Unfortunately many people believe that being a good drinker is something to be proud of."

Who says so? Wes Gordon of the rehabilitation section. Wes has been with the section since January 1976, dealing with people with a drink problem and naturally is in a better position than most to know.

VicRail was the first government organisation to implement a program for people with a drinking problem. The program began four years ago.

It is designed to let all employees know what confidential counselling, therapy and treatment is available. The section also delivers lectures at the supervisors training courses and to staff around the State.

Two important facts have emerged since this education program began.

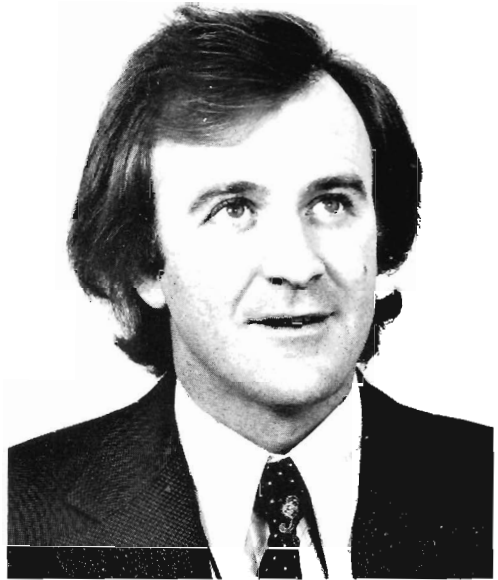
The Australian tradition of covering up and not "dobbing in" is diminishing. People are discovering that there is a cure and that their friends and colleagues need not end up as "vegetables".

People from outside VicRail have heard about the program and have been able to refer cases to the section.

About the person with the drink problem, Wes said, it was fairly typical at first to deny there was any trouble.

"Another statement I often hear is 'but I only drink beer'. They do not realise that any drink with alcohol content can lead to problems."

"Alcoholics can be divided into two main categories – the problem drinker and the addict. With the problem drinker where his



● *Wes Gordon*

work is affected by drink, we talk to the employee, offer guidance and if necessary arrange treatment. The addict, one who cannot stop drinking, requires hospitalisation. This usually lasts from three to eight weeks but sometimes the treatment takes much longer."

Wes said the co-operation the section received from both management and the unions was excellent. "Everyone works together to get as many people as possible back in employment."

"Alcohol is a problem that is going to be around for a long time, mainly because of the nature of our society. Only when the community acknowledges the problem can something be done. Fortunately over the last few years we have started tackling the problem.

"And it is good that VicRail is one of the pacesetters.

"Alcoholism is an illness. You go to the doctor when you have a broken leg, you want treatment. It is the same with alcoholism, it can be cured."



## HERE COMES THE SRS 801

If you happen to be out and about in Melbourne during the early hours in the next month and see what appears to be a bus travelling along the railway lines do not worry.

You see, it is a "bus", but to give it a grand title — it's an ultrasonic rail flaw detector car (code name SRS 801).

This car was designed and built by Automation Industries in the United States in 1969 expressly for standard gauge rail testing in Australia, and is operated by Sperry Rail Service, a division of AI.

It is powered by a diesel engine and driven through a reversomatic gearbox and two speed differential providing eight gears forward and reverse. The gearbox enables the car to travel in both directions at its maximum speed.

The hand operated clutch controls drive the direction in one operation.

For on-track operation the car is driven onto tracks in a paved area and aligned with the rails. The front and rear sets of rail bogies are hydraulically activated and the front wheels are elevated.

Two of the rear wheels maintain contact on the rails. One wheel from each side at the rear is removed and stored above the front bogie.

Traction or drive for the car is provided by the rear road wheels, whilst braking is afforded by the bogies in addition to the traction wheels.

The car is capable of testing in a forward direction of speeds of up to 25 km/h. It can run light in either direction at a maximum of 45 km/h. Average testing speeds vary between 5 and 10 km/h.

Whilst on track and testing the car is staffed by 3 or 4 operators and is supervised by Way and Works Branch representatives. Movement of the car is strictly controlled by a Safeworking Officer.

In the centre, underside of the car is the test carriage which is pneumatically lowered onto the rails. This test carriage is equipped with two roller search units for each rail. Each roller search unit contains a 70°, 0° and 37.5° ultrasonic probe.

A pulsing unit attached to the on-board computer sends ultrasonic sound waves from each of the 12 probes at varying times at a rate of 6 pulses per probe per 25 mm of rail tested. The probes also receive the reflected ultrasonic sound waves from the

rail and convert them into electrical impulses which are fed into the computer for analysis.

This information is then plotted on a nine channel moving pen recorder chart. The test-operator, seated at the rear of the car, continuously monitors this chart and compares the indications with the physical features of the two rails of the track over which he has a commanding view.

If the chart indicates a suspected defect the test-operator uses a system of bell codes to order the driver-operator to stop and set back to the location of the suspected defect. An ultrasonic reflectoscope utilizing 45°, 70° and 0° hand probes is used to confirm the existence, nature, position and size of the defect.

The rail is then marked with paint, the location noted and the Way and Works Branch carries out the necessary remedial action.

Basically the principle of ultrasonic rail testing is the transmission of a short, regular ultrasonic sound beam at a known angle into the rail.

This beam travels in a straight line but diminishes in intensity. If the beam strikes a discontinuity or void such as a crack it is deflected or reflected back to the probe and its position established by the length of time it took to travel from the probe to the reflecting point and back.

This technique permits invisible, internal defects in the rail to be detected and removed long before there is a risk of serious rail failure.

Water is used as a coupling medium between the roller search units and the rail. A paint gun marks the location of the suspected defect to assist the test operator to locate it for hand testing.

In 1977 the company completed a \$50,000 updating program which included a conversion to enable the car to test broad gauge in addition to standard gauge.

In mid 1977 and 1978 this car was used to test the following broad gauge tracks—Albury, Serviceton Geelong, Bendigo, Traralgon, Mildura, Warrnambool, Numurkah, North Geelong to Ballarat and Gheringhap to Maroona.

The car is currently testing 750 km of metropolitan tracks at night. It is estimated that 30 nights will be required to complete this testing.

As the Melbourne "Herald" said: "is it a 'tus' or a 'brain'?" We think it's quite a brain.



# Charlie calls it a day

No doubt many country railwaymen will say, looking at this photograph, "I know that face" but there is no doubt the wives will recognise Charlie Grainger immediately.

For the past 16 years, as Way & Works' Chief Clerk, Charlie has been inspecting departmental residences from Mildura to Orbst, Dartmoor to Cudgewa and all points in between.

But after June 30 there will be a new face. Charlie has called it a day, having only missed two tours of inspection in all those years.

"I hate to think how many DR's I've inspected over the years, it would run into many thousands. The same goes for cuppas; and dogs that have taken a sudden liking to me."

Charlie joined VicRail back in November 1934 as a lad laborer earning 6/8d. a day at Echuca Loco Depot. His father was engineman-in-charge.

He was transferred to Melbourne as a junior clerk in the Way & Works Branch two years later, and became Way & Works accountant in 1957. Four years later he was appointed chief clerk.

One of the positions the chief clerk of Way & Works held at the time was chairman of the Interbranch Housing Committee.



● Charlie Grainger

In 1962 it was decided that the chairman of the committee should carry out the inspections of the country departmental residences.

Of the personnel on the commissioners' tours in those days, only guard Archie Burton remains on what has become the General Manager's tours of inspection.

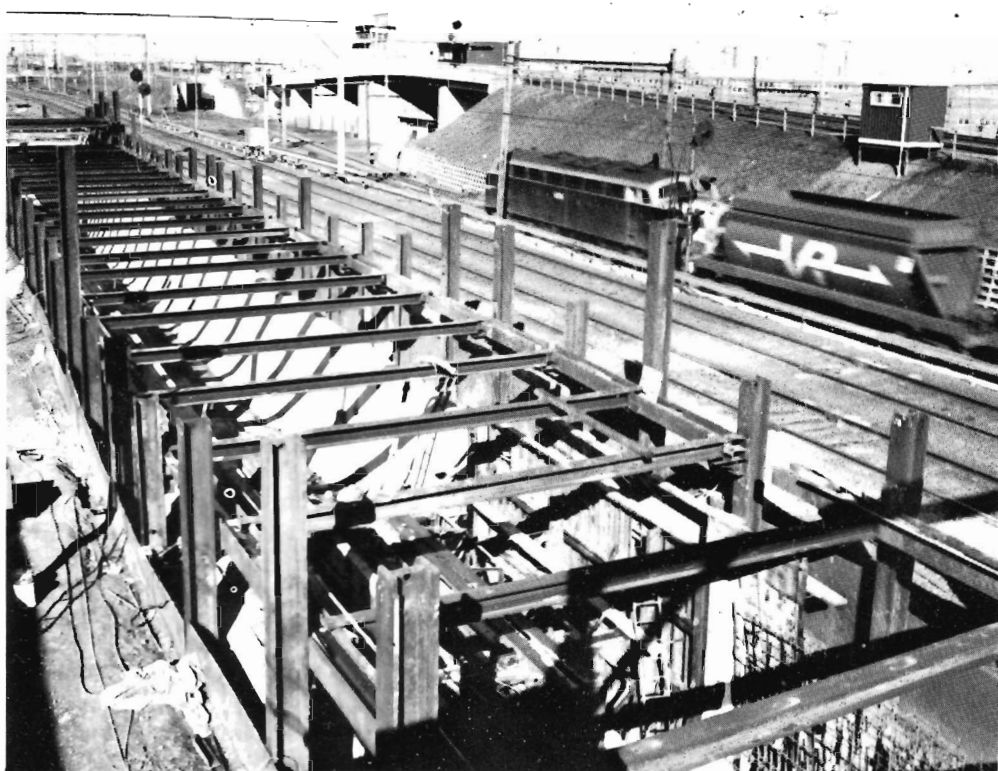
The "new face" around the country DR's from July 1 is Bill Prowse, who has taken over as chief clerk of Way & Works.



*The VRI is negotiating to buy these flats, the Seadrift, in Broadbeach, Queensland. The move follows the success of the institute's Dromana holiday flats, and if the negotiations are successful, the Seadrift should be available to members from October 1.*

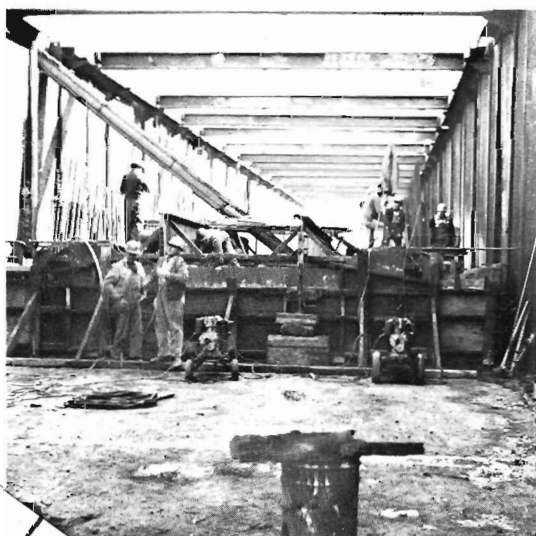


# WE'RE LOOPING AHEAD



*Above: Tunnelling and construction is underway on the western branch of the North Melbourne loop.*

*Below: Work in progress on the second ramp at Jalimont.*



The first train through Melbourne's underground railway is expected to run before the end of next year, when Museum station and one of the four loops comprising "The Loop" will begin operation.

The remaining three loops and two underground stations are expected to be in service by 1982.

The underground loop, one of Australia's major engineering and construction projects, was begun in June, 1971, when the then State Minister of Transport, Mr. Vernon Wilcox, used a mechanical back-hoe to turn the first sod.

Since then work has progressed steadily, with overall spending at the end of 1977 totalling \$165 million. The estimated final cost of the project, at June 1977 prices, is \$328 million.

The purpose of the loop is to increase the capacity and efficiency of the present suburban rail network.

It is not a separate railway. It is connected to, and will be integrated with, the existing suburban system.

It runs partly underground with each tunnel large enough to take a double-decker train. Part is on the surface, and part is elevated.

The decision by the Government to build the loop followed years of investigation and research.



*Museum station takes shape in readiness for its opening towards the end of next year. The escalators were installed last month.*



*The groundwork for the station at Flagstaff, opposite Flagstaff Gardens in La Trobe Street is underway.*



Melbourne is a growing city with a current population of 2,700,000. The electrified railway system linking the city with the suburbs radiates from the central Flinders Street — Princes Bridge and Spencer Street stations to 198 suburban stations.

During the peak travelling periods — about two hours each morning and afternoon — the ability of the central terminal to handle both trains and passengers is overstrained.

The loop is designed to relieve that pressure, and at the same time to provide five stations serving the city area instead of the present two-station facility.

The Melbourne Underground Rail Loop Authority was set up in December, 1970, to supervise and co-ordinate the planning, financing and construction of the project.

Although the construction is a project of great magnitude, spanning more than a decade, and involving millions of dollars, MURLA officers and staff number less than 25.

The administrative emphasis lies in the engagement of consultants, and all construction is let out to contractors.

The principal consultant group is a consortium of Australian, English, Canadian and American experts integrated into a local group by Melbourne engineer, John Connell.

The creation of the consortium has centralised in Melbourne some of the world's best know-how in design, project management, tunnelling and major construction works.

As a result, Melbourne was chosen as the venue for an international conference to examine "Re-Shaping Cities Using Underground Construction" in October, 1974. Delegates came from all parts of the world to attend.

Life goes on at the usual hectic pace in the busy world above as the underground takes shape at depths of from eight to 38 metres below the road surface.

Through the ground formations beneath Spring and La Trobe Streets, generally within the boundaries of the 20 metre wide roadways overhead, four tunnels have been mined.

They lie in parallel pairs, one above the other, and incorporate three underground stations. Each station is capable of taking four trains simultaneously.

Excavation is by full-face tunnel boring machine with a seven metre diameter cutting head, a multitude of mining machine and, when necessary, blasting.

It all adds up to a rugged, major mining and construction job, executed virtually to precision tolerances, and based on detailed research.



*Left: Station foundations at Parliament in Spring Street. Above: Workmen on the job at North*





## The Chairman . . . all about Metrol

Much has been said about the VicRail METROL building, for and against. I feel that the staff should be told the whole story and that we should all have an explanation of why the METROL building is so important to VicRail.

In 1972 the retired Chief Signals Engineer of London Transport, Mr. Robert Dell, was engaged as a consultant to MURLA to report on the signalling and train control proposals. He reported:

*"The proposal to provide a central control room for signalling and traffic control situated at Flinders Street, is undoubtedly the correct solution, not only for the control of signalling in the Flinders Street, Spencer Street and the Loop area, but for the whole of the Melbourne suburban railway system. The layout of the Melbourne suburban system focusing, as it does, on Flinders Street station and radiating from there, lends itself ideally to centralized control of the signalling throughout, and the provision of such a system must result in the highest efficiency of the operation of the railway.*

*The proposed site to the south and east of Flinders Street station would be a very suitable site for this control room."*

Other consultants from London Transport and British Rail have, subsequently confirmed these views.

For many years there has been a need to update and improve the operation of the signalling of the Flinders Street/Spencer Street area and the underground loop project provided an opportunity. The decision was

made to centralise the control of signalling initially of the inner area and eventually the entire suburban network.

Apart from the existing system being obsolete it was also decentralised making very difficult to co-ordinate operations of the several signal boxes involved. Centralisation of signalling meant a centrally located control complex with several satellite signal equipment buildings remotely controlled from the centre.

Various sites were examined in the Jolimont Yard area but finally the decision was made that the only possible site that met all major requirements was in Batman Avenue.

### A FORWARD STEP

The only available railway land was along the Batman Avenue frontage, occupied by some dilapidated buildings. Having determined that this should be the site for the signal relay building, the decision was made to get the overall control for suburban train operations all under one roof.

In the one building VicRail would have the ideal situation of being able to house all associated control functions.

METROL would, therefore, contain:

- Equipment for continuous monitoring of conditions in the tunnels and underground stations for the safety of passengers.
- Senior personnel and facilities for the total management of suburban train operations, radio and public address communication with trains.



- A comprehensive centre for diagnosis and correction of train running problems.

- The location for the despatch of 'key' personnel (operational and technical) to "trouble spots" as required.

In considering the total task to be undertaken by the various components of METROL the advantages of the site are manifold:

- Adjacent to the most complex area of trackwork, signalling, communications, train and passenger movements in the suburban system.

- Close to the central and major station of the network. This central area has the greatest potential for malfunction and other incidents which could disrupt services, senior responsible staff would be immediately available.

- Adjacent to the Traction Power Control Centre to which it is closely allied.

## CITY PLANNING

Railway officers have always been fully aware of the implications of city planning and that being so, they consulted with Meldon Properties Pty. Ltd, who have an option to redevelop the Flinders Street station area.

The possible future development of Russell Street across the railway yards was referred to and VicRail's plans took particular care ensuring that the proposed control centre would not intrude on that possibility.

In May 1975, the Premier of Victoria stated in a letter, "Whilst Government departments being the Crown, are not bound by planning schemes or interim development orders, it is the Government's policy that they confer with the appropriate responsible authority in respect of any planning or works which they are contemplating within a regional planning area."

When VicRail's design for METROL had been completed a full set of drawings illustrating the proposed control centre were

forwarded to the Melbourne and Metropolitan Board of Works and to the Melbourne City Council in June and July, 1976.

A reply from the Acting Town Clerk, Melbourne, June 23, 1976 said we "wish to advise you that no problem is envisaged regarding the proposal", adding that approval should be sought for the crossing and drainage works.

In July 1977 work commenced on clearing the site and by November the steel erection had started. By March 1978 the building had grown to the extent that it could be seen by anyone passing the Jolimont area.

Following the controversy which started in the media on June 7, instructions from the Premier stopped construction on the site.

Work then began on redesigning the building to occupy a larger ground space but of a uniform height of three storeys.

Sketches of the proposed redesign of the METROL Centre were sent to the M.C.C. and M.M.B.W. on June 15 to replace the drawings of 1976.

Both organisations in acknowledging their receipt sought applications for permits.

The V.R. Board wrote to both organisations on June 19 in the following terms:

"I acknowledge receipt of your letter dated the 16th instant relative to the amended three storey proposal for the Metropolitan Train Control Centre Building (METROL). The Victorian Railway Board now forwards application form for permit; however, by so doing the Board does not concede that a permit is necessary. It does so in the special circumstances of this case in order to minimise the consequences of delay which would otherwise ensue."

In accordance with the Governments wishes, VicRail are now dismantling the upper floors of the METROL building framework. Reconstruction of the new building will commence as soon as possible.

**Mr. A. G. GIBBS, CHAIRMAN**



# SPREADING THE GOOD WORD EVERYWHERE

**Passengers on The Vinelander have a new amenity in their sleeping berths — The Gideon's Bible.**

Approval has been given to Gideons International to supply 220 Bibles, so that the trains can be equipped in this way.

The Gideons International is an association of business and professional men banded together in 115 countries throughout the world to promote the gospel of Christ to all people.

The Gideons are renowned for distributing Bibles and New Testaments to hotels, motels, hospitals, penal institutions, the armed forces,

school students and those in the public nursing field.

Founded in 1908 they have distributed over 195 million copies and are currently placing them at the rate of one million every 24 days.

The suggestion that the Bibles be placed on the Vinelander was initiated by Mildura businessman Mr. Les John a member of the Mildura Camp of Gideons.

Following the acceptance by VicRail the organisation plans an approach to Railways of Australia for permission to place Bibles on all trains with sleeper accommodation.



● To mark the occasion VicRail General Manager, Mr. Ian Hodges was presented with a copy of the Bible by Mr. Les John, and fellow Gideon, Aub Crozier. Aub (right) who is Chief Clerk in Stores branch has been with VicRail over 40 years.



● The boys' lined up for their photographs after the presentations were made at the Concert Hall. In the centre of the second row are, from left: Mr. Alan Firth (Chief Electrical Engineer), Mr. K. Hall (Principal of the Victorian Railways Technical College), and supervisor of apprentices, Mr. Bob Bailey.

## He's the 'class' of '77

Andrew Wheatland, 21, is VicRail's top apprentice for 1977 — he gained 95 per cent at his end of the year exams in electrical fitting.

As a matter of fact, in his three years of training, Andrew has always scored more than 90 per cent in his exams.

And as Apprentice of the Year, he was presented with a framed certificate and a cheque for \$100 by General Manager, Mr. Ian Hodges.

Altogether, 77 apprentices won awards for their year's work.

Andrew is at sub-station maintenance in Batman Avenue, and is also studying industrial electronics at Footscray Technical College. His father is an electrical engineer with the railways.

The apprentices were presented with their awards at the VRI Concert Hall on July 5, and their parents were also invited to attend.

The exams were held at the Victorian Railways Technical College, the Ballarat School of Mines, Bendigo Technical School, RMIT, Telecom Australia's training school and other metropolitan technical schools.



● Apprentice of the Year, Andrew Wheatland, of Bentleigh, proudly shows the certificate presented to him by Mr. Ian Hodges, VicRail General Manager.



## JUBILEE YEAR FOR DERM'S

This year is the 50th anniversary of the diesel electric rail motor (DERM) in Victoria, and to celebrate the event, 33 railwaymen and fans ran a special trip from Melbourne to Echuca and back on July 8.

The tour, in RM60, was organised by Ken Lewis, of the Traffic Branch.

"DERMs have been operating continually on the Victorian Railways for 50 years, even outliving the very rail cars that were bought to replace them," said Ken.

"I think that explains our affection for them, and the reason we ran the anniversary tour.

"The DERM's, with their introduction in 1928, blazed the trail for the diesel locomotive era in this State.

"In fact, it was the purchase of RM55, the class leader, that sounded the death knell for steam traction on the Victorian Railways," Ken added.

Ten DERM's are still in use at VicRail, and no retirement date for them has been set – they are still providing reliable service on their runs, he said.

The special jubilee trip was made to Echuca because it was in this area that the rail motors were first tested in 1928.

RM60 wore a commemorative headboard to mark the occasion, and the celebrating group also made a side trip across the famous rail/road bridge between Echuca and Moama.

They then followed with a champagne toast to the DERM's at Echuca.

A group of Canadian railwaymen was to have arrived in Melbourne in time for the anniversary tour in July, but problems prevented the flight to Australia.

"They are so keen to see the DERM's though, that they will be out here later this year, and we'll run another 'special' for them," said Ken.

"None of them have heard of the Southern Aurora, but they certainly know about our rail motors."

● *A typical example of the DERM – built at Newport Workshops. They actually started off their long lives as petrol-electric and were converted to diesel fuel in 1951–53.*

# LETTERS OF THANKS

From Commissioner H. Neil

On Tuesday, June 20 I purchased a ticket at Patterson station as my city-bound train arrived. I presented what I thought was the correct fare, collected a ticket and boarded the train.

As it was about to depart, the door opened and the railway officer on duty handed me five cents, which I had overpaid.

Having regard to the location of his office entrance in relation to where I was sitting, he had to go to some trouble to do this.

As far as I am aware, he is not aware of my official position (Mr. Neil is a member of the Australian Conciliation and Arbitration Commission), and his action was simply part of his service to a passenger.

It certainly was much appreciated by me, and drew some favorable comment from other passengers. Accordingly it is brought to your notice.

(The station assistant concerned was R. P. Vorbach).

From Chris Phillips, teacher, Mildura High School:

I would like to thank VicRail for all the trouble you went to on our behalf during the recent AFULE strike. The provision of the bus from Mildura to Melbourne on June 28 was particularly appreciated, as we feared we may have had to cancel our trip to Melbourne.

In particular I would like you to extend our gratitude to Mr. Ken Bailey (Mildura SM), Mr. Maloney (group bookings officer) and to the supervisor of the Spencer Street cafeteria, as these people went out of their way to look after us.

I would also like to thank the officer con-

cerned, who organised the provision of a BZ carriage on the front of the Vineland for the return journey on June 30.

We had no trouble from any other travellers on the train, and our students were not distracted at all by people passing through the carriage.

We co-operated by not letting our students leave the carriage during the night until 7.00 a.m. I think this system worked well for all concerned. VicRail contributed directly to the success of our excursion.

From Mary Sturdie, Sorrento

Recently there was a talk-back programme on the ABC concerning the efficiency, etc., of the railways. I tried to get on to this and say my little piece, but could not manage it, being on a country telephone line. Hence this letter.

When everyone is having a shot at you, it is a nice change to have something complimentary said to even things up.

I am a pensioner, and recently returned from an interstate visit, arriving at Frankston station with a load of luggage I wished to transfer to the Sorrento bus.

I asked a station assistant if I could borrow a trolley for this purpose. He said I couldn't borrow a trolley, but I could borrow him.

And he then carted all my luggage out to the bus stop and co-opted a young man also waiting for the bus, to get my luggage onto the bus when it arrived.

I offered to tip him for his trouble, but he said: "No thank you, it's a VicRail service."

On several other occasions I have been pleasantly surprised with willing and friendly service at Frankston railway station.



# RETIREMENTS

## ELECTRICAL

McADAM, W. R., Lighting & Power Division, 2/8/78  
RYAN, E. T., Lighting & Power Division, 7/7/78

## FREIGHT

CLEMENTS, D. J., Warragul Freight Depot, 28/6/78  
CORTESE, J., Horsham Freight Centre, 10/8/78

## ROLLING STOCK

CAENZAZZO, E., South Dynon, 1/9/78  
COATES, C. M., Ballarat North, 14/6/78  
DAVEY, K. S., Ballarat North, 6/7/78  
DAVIES, M. V., Newport, 1/7/78  
DIENAVS, E., Ballarat North, 14/6/78  
DOBBIN, W. H., Bendigo North, 1/6/78  
FLICKERT, S. D., Newport, 7/7/78  
FREEMAN, E. E., Newport, 30/6/78  
GEEHMANN, F. L., Bendigo, 23/6/78  
GERBER, F. H., Bendigo, 7/7/78  
HAZLARIS, N., Shelter Shed, 19/9/78  
KELLY, P. V., Bendigo, 3/7/78  
KING, C. C., Ararat, 14/6/78  
KITT, R. H., Bendigo, 7/7/78  
LACE, D. H., Bendigo North, 14/6/78  
LYNCH, G. E. B., Wodonga, 28/7/78  
MOLINARO, N., North Melbourne, 13/6/78  
MOORE, M. H. S., Bendigo North, 13/7/78  
MURPHY, H. R., Seymour, 8/7/78  
PANETTA, N., North Melbourne, 5/9/78  
PIZZO, F., North Melbourne, 8/6/78  
WILSON, J. E., Jolimont, 22/9/78

## DEATHS

BRADY, W. G. Geelong, 25/6/78  
JONES, P. J. Ararat, 9/6/78

## TRAFFIC

AUSTIN, W. G. H., Passenger Guard, Sp. St.

BROWN, K. R., Suburban Guard, Dandenong  
FOLEY, K. F., Clerk, C/o A.C.T.M. (Administration)  
GILLHAM, V. J., Signalman, Mordialloc  
HARVEY, A. L., Goods Guard, Ararat  
HORNBUCKLE, R. B., Special Officer, C/o Chief  
Traffic Manager.  
LYGOE, J. A., Station Assistant, Flinders Street  
McRAE, G. F., Rail Tractor Driver, Morwell

## DEATHS

GREENFIELD, D. A., Shunter, Melbourne Yard  
SAUNDERS, R. G., Train Controller, Seymour

## WAY AND WORKS

ALDRIDGE, Q. G., Benalla, 15/8/78  
BARBIERI, E., Flinders Street, 9/10/78  
CARSON, M., North Melbourne, 7/7/78  
GEREDY, S., Wool Exchange House, 17/7/78  
GRANT, H. A., North Melbourne, 6/8/78  
KELLY, H. J., Ouyen, 20/7/78  
KOVACEVIC, M., Special Works, 28/10/78  
MARTIN, N. A., Murtoa, 29/7/78  
McCOLL, A. R., Flinders Street, 4/8/78  
PAYNTING, R., Echuca, 30/10/78  
PIERSON, E., Bendigo, 3/7/78  
POHLNER, K. W., Dimboola, 28/10/78  
POWELL, H., Metro. District Engr., 11/8/78  
STIJEPOVIC, S., Seymour, 11/8/78  
THOMAS, E. W., Bendigo, 12/10/78  
WATTS, J. L., Seymour, 31/7/78  
WHITE, W. G., Seymour, 21/7/78  
WILLIAMS, C. A., Maryborough, 29/6/78

## DEATHS

BARBARO, F., Spencer Street, 2/7/78  
KUN, M., Special Works, 8/7/78  
OLESZCZUK, I., Special Works, 28/6/78  
TATZEL, K., A.N.H., 14/7/78

## HARD HATTER



Bill is pictured here receiving his special orange hard hat from Mr. Alan Firth, Chief Electrical Engineer.

Malcolm ("Bill") Ralston, an electrical mechanic in the Electrical Engineering Branch, is the newest member of VicRail's Hard Hat Club.

The HHC is very exclusive — It has only 22 members. To qualify, a worker must be saved from death or injury through the use of his safety head-gear.

He earned his membership when he was passing cable up a structure to a workmate, and a pair of 10 oz. pliers fell 15 ft. onto his hard hat, chipping a piece out of it. Bill, of course, was well protected and uninjured.

# IT HAPPENED IN AUGUST...

At 2.55 p.m. on August 21, 1883, the first train connecting Melbourne and Sydney left Spencer Street. Six hours 20 minutes was allowed for the train to travel the 307 kilometres to Albury. The train stopped at Seymour, Benalla, Wangaratta and Wodonga. At Albury 30 minutes was allowed for passengers to transfer. It was to be another 78 years before the first through train ran between the two cities.

On August 22, 1923, the first "wig-wag" signal was installed at Amess Street, North Carlton. The 1924 VicRail Annual Report described "this automatic devise" as "this apparatus, which is placed in a conspicuous position, is automatically brought into action when oncoming trains approach within a certain distance of the crossing, and provide road users with an efficient warning by swinging a red disc during the daytime and a red light at night in addition to sounding a loud gong."

Moving up to the fifties and on August 2, 1955 and August 18, 1957 saw the first runs of the T class and S class diesels respectively. Bought as part of a \$160 million modernisation plan the T class replaced branch line steam locos while the S was used in the beginning to haul the Spirit of Progress, the Overland, the Albury Express and other main line passenger and freight trains.

After watching over Spencer Street station for 57 years, the four faced clock and tower was removed on August 19, 1967. Originally the control clock for the suburban system and located at the Elizabeth Street entrance at Flinders Street station, the clock was located at Princes Bridge from 1901 before being relocated for the third and final time nine years later.



● THE S300



● THE VINELANDER

With the introduction of sleeping carriages from The Overland, the Melbourne — Mildura train began a new life as The Vinelander. The first train left Melbourne on August 8, 1972 and the first Vinelander from Mildura left the next night. The Vinelander is VicRail's only over-night intra-state passenger train.



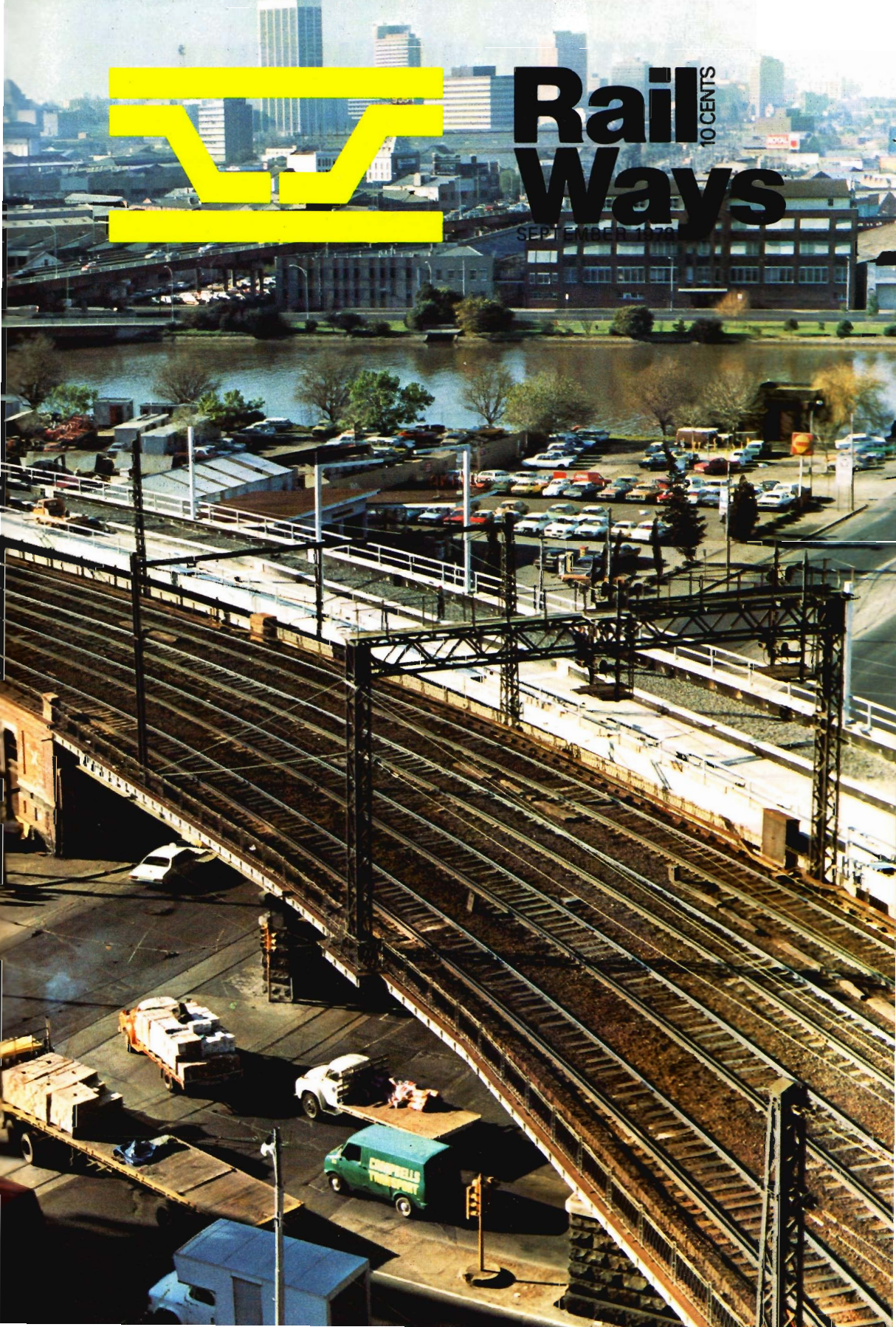




# Rail Ways

10 CENTS

SEPTEMBER 1978







*A transformer headed for the Yallourn "W" power station was carried by special wagon QS2 on an out-of-gauge loading on July 9. Loco B79 was restricted to a maximum 10 mph, which reduced to 5 mph when passing over points, or through stations. The transformer weighed 143 tonnes, and John Dare, of VicRail's timetables section, was at Bunyip to capture this picture.*

## Rail Ways

### In this issue

- 132, 133 Les Haining says Goodbye
- 134 It's a great experience
- 135 Letters we like . . .
- 136, 137 Total control provided by METROL
- 138, 139 The day we went to Upfield Railway Station
- 140 A Test of Strength
- 141 Table tennis to Victoria
- 142 Retirements
- 143 It happened in September . . .
- 144 Letter to Mr. Gibbs

### Front Cover

Work is rapidly nearing completion on the new viaduct between Flinders and Spencer Streets. The viaduct will carry two tracks which will be used in conjunction with the underground loop.

### Rail Ways

Railways is published by the VicRail Board each month at our North Melbourne Printing Works. A fee is paid for contributions, if published. Telephone number 61 001 ext. 1367 (subscriptions), etc. 1181 (editorial).

# NEW HAND ON THROTTLE

When Robert Roy Cameron Maclellan left Melbourne University in 1966 with an LL.B. he had no idea of what the future would hold. Certainly, he could not foresee that in twelve years he would be the Victorian Transport Minister.

Mr. Maclellan entered the Parliament in 1970 as the elected member for Gippsland West.

Following six years on the back bench, promotion has come fast for the former San Remo farmer.

Appointed Minister of Labour and Industry and Consumer Affairs following the March 1976 elections in which he was elected to the new seat of Berwick, and Minister of Transport in the cabinet re-shuffle of August this year.

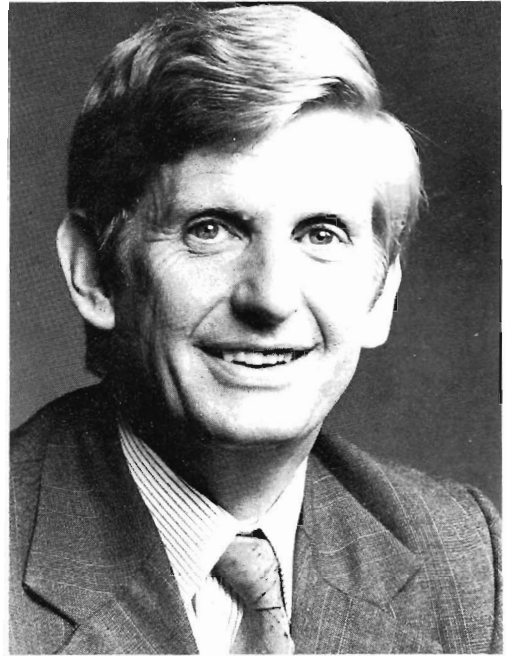
Mr. Maclellan's introduction to the transport portfolio has taken the form of immediate involvement in broiling industrial trouble in the tramways and with the West Gate bridge workers.

None of this trouble seems to have worried the new transport chief overmuch.

At 44, the quick-witted Mr. Maclellan seems ideally suited to the job. He says that he has no great visions for his new area.

He has no illusions about public feeling on transport. "The fact is that we have 13 million experts on transport in Australia — everyone who uses a bus, tram, car or train is an authority on the subject."

To Mr. Maclellan, the transport area — on which the State Government spends \$270 million a year — is a task to be handled by delicate balance. Nothing is black or white — each area has to be juggled.



● Mr. R.R. Maclellan

A rough estimate is that 40,000 Victorians are directly employed, through VicRail, the M.M.T.B., Country Roads Board and other Government transport bodies.

The Minister says that he wants to refine these figures down to ensure that "the people and money resources" are being put to best advantage.

---

## Deniliquin's Mr. Courtesy

Deniliquin station assistant Matthew Maher (pictured right) has struck a blow for men's lib.

Matt, 17, was awarded the Deniliquin Chamber of Commerce's monthly courtesy award. He is the first male to win the award since its introduction last year.

At first the award was restricted to shop assistants but earlier this year the Chamber widened the award to cover anyone who served the public in Deniliquin. Until the August award the girls of Deniliquin had a stranglehold on the award.

President of the Chamber of Commerce, Geoff Reilly, said that Matt was the unanimous choice of the selection panel.

He said that Matthew gave quick service and was very helpful and courteous.



Matt's station master, Alan Stuart, agreed with the Chamber of Commerce and said Matthew is a credit to VicRail. (So do we!).

# LES HAINING SAYS GOODBYE

"The Big Bloke" is hanging up his cap, taking off his overalls and stepping down from the footplate — for the last time. Les Haining, one of VicRail's most colourful and best liked drivers has decided to retire at 60 after spending all his working life as a railwayman.

The interview (if you can call the rambling conversation, filled with quips and reminiscences, an interview) takes place in the living room of Les' home in Newport and most of the time his wife May sits with us encouraging the anecdotes and prodding the memory.

With us we have brought Archie Burton, guard of the Commissioner's train that Les drove for many years; from the greetings at the front door it was obviously a sound move — the jokes start right away.

Also in the party is Ross Morrison of public relations and also ex-clerk on the Commissioner's train. (This interviewer is now feeling decidedly outnumbered).

"I'm not letting you into the house until you get rid of that fuzz on your face," Les greets Ross (a reference to the beard Ross is proudly sprouting).

What follows is hectic and interesting but occasionally incomprehensible to someone not really with the past 25 years of railway history. The names of the famous, distinguished and notorious abound.

Among the distinguished people mentioned are Princess Margaret, Sir Rohan Delacombe, the present Governor of Victoria, Sir Henry Winneke and many politicians.

Among the distinguished railwaymen Les spoke of are Commissioners Brown and Brownbill, the present Chairman A.G. Gibbs and General Manager I.G. Hodges.

Other railwaymen to get a guernsey in Les' trip down memory lane included his firemen Harry Greaves (Les' fireman for 20 years eight months — believed to be a VicRail record), Frank Dumble (now a driver at Tottenham) retired commissioner's conductor Jack Freeland, drivers Frank Myers and Tom Donnelly, ex chef Dick Parry and retired Secretary for Railways, Clive Miller.

We will not, for legal reasons, mention the notorious names that Les mentioned.

And then come the stories — all memorable, not all repeatable, but most of them amusing. Like the time Les was driving a passenger train to Albury. The loco became defective on the way and a substitute was found.

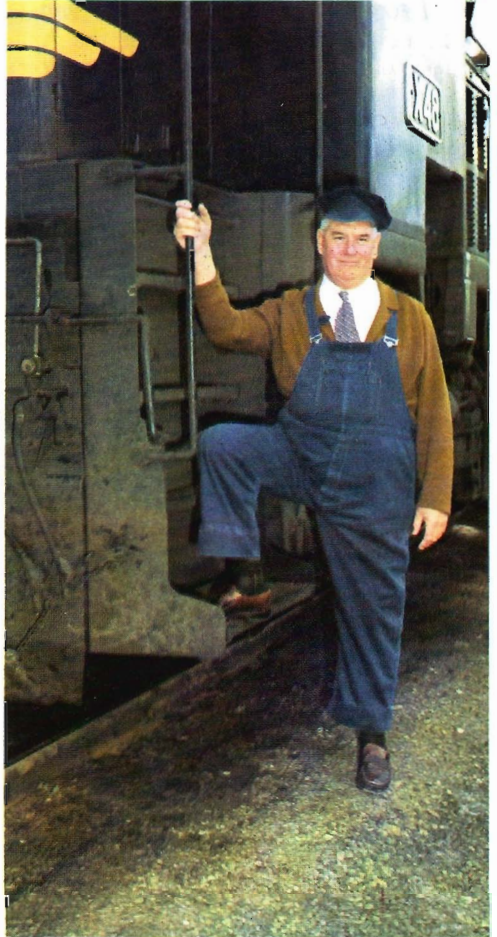
"We started off with a fair amount of time to make up. I could feel the engine was running well and I kept it right up to the maximum. It felt really good and we were fairly batting along. When we got to Albury we were really feeling pleased with ourselves until the buffet car supervisor came up and started yelling abuse. Said I'd wrecked her buffet car. Everything had fallen off the shelves and it was a real mess. So I said why didn't you pull the tap?"

"Pull the tap, I couldn't get up off the floor."

Les explodes into laughter and slaps his thigh.

It was only afterwards it was discovered his speedometer was registering 13 mph slow. It was a fast trip!

Les' career covers the change from steam to diesel and he has driven everything in VicRail except suburban trains. His favourite loco was the



● Driver Les Haining

A2 and he freely admits he likes steam but isn't sentimental about its departure.

"As somebody said it's like driving a new Ford and then trying to ride a bike uphill, with flat tyres in a head wind."

He has driven every line in Victoria except Kerang-Koondrook. "You haven't missed anything," says Archie Burton who has been sitting quietly urging on the flow of stories.

Thousands of Victorians outside VicRail know Les through his appearances in TV commercials and advertisements like the Gravy Train and Fountain sauces.

He recalls rushing out of the studio after a day's shooting and calling into the Yarraville pub for a quick beer, "It gets hot under the lights". When he got home May burst out laughing because in his hurry he'd forgotten to take off the heavy pancake make-up. "No wonder the barman stared at me," he says.

"He probably thought you wanted a big kiss," says May.

Les Haining joined VicRail at 14 years old as a lad labourer at Newport Workshops on February 2,



1933. In January, 1938 he was transferred to North Melbourne Loco as a lad engine cleaner and became an acting fireman two months later.

He was appointed a fireman in May 1943.

He was awarded the Peter Alexander Memorial Prize for engine working-senior grade in November 1947 and in the following June became a fireman "Q". He was appointed an engine driver in October 1949.

Between June 1948 and May 1950, Les ran a shuttle service between North loco and Korumburra, being transferred on twelve occasions to the country depot. As well in the same period Les spent six weeks at Yarram.

Apart from a couple of transfers to Williamstown, Les, since 1950 has been located at North Melbourne or since it opened, South Dynon.

In the fifties, he was an instructor on the "H" and "R" class steam locos. Then, with the introduction of the diesels, Les took the first diesels to Mildura and Bairnsdale.

With his retirement, there is not one serving driver who has driven Puffing Billy to Gembrook.

Since July 1966, Les has driven the Commissioner's (now the General Manager's) train of inspection and in this role has driven over every line open in the state, with that one exception Kerang-Koondrook.

Les and May have the retirement plans pretty well sorted out.

First a trip to New Zealand with their daughter and son-in-law to renew acquaintanceship with their daughter's in-laws. Les has a few misgivings

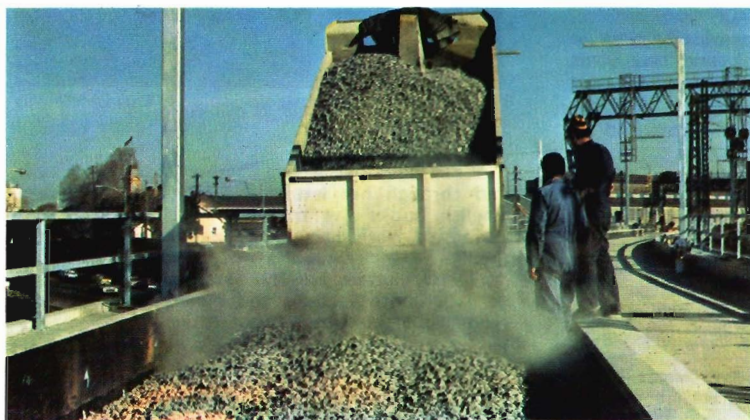


● And "Good luck" from Guard Archie Burton.

because he's never flown before and fancies the idea of a trans-Tasman railway instead.

After that they plan to see a bit of Australia—by rail. Les has never used his rail pass and has only been to Adelaide a couple of times and May has never been out of Victoria.

We leave, wishing them both luck and while Les is not listening Archie has the last word, "You couldn't work with a better driver. But don't tell him I said so."



*Left: Work on building the new viaduct between Flinders street and Spencer Street is rapidly nearing completion. Here ballast is being laid on the track. This is a close-up of the work shown on the front cover.*

*Right: No, it's not another Sperry rail car (see August issue), but an old tramway bus being transported for Mr. Peter Williams of Dimboola, for use as a holiday "house". If the Sperry is a "brain", then surely this one must be a "trouse".*





# IT'S A GREAT EXPERIENCE

"No day is ever the same at Spencer Street — this is the greatest experience in a job anyone could have," says Bill Crichton. Bill has been senior station master at Spencer Street since 1967, and he really enjoys his work.

He has 380 staff to watch over and he oversees the arrival and departure of 118 country trains and two buses each day.

This total doesn't include school trains, race specials, the dance train, vintage tours, Board and State Cabinet trains, or the vice-regal train trips. On an average, says Bill, there would be three "specials" a week.

During his 11 years at Spencer Street, he has met dignitaries like Sir Rohan Delacombe, Sir Henry Winneke, Mr. Hamer, Sir Henry Bolte, Sir Roden Cutler, Sir Mark Oliphant, Cardinal Gilroy and Sir Arthur Rylah.

"We also get all sorts of film crews here, including The Sullivans and Cop Shop," he added. "But, apart from these sorts of things, the work here is basically the same as at a country station . . . though we deal with more passenger than freight trains here.

"The work's basically the same, there's just more of it."

Bill joined VicRail in 1937 as a junior clerk at the Melbourne Freight Terminal, and two years later was involved in the war as a wireless operator with the 2nd 8th Armoured Regiment.

He later served as a clerk, and a deckhand on an Army tugboat in New Guinea.

After the war, Bill's career with the railways included clerking at Sandringham and Korumburra stations. He then became SM at Meredith, Murrayville and Woomelang.

"Then I went relieving in Gippsland, the Murray Valley, the north-east, Bendigo, the northern districts, Ballarat, the Geelong area and around Portland and Warrnambool. "After that period — eight or nine years — I was at Maryborough."

"I went relieving again for two years before becoming shift SM at Spencer Street, then group SM and finally senior SM."

Bill had family ties with the railways before taking up his career. His grandfather was an instructor in the Rolling Stock Branch, and an uncle was a fireman.

He loved the country life, and even kept a few head of sheep that travelled from station to station with him while he was relieving.

He has also part-owned country racehorses for the past nine years through a syndicate. "No-one could call it an investment — it's strictly a hobby, although the first horse we had, Connoisseur, won two races . . .

"The two we've got now are both two-year-olds — Enola Lad and Summer Rascal. They're still being trained, but later on I'll enjoy going to watch them race." Bill has two other abiding interests, apart from his family — exotic gardening and a foster child in Korea.

Kyung Soon, his 11 year old Korean "daughter" is supported by Bill through World Vision, an international foster parent agency.



● SM Bill Crichton

"I've been her Aussie "father" for a year now, and through her letters and one or two Korean-English books I've managed to get hold of, I'm trying to learn her language. It's really interesting."

Her letters are translated by World Vision, so I get both versions and try to pick out what Korean characters mean what in English.

"Going home on the Sandringham line at night I get a few peculiar looks from other passengers, I can tell you.

"But I do hope I'll be able to talk to her in her own language when I go over to Korea to see her, which fully intend to do at some future stage."

Bill and his wife, Shirley, have a holiday house at Cockatoo in the Dandenongs where Bill indulges his hobby of "trying to grow anything."

At his Melbourne home he specialises in orchids. "I don't bother selling them — I enjoy giving them away much more." It's an interest he shares with the wife of Victoria's Governor. "Lady Winneke and I usually natter for a few minutes about our orchids when she and Sir Henry are here to take a trip out country."

At Cockatoo Bill is experimenting with hazelnut and mandarin trees, and even Chinese gooseberries. "We have an informal horticulture group among the staff at Spencer Street — we exchange ideas on gardening techniques and what unusual plants to try next.

"I'm going to have a go at macadamia nuts at some stage. I'll have a go at anything."

# LETTERS WE LIKE...

FROM MRS. LUCY McQUEEN, COBURG:

I am writing this letter to you in reference to an incident which occurred on July 10 when I travelled from Flinders Street station to Moreland, arriving just after 6.00 p.m.

After alighting from the train I was some distance from the station when I was shocked to realise I had left my handbag on the train.

As I had a considerable sum of money in the bag, I immediately returned to the station and notified the young station assistant, Phillip Ryan, of my predicament.

Through this young gentleman's prompt and courteous action in notifying that staff at Coburg, the next station, I was very pleased and grateful to have my belongings returned intact.

I could not let this event pass by without conveying to you my sincerest thanks to your staff for the happy ending.

As I am a pensioner, you can understand my appreciation of the courteous and quick action of this young man, and that of the Coburg station staff as well.

FROM EDNA RIMMER (NEE RICE), RESERVOIR:

I am wondering what has happened to the staff of Spencer Street's platform 1 of the years 1937 to 1940. Should any employee of those years be interested in a reunion, please ring me on 469 2426 any day after 5.00 p.m.

MR. J. B. VELTHUIS, PRESIDENT  
HORSHAM CHAMBER OF COMMERCE:

We welcome the announcement of the letting of the road contract in relation to the Horsham Regional Freight Centre.

We are most pleased that customers have been left a freedom of choice in this matter of conveying freight from railhead to door, and also that local carriers have retained their business and the successful railway contractor is a local transport firm.

We feel that the freight service to Horsham and surrounding areas has been markedly increased and more efficient. And seeing that we were selected for the pilot regional freight centre, we have no hesitation in recommending this system to other centres selected for the scheme.

The avenues of communication that were availed this chamber by your department were most appreciated.

The efforts by Mr. Stanley Bell during this time of innovation, I feel sure, has had much to do with inspiring staff of the Horsham Regional Freight Centre to their degree of efficiency, and we thank him for his personal attendance at our meeting.

It can be seen with the integration of road and rail with suitable Government control that Victorians can look forward to a future with a most efficient transport service throughout the whole of the state.

## ... AND PRESS REPORTS

FROM THE NUNAWADING GAZETTE,  
AUGUST 2:

"But having just returned from one of those attractive VicRail train and coach holiday package tours I must revise my own ratings.

The Murray Valley, Mildura and Swan Hill really turned on their much-vaunted sunshine to make it a most enjoyable trip for my wife, Margaret, and myself.

It's great to find that VicRail and its skilful and obliging holiday people provide tourists with such an enjoyable means of visiting the Murray Valley's many places of interest ranging from paddle-steamers to wineries, pheasant farms and historic homesteads.

VicRail recently reported that its new holiday package trips, which range to nearly all states and over a variety of periods were winning many friends. Not surprising.

In at least one respect also, VicRail upstages the airlines and their holiday package tour. You needn't hump your heavier luggage in to the air terminal at Melbourne . . . you just lodge it at your nearest railway station."

In fact you do not even have to do that. Just ring 62 7791 and the passengers' luggage will be picked up at their home and lodged at Spencer Street. There is a small fee for this service.

---

Did you know?

The record for being the world's most extraordinary railcar must surely be held for all time by the Brighton and Rottingdean Railway in Sussex, England. The line was 2.75 miles (4.42 km) long, and was on the seashore, with a total gauge of 18 ft (5.486m).

At high water the four rails were covered by about 15 ft (4.572 m) of water. The car stood on legs about 23 ft (7 m) high, and had a cabin like a ship. It was the only railcar that carried a lifeboat and lifebelts as normal equipment.

The railway opened on November 28, 1896, and ran until January, 1901.

—The Guinness Book of Rail Facts and Feats

---

# TOTAL PROV METRO

The Melbourne Metropolitan Train Control Centre (METROL), now under construction, will be housed in a new three-storey building in Batman Avenue, close to Princes Bridge. The purpose of this new control centre is the unified control and regulation of all train traffic in the Melbourne suburban train network.

The new centre with its modern control panels, colour visual display units (VDU) and computer systems will vastly up-date the control of suburban train operations.

Planned to come into service in stages at the same time as the underground loop, the centre will, for the first time, enable the operating staff of VicRail to see at a glance the total pattern of train movements within the complex Flinders Street and underground loop area.

The overall system is planned to be extended, over a period of years, to cover the whole suburban rail network.

A \$3.5 million contract was recently awarded to L.M. Ericsson Pty.Ltd. for a computer based train describer system which will be the nucleus of this control system. Linked with wayside signals and signal boxes, the train describer system will visually display all train movements within the network and enable traffic to be controlled and regulated with minimum delays and optimum utilisation of rolling stock.

These displays will positively identify the position of all trains, signals and points, and together with the automatic setting of routes, will materially reduce the routine workload of regulators and controllers and enable them to concentrate more effectively on the major problems of traffic regulation.

Associated with, and integrally linked with the train describer system, is the passenger information system, which will automatically display all train movements on platforms and concourses by means of high quality colour VDU screens.

The overall effect of these systems will be to enable an increase in peak traffic, resulting in a substantial improvement in service to passengers, and operating efficiency.

Very extensive consideration has also been given to the safety of trains in the underground loops which are equipped with drainage pumps, ventilating fans, emergency power generating equipment and overhead traction supply switches. These are all controlled, monitored and displayed to the staff in METROL that in any eventuality they will be able to instantly appraise the situation and take appropriate action.

Closed circuit television to view concourse areas, escalators and platforms at the three underground stations and centralised P.A. announcements will also be a feature of the new centre.

The cost of the project is being shared between the Melbourne Underground Rail Loop Authority and VicRail.

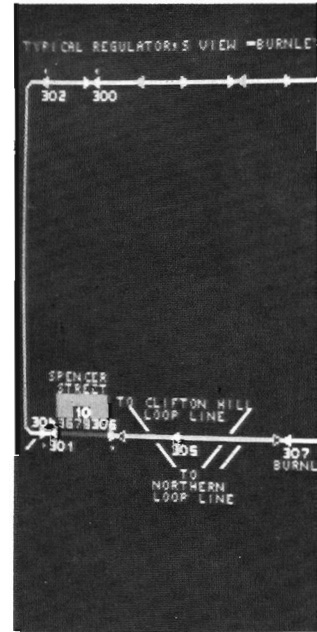
The train describer system will consist of two computers with each computer having a hot standby, thus four computers will be configured to operate as a total system.

The train describer will perform mainly five functions:—

It will accurately position all trains within the system by displaying on screens the unique number of each train. This will enable the controllers to know at all times the position of each train instead of having to phone signal boxes and stations as at present.

Keep an accurate record of all train movements for record purposes and to enable future timetables to be more effectively written for the whole of the system.

Enable main routes to be set automatically without the intervention of the regulator thus reducing workload.



ABOVE: A visual display of train movements from METROL to enable regulators to keep tabs on a suburban train network.

# CONTROL D BY ENTRE

Ericsson's will supply PDP11/34 computers. Each computer will have 96,000, 16 bit words in core memory. Each system will have additional memory of 94 million words on RP04 and RK05 discs.

These disc memories will be used for timetabling, train reporting, train crewing and consist records. The computer programs will be written in Pascal language.

The computer systems will be connected to 100 various terminals around the system consisting of VDU's, printer loggers and control panels.

In the first stage, this centralised system will cover an area from North Melbourne to Clifton Hill, Burnley, Caulfield, Sandringham, St. Kilda, Port Melbourne and all the underground loops.

This will take until 1982 and will include the remote control of several signal boxes such as Flinders Street A,B,C,D,E and Spencer Street No. 2 Box. In this area some 400 signals and 250 points will be controlled using an automatic or manual route setting technique, the latter from control panels.

The control room will be situated on the third floor of the METROL building. In this room 5 regulators will monitor and regulate the operation of the trains.

Two operations controllers will also be located behind desks fitted with colour VDU screens to show the number and location of each train in the system. A public announcer will also be accommodated to make announcements regarding any alterations to the service.

Finally, the system is capable of controlling and/or monitoring some 35,000 remote data points when the system is expanded to cover the whole of the suburban train network. As the system is expanded, railway signal engineers will be capable of making the necessary alterations to the system's programs in order to accommodate all stage work.

*the type to be used by the train  
ffic in the Melbourne suburban*

A centralised control and monitoring system (CMS) is being provided primarily to assist with the supervision, control and maintenance of the services associated with the Melbourne underground rail loop. The system will, in the first instance, monitor and control all the 1500 volt traction supplies in the central district and the following services in the underground stations and tunnels:— traction, signalling, general power and lighting supplies, station air conditioning systems, switching of public address and closed circuit television systems, station and tunnel drainage systems, tunnel air exhaust systems, fire protection systems, security systems.

The control and monitoring system will be capable of expansion to incorporate the control and monitoring of the traction power supplies throughout the whole network.

The CMS will comprise twin computer systems with a duplicated data link throughout the central district linking both computers will several remote field stations. Data display will be by live full colour mimics on visual display units and control will be by both standard alpha-numeric keyboard and special function keys.

Provision is being made for the use of light pen and other modern means of control. Control/display modules will be provided in each of the underground stations and at METROL, Power Operations Engineers' Control Centre (POE) and a central maintenance depot to give the station master and other controllers the means to control and monitor the station services and other facilities.

Logging printers will be provided at METROL and at POE control centre to provide a hard copy record both routine operations and alarm situations.



# THE DAY WE WENT TO UPFIELD RAILWAY STATION

## Or How The Children See VicRail



Dear Mr. Gibbs

Some weeks ago three grades of my children went on an excursion to our local railway station. They went on three different mornings and were treated splendidly by the Stationmaster and staff at Upfield. The children really enjoyed this excursion and a great deal of followup language work was done.

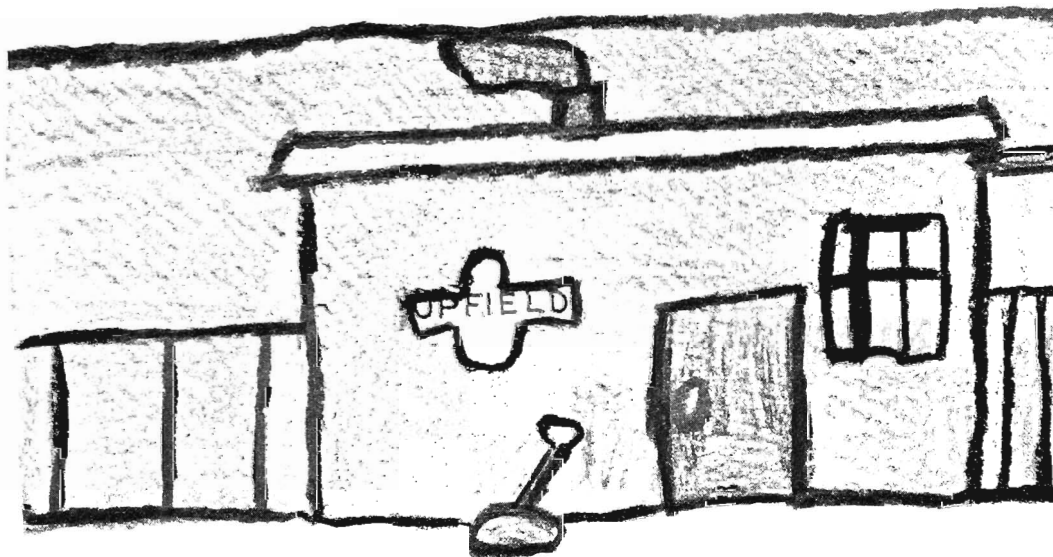
I am sending you some of this work — a simple duplicated book written as a group report and a printed book which has contributions from many children. We were very impressed at the observation shown in the drawings keeping in mind that these children are only aged about 8 years.

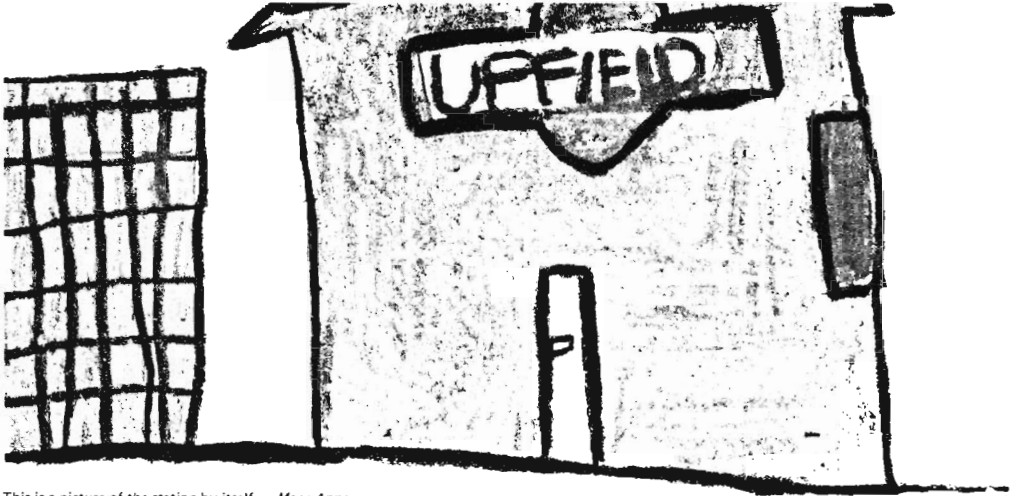
These books become part of the children's reading program. Every child in the grade is given one to take home to read to the parents and we find that children from other grades also like to read about the excursions taken across the school.

The children felt that it was one of their best excursions and the teachers and I are sure that the friendly attitude of the Upfield Staff was a major factor in making the outing worthwhile.

Yours faithfully,  
Dawn Anderson,  
Principal.

We saw a train off the track and the man, he went up there, and bought it down to the station. — Suzanne—

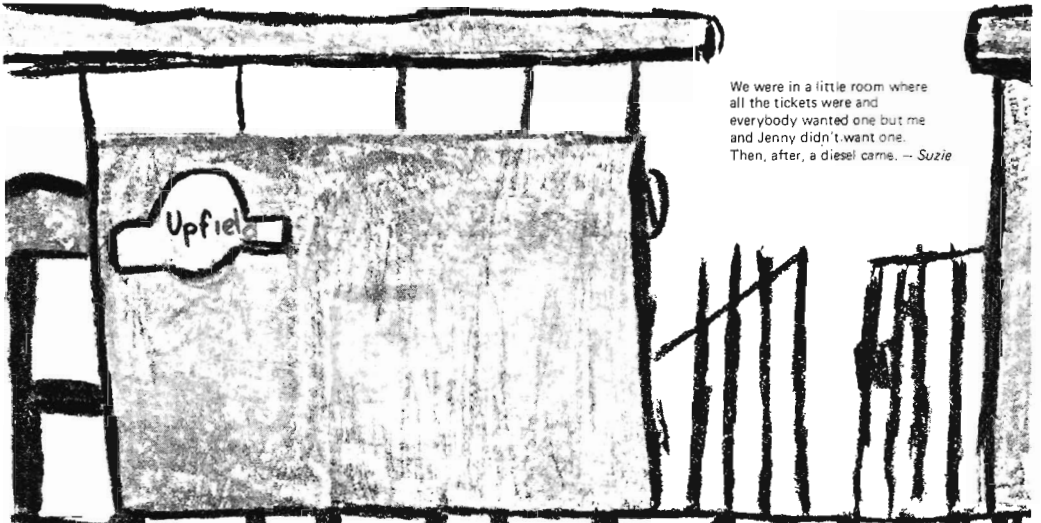




This is a picture of the station by itself. — *Mary-Anne*



I saw a diesel going past the station and I saw lots more on the station. — *Askin*



We were in a little room where all the tickets were and everybody wanted one but me and Jenny didn't want one. Then, after, a diesel came. — *Suzie*

# A TEST OF STRENGTH

A 60-year-old girder from Ballarat's old Caledonian Bridge went through the most rigorous testing of its life at Monash University last month. VicRail's Chief Design Engineer, Mr. Jack Emmins, says the test on the 12-tonne girder was part of an on-going scientific examination and modernisation program of Victoria's railway bridges.

He was on hand with Monash University's Professor of Civil Engineering, Paul Grundy when three massive hydraulic jacks gradually applied 250 tonnes of pressure to the old 18-metre steel girder.

The tests, which involved the use of the university's extensive and sophisticated engineering equipment, included wiring the girder and jacks to computers and associated monitoring devices.

And the results were eminently satisfactory for VicRail.

They proved that those steel girders are far stronger than many engineering and rail experts had expected. Hundreds of them are still in use throughout Victoria, including those on the Flinders-Spencer Street viaduct.

If the girder had given in early in the pressure test, VicRail's bridges still using similar material would have had to come under closer scrutiny by the Way and Works Branch.

The test girder had been in use on the Ballarat main line for more than 50 years.

Many bridges still in service in the Victorian Railways system were constructed in the latter part of the last century and early this century, during a period of rapid expansion of the railways throughout the State.

Replacement of bridges can also become necessary with obsolescence when upgrading of the line loading capacity becomes desirable with increasing

traffic and newer and heavier rolling stock and loads.

The structural design division of the department is regularly called upon to carry out analysis of bridges when such investigations are required, and the result of these investigations may lead to replacement of bridges to enable the objective to be achieved.

The engineering knowledge used in the design of bridges in the last century did not have the benefit of modern research. Consequently, more modern methods of analysis have shown that further investigation is required into some of the details used in those days to ensure that the structures are adequate for the loads now being imposed upon them.

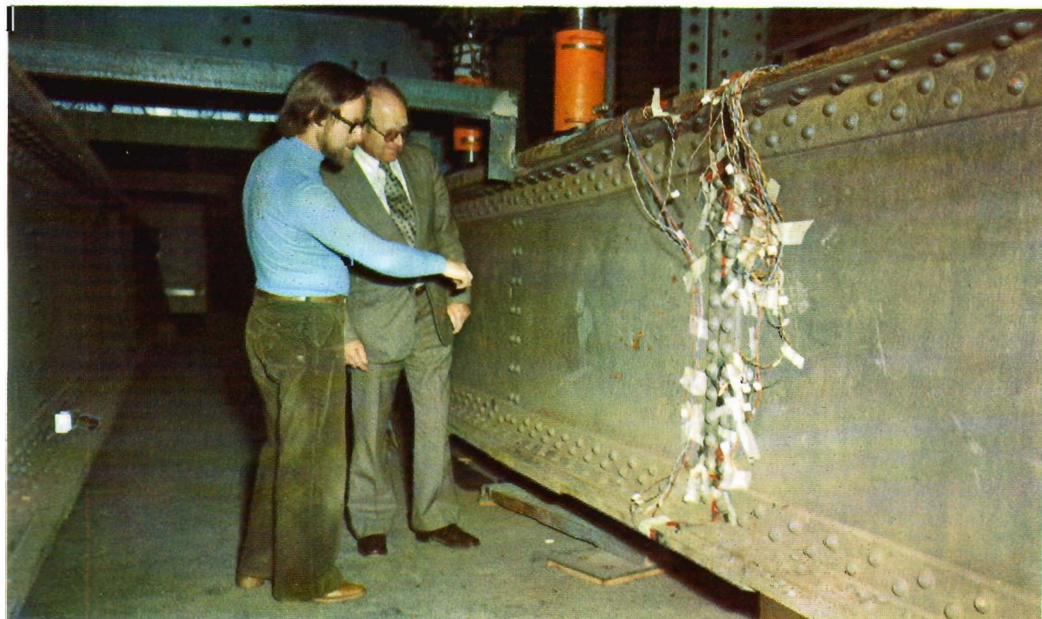
The Monash University had previously been asked to carry out an investigation of a particular detail of bridges, many of which are still in service in this department. The detail, in particular, is a riveted web splice. Professor Grundy developed a new method of analysis of this splice which indicated that the splice has a much greater capacity than might have been expected.

This verified the department's belief, from its past experiences, that these joints were, in fact, adequate.

It was decided to verify the theory by carrying out full scale loading tests on some girders, and the girders that were taken out of the Caledonian Bridge were tested at Monash University under the supervision of Professor Grundy.

The results of these tests have been most reassuring, and will enable VicRail to apply more modern analytical methods to these older girders. It is hoped that this will enable extended life of the girders to be justified, permit an increased capacity of the girders to be accepted and still retain adequate factors of safety to ensure no risks are being taken by this department in its normal operations.

*BELOW: Professor Paul Grundy (left) and VicRail's Chief Design Engineer, Mr Jack Emmins, check the 12-tonne girder after its ordeal with the Monash University engineering equipment tests.*





Just A Tick took out the Vinelander Plate at the Mildura Races on August 14. The seven year old, raced by Melbourne businessman, Ted Beyerle, and trained by Sonny Coombes, won by one and a half lengths from Mildura horse Silver Tally.

VicRail Assistant General Manager, Mr. N.H. Rashleigh was there to present the winner's trophy.

Our picture shows, from left, President of the Mildura Racing Club, Mr. Alan Dunne, Mr. Rashleigh, Mrs. Rashleigh, and winning trainer Sonny Coombes accepting the plate.

## TABLE TENNIS TO VICTORIA

Victoria "ping ponged" the opposition in the 18th inter-system table tennis carnival in Melbourne. Held at the Albert Park table tennis stadium, the Victorian team had their best carnival ever, recording wins in the teams, singles and doubles events.

It was Victoria's first ever win in the singles while the teams and doubles title returned after a six year gap.

Angelo Tabone, Accounts branch clerk, won the singles title from Geoff Smoult of A.N.R. 21-11, 22-20, 21-9.

Team captain Mel Davey, clerk Melbourne Freight, combined with Angelo took the doubles title from holders Lee Brittain and Bruce Roberts

The winning VicRail table tennis team: Back row: H. Dabcowski, B. Smart, R. Turner, A. Tabone, G. Speld erwinde, T. Donnerborg, J. Rees, E. Jackson. Front row: R. Oelman, N. Ranchand, M. Davey, P. Chircop, E. Martin. Player/manager Ted Findling was absent when this photograph was taken.

of Queensland 21-15, 21-18, 21-18. Mel and Angelo were runners-up in the doubles at the 1976 carnival.

In winning the team event, Victoria went through the series undefeated. Queensland was defeated 20-13, both New South Wales and Australian National Railways lost 10-23, while Western Australia was whitewashed 33-0.

Queensland, who had won the teams event at Perth in 1976, occupied second place, with New South Wales, A.N.R. and Western Australia finishing in that order.

This was the first carnival that the South Australian team competed under this new title, Australian National Railways (Central Region).

The next inter-system table tennis carnival is set down for Brisbane in 1980.





# — RETIREMENTS —

## ACCOUNTANCY

Driver, R. W., Head Office, 28/8/78  
Hickey, M. K., BHP House, 4/8/78,  
Pilkington, I. M., BHP House, 8/9/78  
Ward, J. G., Head Office, 28/8/78

## ROLLING STOCK

Bromley, E. R., Ballarat North, 30/9/78  
Cameron, D. K., Ballarat North, 4/8/78  
Clayden, T. R., Newport, 27/7/78  
Comito, P., Newport, 29/6/78  
Costanzo, A. A., Jolimont, 5/10/78  
Densley, S. M., Ballarat North, 13/6/78  
Griffiths, L. G., North Melbourne, 28/7/78  
Haining, L., South Dynon, 22/9/78  
Hulls, A. P., Bendigo North, 1/8/78  
Irons, R. J., Head Office, 12/8/78  
Jackson, G. A., E.R. Depot, 4/8/78  
Knight, J. N., Bendigo North, 12/7/78  
Lane, D. P., North Melbourne, 23/8/78  
Leech, J. B., Motor Garage, 18/8/78  
Muskat, M. M., North Melbourne, 11/10/78  
McKay, E. S., Newport, 4/8/78  
Porter, F. E., Ballarat North, 14/7/78  
Provis, W. A., Head Office, 24/7/78  
Ragas, E. W., Newport, 6/10/78  
Rimbaldo, F., Jolimont, 23/10/78  
Skomina, D., E.R. Depot, 14/7/78

## ELECTRICAL

Dean, W. H., Overhead Division, 1/9/78

## DEATHS

Pender, R. R., Distribution Division, 25/7/78

## FREIGHT

Challis, J. M., Melb. Freight Terminal, 12/9/78  
Clancy, J. M., Deniliquin Freight Depot, 1/9/78  
Harrison, W., Melb. Freight Terminal, 13/9/78  
Hayes, D. H., Bendigo Freight Centre, 18/8/78  
King, R. L., Ballarat Freight Centre, 9/8/78  
Spencer, M., Bendigo Freight Centre, 28/7/78  
West, N. W., Bendigo Freight Centre, 6/9/78  
Williams, J. T., Bendigo Freight Centre, 11/8/78

## DEATHS

Jansz, T. A., Newport, 5/8/78  
Porter, H., Ballarat North, 12/7/78

## STORES

Robertson, W. J., Printing Works, 7/7/78

## TRAFFIC

Baker, R. A., Spencer Street, 5/8/78  
Bodziony, W., Flinders Street, 18/8/78  
Dufinez, J., Spencer Street, 4/8/78  
Evans, J. G., Glen Waverley, 24/7/78  
Fairweather, L. L., Dandenong, 16/8/78  
Kelly, F. R., Maryborough, 9/8/78  
Kupiec, J., Flinders Street, 25/7/78  
McInnery, M., Spencer Street, 27/8/78  
Pearson, B. F., Seymour, 19/8/78  
Spiljak, J., Flinders Street, 14/7/78  
Wilson, W. R., Bendigo, 28/6/78

## DEATHS

Meagher, J. L., Bendigo, 17/7/78  
Wild, T. O., Echuca, 17/7/78

## WAY AND WORKS

Broderick, R., Flinders Street, 25/11/78  
Cavalieri, G., P.W.M.D. Spotswood, 16/8/78  
Gockayne, R. C., S&C Flinders Street, 22/8/78  
Hourihan, J. F., Flinders Street, 18/8/78  
Jackson, A. F., P.W.M.D. Spotswood, 18/8/78  
Jenkins, J. W., Ouyen, 11/8/78  
Ladu, D., Flinders Street, 19/5/78  
Lewis, R. A., Ouyen, 28/8/78  
Markov, M., Flinders Street, 4/8/78  
Midro, S., Special Works, 16/8/78  
Seers, C. E., North Melbourne, 30/8/78  
Stornello, G., P.W.M.D. Spotswood, 12/11/78  
Svalbe, O., Flinders Street, 4/11/78  
Tankard, W. J., North Melbourne, 1/9/78  
Thomson, W. E., Special Works, 28/7/78  
Twyerould, J. J., Warragul, 4/11/78  
Vella, C., Spencer Street, 4/11/78  
Young, H. C., Shepparton, 14/8/78

## DEATHS

MacGarvey, R. J., North Melbourne 1/8/78  
Trebble, H. M., A.N.H., 29/7/78

# IT HAPPENED IN SEPTEMBER...

Openings of and extensions to railways in the early days stand out in September. Two months after Victoria achieved self-government a meeting was held on September 7, 1851, at the Mechanics Hall (better known today as the Melbourne Athenaeum) to build a railway line from the city to Sandridge (now Port Melbourne). Total cost of the proposal, including rolling stock, was put at £60,000. The scheme, however, lapsed.

Inflation must have been pretty bad in those days too, because three years later with a capital fund of £200,000 the dream became reality. On September 12, 1854, the first railway in Australia was officially opened.

The first train pulled out of Flinders Street at 12.20 p.m. and arrived less than 10 minutes later at Sandridge. Two further trips brought remaining guests to the banquet which was held in the engine shed at Sandridge.

The track had been completed in June, and as the locomotives ordered from England were not expected for a couple of months an engine was built in Melbourne. It took 10 weeks to construct, is said to have cost £2,500 and was tested just once before the opening.

On September 24, 1860, the suburban network was extended from Richmond to Pic-Nic. Pic-Nic station was situated past Burnley station and before the Yarra River.

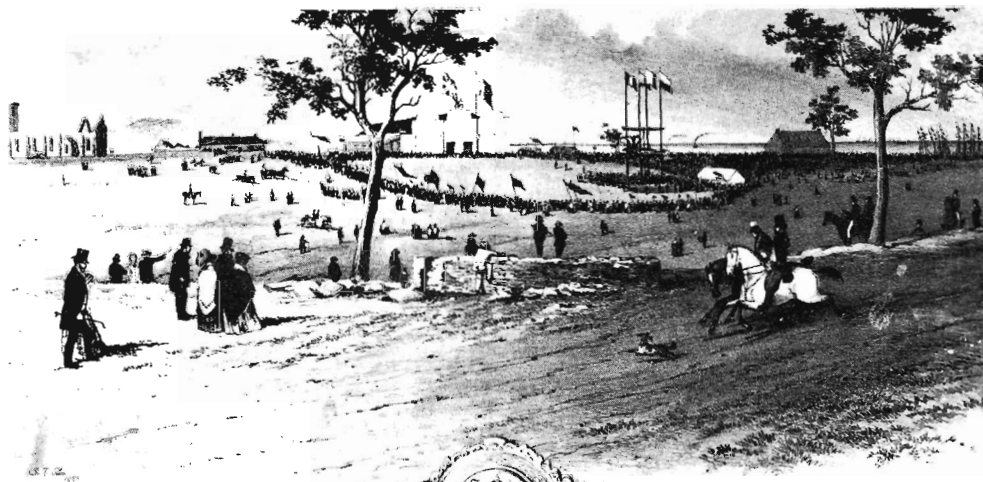
September features strongly in the early history of the Geelong line. On September 20, 1853, His Excellency the Lieutenant-Governor (C. J. La Trobe) cut the first turf of the railway and laid the foundation stone at Geelong station.

Seven years later on September 3, 1860 the Geelong line passed from the Geelong and Melbourne Railway Company to VicRail.

Costing over £350,000 the line from Bendigo to Echuca was opened on September 19, 1864.

Coming closer to the present time, on September 14, 1922, approval was reached between the New South Wales and Victorian governments authorising the construction of railways in the former state by VicRail. Lines built were the Barnes-Balranald, Murrabit-Stony Crossing and Yarrawonga-Oaklands.

These lines reduced the haulage time in bringing goods to the seaboard.



LAYING THE FOUNDATION STONE OF

THIS PARK IS RESPECTFULLY DEDICATED TO THE CHAIRMAN &



THE GEELONG & MELBOURNE RAILWAY.

DIRECTORS OF THE G. & M. R. COMPANY BY THEIR DEP. SECRETARY  
H. S. GARDNER, Esq.  
GEOFFREY ST. MELBOURNE.

## RIGHT SUGGESTIONS

As part of an on-going scheme VicRail employees are invited to present suggestions which increase efficiency, productivity or safety in the railways.

A total of \$485 has been paid out for suggestions adopted by management recently.

The awards were:

Commutator undercutting machine	\$250
Alter commutator retaining machine	\$ 70
Method of lifting pinions	\$ 50
Retaining fence at Yard Foreman's Office, Melbourne Yard	\$ 25
Guard for belt of drilling machine	\$ 15
Provide a cash escort for South Dynon	\$ 15
Warning notice in Harris cars	\$ 10
Install switch for air conditioner	\$ 10
Colour of telephone box in Melbourne Yard be changed	\$ 10



Old Treasury Building  
Spring Street  
Melbourne, 3000

30 AUG. 1978

Mr. A.C. Gibbs, A.O.,  
Chairman,  
Victorian Railways Board,  
67 Spencer Street,  
MELBOURNE, 3000.

Dear *W Gibbs*

I have been looking for a suitable opportunity to write a letter of appreciation to you and your staff but since I took up this new portfolio recently, I have had a pretty busy time.

I find it very pleasant to record that during the whole time I was Minister of Transport, I received a very high degree of co-operation and assistance from you personally and from all members of your staff.

I think it is fair to say that Vic Rail made good headway during that time and that, I believe, is largely the result of the dedication and hard work of so many officials led by yourself. I refer particularly to all Members of your Board and the senior officers of Vic Rail. In addition, I know of the dedicated service given by so many officers in the ranks, and I would ask that you kindly convey my thanks to them.

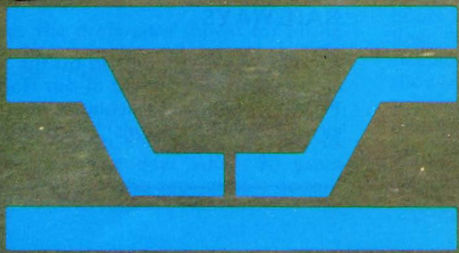
The help and friendship I always received is fully appreciated, and now I wish to place on record my thanks.

May I wish you and the staff all the best for the future.

Sincerely yours,

*J. A. Rafferty*  
(J. A. Rafferty)





**Rail** 10 CENTS  
**Ways**  
OCTOBER 1978





*The Blacksmith and Spring Shop at the Bendigo North Workshops has worked 120,330 hours without a lost time accident. This is the second occasion that the shop has accomplished this feat. In recognition of the achievement the acting Assistant Chief Mechanical Engineer presented the shop with a National Safety Council Award of Merit and a VicRail Safety Achievement Award.*

*Pictured from the left is the acting Assistant Chief Mechanical Engineer W. (Whynham) Carnie, Senior Safety, Officer H. W. (Bert) Clancy, Foreman A. (Allan) Roberts and the acting Workshops Manager B. (Brian) Cahill. (Photograph courtesy of the Bendigo Advertiser.)*



#### IN THIS ISSUE

- 148 It all runs like clockwork
- 149 They'll save VicRail \$38,954
- 150 There's a boom in Rail Tours
- 151 To Confuse a Bellbird
- 152,153 First aid Competition Results
- 154 Broken nose, then Best, Fairest
- 155 Set for a bit of a bludge
- 156 His Worship, the Mayor
- 157 They came to Victoria
- 158 Retirements
- 159 It happend in October
- 160 S 300

#### FRONT COVER

September is traditionally Royal Show time in Melbourne and this year, as always, people flocked to the Showgrounds by the hundreds of thousands. Many went to see the VicRail display, but more importantly thousands travelled to and from the Show by train (see story inside).

*Cover photograph by John Phillips.*

#### RAIL WAYS

Rail Ways is published by the VicRail Board each month and printed at our North Melbourne Printing Works. Telephone number 61 001 ext. 2265 (subscriptions), 1176 (editorial).

# HE DIDN'T PLAN ON CAREER

"I had no idea of a career when I signed on in 1935" says Mr. Winter, Director of Personnel since 1975, "in those depression times any job was welcome, even rolling tarpaulins as a lad labourer for a pound a week."

Vincent Adams Winter retires this month after 43 years of almost unbroken service with VicRail.

He remembers his first trip to Sydney, on a VicRail pass in 1936; the misery of the sleepy midnight trudge along the windy platform at Albury, on the "break of gauge" stop. "At my first sight of the Sydney Harbour Bridge, still a novelty then, I felt I had it made, I'd really travelled."

By the time war broke out, Mr. Winter was an adult clerk, and like thousands of others, went overseas. First, to what was then Southern Rhodesia, to train as a fighter pilot for the RAAF, then to England where he saw action with the RAF. He spent the last two years of the war in the South Pacific with the RAAF.

Returning to VicRail in 1945 as Timekeeper at the North Melbourne Depot, Mr. Winter still remembers "great jubilation" among the men when meal allowances went up to 2 shillings a day. It was a big "perk" at the time.

In 1948, he moved to the Head Office Rolling Stock Division, and in 1952 was selected for the Secretary's Branch, taking notes on deputations to the Staff Board and Commissioners.

Steady advancement followed, Secretary to the Staff Board, Assistant Industrial Advocate, then appointment as Industrial Advocate.

By 1961, Mr. Winter was a member of the Staff Board, receiving representations from the unions, and advising the Commissioners on which course of action to take on the various union claims.

Mr. Ron Smith, Assistant Director of Personnel, who has worked closely with Mr. Winter for almost 20 years, says "Vin is a man of strong steady character, it took a broken leg to keep him away from his desk for more than one working day." One little white card in the Personnel files tells the story. Apart from the broken leg, Vin Winter has taken six sick days in all these years.

In 1974 the Staff Board disbanded and the Personnel Branch was formed. Mr. Winter was named Manager of the new Branch, and in 1976 took his present title. His responsibilities cover policy making on conditions of employment for VicRail's 23,000 employees across the State, under the aegis of the General Manager.

Mr. Winter sees the preference shown for hiring educated rather than experienced people as the single biggest change in railway policy since he was a lad.

"I've tried very hard to encourage my staff to undertake extra study. The days when 30 years experience was enough for the top job are gone."



● ABOVE — Mr. Winter

Some of Mr. Winter's best memories of VicRail will be of "all the people, especially the older men, who passed on their knowledge and experience so willingly. Bad habits were sometimes gained in this way, too, but we always learned something."

Mr. Winter has travelled all over Australia, and has been around the world three times. Nevertheless, he and his wife plan another year of travel before he settles down to write "at least one book about railways."

Says Mr. Winter "I can think of five books I'd like to write, all I'll need is the time to put them all on paper."

Succeeding Mr. Winter will be Peter Stuart, previously Director of Management Control in Melbourne.

## Did you know?

The Indian Pacific in Australia, introduced in 1970, is probably the second most luxurious train in the world, crossing from Perth to Sydney in 65 hours on standard gauge throughout. The streamlined, stainless-steel air-conditioned train provides sleeping accommodation for all passengers with showers and private toilets, a cocktail lounge, drawing-room and music-room with piano. Early morning and afternoon tea are wheeled round to all passengers.

—The Guinness Book of Rail Facts and Feats

# IT ALL RUNS LIKE CLOCKWORK

Everything behind those famous clocks at Flinders Street is the domain of Les Poulson and he has the place running like clockwork too. Les, full name George Leslie, has been senior station master at Flinders Street since January this year.

Before joining the railways in 1948, at the suggestion of his wife, Nancy, Les drove trams. That was in the immediate years after the war.

During the war he was in the 2/3rd Commando Unit, fighting in New Guinea and Borneo. He doesn't like to talk too much about those days.

"It was certainly a different way of life . . . you didn't know if you were going to come back from one day to the next.

You got an education you could never get at a university — you learnt to respect every person in life," Les said.

"And another thing that came out of those days was the comradeship among the commandos — we still stick together. We have a reunion every year.

In fact this is the only year I've missed out on the get-together. I had to work that day."

Les represents his old unit at the Commando Association.

"It was my wife who talked me into joining the railways in 1948. She was a portress at Hawthorn.

In my first day, as a porter at Spencer Street, I swept every platform — from one to 14. Anyway, in 1949-50 I had passed my exams and was ASM at Yarragon, and then SM at Yarram."

In 1954 Les transferred to relieving SM, and worked in almost every area of the State before taking over at Brooklyn in 1969, and then becoming group SM at Spencer Street.

Between 1959 and 1963, he worked in train control at Spencer Street.

"The relieving work was an experience, it's given me a wonderful background, really. I have only one regret — during those years I missed out on helping Nancy bring up the children."

Les supervises 291 staff at Flinders Street and Princes Bridge.

"It's not like Bill Crichton's job at Spencer Street; he handles far more country trains than I do. My responsibility is mainly with the suburbans.

I've tried to weld the staff here into team workers, and I think they're pretty happy. We've got all nationalities, and all types of people, so I think it's been up to me to set the right example.

When you set an example, I think your staff reciprocates the same way."

Les comes from the East Gippsland township of Benambra, up in the hills near Omeo, and it's still the best region for his favourite pastime — fishing.



● *The smiling pair above are, standing, Les Poulson and, seated, Bill Ahern. It was a fortunate coincidence that the two were together when Rail Ways photographer called. Bill was on the rounds saying his farewells to his friends and workmates so we got two photographs for the price of one.*

**John William "Bill" Ahern retired on Monday, September 5, after 30 years with VicRail.**

Bill began his service as a porter at Warburton, later becoming ASM at Kiata, Lismore and Colac. He was night officer at Warragul before joining train control at Spencer Street.

He stayed at Spencer Street for 10 years, worked at Ararat's train control and later came back to Spencer Street.

Bill then became an SM, working at Richmond, Box Hill and lastly at Flinders Street, where he stayed for the 14 months before his retirement.

Both Bill's parents were VicRail employes — his father was SM at Yarra Junction, and his mother was caretaker at Glen Waverley.

He and his wife, Dawn, intend seeing Europe next year, "using a Eurorail pass, of course," said Bill.





*ABOVE — The "brainstormers" who are likely to save VicRail more than \$38,954 over the next 12 months photographed with their superintendents, from left, Anton Grabovic, Don Furlong, Laurie Sutcliffe, Jack Brown, Ron Murdoch, Ken Thompson, Gordon Haberman and Eric Mills.*

## THEY'LL SAVE VICRAIL \$38,954

**Gordon Haberman, Anton Grabovic, Ron Murdoch and Laurie Sutcliffe will probably save VicRail more than \$38,954 over the next 12 months.**

The four, along with their superintendents (Jack Brown, Don Furlong, Eric Mills and Ken Thompson) were the first VicRail men to take part in the Supervisor Productivity Achievement Program Series.

SPAPS is a scheme developed for productivity groups and members of the Productivity Promotion Council of Australia.

It aims to give a new understanding of the supervisor's role in management, create co-operation between the supervisor and his manager and generate significant savings to the companies involved.

Any supervisors employed within VicRail — and there are almost 2000 — can take part in the program. Representatives from various industries attend the SPAP courses, and each takes along a problem involved with his work.

During the eight-week course, the supervisors work on and finalise their projects (solving their on-job problems) through "brainstorming" sessions together.

The four Newport Workshops men, and their superintendents, became members of the Footscray/Yarraville Productivity Group in the 1978 SPAP series.

The Laurie Sutcliffe project involved the re-bushing of brake beams of cast steel bogies under country cars. It has eliminated the danger of flying bushes and metal chips by using a small press.

The amount of effort required has been minimised, noise has been completely eliminated, and a yearly cost saving of \$4,192 will be made. The idea is to be applied to similar work.

Ron Murdoch's project involved a change in the coating of brake block cores in the foundry.

A spirit-based compound dip was used, which makes the cores non-hydroscopic and saves artificial drying. A better casting surface finish is the result. It should mean a potential yearly cost saving of \$13,690.

Gordon Haberman's project is a time-saving idea using lining pencils instead of lining fitch and straight edge when painting lines on cars.

Acting workshops manager, Mr. Wyn Carnie, believes the method is a great potential time saver.

Anton Grabovic devised a labor-saving idea of two working gangs of maintenance electricians on a late starting shift under the supervision of two working leading hands. It completely eliminates the overhead crane maintenance staff.

The shift has already carried out the 25/50 HZ conversion of lighting and machinery in the boiler shop along with completing crane maintenance work by use of the same electricians working as a team.

The major advantage so far seen is the increase in work output, together with a monthly saving of an estimated \$1,756 due to elimination of this work from the overtime allocation.

The 50 HZ conversion of the boiler shop lighting, which initially began as an overtime project, was completed by one of these shifts in ordinary time. The two gangs will be disbanded once the 50 HZ task is finished.

"Achievements such as these provide sufficient reason for taking part in future SPAPS programs where, and whenever, the opportunity presents," said Mr. Carnie.

Supervisors and their manages can learn more about the program from Mr. Jenkins on auto 2182.



# THERE'S A BOOM IN RAIL TOURS

It was only six years ago that VicRail entered the tourist industry — in a very minor way. In its first month of operation, November 1972, the package tours section sold 40 trips and brought in \$600 in revenue. In September this year, the section sold 4897 passenger journeys for a total of \$329,016. In fact, we have become a real force in the package tours field.

And October's tour takings will reach an even higher level, says the section's Mr. Ted Statton. "It actually looks as if we will get something like \$3 million this year," he added.

Bookings on rail tours have really "snowballed" this year, following the release in March of VicRail's Railtours book. Says Mr. Clive Barker, Superintendent of country passenger operations: "The number of people wanting to take one of our 32 package tours has risen dramatically, to say the least."

"And I would say it has been brought about mainly by the advent of the Railtours book. My word things took off. The book went to all travel agents and railway stations, and the response has been overwhelming," Mr. Barker said.

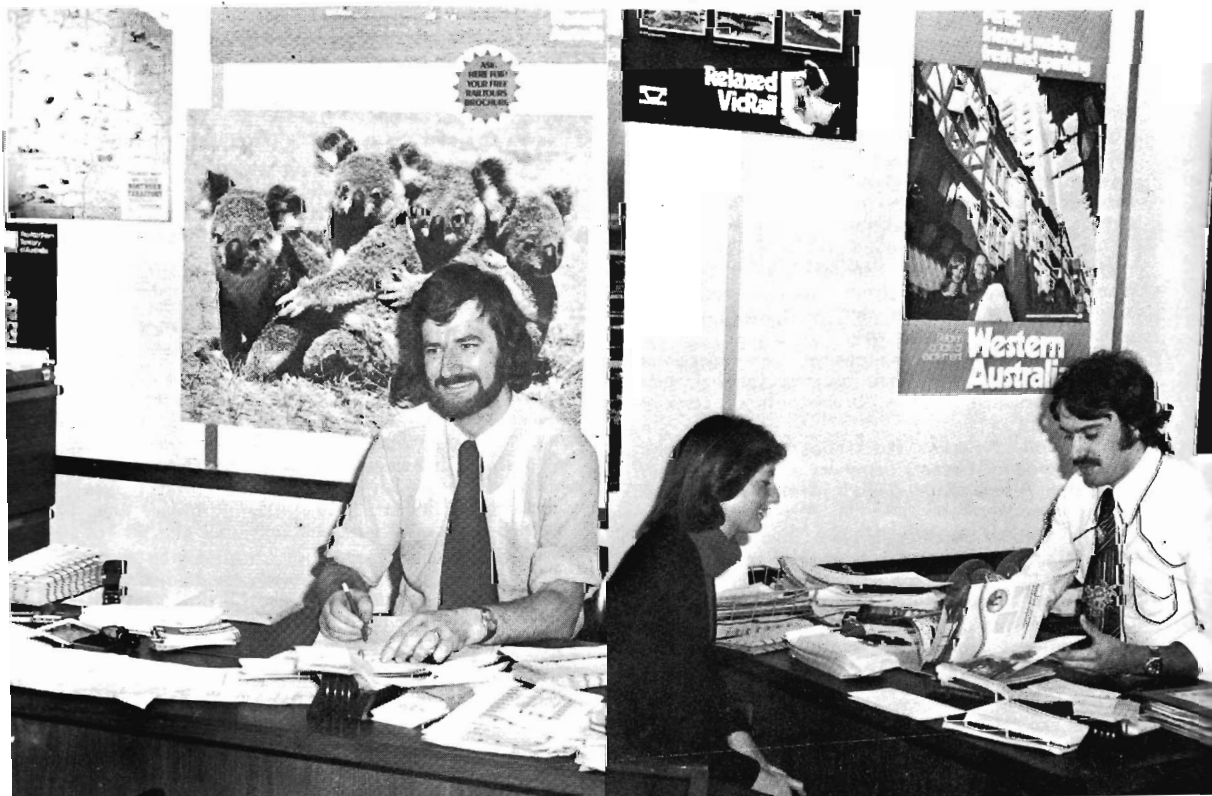
In just one day the section's staff took 800 advance bookings for the tours advertised in the book. Things have become so busy that a Traffic Branch room on the ground floor at head office has been turned into what looks like a travel agency office.

The room, G.34, handles the queries and bookings of people who come into head office to deal with their holiday plans themselves.

Most other bookings come through the State's tourist bureaux. September's revenue from bookings was a 100 per cent increase on the revenue made in the same month last year and the October figure was \$541,000.

*Alan Mathews, who takes Mt. Buffalo and pensioner rail bookings, has worked in the newly set-up Railtours office for the past two months.*

*Rick Benussi, the "agency" booking clerk, explains the details of a package tour trip to a customer. The new package tours office, in Room G.34 at Head Office, was established following the boom bookings when the Railtours book was released in March.*



# TO CONFUSE A BELL BIRD

It seems a pleasant enough spot in the bush. The weather is threatening rain, but the bell birds are sounding their distinctive call through the gum trees and the broom is blooming yellow in the undergrowth. Yes, a very pleasant spot!

Suddenly, around the corner on the pathway, the peacefulness vanishes. All around are scenes of accidents, of all descriptions. Men run back and forth with stretchers; bandages are being unrolled with dedicated swiftness and the bell birds are drowned out with calls of "Check his pulse . . . How's his respiration . . . Move him gently onto his side."

Don't be alarmed the scenes are not real. We have arrived at Mt. Evelyn, site of the 68th annual VicRail first aid competitions.

Set up in three-sided sheds with realistically painted back-drops are a variety of accidents. In one, it is an accident in a scrap metal yard; in another a timberworker has fallen or jumped from a tree; in yet another a man has had a fall from his bicycle in a suburban street.

The various teams competing in the finals spring into action to demonstrate their skill and expertise in first aid.

They go through the various tests and examin-

ations to determine the extent of the injuries and then take the appropriate action.

Since the injuries are only simulated the information that they would gather from their examination of a real victim is actually supplied by the adjudicator (usually a doctor) who is on the site with them. He observes their actions and awards points or not, on the correctness of what they are doing or, sometimes, not doing.

The first aid competitions have always been an important event in VicRail. In certain job classifications, first aid training is essential for promotion and the department actively encourages those who wish to take their studies further.

The first aid competitions are a means of promoting the interest in the subject, and the annual finals are the culmination of months of hard work by the members of the individual teams, who come from all over the State, and of the members of the Ambulance section, who organise the competitions and supply the know-how and encouragement.

About 2.30 p.m. the last victim has been treated and the equipment and bandages are put away; and its back to Lilydale to catch the train home.

We leave the bush to the puzzled bell birds who certainly don't understand the commotion or its significance and importance. (For photographs and the results please turn to the centre spread).

---

## NEW P.R. MANAGER

VicRail Chairman Mr. A. G. Gibbs has just announced the appointment of Margaret N. Alexander as Manager, Public Relations for VicRail.

Miss Alexander (*pictured right*) who has lived in Australia for the past 19 years, has worked with VicRail for nearly two years and for the past six months she has worked as Deputy Manager in VicRail's Public Relations Division.

Previously she was with the Melbourne Chamber of Commerce as Public Relations Officer, with the Australian Chemical Industry Council as Publications and Information Officer and was for nine years a Publicity Officer with the Department of Overseas Trade.

Miss Alexander ran her own Public Relations Consultancy in Melbourne for a few years.

Before coming to Australia Miss Alexander was employed as a Press/Public Relations Officer with the British Foreign Office. She has travelled all over the world serving as Press Officer for various Government officials.









# FIRST AID COMPETITION RESULTS

## SENIOR TEAMS

1	Bendigo Loco No. 1	414	pts
2	South Dynon Loco No. 3	407	"
3	Ballarat Traffic No. 1	404	"
4	Ballarat North Workshops No. 2	399½	"
5	Bendigo North Workshops No. 1	396	"

## NOVICE TEAMS

1	South Dynon Loco No. 4	410	pts
2	Newport Workshops No. 5	402½	"
3	Head Office Works No. 1	397	"
4	Ballarat Boilermakers	387	"
4	Bendigo North Workshops No. 5	387	"
6	Bendigo North Workshops No. 2	360½	"
7	Mildura	360	"

## SENIOR INDIVIDUALS

1	G. B. Collins, Boilermaker, Ballarat Nth. W.S.	166	pts
2	P. J. Nanscawen, Sub-Foreman, Electrical W.S. 'A'	154	"
3	R. G. Harvey, Engineer, 470 Collins Street	151	"
4	J. Coughlin, Boilermaker, Bendigo Loco	132	"
5	G. Storey, Fitter, Ballarat Nth. W.S.	131	"
6	T. H. Chafer, Sub-Foreman, Bendigo North W.S.	103	"

## NOVICE INDIVIDUALS

1	R. G. Harvey, Engineer, 470 Collins Street	111	pts
2	J. J. Hayhoe, Elect. Optr., Batman Avenue	110	"
3	M. W. Goldsmith, Sailmaker, Bendigo Loco	108½	"
4	R. J. Trigg, Diesel Maintainer, Bendigo Loco	100	"
4	F. J. Roberts, Sub-Foreman, Bendigo Loco	100	"
6	E. J. Barkmeyer, Diesel Maintainer, Bendigo Loco	98	"
7	G. Wallis, Fitter, Ballarat North W.S.	97	"



*PICTURED — Far left, top to bottom, Head Office Works No.1 team; Ballarat No.1 the outright winners, Bendigo Loco No.1. At left, top to bottom; some of the interested spectators; Newport No.5; Chairman of the Victorian Railways Board, Mr. A. G. Gibbs presents the prize for the novice individual section to the winner Bob Harvey, an engineer at 470 Collins Street, while Chief Ambulance Officer Les Wignall looks on.*



# BROKEN NOSE THEN BEST, FAIREST

Despite collecting a broken nose, it was a successful football season for Traffic Branch clerk Jim Loulakis. Jim received a more pleasant memento of the season when he won the best and fairest award in the Northern Metropolitan Football League.

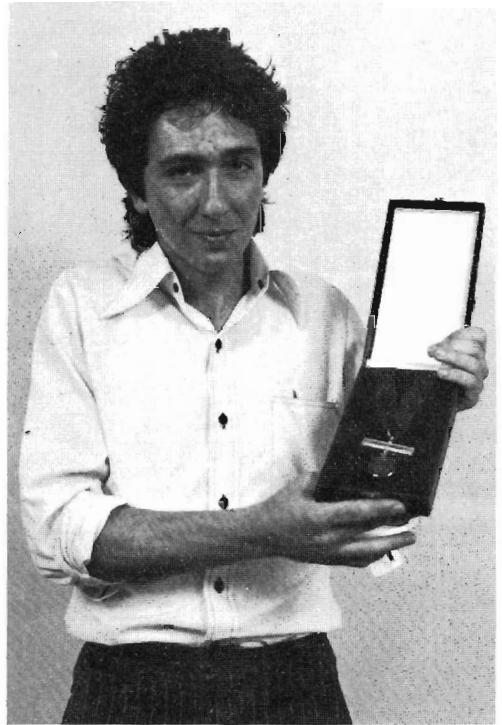
A centre for Parkville, Jim won the award with 24 votes. In an inter-league match at the end of the season he was elected vice-captain of the side.

Prior to joining Parkville two seasons ago, Jim played with East Brunswick in the amateurs, the competition Parkville might join next season.

"It's a pretty wild league the Northern Metropolitan. I also had to have six stitches above the right eye after another game," Jim said.

Jim has worked in the timetables section since joining VicRail in May 1977.

As well as football, Jim plays table tennis with the V.R.I., tennis with the Coburg tennis club and follows Carlton in the V.F.L.



● ABOVE – Timetables Clerk, Jim Loulakis, with his Northern Metropolitan Football League best and fairest medal.



## SUCCESSFUL SHOW TIME

VicRail carried an extra 21,462 people to the Royal Melbourne Show this year – an increase of 8% on last year's figures. For the ten days, 284,542 people travelled by special express trains from Flinders Street and Spencer Street stations.

This year the show finished a day earlier than last year. Show Day was the busiest day for VicRail. More than 52,000 people travelled by train that day.

Over 50,000 passengers travelled on Saturday, September 23 and the count on the next day showed passenger figures were up 25% on the Sunday figures last year.

One interested visitor to the Show was Victorian Transport Minister, Mr. Robert Maclellan. Pictured left, Mr. Maclellan studies the elaborate model railway which is part of the exhibit in VicRail's stand at the Show. He also visited the Ministry's exhibit in the Government Pavillion.

# SET FOR A BIT OF A BLUDGE

After 43 years with VicRail "Billy" Pfeiffer says he will have "a bit of a bludge" working in his garden and playing more golf. Billy, really Alan Richard Pfeiffer, retired as the most senior driver on September 7, driving the 12.45 p.m. down, to Upper Fern Tree Gully where he has been stationed for the past 11 years.

He started in the railways in 1935, as a lad engine cleaner, at Wodonga. Billy became a fireman and served for three years on the Spirit of Progress.

He got his driver's ticket in 1946 and started driving suburban electrics. He has been stationed at Upper Fern Tree Gully for the past 11 years and believes this to be the longest posting at an out-station.

Of his memories of work as a fireman there are several events that stick in his mind.

Black Friday, in September 1939, the day of the devastating bushfires, when he fired a water train carrying water from Dandenong to Koo-wee-rup for 17 hours. "I wasn't what you'd call a fat person but even so I lost a lot of weight," he said.

He recalls that on the run from Melbourne to Albury on the Spirit the engine used about six tons of coal.

He also remembers standing on the footplate of an "S" class at the platform when an elderly man suddenly asked him how he liked the "S" class.

Billy was pleased to say just how much he did like them and sounded off their virtues. "That's good son", said the elderly man. "I'm A. E. Smith the bloke who designed them."

He and his wife Theresa plan to do a bit of travelling and Billy is especially keen to travel to the Centre on the Ghan, before it goes out of service in the next few years.



● ABOVE – Driver 241, Billy Pfeiffer takes out his last train, the 12.45 p.m. down to Upper Fern Tree Gully.

He also thinks he'll go West on a trip, for although he was born in Western Australia he left as a child and hasn't been back since.

All in all he (and his wife) are really looking forward to the retired life!

## Did you know?

The longest and heaviest freight train on record was run on November 15, 1967 over the 157 miles (253 km) between Iaeger, West Virginia, and Portsmouth, Ohio. The 500 coal cars weighed 42,000 tons and stretched about four miles (6.5 km). The load was shifted by three 3600 hp diesels in front and three behind.

—The Guinness Book of Rail Facts and Feats

## Did you know?

The oldest named train in the world is The Irish Mail, running between London and Holyhead in North Wales, where it connects with the sailings to Dun Laoghaire. It began on July 31, 1848, and still runs, though the nameboards have been carried only since 1927.

—The Guinness Book of Rail Facts and Feats

## Did you know?

The greatest number of passengers carried in one locomotive-hauled train in Australia was on a special run by the New South Wales Rail Transport Museum in December, 1972. It was hauled by three 38 Class diesels, and carried 900 passengers (700 more were turned away).

—The Guinness Book of Rail Facts and Feats

## Did you know?

To stop a train travelling at 60 mph (96.5 km/h) requires as much power as would lift the entire train vertically to a height of 120 ft (36.5 m).

Early trains had no continuous brakes. The only brake power was on the engine tender and the guard's van. From a speed of 30 mph (48 km/h) a train might take half a mile (0.8 km) to stop. Hence the great height of early signals, to be seen from a distance.

—The Guinness Book of Facts and Feats

# HIS WORSHIP THE MAYOR

It has often been alleged and frequently stated quite baldly, that locomotive engineers are born not made, but, without going into that argument, it is obvious that some go to elaborate efforts to ride the footplate.

One example is Brian Brooke who lives in Horsham and works out of Dimboola Loco driving the fast freights and doing the holiday roster on the Big Wheel — Brian actually did a six year apprenticeship course as a printer before he joined the railways to become an engine cleaner at North Melbourne.

It seems that Brian's father, a minister of religion, was not keen on the idea of engine driving as a career for his son and insisted on printing. After six years Brian managed, in his final year, to convince his father that engine driving was the only thing for him.



● Brian Brooke, in his robes of office.

He was transferred to Horsham on temporary duty in 1958, became a fireman in September, 1959, and passed as a driver in 1965. Outside of the railways Brian is married with two daughters and two sons and is the Mayor of Horsham, having been elected for his second term in this position in August this year.

As well as his mayoral duties Brian is currently involved in plans for the local community and VicRail to mark the centenary of the laying of the line to Horsham in February next year.

## HEAVIEST, AND MOST DIFFICULT

Two pieces of equipment weighing a total 250 tonnes made a slow and sure trip through West Gippsland and the Latrobe Valley to Yallourn on Sunday morning, October 1.

The equipment — a 191 tonne stator core and a 59 tonne rotor — make up major components for the Yallourn 'W' power station.

The rotor will be fitted inside the stator core at the power station, and together the two parts will form the inner core of a generator.

Last year VicRail carried a similar load to Yallourn. The two special freights have been among the heaviest, and most awkward handled by Victorian railways.

The loaded dimensions of the stator core — 14 ft. 3 in. high from rail level, and with a width of 11 ft. 10 in. — demanded that special precautions be taken.

The overhead electric power was switched off for the movement of the train, headed by a B-class loco, from Melbourne Yard to Dandenong.

All tracks adjacent to the route were cleared of rolling stock, and all station and other platforms were cleared of trolleys and other articles 18 inches from the edge.

The train was restricted to 10 mph. When passing over points, through turnouts, station yards, under bridges and past station platforms, the restriction dropped to 5 mph.

Before carriage of the first generator last year, the maximum load a 'QS' wagon could carry was 170 tonnes. They were strengthened to take the extra weight. The bogies were increased from four to six wheels, and the adjustable side beams — normally 9 ft. 9 in. — could expand to take the 11 ft. 10 in. width of the stator core. (Pictured below)





## THEY CAME TO VICTORIA

*The Chief Executives of the Australian and New Zealand Railway networks met in Melbourne on October 11, 1978 for the Annual Australian and New Zealand Railways Commissioners' Conference. From left: Mr. T. M. Haywood, New Zealand; Mr. A. S. Reiher, New South Wales; Mr. K. A. Smith, A.N.R.; Mr. A. G. Gibbs, Chairman of VicRail, Mr. R. J. Pascoe, Western Australia and Mr. P. J. Goldston, Queensland.*

*While their husbands were in conference, the wives of the visiting Commissioners were entertained by Mrs. Gibbs the VicRail Chairman's wife and the wives of other VicRail Executives. In the photograph below the visitors had been taken to the National Rhododendron Garden at Olinda.*

*From left: Mrs. D. D. Wade, wife of VicRail's Chief Civil Engineer; Mrs. A. G. Gibbs, wife of VicRail's Chairman; Mrs. A. S. Reiher, Mrs. T. M. Haywood, Mrs. P. J. Goldston, Mrs. R. J. Pascoe and Mrs. L. A. McCallum, wife of VicRail's Deputy General Manager.*

*Mrs. MacCallum is the Treasurer of the Ladies Auxiliary of the National Rhododendron Garden and her husband is a member of the Government Committee of Management for the Garden.*





# RETIREMENTS

## ROLLING STOCK

AINSWORTH, G. H., North Melbourne, 31/10/78  
ANDERSON, H. G., Newport, 25/8/78  
ASTILL, C. L., Newport, 15/9/78  
BENN, E., Newport, 25/8/78  
BERTOLIO, F. M., Seymour, 25/8/78  
BOOTHEY, F. E., South Dynon, 28/7/78  
BRIGHT, H. W., Ararat, 19/10/78  
BROWN, E. R. C., Jolimont, 9/11/78  
BUDGE, R. J., Newport, 4/9/78  
BURNSIDE, F. E., E. R. Depot, 13/9/78  
CILIBERTO, A., North Melbourne, 18/8/78  
CONNOR, C. G., Traralgon, 15/9/78  
DAVITIDIS, C., Newport, 20/9/78  
DEL MASTRO, A., Newport, 19/11/78  
DIVITO, O., North Melbourne, 13/9/78  
D'MONTE, L. M., Newport, 8/11/78  
DUNLOP, J. J. H. H., Newport, 6/9/78  
ELLIOTT, I. H., Geelong, 26/10/78  
FILIPIAK, S., Ballarat North, 28/12/78  
FORRESTER, C. N., North Melbourne, 30/10/78  
FULLER, E. L., Geelong, 22/9/78  
GRZESKIEWICZ, C., Newport, 2/8/78  
HARGRAVES, D. B., Bendigo North, 20/8/78  
HOLDSCHMIDT, H., North Melbourne, 15/10/78  
HON, L. R. C., Ballarat North, 22/10/78  
JAKUBANS, J., Ballarat North, 10/11/78  
KARAYANNIS, E., Newport, 25/12/78  
KERR, J. M., Jolimont, 6/10/78  
KOULOIRIS, H. P., Jolimont, 24/12/78  
LOTT, L. L., South Dynon, 7/9/78  
LOUCA, C. K., North Melbourne, 12/9/78  
LUZZA, F., Jolimont, 10/12/78  
MACINTOSH, A., North Melbourne, 24/8/78  
MACRAS, X., Newport, 30/8/78  
MARSH, J. W., Bendigo, 24/7/78  
MILNE, L., Bendigo North, 16/8/78  
MITEFF, B. G., Ballarat North, 25/8/78  
McALLION, D., Newport, 17/7/78  
MORSE, A. J., Jolimont, 10/12/78  
NIEMAN, E. J., Bendigo North, 25/7/78  
NOSEK, J., Newport, 23/12/78  
PFEIFFER, A. R., E. R. Depot, 9/10/78  
RITCHIE, L., Newport, 1/9/78  
TANNER, R. I., Newport, 6/10/78  
TOLLEY, A., Newport, 18/9/78  
VISGNANI, C., North Melbourne, 29/11/78  
WALKER, A., Jolimont, 17/11/78  
WALSCHOTS, C. A., Ballarat North, 23/8/78  
WERNER, H. B., Ballarat North, 23/8/78  
WHITE, J. H., Head Office, 30/8/78  
WOLOWSKI, T., Newport, 22/8/78

## DEATHS

CULPH, I. J., Shelter Shed, 12/9/78  
FEKETE, A., Jolimont, 19/8/78  
RAWLINGS, L. W., E. R. Depot, 18/9/78

## ACCOUNTANCY

BOHAN, P. J., Head Office, 16/10/78  
FOKSZAN, W., Dynon, 10/11/78

## FREIGHT

ASTUTO, A., Dynon Freight Term., 7/10/78  
BOXSHALL, J., Melbourne Freight Term., 5/9/78  
DAVIS, R. J., Ballarat Freight Centre, 13/10/78  
HUNT, B. H., Melbourne Freight Term., 18/9/78  
PLUCKHAHN, H. R., Melb. Freight Term., 15/9/78  
STANHOPE, R. W. C., Melb. Freight Term., 5/9/78  
TIMMS, M. W., Geelong Freight Centre, 30/9/78  
WOLF, J., Hamilton Freight Centre, 29/8/78

## TRAFFIC

AHERN, J. W. H., Flinders Street, 4/9/78  
BUSH, W. R., Spencer Street, 28/8/78  
ELLIOTT, S. Mc., South Geelong, 1/9/78  
GRENFELL, S. W., Spencer Street, 20/9/78  
DURANT, E. A. C., Tinamba, 8/9/78  
DUKE Mrs., V. E. Colbinabbin, 2/9/78  
FARRELL, S. G. A., Melbourne Yard, 31/8/78  
McPHERSON, W. A. D., Coburg, 4/9/78

## DEATHS

COXALL, P. C., Ballarat, 6/9/78  
HEGARTY, A. J., Upper Fern Tree Gully, 23/8/78  
PAVUK, J. E., Spencer Street, 31/8/78  
RABOT, P. C. W., Flinders Street, 31/8/78  
TATE, M. A., Flinders Street Yard, 16/8/78

## STORES

TROUGHTON, A. T., Ballarat, 2/10/78

## WAY AND WORKS

ALTINOGLU, I., M. D. E., 19/12/78  
BEYER, F. E., Spotswood Workshop, 15/9/78  
BOZIC, G., Spencér Street, 11/12/78  
BRIGGS, W. H., Flinders Street, 14/9/78  
DAVIES, R. S., Warrnambool, 22/9/78  
DOUGLAS, R., D. E. Eastern, 8/9/78  
EVANS, D. V., Korong Vale, 1/9/78  
FIORENTINO, A., Spotswood Workshop, 11/9/78  
GIANGROVE, A., North Melbourne, 24/12/78  
HATELEY, H., Ouyen, 12/12/78  
LYMBERIS, K., Spotswood Workshop, 23/12/78  
MADDEN, L. E., North Melbourne, 5/10/78  
MAISANO, F. A., Flinders Street, 13/9/78  
NECHEPURENKO, N., M. D. E., 18/12/78  
PALLPRATT, L. A., Seymour, 11/10/78  
RUGGERO, A., North Melbourne, 23/9/78  
RYAN, L. T., North Melbourne, 24/12/78  
SAVINO, N., North Melbourne, 30/11/78  
SAXTON, A. J., P. W. M. D. Spotswood, 22/12/78  
SUTTON, D. S., Seymour, 6/12/78  
ZOLDAK, W., D. E. Eastern, 10/12/78

## DEATHS

CODY, H., Maryborough, 2/9/78  
McDOWELL, K. J., Wool Exchange House, 18/8/78

# IT HAPPENED IN OCTOBER...

The arrival of the first S-class diesel mainline loco, S 300 (Matthew Flinders) was headline material in the October Newsletter of 1957.

Leaving Sydney hauling a 750 ton goods train, S 300 brought its 5 ft. 3 in. bogies with it to Bandiana. There, with the help of the Army's gantry crane, the loco was lifted, and the VicRail bogies fitted. (The picture on the back cover was taken after the bogie change at Bandiana.)

It later brought the Spirit of Progress from Albury to Melbourne.

Our picture shows Mr. H. Limmer, the then general manager of Clyde Engineering, presenting the key of the cab door to Mr. H. Brownbill, then Chairman of Commissioners. Driver A. Donoghue was at the controls. A head-on view of S 300 is reproduced on the back page.



In October, 1932, Victoria's longest viaduct — between Yarra Glen and Coldstream — began to be filled in. It became an embankment over a two-year period.

As a viaduct it crossed the Yarra and its low-lying flats for 7365 feet, and originally had 502 openings.



In October, 1960, plans for the replacement of the 102-year-old Spencer Street station were announced.

The work was planned as part of the rail gauge standardisation program between Albury and Melbourne.



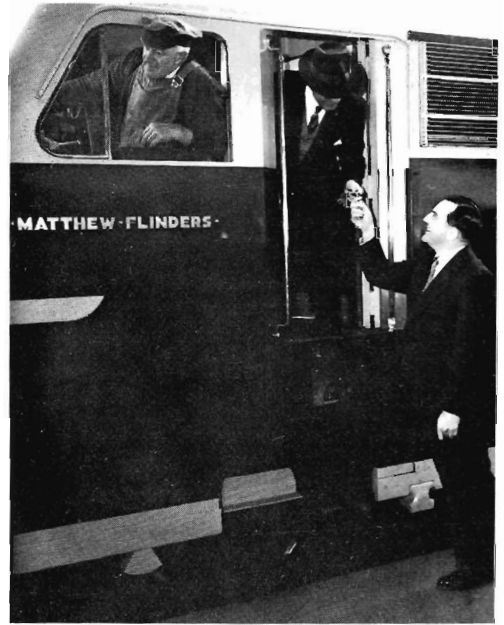
In October, 1925, Melbourne opened "the most up-to-date and completely equipped railway produce terminal in Australia", according to The Victorian Railways Magazine.

The total cost of the terminal, built at Cowper Street in Footscray, was £150,000. The new yards were built to handle hay, straw, chaff, potatoes, onions and other farm produce. The freight was previously handled at the Melbourne Goods Yard.



In October, 1949, work had begun on the construction of 20 N-class locomotives at the Newport workshops.

Fifty more of the 2-8-2 type steam locos were on order from the North British Locomotive Company. The new engines were planned for goods traffic on light lines.



---

## RIGHT SUGGESTIONS

Change "U" bolts on inspection car.	\$1,170
Improved destination signs at Flinders Street.	\$20
Instructions concerning accidents in Departmental vehicles.	\$20
Warning device at level crossings.	\$20
Alteration to Carpenters Shop at Newport Works Depot.	\$10
Employee tickets account of Sunday Tours.	\$10
Placing of slings at Electrical Workshops.	\$10
Replacement of sign at Flinders Street Goods area.	\$10
Traction motor brushes on electric carriages.	\$10

*S 300, the Matthew Flinders, new to VicRail in October 1957. It was the start of the third group of VicRail locomotives to be classed as S. The first were 4-6-0 goods built by Ballarat's Phoenix Foundry, and the second were the four famous 4-6-2s, streamlined in 1936-38 to haul the Spirit of Progress.*





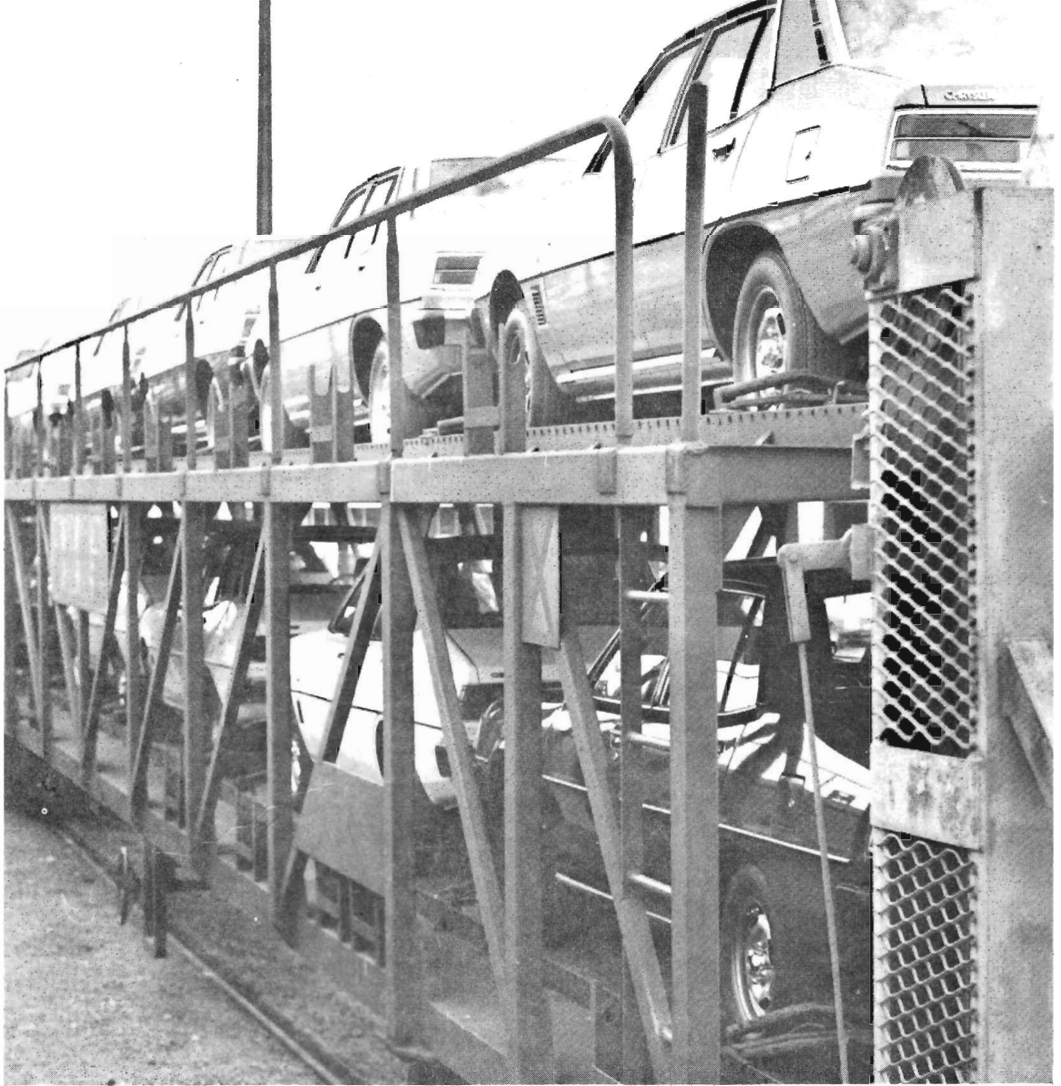


# Rail <sup>10 CENTS</sup> Ways

NOVEMBER—DECEMBER 1978







*VicRail staff who enjoy using Motorail will be delighted that the service has been extended to cover the Overland to and from Adelaide.  
Above, cars loaded and ready for the trip to Adelaide.*



## Rail Ways

### IN THIS ISSUE

- 164,165 Rehabilitation Programme
- 166 It happened in November and December
- 166 A Christmas Message
- 167 "Snowy" leads a busy life
- 168 Beautiful, busy Bendigo Workshops
- 169 Greetings from the GM
- 170 Goodbye VicRail
- 171 A Unique Railway Initiative
- 172,173 A slick piece of bridge rebuilding
- 174 50 New drivers at work
- 175 Bendigo — Race "training"
- 176,177,178 Highlights of 77/78 Annual Report
- 179 Letters we like
- 180 Rail shipping the harvest
- 181 More power for the Chalet

- 182 Retirements
- 183 Year end Index

### FRONT COVER

Two C class diesel locomotives make their way through Pink Cutting, near Stawell. The railway cutting is in ancient sedimentary rocks belonging to the Cambrian Period (500 million years). The sediments have been deeply weathered to their present state, and the pink colour is due to staining by small amounts of iron and manganese.

*Photo by John Schwarz.*

### RAIL WAYS

Rail Ways is published by the VicRail Board each month and printed at our North Melbourne Printing Works. Telephone number 61 001 ext. 2265 (subscriptions), 1176 (editorial).

# OUR FUTURE WORLD CHAMPION

Did you ever dream of competing with the very best in your chosen hobby or sport? Graeme Wilson, apprentice electrical fitter with VicRail, does just that.

In the Model Airplane-Flying World championship, held at RAF Woodvale, England this August, he and his team-mate, Ron Wilson were placed 23rd in the Control Line Team Race event; Australia came second overall.

The pair then went to Utrecht, Holland, where they snared third place after Holland in the Dutch National competition.

"We bought a Kombie in Amsterdam for about \$A200 and put over 5000 kms on the clock touring Europe," Graeme says, "we had a great time."

Graeme, who lives in Moorabbin, has been involved in competition model flying since 1972, and last year won second place in the Australian championships at Camperdown.

In competition, the airplane, an FAI Team Racer, must be flown in circles for 100 timed laps, controlled by a 30 metre nylon cord, then correctly landed within a marked area.

Graeme's off to Queensland for this year's Australian championships, and if all goes well, on to the world event next year. Good luck, Graeme!



*Graeme Wilson with the hand-built airplane he used in competition overseas.*

## MAGPIE MAN GOES

"I'll never forget my first day at work, I was two minutes late, and I felt terrible." That was in 1939, and Ronald Dowling still chuckles at the memory. He can afford to, he was never late again in his 39 years with VicRail.

"I started as an apprentice fitter and turner with the Way and Works Branch, and before I finished my time, I ended up at Head Office in amongst 60 girls in the Accounting section. Unfortunately, I was too shy to appreciate my luck!"

After five years in the 'Powers' room, Ron moved to the Signals and Telegraph Design room for 11 years, then on to the Interlocking room. From 1959, he was Mechanical Design engineer and then Signals and Communications maintenance engineer.

Some of the 'older hands' will remember when Ron was our star athlete. In 1935, he represented Victoria at Ivanhoe with the Carnival football team. Victoria won both games against S.A. and Ron was picked for Collingwood. Best first year player in 1936, Ron played 70 games in five years with the Magpies, including three finals.

"I've always loved sports, and I remember on a junket with the Commissioners' Bowling team in 1973, Mr Rogan (VicRail's first GM) and myself were the only one who didn't have the oysters. We had soup and everyone else was crook."

Ron was a member of the Apprentice Board of Selectors for two years, and travelled the length and breadth of Victoria, selecting new apprentices from 2000 applicants a year.



*Ron Dowling*

"My eight years as maintenance engineer with the S & C were the most gratifying of my career, I really enjoyed visiting all the S & C districts around the country, my successor, Tom Devlin, has a good fifteen years ahead of him, and I wish him all the luck."

"Electronics make this a new era, and some of the older blokes are happy to leave it to the younger men. I'm glad to be retired, but I miss the fellowship of the men on the job, and the satisfaction of a job well done."

Ron won't exactly be idle now, he still plays tennis, is an A grade bowler, and the proud owner of 500 pots of orchids.

"We've seen most of Australia, and my wife has cut so many lunches and ironed so many shirts, she deserves a good rest, so we're off to Europe next year."

But who will look after all those orchids, Ron?

## VicRail's Rehabilitation program

# GETS PEOPLE BACK TO WORK

**"The greatest satisfaction? It would have to be that I am doing something constructive for people." says rehabilitation officer Dick Mills.**

Dick joined VicRail as a number taker at Geelong in 1956. Over the years he worked as a lad messenger, block recorder, junior station assistant, telephonist, ambulance organiser and clerical assistant.

Many staff would know Dick from their visits to the railway medical section where he was clerk in charge for a number of years.

VicRail was the first state instrumentality to create a rehabilitation program, and has also employed handicapped people from outside industry.

Examples of such cases include amputees (probably the most common) blindness, strains, heart conditions, crush injuries, severe nervous tension, and anxiety state (often received by drivers following level crossing accidents), epilepsy, strokes, diabetics, paraplegics or quadraplegics.

Since the introduction of the rehabilitation program in 1974, Dick has been involved in the re-establishment in full time employment of several hundred employees injured at work.

*Below: Dick Mills*



"Handicapped people are human beings and they have the right to work. But before they start I stress to them that we do not owe them a living, but rather a normal days pay for a normal days work" said Dick.

It is not always easy getting these people back into the work force.

"You have to remember that they have had their confidence shattered and the thought of returning to work can be frightening. So before you can place a disabled employe or a handicapped person in a job, that person must have had his confidence restored" said Dick.

"Also the person has to be motivated to want to work again. You must ensure that the person knows that he or she is filling a worthwhile position and contributing to VicRail's needs. We don't give people jobs because we feel sorry for them" continued Dick.

When a handicapped person starts work, Dick is around encouraging and helping.

What does VicRail get out of the program? "In a lot of cases better than average productivity is obtained through a sense of loyalty and reliability. This is largely because the job was difficult to obtain" said Dick.

"As well, most supervisors are impressed with the lack of absenteeism and less time wasted through distractions.

Productivity is also better because of greater concentration. Supervisors tell me that the handicapped person concentrates far more than the worker without a disability. It all comes back to the fact that they want to work."

Along with Railway Medical Officers, Dick is involved with on location examinations of employees with medical restrictions. In many cases after examination the restrictions are eased or the employe is placed in another, more productive job.

Dick is assisted by Wes Gordon, assistant rehabilitation officer, with the rehabilitation of employees suffering from illness associated with alcohol or drug dependence.

The rehabilitation officer also visits any prison where he interviews railway personnel regarding their future with VicRail.

"I can truthfully say that it has been said by employees wives, doctors, lawyers magistrates and judges that VicRail does everything possible to assist in the rehabilitation of their employees, rather than throw them on the scrap heap" concluded Dick.





Recently, at the request of Ms Gitta Smith, Equal Opportunities Officer, Dick was a guest speaker for the Victorian Public Service Board. Our picture shows Dick giving his speech to the board.

## Success stories

Brian McPherson, (top picture) engineman at South Dynon, suffered a severe illness early this year which prevented him from continuing his driving duties.

Since August Brian has been station assistant in charge at Rushall station.

★ ★ ★

At Tottenham on August 4, 1975, (centre) Stan Krupko was struck by a light engine and as a result had his right foot and several fingers on the right hand amputated. At the time he was a repairer acting track inspector in the Way and Works branch.

Less than eight months later, on March 30, 1976, Stan was back on the job as a flagman in the overhead section of the Electrical branch.

★ ★ ★

Receptionist Sheryl Morris (bottom left) has been with VicRail 18 months. Sheryl suffered severe head injuries, multiple fractures and burns when she was struck by a car while crossing a road.

After treatment, she was offered the position of receptionist in the rehabilitation section. Dick has only two words for Sheryl, "she's great".





# IT HAPPENED IN NOVEMBER.

Looking back at the history of the Flinders Street viaduct, we were amazed to see the months of November and December featuring so prominently. Before 1879, Flinders Street was the terminal station for the Hobson's Bay United Company while Spencer Street was VicRail's city terminal.

With the purchase of the private company by the government, it became necessary for the two stations to be connected. In December 1879 at a cost of £5,100, what was officially designated a tramway was opened between Flinders and Spencer Street station.

Only goods trains used the tramway and to avoid interference to road traffic the tramway was only used at night. One engine was used exclusively on the tramway. So that nearby residents would not have their sleep disturbed the driver was not allowed to use the whistle, but strangely a bell was attached to the engine and this was rung continually as the train progressed along the tramway.

Although a shunter walked ahead of the train (the engine was restricted to four miles an hour) with a red lamp, several people lost their lives on the

1200 metre track. Unfortunately the track was used by revellers a little the worse for wear, and in noting the first death on July 6, 1880, the 1881 annual report describes it as:

"Trespassers run over and killed while in a state of intoxication."

In December 1888 construction of the viaduct began. On November 23, 1891 single line working began followed by double line working less than a month later on December 20. Only goods trains used the viaduct at first and they were restricted to 15 m.p.h.

A new island platform was constructed at Spencer Street and on December 17, 1894 the first suburban passenger train used the viaduct. From then on Williamstown and Essendon line trains began their journeys at Flinders Street.

Two additional tracks were completed in November 1917 making the present four lines. Suburban trains which previously terminated at Spencer Street were now able to run through to Flinders Street.

So with December featuring strongly it is only appropriate that new tracks should once again begin operation in this last month of 1978.

## AND DECEMBER...

### A Christmas message

In April of this year I addressed a Management Conference involving all Australian railway systems on the subject of "A Time of Change and Adjustment" coupled with the railways' future role.

I would also mention that the opening section of the Board's 1977-78 Annual Report refers to the progress being made towards rationalisation of the railway system and clarifying the role of the railways in the more competitive environment which will progressively come into effect in Victoria.

Sections of the Annual Report appear in this issue of "Rail Ways" which elaborate on the matters mentioned.

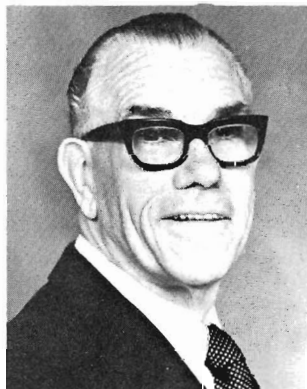
In looking back on the year 1978 and forward to the year 1979 the factors I have already mentioned would in my opinion feature prominently as the major areas of concern for all our staff.

I sincerely believe we are moving with the times to adapt our role as a total transport operation and the approach of Christmas is a time for reflection on achievements and on the prospects ahead. The Railways Board is confident that the progress being made with the co-operation and understanding of all our staff will ensure our survival as a major transport operation. I would like to take this opportunity to express the thanks of the Board Members and Senior Management in the same terms as covered in our Annual Report to Parliament:—

"As preparations continue for VicRail to become truly competitive in a rapidly changing era, with rationalisation of services being effected and ongoing planning programmes being implemented to establish, revise and constantly review needs and objectives at all levels, the Board thanks all its people who have displayed their loyal dedication during the past year and to assure all that the future will be rewarding."

Finally, I would like to extend to all employees and their families best wishes and compliments of the Season.

A. G. GIBBS,  
CHAIRMAN.



# “Snowy” leads a busy life



*Mayor Graham Collins*

Ballarat North workshops boilermaker Graham Collins has really taken the slogan “life be in it” to heart. Graham, better known around the workshops and Ballarat as “Snowy”, was elected Mayor of the Borough of Sebastopol in August and then in early October won the individual title at the State First aid finals at Mt. Evelyn. This meant he would represent Victoria in the Australian Railways first aid competitions in Adelaide.

So Graham had to fit in extra first aid practice. Somehow he has managed about 20 hours a week in between 23 mayoral functions in October and 15 in November before going to Adelaide. Admitting life has been “pretty hectic” Graham said the only words he has had time to say to his three children over the last few weeks have been “good morning” and “good night”.

Ballarat North workshops first aid officer Max Sternberg, the winner of the past four Australian Railway individual titles, said he was amazed that Snowy has been able to fit everything into his schedule. Max who has been coaching Graham in his spare time, said that one night Graham finished work, went to the Town Hall to complete some paper work, then represented the Borough at a function in Ballarat, went home for tea and arrived at Max’s home for practice at 7.40 only 10 minutes late. As Mayor Collins says “if you can’t do a job properly – don’t do it at all.”

Graham has been with VicRail for the past 17 years and for 13 of those years he has been connected with VicRail first aid. He was a member of the Ballarat Traffic first aid team for many years and in 1974 won the state novice individual title.

Late last year Graham formed a first aid team among interested boilermakers at the workshops. The other members of the team – three tradesmen and two apprentices – had passed their first year examination but had no team experience.

Before the district competitions the team trained at least one night a week and after making the state final this was increased to six or seven hours a week over two nights practice. In their first year of competition they finished fourth in the state novice teams final.

Life for Graham has not just suddenly become busy. He has been a member of the Sebastopol volunteer fire brigade since 1962 and until being elected mayor was secretary for the past four years. He is also a life member of the Ballarat Football Umpires Association and has served five terms as president of the Association, and is a past president of the Ballarat Under 14 Football League.

During the past winter he put his first aid knowledge to practical use as the Sebastopol under 14 football team trainer.

Snowy stood for the Sebastopol council “as a challenge to make “Sebas” a better place to live and work.” The Borough is one of the few councils to use the preferential voting system and he was elected after gaining second position out of five in the elections in 1973.

In 1974 he became the Borough’s first deputy mayor and over the past five years has represented the council on the Ballarat high school advisory committee, Central Highlands early childhood development complex, Central Highlands tourist authority Ballarat council of social services and Sebastopol meals on wheels.

At the moment he is the convener of the Council’s by-laws committee, member of the Reserves committee and the C.F.A. local advisory committee.

As Norm says “life be in it” but we don’t think he meant anyone, including Graham, to do that much!

---

## Did You Know?

The word ‘sleeper’ originated from the ‘dormant timbers’ placed beneath the rails, and was certainly in use in England in the early 18th century.

North Americans adopted the word ‘tie’, the French ‘La traverse’. In German it is ‘die Schwelle’, simply joist.

– *The Guinness Book of Rail Facts and Feats*

---

## Did You Know?

Level crossing accidents cause the largest number of railway deaths in the USA, amounting to about two-thirds of the total.

There are about 180,000 unguarded level crossings in the US, where about 1500 are killed and 3700 injured annually.

– *The Guinness Book of Rail Facts and Feats*

# BEAUTIFUL, BUSY BENDIGO WORKSHOPS



*The North Bendigo railway workshops were often in the news this year . . .*

*In the public arena, the beautiful gardens at the workshops again won first prize at the Bendigo Show.*

*Pictured above left: L. McGrath, A. Jack and W. Pearce of the workshops staff admire the gardens.*

*Top right: Chris Bright, the gardener responsible for the display, and staff members (left to right) J. Morgan, S. Bradley, P. Shelton and C. Kenyon.*

*Left: No.4 mobile gang hard at work in front of more gardens, and a sparking clean B class diesel.*

*Below: One of the 70 all purpose 50 tonne capacity goods wagons in production at Bendigo this year.*





# GREETINGS FROM THE G.M.

Christmas is traditionally the time for rejoicing . . . a time to gather with our families and friends . . . a time of happiness. It is also a good time for review and reflection.

For VicRail, like all of us personally, there have been good spots and rough spots through the year.

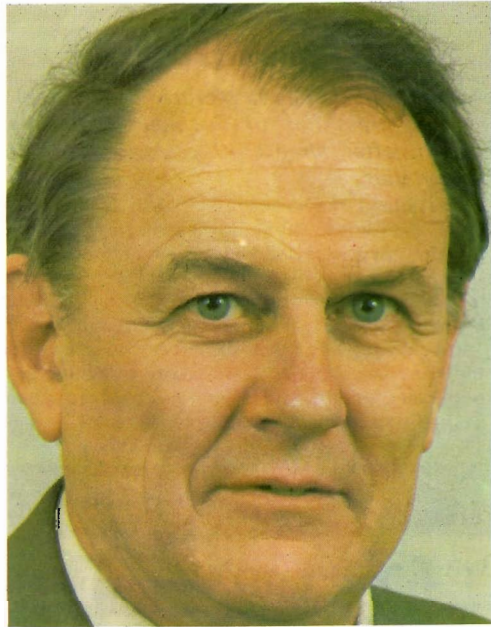
On the good side, probably the most significant event was our announcement that for the first time in ten years VicRail had operated within its budget. We succeeded in producing a surplus of \$342,272 after taking into account the subsidy from the Victorian Government of \$152.63 million.

It was also the first time in the 1970s that our actual revenue has been higher than we estimated it would be at the beginning of the financial year.

In the field of new equipment, essential if VicRail is to go into the 1980s with any hope of providing an efficient commuter service, delivery of the first order of 50 silver trains is nearing completion. A second order for nine has been placed and tenders have been called for another 50.

As this issue is being prepared for the printer VicRail is about to embark on a massive operation to transport Victoria's predicted record grain harvest of more than 3.5 million tonnes. In all, it is expected that in an eight week period we will carry the equivalent of about 63,000 GY wagon loads. One of the largest operations of its kind ever undertaken by VicRail, it will provide an ideal opportunity to demonstrate rail's ability to handle large scale freight movements.

The future looks challenging but with the challenges come job opportunities and job satisfaction for those making their careers with VicRail.



For now, let me wish all of you, and your families, a happy Christmas and all the very best for the New Year.

*I. G. Hodges,  
General Manager.*



## 75th Anniversary

VicRail's passenger service to Mildura celebrated its 75th anniversary on Friday, October 27. The occasion was marked with the arrival of the *Vinelander*, complete with headboard, hauled by a B class and an X class as a double header. It was also marked by a quite un-Mildura like downpour.

Our picture shows (left to right) Engineman Alf Guild; Mr Milton Whiting, M.L.A.; The Mayor of Mildura, Mrs Kay Gambetta; Ken Bailey, Stationmaster and Gary Whilly, Assistant Engineman.

The Mildura newspaper the "Sunraysia Daily" ran nearly half a page outlining the History of the railway service to the city.

It recalled there were about a dozen passengers who made the first trip in 1903.

The train was made up of a T 263, a Portland line sleeper, first and second class "corridor" cars, several guard's vans, three or four water tanks and some goods wagons.

The line, which had been constructed as far as Woomelang in September, 1899, was extended to Mildura mainly to carry produce from the area to southern markets.

The "Sunraysia" pointed out that in recognition of Mildura's support for their train service VicRail in 1977 constructed a modern, brick air-conditioned station building and extended the length of the platform to accommodate the increased length of the *Vinelander*.

And, later in the morning, the sun came out and Mildura was once more the Sunny Oasis.



## MICK LEE

*Driver Mick Lee is pictured (right) taking his last train out of Seymour station last month, after almost 40 years with VicRail at Seymour.*

He joined the railways at North Melbourne in 1939, and went to Seymour the same year.

After passing his driver's examination in 1950, Mick later went on to the Special Class Roster and for the past 21 years drove trains between Seymour—Melbourne, Albury, Tocumwal and Cobram.

Mick, who was a well known Seymour footballer for many years, hopes to do plenty of fishing in his retirement, and of course, continue his keen support of the Footscray and Seymour footy teams.



## IAN ELLIOTT

*Another 39 year man with VicRail, Ian Elliott retired last month at Geelong.*

Ian, (right) who started as an engine cleaner at Maryborough in 1939, and became an engine driver at Bairnsdale in 1950, remembers the steam train era with affection. "Steam engines were more faithful — they would always get you home. So many more things can go wrong with electric and diesel systems."

Ian and his wife, Dulcie live in Newtown, and hope to travel to Darwin and Perth during his retirement.

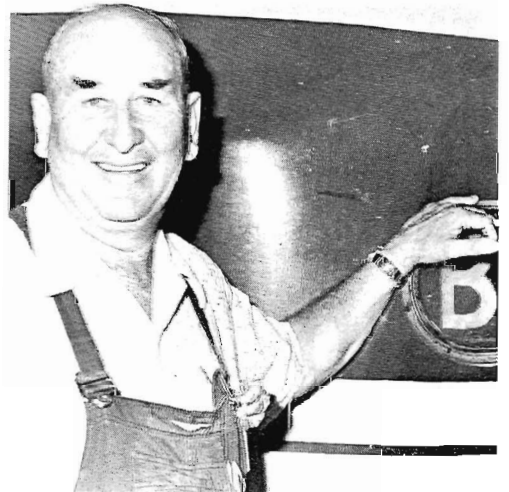


## BILL BREWIS

*After more than 39 years with VicRail, retiring parcels assistant Bill Brewis (left) says "If I had the time all over again, I'd still be working here."*

"Buffalo Bill" as he is popularly known by his workmates, has spent all his time in the railways at Wangaratta, except for a five year stint with the RAAF during World War Two.

Bill, whose dry sense of humour will be missed around the station, says of his retirement, "I'll have more time now for golf and fishing, and maybe travel around a bit later on".





*The Federal Minister of Transport, Mr Peter Nixon, and Mr A. G. Gibbs, Chairman VicRail, unveiling AARDO commemorative plaque.*

## Unique Railway Initiative

The Federal Minister of Transport, Mr Nixon officially opened the premises of Australian Railway Research and Development Organisation (ARRDO) in a ceremony in Melbourne last month.

ARRDO is a national body that has been set up to investigate and find solutions to the problems facing Australian railway management.

In his opening speech, Mr Nixon said that ARRDO's establishment came at a critical time as the future of rail transport could depend on how well ARRDO performs its appointed tasks.

"ARRDO is beginning at a time when the very future of transport itself is subject to major national and international debate with implications for such pressing areas as energy conservation, environmental pollution and technical innovations" said Mr Nixon.

"Having a consultative, diagnostic role, ARRDO will seek to determine what exactly is the nature of the railways' problems. For example what are the factors contributing to rail deficits" said Mr Nixon.

The first work program ARRDO will perform includes consideration of what the most appropriate role for rail transport might be. This analysis will assess the transport tasks that rail can best perform and therefore could and should be doing.

ARRDO will not be concerned with technical or engineering research. It will be concerned with economic and managerial aspects of railways.

"I appreciate that all governments are faced with restrictions of capital for investment and development of infrastructure. But if governments have railway problems, then I suggest that ARRDO might eventually provide the ammunition for the railways to support bids for resources" said Mr Nixon.

"If this is so then the formation of ARRDO might eventually become a turning point in the history of Australian railways. This would then provide real ground for optimism where there existed only considerable pessimism as to the future of railways.

ARRDO is therefore a unique railway initiative. It is truly a product of the railway systems, for the benefit of those systems, and yet provides an independent source of advice to Ministers" said Mr Nixon.

The organisation is financed by a levy on each Australian railway system. The Commonwealth met half the cost of establishing ARRDO.

ARRDO was incorporated as a company in Victoria in November, 1977, and as it is a company is quite independent of government control. Its premises are situated in Lonsdale Street.

It is controlled by a Board made up of the Chief or Chairman of Commissioners of each Government Railway System and the Secretary of the Commonwealth Department of Transport. VicRail Chairman, Mr A. G. Gibbs, was the inaugural Chairman of Directors.

# CLARENDON STREET—A SLICK



*Top Left: In the manufacture of the beams, concrete is placed in the formwork at the yards at Jewell.*

*Top Centre: The beams were railed to Montague Yard, then transferred to road vehicles for positioning on the site.*

*Above Right: The concrete beam on site with the crane ready to lift it into position.*

*Bottom: The beam is lowered into position. The beams were numbered before being taken to the bridge, to indicate the correct positioning.*



## ... AND WHO

In a remarkable operation, the bridge was virtually replaced a brick by brick, anyone realising it had been done.

The operation, which took place over two weekends, replaced the Clarendon Street Bridge.

The bridge, which was built in the early 19th century, was similar to the Caledonian Railway Bridge (A Test of Strength).

The secret of the operation was the use of concrete beams. These are

Currently about 100 or more in size from 10 m to 20 m

The beams usually covered the bridge, encased in concrete poured

Over the two weekends, the entire superstructure of the new beams and the track

To do this the roadway was closed to all traffic, including emergency vehicles, from 10 am on Sunday afternoons.

The replacement is expected to be the next bridge on the list to



# PIECE OF BRIDGE REBUILDING...



## NOTICED?

McRail's Way and Works Branch  
a main city road with hardly  
e.

two weekends, was carried out on  
Melbourne.

Sandringham and St. Kilda lines,  
was a standard steel girder bridge  
written about in the September issue

bothness was the pre-casting of the  
ared at the branch's yard at Jewell.

ems are made a year. They range  
gh from 30 tonnes to 90 tonnes.

e or four steel beams which are  
ormework.

tober the other in early November  
bridge was removed, replaced with

the bridge was closed to all except  
two Friday nights to early on the

have cost about \$700,000. The  
"treatment" is the Dudley Street



*Top: Tracks and old  
bridgework removed, the  
piers and abutments  
are prepared to receive  
the new beams.*

*Left: Transverse tensioning  
rods are used to tie  
together the five beams  
in each span.*



*Bottom Left: A Tait train  
crosses the completed  
section of the bridge while  
work nears completion  
on the second section.*



# 50 NEW DRIVERS AT WORK

It takes four and a half years to become a train driver. Over 50 new drivers have gone through the process this year, an average of six students in nine sessions.

Prospective drivers must first serve at least three and a half years as enginemen before taking a three week course on diesel class at South Dynon.

After passing an evaluation exam set by the Engineman's examining Officer, the new driver must then spend four weeks studying road signs and signals; if he qualifies, he'll then spend two weeks with an Engineman's Instructor learning train handling.

To drive electric trains, drivers take a five week course comprising two weeks classroom study, one week running Tait, one week on Harris, then two days on the silver trains.

Another six days covering all the suburban routes with an Instructor Driver completes the course, although new drivers are restricted to shunting and goods trains for three months before handling passenger trains.

Allan Collins, Supervisor at the Electric Running Depot on Batman Avenue, and a driver instructor for one year, says "learning how to handle 1500 volts of power is an important part of the new blokes training".

On a recent trip with four new drivers, the atmosphere in the cab was relaxed and friendly, but with constant attention to the tricky business of guiding 112 metres of machinery along the rails.

One unfortunate stopped the train a little short of the platform, "That's all right," says Allan, "you've only got seven cars on it, if you'd had eight you'd have someone hanging out the back!"

Another driver says, "I think the speedo's out, Boss." "You should know your speed." says Allan.



*Allan Collins, second from left, with a group of trainee drivers ready for a day's instruction on a silver train.*

Although trainees don't exceed 80 kmh, the sensation of speed up front in the driver's seat must be a little frightening for a novice.

"Pressures and tensions are heavy in this job. Up the bush, it's different, you've got a man with you, and about nine kms between stations," says Allan, "but on suburban trains you can't afford to let your attention stray for a moment."

There's also the ever present fear of all drivers, the possibility of seeing a person or vehicle on the track ahead, too close to stop in time.

Allan Collins came to VicRail in 1940 as a lad labourer, "Our back fence at Stawell bordered the railway line when I was a boy, and I always wanted to be a train driver".

New classrooms are being built at ERD, in the same building which houses the full scale model train used by the student drivers. An anticipated 60-80 new drivers will use the new facilities next year.



*New drivers try the full-scale train model at ERD.*

## Did You Know?

At Pinwherry, south of Girvan, on the old Glasgow & South Western Stranraer line, a string of wagons broke loose on Pinmore Bank one night. It ran back through Pinwherry and up Barrhill Bank and then back again, repeating the run five or six times before coming to rest.

A permanent way inspector named Gallacher, who was spending the night at Pinwherry Station House, said the next morning that it was the busiest country station he had ever tried to sleep at - there was a train every 10 minutes.

- *The Guinness Book of Rail Facts and Feats*

# BENDIGO RACE "TRAINING"



*S 312, hauling nine air-conditioned carriages, entering the Bendigo Racecourse platform siding after an express run from Melbourne. The train with four economy class carriages, and four first class also had a dining car where travellers could enjoy a leisurely lunch. Over 340 passengers took the train to the classic country race meeting in November.*



*Enthusiastic racegoers had only a short distance to walk from the train to the track (visible at the right of the picture above).*

*The \$10,000 Cup (2200 m) was won by the seven year old gelding Puramaka, ridden by Harry White.*

---

## GOOGIE WITHERS IN MELBOURNE

**Googie Withers and John McCallum recently travelled down from Sydney to Melbourne on the Southern Aurora.**

They are appearing with Frank Thring in a "delightfully witty, stylish and elegant new comedy" called "The Kingfisher".

At a press conference held at Spencer Street station in the V.I.P. room, the famous pair were loud in their praises of the Southern Aurora, "so comfortable, everyone so helpful, a delicious dinner and a wonderful nights sleep."

The new play has added interest for the ladies, as Miss Withers appears in clothes created for her by leading designers Christian Dior, Norman Hartnell, Hannae Mori and Belville Sassoon.

The Australian premiere of the play was at the Comedy Theatre, Melbourne on November 29.

"The Kingfisher" written by William Douglas Home, had its London premier last year with a cast of three headed by Sir Ralph Richardson, and ran for six months.



*Above: A relaxed and refreshed Googie, flanked by her husband John McCallum (left) and Frank Thring.*

# A TOTAL TRANSPORT SERVICE

Progress made by VicRail in previous years towards rationalisation of the railway system was consolidated by events during 1977/78.

In line with Government policy, the role of the Railways in the more competitive environment coming into effect in Victoria will be clarified.

A significant innovation in the Treasurer's Budget speech to Parliament in September, 1977, was the inclusion of figures "showing the estimated contribution of the various categories of railway service to the overall subsidy — the Board prefers the term 'revenue supplement' — accepted by the Government as the amount necessary to sustain railway operations during the year."

The report goes on to say "Publication of these figures — approximate though they may be — has demonstrated to the community the multi-aspect nature of the railway role and the extent to which the costs of performing each segment of this role are not being met directly by users.

More significantly, the figures demonstrate acknowledgement of the Government's policy to provide, through the Railways, a comprehensive transport service at charges which, in the public interest, are not able to meet the full costs of operation, and to regard the consequent revenue supplement as a subsidy to the various sections of the community who benefit thereby, rather than as a 'loss' incurred by the Railways."

On the subject of the financial support provided by the Government for the Railways, the report had this to say: "As far as the Board is aware, no major passenger-handling railways system in the world operates profitably without a subsidy, and it is worth commenting here on the common fallacy that because the State Budget provides a figure of some \$150 million annually to support railway operations the community must forego other public or social services to the same value. This view is completely unrealistic, as it fails to take the argument to its logical conclusion, namely, that if railway services were to be withdrawn, some alternative would have to be provided, and this alternative will be equally or even more costly. In fact, because road transport is also subsidised by the provision of the road system and its associated traffic control and policing facilities at far below cost, the community would be very much worse off in the long run from the withdrawal of those rail services which represent true high-volume tasks."

With regard to the introduction of deregulation of road transport legislation, the report says: "In acknowledging the Government's decision that, as soon as the Railways are in a position to offer competitive services, controls on road transport considered to be no longer appropriate will be lifted, the Board must place on record its apprehension that unless great care is exercised there is a danger that the process of deregulation may be undertaken too quickly and carried too far. The result would be a disastrous increase in the annual revenue supplement necessary to sustain railway operations, compounded by huge increases in road construction and maintenance costs.

The following are extracts taken from this year's Annual Report, which has already been tabled in Parliament, and will be generally available before January.

In his Budget speech of September 7, 1977 the Honorable the Premier and Treasurer said:

"The estimated total subsidy required for railway operations from the Consolidated Fund in 1977/78 is \$152.6 million."

In the event, notwithstanding the fact that additional costs amounting to some \$14 million were incurred for wage awards and higher material prices which, in accordance with Treasury practice, were not provided for in the Budget, the Board records with satisfaction that this financial target set by the Government was not only met but bettered, as shown by the following figures:

	1976/77	1977/78
Operating expenditure	305,617,958	332,839,927
Receipts	163,910,737	180,545,809
Revenue supplement in Budget	129,945,000	152,630,000
Total Income	293,855,737	333,175,809
Surplus (Deficit) after Revenue Supplement	(11,762,221)	335,882

These results were achieved by the exercise of a stringent control over expenditure and reflect an overall productivity increase on the order of 2.5 per cent.

During the year the progress of subdividing results into the various categories of rail service was further refined as the appropriate section of the computerised responsibility and management accounting system became operational. The following is an analysis of the year's results on the more accurate basis now available:

## ACTUAL RESULTS 1977-78

Category of Service	Receipts	Expenditure	Revenue Supplement
	\$M	\$M	\$M
Victorian freight	77.3	139.8	-62.5
Suburban passenger and parcels	49.0	100.6	-51.6
Country passenger and parcels	20.4	56.8	-36.4
Intersystem freight	20.7	21.4	- 0.7
Intersystem passenger and parcels	9.2	14.2	-5.0
Non-operative activities (agency, etc. works)	3.9	—	+3.9
	180.5	332.8	-152.3



# Highlights from the 1977/78 Annual Report of the Victorian Railways Board

## The Market

The 1977/78 financial year was notable for the production of the first VicRail Marketing Plan. This document covers the two year period 1.7.1977 to 30.6.1979. It assesses the freight and passenger traffic tasks within the context of economic, political, socio-economic and environmental trends, the total transport market, and the Railways' relative strengths and weaknesses. Criteria for the assessment of opportunities have been determined, traffic opportunities identified and quantified, and marketing objectives set. The Plan will be updated annually to cover a rolling two year period.

## Regional Freight Centres

Regional freight centres were opened during the year at Bairnsdale (22.8.77); Sale (21.11.77); Benalla (6.2.78); Wangaratta (10.4.78); Yarram (2.5.78); and Woodend (26.6.78). In addition, town deliveries were introduced at Hamilton (22.5.78); Portland (12.6.78); and Warrnambool, Camperdown and Colac (19.6.78). These centres had been in operation at the beginning of the financial year.

The total number of freight centres required to cover the State is 35, and at the close of the year 17 centres were in operation. The location of the remaining 18 centres had been approved, and as indicated in the introductory section of this Report, these centres are planned to be brought into operation during the 1978/79 financial year.

## Principal operating statistics

The principal indices of freight train performance, which are shown below, disclose record levels of achievement in almost every instance. These results clearly demonstrate the impact on operating efficiency of the improved organisation and methods; opening of additional regional freight centres; the closing of branch lines and small stations on other lines; and the scrapping of low-capacity, over-age freight wagons.

	1975/76	1976/77	1977/78
Average kilometres per wagon per day	57.86	60.44	66.21
Average daily wagon output (net tonne kilometres)	663	700	798
Average net wagon load (tonnes)	17.07	17.56	18.74
Average net tonne kilometres per goods train hour	6965	7074	7470
Average net train load (tonnes)	308	307	313
Standing time (hours) per 1000 train kilometres	6.43	6.06	5.94

## Passenger operations — Metropolitan

Following the rationalisation of suburban fare scales, referred to in previous Annual Reports, which reduced the number of charging zones to Melbourne from 78 to 10 over a period of two years, a commencement was made during 1977/78 with the replacement of "destination" type suburban single and return tickets by "section" type tickets, showing the name of the selling station only. The consequent reduction in the number of tickets issues will result in substantial economies, and will also greatly facilitate the introduction of ticket vending machines.

The VicRail Package Tour programme continued to yield most encouraging results, and both the number of tours sold and revenue earned increased by 21 per cent compared with the previous year.

In pursuance of the programme outlined in our previous Annual Report, of replacing country branch line rail cars by contract road bus services, the following services were converted to road on the dates shown:

	Distance km	Date Converted
Castlemaine — Maryborough	55	11.7.77
Warrnambool — Port Fairy	33	12.9.77
Woodend — Daylesford	43	23.9.77*
Dandenong — Wonthaggi — Inverloch	121	5.12.77
Ballarat — Maryborough	68	29.5.78
Bendigo — Ultima	194	5.6.78
Swan Hill — Robinvale	140	

\* Original substitution due to reduction of line speed to 25 km/h. This was converted to a regular contract bus service on May 29, 1978.

In every case the standard of service provided is equal to, or better than, the previous rail service.

## Urban works

The major urban work completed during the year was the installation of automatic power signalling between Bayswater and Fern Tree Gully which was brought into service in December, 1977. Owing to the limited funds available, progress otherwise was confined mainly to the Macleod — Greensborough duplication project, which is scheduled for completion late in 1978/79.

Minor works completed were reconstruction of station buildings at Ashburton, Bayswater, Darebin, Glen Iris, Heathmont, Lalor, McKinnon, Tooronga and Williamstown Pier. New station buildings were constructed at Watsonia in the course of the Macleod — Greensborough duplication project.



Other major works in hand at the close of the year were — Caulfield — Mordialloc, third track; Ringwood — Bayswater and Ringwood — Croydon, duplication of tracks; amalgamation of signal boxes in the central area (in conjunction with the underground project); and amalgamation of signal boxes in the Newport area.

## Replacement of suburban

Work proceeded during the year on the current order of 50 six-carriage stainless steel suburban electric trains, and at the close of the year 43 of the new trains were in service. Tenders were invited during the year for a further batch of up to 50 stainless steel trains, and to bridge the gap between the two orders the Government approved of the initial order being extended by the equivalent of an additional 9 trains.

During the year further obsolete wooden-bodied suburban carriages were withdrawn from service to be scrapped, and at the close of the year the number of obsolete trains still in service had fallen to 42, making them the smallest component of the suburban train fleet.

## Non-urban works

### Geelong line duplication

Work proceeded on duplication of the Little River — Corio section of the Geelong line to the maximum extent practicable with the funds available. At the close of the year formation works had been almost completed and some ballast supplied.

### Locomotives and Rolling stock

During the year a further seven of an order of 10 "C" class 3,300 h.p. diesel electric locomotives were delivered, and only one unit of the order remained to be delivered in 1978/79.

Wagon construction in departmental workshops proceeded during the year within the limitations imposed by the funds available and by power restrictions consequent upon the extended strike of State Electricity Commission workers. The following new vehicles, 150 in all, were placed in service:

"BFW" Ford box vans	26
"JBF" Hopper wagons (briquettes)	9
"JSX" Hopper wagons (glass making sand)	5
"JSF" Hopper wagons (glass making sand)	10
"JAF" Hopper wagons (soda ash)	5
"JCF" Hopper wagons (cement)	15
"JPF" Hopper wagons (superphosphate)	10
"FQX" Container wagons	10
"QMX" Skeletal container wagons	60

Three thousand five hundred and ninety obsolete freight wagons and 115 unserviceable brake vans were withdrawn from service and scrapped.

Considerable scope exists for reduction in the cost of wagon maintenance — currently to the order of \$14 million per annum — if additional funds were to be made available to the Board to accelerate the construction of modern wagons and the scrapping of obsolete stock.

## Altona-Somerton pipeline

Following incorporation on August 8, 1977, as reported in our last Annual Report, of VicRail Pipelines Pty. Ltd. the Company joined with Mobil Oil Australia Ltd., Esso Australia Ltd., The Shell Company of Australia Ltd. and BP Australia Ltd., in a joint venture for construction of the Altona — Somerton pipeline.

With the consent of the Treasurer the Board loaned to VicRail Pipelines Pty. Ltd. the sum of \$1,296,754, which was the amount required to meet the Company's contribution to the joint venture during the year.

The Board agreed to grant the consortium a licence to build the pipeline on Railway land, and construction commenced during the year. At June 30, 1978, approximately 10 km of the 34 km pipeline had been completed.

## The energy conservation factor in transport

In spite of the lack of unanimity as to the date at which world oil production will begin to decline, there does appear to be a general consensus that Australia will in the fairly near future face problems in the supply of petroleum products from both domestic and overseas sources.

To meet this situation the Board sees the need for development of both a National energy policy, and a contingency plan for implementation in case of interruption to oil supplies.

The Board would expect Railways, as the transport mode with the highest work output per unit of energy from petroleum products consumed, particularly when utilised on high-density tasks, to feature prominently in any such plans.

In this connection the Board emphasises the long lead time involved in any major improvement of railway infrastructure works — trackwork, signalling, etc. — highlighting the importance of such works as the upgrading of National trunk routes being planned and executed before any crises arises.

## Personnel and Administration

As preparations continue for VicRail to become truly competitive in a rapidly changing era, with rationalisation of services being effected and ongoing planning programmes being implemented to establish, revise and constantly review needs and objectives at all levels, the Board thanks all its people who have displayed their loyal dedication during the past year and to assure all that the future will be rewarding.

# LETTERS WE LIKE ...

## TO THE GENERAL MANAGER

I am directed by the unanimous decision of the Victorian State Committee members, to express on their behalf keen appreciation of the contribution to the Australian Fire Protection Association given by VicRail. Our former Chairman of State Committee was Mr George Edney. Every task he undertook was carried out with dedication and enthusiasm.

Few bodies in Victoria can in any way approach the help afforded A.F.P.A. State Committee and Fire Prevention Week committee by VicRail.

It would be appreciated if you would pass on to other Executive Officers of your department our sincere thanks for the contribution your department has rendered.

W. Frank Barnett,  
Secretary State Committee A.F.P.A.

## From J. A. Farquhar, Strathmore.

I would like to compliment the several members of the Victorian Railways who made our journey from Strathmore to Stony Point on Saturday, September 30 and return on Sunday October 1, so enjoyable and interesting.

On that weekend I took a party of 13 scouts of the 5th Strathmore Scout Troop to French Island.

From the outset, when booking at Strathmore, the ladies in the office were most co-operative and then later on confirming Rail Motor connection at Frankston station, the staff there went out of their way to be helpful.

In particular however I would like to thank the guard and driver of the Rail Motor for their assistance and for making the journey interesting for the boys.

Lastly thank you to VicRail for arranging to have the Rail Motor start from Stony Point on Sunday especially for our benefit and of course the group concession fare is very much appreciated.

## From Mrs D. Rutten, Fisher (A.C.T.)

On September 2, I travelled on the Daylight from Spencer Street to Yass and my three children (8½, 7, 2½ years) and I enjoyed the trip.

I would like to let you know of the young courteous conductor whose christian name was Jeffrey who travelled from Melbourne to Albury. He was most helpful and cheerful with the children.

Thanking him once again, he was a good advertisement for VicRail.

The conductor was Jeffrey Francke.

On behalf of the Victorian Chapter of the Association of Consulting Engineers I would like to express our appreciation to you for your arrangement in providing the excellent service on the train on Saturday 14th October.

The arrangements were a great success. Would you kindly extend our thanks to Mr Bill Ryan for the catering, Mr Don Potts for the "Yarra" and Mr Deam, and Victoria Rail Staff.

Yours sincerely,  
J. B. Laurie,  
Chairman.

## From H. Murray Hamilton, M.L.C.

I have just recently returned from a most enjoyable holiday at the Chalet at Mt. Buffalo.

I understand that the Chalet is conducted by the Victorian Railways, and I am writing to compliment you on a very well run and delightful holiday centre.

The Chalet appears to be one of the few places which caters for the entire family, and my children and my wife derived as much enjoyment from their stay as I did.

Please accept my congratulations on a well conducted and efficient resort.

## JOHN WALKER

*We have a Master Mariner on deck in the Traffic Branch. John H. S. Walker, who gained his Master's Certificate after 12 years in the British Merchant Navy, joined VicRail in February 1977 as Senior Industrial Officer (Traffic).*

*John has many years experience in industrial relations; this job involves handling industrial disputes, claims and complaints from union leaders. Meetings with union officials are arranged by his department in consultation with the Chief Traffic Manager.*

*Nowadays, John confines his seafaring to weekend sailing in Port Phillip Bay.*



# RAIL SHIPPING THE HARVEST

**VicRail and the Grain Elevators Board are embarking on a massive operation to transport Victoria's predicted record grain harvest of more than 3.5 million tonnes.**

The task of shipping the harvest from the country has necessitated weeks of detailed and intricate planning, involving VicRail and the Grain Elevators Board. The unions whose members will be involved are now full participants in these discussions.

The initial operation requires the receipt of grain at local silos for storage and the railing of the excess to seaport and country terminals. This overflow could involve nearly 63,000 wagon loads of grain, all to be moved during the harvest period of about eight weeks.

Most of the grain will be carried in special "block" trains (trains carrying only grain), running from country storages to the terminals, and returning on regular schedules.

A major feature of the program will be the running of seven trains of large hopper wagons each day to the Geelong terminal. Three of these will originate west of Ararat, three from north of Bendigo, and one from the Mildura line, to make the most of the higher permissible speeds of these wagons over long hauls on the main lines.

The strategy calls for a weekly discharge rate of up to 12,000 wagon loads at the peak of the harvest.

To accomplish this arrangements have been made to ensure that rolling stock and locomotives are being strategically placed around the network.

Special facilities for refuelling and servicing will be established in key areas throughout the State.

These measures will involve the temporary transfer of additional staff to certain country locations in the grain growing areas.

The key to the success of the operation will be the rapid turn-round of wagons, and the Grain Elevators Board has assured VicRail that improved efficiency of loading and unloading facilities will enable the program to be maintained.

The whole program will be constantly monitored so that flexibility can be maintained to adjust to variations as they arise on a day to day basis.

A VicRail spokesman said the shifting of the grain harvest would be the largest operation of its kind undertaken by the railways in recent years and would demonstrate rail's ability to handle large scale freight movements

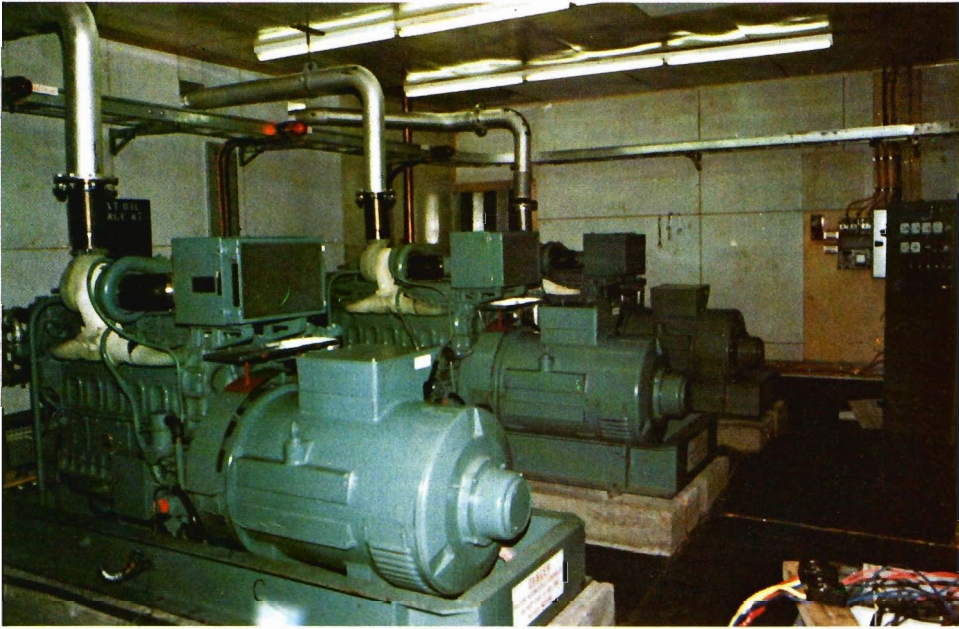


*VicRail's switchboard girls turned out in force for "switch" girl Jill Hatt's wedding to Bruce Greaves at St. Anthony's Church, Noble Park in September.*

*Pictured left to right: Pam Galloway, Karen Milligan, Jenny Crouch, Bruce, Jill, Roslyn Cunningham, Carol Clarke, Wendy Carey and Val Cook.*

*Bruce and Jill, whose dad is a station assistant at the lost property office, Flinders Street station, had an enjoyable ten days driving around Tasmania after the wedding.*





*The three new diesel generators in the Engine room at the Chalet. Part of the control panel is visible on the right side of the photograph.*

## MORE POWER FOR THE CHALET

Recently staff from the Electrical Engineering Branch completed the installation of a new diesel electric power generating system at Mount Buffalo Chalet. Each of the three new generators is automatically controlled and has a capacity of 136 kW — almost three times the size of the previous generators.

VicRail's Mount Buffalo Chalet is unique in many ways. Perched on the edge of the rugged Mount Buffalo Plateau at an altitude of 1330 metres, it can only be reached by traversing some of the roughest but most scenic country in Victoria. The distance from the nearest SEC power lines and the rugged country in between has forced the Chalet to rely on its own electric generators. Construction of a power line up to the Chalet, although now technically possible, would be costly and an unwelcome intrusion onto the landscape.

The first electricity at the Chalet was provided by oil — engine powered D.C. generators and batteries. This system was replaced by a 415/240 Volt A.C. system in 1962 comprising three 50 kW diesel — generators. The Chalet now had its own 24 hour-a-day electricity of the same type as that enjoyed by SEC customers "down the hill".

Over the years the system worked well. But by 1977 the electrical load at the Chalet had risen to the point where two diesel — generators were required to be running for 18 out of every 24 hours. Restrictions were also necessary on the electrical

appliances used due to the limited amount of power available. Each of the old diesel — generators was close to the end of its useful economic life, having run close to 70,000 hours. The time for renewal of the whole system had arrived.

A new fully automatic diesel generating system was designed and purchased incorporating many modern features.

Each of the three new generators is driven by a 240 H.P. "Detroit" G.M. Model 6/71 T (turbo — charged) diesel engine running at 1500 r.p.m. The automatic control system starts and stops the engines as required and includes elaborate fault alarm and protection facilities. For instance, should an engine develop a fault a 3 a.m., then it will automatically shut-down and a standby unit will start up to maintain continuity of the electric power supply.

As Chalet Guests rise to greet the crisp morning mountain air, the load on the Chalet's electrical system increases. Cups of tea or coffee are made, breakfast is cooked and faces are shaved — all with the aid of electricity. In the sound — insulated engine room out the back a second diesel — generator automatically starts up and parallels with the one already running to supply electric power for the morning peak.

Later in the morning as Chalet Guests take a stroll to look at some of the magnificent mountain scenery, the second generator shuts down and waits for the evening peak — all automatically!



# RETIREMENTS

## Traffic

BREWIS, W. Wangaratta, 28/10/78  
BLAKE, H. R., Melbourne Yard, 3/10/78  
EDDY, W. R., Benalla, 1/8/78  
FUELEKY, A. Mrs., Dookie, 22/9/78  
EXELBY, C. E., Mentone, 9/10/78  
HARDING, H. B., Melbourne Yard, 8/9/78  
LOWNDES, A. C., Dynon, 26/9/78  
LILFORD, C. H., West Richmond, 7/10/78  
JUHASZ, J., Eaglehawk, 31/10/78  
DUNN, A. I. B., Carrum, 11/10/78  
JANKOWSKI, K., Flinders Street, 15/9/78  
RAMSAY, F. D., Dandenong, 30/9/78  
ROBERTS, P. W., Seymour, 12/10/78  
CLARK, F. Mrs., Flinders Street, 18/10/78  
BROWN, W. J., Mildura, 6/11/78  
FERGUSON, D. R., Wangaratta, 3/11/78  
KENNY, V. T., Wangaratta, 16/11/78  
MARTIN, S. L. Mrs., Flinders Street, 13/10/78  
ROURKE, J. W., Burwood, 16/11/78  
SHANNON, T. J., Melbourne Yard, 11/11/78  
SMITH, J. E., Robinvale, 3/11/78

## Deaths

ROBERTS, P. G., Donald, 4/11/78  
FINCH, J., South Yarra, 15/10/78

## Way and Works

BAILY, M., Benalla, 14/7/78  
BOYLE, J. W., Flinders Street, 27/1/79  
DI LORENZO, G., Spotswood Workshops, 1/1/79  
FRIEDRICH, B. M., A.N.H., 16/11/78  
HOSKINS, H., Ararat, 1/10/78  
KURZAWA, S., Spotswood Workshops, 9/1/78  
LAMB, W. A., North Melbourne, 13/10/78  
LIGHT, L., Spotswood Workshops, 29/9/78  
MARINELLI, M., Spotswood Workshops, 27/9/78  
MAULDON, A. R., Wool Exchange House, 18/9/78  
MUSUMECI, S., Metro District Engineer, 13/1/79  
NEWELL, G. S., Ballarat, 27/10/78  
PEDDER, C. A., Sale, 5/1/79  
PEEL, L. J., Benalla, 26/9/78  
PRONISTI, M., North Melbourne, 4/10/78  
SCABELLONE, F., Metro District Engineer, 18/9/78  
TURVEY, A. E., Bendigo, 10/11/78  
URLICHS, M. J., Flinders Street, 29/10/78  
AFOROZIS, A., Spencer Street, 25/10/78  
ALTINOGLU, I., Metro District Engineer, 12/11/78  
ANDROUTSOPOULOS, H., Flinders Street, 6/2/79  
BELICEVSKI, C., Flinders Street, 5/2/79  
BONDARYK, K., Flinders Street, 28/2/79  
CASEY, E. P., Flinders Street, 22/2/79  
COCHRANE, L. R., Korumburra, 6/11/78  
DONOHUE, P. J., Shepparton, 3/11/78  
FERMO, P., Plant Engineer, 4/2/79  
KRAJEWSKI, J. K., Warragul, 17/2/79  
LENNOX, G. R., Shepparton, 1/11/78  
MUSZTYFAGA, A., Sunshine Housing, 26/2/79  
PIKE, E. R., Spotswood, 19/12/78  
SAXON, A. J., Spotswood, 2/11/78  
WHITFORD, A. T., Maryborough, 16/2/79  
WOLF, K. P., Engineer, 18/10/78

## Deaths

CAINES, R. H., Seymour, 11/10/78  
KING, W., Seymour, 26/10/78

## Marketing

POUND, M. K. Mrs., 5/10/78  
BARIS, W. A. Mrs., 27/10/78

## Freight

ENGI, G. R., Bendigo Freight Centre, 20/9/78  
FIELD, W. J., Sale Freight Centre, 1/11/78  
LONIGRO, F., Melb. Freight Term., 6/10/78  
MURDOCH, G. J., Castlemaine Freight Depot  
16/10/78  
WILLIAMSON, J. A., Dynon Freight Term., 20/10/78  
ZIMNY, S., Dynon Freight Terminal, 29/9/78  
KNUCKEY, T. G., Melb. Freight Term., 10/11/78  
KONKOW, A., Melb. Freight Term., 13/11/78  
KRUPA, J., Dynon Freight Term., 15/12/78  
LALAMA, R., Melb. Freight Term., 3/12/78  
LANDERS, J., Bendigo Freight Centre, 13/12/78  
PUCCIO, S., Melb. Freight Term., 12/12/78  
YOUNG, R. K., Melb. Freight Term., 28/9/78

## Deaths

PEARSON, J. P., Horsham Freight Centre, 2/11/78  
WILKINSON, P. J., Melb. Freight Term., 8/11/78

## Rolling Stock

BONNICI, C., Newport, 31/10/78  
DYER, H. C., Ballarat, 4/1/79  
EGAN, D. J., Geelong, 24/11/78  
FAMMARTINO, D. A., North Melbourne, 27/10/78  
FERRARI, L. D., E. R. Depot, 29/9/78  
GRANIERI, G., Newport, 27/10/78  
HARASIMOWICZ, B., Ballarat North, 31/1/79  
HENDRICK, H. W., Ballarat North, 15/11/78  
LEE, W. D., Seymour, 3/11/78  
MAKRIS, S., Jolimont, 21/1/79  
MELBOURNE, W. J., Seymour, 10/11/78  
McLEAN, W. J., Bendigo, 4/11/78  
PAPADOPOULOS, N., Newport, 2/10/78  
PHILLIPS, E. M., Ballarat North, 10/10/78  
PRONESTI, A., South Dynon, 24/1/79  
SHARP, L., Newport, 27/10/78  
SWAN, A. V., North Melbourne, 16/1/79  
TAYLOR, E., Ballarat North, 9/10/78  
URSIDA, A., Jolimont, 27/1/79  
WELSH, W., Newport, 9/1/79

## Stores

TROUGHTON, A. T., Ballarat, 2/10/78  
McDONALD, H. C., Div. 'B', Head Office, 20/10/78

## Death

ROWLEY, L. G., S.G.S., 28/10/78


# Index Rail Ways 1978



A		Page			Page
Adelaide Motorail .. .. .		162	MacLellan, R.R.C. new minister		131
Ainley, C.G. (New Year's Honours) ..		19	Management Conference .. .. .		71
Annual Report 1977-78 .. .. .		176-178	Material handling display .. .. .		87-89
A.N.Z. Railway Commissioners conference		157	Metrol .. .. .		120-121, 136-137
Apprentices .. .. .		48, 85, 100, 123	Mildura .. .. .		22, 68-69, 169
A.R.R.D.O. .. .. .		171	Motorail .. .. .		162
Avenal (Melbourne Yard picnic) .. .. .		56-57	Mt. Buffalo .. .. .		181
B					
Balaclava .. .. .		38	New Zealand diesels (transfer) .. .. .		52-53
Bendigo North workshops .. .. .		168	Newport Technical College .. .. .		70
Bridges:			Newport Workshops .. .. .		149
testing			New Year's Honours .. .. .		19
reconstruction of Clarendon Street		172-173			
Cavalcade of Transport .. .. .		8, 21, 40-41	Operation Kid .. .. .		5
C Class diesels .. .. .		35			
Clarendon St. bridge reconstruction		172-173	Package Tours .. .. .		34, 150
Computers .. .. .		20	Poster Hangers .. .. .		10
Cotter, L. (New Year's Honours) .. .. .		19			
Deniliquin .. .. .		131	Reclamation Depot .. .. .		72-74
DERM's 50th jubilee .. .. .		124	Rehabilitation section .. .. .		115, 164-165
Diamond Valley Railway .. .. .		77	Retirement Counsellor, (appointment of)		87
First Aid .. .. .		9, 23, 51, 151-153	Rosstown railway, (history of) .. .. .		4
Flinders Street .. .. .		148	Royal Melbourne Show .. .. .		154
Flinders Street viaduct .. .. .		24-25			
Freight Centres .. .. .		6, 75, 102	Safety .. .. .		2, 14, 58-59, 69, 83, 87-89, 146
Grain Harvest .. .. .		180	"Scotts Hotel" (demolition) .. .. .		26
Hy Rail vehicle .. .. .		67	Spencer Street .. .. .		134
Jolimont Workshops .. .. .		11	Sperry rail bus .. .. .		116
			Suburban works .. .. .		7
			Transport Cavalcade .. .. .		8, 21, 40-41
			Underground (progress report)		118-119
			Upfield .. .. .		138-139
			Viaduct (Flinders Street) .. .. .		24-25





































# 1979

Terminating dates of Pay Fortnights shown in Blue

Public Holidays shown thus 

(Good Friday 1980 - April 4)

# 1979

	JANUARY					FEBRUARY					MARCH							
Sun.	...	7	14	21	28	...	4	11	18	25	...	4	11	18	25	...		
Mon.		8	15	22		...	5	12	19	26	...	5		19	26	...		
Tues.		9	16	23	30	...	6	13	20	27	...	6	13	20	27	...		
Wed.	3	10	17	24	31	...	7	14	21	28	...	7	14	21	28	...		
Thur.	4	11	18	25	...	...	1	8	15	22	...	1	8	15	22	29	...	
Fri.	5	12	19	26	...	...	2	9	16	23	...	2	9	16	23	30	...	
Sat.	6		20		...	...	3		17		...	3		17		31	...	
	APRIL					MAY					JUNE							
Sun.	1	8	15	22	29	...	...	6	13	20	27	...	...	3	10	17	24	...
Mon.	2	9		23	30	...	...	7	14	21	28	...	...	4	11		25	...
Tues.	3	10		24	...	...	1	8	15	22	29	...	...	5	12	19	26	...
Wed.	4	11	18		...	...	2	9	16	23	30	...	...	6	13	20	27	...
Thur.	5	12	19	26	...	...	3	10	17	24	31	...	...	7	14	21	28	...
Fri.	6		20	27	...	...	4	11	18	25	...	...	1	8	15	22	29	...
Sat.	7			28	...	...	5	12		26	...	...	2	9		23		...
	JULY					AUGUST					SEPTEMBER							
Sun.	1	8	15	22	29	...	...	5	12	19	26	...	...	2	9	16	23	30
Mon.	2	9	16	23	30	...	...	6	13	20	27	...	...	3	10	17	24	...
Tues.	3	10	17	24	31	...	...	7	14	21	28	...	...	4	11	18	25	...
Wed.	4	11	18	25	...	...	1	8	15	22	29	...	...	5	12	19	26	...
Thur.	5	12	19	26	...	...	2	9	16	23	30	...	...	6	13	20		...
Fri.	6	13	20	27	...	...	3	10	17	24	31	...	...	7	14	21	28	...
Sat.	7		21		...	...	4		18		...	...	1		15		29	...
	OCTOBER					NOVEMBER					DECEMBER							
Sun.	...	7	14	21	28	...	...	4	11	18	25	...	...	2	9	16	23	30
Mon.	1	8	15	22	29	...	...	5	12	19	26	...	...	3	10	17	24	31
Tues.	2	9	16	23	30	...	...		13	20	27	...	...	4	11	18		...
Wed.	3	10	17	24	31	...	...	7	14	21	28	...	...	5	12	19		...
Thur.	4	11	18	25	...	...	1	8	15	22	29	...	...	6	13	20	27	...
Fri.	5	12	19	26	...	...	2	9	16	23	30	...	...	7	14	21	28	...
Sat.		13		27	...	...		10		24	...	...	1	8		22		...