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YEAR OF



ACHIEVEMENT



1960·61

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new records

The year ended June 30, 1961, was a year of achievement for the Victorian Railways.

New records were established in the amount of wheat carried, total tonnage of goods traffic and the revenue derived from them.

The wheat traffic amounted to 1,901,966 tons, which was more than double the 937,554 carried in 1959-60, and the total tonnage of goods carried increased by 1,404,287 to 10,685,002. Briquette traffic was almost doubled, and movement of iron and steel increased by 41 per cent. and galvanised iron by 20 per cent.

Improvement was also shown in other important types of goods traffic, success being achieved despite intensified competition from other forms of transport and the dampening effect on certain industries of the credit restrictions applicable during a large part of the year.

Revenue from all sources totalled £43,037,446, exceeding that for the previous year by £3,797,049. Of this increase, £2,679,643 was attributable to much heavier loadings of wheat, barley and other grain, which collectively rose from 1,301,524, to 2,422,433 tons.

operating profit

Working expenses at £41,703,826 were £2,071,790 higher, so that there was an operating profit of £1,333,620, compared with a loss of £375,981 in 1959-60.

The sum of £920,346 was transferred to "The Railway Equalization Account", which has been specially established by the Government to assist in balancing the railway accounts over a period of years. Object of the account is to enable any surplus of railway income over operating expenses to be set aside so that it will be available for drawing on in subsequent years in the event of a loss being incurred on current operations.

big movements

The Department's handling of the record wheat harvest was responsible for many commendatory letters from wheatgrowers' organizations, the Grain Elevators Board, Members of Parliament and Shire Councils in the wheat producing areas of the Wimmera and the Mallee.

In view of the fact that the wheat movement largely coincided with the dispatch of heavy tonnages of barley and oats, the successful completion of this great transport task was one of which all who were associated with it could, in the Commissioners' opinion, be justifiably proud.

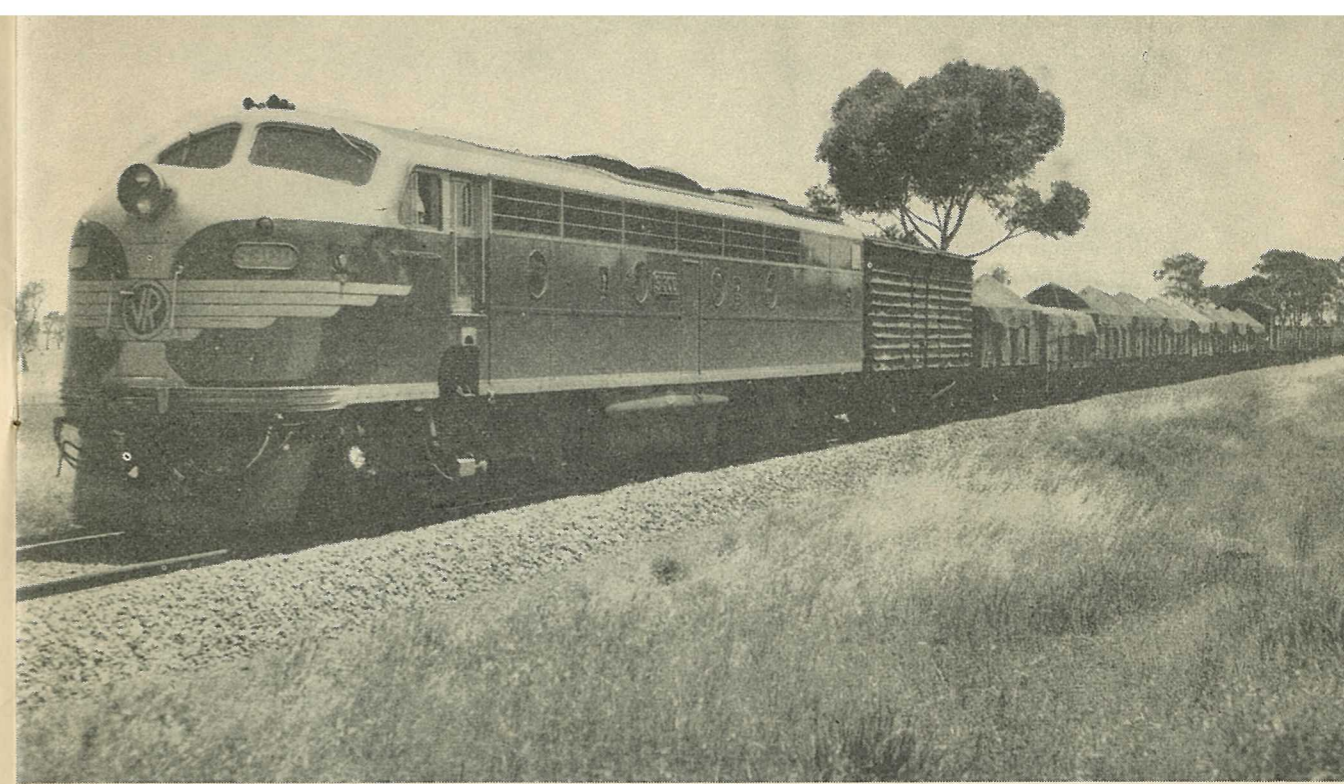
passenger services improved

Train running was speeded up on a number of country lines. The 8.15 a.m. train from Melbourne to Albury was accelerated by 10 minutes, while the 1.45 p.m. train from Albury was altered to depart one hour later and run to an accelerated timetable, saving 25 minutes on the journey to Melbourne. The 9 a.m. Sunday excursion train from Melbourne to Wangaratta was extended to Albury. The return journey is timed so as to enable week-end tourists to arrive back in Melbourne at a convenient hour on Sunday evening.

In consequence of an increase in the maximum permissible speed between Sunshine and Serviceton, passenger train schedules on that line, including "The Overland", were accelerated by periods ranging from 15 to 30 minutes.

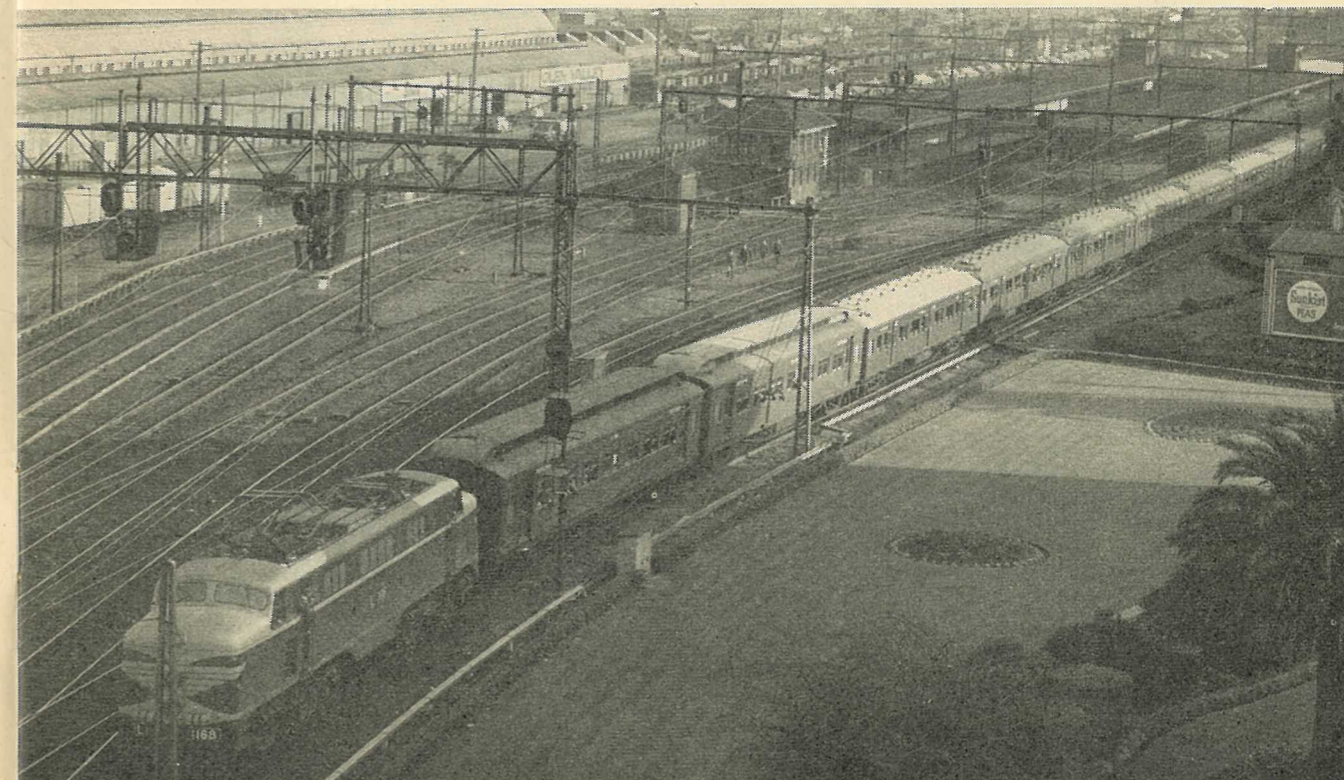
Service improvements included a special week-end schedule for Mt. Buller skiers. On country lines, 264 special trains took 82,719 passengers on educational excursions and to combined school sports and race meetings, and in the suburban area 152 special trains were run for school sports' activities.

The advanced booking period for inter-capital travel was extended, enabling patrons to make seat or berth reservations up to 12 and 13 months ahead, respectively, for the forward and return journeys.



LONG FREIGHT TRAINS WERE RUN TO COPE WITH THE DEMAND FOR RAIL SERVICE

SCHOOL EDUCATIONAL EXCURSIONS BY TRAIN PROVED POPULAR



freight gains

Despite keen competition for interstate goods traffic, there was a further increase in the amount of traffic consigned through forwarding agents under the bulk loading scheme.

Following the construction of specially designed double-deck wagons for the conveyance of motor cars, extensive use was made of rail transport in dispatching cars to Sydney and Adelaide.

A further development occurred in the field of co-ordinated freight transportation with the inauguration of a container service between Tasmania, Sydney and Brisbane. The containers are conveyed by sea from Tasmanian ports to Melbourne, where they are transferred by road from the shipping terminal to Dynon Goods Depot, and thence railed to Sydney or Brisbane.

refreshment revenue up

Although Sunday passenger train services were cancelled during the first half of the year, the Refreshment Services Branch revenue amounted to £2,018,424, an increase of about £10,000 compared with the previous year.

Revenue from country refreshment rooms was well maintained, and increased sales were made at metropolitan rooms and stalls.

STATION STALLS WERE GOOD REVENUE PRODUCERS



THE SLEEPING CARRIAGES OF THE NEW STANDARD GAUGE TRAINS WILL PROVIDE ALL THE LUXURY OF A FIRST-CLASS HOTEL

straight thru' in '62

Construction of the Melbourne-Albury standard gauge line progressed satisfactorily during the year.

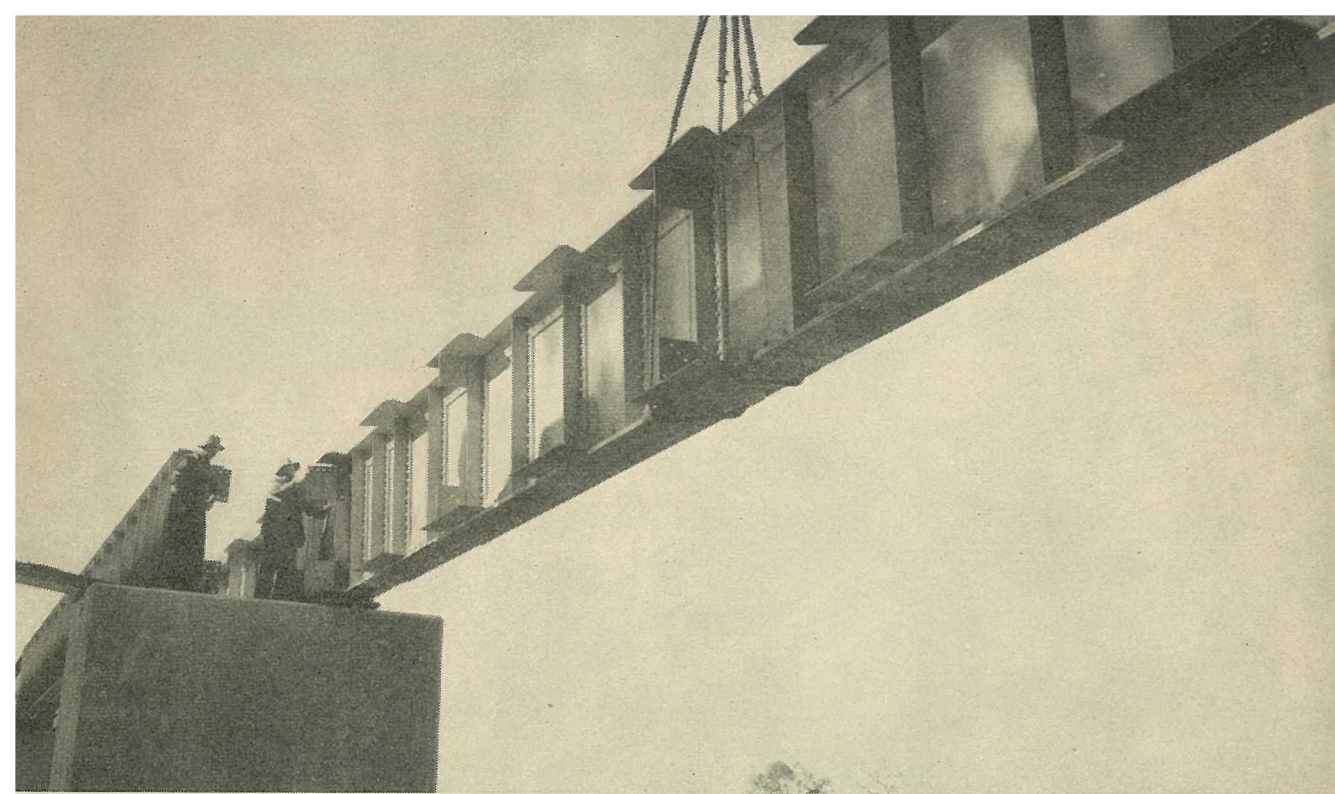
Work was continued on widening and reconstructing bridges and culverts, construction of earthworks, placing of ballast and platelaying. More than 100 miles of track were laid.

Good progress was also made with the various grade separation works along the standard gauge line.

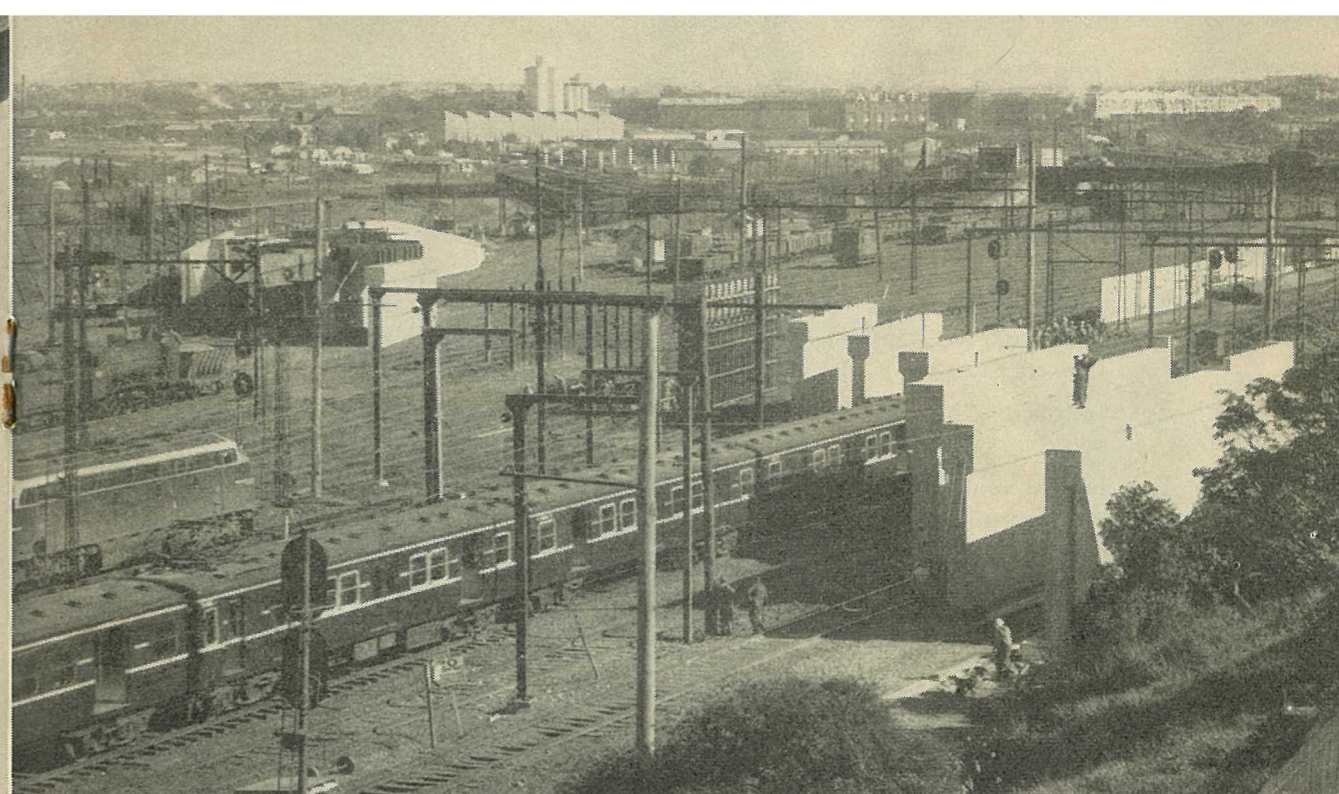
The main structure of the Jacana flyover was completed, and construction of the 15 piers for the North Melbourne flyover was well in hand.

A contract for the new Spencer Street station building was let, alterations were commenced at North Dynon goods terminal to enable standard gauge trackwork to be laid, and work was begun on a new freight depot for forwarding agents at South Kensington.

New rolling stock for the overnight de-luxe sleeping carriages—to run each way between Melbourne and Sydney—was under construction. Each train will be worth £1 million. Carriages and vans for the day and night sitting trains will be drawn from the existing rolling stock pool of the Victorian and N.S.W railway systems.

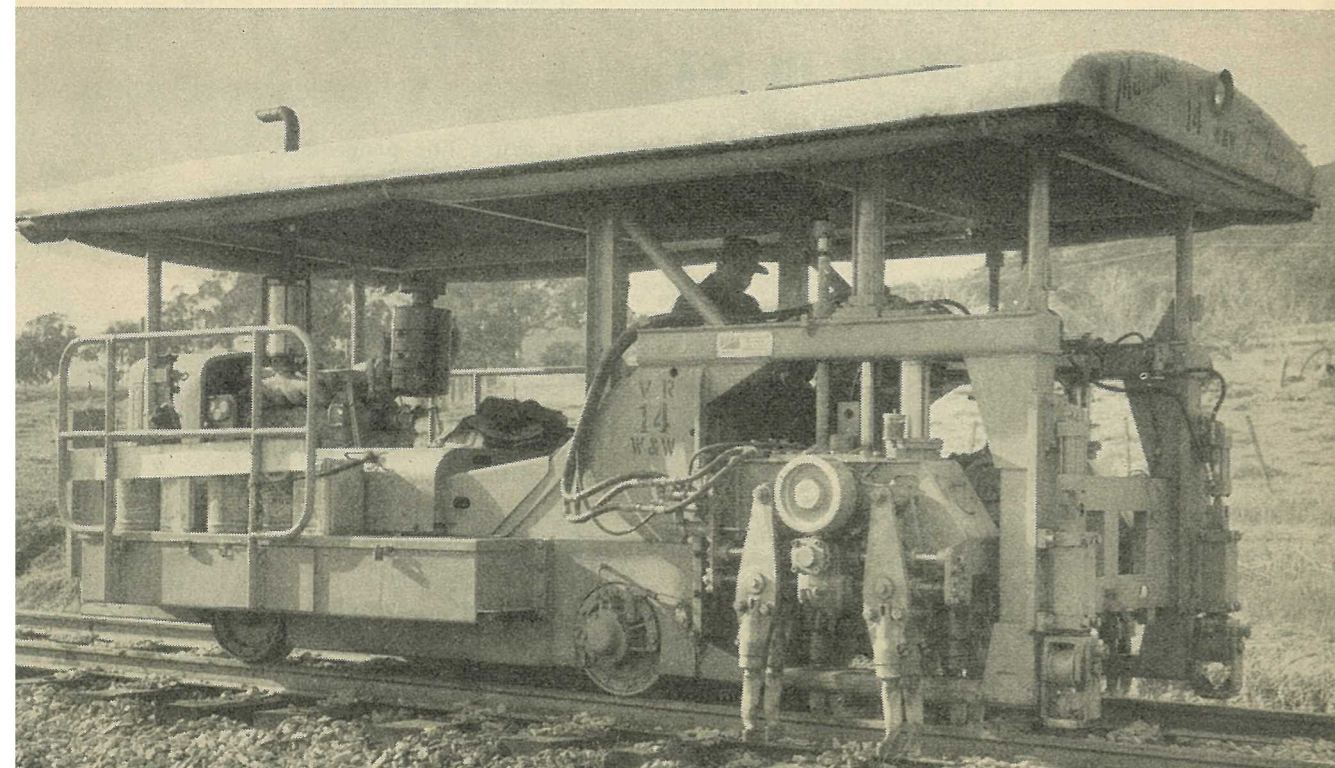


PLACING GIRDERS FOR THE NEW BRIDGE OVER THE BROKEN RIVER, BENALLA



GOOD PROGRESS WAS MADE ON THE NORTH MELBOURNE FLYOVER FOR THE STANDARD GAUGE TRACK

THIS MACHINE TAMPED BALLAST UNDER THE SLEEPERS OF THE NEW STANDARD GAUGE TRACK AT THE RATE OF 1½ MILES A DAY



WELDED RAILS BEING LOADED ON A WAGON FOR THE STANDARD GAUGE TRACK



new rolling stock

Continuing the policy of progressively replacing steam locomotives with diesel-powered units, the Department acquired five more 1,800 h.p. S class diesel-electrics and 13 extra 650 h.p. W class diesel-hydraulic locomotives during the year.

Satisfactory progress was maintained in the construction of carriages for the second group of 30 "Harris Trains" for the suburban electrified service.

Freight vehicle construction centred mainly on box type vans and specially designed wagons and vans for particular classes of traffic, such as bulk cement, motor cars and explosives.

During the year new rolling stock constructed in Departmental Workshops comprised six rail tractors, 14 brake vans, 73 B class box vans (for general merchandise), 71 BB class box vans (for general merchandise), six P class box vans (for explosives traffic), 15 CJ class wagons (for bulk cement), 29 X class wagons (for bulk cement), 19AA class wagons (for motor car transport), 13 HZ class wagons (open type wagons) and 73 service stock (vans and wagons for departmental traffic).

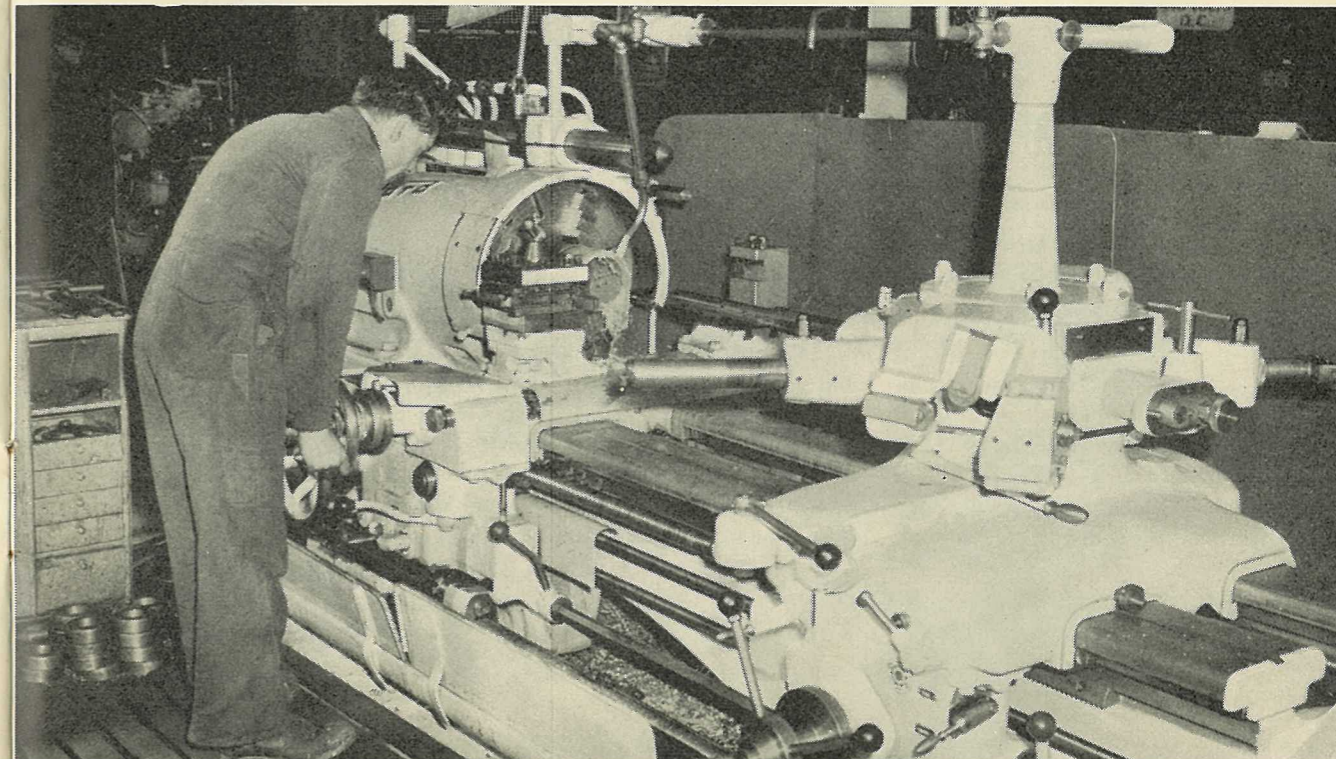
more modern equipment

At Newport Workshops, additional modern handling equipment and machine tools to the value of £45,000 were installed. The Department's workshops decentralization policy was advanced a further stage with the expenditure of £150,000 on new plant and extensions to buildings at Ballarat North and Bendigo North Workshops.



FINISHING OFF WELDED SIDES OF A "HARRIS TRAIN" TRAILER CARRIAGE

TURNER OPERATING A COMBINATION TURRET LATHE AT BENDIGO NORTH WORKSHOPS



wide range of works

Work on the reconstruction of Richmond station facilities and the Swan Street and Punt Road bridges progressed towards completion. Piles were driven for the final platform to serve the two additional tracks to be provided between Jolimont Junction and Burnley, and construction of the platform approach ramps was begun.

Earthworks for the proposed third track were almost completed between Hawthorn and East Camberwell, and the laying of ballast and trackwork progressed. Five of the bridges were completed, and work on the remaining three was well advanced. The island platforms at Glenferrie, Auburn and East Camberwell were completed.

Automatic signalling was installed between Blackburn and Mitcham, completing the conversion of the signalling system on the Ringwood lines.

The new Patterson station, between Bentleigh and Moorabbin, was completed and brought into use. In conjunction with this work, the bridge over Patterson Road was widened, and overhead structures were provided between Patterson and Moorabbin for the proposed third track. In addition, automatic signalling was extended from Bentleigh to Patterson.

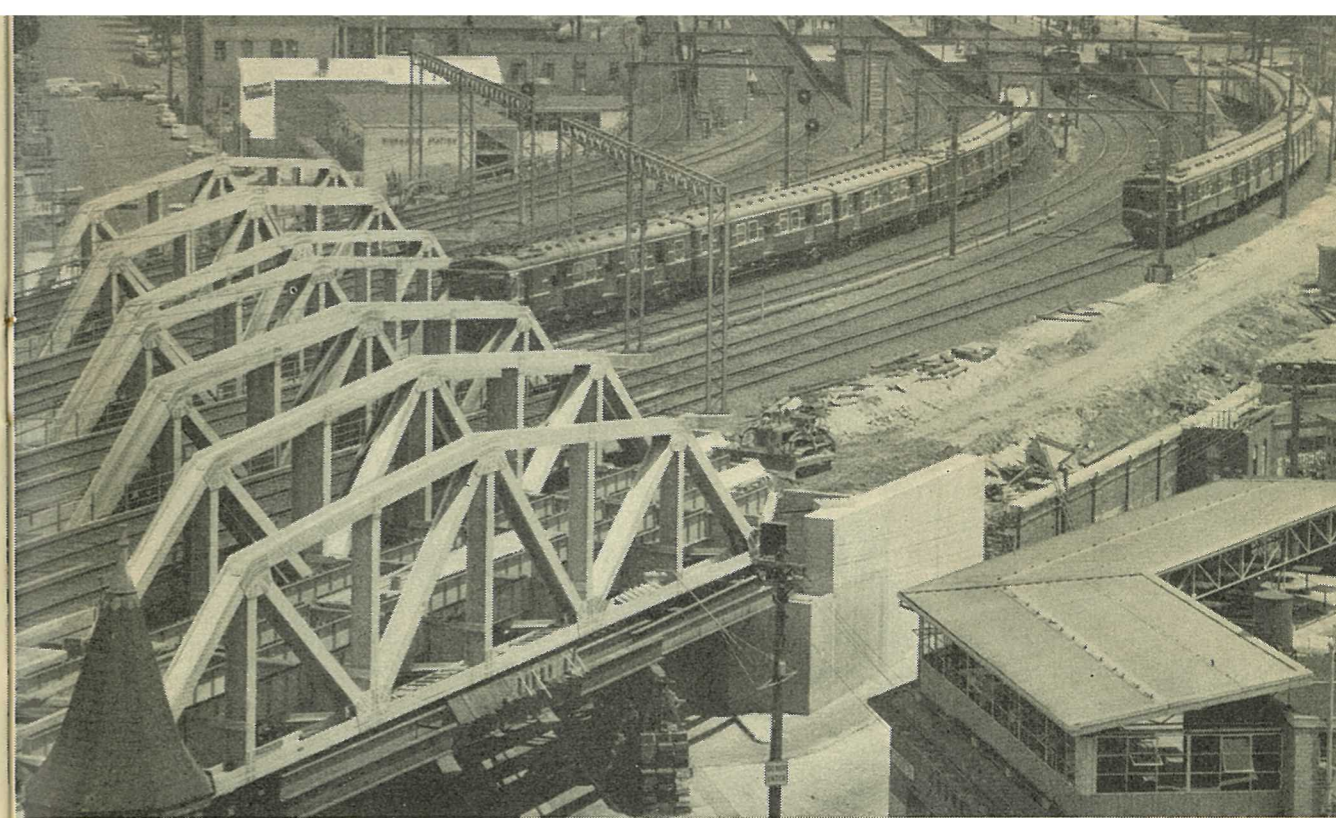
country projects

The Eltham station rebuilding scheme was completed and pedestrian subways provided to give access to the island platform.

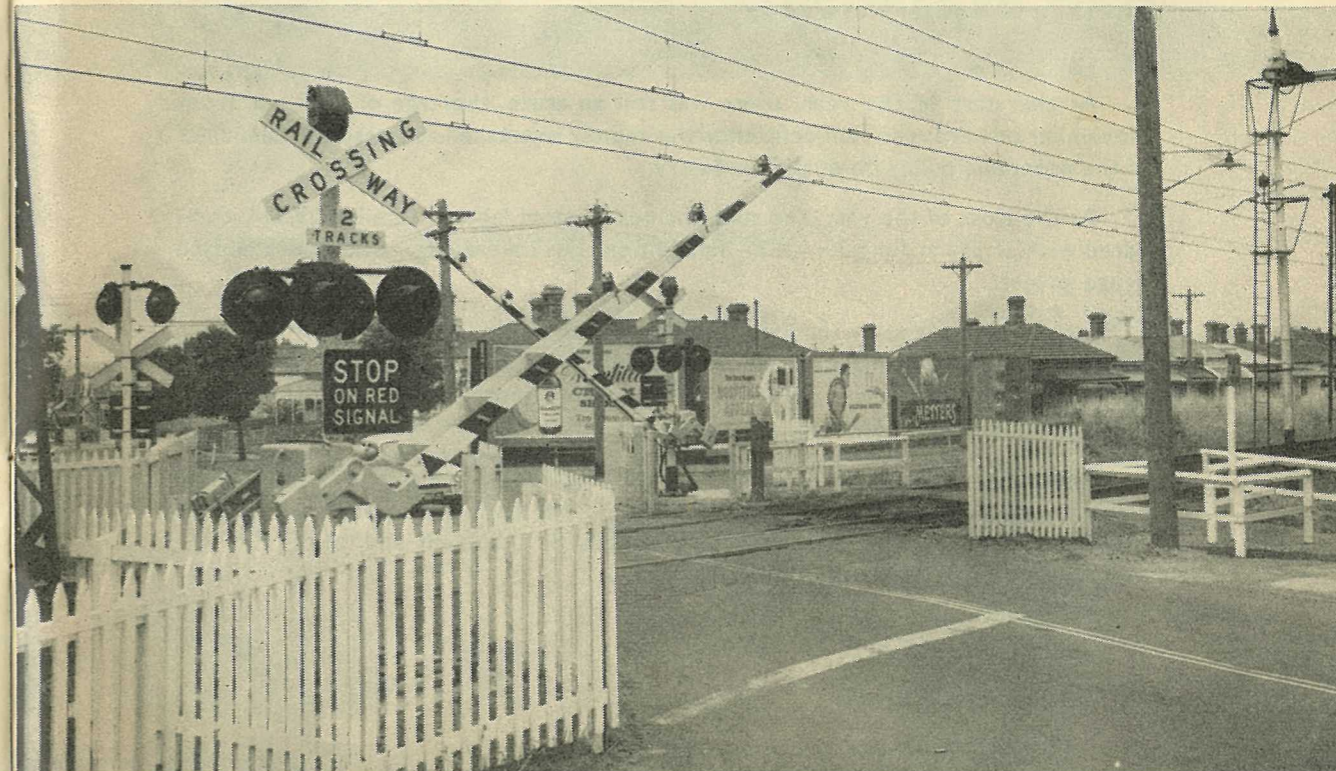
New free parking areas for railway patrons were provided at Murrumbeena, Bentleigh, Ringwood East, Mooroolbark and Lilydale.

Country works, included trackwork to duplicate the section from Narre Warren to Berwick on the Gippsland line and track deviation between South Geelong and Moriac involving reduction of the ruling gradient from 1 in 50 to 1 in 90.

Boom barriers were installed at four more level crossings in the metropolitan area, flashing light signals were erected at 13 other crossings (11 in the country and two in the metropolis), and further grade separation work was done.



RECONSTRUCTION OF THE SWAN STREET BRIDGE WAS AN IMPORTANT PHASE OF THE RICHMOND PROJECT
MORE BOOM BARRIERS, SUCH AS THESE, WERE INSTALLED DURING THE YEAR



power developments

Satisfactory progress was made in the design of the proposed new power operations room to be provided at Batman Avenue for the accommodation of additional supervisory control equipment that will be required when the frequency conversion scheme from 25 to 50 cycles is completed.

Conversion became necessary when the State Electricity Commission, generating current at 50 cycles, took over the control of Newport Power Station from the railways.

Ultimately, all the electrical equipment that is used to convert high voltage S.E.C. power to that suitable for electric train operation and to protect the overhead will be controlled from this new room by the Power Operations Engineer.

The standard gauge project involves numerous alterations and additions to electrical installations in the Melbourne Yard area, at Dynon and at stations along the north-eastern line. This work is being progressively carried out to ensure that power will be available, as required, at each location.

staff expansion

At the start of the year, there was still an acute shortage of staff but from November onwards the staff deficiency was rapidly overtaken as a result of the effect of the economic policy on outside industry.

At the close of the year, the staff (including casual labour) totalled 29,324, compared with 27,842 at June 30, 1960. In addition, 1,312 were engaged on the standard gauge project.

Increasing demand by the various branches for assistance from the Work Study Section and the Organization and Methods Section has necessitated training of additional personnel. The results achieved in the more efficient use of material, plant, and manpower continue to be gratifying.

The policy of nominating staff to lectures, conferences and seminars on technical subjects and all aspects of business management has again been pursued. This has helped to keep senior officers abreast of modern development and thought in the various spheres of their activities.



APPRENTICES GET A SOUND BASIC TRAINING

manual training centres

A scheme was introduced in the metropolitan area to give intensive manual training to apprentices in the fitting and carriage building trades during the first year of apprenticeship.

The scheme involves the provision of specially planned manual training centres, segregated from the general workshops activities and under the supervision of highly skilled trade instructors.

As soon as circumstances permit, the scheme will be extended to include apprentices in other trades.

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