

Newsrail

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JUNE 1978

Victoria's Modern Railway Magazine

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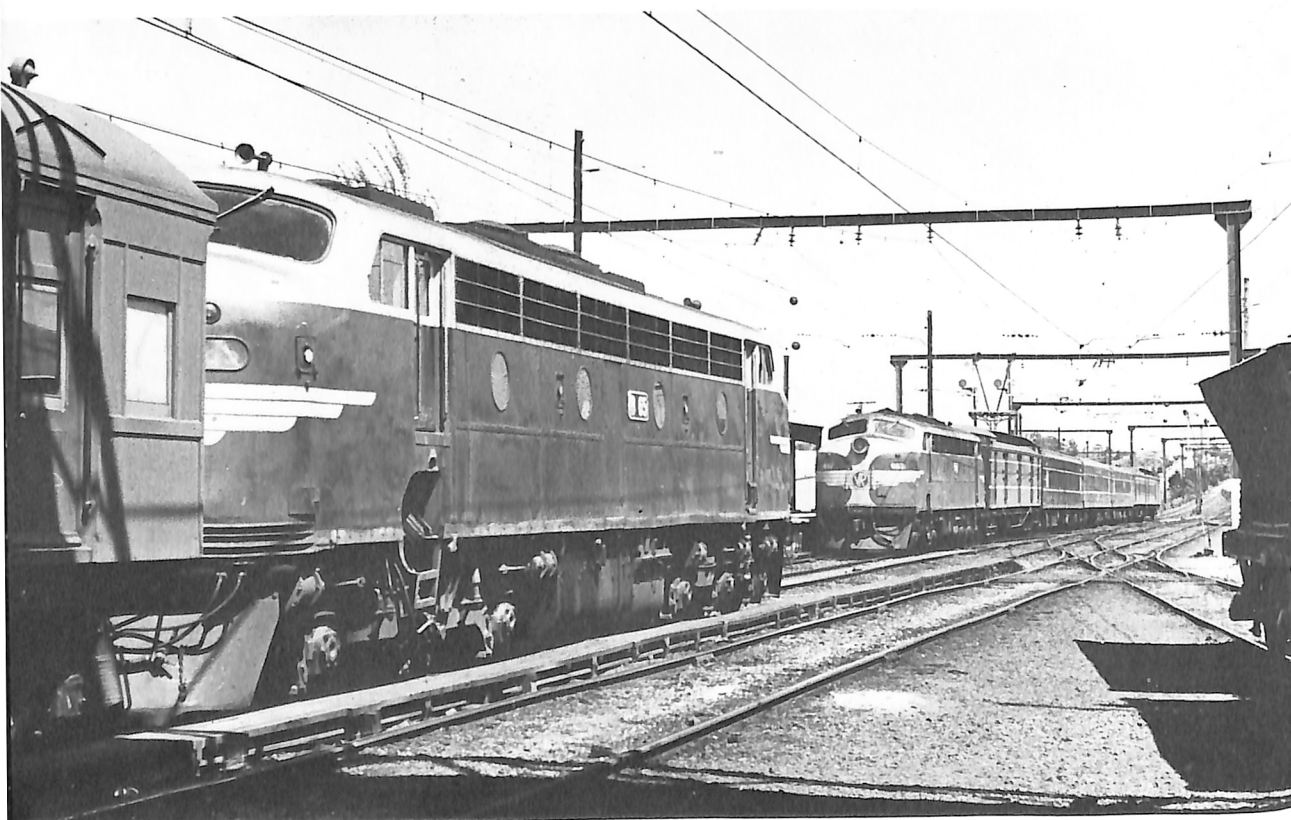
*See Pgs 107-109**+ P118*

Featuring: LIVE STEAM AT ARHS MUSUEM
POST-CENTENARY PORTLAND
TRANSPORT MINISTER SPEAKS
BY RAIL TO LILLYDALE



Above: A 3 car Silver suburban set on a Rail Tourist Association special bound for Traralgon and Morwell Brigue Siding crosses the Bunyip River near Longwarry on Sat.29.4.78.

Below: B62 arrives at Traralgon with the down Gippslander while B65 idles in No.2 track with the 2.05 pm up pass. on Sat.15.10.77. Diesel motive power was being used extensively in the Latrobe Valley in an effort to conserve electricity during state-wide power restrictions which occurred during September/October 1977. (Both photos John Dare)



Newsrail

Vol. 6 No. 5 June 1978

Regular travellers on Melbourne's suburban railway system can take heart from the remarks of Victoria's Minister of Transport, reported at some length elsewhere in this issue. If the Master Plan for transport in Victoria comes to pass, then the days of defective headboards, sticking doors, glass missing from windows and a general lack of paint will become things of the past. All of these are things that may account, in part, for falling patronage on the VicRail suburban system.

Mr Rafferty also makes mention of the need, not only for more money, but for a guaranteed and continuing funding of railway projects. The truth of this is evident when one thinks of the third line from Glenhuntly to Mordialloc, the lowering of the line at Box Hill and the glamour service to Glen Waverley, together with the remodelling of Heyington station as a fitting 'gateway'. All of these projects are moribund or stopped for lack of finance.

The list is long and depressing. Perhaps it is time the long-suffering public, which tends to accept these things as a matter of course, made their feelings known to their local members. Mr Rafferty's campaign needs the support of those who value their railway system: otherwise things can only get worse.

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Front Cover: 89RM powers out from beneath the stone arch bridge at Sunbury with the 12.20 pm down Kyneton on Sat.15.4.78. (John Dare)

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EDITORS

News Editor: Andrew Ward

Articles Editor: Geoff Bainbridge

Pictorial Editor: Barry Eadie

Layout & Production: Barry Eadie

Advertising: Keith Harrison

Assistants: John Dare, Ross Gorman, Peter Tesdorpf

All photos to be sent to Barry Eadie, Lot 3, Nolan Rd, Emerald, 3782.

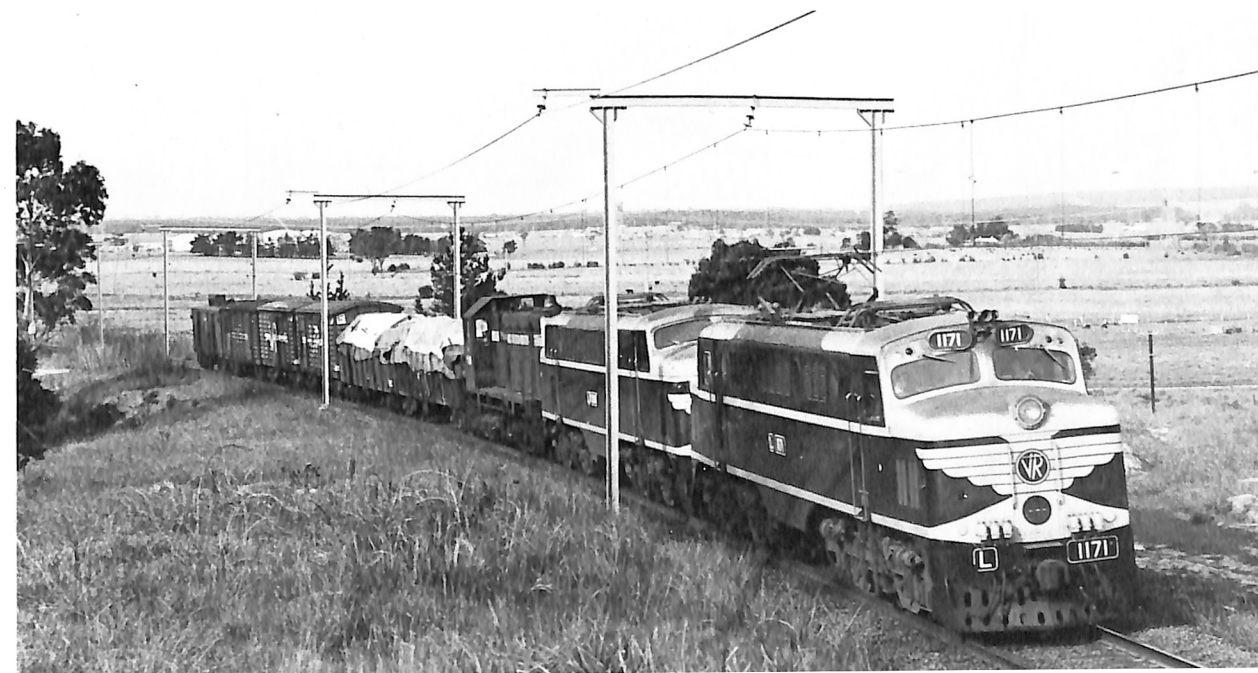
All news items to be sent to Andrew Ward, 68 Somers Rd, Burwood, 3125.

All articles to be sent to Geoff Bainbridge, 6 Carson Ave, Mont Albert, 3127.

All advertising to be sent to Keith Harrison, 14 Charlotte St, West Newport, 3015.

We would like to thank all who have contributed to this issue and look forward to your support in the future. All articles, items and photos are acknowledged at the the bottom.

L1171 hauling L1158 (dead) and Y126 (Moe pilot), climbs upgrade towards Morwell on a lightly loaded 1.15 pm Traralgon - Melbourne Yard roadside goods. Sat.29.4.78. (John Dare)



Live Steam at ARHS Museum

The residents of Champion Rd, Williamstown were probably surprised at the influx of cars and people during the afternoon of 30th April, and probably even more surprised to hear the sound of steam whistles, albeit 'soprano' whistles, emanating from the ARHS Museum.

Both of these phenomena of course marked yet another welcome visit of the Springvale Live Steamers, complete with their portable track and three 5 in. gauge locomotives, which carried a continuous stream of youthful visitors throughout the afternoon.

Attractive publicity in the daily and local newspapers, combined with pleasant autumn weather attracted the crowds, and by the time the weary workers farewelled the last visitors, a total of 2002 people had paid for admission — an all-time record. The proceeds from the sale of tickets will be used in further restoration work, in particular that of T94 and the D².

This was not the first visit of the Springvale Live Steamers. The last occasion on which they visited the Museum was on 27th November 1977, which marked the 15th anniversary of the opening of the Museum. To celebrate that occasion, a number of the original workers were invited to attend, while the guest of honour was the former Chairman of Commissioners of the Victorian Railways, Mr George Brown. This was particularly pleasing, as during the early days of the Museum, the ARHS owed a great deal to Mr Brown for his help and encouragement.

Although the November visit had been supported by the running of a steam-hauled shuttle train service to North Williamstown, rain, which started at about 10 am and continued for most of the day, served to discourage many people, and attendances were not as great as had been expected.

Although no shuttle service operated on 30th April, the crowds were a very welcome sight to the organisers. Under the benevolent gaze of President Bill Rapley and Secretary Rob Bramley, the public started to arrive even before the official noon starting time. At various intervals during the day it proved necessary to open a second selling window to reduce the queues of patrons awaiting admission.

To add to the carnival atmosphere, 'tea and biscuits' were on sale in the *Norman* car, under the able supervision of Mrs Jack Stephens and her helpers.

The Sales Department conducted a brisk trade and the ladies of Springvale sold home-made cakes from the window

of a carriage, at present without bogies and awaiting restoration.

A difficulty which has been met with on each of the visits of the Live Steamers is the restricted space which is available at the Museum in which to set up the portable track. It was hoped in November, and again in April, that VicRail might agree to temporary use of the triangular piece of ground bounded by the Museum, the Apprentices School and the Boiler Shop. This was agreed to, but with the proviso that the Society pay for the services of two VR watchmen — this would entail a charge of thirty dollars per hour being met by from the proceeds of the Museum session, and of course the idea had to be abandoned. Nevertheless, in spite of the uneven ground and the obstruction caused by the broad-gauge tracks, an acceptable site was found. In addition, Graeme Precious and Kevin Clark, Museum Committeemen, found room near the signal-box to exhibit two No.1 gauge live steam model locomotives, to the delight of a large crowd.

All in all, the Museum Committee can feel justly proud of the work which they and all their helpers, senior and junior, have put into the Museum. In particular every member of the Society owes a debt of gratitude to the Springvale Live Steamers, led by Lyn Helsby, who made 30th April such a success. For those members who were unable to attend at the Museum to see the Live Steamers in action, they can be seen on their own home ground, on the third Sunday of each month between March and October, at the Alan Nelson Reserve, Harold Rd, Springvale South, just near the junction of Springvale and Heatherton Rds. (Neil Pearson)

**ARHS
RAILWAY MUSEUM**
CHAMPION ROAD, NORTH WILLIAMSTOWN
Open every Sat. and Sun. 2 - 5 pm

A 5 inch gauge 0-8-0 steam loco runs around the circular track beside R704 at the ARHS Railway Museum on Sun.30.4.78. (Neil Pearson)



Post-Centenary Portland

On Thursday, 12th January 1978, I travelled from Portland to Melbourne, this line having celebrated its centenary on 12th December last year.

DR40 departed Portland 4 late at 6.24 am, with twenty-two passengers on board. About a mile north of Portland, the line curves around Borthwick's meat freezing works, where six FQXs were sighted. DRC40 moved along at a good pace, past the now closed stations of Gorae and Heathmere. There is no evidence to show that there ever were stations at these two places, however the timber mill which kept the Gorae station going is still in operation.

The first stop was at Heywood, at 6.42 (1 late), where seven more passengers joined. There were just two wagons in the yard (a GY and a SHCX) where the line to Mount Gambier branches off. After a five minute wait, the rail motor left for the next stop, at Condah.

DRC40 was pushed hard, but at the site of Milltown (227 $\frac{3}{4}$) the rail car slowed and proceeded at about 20 mph until Myamin (224 $\frac{1}{2}$) was reached, where the speed increased to 50 mph, this speed being maintained until arrival at Condah, at 7.07. Here one joined, a bundle of papers dropped, and we were off after forty-five seconds. (The water tank on its brick stand showed 4 $\frac{1}{2}$ feet, or half full.) The next eight miles to Branxholme, scheduled for 8 minutes, took 12 minutes, the pace of DRC40 being very spasmodic, varying between 15 mph and 68 mph; Branxholme arrival was at 7.19 (11 late).

Here at Branxholme, and at Condah, are the only reminders that steam ever worked beyond Ararat. The tanks at Portland and Heywood are gone, and there is no trace of the turntables that once existed at Portland, Heywood and Branxholme. The loco depot at Coleraine Junction has completely disappeared, and on its site is a ballast siding. The closed branch to Casterton is now looking overgrown, a contrast with its appearance in May 1977.

The next stretch, from Branxholme to Hamilton, a distance of 15 $\frac{1}{4}$ miles, was at one time the longest without a station on the VR system. Just outside Hamilton, the former branches to Coleraine and Koroit look as if they have seen better days (which they have). After arrival at 7.34 (11 late), locomotives sighted in Hamilton were T378, T373 (both of which had run the Portland goods previous evening), T321 and X40. Unfortunately, a long rake of GJFs cut off any view of Hamilton yard. At Hamilton, the Condah passenger left and a herd of Hamiltonians came aboard, raising the complement to fifty-three. Departure was at 7.41 (13 late).

In the section to Dunkeld, (non-stop through Strathkellar and Moutajup) two minutes were made up, and, as no passengers transferred, the stop was for only thirty seconds. In the 11 $\frac{1}{4}$ miles to Glen Thompson, another minute was made up, and arrival was 10 late, at 8.11. Two passengers joined, while B82 was sighted on an up GY consist, and T391 on the down roadside. The next stop was Willaura, at 8.25 (8 late) where one passenger joined. One more minute was lost to Maroona, where three joined, to exceed the capacity of a DRC. Arrival at Ararat was 10 late, at 8.55. However, the 6.55 Dimboola was also late, and did not arrive at the platform until 9.07. Here the sixty railmotor passengers transferred into the passenger train, which was S300-X45-21BE-4ABE-15BS-11AS-19CE, with VP119 being added at Ararat. Departure was 22 late, at 9.22. Ararat yard was empty, with a B leaving on a down goods of SAR stock at 9.13, and S305 at the head of a four wagon goods. W253 was also around, pushing a TWP up and down the yard. J549 was the only loco in the depot.

The four-car train had about one hundred and fifty passengers ex Ararat, with the two air-con cars being very full. Ararat to Ballarat was a very quick run, and apart from bridge works out of Ararat and the stop at Beaufort (five joined), S300 and X45 romped along above 60 and occasionally 75

X33 departs Beaufort with the 6.55 am up Dimboola pass. on Mon.2.1.78. Attached to the rear of the train was SAR cars No.758, Murray and a PCO brakevan/power car being transferred to Melbourne for use on the *Royal Silver Jubilee Train*. (See p52). (Robert Carlisle)



mph. The two wooden-bodied cars really showed their age during this sprint, as they swayed, creaked and bounced all the way.

Consequently, arrival in Ballarat was 10.17 (7 late). K162 and K157 were at Ballarat North Workshops, along with W248 and 42RT. At Ballarat station, the Silver Jubilee Train was being exhibited with B60 seen at the head of this train. In the yard were Y101, Y119, Y157 and a W. After departure (6 late) at 10.31, T356 was sighted at Ballarat East, and W242 and W258 were noticed stabled in the old steam depot. During the climb up Warrenheip Bank, the 8.35 Horsham was crossed in the charge of a B class.

Bacchus Marsh stop was at 11.23 (3 late), and the Melton stop 2 late at 11.27. A total of eleven joined at these two stops, so with the addition of the Ballarat passengers (fifteen) there were one hundred and eighty aboard. Arrival at Sunshine saw, for the first time during the 250 mile trip, an arrival at the scheduled time. Here C506 was crossed on a down 'Jet' of FQXs. B79, Y154 and Y122 were in Tottenham Yard, S317 on the 12.10 Geelong was crossed under the flyover, while W262, Y112, Y131, Y104, F206 and F208 were seen on pilot duties. S313 arrived at 12.15 on a late Albury passenger, as S300 and X45 hauled the Dimboola in on time, having made up 22 minutes in 124 miles (from Ararat to Sunshine), a most creditable performance. (Derek Cook)



T383 arrives at Hamilton with the 11.05 am up Portland goods during September 1971. (B Webber)



T class locomotives Nos. 378, 335, 376 and 388 idle at Hamilton Loco Depot on Sat.29.10.77. (Graham Cornish)

Transport Minister Speaks

On Thursday, 6th April 1978, the Minister of Transport, Hon J A Rafferty MP, delivered an address to the Institution of Engineers. The speech dealt with Government plans for Victorian transport, and extracts from it are printed below.

'... There are many of you here today who are associated, either directly or indirectly, with public transport, and therefore, you will be aware of its advantages — and its inadequacies.

'Historically, public transport has always lacked adequate finance. The railways, in particular, have been on a near-starvation diet for years. All governments must share the blame for this.

'It must be appreciated, however, that in the boom years that have just passed — when our population and our development soared to new heights — it was imperative that top-spending priority be given to education, health and vital amenities, such as water supply and power — public transport suffered.

'Those dramatic years have gone. We are now faced with the stark, sobering reality that public transport has fallen so far behind that only a huge and immediate injection of funds can make it a viable and effective utility that the public demands.

'I believe we have done well with the funds available to us. New trains, trams and buses have been put into service, and more are on order. The giant Underground Rail Loop, which will vastly improve metropolitan services, is well under way and the first station will be ready for business by the end of next year. The whole project is scheduled for completion by 1982. We have opened a network of freight centres in the country to improve rail freight handling and give customers a door-to-door service. Private bus services, which are heavily subsidised by the Government to augment our trams and trains, are being reorganised for greater efficiency and viability.

'But I am far from satisfied with the amount of money we have been allocated. Our rate of progress is not fast enough.

The traditional stop-start method of financing new rolling stock, equipment and new projects is crippling and soul-destroying. I am fed up with it!

'I have put to the Government a multi-million dollar plan to upgrade all forms of public transport. I want not only a great deal more money, but I want it to flow to us smoothly and without interruption: and I have asked for quick decisions.

'Let me put it more bluntly: we want more trains, more trams and more buses; we want them to be faster, more reliable and more comfortable, and we want the best equipment and communications. Frankly, I don't care which area the extra money comes from so long as we get it!

'I have suggested on more than one occasion that Victoria — and other States — should divert a proportion of their Education Grant to public transport, and I said I believed this could be done by a little judicious pruning in the tertiary area.

'Not unnaturally, I expected my comments would bring forth a barrage of criticism — it did not come. There was some opposition, but it was sporadic and extremely temperate — a rare thing these days.

'... There appeared to be a strong consensus of opinion that spending in some areas of education had been far from prudent! ... the Partridge enquiry found that much the same was happening in the teacher training field ... All this fortifies my belief that there is a need for a re-allocation of finance from education to transport ...

'Now I should like to pose this question: should we spend millions of dollars on improving public transport when patronage is falling and deficits are rising? Let me answer in this way — yes, patronage is falling — it is due largely to the motor car. The car, although expensive to run, is more comfortable and more convenient, and at the present time particularly, more reliable, and I say this with regret.

I realise that a great many of these problems will be overcome when the Underground Loop comes into operation and

Air-conditioned 600 hp railcars usually operate the Ararat - Portland passenger services, however on Thurs.16.6.77, T379 was rostered to haul the 3.05 pm service from Hamilton to Ararat as a loco hauled train. (John Dare)



Beginning its long trek to distant Ultima, 64RM departs Eaglehawk with the 12 noon connection from Bendigo on Thurs.9.3.78. Bus services have already replaced many branch line railmotor services, with the Bendigo - Ultima - Robinvale run soon to receive the same treatment as from Mon.5.6.78. (Robert Carlisle)



there are more tracks and an improved communications system; but so far as the present is concerned I have asked the Railways Board for a full report on what is causing the difficulties, apart from industrial disputes, and the best means for overcoming them: I want them rectified as quickly as possible.

'There is no doubt in my mind that the public places speed, reliability and comfort as their chief needs in public transport. The actual cost of travel rates well below these. People are willing to pay — if the service they want is there. When fares rise, they may grizzle for a while, but they look forward to better services, certainly not a deterioration ...

'There are some people who can only be prised from their cars with an axe handle, engine failure — or shortage of petrol, but there are many others who will gladly forego them as a means of commuting between home and work if the alternative, public transport, is an attractive enough proposition. '... I believe that public transport **can** be made an attractive alternative to the car ... I want our transport system to rank among the world's best. It is not an impossible dream.

'Some of our critics view every increased rail or tram deficit with undisguised alarm, and forecast all manner of dreadful happenings unless financial equilibrium can be restored ... No Government likes deficits, and we are no exception. We would, however, be pleased if the critics could name one public transport system in the world which amasses a profit or balances its books — it simply can't be done under present conditions.

'Public transport is a social service: it operates purely for the benefit of the community. I think you get a pretty good service for what it costs to provide, and for what you contribute in fares: could private enterprise run regular services, without Government subsidy, at certain times of the day or night with only a handful of passengers? The railways and tramways do. The inevitable losses are borne by the State ...

'Victoria's public transport deficit of \$150 million is formidable ... but a mere drop in the bucket compared with the New South Wales loss of \$335 million last year. However, we certainly can't afford to be complacent about it — it must not be allowed to expand where it becomes an intolerable financial burden on the whole State, and a threat to funds for other vital services ... that is one of the reasons why the Government is forced to raise fares and freights from time to time.

'... it is estimated that rail operating costs will rise by \$22.9 million for the year ... of course, there is the ... hope that there will be a sweeping new demand for public transport ... This may come sooner than we think, and it could result from something none of us would really welcome — an acute shortage of fuel!

'We had a severe petrol shortage early last year; it garaged thousands of cars and sent owners scuttling on to public transport ... our trains and trams coped, and coped remarkably well ... the incident illustrated quite clearly the need for public transport; the necessity to develop, modernise it and keep it in good condition.

'... The world energy crisis will hit us sooner or later, and a fuel conservation programme of some sort is inevitable. Whether it will be carried out voluntarily or by compulsion is a matter for speculation at this stage. It has been predicted that Australia will run out of locally produced oil ... even before America, and President Carter has already ordered a stringent conservation programme ... our public transport system, with its trams and trains powered by electricity from our brown coal resources, are a real energy saver. While public transport systems in other countries may be severely curtailed, or forced to make expensive conversion, we'll be able to function unimpeded.

'... The Government is examining ways to meet any protracted fuel crisis. It is investigating new fuel sources such as liquid petroleum gas, alcohol fuels and conversion of brown and/or black coal to oil. An agreement is about to be reached by the Government, the West German Government and a consortium of large German companies for a joint feasibility study to convert our brown coal to oil. The results will be known in two years time.

'Investigations into an electric-powered car are continuing, and in the public transport field, the use of trolley buses to augment train and tram services is under examination. Other conservation methods being considered include car pooling, banning of cars from certain areas and imposition of special taxes for entry into specified areas, such as the central shopping district.

'... the Government will shortly announce a comprehensive transport plan covering all phases of transport in Victoria. It will be a blueprint for the present — and the future: I hope it will be put into effect speedily and effectively.

By Rail to Lillydale



An early scene of Croydon at about the turn of the century showing R339 arriving on a Lillydale bound train. (ARHS Photo Archives)

Regular travellers on the Lillydale line may find it hard to recognise from the following account, which was originally published in the Booroondara Standard of 5th October 1882: they will also note that, 96 years later, the scheduled time Camberwell - Box Hill is two minutes slower! Readers will note the use of the earlier spelling of "Lillydale"; this form is now used only in reference to the Shire of Lillydale. We are indebted to Mrs R Da Costa of Blackburn for making this material available to Newsrail.

On Saturday last, taking advantage of the visit of the Minister of Railways to Ferntree Gully to inspect the route to that place via Ringwood, and by kind permission of Messrs C and E Millar, contractors for the line, we were afforded an opportunity of travelling along its entire length between Hawthorn and Lillydale. Mr Bent, accompanied by a professional engineer of the Railway Department, arrived at Camberwell station shortly after ten o'clock. A commodious brick station is now in course of erection there, and doubtless ere long it will be the centre of a large amount of traffic. A carriage having been attached to an engine belonging to the contractors, a start was speedily made along the newly constructed portion of the line. Leaving Camberwell, a cutting is passed through on a gradient of 1 in 40, and the line descends the

other side of the hill upon a similar incline. In fact, this is only the first of a series of similar ascents and descents which characterise the line for nearly its whole length, but although somewhat startling to Colonial eyes, unaccustomed to such grades upon railways, it is by no means a novelty as, in America and some other countries, railways built upon similar principles are very common.

It has, however, been the cause of a good deal of ignorant nonsense being written about the line, which is thoroughly well constructed throughout, and based upon the most modern engineering principles, both as regards safety and economy. The remarkable absence of oscillation was very noticeable, and not the slightest difficulty was experienced by the occupants of the carriage in reading and writing.

After crossing the hill to the east of Camberwell, a high timber bridge spanning Stagg's Gully is passed over and, half a mile further on, the level crossing and station at Canterbury Rd is reached. The line sweeps round a curve of 40 chains radius, and at about a mile beyond Canterbury Rd, crosses the Union Rd, where another station will be placed. It then traverses another steep gradient along a high embankment, and round another to Box Hill. The time occupied in travelling from Camberwell to Box Hill was ten minutes.



T345 arrives at Lockington with the weekly Cohuna bound goods on Mon.31.10.77. With the gradual deterioration in the track condition and the un-official withdrawal of the rail motor passenger service, the Cohuna branch will no doubt become victim to a regional freight centre being established in the area. (John Dare)



E480 arrives at Camberwell on a Canterbury bound train. (ARHS Photo Archives)

After crossing the approach to Box Hill Cemetery on the level, another embankment and steep down gradient is met with, and another tall bridge, forming part of the incline, has to be traversed, bringing us to Blackburn Creek station, where a pretty prospect is discernible, the country being well cultivated and dotted with smiling gardens and orchards.

About three miles further on its Emery's Hill station, after passing which the line enters a heavy cutting of about 27 feet deep, and from which 40,000 cubic yards of rock has been excavated. This is followed by another cutting and a smaller embankment and the line, passing close to the rear of the Coach and Horses Hotel, then approaches the Ringwood station, which is situated near the main road.

Mr Bent was interviewed here by Councillors and residents of Box Hill, who urged the immediate opening of the line to Box Hill. It was pointed out that that township constituted the terminus of the suburban portion of the line that trains might easily run there and back during the intervals they now remained standing at Camberwell. Mr Bent however replied that he intended opening the line throughout on the 1st November, or possibly a week earlier, and that it would be inadvisable to make temporary arrangement for a portion of the line. He was having engines and carriages specially fitted for the line, and had issued positive instructions that it should be opened by the above date, although the officers of the Department had wished to extend the time to December. (Mr

Bent then went on to Ferntree Gully on horseback, while your correspondent continued on to Lillydale by train.)

The line leaves the main road at Ringwood and, passing the antimony mines and the works of the embryo Ringwood Brick Company, a magnificent panorama is next disclosed, embracing the White Flats with the Dandenong Ranges forming a bold and massive background.

The next station is that of Warrandyte, or, more correctly, Birt's Hill, as although in the Parish of the former name, it is some eight miles from the township so named. Here four crossroads meet, leading towards Lillydale, Ringwood, White Flats and Ferntree Gully, and it is at this spot that the ballast for the line has been obtained. The large quantity taken out may be estimated by the immense cutting in the side of the hill made by the contractors, and which approaches in size and appearance that of Black Hill, Ballarat. The stone is light coloured close-grained sandstone, and makes splendid ballast.

A large camp has been formed by the quarrymen, over 60 men and sixteen horses being employed. The stone is brought from the quarry in drays and discharged into a long horizontal trench or shoot (sic), fitted with trapdoors, beneath which the trucks are run along a siding, then filled by the trapdoors being opened with levers, a train of ten trucks, each containing seven and a half yards of stone, being thus filled in the space of two minutes.

After partaking of the contractors' hospitality in the comfortable cottage which serves the dual purpose of an office and a

dwelling house, we proceeded on to Lillydale on the engine tender. About three miles beyond Birt's Hill the line crosses the Brushy Creek, where it is proposed to have a station, and to which the Government have agreed, provided a road is opened leading to the settled portion of the neighbourhood of the White Flats, who would otherwise have to travel to Lillydale, a distance of three miles further. Soon after passing Brushy Creek, the line enters Mr Mitchell's well-known property at Cave Hill, upon which are situated his celebrated lime kilns, two of which are now in operation, a third has just been completed and two others will shortly be constructed. There can be little doubt that the lime will form an important item in the traffic of the line, as there appears to be an inexhaustible supply.

From Cave Hill the line descends in a nearly straight line to the township of Lillydale, crossing the main road and terminating five or six chains on the south (sic) side thereof, close to the Olinda Hotel. The station accommodation would appear to be ample, even for the large traffic which is sure to arise, no less than four parallel lines of rail having been laid, with two sets of compound points, whilst the platform is said to be the equal of that of Flinders St, Melbourne. Tenders have already been accepted for an engine shed and a 20,000 gallon tank and station buildings with goods shed will also be provided. A little over a mile of ballasting remained to be done at the Lillydale end, but a few days of fine weather will enable this to be done and the contractors expect everything finished within a fortnight.

The engine returned to the rendezvous with the Minister and his escort at the ballast pits, where they arrived shortly after four o'clock. Mr Bent, of course, did not offer any opinion respecting the Ferntree Gully route. We learn that he was evidently pleased with the character of the country passed through on the way to the Gully, which lies chiefly in the Scoresby Riding of the Shire of Berwick and is well settled, containing some fine agricultural land. The return journey, forming the alternative route, was through much less desirable country, being mostly of a swampy nature, besides being a mile longer and junctioning with the Lillydale line nearly three miles further from Melbourne. The distance by the former



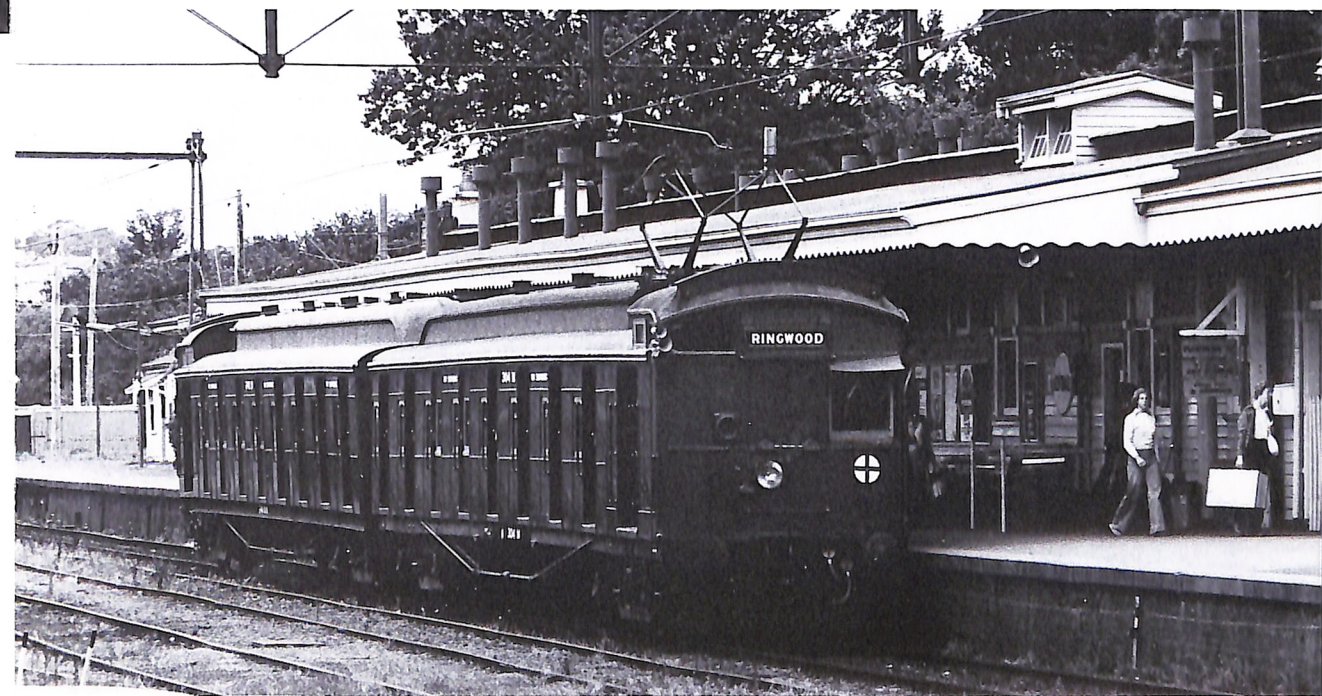
Electric locomotive No.1103 assists a D3 upgrade near Canterbury with a Lillydale goods. (Late Les Poole Collection; ARHS Photo Archives)

route is six and a half miles from Ringwood, or a total of twenty-one from Melbourne, and would involve the smallest amount of construction of any of their routes, that via Camberwell requiring twelve miles of new construction and via Dandenong ten, whilst the total distance from Melbourne by the last-named plan would be thirty miles.

After a parting cheer from the residents, Mr Bent re-entered the carriage on the return journey, and the train proceeded to Hawthorn, which it reached about five o'clock.

In concluding our report, we have to acknowledge the courtesy of Mr Millar, one of the contractors, and also of Mr Sadler and Mr Jones, members of their staff, in affording us every information in their power to impart.

A 2 car Tait set waits at Lillydale before returning to Ringwood on the local shuttle service. Sun.5.2.78. (John Dare)



Traffic

GENERAL

Country time-table alterations: commencing Mon.8.5 are summarised as under:

Melbourne - Bendigo:

- * 7.10 pm Spencer St - Bendigo pass. (Sun.) is altered to depart Spencer St 7.20 pm and arrive Bendigo 9.55 pm (instead of 9.45 pm).
- * 4.45 pm Bendigo - Spencer St pass. (Sat.) will not stop at Diggers Rest or Sydenham.
- * 5.25 pm Bendigo - Spencer St pass. (Mon.-Thurs.) will not stop at Diggers Rest or Sydenham and arrive Spencer St 8.11 pm (instead of 8.15 pm).

Spencer St - Geelong - Port Fairy:

- * 3.10 pm Spencer St - South Geelong pass. (Mon.-Fri.) will stop additionally at North Geelong.
- * 9.00 pm Newport - Werribee railmotor (Mon.-Fri.) is altered to depart Newport 8.55 pm and arrive Werribee 9.24 pm (instead of 9.29 pm).
- * 9.20 pm Newport - Werribee railmotor (Sat.) is altered to depart Newport 9.25 pm and arrive Werribee 9.49 pm (instead of 9.44 pm).
- * 8.00 pm Werribee - Newport railmotor (Mon.-Fri.) is altered to depart Werribee 8.10 pm and arrive Newport 8.37 pm (instead of 8.28 pm).
- * 8.05 pm Werribee - Newport railmotor (Sat.) is altered to depart Werribee 8.15 pm and arrive Newport 8.37 pm (instead of 8.28 pm).
- * 9.25 pm Geelong - Spencer St pass. (Fri.) is altered to arrive Spencer St 10.35 pm (instead of 10.30 pm).
- * 1.40 pm Warrnambool - Port Fairy Bus is altered to arrive Port Fairy 2.30 pm (instead of 2.35 pm).
- * 3.10 pm Port Fairy - Warrnambool Bus (Mon.-Thurs. & Sat.) is altered to depart Port Fairy 3.30 pm and arrive Warrnambool 4.10 pm (instead of 4.05 pm).
- * 5.10 pm Port Fairy - Warrnambool Bus (Fri.) is altered to depart Port Fairy 5.30 pm and arrive Warrnambool 6.15 pm (instead of 6.10 pm).

Melbourne - Albury:

- * 8.35 am Spencer St - Albury pass. (Mon.-Sat.) is altered to arrive Albury 1.15 pm (instead of 1.20 pm).
- * 4.45 pm Spencer St - Albury pass. (Mon.-Thurs.) is altered to arrive Albury 9.25 pm (instead of 9.30 pm).
- * 4.45 pm Spencer St - Albury pass. (Fri.) is altered to arrive Albury 9.45 pm (instead of 9.55 pm).
- * 5.45 pm Spencer St - Albury pass. (Sun.) is altered to depart Spencer St 5.51 pm and arrive Albury 10.10 pm (as now).
- * 7.20 am Albury - Spencer St pass. (Mon.-Sat.) is altered to depart Albury 7.25 am and arrive Spencer St 11.40 am (instead of 11.50 am).
- * 7.20 am Albury - Spencer St pass. (Sun.) is altered to depart Albury 7.25 am and arrive Spencer St 11.35 am (instead of 11.55 am).



B85-Y150 at Echuca on an up goods. Tues.22.11.77. (Frank Sutton)

- * 9.15 am Seymour - Spencer St railcar (Mon.-Sat.) is altered to depart Seymour 9.20 am and arrive Spencer St 11.00 am (as now).
- * 3.25 pm Albury - Spencer St pass. (Mon.-Fri.) is altered to depart Albury 3.30 pm and arrive Spencer St 8.00 pm (instead of 8.10 pm).
- * 3.50 pm Seymour - Spencer St railcar (Mon.-Fri.) is altered to depart Seymour 3.45 pm and arrive Spencer St 5.35 pm (as now).
- * 4.45 pm Albury - Spencer St pass. (Sun.) is altered to depart Albury 4.10 pm and arrive Spencer St 8.40 pm (instead of 9.28 pm).

Melbourne - Mansfield:

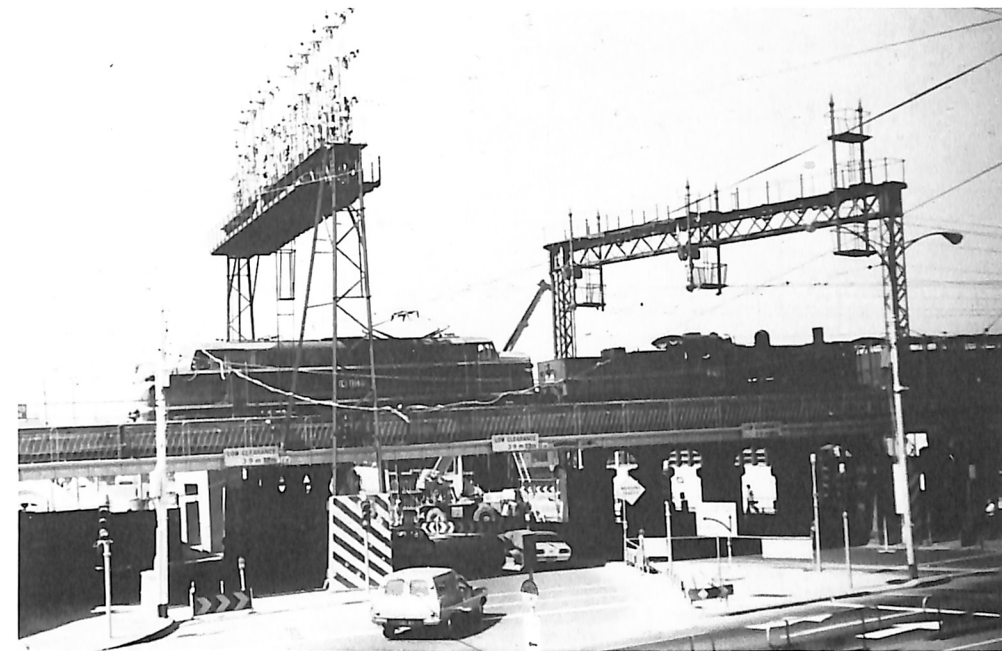
- * 5.30 pm Melbourne - Mansfield Bus (Mon.-Thurs.) is altered to arrive Mansfield 8.45 pm (instead of 9.30 pm).
- * 6.15 pm Melbourne - Mansfield Bus (Fri. & Sat.) is altered to arrive Mansfield 9.15 pm (instead of 10.15 pm).
- * 8.00 am Mansfield - Melbourne Bus (Mon.-Sat.) is altered to depart Mansfield 8.05 am and arrive Melbourne 11.30 am (instead of 11.45 am). The Bus will now operate via Flowerdale and Whittlesea instead of via Yarra Glen. It will also originate and terminate at Wintle's Store in the Mansfield township instead of the railway station.

Benalla - Yarrowonga:

- * 11.50 am Benalla - Yarrowonga railmotor (Mon.-Sat.) is altered to depart Benalla 11.45 am and arrive Yarrowonga 12.55 pm (instead of 1.00 pm).
- * 7.55 pm Benalla - Yarrowonga railmotor (Mon. & Thurs.) is altered to depart Benalla 7.50 pm and arrive Yarrowonga 8.55 pm (instead of 9.00 pm).
- * 8.15 pm Benalla - Yarrowonga railmotor (Fri.) is altered to depart Benalla 8.05 pm and arrive Yarrowonga 9.15 pm (instead of 9.25 pm).



B76 leaves Elmore with the 'Rich River special' bound for Echuca on Sun.16.6.77. (L Sutton)



Bound for Yarragon where it is now preserved, K183 is towed into Flinders St by L1168 in the consist of the 9.15 am down Warragul roadside goods on Thurs.26.1.78. (Hylands Bookstore)

- * 3.45 pm Yarrowonga - Benalla railmotor (Mon.-Fri.) is altered to depart Yarrowonga 3.50 pm and arrive Benalla 4.55 pm (instead of 4.50 pm).
- * 5.00 pm Yarrowonga - Benalla railmotor (Sun.) is altered to depart Yarrowonga 4.25 pm and arrive Benalla 5.50 pm (instead of 6.10 pm).

Melbourne - Seymour - Cobram:

- * 4.40 pm Cobram - Spencer St pass. (Sun.) is altered to depart Cobram 4.05 pm and arrive Spencer St 8.15 pm (instead of 8.55 pm). (WTT 10/78)

Guard-in-Charge line operation: Following the introduction of regional freight centres at Seymour, Benalla, Wangaratta and Wodonga recently, the Tallarook - Yea - Mansfield, Cathkin - Alexandra, Bowser - Bright, Springhurst - Wahgunyah and Wodonga - Cudgewa line will now be operated under Guard-in-Charge conditions. (WN 17,18/78)

SUBURBAN AREA

3 car sets on Sandringham, St Kilda, Port Melbourne lines: Since the transition from D-T-M-D-T-M sets began in June 1977, all Tait sets on these lines are either one or two sets of motor-trailer-motor configuration and give better service than other suburban sets. For example, a typical set observed on 25.4 was 353M-236T-456M-292M-298T-340M. Thus the full set is M-T-M-M-T-M, whilst the off-peak set is simply M-T-M. The contributor of this news item, Mr A Grigg, lists 25 different M-T-M sets in use on the Sandringham line. Interested readers may obtain a copy of the list by writing to the news editor. (AG)

Whittlesea Line: Although this line was closed in 1959, on Wed.29.3, the rails were still embedded in the turnoff road to Yan Yean Reservoir. The Yan Yean platform was still visible as was the low bank and several cuttings on the right-of-way. (DC)

Harris maintainance ban: The continuing ban on maintaining Harris suburban sets has caused many cancellations to peak-hour services. Dandenong - Pakenham services have been further affected by the ban of Tait sets east of General Motors. When services were disrupted on Mon.3.4 by a derailment near Kensington at about 5 pm, an Altona bound train was used to form the 5.06 pm Flinders St - Pakenham train.

This appeared as a Tait set, however, and was terminated at Dandenong. The next train from Flinders St to Dandenong was not until 5.27 pm, cancelling two intermediate trains, and this was running 11 minutes late by the time it reached Dandenong. The 6.30 pm Pakenham - Warragul train was held at Narre Warren (where it normally reverses) until after the 5.27 Flinders St - Pakenham had passed, so that the connection could still be made. (RAH)

Silver Tangles: Silver suburban sets have been entangling their pantographs, due to a design fault. One such incident occurred at Berwick on Wed.5.4, when the leading motor of a down silver suburban set (70M) tangled its pantograph just west of Berwick. That evening it was stabled in the No.2 road at Berwick. (RAH)

Test train?: The latest unusual consist running as a test train of some kind has been a three car set formed by two Tait motors either side of a motor parcels van (446M-3CM-389M). It was seen in Jolimont yards on Mon.17.4 1978, with 'Special' on the destination boards, and cables hanging out of the CM. (RAH)

Zone tickets: On Tues.18.4 St Albans, Albion, Sunshine, Tottenham, West Footscray, Middle Footscray and North Melbourne were issued with Zone tickets to all suburban stations. On Fri.5.5 Richmond (Central Booking Office), East Richmond and Burnley were issued with Zone tickets to all suburban stations. The existing stocks of suburban card tickets will be withdrawn from these stations, except for printed Melbourne tickets, Weekly tickets, priced and unpriced card blank tickets, special card tickets (eg: VFL Park) and Zone off-peak tickets. (A 2358, A 2416/78)

Glen Waverley delay: On Thurs.20.4 (during the strike), the 6.10 pm down left Flinders St on time. The train consisted of seven Tait carriages. However, on arrival at Darling, the passengers were forced to leave as the train had a defective headlight. The train then crossed over lines and returned to the city. Twenty minutes later, the next train arrived, a four car Tait, stopped at Darling to allow the passengers from the 6.10 to board, after which it was somewhat crowded. Quite often during the strike, four car Tait sets operated on the Glen Waverley line. (DC)



ALBURY LINE & BRANCHES

GENERAL:

Station Code Numbers: In connection with the various Regional Freight Centres being established at Benalla, Wangaratta and Wodonga, the following Station Code Numbers have been allocated: Euroa (LCL) 1445*; Corryong 1487*; Swanpool 1591*; Yarrawonga (LCL) 1696*; Oxley 1722†; Milawa 1723†; Whorouly 1724†.

* These numbers are not recorded as being in use in the 1950 and subsequent issues of the Directory of Stations.

† Prior to the closure of the Whitfield line, these codes were allocated as follows: Oxley 6722; Skehan 6723; Docker 6724. In 1966 the alterations to the freight accounts system, the stations having codes 5000, 6000 and 7000 were reduced by 5000. Thus 6722 would have become 1722; 7072 to 2072 and 5843 to 843 etc. (DG)

MAIN LINE:

SOP: On Easter Sunday, 26.3, the *Spirit of Progress* arrived at Spencer St hauled by C503. (GF)

Daylight: On Easter Monday, 27.3 the *Daylight* was hauled by X49-C501(?). (GF)

Special Train: On 24.4, 600 of the Seymour High School pupils and staff travelled by special train to Avenel and walked home again to raise funds for their school. (3CO Regional News)

Baddaginnie closed: to all traffic as from Sun.7.5 (WTT 10/78)

BRIGHT LINE:

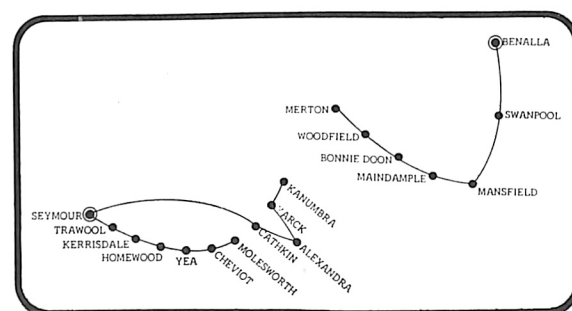
End of Bright line service: The last regular goods train to Bright ran on 6.4. As from Mon.10.4, the line beyond Myrtleford will be operated on an as required basis only for wagon load traffic. The SM at Bright was transferred to Melbourne on 24.4. The line's operations are now under the control of the line supervisor at Wangaratta. The first train into Bright under the new system operated on Thurs.20.4. It was hauled by T340 and arrived with four U class louvre wagons and 360TW — a bogie oil tank wagon carrying oil for the Mount Buffalo chalet. On Wed.26.4, T357 brought 3 U class louvres and a GY of bagged cement to Bright. En route, 10 louvres were left at Ovens and 5 at Porepunkah. These are intended for outward tobacco traffic. Each van carries a placard displaying the name of the grower and the number of bales he is permitted to load. T357 returned bona on the up. On 1.5, T405 departed Myrtleford on the down with a short rake of louvres and a GY. (GJ)

T358 waits to shunt at Ovens with the up Bright goods on Tues.28.3.78. The taxi had just arrived with a relief crew from Wangaratta. As from Mon.10.4, trains on the Bright line ran on an 'as required' basis. (John Dare)

MANSFIELD - ALEXANDRA LINES

Mansfield DR: Tenders are invited for the purchase and removal of DR 3716 and outbuildings at Mansfield. Tenders close on 1.2. (Mansfield Courier, 26.1)

Freight centre arrangements for the Mansfield and Alexandra lines: Rail services on these lines were scheduled to be replaced by co-ordinated road deliveries as from 6.2. L F Fallon of Alexandra now services the Seymour centre's requirements, providing a daily service to Kerrisdale, Homewood, Yea, Cheviot, Molesworth, Cathkin, Yarck, Kanumbra and Alexandra. D K Shipard of Mansfield runs the Benalla based service on a daily basis to Swanpool and Mansfield and on Mondays, Wednesdays and Fridays to Mairdample, Bonnie Doon, Woodfield and Merton. These services are illustrated on the map below:



(Mansfield Courier 2.2)

YARRAWONGA LINE:

Post freight centre goods services: With the heavy superphosphate traffic a daily goods except on public holidays has run to Yarrawonga. The Oaklands service has continued to operate in lieu of the Yarrawonga train on Mondays. (PB)

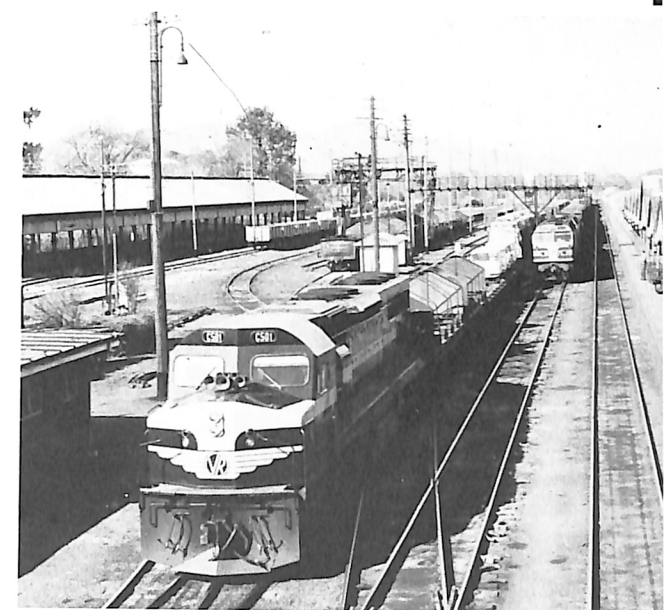
Council of Adult Education Arts Train: Display Cars 1-5-4-2-2 CV at Yarrawonga during Easter weekend. (Noted Mon.27.3) They were at Tungamah on 3.4 and at Glenrowan on Wed.5.4. (DG)

DERM catches fire: While running the evening down service to Yarrawonga on Fri.14.4, 56RM caught fire about 1.5 km on the up side of Yarrawonga. The passengers, including 20 guides and 30 cubs, were evacuated and after the local fire brigade had extinguished the conflagration in the under floor section of the motor end, the local rail tractor RT12 towed both 56RM and 4BPL into Yarrawonga. The motor was towed to Benalla by the up Oaklands goods on Mon.17.4 and Benalla bus lines is at present providing the replacement service. Because of other contracts with VicRail, this firm cannot supply a bus for the Friday morning up service. As a result, on Fri.21.4, the down Yarrawonga goods included 4BPL in its consist. The 7.40 am up service was made up of T352-4BPL-CA van. The T and CA van returned bona. On Fri. 28.4, the passengers on this run were taken to Benalla by taxis. An announcement as to the future of the Yarrawonga motor is expected when the Railways Board visits Yarrawonga on 4.5. Passenger traffic is up nearly 20% over the last five years, from more than 8 to 10 per trip. (PB) Stop Press: Rail passenger services resumed on 13.5, motor subsequently failed on 25.5.

ECHUCA LINE & BRANCHES

MAIN LINE:

Bendigo high noon Easter Tuesday: As generally at holiday time, Bendigo at least still appears to be a busy station. At the midday rush on Easter Tuesday there was a hive of activity. Faithful DERMs, Nos.63 & 64 provided the Echuca and Ultima services yet to be replaced by the long mooted road buses. A rare scene was the use of No.3 platform for a special 11.45 am up Melbourne pass. Whilst this sight intrigued the rail fans it bamboozled intending passengers who, like sheep, stood crowded in their usual spot on No.2 platform waiting and glaring impatiently at the pass. from Swan Hill (to form a 12.05 pm up Melbourne) propped out at the down end of No.2 platform waiting for the Special to depart. Despite urgent pleas from a well spoken announcer on the PA advising that the special train to Melbourne was about to leave down on platform 3 many stood dumbly on No.2 while there were spasmodic dramatic last minute dashes by those who actually registered what the announcements were trying to convey. Eventually, the Special of all red cars left five late. Then as the up Swan Hill pulled into platform 2 announcements were made that extra cars would be attached at the front of the Melbourne train. Shortly after the arrival of this train a well groomed Corgi dog (were the Royals on board today?) was perceived trotting about under the CE van. A few minutes afterwards as the DERM blew its departure whistle the Corgi made a simultaneous rapid movement towards Kooloonong. Then several uniformed station staff began searching beneath the train and the well spoken announcer advised that 'The



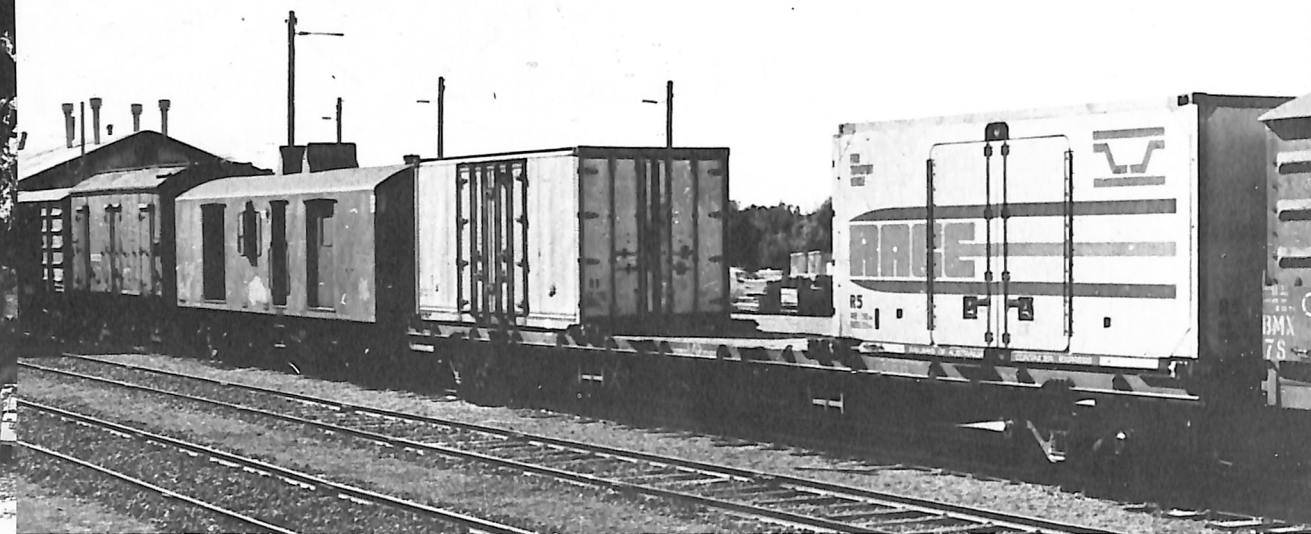
C501 arrives at Albury on an sg goods ex Melbourne while a NSW 442 loco hauled train waits its turn to leave. Fri.26.8.77. (A Sedowie)

12.05 Melbourne train will be delayed 10 minutes while the brakes are checked'. (Was this a decoy to save face while they searched for the Corgi?) When your Scribe casually enquired 'Are you looking for a Corgi?' the reply was 'Yes, someone said their was a dog under the van but we're not sure if it is booked to travel or just a local stray'. At this stage the ear-piercing 'three minute bell' rang for the Cohuna departure and if any dog had remained within the railway yard it would have definitely been totally deaf. Then the same well spoken announcer boomed 'The Cohuna bus is now leaving from out in front of the station. All aboard. All non-travellers please leave the bus' and the wretched bell rang again. With all due ceremony the Cohuna bus departed in similar style to its rail motor predecessor, — with just the lone driver, no passengers and no non-travellers having to leave the bus. Finally the belated 12.05 left for Melbourne but whatever happened to the Corgi will never be included in the pages of railway history. (POT)

Rochester: Tenders close on 3.5 for the purchase and removal of timber decked platform, approximately 26' x 21' and concrete posts from Rochester. (Campaspe Valley News, 4.4)

The 4.15 pm 'School Train' to Ballarat, consisting of 33RM-63MT-52MT, waits to depart Maryborough on Tues.26.4.77. Commencing Mon.29.5, this service and the 7.08 am trip from Ballarat were replaced by a road bus. (D S Grant)





The old and the new. TP1, ZF1 and FQX 908 stand at Mildura shortly before departing on the up *Fruit Flier* on Thurs.16.3.78. The TP vans have generally been replaced by refrigerated and cooled containers, however they were a regular consist in the *Fruit Flier* prior to Easter for the cartage of chocolate Easter eggs for retail trade in Sunraysia. (Bruce McLean)

ECHUCA - TOOLAMBA LINE:

Weighbridge to go: Deakin Council decided to take no action against VicRail's proposal to remove the weighbridge in the railway reserve at Tongala. Only 271 weighings were carried out between 1973 and January 1977. (*Kyabram Free Press*, 28.4)

DENILIKUIN, COHUNA LINES:

Deniliquin pass.: On Mon.3.4, the down Deniliquin pass. arrived at Echuca as Y175-63RM. Y175 detached at 6.20 pm, but 63RM refused to move with the result that Y175 pushed it into the platform at 6.30 pm. 63RM left under its own power at 6.37 pm. (FS)

Deniliquin DR: Tenders close on 10.5 for purchase and removal of departmental residence No.2536 and outbuildings at Deniliquin. (*Pastoral Times*, 18.4)

Further rail cuts: VicRail's relentless drive to withdraw passenger services, and by so doing to cut out the more picturesque aspects of its operations, has extended to the Cohuna and Deniliquin lines. Representatives of VicRail and the Transport Regulation Board met on 1.5 with a view to discussing the replacement of services on these lines with representatives of the Echuca Chamber of Commerce, the Echuca Regional Development Society and city councillors. (*Riverine Herald*, 1.5, 3.5)

Rail bus to haul trailer: A replacement bus service for the Cohuna and Deniliquin lines may haul a trailer to transport small items of freight. A definite date for the start of this service has not yet been set. (*Pastoral Times*, 5.5)

MILDURA LINE & BRANCHES

Mildura Station opened: On Tues.11.4, the Chairman of the Victorian Railways Board (Mr A G Gibbs) together with the Mayor of Mildura (Cr L Andriske) officially opened the new Mildura station buildings. The ceremony took place on the platform at 9 pm whilst passengers were preparing to board the 9.30 pm up *Vineland*.

A commemorative plaque located on the left hand side wall on the platform side of the entrance foyer was unveiled during the ceremony.

Mr Gibbs, together with Senior Departmental Heads of Branches and Ballarat District officers, travelled to Mildura by special train consisting of T400, *Goulburn*, State Car No.4, VAM1, *Norman*.

VicRail officers played host to leading businessmen and civic leaders at a function held that night at the Grand Hotel.

replaced because of the volume of business being handled in recent years rendered the previous facilities inadequate.

Mr Gibbs stated that an examination of the freight and passenger figures would show why the Board had seen fit to build the \$600,000 station buildings.

The up end platform extensions are continuing and signal engineers are presently installing a color light signalling system. There will be five signals provided and the panel will be situated in the safeworking room in the new station buildings. The locomotive pit has been completed and is being used. Portion of the carriage sheds were removed on Wed.26.4 as the front section was in a bad state of repair and in danger of collapsing. It is hoped that these carriage sheds will be repaired and retained as they provide relief from the harsh summer sun and make the task of keeping passenger carriages cool (particularly non airconditioned) much easier. (BMCL)

Special pass.: T400 was observed hauling four blue cars, including *Norman*, on a down trip near Speed, on 11.4. (PM) Mildura now has the most modern station building in Victoria, with air conditioning, carpeted floors, automatically operated doors and feature lighting. The former building was

PORTLAND LINE & BRANCHES:

BALMORAL LINE:

Balmoral line saga continues: The *Wimmera Mail Times* has continued to report on the efforts to save this line in considerable detail. Previous issues of *Newsrail* have summarised events to the end of January, whilst this issue deals with developments during February and March. On 31.1, Mr Dunn, MLC, of Warracknabeal forecast that the Minister of State Development, Mr Crozier, would lose his Western Province seat over the Balmoral railway row at next year's state elections. He said the railway is a major election issue in the Western Province and Lowan areas. The Committee to save the line has asked Mr Crozier to publicise the cost of a high-way linking Hamilton, Balmoral and Horsham. It argues that the present road is not of highway standard and is unsuitable for carrying bulk transport previously sent by rail. Already one of the new superphosphate transports has wrecked Gatum bridge causing a by-pass to be built for traffic. Ratepayers are naturally annoyed because they contribute to the cost of the existing road, whereas the State government would be responsible for a state highway.

The Committee says Mr Crozier should study the following

figures: In the last four years the annual outward freight on the Balmoral line has increased by 3947 tonnes. In the last two years, inward freight has leapt by 4898 tonnes. Melbourne suburban rail passengers have dropped, and still drop by 124,000 per week. At the same time, Sydney passenger use has increased by 50,000 a week. It asks Mr Crozier if VicRail's planning is a suitable basis for his earlier statements. On 6.2, it was reported that the National Party refuses to accept estimates of \$10,000,000 to save the line. Member for the North-western Province, Mr Wright said the Party wanted facts and figures to verify the statement and was pushing for the line to be improved now while the cost is only \$4,000,000. Mr Charlie Wood, President of the Balmoral Railway Action Committee, says the system of 'ghost charging', wherein VicRail charges farmers only for travel costs via Balmoral although it actually transports the harvest via Ararat, was abolished early in February on two VicRail routes. The Committee is convinced that it will be abolished on the Balmoral route in the near future, resulting in the loss of Portland's freight advantage in many cases. On 8.2 an editorial in the *Wimmera Mail Times* drew attention to the relief to the unemployment problem offered by the prospect of carrying out a \$10,000,000 renovation programme to the line. Meanwhile, Wimmera Shire Council has sharply criticised Western Victoria's government politicians for bowing to their colleagues over the railway issue. 'We're losing representation in the country', Cr Rol Gross told the Council's February meeting in Horsham.

On the weekend of 11 and 12.2 a petition to the Government was launched by the Committee. Copies would be sent to every area of Western Victoria, from Portland to the Wimmera in an effort to prove to Mr Crozier that most people want the line retained. On 15.2, the National Party's central councillor for Lowan, Mr Mitchell, said that development of the Balmoral railway to its full potential would be a necessary condition for the party to support a minority Liberal Government after the next state election. On 13.2, it was announced that Mr Crozier and senior VicRail officials would discuss the question of the line's retention with the Portland Hinterland Committee in March. This committee is currently pressing for Western Victoria to share in a pilot scheme for road transport freedom based on Portland. On 20.2, speaking personally rather than for members of his board, Grain Elevators Board chairman, Mr Gross, said the line should be rebuilt in order to fully develop Portland.

On 22.2, Mr Crozier defended his position, saying calls to improve the line using unemployed labour were unrealistic in the face of present day mechanisation. He reiterated that the Ararat - Portland line was improved at a cost of \$3,000,000 in 1965-70 and could handle all the traffic likely to be offered. Furthermore, he said, this line's capacity could be further increased if required. Money spent on the Balmoral line means less money for other railway projects. The acid test, he said, was the quantity of wheat to be shipped through Portland. During January, some 90,000 tonnes were railed to Port-

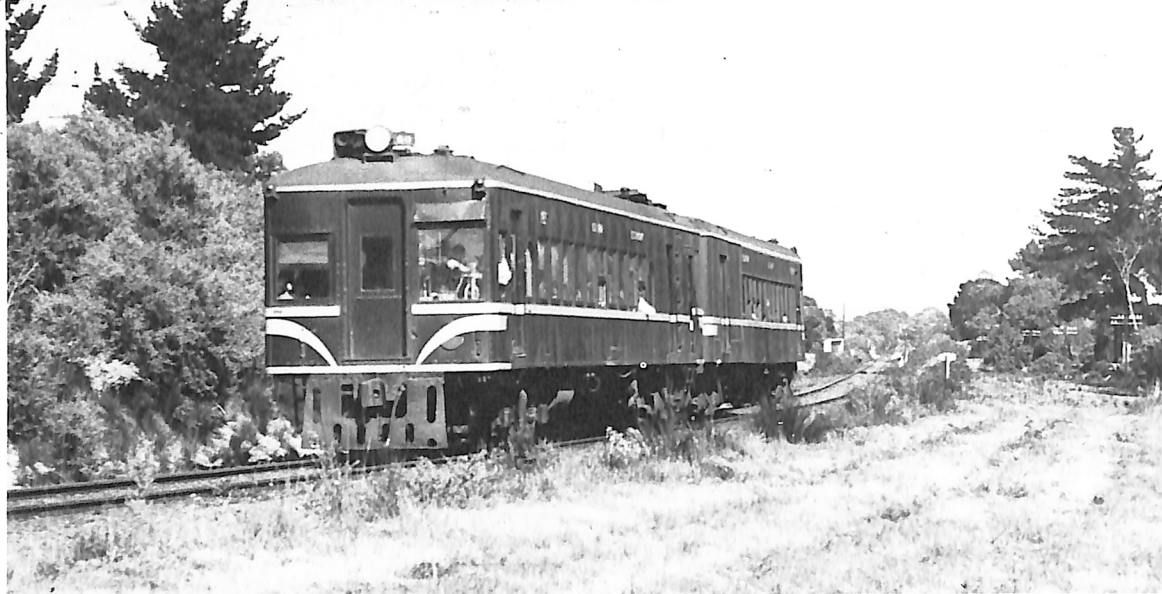
land via Ararat. The export of bulk grain had increased by 218 per cent for the six months ending December 1977. Meanwhile, VicRail has called tenders for the removal of departmental residence No.1942 at Toolondo. On 24.2, Mr McCallum, VicRail deputy general manager scotched claims that superphosphate transports had wrecked the Gatum bridge by reference to discussions with the Dundas Shire engineer who had arranged closure of the bridge for entirely different reasons. Mr McCallum also said that road transport operators under contract to VicRail were giving the district better service than ever before. The Prime Minister, Mr Fraser, told Parliament towards the end of February he had received many representations on the Balmoral railway from people in his Wannon electorate.

On 6.3, the Horsham Chamber of Commerce publicly disassociated itself from the struggle to retain the line. At the same time a row was developing between the parents of school bus travellers and superphosphate truckies, the former claiming the trucks were a road hazard and the latter claiming that rumours about damaged roads and bridges were untrue. At the meeting between Mr Crozier, senior VicRail officials and the Portland Hinterland Committee, Portland Harbour Trust and Portland Development Committee, all agreed that Mr Rafferty's assurance that freight would be charged as though the line was still in existence should be made law. One Murtoa based citizen writing to 'the editor' described the whole business of the lines retention as wishful thinking, a fair helping of sour grapes and a huge overdose of ballyhoo! He observed that bulk super was currently being delivered to non-commissioned rail trucks placed at the lines stations. On the run from Natimuk East to Hamilton, he observed one wheat silo, two small oat sheds, one derelict bulkhead and one set of stock yards. On 8.3 a spokesman for Mr Crozier said the government would retain ownership of the railway easement and lease it out to adjoining land owners.

In State Parliament during the third week of March, Liberal MLC, Mr Bruce Chamberlain labelled the line a white elephant. He accused the National Party of attempting to divert large capital funds from strategic projects to the Balmoral line. He supported this statement by listing the following shortcomings in the railway network in the area: the Kooloonong to Swan Hill line is in need of improvement, the Yanac to Jeparit line has a speed limit of 32 km/h, the Carpolac line and a section of the Patchewollock line cannot take fully-loaded GJF hopper grain wagons. He also agreed that identified extra road wear caused by freight centre development should attract extra road funds. Representations to this effect have been made to the Premier. Meanwhile, Australian Wheat Board member has forecast a new expanded role for south-western Victoria as a food producer for world markets. He believed there is a prima facie case for a rebuilt Balmoral railway. Towards the end of March, the Victorian Farmers Union grains division unanimously supported retention of the line.

T320 waits in No.2 track at Cranbourne with the 12 noon up Korumburra roadside goods ('The Sand Train') on Tues.29.11.77. (William Perussich)





Bound for Stony Point, 60RM-26MT slowly grind up Langwarrin bank after setting down at Leawarra on Wed.25.1.78. (Des Jowett)

SERVICETON LINE & BRANCHES

MAIN LINE:

Erratum: In the April issue of *Newsrail*, the news item entitled 'From the ridiculous to the sublime', should read as follows: On 31.1, S306 led Y115 on an up goods through Kaniva, 47 = 51 at 5.25 pm. On the next day the S led C508 on an up jet, 45 = 112 at 9.10 am. (PM)

'Peanut' still crushed: Following failure of RM29 on 2.3 a Kaniva Motors bus had been responsible for replacement services for the balance of March and the whole of April. There is still no sign of the 'Peanut'. (PM)

Some triple-header!: These days, the new C class locomotive is just about as majestic an engine as one is likely to find. It is a race apart not only in terms of its size and livery but in its muffled roar and mellow siren. Accordingly, C507-C508-C509 must have been quite a sight as it ran through Kaniva at 12.30 am on an up jet on 2.4. Five C class locos are in use on the western line at present, Nos.505-509 inclusive. During the 24 hour period from the morning of 30.3 they were all noted passing through Kaniva. (PM)

Lubeck stock yards: Dunmunkle Shire Council heard at its latest meeting that VicRail wants to close the stock yards at Lubeck. No sheep have been through the yards for the past three years. Closure is scheduled for 23.5, with demolition soon afterwards. (*Wimmera Mail Times*, 19.4)

TOCUMWAL LINE & BRANCHES

MAIN LINE:

Shepparton Freight Centre: Tenders close on 24.5 for the carriage and delivery of goods between Shepparton and Tatura and Merrigum, and Shepparton and Kyabram and Tongala. The new freight centre will be opened in Shepparton on 28.8. The Minister of Transport, Mr Rafferty, said a daily service would be provided from Shepparton to Toolamba, Murchison, Murchison East, Rushworth, Tatura, Merrigum, Congupna, Tallygaroopna, Numurkah, Bunbartha, Waia, Nathalia, Katandra, Yabba North, Katamatite, Cobram, Kyabram, Tongala and Mooroopna. There would be a service to Stanhope, Katunga and Strathmerton on Mondays, Tuesdays and Thursdays, and to Pine Lodge, Pine Lodge South, Nalinga, Dookie, Dookie Agricultural College and Cosgrove on Mondays, Wednesdays and Fridays. Colbinabbin would be served on Fridays, Picola on Mondays and Yarroweysah would get a service whenever a pick-up or delivery was required. (*Kyabram Free Press*, 2.5, 5.5)

KATAMATITE LINE:

Pine Lodge and Cosgrove: As a precursor to the introduction of the Shepparton freight centre, these two stations on the Katamatite branch line will be open for traffic in wagon loads only on the weekly goods. (2CO Regional News)

ROBINVALE LINE:

Rest quarters to go: Tenders closed on 1.3 for the purchase and removal of rest quarters, consisting of 20' x 12' timber and galvanised iron building and 16' x 6'6" weatherboard shed from Ultima. (*Wimmera Mail Times*, 8.2)

Robinvale motor replacement: VicRail's program of discussions concerning replacement services for closing country rail links were not 'merely public relations exercises' Kerang Shire Council has been firmly advised. And VicRail has strongly refuted a claim that the desires of residents were not met in a decision to route passenger buses via Korong Vale to Bendigo instead of via the Loddon Valley Highway through Serpentine.

Council was advised by the Secretary for Railways, Mr A Augustine that the selected route was only 10 km longer and VicRail believed that the slightly longer journey would not seriously inconvenience its customers. In reference to the public meeting held at Boort and Kerang, Mr Augustine said, 'These meetings are considered vital aspects in the preparation of valid schemes to cover the existing and future needs of rail users, and you may be assured that all suggestions submitted to us are taken in to account. However, decisions have to be made and it is inevitable, given the frequently opposing requirements of various communities that some people will be disappointed'.

Council wrote to VicRail in January claiming that the route selected was not desired by those at the public meeting. Mr Augustine said the suggestion that the bus use the Loddon Valley Highway enroute to Bendigo was certainly raised at a meeting in Boort on 9.12.77 'but it was strongly opposed by Korong Vale representatives of the Farmers Union and we felt we could not discard our obligation to provide a transport service to this area'.

The closing rail link now passes through Ultima, Meatian, Lalbert, Cannie, Quambatook, Oakvale, Gredgwin, Bar-raport, Boort, Mysia, Borung, Korong Vale, Wedderburn Junction, Kurting, Inglewood, Bridgewater, Marong, Eaglehawk to Bendigo (Northern Times) Note: The replacement of passenger rail services between Bendigo and Robinvale, the longest country rail motor service in the State is a continuing marathon. Because of the great distance and the fact that the railway line does not follow the main highways two or more separate buses have been suggested with at least one connecting with Swan Hill line rail services. In the meantime, as at 27.4, the veteran DERM continues to run almost over a year after plans were first announced for its demise. (POT)

STONY POINT LINE & BRANCHES

MORNINGTON LINE:

Weedex: On 5.4, a B class loco was observed on the *Weedex* train at Mornington. (HG)

Motor fails: Frequently when railmotors fail these days, they never quite make it back on the run and their place is taken, not temporarily, but permanently by a bus. Such is not the case on the Mornington line however. Although 57RM failed 25.4 and was replaced with buses and taxis, it was back on the job again at 8.05 am on 26.4. (HG)

SWAN HILL LINE & BRANCHES

Koondrook preservation: On the recommendation of the Kerang & Koondrook Tramway Association, the Shire of Kerang which built the 14 mile Kerang & Koondrook Tramway in 1889 and operated the line until the VR took over in 1952 has purchased the Koondrook passenger station back again for a nominal figure. The Shire is enlisting the aid of local service organisations to preserve the historic structure which is the only station situated in a main street in Victoria. Fate of the ornate goods shed located nearby on the banks of the Murray River is not finalised. The Shire is also considering a further recommendation from the President of the K&KTA (Mr Don Potts, a former native of the area) that a short piece of the centre of the street track be retained at the station on which would be a static exhibit of 'The Tram' consisting of a Z van (probably 220ZL with tin roof) and a QR open wagon with old plate frame bogies (loaded with redgum, the main freight carried on the line). A replica of the Sentinel, 4 wheel, chain driven 'Coffee Pot' steam loco used between 1926 and 1940 would be built utilising a surplus L class VR sheep wagon as the basic frame outline. Although Sentinel steam rail cars operated in other States, the Shire imported the one and only Sentinel steam loco from England for use on the Tramway. Rumours that the line might survive indefinitely as Victoria's longest 'unattended rail siding' to transfer redgum sleeper traffic for the Department will not eventuate. After the line finally closes later this year with the establishment of a regional freight centre at either Kerang or Swan Hill (probably at both places) sleepers are expected to be carried by road to Kerang where the short remaining section of the former Kerang - Murrabit - Stony Crossing line will be utilised as a sleeper loading siding. (NT)

Kerang suffers 'the treatment': With continued dis-establishment of various rail facilities in country areas, particularly with the introduction of Regional Freight Centres, many stations are rapidly being pruned or even vanishing altogether. Following a surge at Swan Hill where a 'seven year battle of correspondence' to save the Swan Hill turntable by the Swan

Hill Pioneer Settlement was finally lost, tracks connected to the turntable were removed. The mobile squad then moved in on Kerang where a number of important changes were executed during March. Most notable being the removal of the cross-overs between the Swan Hill main line and the Koondrook branch. This means that trains can no longer depart from the platform or No.2 road for Koondrook but instead must leave via No.3 road. The last pass. to use the direct cross-overs from the branch to the platform was the ARE Special last New Year's Day. The only visible piece of Safe Working equipment on the Koondrook line, the up arrival signal at Kerang has been replaced by a wooden signboard with the message: 'Stop until Authorised by Shunter to Enter Station Yard'. Points to the retained turntable remain intact. Former No.1 Loco road and pit survives; No.2 Loco road has been dismantled with No.3 Loco-coal stage track utilised for extensive stock feed loading. The Carriage dock at the up end of the platform which previously accommodated spare carriages for the Koondrook Rail Car has been abolished. The points to the dock were 80lb stock connected into the main line 94lb rails with adapter fish plates. Instead of installing new 94lb rail a short section of 80lb straight track has been placed between the adapter plates on the main line. The sign on the station wall with the advice 'Change here for Koondrook & Barham' has been saved for the Kerang Museum. The original sign said 'Change here for Murrabit, Stony Crossing & Koondrook'. (POT)

YARRAM LINE & BRANCHES

GENERAL:

South Gippsland Freight Centres: Yarram and Korumburra are to become freight centres for the South Gippsland lines as of 1.5, the Minister of Transport, Mr Rafferty, announced on 6.2. The Korumburra centre will provide a daily service to Leongatha, Wonthaggi, Koonwarra, Meeniyan, Buffalo, Fish Creek and Foster. Seven townships, Bena, Loch, Nyora, Woodleigh, Kernot, Almurta and Mirboo North will have a service on Tuesdays and Thursdays only. Archie's Creek, Dalyston, Kilcunda, Anderson, San Remo, Cowes and Woolamai will have a service on Mondays, Wednesdays and Fridays. Jumbunna (on the now closed line to Outtrim — Editor), Kongwak and Inverloch will be serviced on Tuesdays and Fridays. Mr Rafferty said the Yarram centre will serve Welshpool and Toora on Tuesdays, Thursdays and Fridays. (The Korumburra centre was not yet in operation on 13.5 when *Newsrail* went to press. Regular goods trains were still running to Wonthaggi on Tuesdays and Thursdays with approximately twenty trucks each, whilst parcels were being delivered daily along the branch by road. — Editor) (*Country Bulletin*, 6.2)

T342 hauling the afternoon North Shore - Upfield Ford train passes track duplication earth works in the Lara - Little River section on Fri.24.2.78. (Robert Carlisle)



Works

ALBURY LINE & BRANCHES

Beveridge: was dis-established as a double line block post on Wed.3.5. Concurrently, all fixed signals, the interlocking frame and points will be abolished. (A 406/78)

ECHUCA LINE & BRANCHES

Harcourt: was dis-established as a double line block post on Wed.19.4. Concurrently all fixed signals were abolished and points secured to the normal position. (A 386/78, WN 18/78)

ORBOST LINE & BRANCHES

Snowy River viaduct: VicRails proposal to remove the viaduct across the flood plain of the Snowy River has been welcomed by the Snowy River Improvement Trust. The commissioners had complained for years about the ponding and channelling caused by this structure during periods of high flood. (*Snowy River Mail*, 29.3)

Beaconsfield: On Tues.9.5 flashing light signals were brought into service at the Kenilworth Rd level-crossing. Track circuits control the operation of the signals during train movements. (A 450/78)

SERVICETON LINE & BRANCHES

Ararat: On Wed.5.4 the up end main line staff locked points and rodded connection to the Shell Co siding was abolished. A baulk is provided at the up end of the siding. (WN 15/78)

STONY POINT LINE & BRANCHES

Flashing lights: The installation of flashing lights at three level-crossings in Mornington had been completed on 21.4. The Barkly St crossing was closed from Mon.17.4 to Thurs.20.4. The hand operated gates would have been used for the last time on 17.4. (HG)

SUBURBAN AREA

Ringwood extensions and closure: Ringwood City Council has offered no objection to the VRs intention to close the rarely used goods siding. A Council spokesman said the closure represented the end of an era. 'Ringwood is no longer a country town' he said. The Council has suggested that the area be used for commuter 'kiss and ride' car parking. In association with the slow duplication of the Ringwood to Lilydale and Belgrave lines considerable alterations to track layout is gradually taking shape at the junction station. Four

new stabling sidings will accommodate 11 suburban trains; Sidings 1, 2 & 3 three trains and No.4 siding two trains. (POT)

Hawthorn Station to go: The VR Board has invited tenders to register to lease and develop Land and Air Space at Hawthorn Station. Areas includes land of the former goods yard fronting Burwood Rd with adjoining air space above a proposed new station complex. Thus, the days are numbered for the old wooden but interesting station building which displays years of grime and neglect. (POT)

Toorak goods siding: This siding was being dismantled during early May — an operation which occasioned some sadness on the part of the observer who photographed his first locomotive there: an 0-6-0 RY class in 1917! The RYs were originally R class locos rebuilt with larger boilers and cylinders between 1905 and 1910. They were reclassified as Y between 1924 and 1931. The observer, John Grimwade, recalls their irregular beat as they climbed the Toorak bank on the Frankston line trains. (JG)

Toorak: On Sat.29.4 the crossover (No.5 points) and turnout from the Toorak goods siding (No.4 points) were removed. (A 2384/78)

Hawthorn: On Thurs.4.5 and Fri.5.5 the turnout from the goods siding and the siding track were removed. (A 2424/78)

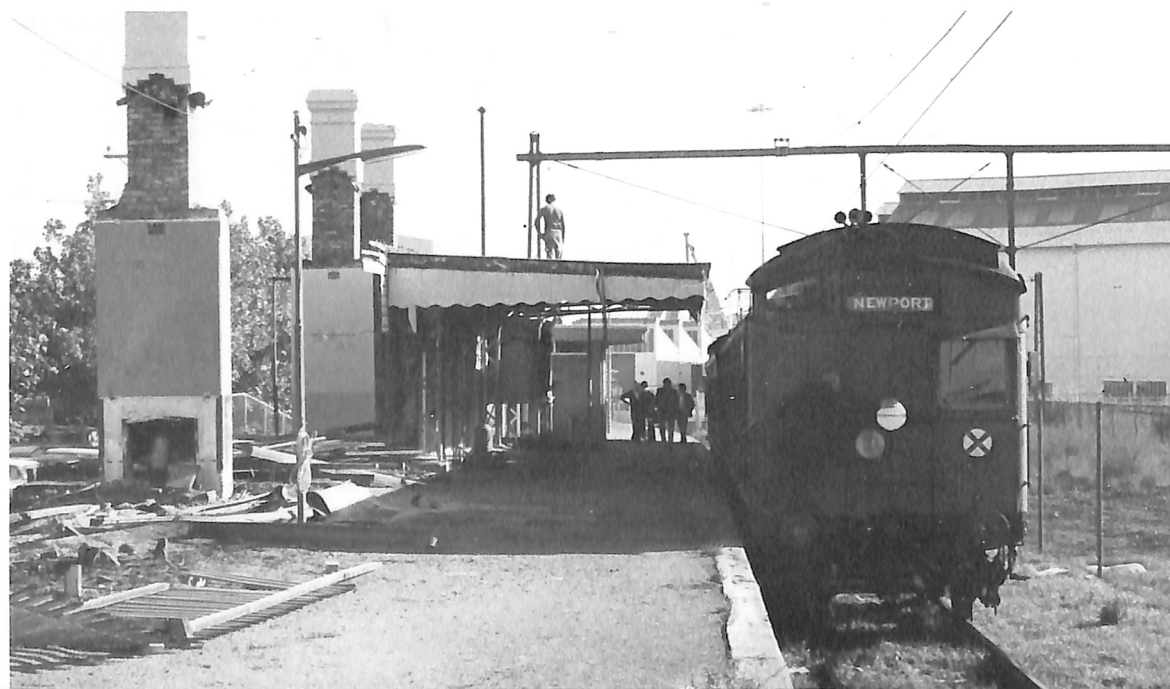
Edithvale: On Sun.7.5 the interlocked gates and wicket gates at the Edithvale Rd level-crossing were abolished and boom-barriers were brought into service to replace them. The boom-barriers are controlled from the signal box when the box is switched in, and automatically when the box is switched out. (A 2415/78)

Gardenvale: During May an emergency crossover was installed at Gardenvale to facilitate single line working during bridge work at the Nepean Hwy overbridge. (WN 18/78)

SWAN HILL LINE & BRANCHES

Marcorna: On Thurs.20.4 the following signalling alterations were carried out: the up and down home signals were abolished and the up and down end plunger locks were abolished and in lieu staff locks connected to rodded details were provided. (WN 18/78, A 361/78)

Demolition of Williamstown Pier station buildings was well advanced when the 2 car Tait shuttle set from Newport arrived on Fri.10.2.78. Note one of the two new small brick buildings near the rear of the train. (Harry Williams)



Items of Interest

Stealing old railway sleepers: A certain car salesman was recently acquitted on a charge of stealing old railway sleepers, in Echuca magistrate's court. He had spoken to a railway employee at the railway works yard in Sturt St, asking where he could get hold of some old sleepers. The reply was that they usually stack and burn them unless you get there beforehand in which case you can have them. Acting on this ill-gotten advice the accused loaded up his utility with the assistance of his family and was subsequently caught in the act of landscaping his garden with the stolen sleepers. In his defence, he said, is it normal procedure for a thief to take his wife and children to steal in broad daylight and then display the goods in his front yard! (*Riverine Herald*, 14.4)

Good effort by VicRail staff: Despite the odd exception, and what people say, VicRail staff are usually exceptionally energetic in looking after their passengers. This fact was borne out when three passengers booked on the *Spirit of Progress* planned to make their connections off the up *Gippslander* on Fri.28.4. The train lost time all the way and a hot box on the loco L1174 didn't help matters. Arrival at Flinders St was 60 minutes late with the result that the *SOP* passengers were carried on the *Southern Aurora* with authority being gained to set down at Benalla. But VicRail wasn't granting any concessions: two of the passengers were holding second class tickets and they were not permitted to use the sleeping compartment beds! (PB)

Order for Alice line: Vulcan of Horsham have won a contract for supply of 360,000 cast iron shoulders for concrete rail sleepers to take Pandrol(?) rail clips. (*Wimmera Mail Times*, 19.4)

STEAM NEWS

Unusual task for K184: On Tuesday afternoon, 18.4, K184 was seen hauling E1109 (dead) and freshly painted W241 through Yarraville on its way to Dynon (WA)

Reader's Query: During April an unidentified J class loco was observed at Bendigo. An unidentified K was seen in the Ballarat works yard and another J at the loco depot, Ararat. Can anyone supply details of these locos (SM)

Newport Workshops: From the Williamstown line, the following steam locos were seen at the workshops on Sat.29.4: R700, R707, R753, R761, J515, D3639, No.3 Steam Crane and K151. The J and D³ had been painted recently, but all the others looked as though they had seen better days, especially 151 (which had no plates). (DC)

J558: Further to Jan./Feb.78 p21, I noticed that J558 was not listed as being in the Bendigo area. Can any reader please supply details as to its whereabouts? Also sister engine J526 (ex Newport Stationary Boiler). (DC)

Letters to the Editor

OLD IS BEST?

Sir,
I think that *Newsrail* is a really worthwhile magazine to read if you want to find out what's going on within Victoria.

I also think that it would be a good idea to print a few articles on steam engines not running at present e.g. C, R, A², D³, X, J, N etc. It would help those, including myself, who weren't around when steam was more plentiful.

Also articles on closed lines (e.g. Warburton, Heathcote Junction - Bendigo, Kerang - Stony Crossing, Kooloonong - Yungera, Epping - Whittlesea, Stawell - Grampians etc.) would be a great help to those who are eager to find out what the VR used to be like.

Moe

(We agree with Mr Ellis' ideas for articles, and will welcome contributions along these lines from our readers — Editor)

JUNE 1978

MAKING RAILWAYS PAY

Sir,
The article in *Newsrail* Dec.77, 'Making Railways Pay' by Dr Stuart Joy, needs an answer.
In the Bland Report on the VR, Sir Henry reported to the effect that:

- * The major design and construction costs of roads and highways to enable them to carry vehicles capable of carrying a load of over three tons;
- * If all the revenue collected by governments through the purchase and operation of such vehicles is balanced against capital outlay and maintenance for roads, this revenue is about 25% of costs.

Thus the road system of Victoria runs at a 75% loss. (The wear and tear on the private car is negligible, but no account was taken of hidden costs such as police to control traffic, or the cost of hospital care for those injured on the roads.) Put another way, the taxpayer subsidises all road transport operators at about 75% of their **true** operating costs.

The Federal Government provides **grants** for road construction, taxes airlines to cover airport construction and maintenance, but only supplies loan monies for railway upgrading and maintenance, with interest costs adding to the railway deficit.

The Victorian Government insists on a series of preferential freight rates, the largest beneficiaries being the primary producers. This, too, adds to the so-called deficit. When Government policy is imposed on the railway management, political considerations often outweigh sound economic management.

Dr Joy makes some valid points about the organisation and running of railways and the need for better co-operation between the States, but any road operator who takes over a rail service would have great trouble surviving, if his operating costs were increased by 75%.

In fact the Victorian Transport Regulation Board, which was set up years ago to regulate road transport so that road operators did not 'unfairly' take business from the rail, now subsidises many bus operators, in some cases where there is an almost parallel rail service (e.g. Mornington). Two quotes from the December article stand out:

- * A fundamental point about freight traffic under modern pricing conditions is that, in general, the revenue received by the railways would be enough to carry it (at present levels of taxes and truck operating costs) by road. This is because the rate the railway traffic manager has to set to gain the traffic is just below what the road hauler would charge, with an allowance for any differential terminal and packing costs ...

- * Can the NSW passenger deficit (\$63 million last financial year) be justified, when it is clear that all of the passengers could have been handled by bus at fares around the same as rail fares? There is rarely any shortage of bus operators wishing to take over routes from railways, as they consider that they can operate at a profit at rail fares.

These quotes demonstrate that Dr Joy does not apparently appreciate that road operators do not pay all of the costs which legitimately could be charged against them. That it would be unpopular for a Government to change to a system of taxing road users for the full cost of the facilities it provides is another question, but the various systems of transport can only be compared on a cost basis, when **all** the costs are considered.

Mornington

H H Girdler

If YOU are interested in Railways why not join the Australian Railway Historical Society — Victorian Division.

Write to the Membership Officer.
BOX 5177AA, GPO MELBOURNE 3001



A Silver electric suburban train departs Armadale bound for Melbourne on Sat. 11.6.77. (John Dare)

RAILFAN ON SCHEDULED SERVICES

Sir,
Max Michell's 'A Railfan on Scheduled Services' (*Newsrail* Jan./Feb. 78) adds some very good and interesting regular runs to the 'book'. Have we got a member in Max taking the late Claude Einsedel's place as a precise train timer? No. 5 Altd. on 11.4.77 with X54/B71 pulling on 4/200 VR tons on the North East at 64.1 mph was a real rocket, and B65/X46 with 11/465 on 3.1.77 at 57.5 mph was another goer.

Since speed up grades (disregarding momentum) is directly proportional to the power/weight ratio, plotting a number of good runs on a graph should give a reasonably smooth curve, and enable estimates to be made for power/weight ratios different from those used to construct the graph. Where there are speed limits slowing the train down at certain parts of the track, the actual curve falls below the theoretical one, but it still allows a reasonably close estimate of point-to-point timings, if the runs are truly typical.

The graph below, constructed from the Broadmeadows to Heathcote Junction runs covered in *Newsrail* Jan. 77 and Jan./Feb. 78, gives the relation between the average speed and the power/weight ratio of the train. The horsepower used is that developed at the rail, which is about 80% of the 'rated' hp of a diesel-electric loco, due to losses in the generator and traction motors; the weight of the train is gross weight, including loco weight but less about 10 tons, due to the fact that 'VR tons' tend to be high, and vans are not normally fully loaded.

As can be seen, the steam loco points form a very straight line, the lowest point being the old *Spirit of Progress* thirty-four minute schedule, giving 40 mph average speed, with a power/weight ratio for the S-class 4-6-2 locos of 1760/700 = 2.5 rhp/ton.

The diesel speeds are above those of steam for the same power/weight ratios for two reasons. Firstly, the rolling resistance of diesel-hauled trains is less at higher speeds, and secondly, the diesel 'hangs on' better on grades than steam. The 'hanging on' is due to the electric drive, which allows full engine power at the driving wheels down to about 20 mph, whereas with steam, the rhp falls off quite a lot from peak hp developed at about two thirds diameter speed, i.e. about 45 to 55 mph for a 72 inch wheel.

The bottom end of the diesel curve is an extrapolation: does anyone have any fully loaded *Southern Aurora* timings from Broadmeadows to Heathcote Junction, when hauled with the original 1800 hp X or S-class locos? At 1440 rhp (82% of 1800) the power/weight ratio of the train is only about $1440/730 = 2$ rhp/ton. According to the graph it should average 37 mph!

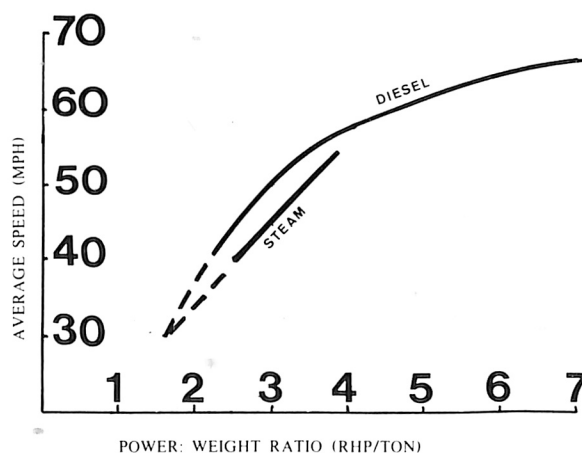
Port Macquarie

Bill Abbott

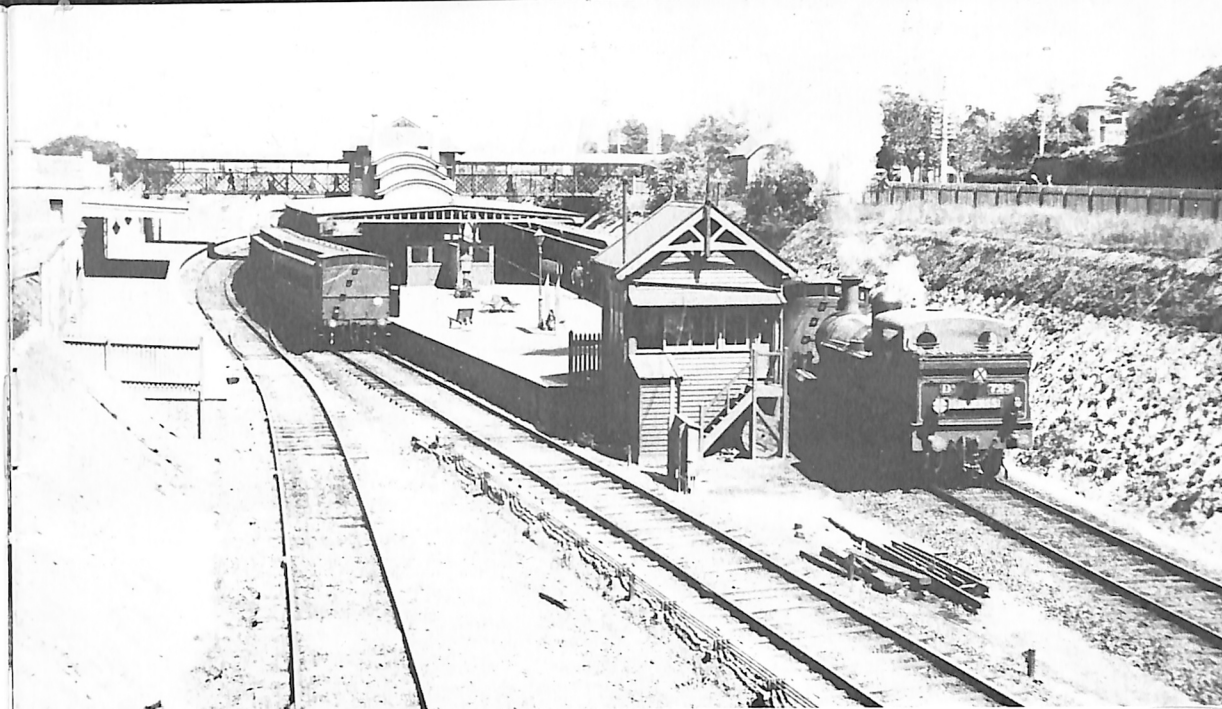
BROADMEADOWS — HEATHCOTE JUNCTION

(22.7 miles: Average Grade 1 in 162)

Refer *Newsrail* 1.77, 2.78.



Back Cover: R707 gains momentum after leaving Sunbury in preparation for the upgrade climb from Jacksons Creek to Clarkefield with the *Vintage Train to Maldon* on Sun. 7.6.70. (Andrew Ward)



D4 729 leaves Armadale during the steam suburban days. Note the signal box, crossover from the down line and only 3 tracks. (ARHS Photo Archives)

CHANGING TIMES AT ARMADALE

Some years later, Armadale now has 4 tracks, an extra platform, overhead wiring and automatic signals. The signal box and down line crossover have disappeared. (ARHS Photo Archives)

