

THROUGH

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62



VICTORIAN RAILWAYS

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the new era begins

January, traditional month for changing over from the old to the new, marked no less an outstanding highlight in the Victorian Railways financial year 1961-62.

On January 3, 1962, the first standard gauge freight service straight through between Melbourne, Sydney and Brisbane began a new era in Australian transport.

interstate freight up

Despite the credit squeeze (which was reflected in a decrease of goods railed in Victoria during 1961-62 compared with 1960-61) goods traffic between Victoria, New South Wales and Queensland rose 20% in the first six months following the inauguration of standard gauge compared with the same period in the previous year.

freight speed-up

Spectacular reductions in transit times have been made in goods services. Savings of 24 hours or more have provided an overnight express goods service in each direction between Melbourne and Sydney.

Consignors were quick to appreciate the benefits of improved services. By June 30, a weekly service of from 30 to 40 trains was in operation between Melbourne and Sydney.

In January, an overnight express goods train service was introduced in each direction between Melbourne and Adelaide. Beginning as a four day per week service, it was increased to five days weekly early in March.

big freight loads

Of the 10,086,029 tons of goods (excluding live-stock) carried during the financial year, 699,553 tons were superphosphate, a record for this type of traffic.

Despite the lower harvest yield, the wheat hauled in 1961-62 was, because of the carry over, only 376 tons below the 1960-61 record of 1,901,966 tons. With a longer average haul, however, the wheat traffic revenue was actually £154,681 higher than 1960-61.

luxury trains prosper

Monday, April 16, marked the inauguration of regular standard gauge passenger services between Melbourne and Sydney, with "Spirit of Progress" and "Southern Aurora" providing daily services, and "Intercapital Daylight" running from Mondays to Saturdays.

An accelerated schedule of 13 hours for "Southern Aurora" in each direction represents a saving of up to two hours 10 minutes for overnight travellers between Melbourne and Sydney. Latest figures show that passenger traffic between Melbourne and Sydney is about 20 per cent higher than for a comparable period last year.

country passengers

Country passenger journeys totalled 4,790,215 ; but industrial trouble of previous years prevents a true comparison of traffic trends.

In connexion with school sports, educational excursions, picnics, race meetings, etc., 98,013 passengers were conveyed in 317 special trains on country lines.

The advantages of party travel by rail induced over 7,000 members of sporting bodies, conference delegates and school parties to make interstate trips.

suburban journeys

Suburban passenger journeys totalled 147,977,396.

A total of 240 special and 122 ordinary trains carried 91,537 scholars to school athletic and swimming carnivals.

On February 19, the line from Upper Ferntree Gully to Belgrave, converted from narrow to broad gauge and electrified, was opened for traffic.

revenue

Total revenue earned was £42,609,086—a decrease of £428,360 compared with the 1960-61 record.

Working expenses, at £42,979,531, were £1,275,705 higher, so that these exceeded revenue by £370,445.



GOVERNOR-GENERAL VISCOUNT DE L'ISLE AND LADY DE L'ISLE ARRIVE AT SPENCER STREET ON APRIL 13 BY " SOUTHERN AURORA " ON ITS INAUGURAL RUN FROM SYDNEY TO MELBOURNE ON STANDARD GAUGE

FIRST SUBURBAN ELECTRIC TRAIN TO BELGRAVE ON FEBRUARY 18—A GALA DAY



bogie changeover

A development of major importance has been the inauguration of a bogie exchange system at the Dynon Freight Terminal, where the bogies of loaded goods vehicles are changed from one gauge (either broad or standard) to the other.

This allows the through transport of consignments to and from South Australia through Victoria and New South Wales to South Brisbane without the necessity of transferring goods between vehicles of different gauge.

The bogies can be changed in far less time than would otherwise be occupied in transferring the load to a vehicle of the other gauge, and the elimination of the handling of goods under this arrangement also reduces the risk of damage.

In conjunction with the Commonwealth and South Australian Railways, investigations have started to see if bogie changes can be made at Port Pirie to enable loaded vehicles to run through to Kalgoorlie, Western Australia.

“Flexi-Van”

During the year, “Flexi-Van” rail-road services were introduced in conjunction with the South Australian and New South Wales Railways and two forwarding agents.

Initially, four rail wagons, each designed to carry one “Flexi-Van,” were placed in service between Melbourne and Adelaide.

These were followed by five 76 ft. wagons, to carry two “Flexi-Vans” each, for the Melbourne–Sydney run. An additional five of the larger wagons are under construction.

steel traffic

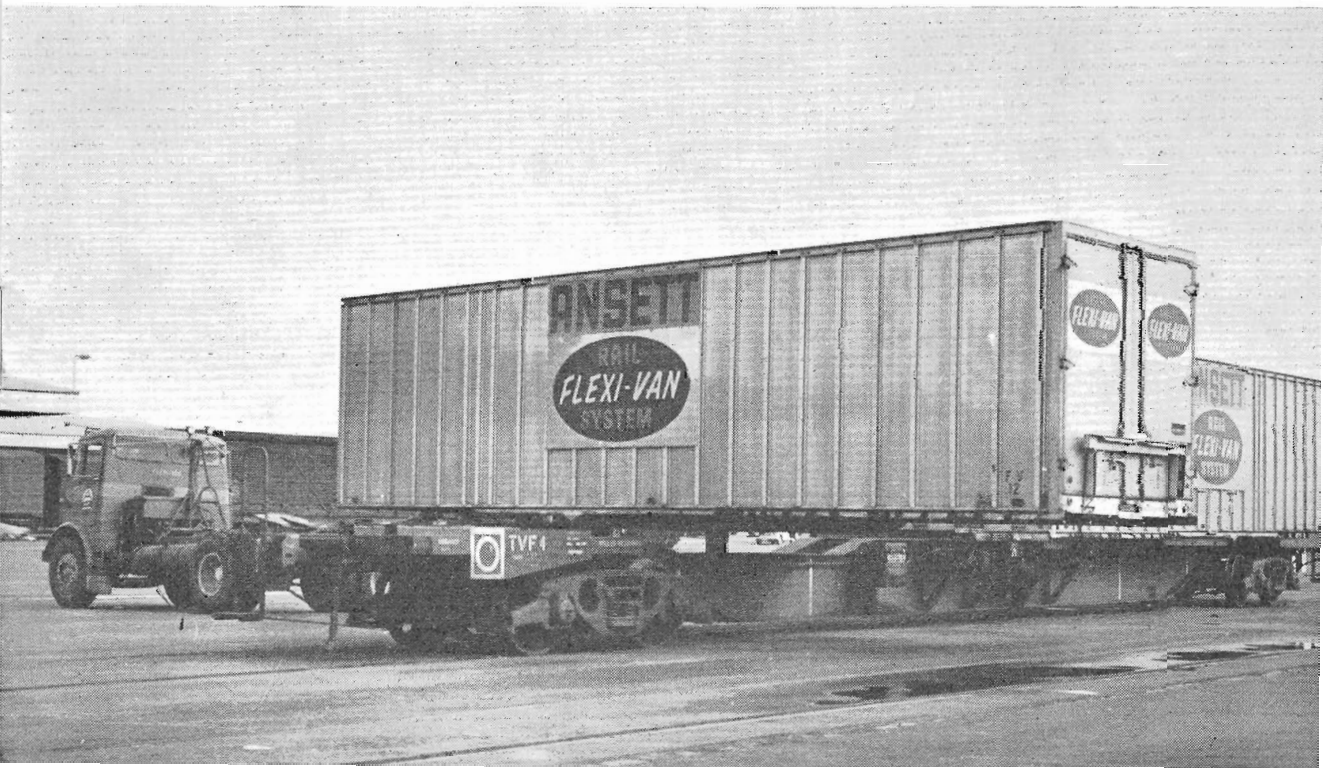
Negotiations were recently completed for the transport of scrap iron and steel, amounting to about 50,000 tons annually, from Adelaide to Port Kembla.

This additional traffic is of special importance as it will provide back loading for wagons carrying steel from Port Kembla to Adelaide.



CHANGING THE BOGIE UNDER A 50-TON LOADED WAGON

LOADING A "FLEXI-VAN" ON A DOUBLE-UNIT RAIL WAGON



more rolling stock

New rolling stock constructed in Departmental workshops included five rail tractors, 32 brake vans, 48 BLF class box vans (for general merchandise), 2 VLF class louvre vans (for general merchandise), two AF class wagons (for motor car transport), 22 ELF class wagons (for steel and general merchandise), one QS class wagon (for heavy loads), two X class wagons (for bulk cement) and 26 service stock (vans and wagons for Departmental traffic).

new locomotives

The following additional diesel powered locomotives were purchased from private manufacturers : three S class 1,800 h.p. diesel-electric, 10 T class 900 h.p. diesel-electric and 2 W class 650 h.p. diesel-hydraulic.

Tenders were also invited for twenty-five 650 h.p. diesel powered shunting locomotives and up to ten 900 h.p. diesel powered locomotives suitable for either main or branch lines.

more "Harris trains"

The first five trains of a second group of thirty 7-car "Harris" electric suburban trains were completed and placed in service.

Since the introduction of one-class suburban travel in 1958, the provision of an improved type of seating in former second class carriages has been proceeding steadily.

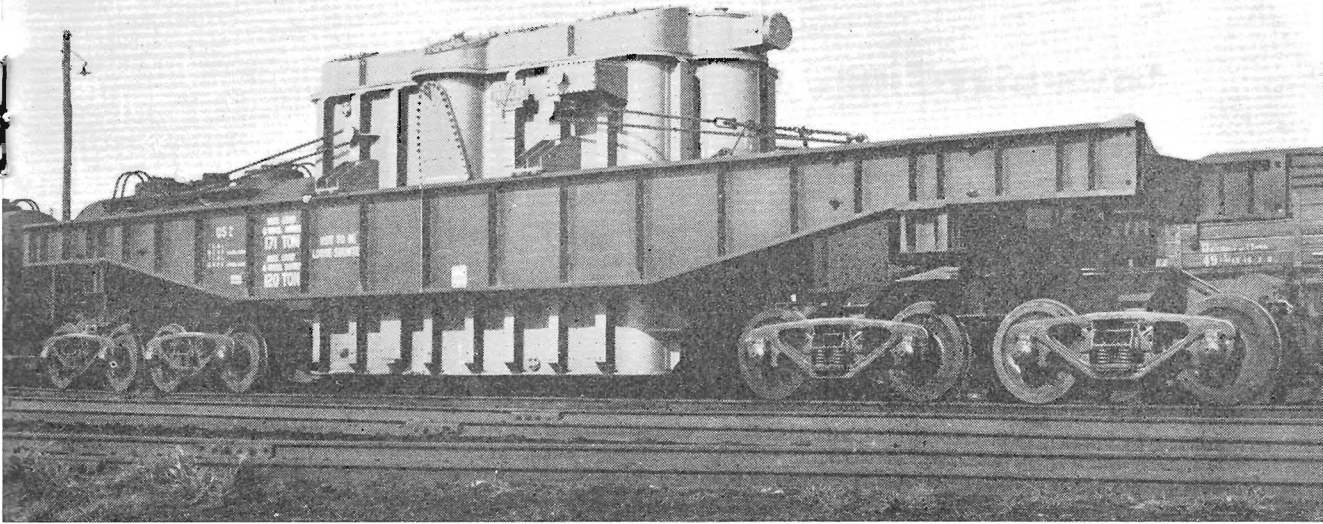
Of the 338 carriages involved, a further 103 were fitted with foam rubber seating, making a total of 276 carriages now with improved seats.

special wagons

Specially designed wagons for the transport of motor cars from manufacturers' plants to distribution centres are in steady demand; 2,100 vehicles having been carried to or from Melbourne in a recent month.

To provide for increases in this traffic, it is proposed to construct additional wagons of a similar type.

Wagons were adapted to carry other specialized traffic, such as bulk flour and steel cored aluminium cable. A 171-ton capacity wagon was also built for large electrical transformers, stators and other heavy loads.



NEW WAGON CAN CARRY 171 TONS

ONE OF THE NEW "HARRIS" SUBURBAN ELECTRIC TRAINS



standard gauge

Track construction work on the north-eastern standard gauge line was completed. This involved a number of bridges, the Jacana and North Melbourne flyovers and the laying of the final 72 miles of main line track as well as sundry other works.

All traffic on the standard gauge line will be operated by the centralized traffic control system when installation is finished.

The greater portion of the line is now equipped with automatic signalling which is being progressively extended.

freight terminal expands

Dynon Freight Terminal has been extensively developed to meet the need of standard gauge operation.

At North Dynon a 29-acre site was developed as a loading and unloading area for use by Forwarding Agents. The area includes six double-sided platforms, from 275 to 525 feet in length, each of which is served by broad and standard gauge tracks and sheltered by overhanging verandahs.

A 620-ft. special platform, part of which is under cover, has been provided for transfer of general goods between vehicles of different gauge. This platform and the adjoining tracks are served by two 4-ton gantry cranes.

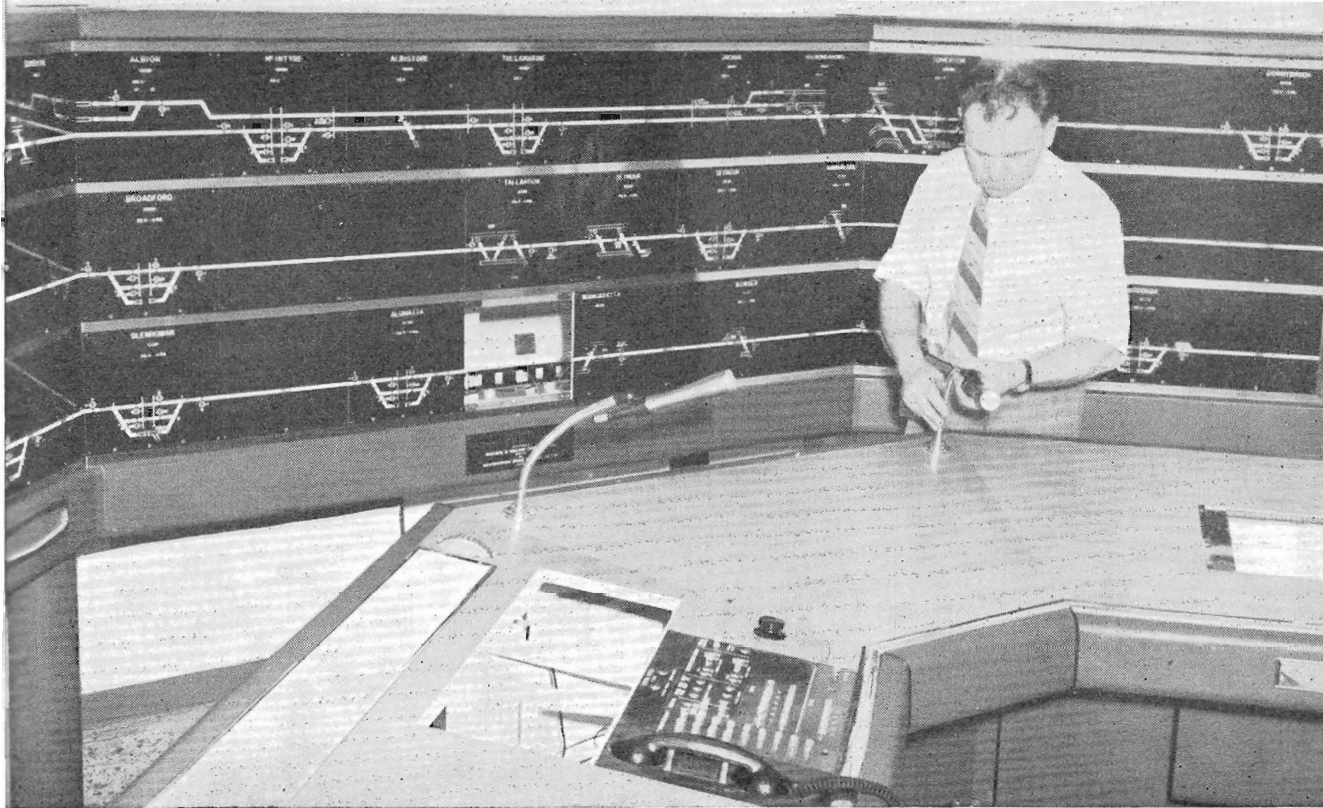
To the west of the Forwarding Agents' Depot, a new shed, with parallel tracks of both gauges, is under construction for the handling of fruit traffic.

new locomotive depot

Substantial progress was made with the construction of the South Dynon locomotive maintenance depot, designed for the complete servicing, maintenance and repair of the Department's diesel and electric locomotives.

The depot will comprise a diesel inspection and maintenance shop with a 75-ton drop table, 25 and 60-ton crane bays, oil storage and fuelling facilities, a sand drying and reticulation installation, water treatment tanks, turntables for both broad and standard gauges, and an administrative and amenities block.

When track work is completed, the South Dynon area will contain 7.18 miles of broad gauge, 12.15 miles of standard gauge and 1,610 feet of dual gauge track.



PART OF ILLUMINATED PANEL AND OPERATING EQUIPMENT FOR CENTRALIZED TRAFFIC CONTROL

A BUSY SCENE AT DYNON FREIGHT TERMINAL



new Spencer Street station

Spencer Street station alterations, begun in October 1960, proceeded smoothly throughout the year, enabling the terminal to remain in operation with a minimum of inconvenience to patrons.

Construction of new station buildings is well advanced.

A feature of the design of the new station is the subway system for parcel trolley traffic, the first stage of which has been completed between the Inwards Parcels Office and several country platforms.

A new Inwards Parcels Office was completed, providing almost double the floor space of the previous building. The new structure incorporates a lost property office and store at ground level, and on the first floor there is office accommodation as well as a typewriter maintenance workshop.

track work

On the Hawthorn–East Camberwell line, earth formations, bridges, culverts and platforms were completed in readiness for the proposed third track. A short section of track work was laid.

At Richmond station, progress was mainly confined to the completion of bridge works, together with the Stewart Street retaining wall and subway entrance.

The duplicated track from Narre Warren to Berwick was brought into operation on February 25, 1962.

The station buildings at Morwell were rebuilt and modernized.

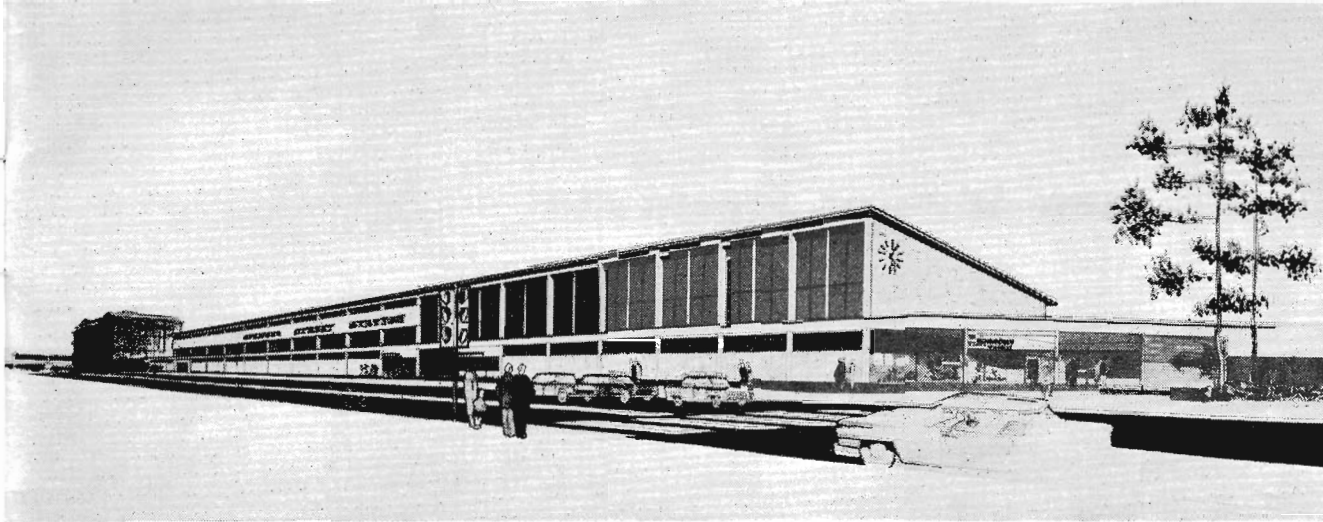
more level crossings eliminated

With standard gauge construction, grade separation projects were carried out at Sunshine, Tallarook, Seymour, Euroa, Glenrowan and Wangaratta.

Work began on building an overpass at Pascoe Vale Road, Strathmore.

Thirteen level crossings were eliminated, chiefly as a result of grade separation and road deviation works.

An additional 23 crossings were protected by flashing light signals, and eight by boom barrier installations.



ARTIST'S IMPRESSION OF NEW SPENCER STREET STATION

AN AERIAL VIEW OF SUNSHINE OVERPASS



SUNSHINE OVERPASS

power developments

Further progress was made with the scheme for replacing obsolete 25 cycle rotary converter sub-stations with modern 50 cycle equipment and the provision of additional sub-station capacity.

New sub-station equipment was brought into use at Wattle Glen, Croxton, Rosanna and Mitcham, and installed in the existing Greensborough sub-station. Installation work was well advanced at the newly erected Ringwood sub-station.

The new Upwey sub-station and Upper Ferntree Gully tie station were brought into use with the opening of the Belgrave electrified service in February.

Special 2.2 kv transformer and switching stations were commissioned at Footscray, Jacana and Somerton to supply signal power for the Melbourne end of the standard gauge line.

improvements at The Chalet

Further property improvements were made at The Chalet, Mt. Buffalo. During the year, the electrical generating plant and wiring were renewed, the modernization of bathroom and lavatory facilities was completed, and three additional double bedrooms were equipped with private showers and lavatories.

staff recruiting

At the close of the year, the staff (including casual labour) totalled 28,792, compared with 29,324 at June 30, 1961.

Efforts to recruit additional staff are being maintained, and the training of personnel has been intensified.

The policy of enabling senior officers to keep abreast of modern management and technical procedures, by attending conferences, lectures and seminars, was continued.

industrial safety

During the year, the campaign for prevention of industrial accidents was intensified, particular attention being given to the training of supervisory staff.

manual training extended

The scheme of intensive manual training for apprentices, that was inaugurated at Newport in January 1961, and embraced apprentices in various metal, woodworking and allied trades, was extended to the electrical trades group of apprentices. An additional manual training centre, suitably equipped with machines, wiring cubicles, benches, etc., was provided.



THE CHALET, MT. BUFFALO

APPRENTICES AT NEWPORT WORKSHOPS MANUAL TRAINING CENTRE



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