

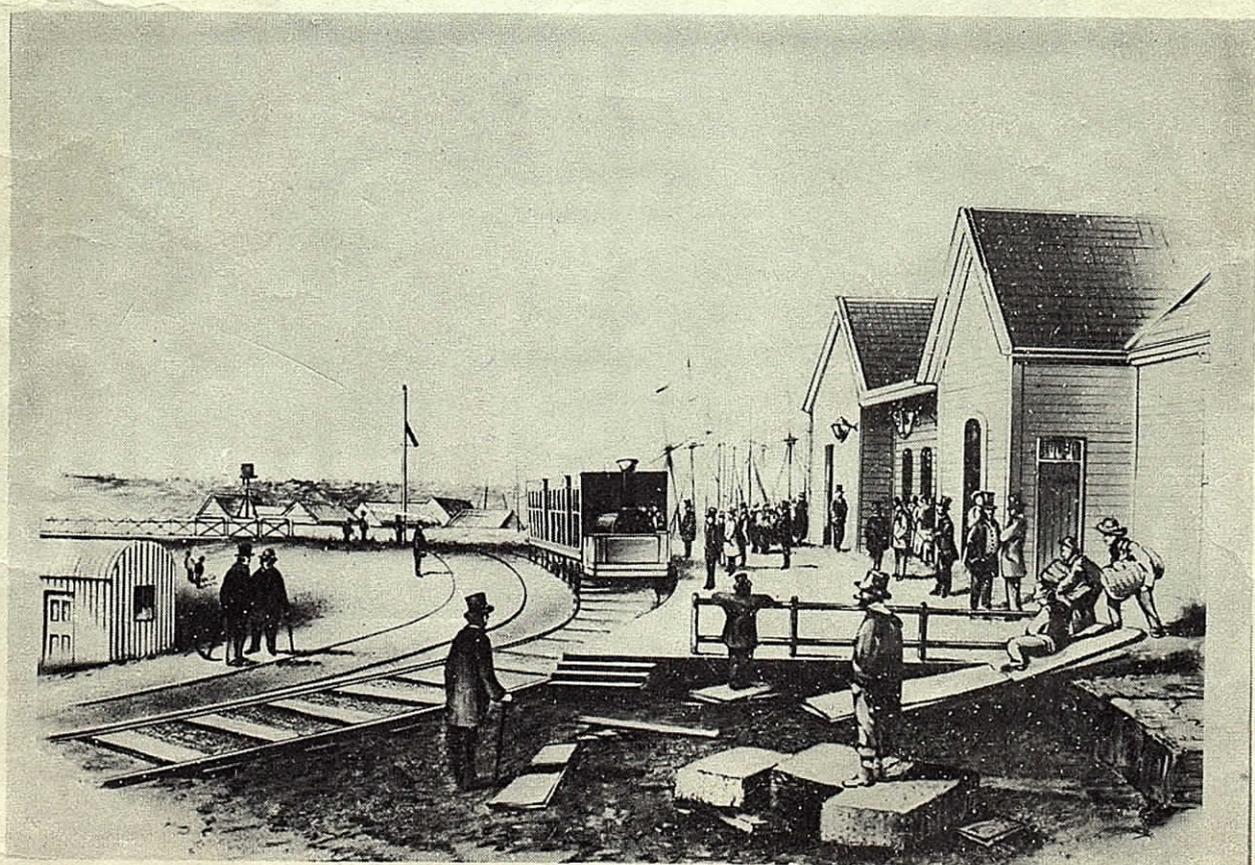
ASHWOOD HIGH SCHOOL

**THE
ASHWOOD
ROCKET**

**JOURNAL OF THE
TRAIN TOUR**

NOVEMBER 29th — DECEMBER 4th 1971

VOLUME 4



VICTORIA'S FIRST TRAIN

ASHWOOD HIGH SCHOOL

THIS IS THE STORY

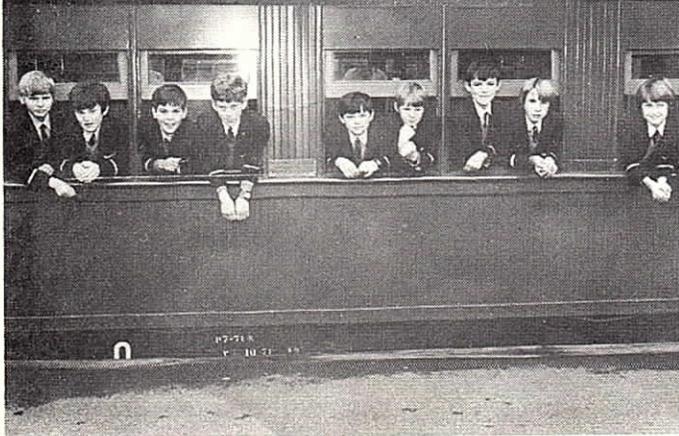
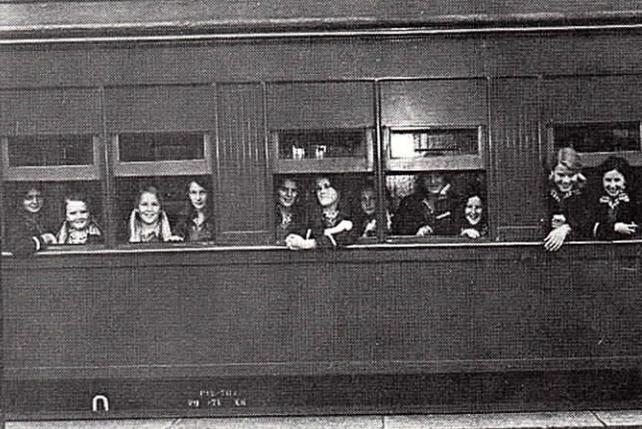
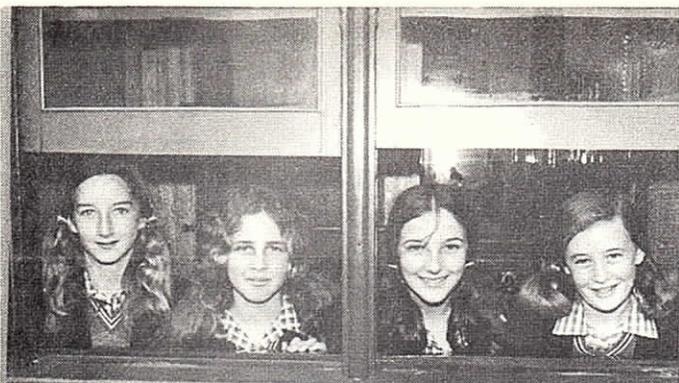
OF THE

GEOGRAPHY EXCURSION

MADE BY SPECIAL TRAIN

NOVEMBER 29th - DECEMBER 4th. 1971

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 instructions.



WHAT TO BRING AND WEAR

GENERAL LIST

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 materials
Something to read
Note-book or exercise book
Pencil and ball-point pen
Bathers
Thongs or sandals

FOR STREET WEAR (See note below) School summer uniform.

"FARM CLOTHES"

Casual clothes, including jeans
or something similar.

"TRAIN CLOTHES" Clothes from this list must be worn on the train and at certain other times.

Girls Spare dress
Shorts if desired
Spare underwear, socks
Handkerchiefs
Dressing gown
Shirt, blouse or skivvy etc.
(Slacks, flares, not to be
brought)

Boys Spare summer shorts, shirt,
tee-shirt or skivvy
Underwear, handkerchiefs
(Not long trousers)

Also, if desired (not necessary)
Camera
Torch
Board games

DO NOT BRING

Blankets	Transistors	Frocks for "best" wear
Crockery	Sleeping bag	or any special teenage
Cutlery		clothes

NOTES At all times you will be expected to wear what you are told.
You are a 12-year old group, not teenagers.

Boys' school uniform must include teteron (not drill) shorts
except for two or three of the biggest boys who obtain permission
to wear Bermuda shorts (junior navy) with white socks.

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

School uniform (summer, with blazer and girls' hats) must be
worn in to Spencer Street, when you leave the train for home, and
in most big towns, but not on the train.

POCKET MONEY

About \$2 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 Thursday morning before we leave. Enclose
silver, not notes. In addition, take with you enough for the
first two days - not more than \$1.

IMPORTANT NOTES

DEPARTURE Our train leaves from No.7 Platform, Spencer Street, at
8.40 on Monday morning, November 29th. Be there by 8.25 at latest.
Some photographs will be taken then. 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.

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 travel by a later train which will catch up
to us at Geelong. Warning! Allow time for traffic hold-ups if
you come in to Melbourne by car.

ADDRESSES FOR MAIL All letters for passengers on the train should
be addressed as follows: Ashwood High School T.O.K., Railway
Station, Bendigo (or other station). Use these addresses only:
HAMILTON 3300 (post Monday); BENDIGO 3550 (post Tuesday);
TONGALA 3621 (post Thursday).

Leave this page at home with your parents

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

"Carcy" The Shower Car.

Car No. 4 Boys' compartments.

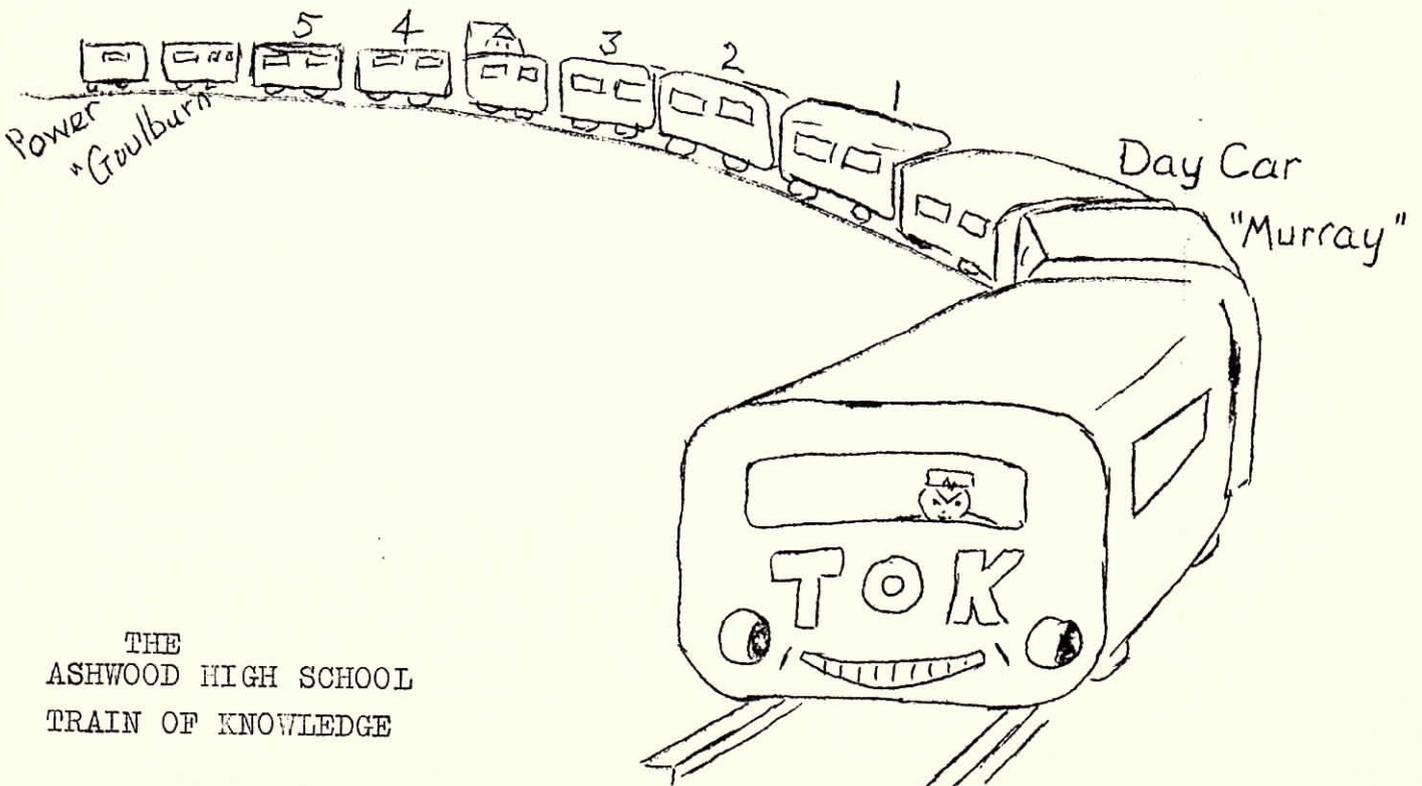
Car No. 5 Boys' compartments.

"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.



DIRECTORY

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

SLEEPING CAR No. 1

- 1-2 Kerry Cosson & Frances Tait
- 3-4 Adele Jackson & Julie Carter
- 5-6 Judith Simpson & Julie Marke
- 7-8 Vicki Oswald & Diannc Hall
- 9-10 Kay Whitfield & Robyn Daniel
- 11-12 Debra Smith & Kerry Swift
- 13-14 Brenda Adams & Lynette Wilson
- 15-16 Jeanette Saurels & Vivien Varkonyi
- 17-18 Vicki Quinn & Dawn Pirm
- 19-20 Susan Wilson & Jennifer Breedon

CAR NO. 2

- 1-2 Rhonda Wills & Karen Sharpe
- 3-4 Pam Dixon & Betty Ratajezyk
- 5-6 Lynette Montague & Kathleen Tudgey
- 7-8 Kathy Brien & Heather Sale
- 9-10 Rachelle Paquin & Jennifer Taylor
- 11-12 Mrs. Reid
- 13-14 Mrs. Whitfield
- 15-16 Caroline Road & Nola Rattray-Wood
- 17-18 Mandy Atchison & Debra Sutherland
- 19-20-21 Valerie Currigan, Beverley Pain & Lorraine Buckler

CAR NO. 3

- 1-2 Ria Kleinman & Nadia Feschuk
- 3-4 Anna Kryvenko & Christine Wilde
- 5-6 Lynette Houston & Kaylene Weeks
- 7-8 Mr. Palmer
- 9-10 John Synnington & Greg Gibson
- 11-12 Mark Lee & Robert Ede
- 13-14 Mark Goldsmith & Greg Edwards
- 15-16 Wade Nunn & Peter Davidson
- 17-18 David Lenton & Alan Byrne
- 19-20 Wayne Stubings & Warrick Langhan

SHOWER CAR

CAR NO. 4

- 1-2 James Hill & Peter Schubert
- 3-4 Paul Shaw & Greg Davidson
- 5-6 Graene Edwards & Trevor Cutting
- 7-8 Mr. McKay
- 9-10 Philip Cox & Peter Stewart
- 11-12 Martin Duffy & Alex Fida
- 13-14 Malcolm Down & Chris Richardson
- 15-16 Keith Bambery & Andrew Boughton
- 17-18 Tim McCowan & Michael Haughton
- 19-20 Jim Bacolos & Ian Connerton

CAR NO. 5

- 1-2 Grant Hamilton & Garry Rands
- 3-4 Darryl Johansen & Noel Conley
- 5-6 Alan Sedewick & Raymond Findlay
- 7-8 Jeffrey Bell & Rodney Mill
- 9-10 John Andrew & Gary Warren
- 11-12 Matthew Tripovich & John Darbyshire
- 13-14 Neil Wight & Michael Eddy
- 15-16 Greg Palmer
- 17-18 Barry Palmer & Nigel Berghoff
- 19-20 Stephen Eddy & Rik Prowse

Girls	43
Boys	47
Teachers	4
Seniors	<u>2</u>
	96

RULES AND INSTRUCTIONS

You have been accepted for the tour on condition that you undertake to obey all rules cheerfully and carefully, including the following:

1. Evenings Observe "Lights Out" instructions strictly. The times will probably be different each night, according to our program. 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 left unlatched at all times. Do not get out of bed in the mornings or get dressed until told by a member of the Staff.
2. Travelling Passengers must never open carriage doors (those leading off the train) except when instructed by teachers. Do not put your head or arms out of a window at any time as this is very dangerous. Remember this as we leave Spencer Street. Conduct must always be quiet and orderly.
Walk carefully along the corridors. Never run!
3. School Uniform is to be worn when you leave the train at HAMILTON, BENDIGO, ECHUCA and TONGALA. It must not be worn on the train until you are within half an hour of these stations. Remember that too as soon as we leave Melbourne.
4. Soft Footwear and comfortable clothes should be worn while you are in the train. Girls - dresses or shorts. Boys - Any shorts, except school ones. No flares, slacks or jeans.
5. Do not move about the train very much; otherwise we shall have to make stricter rules about this.

BON 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 something 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 about yourself first. Make it your business to see that others are happy. There will be plenty of people trying to make the trip pleasant for you.

Remember that the teachers and other leaders are giving you a great deal more than ordinary school 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 in 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.

ITINERARY

MONDAY, November 29th

Spencer Street, No.8	Dep.	8.42 a.m.	
Corio	arr	9.50	Bus tour of Geelong
Geelong	dep	11.55	Lunch on the train
Warrnambool	arr	3.25 p.m.	Bus to Tower Hill

TUESDAY, November 30th

Warrnambool	dep	6.00 a.m.	
Glenthompson	arr	10.20	Buses to "Neerim Beek"
	dep	3.30 p.m.	
Hamilton	arr	4.15	

WEDNESDAY, December 1st

Hamilton	dep	6.15 a.m.	
Ararat	arr	8.15 a.m.	Buses to the Grampians
	dep	8.10 p.m.	
Ballarat	arr	10.30 p.m.	Stop at Eureka for the night

THURSDAY, December 2nd

Eureka	dep	8.15 a.m.	
Ballarat	arr	8.25 a.m.	Bus tour of Ballarat
	dep	10.15 a.m.	
Bendigo	arr	2.10 p.m.	Walk to Town Hall

FRIDAY, December 3rd

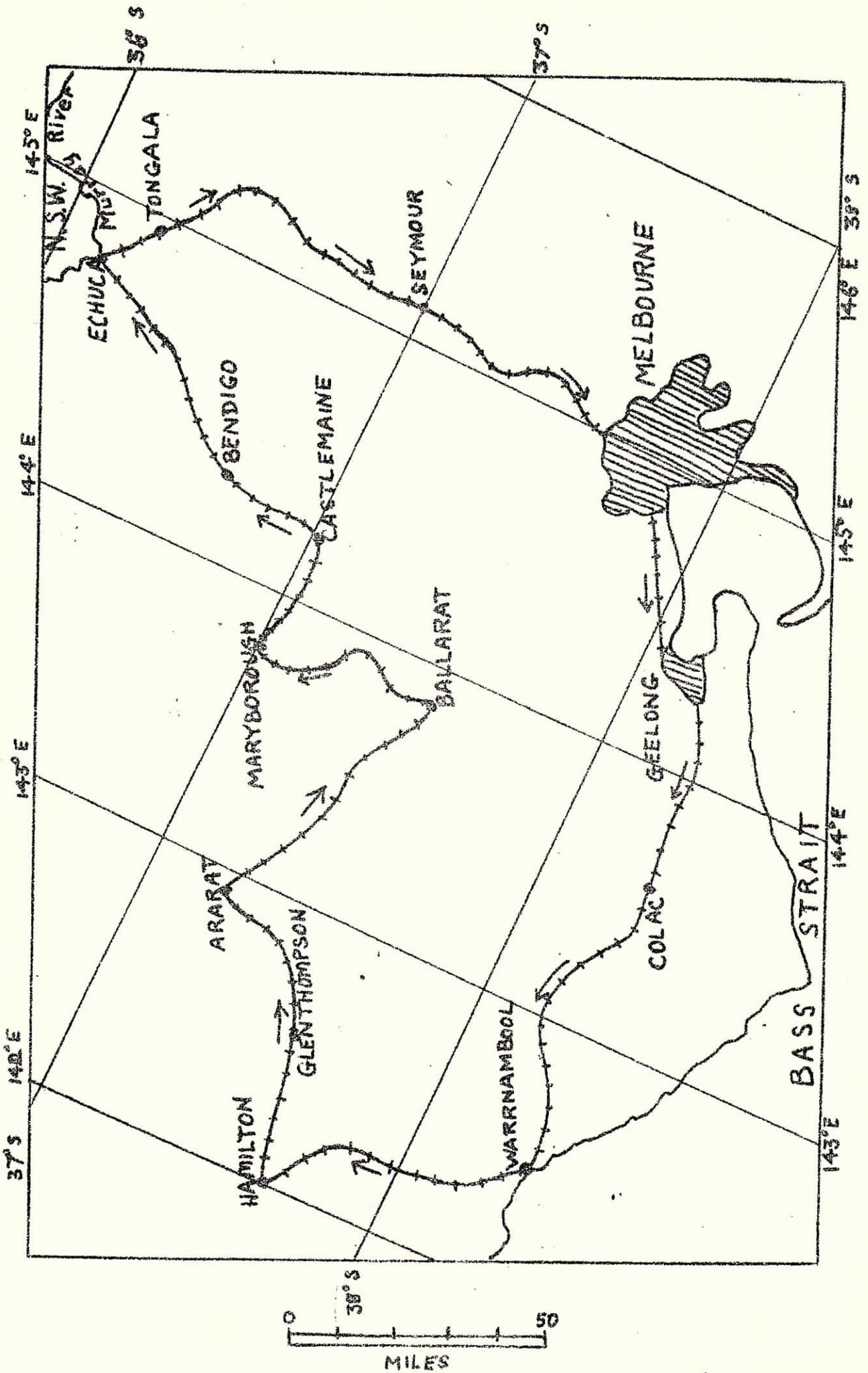
Bendigo	dep	7.15 a.m.	
Echuca	arr	8.50 a.m.	
	dep	2.00 p.m.	
Tongala	arr	2.30	

SATURDAY, December 4th

Tongala	dep	11.40 a.m.	
Spencer Street, No.1	arr	3.50 p.m.	

This itinerary may be varied slightly in regard to times of arrival and departure to meet any special circumstances arising.

OUR ROUTE



WELCOME ABOARD!

This is your first issue of your daily newspaper, "The Rocket". (No, it isn't the name of the train.) News will be published every day of the tour, and you will receive a bound volume of "The Rocket", with copies of all the other sheets given out, at the end of your journey. Therefore you need not keep this sheet, and we suggest that you post it, and all the other issues of the daily "Rocket", home on the days that you get them. This will make your letters home much more interesting.

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 after lunch. Make your own compartment comfortable; it is to be your home for the next six days.

Soon we will be at Geelong, where we will have a bus trip around the city, the waterfront and other places of interest.

When we return from that, lunch will be served on the train.

DID YOU REMEMBER?

To change into soft footwaer - or none?

To change your clothes? Train clothes all day.

To hand in your pocket money? If you have more than \$1 with you (not counting the amount in your envelope) you must hand in the surplus to a teacher straight after lunch.

Is your luggage safe? A falling case can do a lot of damage. There is storage space under the seat. Use a coat hanger for your blazer.

NEWS FLASH!

T.O.K. LEAVES SPENCER STREET

What happened at home this morning is best forgotten. It was rush and hurry all the way. Then Spencer Street and, at last, the Train of Knowledge. Everybody looking unusually smart and clean; parents everywhere; hardly room for the kids on the train; piles of luggage to fall over; and late arrivals getting everybody else worried.

A photographer was buzzing around quietly, taking as many pictures as he could. Some will appear, we hope, in the last issue of "The Rocket", others in the "Waverley Gazette".

Were the Mums and Dads sad or glad? Were those tears we noticed really signs of grief or tears of joy? Why did one Dad shake hands with Mum as the train moved off? Why did another Dad pat the locomotive in such a friendly way?

INTRODUCTIONS

There are twelve members of the Train Crew, all men, and you will soon get to know them. Each day we will introduce some of them to you in this news sheet. Please remember your manners when you are talking to them. They are all "Mr." to you!

Mr. Napier is the Railways man who supervises all the T.O.K. tours. He helped to plan the first (1965) and all the others since then. This is his fourth tour with Ashwood High.

On the locomotive you will later meet Mr. Reg Walton and his assistant Mr. Russell Wallace. They have both been on all the Ashwood trips too. More about them later.

TONIGHT - WARRNAMBOOL

The train will stop within sight of the beach, but don't count on having a swim. Warrnambool can be very cold and windy, even in summer.

You will be given 50 cents there (not from your pocket money) to buy your tea in the city. Then you will return quite early to the train and be ready in case we have a concert tonight. Have you prepared an item? Can you suggest a good song? (You must know all the words.)

THE THREE PUFFING BILLIES

Once upon a time there were three little engines and their names were Puffing Billy, Weary Willie and Little Bill. They were born at a very early age and they began to talk as soon as they were born. Billy's first words were, "I thought-I-could, I thought-I-could," Willie said, "gee, it's great to be out of jail," and Little Bill just let out a yell like a soprano foghorn.

Straight away they began to smoke like mad. This stunted their growth terribly and they never really grew up. They were always driven by the Three Extra Dwarfs that Bobody talks about, and their names were Reggie, Rusty and Elly. Reggie and Rusty had run away from the other Seven Dwarfs because they couldn't stand Snow White's constant nagging. Besides, they didn't like the hard work, so they joined the Victorian Railways. Elly, who was a Dwarf Bearded Lady, went along because she was keen on Reggie and later married him.

Anyway, Billy, Willie and Little Bill, whose surname was Railrhode, went on puffing and finally were banished to a little branch line that runs from Belgrave half way to the Black Stump, and there they still puff up and down, throwing up clouds of black smoke and polluting the atmosphere something awful.

This all goes to show that little engines shouldn't smoke, because otherwise they would have grown up into fine modern locomotives, with handsome well-dressed musical drivers and been fed all day by attentive young gentlemen on gobs of delicious chocolate-flavoured diesel fuel.

WEDNESDAY'S MENUS

Breakfast

Orange Juice
Cornflakes
Sausage, Egg & Bacon
Toast, Butter, Jam
Tea Coffee

Picnic Lunch

Savoury Loaf
Lettuce, Tomato
Rolls Butter
Fruit Cake
Apple Soft Drink

Dinner

Tomato Soup
Roast Lamb, Mint Sauce
Baked Potatoes
Beans, Cauliflower
Apple Pie and Cream
Bread and Butter
Tea Coffee



FIRST STOP, GEELONG

This first excursion was supposed to be a warm-up for the longer ones later on, but it turned out pretty cold. We got off the train at Corio and boarded the two waiting buses. The train then went on to Geelong where it waited for us.

Meanwhile we made a tour of the City of Geelong and the wharves and other places of interest. We knew what to look for because we had question sheets that had to be filled in soon after lunch.

Our first meal on the train was ready for us very soon after we left Geelong, and we had our first look at the air-conditioned Dining Car while having a very good meal which was served by four waiters dressed in white jackets and shirts, with black tie and trousers.

WARRNAMBOOL AND TOWER HILL

It was quite a long trip to Warrnambool but we didn't notice that because most of us made up our beds and explored the train. We stopped for the night near the beach but it was too cold for swimming.

Buses took us to Tower Hill, once a volcano but now a wildlife sanctuary. For many years it had been used for farming and all the trees cut down, but now they are growing again and there is water in the lake, with three little islands. These rose up after the cone of the volcano had fallen in. Geologists think that the last movement happened less than 6000 years ago, so there might be life in the old volcano yet.

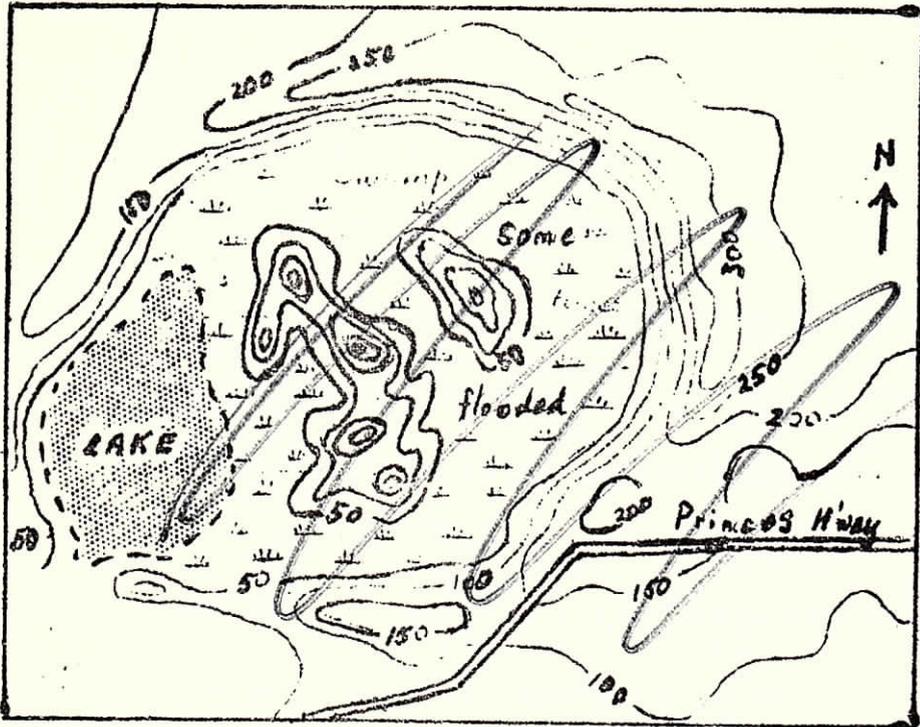
We had tea in Warrnambool, looked around the town and then went back to the train for our concert. There weren't very many items, but things warmed up when the train driver, Mr. Walton, played on his harmonica and we all joined in.

The boys lined up for showers after that and found that the water was hot and easy to manage. Nearly everybody was asleep before eleven o'clock.

GLENTHOMPSON AND NEERIM BEEK TODAY

Breakfast on the train, while it was moving! Green paddocks everywhere and lots of big water birds. Then a stop at Glenthompson and off to see Mr. Lex Brooks's big property at "Neerim Beek". While we were away, "The Rocket" was being printed, very kindly, at the office of the Brickworks.

TOWER HILL - WARRNAMBOOL



SKETCH-MAP OF TOWER HILL Contour Interval 50'

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

6. Why has it been quarried?

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

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

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

9. What is the main street of Warrnambool?

10. What is the ^{name of the} dairy manufacturing industry between Warrnambool and Tower Hill?

THE BIRDS WE SAW

By Reporters Jim Bacolas and Ian Connerton

To Ararat at last! We had three tries and we finally made it. From Hamilton to Glenthompson yesterday, then back to Hamilton for the night, and shunting trains crashed around us for hours. Then this morning, in thick fog we travelled the 30 miles to Glenthompson again, and on to Ararat.

During the journey we saw a variety of birds. There were the Brolgas which are big long-necked birds of a grey colour. One was eager to get away from the train and got caught in the wire fence and lost a few feathers. We saw flocks of wild ducks, some walking and some paddling around in the swampy areas. There was an eagle circling around the bones of a cow.

There were many ibis, some white and some black & white, mainly seen in swampy places. They have long legs and long curved beaks. Magpies were searching eagerly for food and when they found it they began to fight for it.

There were white cockatoos, too, in flocks and some crows. Several were seen at Mr. Brooks's property, and we heard a crow there. In the Hamilton gardens there were emus, peacocks and many other birds.

AT "NEERIM BEEK"

Mr. Brooks went to a great deal of trouble to show us around his grazing property. We saw sheep being shorn and learned about different kinds of sheep and cattle. The price of wool is so low that many graziers cannot make a living on their farms and have to look for jobs to earn something.

Dairy produce doesn't bring in much money either. There is plenty of good grass, so to save wasting it Mr. Brooks is using the milk from dairy cattle to feed calves for marketing.

MEET THE TRAIN CREW

Our very good meals are prepared by Mr. Stuart Haffenden and two others. He is married and has two little girls, Victoria 2½ years and Lorraine 9 months. He was born in England and has been in Australia for 3½ years, most of the time with the Railways and on this train. He will stay in Australia because he likes it. He puts linseed oil on his moustache because it is the best moustache grower. One of the waiters told me that he is the only cook on the train that can spoil corn flakes! You won't believe that one after dinner today.

(Christine Wilde)

Mr. Wally Tabaka is also a Cook. He and his wife were both born in Poland. He has five children - Barbara 26, Andrew 21, Mario 19, Edward 16 and Alina 11. Barbara was born in Germany and the others in Melbourne. Ever since he came here, 20 years ago, he has worked with a train crew and likes it. Others on the crew say that he just cannot pass a T.A.B. without going in.

(Anna Kryvenko)

If you don't see Mr. Reg Walton the driver on Thursday evening it will be because he is making a quick visit to Melbourne to see his son graduate with a Diploma of Teaching at Melbourne Teachers College.

WE WANT TO KNOW ...

What's so special about Warrick that he always has two girl friends?
Is it true that Rodney wears a hair net at night?
Where do Matthew and John go in the evenings?

TOMORROW - BALLARAT AND BENDIGO

We will leave Ararat tonight at 8.25. Boys' showers at 8.30 and "Lights Out" for everybody at 9.15. We will get to Ballarat about 10.30 and stop for the night at a suburb called Eureka at 10.45.

Straight after breakfast there will be a bus trip around Ballarat (train clothes) and then we move off for Bendigo at 10.15.

Change into school uniform straight after lunch and leave your compartment very tidy. Be quick, because we are due at Bendigo at 2.10 and have an appointment with the Mayor of Bendigo at 2.30. Take pen or pencil and, if you like, bathers and towel - in a bag. One bag between three or four.

THE GRAMPAINS DISTRICT TOURIST ASSOCIATION

hopes you have enjoyed your visit to the Shire of Mount Rouse, and invites you to visit the many other tourist resorts in the Grampians District:

ARARAT — Old gold-mining city, centre of a rich wheat and wool growing district. Interesting tours include the Grampians, Mt. Cole (2,130 ft.) in a State Forest famous for its bird life, Langi Ghiran Reservoir, The Pioneer Memorial Lookout on One Tree Hill, and the delightful picnic ground at the base of Mt. William. Full range of hotel, motel and guest house accommodation, camping park, bowls, croquet, tennis, golf and Olympic swimming pool.

BALMORAL — On Glenelg River. Rocklands Reservoir, 9 miles distant, located at the southern end of the rugged Black Range is a sportsman's paradise. Water area 25 square miles, held back by a concrete wall 103 ft. high and 70 ft. thick. Camping and boating facilities available.

HALL'S GAP — Tourist Centre of the Grampians, 17 miles from Stawell, at the junction of the three main ranges. Picturesque gateway to Fyans Creek Valley. Hotel and guest house accommodation, and caravan and picnic parks. Numerous interesting tours and walks. Bellfield Reservoir under construction.

HAMILTON — A city with a long and historic association with the development of the Western District. Interesting tours to the Billiwing, Victoria Valley, Victoria Point, Wannon and Nigretta Falls and numerous lakes. Accommodation includes motels, hotels and a caravan park. Golf, bowls, croquet, tennis and fishing.

HORSHAM — City of 9,000 people approximately 20 miles from the most northern ramparts of the Grampians, with impressive public buildings and surrounded by parks and gardens. Accommodation includes motels, hotels and a caravan park on the Wimmera River. Swimming, golf, bowls, croquet and tennis.

NATIMUK — 15 miles west of Horsham on the perimeter of the Grampians. Adjacent to Natimuk Lake with its gently sloping sandy beach. Fishing, yachting, boating, with caravan park and childrens playground at the Lake. Nearby Mt. Arapiles rising 700 feet above the plain provides fine views of the surrounding country.

STAWELL — The main eastern approach to the Grampians, 16 miles distant, an old gold-mining town now famed for its Easter Gift, the blue ribbon event in professional footrinning. Tourist attractions include Big Hill Lookout, overlooking the Town and surrounding countryside, and tours to Sister Rocks, the Grampians, Lake Lonsdale, Lake Fyans, and Great Western with its fine champagne and dry wine producing vineyards. Pleasant parks and reserves and Olympic swimming pool. Accommodation includes motel, hotels and caravan park. Golf, tennis, bowls, croquet, fishing and boating.

Stawell "Times-News" Print

The Grampians District Tourist Association

INTRODUCES YOU TO THE

Shire of Mount Rouse

This Shire comprises 548 square miles with a population of 3,100 and includes the townships of Dunkeld, Glenhompson and Peshurst. The Shire was settled in the late 1830's and early 1840's and many descendants of the early pioneers still reside within the district. The primary products are wool, mutton and lamb with some dairying.

DUNKELD — This picturesque township is the southern gateway to the Grampians and is at the foot of Mounts Sturgeon and Abrupt. It is situated 162 miles west of Melbourne on the Glenelg Highway and has a population of 450. It offers the use of a modern 30 site caravan park in the centre of the township and close to the Post Office, Railway Station, Consolidated School, shops, Churches, hall and hotel. Directly opposite the Caravan Park is the Memorial Park with its modern infant welfare centre, new swimming pool and tennis courts, playground and bowling green.

Other Sporting Facilities: Fishing—Trout and redfin at Wannon River (one mile) and Fresh Water Lake (5 miles along Victoria Valley Road). **Racing:** Dunkeld Cup and Picnic Meeting respectively in May and December of each year.

Rifle Range and Golf Course: 2½ and 3 miles respectively along Victoria Valley Road.

Walks and Drives:

Mount Sturgeon: (1946') 1½ hours to summit by foot.

Mount Abrupt: (2756') Turn right off Victoria Valley Road at sign post, then 2½ miles walk to base. Both mountains named by Major Mitchell.

Mirranatawa Gap and Wannan Valley: 22 miles along sealed Victoria Valley Road over Gap to Wannan Bridge, then return along Wannan Valley Road over the Stoney Ford (total 40 miles) Native heaths, wildflowers plentiful in season.

Victoria Valley: Along Victoria Valley Road past Moora Moora Reservoir, bear right along Mount Victory Road for 5¼ miles to Hall's Gap. Native animals — kangaroos, emus, etc. plentiful.

Victoria Point: Along sealed Cavendish Road for 7½ miles, then right along sealed road for 2½ miles to Wannan River and Victoria Point, then right along gravelled road 6 miles to Victoria Valley Road, then return to Dunkeld. Wildlife plentiful.

Lakes Linlithgow and Kennedy: approximately 8 miles along Penshurst-Dunkeld Road, then turn right for 4½ miles along Hamilton-Chatsworth Road. Bird sanctuaries with great number and variety of wildfowl.

Other Drives: Dunkeld is situated within 48 miles of Hall's Gap in the Grampians, Stawell (66), Horsham (96), Hamilton (18) — See the Wannan Falls 30 miles via Hamilton, Penshurst (18), Port Fairy (58), Warrnambool (62) — See Tower Hill Lakes on way, Coleraine (40), Casterton (58), Ararat (48).

GLENTHOMPSON — Closely built township situated on junction of Ararat-Warrnambool Road and the Glenelg Highway 150 miles west of Melbourne. Population 320. Attractive street gardens with seats and tables for picnics, 3 garages, 4 churches, railway station, large hotel, modern shops and cafes, ambulance station, large brickworks and pleasant recreation reserve with large modern pavilion, tennis courts, etc. Glenthompson Brickworks supplies a large area of Western District.

Lake Repose: Approximately 8 miles from Glenthompson along Bundoran. Monument marks the site where Major Mitchell's party camped in 1836.

Heifer Swamp and Brady's Swamp: Northwest of Glenthompson. Excellent duck shooting.

Mafeking: 20 miles north is the old mining and ghost town of Mafeking.

Labour Day Carnival: In each year featuring professional bike racing, amateur and professional, sheaf tossing, footraces, etc.

Yarram Gap: 14 miles to Yarram Gap in the Grampians, bear left 1½ miles to Wannan Bridge thence to Dunkeld and return to Glenthompson by Glenelg Highway.

PENSHURST — On Hamilton Highway at junction of roads to Warrnambool, Port Fairy, Hamilton and Mortlake, this township of 670 population is situated at the foot of Mount Rouse and is the headquarters of the Shire. The township features a large new hall, hospital, chemist, ambulance station, infant welfare centre and various recreation reserves.

Other Sporting Facilities:

Racing: Large Boxing Day and Easter Monday meetings each year.

Dog Coursing: 2 to 3 day Plumpton events, usually in June with usual fixtures being the Victorian Oaks and Derby Classics.

Pastoral and Agricultural Show: Held in November of each year.

Penshurst Spring: Flows at rate of 10,000 gallons an hour and provides the township's reticulated water supply.

Places of Interest

Grampians: 18 miles to north at Dunkeld.

Mount Rouse: (1,200') Easy access by car providing a magnificent panorama of up to 40 miles of the Grampians and the Western Plains. Extinct volcano with two craters and the geologically interesting rock strata. The rock (scoria) is used extensively for roadmaking and other purposes and crushers are established on the lower slope.

Attractive natural park in centre of township with lovely trees and with a modern swimming pool, bowling green, tennis courts and playground. Churches, 2 schools, 2 hotels.

THE GRAMPIANS

These were named after a famous range of mountains in Scotland. They are at the far western end of the Central Highlands which form a kind of backbone dividing Northern from Southern Victoria. The railway between Hamilton and Ararat skirts round the edge of the Grampians, which can be seen from the train. But when we leave the train at Ararat and travel by bus into the mountains we realize just how impressive they are.

The Grampians are made of a very hard rock called sandstone (you might collect a sample to take home). The sandstones were laid down under the sea many millions of years ago and have since been raised several thousand feet by movements of the earth's crust! In many places the rocks are exposed and we can see quite clearly their original layers. The rock strata have been warped and twisted so that now most of them lie at an angle of about 30° instead of being horizontal. Millions of years of erosion by streams has removed the softer rocks leaving the hard sandstone layers to form the remarkable ranges we see today.

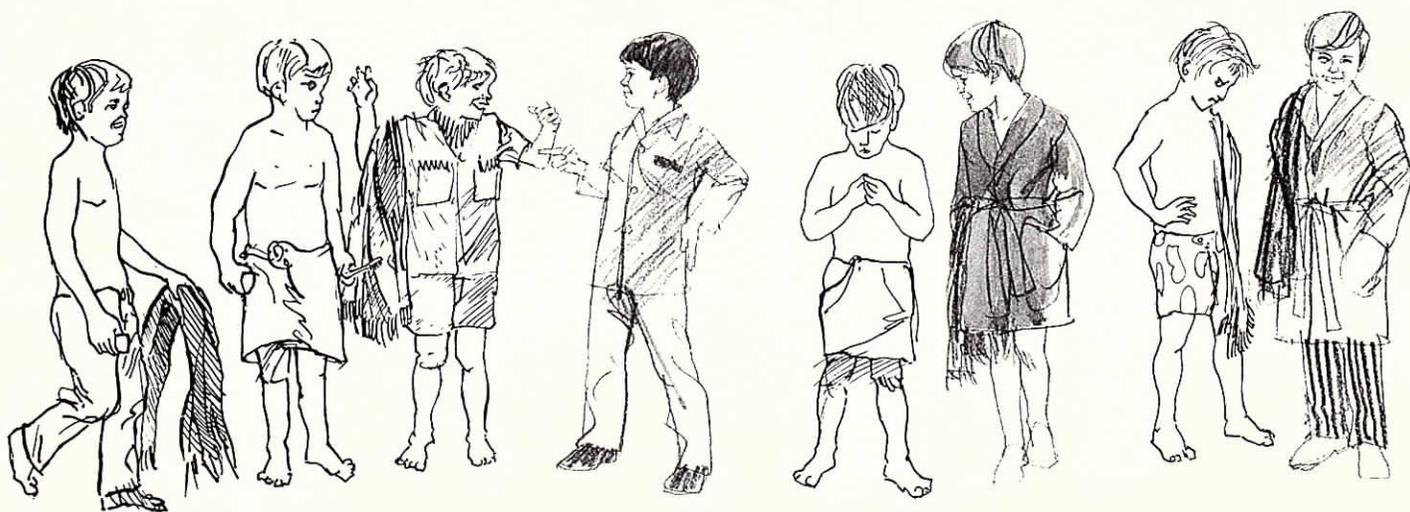
The ranges have sharp crests from which they fall away sharply in steep, rocky cliffs on one side, and slope back gently at the angle of the sandstone layers on the other. There is a very good view from Reed's Lookout and Mt. Victory. Here we find ourselves on the edge of a steep precipice which drops many hundreds of feet to the Victorian Valley below. To the south-east we can see the gentle slopes of the back of the Wonderland Range. If we turn and face northwards we can see the land sloping gently from all sides to make a natural hollow; here the McKenzie River has been dammed back to form Lake Wartook. A mile or so from where it leaves the lake the river plunges down the spectacular McKenzie Falls.

Hall's Gap at the foot of the Wonderland Range is a popular tourist resort. Many people stay there and use it as a base from which to explore the mountains. Tracks lead to a number of points of interest in the area -- and it is by walking and climbing that one can best enjoy the beauty and peace of the Grampians.

The Wimmera - Mallee Stock and Domestic Supply System

In the Western part of the Grampians the headwater of the Glenelg River have been dammed to form the Rocklands Reservoir. It holds 272,000 acre feet of water. (One acre-foot is enough water to cover an acre to the depth of one foot - about 270,000 gallons) The water is taken by channels to the Wimmera and Mallee districts in North-western Victoria, where the rainfall is low and not very reliable.

There is not enough water to irrigate large areas of crops. It is used instead to provide drinking water for stock and to fill up town reservoirs. This system, which supplies an area of 11,000 sq.m. including 50 towns, is the largest of its kind in the world. Over 10,000 miles of channels have been dug to carry the water.





THE VICTORIAN RAILWAYS

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 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.



GAS DOESN'T GLITTER ...

... But it is as good as gold. Coal gas was first used in Melbourne in 1849 and the first gas works was erected in that city in 1856. It was made in retorts from black coal shipped from New South Wales. No electricity in those days, so it was used for homes and street lighting, for cooking and in industry. The Metropolitan Gas Company, formed in 1878, became Melbourne's largest gas supplier.

In 1950 the Victorian Government took over this company and the Brighton Gas Co., and created the Gas and Fuel Corporation of Victoria. Its purpose was to revive the gas industry and to develop a way of using Victoria's own brown coal instead of New South Wales black coal for the production of gas.

Brown coal briquettes had been produced at Morwell and Yallourn since about 1930, and had been used mainly for direct heating. By 1956 brown coal gas was being piped to towns on the way to Melbourne.

The first supply of natural gas from the Bass Strait supplies took place on April 14th 1969 at Carrum, an outer suburb of Melbourne, supplied by the Gas and Fuel Corporation, by this time the state's principal gas utility. By the end of 1970, conversion of all the Corporation's areas in Melbourne and Gippsland had been completed and a total of nearly half a million consumers connected to natural gas. It was extended to Geelong and this city's conversion has just been completed.

Within the last fifteen years the Gas and Fuel Corporation has directed the state's main gas supplies through two great changes, first from black coal to brown, then from brown coal to natural gas found deep down beneath the sea.

Victoria, beginning at a disadvantage because it had very little black coal, made use of its valuable brown coal and then came into possession of the richest supply of them all - natural gas. For us all, this is more valuable than gold mines, and it is helping greatly to make Victoria the most prosperous state.

.....

We acknowledge the contribution to our Journal not only of the above information by the Gas and Fuel Corporation but also the illustrations that have appeared on our last four pages. These were kindly supplied by the Corporation's advertising agency.

They do look like our boys nightly line-up for showers, don't they?
Or wouldn't the girls know about that?



Gas hot water never runs cold!

ON TOP OF OLD SMOKY

Our mountain wasn't as high as the American "Old Smoky", but it was high enough for us. We all made it to the top of the Pinnacle (all except four boys who were just too lazy), but only because we kept thinking of the Milk Bar at the top. What a yarn! But we'll get our revenge.

The views were terrific and we all enjoyed our day in the Grampians. It was a bit too late in the year for us to see many of the famous wildflowers, but the scenery was very interesting.

When we got back we found that the T.O.K. leprechauns had been busy again. These pests are specially trained by Mr. Bennett. They had been playing around with the sugar and on several occasions they invisibly attacked us with water-pistols. This really stirred Mr. Palmer, who wants to add their high-velocity radar-controlled weapons to his world-famous collection.

MORE ABOUT THE CREW

Our Head Steward is Mr. Jack Poussard. He also trains leprechauns in his spare time. His other hobbies are fishing and bird-watching. He does lots of school tours and likes them. Ours has always been the last tour for the year. He has a son named Leon who is aged 11. Mr. Poussard didn't begin too well as a railways Steward: he missed the train at Geelong and had to chase it in a taxi. (Keith Bambery)

News Flash from the Stewards. Some alarming gaps have been opening up between the carriages. This has probably been caused by leprechauns. Report to Mr. Bennett (the one with the military moustache) if you notice a gap of more than seven centimetres and he will take action. If a carriage becomes completely detached, wave both hands and yell for help.

Mr. George Sotiriadis is the quiet good-looking one. He has not been with the T.C.K. as much as the others. He has three boys and a girl and he likes swimming. (Rodney Mill)

HAMILTON

by Mandy Atchison and Debra Sutherland

The first glimpse of Hamilton was barely distinguishable but we came back later in the day to have tea and spend the night. While buying our tea we were pleasantly surprised to find that many people knew about our tour and were interested to hear more.

Hamilton is an old town but we discovered that it has most of the public buildings that are seen in newer places - Library, Swimming Pool, Art Gallery, excellent hospital facilities, etc. The Library and Art Gallery are among the best in Australia and are widely used by the people of the surrounding towns.

WE WANT TO KNOW ...

Why do they call him "Fickle Rik"?

Is it true that Neil and Wayne will fight a duel with blunt corkscrews for the right to go swimming with Anna?

What happened to the boys who were cut off by floods in the Shower Car?

What is the mysterious sign or name on the back of Wade's dog-tag? Is it his Hippie membership mark? Can he possibly last two more nights without losing his towel on the way to the showers? Others are also in danger.

Who are the members of the club known as KLAKE (initial letters)?

Did anyone else notice the Galahs that Greg Davidson saw in a pine-tree at Clunes? (Not the ones on the train.)

Did you wish Graeme a Happy Birthday on Tuesday? He expects to receive a present in the form of a kiss from every girl who forgot.

BENDIGO - THE GOLDEN CITY

About the only gold found in Bendigo nowadays is the golden wheat from the farms near-by, but Bendigo was famous for its nuggets and dust in the gold-mining days a hundred years ago. You will probably hear more about it when we call on the Mayor of Bendigo, Councillor Elliott. The Town Clerk (Secretary of the City) is Mr. Watts, who will meet us there and introduce us, as he has kindly done for other Ashwood High visitors.

ARMY STYLE

From Yorkshire in England comes Steward Reg. Bennett, who served with the British Army in Africa. He has travelled a lot and is interested in Photography and classical music - and leprechauns. He says he likes Australia and enjoys talking to the funny kids on the train. Philip, his son, is working.

A FAMOUS ENGINE

On the cover of "The Rocket" you will see a picture of Victoria's first train, that travelled from Melbourne to Sandridge (Port Melbourne) over a hundred years ago, but Victoria's most famous locomotive was probably "Heavy Harry" a huge steam engine that was built to haul heavy goods loads about forty years ago. It is rather a pity that Heavy Harry had to be retired when the cheaper running Diesels took over.

One of Harry's drivers was the grandfather of our present Assistant Driver, Russell Wallace. Here is part of "The Ballad of Heavy Harry".

Oh Harry you beaut, I've heard you roar
Up the slopes of the Great Divide,
And roll away like thunder down
The grade on the other side.
Now he frets all day in the loco shed,
And his huge steel frame seems dead;
No steam sings from his whistle stack,
No smoke flies overhead.
They say he's old and broken down,
And nobody knows his fate,
But his heart's cut there on the open track,
The lord of the Albury freight.

....

And I hope that when the powers meet,
Their minds will take a look
At Harry half hid in smoke and steam
On the straight to Tallarook.

AT BENDIGO

The reception by the Mayor of Bendigo impressed all of us. We went to the new City Offices, opened only in July, and after assembling in the large foyer and having cool drinks there we sat in the Council Chamber where Cr. Elliott welcomed us. The carpet for these rooms cost \$19,000. Andrew Boughton thanked the Mayor and presented a letter from the Mayor of Waverley. Heather Sale also thanked him and presented a souvenir of Ashwood for the Mayoress. Both of our speakers made good speeches. (Kathy Brien had already spoken for us at "Neerim Beek" and did that very well.)

Then came our exploration of Bendigo, the "Golden City Quest", and a swim, and at five o'clock, tea at Favaloro's the well-known cafe. In the evening we saw an unusual Western film, with the Indians as the "goodies" and the whites as the "baddies". It made you realise how cruelly many of the Indians were treated.

Our own Aborigines suffered in the same way. When white people came to Tasmania the entire race was extinct within eighty years. Some died of disease, some were killed, and the rest died because their way of life was no longer possible. We must find ways to look after our surviving mainland Aborigines better.

ECHUCA AND THE MURRAY

The most interesting thing at Echuca was the riverfront, with the old paddlo-boat "Adelaide" and the more modern "Canberra". Its engine was being refitted so we didn't have a cruise, but Mr. George Vickers kindly let us look over it and spoke to us. He has been a Murray River engineer for about 30 years and is thinking of applying for his Master's ticket next year. By the time the next Ashwood High group comes, in exactly twelve months time, he may be Captain Vickers.

We gave Mr. McKay many interesting souvenirs of the "Canberra" for presenting to us. The "Canberra" is a very interesting side-wheeler with two decks and is able to take over 100 passengers. It makes tourist trips all through the holidays.

TONGALA AT 2.30

Everyone must be in school uniform, with "farm clothes" in a bag (your own). Many, but not all, will visit farms for tea. Be on your best behaviour and don't forget to thank your hosts. Explain to them that you must be back on the train by 9 p.m. It is not possible to allow anyone to stay away from the train overnight or to return to the farm in the morning.

WE WANT TO KNOW ...

Who got the first piece of mistletoe? (Answer: Matthew)

Why do the leprechauns bother Christine, Anna, Ian and Jim so often at meal-times? Does Major Bennett do them in?

Is it true, as Mr. Haffenden says, that the waiters are the greatest stirrers in the Victorian Railways?

Are John and Matthew allowed to cheat at cards because they are over 16? How do you get a licence?

THE TRAIN CREW

Meet Mr. Geoff Martin, alias Mattress O'Mart - the one with the yellow T-shirt and the handsome sideburns. His favourite hobby is collecting money but he also enjoys reading. The main adventures that he would tell us about were getting stuck in lifts and being pulled out of bed. He hopes to go for a visit to Fiji and England next year, and also plans to marry a rich and beautiful blonde. P.S. If you happen to see any fair-haired female millionaires hanging around, just let him know.

Mr. Fred Corrie, alias Mr. Fixit, alias Michael Magoo, has three children - David, 16, at Oakleigh High, Robert, 13, and Lisa, 7. He likes being Electrician on the T.O.K. and has been with the railways for 30 years.

Our Guard is Mr. Kevin Gleeson. He is single, plays golf and lives in ^(Anna Kryvenko & Christine Wilde) Reservoir. He is sometimes called "Blue Boy" but he wouldn't say why. He likes to see us kids enjoying ourselves.

(Greg Davidson)

Mr. Bob Napier lives down at the boys' end of the train and spends a lot of the year there because he is the man who arranges the T.O.K. trips during the year and travels with many of them as supervisor, courier and trouble-shooter. Sometimes he shoots waiters and leprechauns for sport.

GOLDEN CITY QUEST

~~The questions on this sheet need not be answered in the order in which they appear.~~

1. How much is a first class return fare by rail to Melbourne?
.....
2. Which Australian explorer is remembered by a statue outside the Church of England buildings?
.....
3. What is the name of the famous hotel on the corner of Pall Mall and street?
.....
4. What is the name of the largest nugget found in the Bendigo area?
.....
5. What is the present population of Bendigo?
.....
6. When was the Bendigo School of Mines and Industries (Bendigo Technical College) established?
.....
7. What ~~is~~ ^{are} the names of the local newspapers? ^{S?}
.....
8. Which large department store had its beginning on the site where Drug Houses of Australia now stands?
.....
9. What are the buildings to the North-east of the High School (not in the High School grounds)?
.....
10. Where is the Bendigo Art Gallery? **Name the Streets.**
.....
11. Name two (2) ^{Secondary} industries now found in Bendigo.
(i)
(ii)
12. Who was the mayor when the fountain was built in 1881?
.....
13. Who is the present mayor of Bendigo?
.....
14. a. What is the name of the Bendigo Dragon?
.....
b. When does he parade through the streets?
.....

MORE TRAIN NEWS

We would all like to join with Mr. McKay in thanking Mrs. Whitfield for coming to our aid when we found that only one lady teacher was able to come. She has looked after us very well and we think that Kay is lucky to have such a nice Mum.

Mr. Palmer also came back to Ashwood from Waverley H.S. just for the Train Tour week and has done a tremendous amount to make the trip so very interesting.

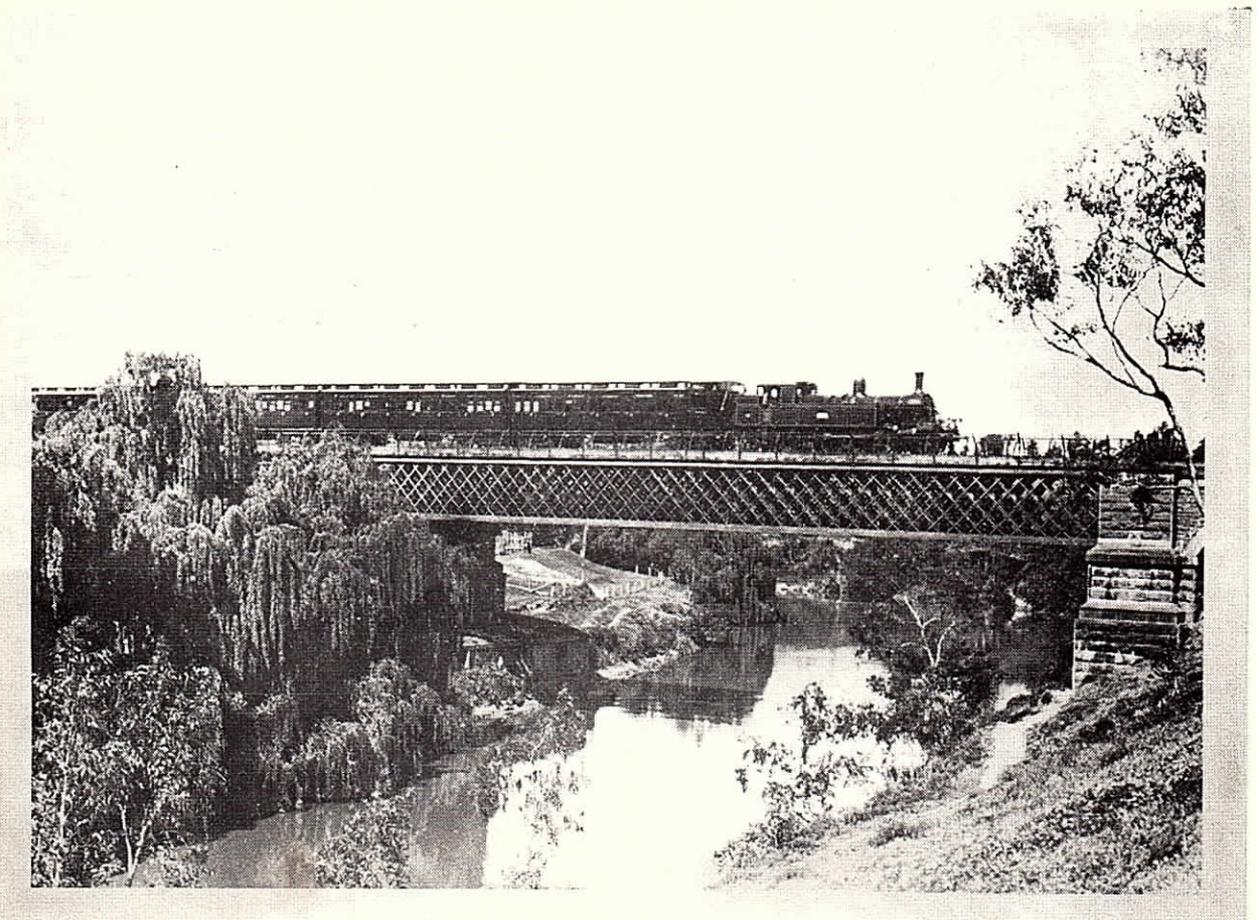
Our reporters tried to interview Mrs. Reid, but she didn't take them very seriously. They found out, though, that she had lived in Alberta, Canada, and had travelled through the Rockies on the Canadian National Railways. A few years ago she travelled on a train from London to Istanbul (in Turkey) but said that neither of these trips could compare with that on the Train of Knowledge. (Wonder what she meant?). Her main complaint is that Mr. McKay didn't hang any mistletoe over his doorway.

TO THE PARENTS

(By Mr. McKay)

The school team has news for you. Your boys and girls were very good indeed. I honestly believe that they have been nicer to live with than the five other groups I have taken on T.O.K. tours. The others all had some special claims to be "the best yet", but on the 1971 tour not a single boy or girl gave us any trouble - and that's a record!

Thank you for preparing them so well. They were a credit to you.



TONGALA

Mr. McKay lined us up on the platform and the sale began. Buyers had come from all over Tongala and bidding was brisk. "I'll have two for a farm!" (Visions of concentration camps and slave labor.)

Market Report: Young fillies and first-quality colts were in demand. A few promising heifers were offered, also a few lambs. A couple of goats were practically given away, but kids were plentiful and were soon snapped up.

What really happened was that 42 Tongala families came to the train and took off everybody to their homes for tea and a visit to a farm. The temperature was 86, so most went for a swim as well.

We sincerely thank the following kind people who took visitors. (Just put "Mr. & Mrs." after the second name. Dr. & Mrs. Morton, Mr. & Mrs. Hipwell, Martin, Corry, R. Jones, Madill, G. Tinning, K. Tinning, Carson, J. Madill, Clark, Simm, Munro, Petzke, Arnold, Maughn, Parsons, Watson, Connally, Sinn, Cahill, Reynard, Gemmill, Wallden, Miglierina, Murray, Stewart, Giorgiu, Archibald, Rathbone, Warren, Roberts, Nurse, Cunningham, Thomas, Russell, Haydon, Cassidy, Dunstan, Walkley, Matthes, Allen and Craig, also any others whose names were lost in the rush. Bruce Allen's voice was very helpful at the station, and Mrs. Matthes did a splendid job of organising and sorting, in support of G.S.M. Dick Jones.

Special thanks to Bruce Pearl who helped to bring out this edition of the daily newspaper. "Mr. Mac" would have been lost without his aid.

We send our best wishes to the Tongala Scouts and we consider you lucky to have so many parents ready and willing to help with such a big Group project as yesterday's catering and hospitality.

LATE NEWS

As the guests began to stream back to the train about 8.30 p.m., all sorts of hilarious or delighted reports came in. Everyone had enjoyed the visit. Mark and Heather visited the Watson's dairy farm, saw the cows being milked and inspected the racehorses. Jack the Magpie sat on Mr. Watson's shoulder and talked all the time. Vivien, Jenny, Rachelle and Christine went with Mrs. Matthes, had a barbecue dinner and helped (?) with the milking. Jenny was the best worker and Rachelle squirted milk at her. They even did a bit of shooting, but found the separating most interesting, as Jenny's drawing shows.

Michael Haughton and Tim told us that Mr. Giorgiu came from Germany but had Greek parents. He is kind and is a good barbecue cook. His wife is a gentle Yugoslavian schoolteacher. Tom, 8, is a good swimmer and Ian, 4, pretty tough for his age.

Adele and Julie visited the Murrays. 100 acres and 100 cows. "Have you ever milked a cow? We have! It was fantastic!" James and Peter also saw 100 cows being milked at Madill's and watched the pigs being fed and Ken fixing his motor cycle.

The rest of the stories will have to wait till everybody gets home.

Thanks again, Tongala, and our thanks to your Swimming Club for arranging the use of the pool and the swimming contest. This had not been held when this was printed.

TRAIN NEWS

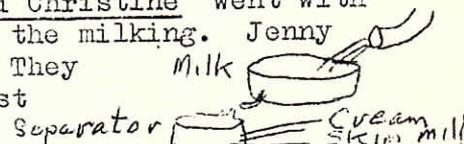
Vandalism A coat hook has been viciously pulled from a toilet wall, and to make the crime worse, it was done by Mr. Bob Napier. His story is that he found himself locked in and had to spring the lock.

Mr. Rhode has evaded our reporters but has been a great friend in the Dining Car. He has been on other Ashwood tours and says that we are the best lot yet.

Keith Bambery Reports on leprechauns. Their names are Peter, Picco and Freddy. They are paid \$5 a week for sabotaging the train and are pretty sneaky.

Mr. McKay wishes to thank his most regular helpers, Philip Cox and Alex Fida, also Graeme and Martin.

Jeanette and Dianne actually had a ride on a cow!



THE VICTORIAN RAILWAYS

We wish to thank the Victorian Railways for conducting such an excellent tour and to compliment all personnel concerned on the efficiency shown at every point and the great attention to detail.

This sincere compliment applies not only to Railways employees on the Train of Knowledge, all of whom without exception were very friendly and attentive to the needs of the boys and girls in addition to doing all their normal duties extremely well, but also to others who helped - the Public Relations office, Stationmasters and assistants, the Superintendent's office at Ararat and in particular to Mr. Bob Napier.

THE STATE SAVINGS BANK

We received a great deal of help from the S.S.B. of Victoria through the year, mainly through the Ashburton Branch, and were very grateful for the provision of a safe on the train.

THE SCHOOL STAFF

Mr. McKay	Mrs. Reid
Mr. Palmer	Mrs. Whitfield
Matthew Tripovitch	John Darbyshire

THE TRAIN CREW

Mr. R. Napier, Supervisor	Mr. J. Poussard, Head Steward
Mr. R. Walton, Driver	Mr. W. Rhode Steward
Mr. R. Wallace "	Mr. R. Bennett "
Mr. K. Gleeson, Guard	Mr. G. Sotiriadis "
Mr. F. Corrie, Electrician	.
	Mr. S. Haffenden, Cook
	Mr. W. Tabaka "
	Mr. G. Martin "