

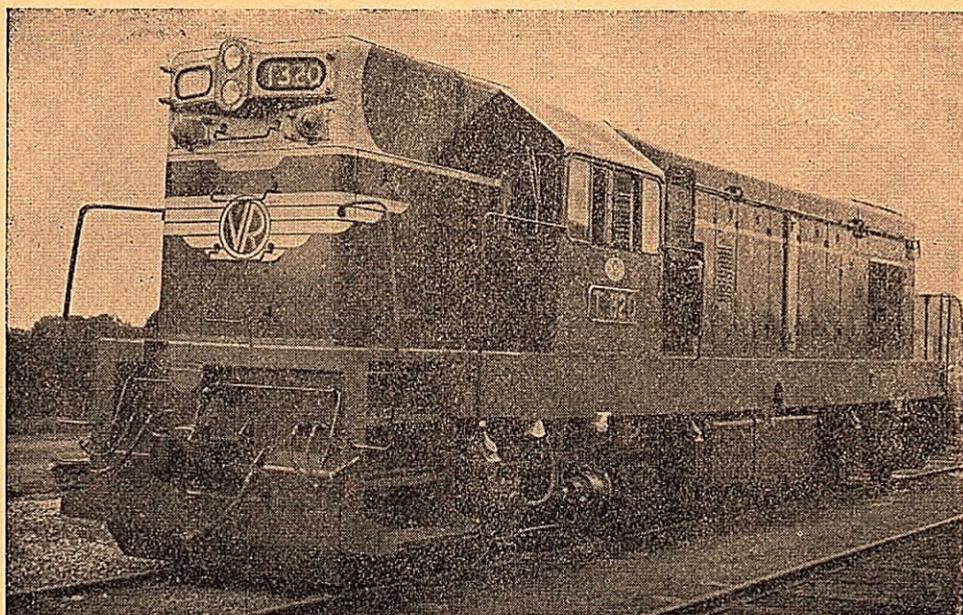
**ASHWOOD HIGH SCHOOL**  
In Conjunction With  
**WATTLE PARK HIGH SCHOOL**

**JOURNAL OF THE  
TRAIN TOUR**

**DECEMBER 1st - 6th, 1969**

**THE  
ROCKET**

**VOLUME 2**



ASHWOOD HIGH SCHOOL

WATTLE PARK HIGH SCHOOL

THIS IS THE STORY

OF THE

# GEOGRAPHY EXCURSION

MADE BY SPECIAL TRAIN

DECEMBER 1st - 6th, 1969

This journal, completed on the last day of the tour, includes preliminary instructions, the daily news-sheets published on the train and various other pages of notes and instruction.

## ASHWOOD HIGH SCHOOL

### "THE TRAIN OF KNOWLEDGE"

"T.O.K." is the Victorian Railways name for our train, which will be your home for a week. Study the following list and the sketch below so that you will be able to find your way about.

Locomotive Although the Diesel locomotive is changed according to the needs of the Victorian Railways it will always carry a large name plate with the title Ashwood High T.O.K.

"Murray" This is the Dining Car, which seats 48 of us in each of two sittings. The kitchen is here also.

"Day Car" Next comes our "assembly room". It is an ordinary carriage with a central aisle.

Car No. 1 Girls' compartments.

Car No. 2 Girls' compartments.

Car No. 3 Mostly girls.

"Carey" The Shower Car.

Car No. 4 Boys' compartments.

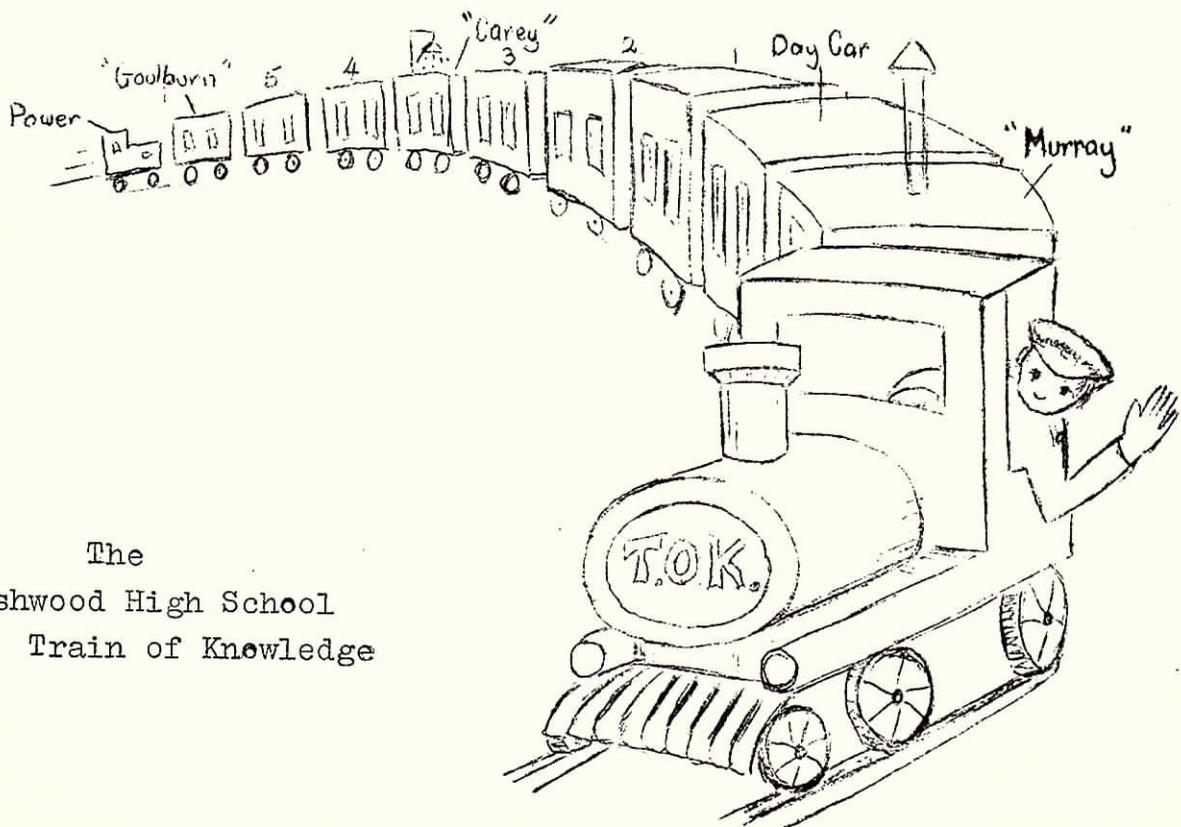
Car No. 5 Boys' compartments.

"Goulburn" This is the car where the train staff will live. It is out of bounds to us.

Power Car This supplies the train with electricity and also serves as Guard's van.

THE "TRAIN OF KNOWLEDGE" The "T.O.K." was first made up for Macleod High School, but these students did not sleep on the train and they had their meals at various towns. Mt. Waverley in May 1965, was the first "T.O.K." that accommodated the tourists for both meals and sleeping, though they had to make up their beds rather uncomfortably in ordinary second-class carriages. Since then, other schools have used the "T.O.K."

The train, as now assembled, is very similar to the "Reso" train that, years ago, used to take parties of farmers on tours of Victoria. Many members of the crew serve on the Governor's train and the Commissioners' train when their special tours are made.



The  
Ashwood High School  
Train of Knowledge

## WHAT TO BRING AND WEAR

Small suitcase  
School-bag (or smaller bag)  
for daily needs  
Sheets  
Pillow-slips  
Towels  
Toilet bag, with soap, toothbrush,  
nailbrush, comb, hairbrush, etc.  
Raincoat, preferably plastic  
Pyjamas  
Slippers or moccasins  
Coat hangers  
Mending kit  
Writing materials & stamps  
(Special envelopes supplied)  
Shoe-cleaning  
Something to read  
Note-book or exercise book  
Pencil and ball-point pen  
Bathers

### Girls

School summer uniform including  
blazer and summer hat.  
Another frock, not shorter than  
your school dress.  
Dressing gown.

### Boys

School uniform, including blazer,  
short-sleeved shirt, teteron  
shorts, black shoes, spare shorts.

### Both

Spare underwear, socks  
Handkerchiefs  
Spare clothes, informal, for  
wearing on train and on farms  
Thongs or sandals

### If desired (not necessary)

Camera  
Torch  
Board games

## DO NOT BRING

Blankets	Transistors	Crockery
Frocks for "best" wear		Cutlery
Sleeping bag		

NOTES Shirts, etc., should be packed separately in plastic bags so  
that you can find what you want without disturbing other garments.

All clothing and other property must be marked clearly with the  
owner's name. Be sure to name (not merely mark) towels, sheets,  
pillow-slips. Put labels on suitcase and bag.

## POCKET MONEY

This amount (about \$2), except for about 50 cents of it which  
you should keep out for the first two days, is to be sealed up in an  
envelope, with the amount and your name clearly printed on the  
outside, and handed to one of the "train" teachers on the Friday  
morning before we leave. Enclose silver, not notes. It will be  
banked and issued on the train at certain fixed times, starting on  
Wednesday.

## IMPORTANT NOTES

DEPARTURE Our train leaves from No. 7 platform, Spencer Street,  
at 8.40 on Monday morning, December 1st. Be there by 8.30,  
at latest. Some photographs will be taken for the press at  
about 8.20

Wait at the door nearest to your compartment, but do  
not enter the train until you receive instructions from a  
teacher.

ARRIVAL HOME No 1 platform, Spencer Street, about 4.00 p.m. Saturday.

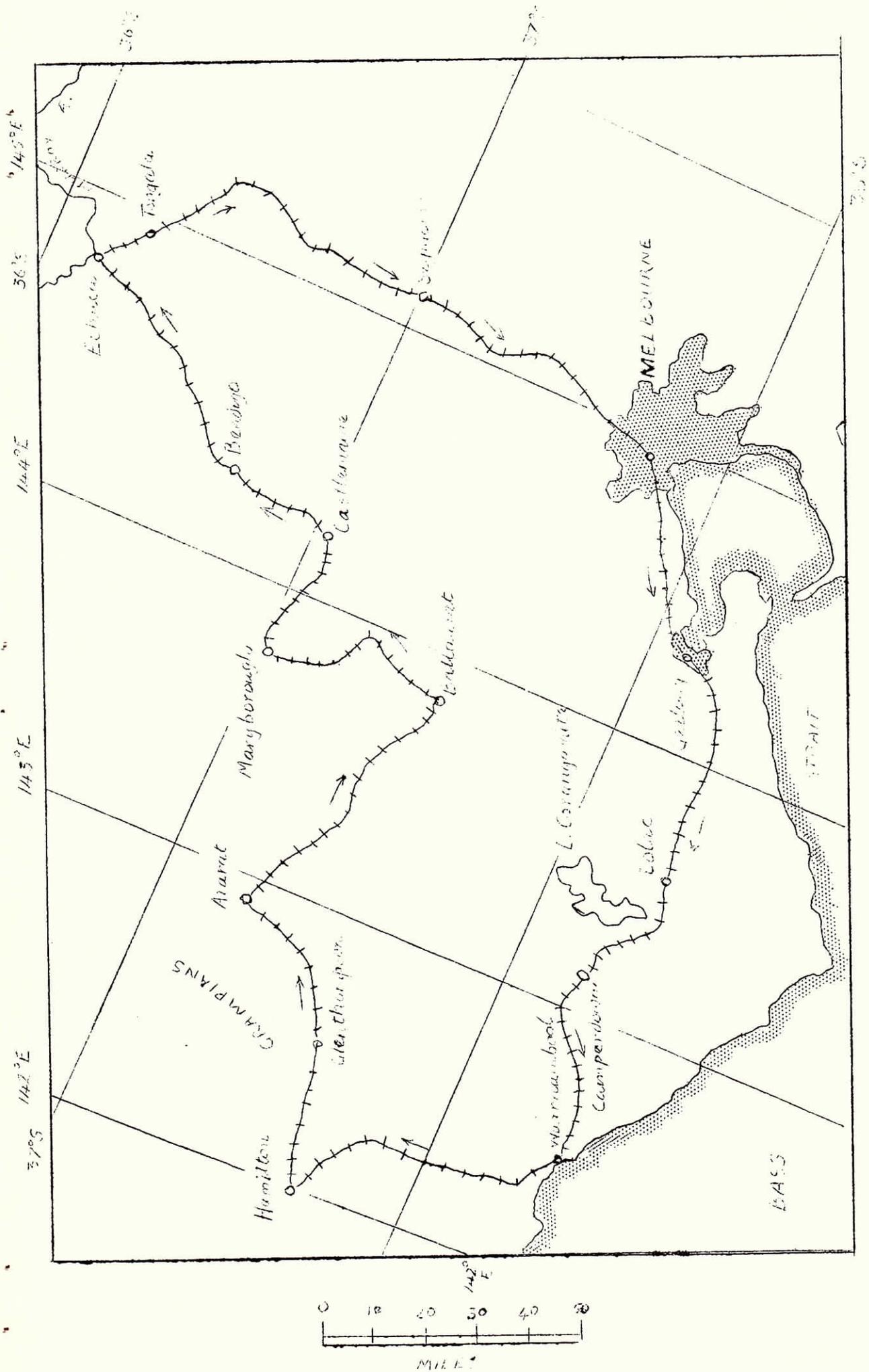
CONCERT On Monday evening we will have a program of musical and  
other items provided by you. Bring instruments if you can, and  
leave them in charge of a teacher. Prepare some entertaining  
short sketches, also song lists.

IF YOU MISS THE TRAIN (It must leave at 8.40 sharp)

Go to the Man-in Grey and enquire for the Station Master. He  
will arrange for you to catch a later train and meet us at Geelong.

ADDRESSES FOR MAIL All letters to passengers on the train should  
be addressed as follows: Your name, Ashwood H.S. Train, Rlwy. Stn.,  
Bendigo (or other station). Use these addresses only: ARARAT 3377  
(post Monday); BENDIGO 3550 (post Tues.); TONGALA 3621 (Thurs.).

# OUR ROUTE



RULES AND INSTRUCTIONS

Before being finally accepted for the tour, each boy and girl must promise to obey all rules cheerfully and carefully, including the following:

1. Evenings. Observe "Lights Out" instructions strictly. There will be no games or jokes or even talking between "Lights Out" and "Reveille" and no unnecessary movement in the corridors. Compartment doors must be unlatched at all times.
2. Travelling. Passengers must never open carriage doors (those leading to platforms) except when instructed by teachers. Do not put your head or arms out of a window at any time as this is very dangerous. Conduct must always be quiet and orderly.
3. School Uniform is to be worn whenever you appear at a main town or city.
4. Soft footwear and comfortable clothes should be worn while you are travelling in the train. Save your better clothes.
5. Do not move about the train unnecessarily; otherwise we shall have to make rules restricting your movements.

BEFORE VOYAGE!

As you students of French will know, "voyage" in that language means "journey". I hope that your very special journey through a large part of Victoria will be truly educational, thoroughly enjoyable and an experience that you will remember all your lives.

It will be rather like living at a boarding school for a week, and yet something like a family camp too. To enjoy it fully you must always be considerate of other people - the other pupils, the teachers and the train staff. Don't selfishly think of your own welfare first, but make it your business to see that others are happy. There will be plenty of people trying to make the trip pleasant and valuable to you.

Remember that the teachers are giving you a great deal more than their ordinary teaching time. All their "after hours" time is an extra service to you, given freely. Ask your parents how they would like to look after a family of 20, each, for a week! The train crew, too, will take a close interest in your welfare, and will do many little things for you that are not their paid duties. Repay the courtesy that you will meet everywhere by your own pleasant manners.

Help me, by doing this, to make the tour a great success.

M. McKay,  
Principal.

.....  
PLEASE RETURN this part only to one of the train teachers tomorrow.

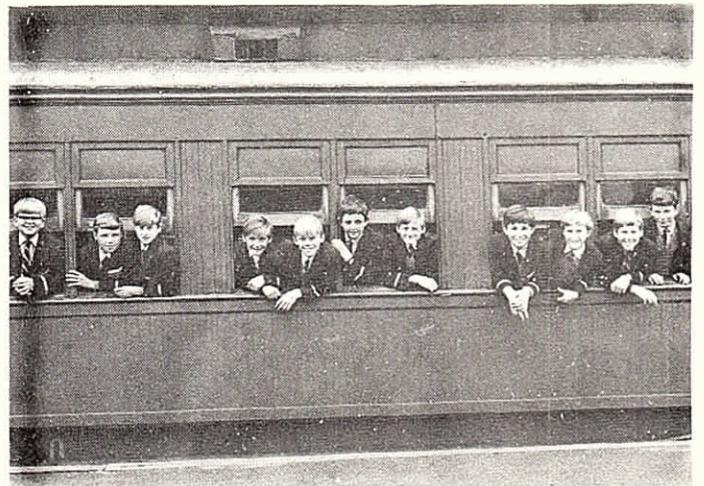
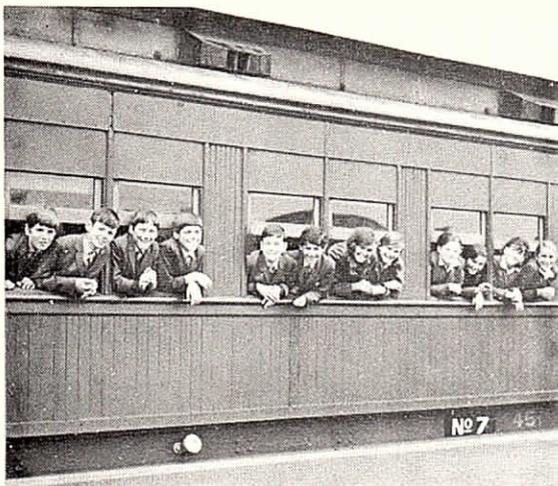
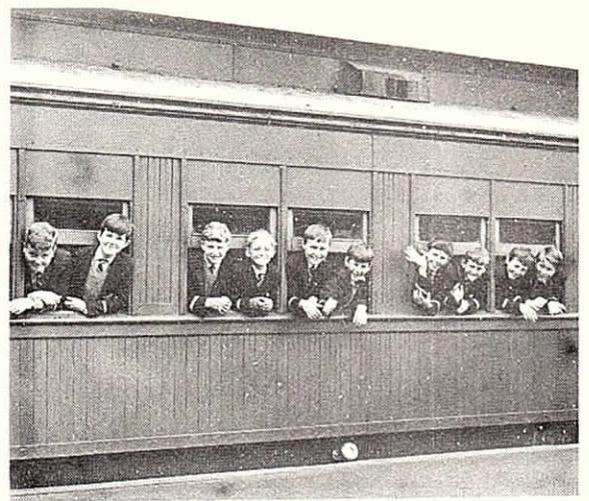
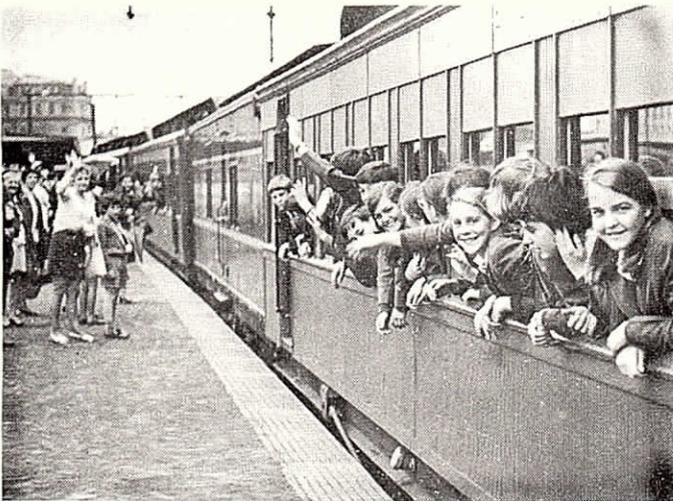
INDEMNITY

To the Principal:

I give full permission for my son/daughter to take part in the Train Tour and authorize you and the other teachers to act on my behalf in all matters concerning his/her welfare. I have instructed him/her to obey all rules and instructions and he/she has promised to do so. I will not hold you or any teachers responsible for any expenses, medical or other, that may arise unexpectedly, and authorize you to obtain any medical treatment that may be necessary.

PHONE .....

PARENT'S SIGNATURE .....



DIRECTORY

Cars and Compartments are numbered from the front of the train.

SLEEPING CAR No.1

1-2 Lynette Beckwith & Robyn Smith  
3-4 Lynne Coker & Deborah Wood  
5-6 Helen Wilson & Kaye Wilding  
7-8 Jane Avery & Karen Bell  
9-10 Tonia Eckfeld & Karen Zvirbulis  
11-12 Christine Bailey & Jennifer Stevenson  
13-14 Karen Andrews & Jennifer Smith  
15-16 Deborah Brown & Judith Parry  
17-18 Carole Germaine & Belinda Huxley  
19-20 Kim Carter & Linda Howell

CAR No.2

1-2 Julie Kamp &  
3-4  
5-6 Miss Harman & Mrs. Clarke  
7-8 Leonie Dunstan & Sandra Watts  
9-10 Lesley Heenan & Janet Shearer  
11-12 Nerida Longthorp & Elizabeth Miller  
13-14 Heather Phillips & Jane Sandford  
15-16 Mary Gobbo & Julie Graham  
17-18 Kerry Lockhart & Rowena Muller  
19-20 Sandra McShanag & Rita Yeraka

CAR No.3

1-2 Loris Hosken & Jennifer Soderstrom  
3-4 Patricia Byrne & Julie Riches  
5-6 Adelia Hogan & Susan Jobling  
7-8 Dianne Oswald & Jennifer Henderson  
9-10 Judith Webb & Jennifer Thompson  
11-12 Mr. Palmer & Mr. Thompson  
13-14 Michael Trembath & Nicholas Papas  
15-16 Richard Jones & Jeffrey Henderson  
17-18 Ian MacKellan & David Cook  
19-20 Steven Schubert & Robert Richmond

SHOWER CAR

CAR No.4

1-2 Derek Slee & Stephen Hill  
3-4 Gary Woolnough & Brad Smith  
5-6 Bryce Stevens & Wayne Sutherland  
7-8 Kim Kerr & Ken Slingsby  
9-10 Billy Wills & Paul Anderson  
11-12 Mr. McKay  
13-14 Chris Hayes & John Molyneux  
15-16 Robert Murray & Les Darbyshire  
17-18 Craig Hadaway & Robert Hall  
19-20 Robert Hadler & Patrick Cutting

CAR No.5

1-2 Max Tait & Michael Breedon  
3-4 Paul Bevington & Brian Wallis  
5-6 Robert Bayliss & Philip Brown  
7-8 Graeme Rocke & Brian Montague  
9-10 David Johnson & Paul Duffy  
11-12 Gary Hargreaves & Richard Wilkinson  
13-14 Jeffrey McPaul & Andrew Chugg  
15-16 Stephen Cook & Trevor Currie  
17-18 Bruce Shelley & Stuart Mitchell  
19-20 Ralf Clark & Lawrence Kolc

	Boys	Girls	T.
Ashwood	40	36	76
Wattle Park	6	9	15
	<u>46</u>	<u>45</u>	<u>91</u>
		Teachers	5
			<u>96</u>

## THE VICTORIAN RAILWAYS

To assess the importance of railways in the life of a nation, let us consider a few statistical figures.

Australia's railways represent a capital asset of \$1745 million -- about six times that of the country's largest private company. The railways systems of Australia, seven of them combined, therefore, represent the number one item on the list to make up the wealth of the nation.

A few more figures: The railways earned \$474 million in 1965-6 employed 186,000 railway men and women who earned and spent \$3420 million in the Commonwealth. The railways carried 465 million passengers and 64 million tons of goods last year. The trains covered a mileage of 96 million miles last year-- two million miles longer distance than the distance from the earth to the sun. This was achieved by 2,560 locomotives, over 7,000 passenger carriages and 89,000 freight vehicles, in round figures

The Victorian Railways with its 4,210 miles network plays an important part in the railway operations.

The first railway line in Australia was opened in 1854 between Melbourne and Port Melbourne. By now, there is in Victoria hardly any appreciable area of arable, pastoral, or non-mountainous land more than eight miles from a railway line. A remarkable performance in a hundred years. Considering that the railways have been and always will remain the main means of bulk transport for important materials and long distance and suburban passenger transport, it becomes easy to accept the Victorian Railways as the most important organization of our State. Without the Victorian Railways our industry would quickly come to a standstill, and Melbourne's two million people would be paralysed in their daily working life. Modern economy cannot exist without an efficient railway network. Admittedly we need other services, such as the supply of power, water and oil, etc., in order to carry on life in Victoria but neither of these require an expensive and widespread organization comparable to the railways, our biggest asset.

We can be proud of our railways. The "Spirit of Progress" was the first all-steel streamlined, air-conditioned train in the Commonwealth, and this was the first air-conditioned train in the whole British Commonwealth. The Victorian Railways were the first in the southern hemisphere with rail welding, ran the first electric train in Australia and the first dining cars in Australia. The Victorian Railways were responsible for converting the Mallee, previously regarded as worthless, into a prosperous area covered with thriving settlements and farms. This is only an example. The benefits flowing from railway operations cannot be measured in simple terms of money. Mass movement of passengers, goods and livestock as well as many other tangible and intangible benefits come to us Victorians through our railways.

GOOD MORNING!

May we introduce your daily newspaper, "The Rocket". News and views will be published each morning of your tour, and you will receive a bound volume of the "The Rocket" at the end of your journey. We suggest that you post the daily news sheet home as soon as you have read it.

Our first message is - safe and happy travelling to you all. Settle down now to enjoy the first part of your trip, and leave the exploration of the train until later in the day. Make your own compartment comfortable; it is to be your home for the next six days.

At 10.10 we are due at Geelong. Before then, change into casual clothes, ready for a bus trip to Eastern Beach and other points of interest in Geelong.

Lunch will be served here on the train.

THE TRAIN TOUR BEGINS

What excitement there was this morning on No. 8 Platform at Spencer St! The earliest arrival got there about 7.30. By 8.15 nearly everyone was there and the fond farewells began. Scores of Mums and Dads were there, some looking rather envious and some, we suspect, looking forward to a peaceful week at home.

Some of these photographs that were taken at the station will appear, we hope, in later copies of "The Rocket". Others may show up in Melbourne papers and "The Waverley Gazette". Our thanks to the management and staff of that paper for their co-operation.

CHECK THESE POINTS

All pocket-money, except enough to last you until Wednesday morning, should by now be in the safe on board the train. If you are carrying more than 50 cents, pay the rest in now to Mrs. Clark or Miss Harnan.

See that your luggage is packed safely. Make sure that your suitcases are secure, and do not move them any more often than necessary. A falling case can do a lot of damage.

INTRODUCTIONS

First let us introduce Mr. Bob Napier, who will travel part of the way with us. He is the Railways man who has done much of the planning of this tour during the past year, and he was the man-behind-the-scenes for the first "O.K. tour too.

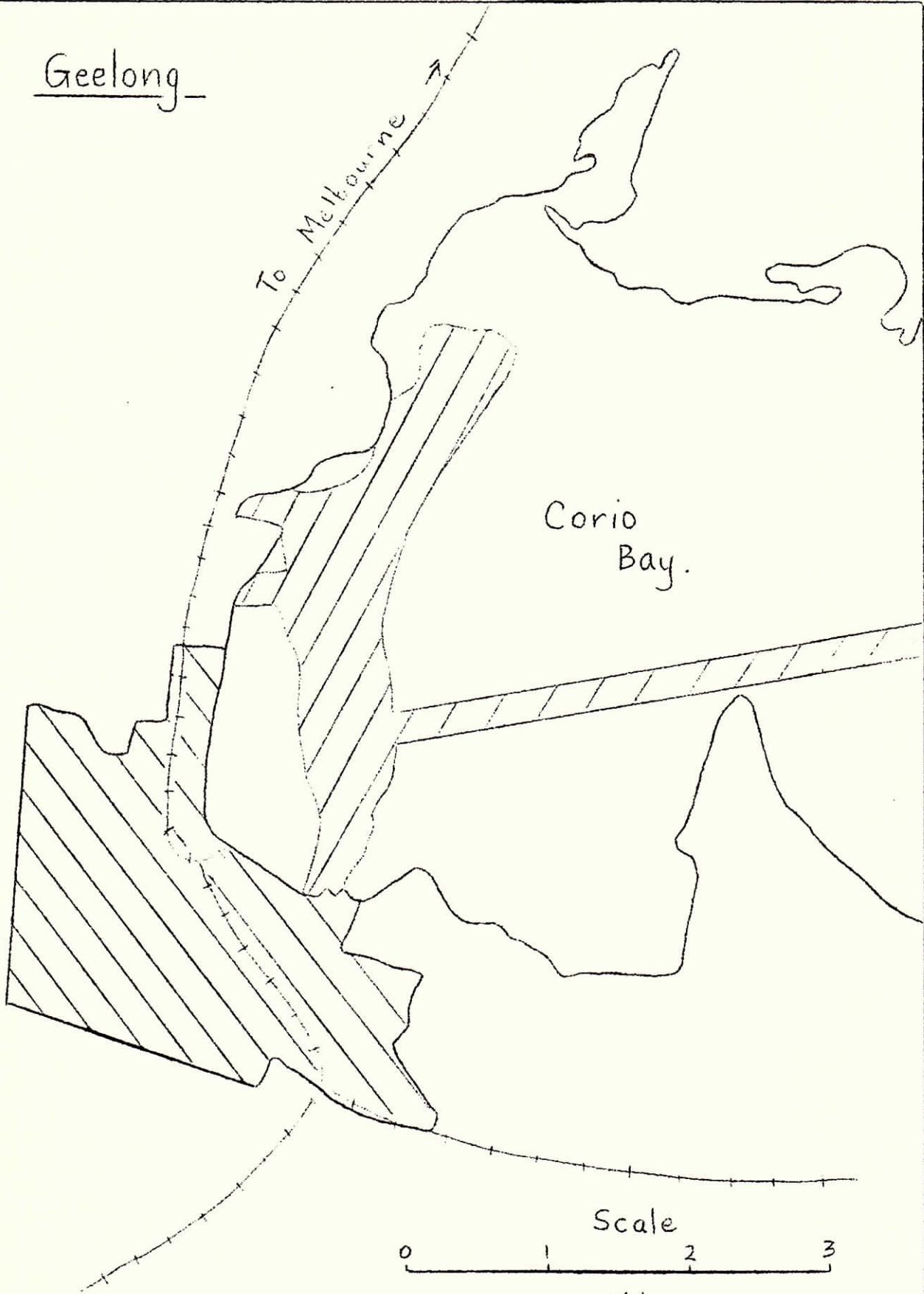
We hope you will get to know all members of the train crew in time. In charge of the train is Mr. Burton, the Commissioner's Guard. Remember that his word is Law here.

CANTEEN
Sweets
Drinks
Biscuits
OPEN AFTER MEALS
See Mr. Williams in charge of the Dining Car

TO WARRNAMBOOL

At 3.25 we are due at Warrnambool. Buses will take you on a tour of Tower Hill, an extinct Volcano

Geelong



Legend

- //// Dredged channel
- |||| City of Geelong
- + + Railway

- a) Show direction on the map.
- b) Mark in anything of interest  
eg piers, harbour workshops,  
wheat silos, oil refinery, Point  
Henry, Geelong Grammar School,  
Lookout point, etc.

ASHWOOD HIGH SCHOOL TOK

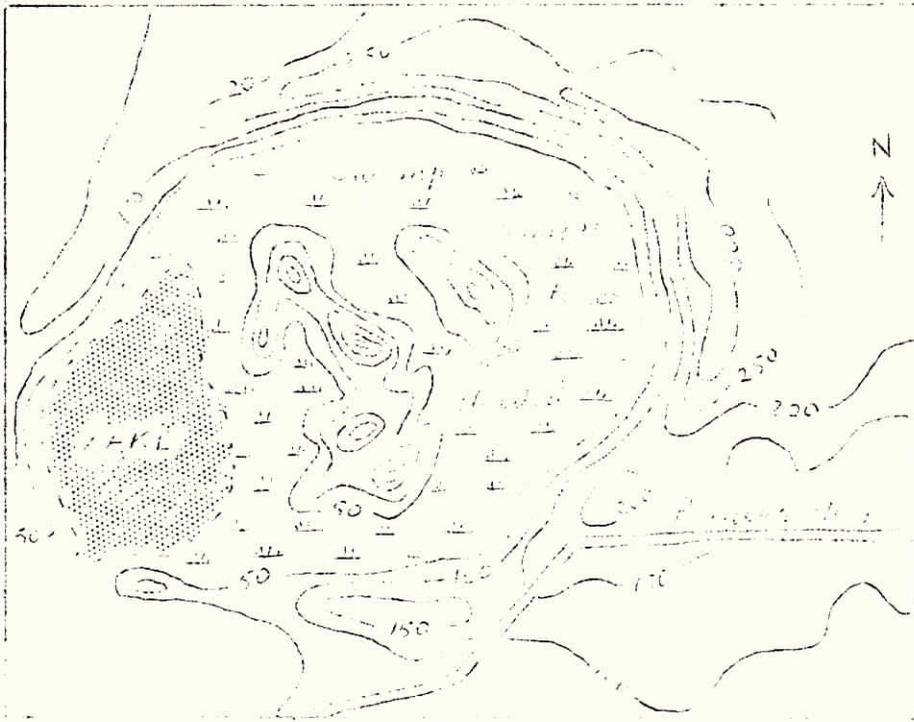
OBSERVATION TEST 1

What have you observed? For each correct answer you score 5 points.

1. What is the approximate population of Geelong? .....
2. How many miles is Geelong from Melbourne by rail? .....
3. In which direction is Melbourne from Geelong? .....
4. Describe the weather conditions today. ....  
.....  
.....
5. On which bay is Geelong situated? .....
6. Geelong ranks as the (1st, 2nd, 3rd) port of Victoria? .....
7. Make a list of the major industries of Geelong:
  - a.....
  - b.....
  - c.....
  - d.....
  - e.....
8. List 2 exports and 3 imports:
  - a..... c.....
  - b..... d.....
  - e.....
9. List 3 types of commercially used ships you saw in the harbour:
  - a.....
  - b.....
  - c.....
10. For which area is Geelong the port? .....

TOTAL: 50 points.

TOWER HILL - WARRNAMBOOL



SKETCH-MAP OF TOWER HILL (Contour Interval 50')

1. Identify on the map the Tower Hill Lookout.
2. Examine a sample of the soil in the area. What do you notice about (a) colour ? .....  
(b) texture?.....
3. Can you see any evidence to suggest whether the soil is fertile or infertile?  
.....  
.....
4. Tower Hill is a CALDERA. How was it formed?  
.....  
.....
5. How do you explain the formation of the island hills in the centre?  
.....  
.....
6. Of what sort of rock is the rim of the caldera composed?  
.....
7. Describe it  
.....  
.....

(cont.)

8. Why has it been quarried? .....

9. What was the area like when the first settlers came?  
.....  
.....

10. What happened to the native plants and animals?  
.....  
.....  
.....

11. What is being done with the area today?  
.....  
.....  
.....

### THE FIRST DAY

It certainly didn't take long for the first incident to occur. Just as the train was about to pull out, three figures were seen scurrying along Platform 7. The train, which had already started, pulled up with a jerk- we don't mean Robert Hall, as he was still on the platform! However, much to our surprise, we managed to get away only about three minutes late with a full complement of eager students, all hungering and thirsting for knowledge (or something- many were devastated when they learned that the canteen would not open until 2.30).

### GEEELONG

The train glided into the station at Corio dead on time, rather taking us by surprise. After waking up Mr Thompson, we assembled on the platform and split up into two groups for the buses which were already waiting. These groups were also to be our divisions for the two meal sittings in the dining car.

Our tour of Geelong was fairly short but packed with interest. Passing through the grounds of Geelong Grammar School we had an opportunity to compare it (unfavourably, of course,) with Ashwood High. From there, we drove along the coast seeing the port installations and many industries such as the Shell Refinery and the fertiliser factory, which depend on imported raw materials. (There is no truth in the rumour that Mr Palmer was seen rubbing super phosphate on his head.) We also saw the big wheat and wool storages which handle the bulk of Geelong's exports.. The highlight of this trip was seeing a large overseas freighter actually being loaded with wheat.

But then we saw so many interesting things in and around Geelong that we would run out of space (and probably readers) if we tried to give a full report...

### WARRNAMBOOL

After our first meal on board the train, we just had time to digest our sausages before alighting at Warrnambool. Again, buses were waiting, this time to whisk us off to the Pleasure Gardens of Fletcher Jones and staff, Warrnambool's most famous industrial establishment.

Leaving the world famous FJ's and its spherical (look that one up) water tower, we struck out for the hinterland or at least Tower Hill. This turned out to be a volcano, which fortunately is now extinct, for in its day it must have been pretty violent. After scrambling up and down looking at layers of tuff and scoria cones (we did learn a lot today, didn't we?) we stopped to look at some emus who are taking advantage of the fact that the land inside the caldera is now a sanctuary. The emus were not too sure whether it was still a sanctuary when they were approached by some of the Ashwood Invaders.

### MEET THE STAFF

In this daily news sheet we hope progressively to introduce you to the train staff whose services are so important in making our trip happy and successful. Perhaps the one who attracted your attention first is Mr Ron Williams the Chief Steward who organises the serving of your meals.

### ITEMS FOR THE NEWS SHEET

Can you write limericks, songs, poems or articles relating to the Tour? Do you know interesting bits of information about things that have happened or the people on the train which we don't ? In either case, Mr Thompson will be very glad to receive any contributions.

### AT GLENTHOMPSON

While we were away from the train, Mr. McKay visited the Glenthompson school and met the Headmaster, Mr. P. Halladay, and Mrs. Halladay. He also talked with the composite Grades 5 and 6 there. Nearly all of them had visited the T.O.K. two years ago. Mr. McKay was impressed by their pleasant <sup>gardens</sup> and by the school's lawns and roses. This issue of "The Rocket" was duplicated at the Glenthompson Brick Works through the kindness of Cr. F. Borbiro, who has a son Peter in Grade 6 at the school.

FIELD DAY AT "NEERIM BEEK"

The big event for Tuesday was the visit to Mr. Lex Brooks's property at "Neerim Beek" not far from Glenthompson. His farming and grazing land was looking beautiful, though most of us were mainly interested in the sheep and other animals and the machinery. For full details of this visit, read the "Neerim Beek Supplement" on Saturday.

RAILWAY REVELS

Our concert on the train on Monday night was mainly supplied by Robyn Smith and her singers and a group of Wattle Park girls. To Robyn's guitar accompaniment, she and Lynne Coker, Jenny Thompson and Debbie Wood sang "Morning Town Ride", "Green, Green" and other songs. They were very good. Later on we enjoyed the singing of Sue Jobling, Diane Oswald, Delia Hogan, Jenny Henderson and Pat Byrne in "Blowing in the Wind".

The boys' contribution was a song about "No One to Read Out the News" by Craig Hadaway, John Molyneux, Chris Hayes and Andrew Chugg, with Mr. McKay as Choirmaster. It was all about the different people who were called up to read out the 12 o'clock announcements while Mr. Palmer was away from Ashwood High. According to the song, they tried to get Heather Withers, Cheryle Hamill, Miss Harman, Ken Zimmer, Wes Barrot, Peter Currie, Wilfred Murray and a missing "Miss Smithers" and finally managed with Peter Taylor.

After the concert the boys had their showers and they were asleep very soon after "Lights Out" at 10 p.m. The girls were slower to settle down but were better on Tuesday night.

ARARAT

This was our second (and last) night for "tea in the town". We were issued with 50c tea-money again and bought what we wanted (as far as fifty cents would go) at the shops. After that we all went to "The Astor" and saw a film about the Great St. Trinian's Train Robbery. This gave us a lot of very good ideas for future activities on the train. Very educational.

Today, while the train is still at Ararat we go by bus into the Grampians for a hike in the mountains. There are all sorts of rumours about how far, how high and how difficult this will be. Stephen Hill, Paul Duffy, Lawrence Kolk and Robert Richmond are looking a bit worried.

TODAY'S MENUS

<u>Breakfast</u>	<u>Picnic Lunch</u>	<u>Dinner</u>
Rice Bubbles	Hard-boiled Egg	Tomato Soup
Sausages & Bacon	Cheese	Cottage Pie
Toast, Butter, Jam	Two Buttered Rolls	Carrots, Beans, Potatoes
Tea, Coffee	Cake Orange	Jelly Trifle
	Carton Soft Drink	Bread Butter
		Tea Coffee

MEET THE STAFF

In charge in the kitchen is Mr. Wally Tabaka, 1st Cook. He has cooked for Ashwood First Formers before, so he knows their appetites. He has a family of his own, five children, the youngest being 10 and 13, and he lives at Sunshine.

Mr. Stuart Haffenden is 2nd Cook, and he's a "Southern Aurora" Cook too. He came from England about 4 years ago, lives at Ascot Vale, and has a baby daughter.

Lorne Parry, third member of the kitchen team, is also from England (only a year ago). He likes Australia, but hopes to pay a visit home later on.

We have enjoyed all the meals that the kitchen staff have prepared for us and are looking forward to the ones to come.

WEATHER REPORT

To make up for the cool days, cold winds and the hail on Monday night, warmer weather can be expected for the rest of the week. It may be warm enough for a swim at Bendigo tomorrow afternoon, also at Echuca and Tongala.

TONIGHT'S PROGRAM

There isn't any! Following the mountaineering, it will be an early night to bed. 8 p.m. ALL QUIET. 8.30 IN PYJAMAS. BOYS' SHOWERS. 9 p.m. LIGHTS OUT.

### MEETING MORE STAFF

Have you ever tried to carry five plates of soup down the narrow aisle of the dining car of a train lurching along at a speed of fifty miles an hour- without spilling a drop? "Impossible!" you say, but we have on this train people who can perform such feats several times a day. Are they circus performers? No! They are our waiters. You have already met them and been impressed by their efficiency, courtesy and attentiveness. Our Reporter has interviewed them and you will be interested to learn a little more about these men.

In charge is Mr Ron Williams, a Commissioners' Steward. He is married and has five children, aged from 8 to 17. His hobby is breeding fish. Messrs Chris Papazissis and John Zarb are both "Southern Aurora" waiters, both married, with children, and both interested in fishing. Do they catch the fish Mr Williams breeds? Last, but most interesting to the girls is Mr David Foster, who modestly describes himself as "single, steward". He doesn't say that he has a rather dashing moustache and has travelled all round the world as a steward.

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### BALLAARAT

No, this is not a misprint. Most people, including even the railways now, call the place Ballarat, but the official name for it is Ballaarat. Fortified with a meal of baked beans we set off in the morning for a tour of this fascinating town. A hundred years ago Ballaarat was very much in the news throughout the world as the scene of fabulous gold finds. Today, the gold and the diggers are gone, but many reminders of the gold rush days are still to be seen.

From a roaring mining town of shanties and tents, Ballaarat has grown into a gracious town with beautiful parks and gardens, a wealth of statues, and of course Lake Wendouree. It is also a thriving commercial and industrial centre.

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### BENDIGO

Lunch on the train again, en route to fascinating scene of some of the world's richest gold finds, Bendigo. The weather has steadily improved since Tuesday and was cool and cloudy in Ballaarat, which is about 2000 feet above sea level. We noticed the difference when we reached Bendigo, which is much lower and on the inland side of the Great Dividing Range.

We arrived in the Golden City dressed in our uniforms for the first time since Monday. We tried to look our best for the Mayoral Reception. Then we were turned loose in the centre of the city to find out some of the interesting things about Bendigo. We really had to work to find answers to all the questions but we had alot of fun. Perhaps the most interesting part was listening to the stories of some of Bendigo's older inhabitants who very kindly told us about earlier days.

After a busy afternoon we were only too ready for tea. Our evening meal was taken in style at Favaloro's famous restaurant. Then we walked back leisurely to the train and turned in early to prepare ourselves for another fun-packed day. We expect the weather to get even better as we head north!

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N EERIM BEEK SPECIAL

C O M P E T I T I O N

"I want to get an idea of how much these students are learning when they visit my place", said Mr Brooks. In order to find out, Mr Brooks is sponsoring an Essay Competition. All students are expected to submit essays.

There will be a prize each for the best boy's essay and the best girl's essay. The prize will in each case be a trip to the 1970 wool sales at Mr Brooks' expense. The winners will be given time off from school to make this trip.

The essay topic is "Neerim Beek- My Impressions". Mr Brooks issued two words of warning. He said that he does not want the material in the text book repeated even in your own words and that he is not so much interested in the quality of your expression as in your ideas and your understanding of his property and his business.

Length: 250 words. Due in to Mr Thompson at the end of next week.

BACKGROUND

Mr Brooks has been farming this area since 1949, when he was allotted 804 acres by the Soldier Settlement Commission. The early years were very difficult as Mr Brooks fought against many hardships to establish and develop his farm. The pastures were poor and over-run with rabbits and the return from the wool sales was very low.

Over the years he has slowly built up the farm through the addition of larger sheds and yards and better machinery, together with intensive improvement of the pastures. Today he makes an important contribution to Australia's leading primary industry.

OUR VISIT

Two years ago Victoria was in the grip of the most severe drought in over a hundred years and the ground at Neerim Beek was bare. By contrast, our visit was marred by almost constant heavy rain and the pastures were thick and lush. Mr Brooks is harvesting several thousand bales of hay this season and estimated that the amount of grass on his property at present would support twice the number of stock he has now.

Despite the weather, Mr Brooks, his son Peter, Mr Poynton and a neighbour, Mr Davis, succeeded in making our visit both enjoyable and rewarding. We saw the farm machinery, the inside of the woolshed, the wool baler, a demonstration of wool sorting and a sheep's teeth. Two demonstrations of particular interest were those of the sheep shower which has replaced the old fashioned sheep dip and of shearing by Mr Davis. Our only foray from the shelter of the woolshed was to look at some cattle Mr Brooks is raising. He is thinking of turning more to the raising of cattle for meat because wool prices now are disappointingly low although the costs of running the farm seem to rise every year.

We were all very grateful to Mr Brooks and the others for going to so much trouble on our behalf and fully agreed with the sentiments expressed so ably by Christine Bailey, who said "Thank you" for us.

GOLDEN CITY QUEST

In the time you have been given find out the answers to the following questions. Remember it is a special competition.

1. How much is the first class return fare to Melbourne?  
.....
2. Which Australian explorer is remembered through a statue, outside the Church of England buildings?  
.....
3. What is the name of the present Mayor of Bendigo?  
.....
4. What is the population of Bendigo?  
.....
5. What is the name of the largest gold nugget found in the Bendigo Area?  
.....
6. When was the Bendigo School of Mines and Industries (Bendigo Technical College) established?  
.....
7. What is the name of the local newspaper?  
.....
8. Which large department store had its beginning on the site where Drug Houses of Australia now stands?  
.....
9. Go to the Post Office and find out what the hours for telegrams are.  
.....
10. Climb the Lockout in Rosalind Park and find out how far it is to Mt. Alexander.  
.....
11. What are the buildings to the North-East of the High School (not in the High School Grounds)?  
.....
12. Go to the Art Gallery. Find the names of the two paintings of W. Dargie.  
.....
13. Name two (2) industries now found in Bendigo.  
.....

Golden City Quest

14. Who was the mayor when the fountain was built in 1881?  
.....

15. Obtain the signature of a person who has lived in Bendigo for more than thirty years and write down a fact about Bendigo that he/she told you.  
.....  
.....  
.....

16. Catch the Golden Square tram to the Discovery of Gold Monument. When was gold discovered in Bendigo?  
.....

GOLD!

The first sign of gold at Bendigo was the beautiful golden sunshine, the first we had seen since we left Melbourne. Then we saw the real metal in the links of the mayoral chain of office that Councillor C. Jeffrey, Mayor of the City of Bendigo, showed us at the Town Hall.

This was in the Mayor's Room where Cr. Jeffrey welcomed us to the city and talked to us in a very friendly way and went to a great deal of trouble to tell us about Bendigo and to show us around the very interesting Town Hall. There are photos or paintings of all the past Mayors and you could see how the golden chain had grown over the 99 years. There was a large model of a gold mine with all the engines and lifts and stampers in working order. Cr. Jeffrey told us that small bits of gold were still picked up all around Bendigo, and he had collected enough to make a pair of cuff-links.

He and the Town Clerk, Mr. Watts, provided us all with refreshments and presented a certificate with the stamp and seal of the city. The Mayor also gave us a message for the Mayor of Waverley. Sue Jobling thanked him very nicely and Robert Hadler spoke just as well on behalf of the boys.

A cameraman from Channel 8 took pictures of our visit which we saw on television after tea at Favalaro's. Some of us went swimming at Bendigo and most climbed the high tower for a view of the city. We thought Bendigo was a fine place and greatly enjoyed our day there.

BIRTHDAYS

Patricia Byrne, Brian Wallis and Kim Kerr all had birthdays on the T.O.K., so on Wednesday they each carried a lighted candle down the dining car to place on the birthday cake. We all sang, of course, and later on Mr. Williams presented everyone with a piece of the cake.

MORE ABOUT THE STAFF

(By our roving reporters Sue and Judy Webb)

Mr. Fred Corrie is our Electrician. He lives at North Clayton and has a son, David, at Oakleigh High. Robert, 11, and Lisa, 6, go to North Clayton School. Mr. Corrie looks after the lighting, air-conditioning, water and hot water supplies, and any other equipment that needs attention.

Up on the locomotive are the Driver, Mr. Reg Walton, and the Fireman, Russell Wallace. They have both been with the T.O.K. before and they make a very good team. Mr. Walton lives with his wife and two boys at Sunshine. He likes boating and fishing. Russell lives with his parents and sister at Nunawading. We like meeting them both and talking about the train.

TODAY'S MENUS

<u>Breakfast</u>	<u>Lunch</u>	<u>Tea</u>
Rice Bubbles	Grilled Fillet of Fish	At private homes at Tongala.
Scrambled Eggs	Mashed Potatoes, Vegetables	
Toast, Butter, Jam	Peaches & Custard	
Coffee	Orange	Bread and Butter
Tea	Tea	Coffee



BENDIGO PUBLIC BUILDINGS

SPECIAL TRAINS (RESIDENTIAL) OF THE VICTORIAN RAILWAYS

The most important of these are the State Cabinet Train and the Commissioners' Train. Mr. Burton, our present Guard, is the Commissioners' and Supervising Guard. On these trains is the "Norman" car, which is a very fine dining car with a long central table. Between meals the car is used for conferences.

The Train of Knowledge is the only other special that is supplied with dining and sleeping cars.

It was first made up for Mount Waverley High School in 1965 and has since been used by that school again, Ashwood High twice, Altona State School, Latrobe Valley schools (twice), Blackburn East with others, Forest Hill with others, Mount Scopus College (several times) and on a tour for school children organized by Essendon Rotary. Apart from these we know of no other schools that have used this train, though the numbers are steadily growing.

It is interesting to note that students at all the other High Schools and Colleges have never been on one of these Train of Knowledge tours. We are among the very few who have had this privilege and this adventure.

BUSHCRAFT

(The following is an extract from an unpublished book by those well known experts on Bushcraftsmanship, Messrs Palmerston and Thom.)

The essence of Bushcraft is to know how to get lost when instructed to do so. It is also important to know how to get unlost or debused, but first one must understand the difference between being "lost" and being "bushed". The authors have sometimes been bushed but never lost.

"Lost" means not knowing where you are or how to get unlost. Generally speaking, it is best just to sit down and cry. "Bushed" means not knowing where you are but knowing how to get unbused. This ability is very handy in places like the Grampians, especially when accompanied by a horde of insulting young amateurs.

The third and most serious kind of geographical bewilderment is being "disconnected". To achieve this state you have to reverse all compass directions, ignore all instructions and study yoga. One of our bright young followers named Bruce almost succeeded in disconnecting himself quite recently.

Anyone wishing to practise any of these bushcrafts is advised to wander off into the territory surrounding Tongala. There, all the roads look alike and are arranged in a complicated pattern of rectangles. The thing to do is to travel around for a while in the dark and then try to find your way home. You generally finish up by becoming a Perfect Square.

AT TONGALA

After a morning at Echuca, where we explored the town, the river-bank and the swimming pool and crossed over into the foreign land of New South Wales, we moved on to Tongala and reached there at 2.30.

Dozens and dozens of people came to the station to meet us, and there was a kind of Slave Market at which we seemed to be auctioned off to the highest bidders. At first we thought our fate would be to milk cows until Christmas, but we soon found out that these Tongala people had only come to take us to their homes for tea.

Many of us went to farms and orchards, others went to homes in the town, but we were all welcomed and treated very kindly. It was great fun to be really in the country for the first time on our trip, and we are looking forward to the rest of our short stay here. (The train leaves at 11.45 on Saturday morning.)

We would like to thank all the Tongala people for their hospitality and especially the 1st Tongala Scout Group that organized it all and the families of the Scouts.

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ABOUT THE TRAIN STAFF

If you look just inside the back cover of the "Rocket" when it is completed, you will find a list of the train crew. Owing to late changes there are a couple of mistakes on this list. Please correct them on your copy.

We have Chris Papaziassis with us, not Tony Giannopoulos. The assistant cook is Stuart Haffenden, not C. Bolonis. Lorne Parry is on the kitchen team, not with the stewards. And our Electrician is Mr. Corrie, not Cory.

We thank all members of the crew and the dining car and kitchen teams for looking after everyone so well and putting up with our noise, and we wish them all, and their families, a Happy Christmas.

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WHO KNOWS THE ANSWERS?

Where did Russell get his good looks? (Probably from being in the company of Mr. Walton for so long.)

What happened to the cow that Mary tried to milk? Last seen, it was heading for Deniliquin.

Who tried to put Obliterating Fluid (for the duplicator) on his wounds? (He was given some Vanishing Cream instead - less painful.)

Did anyone see the two senior girls doing some laundry work on the bank of the river at Echuca? They took advantage of a quiet spot to wash some very personal garments that they had thoughtfully brought with them. A couple of Field Naturalists (bird-watching types) on the other side of the river nearly fell out of their tree laughing.

Who gave us all those Cricket Games that we have enjoyed so much? The answer is Mr. Currie, Peter's father. Thank you very much!

Mr. McKay has a "Thank you" too, to the boys who kept him supplied with tea and coffee - Les, John, Chris and Derek.

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THANK YOU, TONGALA

To all the people who gave us such a good time at Tongala we would like to say "Thank you!" We had a wonderful day. The visits to your homes were terrific; we enjoyed meeting you in the Hall and laughing at the cartoons; and we thought that the camp-fire and the barbecue were great. Thanks, too, to the Swimming Club. The races were fun and we loved your Pool. To Mr. Bruce Pearl, our thanks for making this issue of "The Rocket" possible and for meeting us at the train to offer help. Our special thanks to Mrs. Matthes and the team that organized our billets.

Among the others who so kindly entertained us were the following (please excuse surnames only; we didn't know the initials):

Thanks, Mr. and Mrs... West, Warren, Thompson, Walkley, McGowan, Laity, Johnson, Gorman, Woods, Madill, Watson, Owen, Gardham, Murray, Purdy, Lane Mulholland, Brasher, Harris, Risstrom, Briggs, Morton, Wearden, Tinning, Clarke, Snowball, Hercon, Reynard, Jones, Maughan, Parsons, Parkhurst, De Prada, Matthes, Grisold, Lund, McGann, Bowman, Craig, Twyman, Nurse, Corry, Mastin, Hawker, Ferring, Andrews, Ault and Taylor, also Mr. Tompkins and G.S.Ms Twyman and Gibson. Our apologies for any names wrongly spelt or accidentally omitted.

.....

AND THE THINGS THAT HAPPENED ON THE FARMS!

We haven't heard half of them yet, but we know that Geoff Henderson and Jenny Thompson both fell off horses, Les Darbyshire and Ralf Clark drove around on an "agricultural" Honda (a motor-bike adapted for riding on farm land), many of the visitors were taken to see the Condensery, including Robyn and Lynette, and Robyn singed her hair at the barbecue. Karen drove a Citroen (and stalled it) and Kim Kerr nearly ruined a farm with a tractor. Julie Riches tried riding too, but found that she was allergic to horses. We don't know whether the horse was allergic to her.

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HOME SAFELY!

And so our T.O.K. tour comes to an end. The teachers enjoyed it too, and that proves that you girls and boys were very good, & did credit to your parents. We were never sorry to be with you, because your manners were good and so was your appearance.

In years to come, remind us sometimes that we were on the train together and we'll talk over the things we saw and the things we did.

## THE STATE SAVINGS BANK OF VICTORIA

The State Savings Bank of Victoria is almost as old as Victoria itself. Just seven years after the rival parties of Batman and Fawkner pitched their tents on the banks of the Yarra in 1835, the Port Phillip Savings Bank - which was the original name of the State Savings Bank - opened for business.

On that New Year's Day in 1842, there were about 18,000 people living in Victoria, or - as it was then called - the Port Phillip District of New South Wales. Some two-thirds of them were assisted migrants, most of them poor, and hoping to find in this new land better conditions and opportunities than they had left behind them.

The lack of any safe place where these poor people could safely deposit their meagre savings led to agitation for the opening of a savings bank. The prime mover in persuading the Governor and Council of New South Wales to pass the legislation permitting the establishment of the Port Phillip Savings Bank was Charles Joseph La Trobe, who came to Port Phillip as Superintendent of the District on October 2nd, 1839.

La Trobe not only took the leading role in bringing the Savings Bank of Port Phillip into existence, he was also its first President.

The bank opened in an obscure little room on the upper floor of the Melbourne Fire and Marine Insurance Co. building on the corner of Collins and Queen Streets. Deposits were accepted Saturday nights between seven and eight and both deposits and withdrawals could be made on Wednesday afternoons between one and two.

Even these adverse conditions did not prevent people using the facilities of the Bank, so desperate were they to find a safe place to deposit their money.

After a few years of steady progress the Trustees opened their first branch at Portland in 1848. This was 14 years after Edward Henty had landed in Portland Bay, after a boisterous passage of 34 days from Launceston. When the bank opened there, Portland had a population of over 2,000 in a mainly farming community.

Six months later (July 1848) a second branch was opened in the township of Geelong. The third branch (18 months after this) was established at the port of Belfast, now known as Port Fairy.

These and succeeding branches opened were all named after the locality in which they were situated, such as "Savings Bank at Portland" and were administered by local trustees, under the overall control of the "Commissioners of Savings Banks in the Colony of Victoria" with headquarters in Melbourne.



Port Fairy Branch (then called Belfast) opened in 1850.

After eleven years of service and slow but steady progress the Bank had some 2½ thousand depositors with total funds of £142,655.

But the face of Victoria was changing rapidly. The discovery of gold in 1851 followed by new fields being discovered in bewildering succession, put the new colony in a frenzy. In the ten years from 1850 to 1860 Victoria's population increased from 76,000 to almost 538,000. It was during this period that the Bank built its first permanent Head Office. It stood at the corner of Market Street and Flinders Lane. Completed at a cost of £10,800 and built of stone brought from Kangaroo Point, it became a landmark in the district and served the Bank from its opening in 1858 until the present building in Elizabeth Street was opened in 1912.

During the 1880s the bank, like Melbourne itself, expanded and prospered. This was the time of the land boom, which was followed by the disastrous crash of 1893. During this crisis, which brought ruin to many and suffering to most inhabitants, twelve trading banks closed their doors, but the savings banks weathered the storm. Our present notice to depositors telling of the Government guarantee dates back to this period.

In this same year, 1893, authority was given to make long term mortgage loans, despite much newspaper criticism. These Credit Foncier loans proved an outstanding success from the beginning. Today, although the Bank has almost \$361 million out in housing loans, the demand continues to exceed the supply.

It was not until 1912 that the title "The State Savings Bank of Victoria" was bestowed on the Bank and country savings banks became branches as we now know them. In that year the Commonwealth Savings Bank was established and presented what appeared to be formidable competition to the Bank. However, rallying from the blow, the State Savings Bank accepted the challenge and opened 37 new branches, increasing its representation by 50 per cent.; and extended its services to include Deposit Stock which permitted the wealthier depositors to earn interest on amounts up to £1,000 on stock units which could be withdrawn by giving notice varying from a few days to six months.

In that same year, 1912, the school banking system was established in Victorian schools. From a modest beginning the system flourished and at the 30th June 1969 was established at 2,553 Victorian schools and pupils have over \$9 million to their credit.

Through the grey years of the depression, the Bank managed to avoid dismissing any of its staff, but new appointments were few and far between. It also showed the utmost tolerance to mortgagors who found it difficult to meet their instalments of principal and interest.

In 1956 Federal Legislation was introduced which enabled joint trading banks to enter the savings bank field.

It was obvious that competition from the new banks was going to add to the challenge the State Savings Bank had encountered from the Commonwealth Bank since 1912. As had happened in 1912 the challenge was met with a determination to maintain the Bank's pre-eminent place in the Victorian savings field.

In the 1955/56 financial year 27 new branches were opened and another 13 in the following year.

In 1957 the Victorian Government passed an Act allowing the State Savings Bank to open cheque accounts and so put it in a more favourable position to compete with the trading banks.

The Bank set to work vigorously to bring its range of facilities and services up to date to enable it to maintain its pre-eminent position in Victorian savings banking.

In 1962 it became the first bank in Australia to install a computer. This was a major development in the programme of mechanization begun in 1957. A further development since, known as the centralized accounting system, links selected city and suburban branches with the computer.

The installation of the computer enabled another type of special savings account not previously available in Australia to be introduced. Known as the Christmas Club, it commenced in 1964 and became an immediate success. Members save by means of a book containing 25 or 50 coupons in different denominations.

Since the Bank's foundation, its funds have played an important part in the development of Victoria and the welfare of its citizens. Today as it approaches its 128th year it still maintains this tradition. Over the years the Bank has lent more than \$710 million to over 200,000 individual home seekers, and has on loan to municipal and semi-governmental authorities over \$364 million.

With deposits in excess of \$1,100 million and 2½ million accounts held at over 500 branches, the Bank ranks as the 11th largest savings bank in the free World.

## THE VICTORIAN RAILWAYS

For the efficient organization of the Train of Knowledge tour we wish to compliment the Victorian Railways. In every detail our needs were attended to, and always in a most considerate and pleasant way. At every station the Station Master met us and offered any advice or assistance we needed; District Superintendents met the train and travelled with us at times; and every member of the train staff gave kind attention all through the journey.

## THE STATE SAVINGS BANK

To the S.S.B. of Victoria we offer our thanks for the many offers of assistance, some gladly accepted, that were presented by the Managers of the Branches at the towns and cities we visited. Their interest and help made our trip more enjoyable.

## THE TEACHERS

Mr. M. McKay

Mr. G. Thompson

Miss W. Harman

Mr. P. Palmer

Mrs. J. Clark

## THE TRAIN STAFF

Engineer: Mr. R. Walton

General Supervisor:

Assistant: Mr. R. Wallace

Mr. R. Napier

Chief Steward: Mr. R. Williams

Electrician: Mr. F. Cory

Chef: Mr. W. Tabaka

Waiters: Mr. J. Zarb

Guard: Mr. A. Burton

Mr. T. Giannopoulos

Mr. D. Foster

Mr. L. Parry

Cook:

Mr. C. Bolonis