

RAILWAY WORKS AND SERVICES BILL 1972.

EXPLANATORY MEMORANDUM.

Generally, the Bill seeks Parliamentary sanction for expenditure of the funds allotted to the Railway Department from the Works and Services Account for the 1972-73 financial year.

The funds allotted to the Department for the year amount to \$15,750,000. As this Act must continue to operate until a new Act is passed and has received the Royal Assent—possibly late in 1973—provision is made in the Bill for sufficient authority (\$28,000,000) to cover the Department's estimated expenditure up till 31st December, 1973.

The 1973 Act, when it comes into operation, will automatically cancel the unexhausted provision in the 1972 Act.

Sub-items 101 to 113 of Item 1, 202 to 206 of Item 2, and 301 of Item 3 refer to annual provisions, i.e., continuing works and purposes on which expenditure is incurred year by year.

Sub-items 114 and 115 of Item 1 and 303 and 304 of Item 3 refer to specific works, each of which is estimated to cost \$100,000 or more.

An explanatory statement, setting out, for each sub-item, actual expenditure during the 1971-72 financial year, proposed expenditure in 1972-73 and the proposed provision in the Bill, appears on page 7 of this Memorandum.

The following additional information is supplied for the assistance of Honorable Members in considering the various items and sub-items in the Bill :—

ITEM 1—WAY AND WORKS.

Sub-Item.

(101) *Stations, yards, &c.*

This sub-item provides for the large number of additions, improvements and reconstructions that must be carried out at stations and yards throughout the System each year in order to meet varying traffic requirements or replace obsolete facilities.

It covers such projects as improved station offices ; additional or re-arranged sidings for goods handling ; longer crossing loops ; alterations to stockyards ; and many other works of a minor nature.

(102) *Accommodation for locomotives, carriages, &c.*

This sub-item provides for service platforms to facilitate suburban train maintenance at Jolimont Workshops, and additions, improvements and reconstructions, mainly of a minor nature, in and around rolling stock workshops, depots and stabling areas.

ITEM 1—WAY AND WORKS—*continued*.*Sub-Item.*(103) *Signalling, interlocking and traffic control systems.*

As well as covering a number of minor works in connection with signalling and safeworking throughout the System, this sub-item provides for the progressive extension of automatic power signalling, which has two important advantages over manual signalling :—

- (a) It enables long block sections to be subdivided into short sub-sections, thus greatly increasing the capacity of lines ;
- (b) It results in important savings by enabling crossing loops to be remotely controlled ; by reducing the number of signal-boxes required ; and by eliminating the necessity to keep staff on duty at safeworking stations at times when the stations do not need to remain open for the transaction of public business.

In the electrified suburban area automatic train stops which operate in conjunction with power signals provide an additional margin of safety against the possibility of an electric train over-running a danger signal.

During the currency of the Act funds are required to continue the installation of automatic power signalling on the Frankston line and the provision of train stop protection at junction signals at selected stations. In addition work will be commenced on the installation of automatic power signalling between Ringwood and Croydon, and signalling works in the Flinders Street Yard associated with the underground loop.

(104) *Lines, &c.*

The principal expenditure under this sub-item is represented by the annual programme of relaying of tracks and renewal of points and crossings. Provision is also made for minor improvements to banks, cuttings, curves, gradients, &c., which can often be carried out economically in conjunction with track relaying, and which can yield operating economies by way of higher sustained speeds or increased loads.

(105) *Level crossings, &c.*

This sub-item covers the Railway Department's contribution towards the cost of installing boom barriers in lieu of interlocked or hand-worked gates at level crossings. The balance of the cost of these installations is shared by the Government, the Level Crossings Fund and the Municipality concerned.

A continuous programme of other measures to increase safety or improve the view of approaching trains at level crossings is being carried out as rapidly as the available funds and technical resources will permit.

ITEM 1—WAY AND WORKS—*continued.**Sub-Item.*(106) *Grade separation at level crossings, &c.*

Under the Country Roads and Level Crossings Funds Act passed in 1954 (now section 115 of the *Country Roads Act* 1958), grade separation is being undertaken at various locations, and the Railway Department contributes to the cost of these works.

The amount provided is required to cover the estimated cost to the Department during the currency of the Act of works to be carried out under the Abolition of Level Crossings Committee's programme.

Projects currently in hand, and those proposed for commencement are :—

| | |
|----------------------------------|--------------|
| Miller's Road, Paisley | } (Progress) |
| Princes Highway West, Allansford | |
| Victoria Street, Geelong | |
| Camp Road, Broadmeadows | } (Proposed) |
| Western Highway, Ararat | |
| Princes Highway West, Colac | |
| Skye Road, Frankston | |
| Melbourne Road, Spotswood | |
| Latrobe Terrace, Geelong | |

(107) *Dwelling accommodation for employés, &c.*

This sub-item is to provide for expenditure during the currency of the Act on additional or improved dwelling accommodation which it may be necessary to provide to meet staffing requirements, mainly in country locations.

(108) *Staff amenities in depots, workshops, stations, offices and yards.*

This sub-item is to authorize expenditure on a progressive programme of improvements to staff amenities, including meal and locker rooms, showers, sanitary facilities, &c., that is being carried out as rapidly as the available funds will permit.

(109) *Communication lines, &c.*

This sub-item provides for additions to and modernization of the Department's communications network. In the course of this programme, morse telegraph circuits have been displaced by a system of teleprinter centres located at key points throughout the State, with local communications around each centre being conducted by telephone. The programme also provides for the upgrading of telephone communications between Melbourne and the principal country centres, and this involves the reconstruction of a number of the principal pole lines. During the currency of the Act it is proposed to proceed with this work between Melbourne-Bendigo, and Ararat-Serviceton.

ITEM 1—WAY AND WORKS—*continued.**Sub-Item.*(110) *Electricity supply, &c.*

This sub-item provides for additions and improvements to electricity supply, both for normal lighting, heating and industrial purposes and for the operation of electrified lines. Under the latter heading the principal item of expenditure is in connection with a long-range programme to convert the high tension supply for the Melbourne electrified lines from 25 to 50 cycles, in anticipation of the eventual discontinuance of 25 cycle supply from the Newport Power Station. Conversion of Workshops plant, including lighting, machine tools, cranes and air compressors, to 50 cycle power is also in progress.

Provision is also made for additional substations to meet traffic demands, modifications to protective equipment designed to minimize interruptions to the services through faults on high-tension feeders, and extensions to the supervisory control system to control the additional substations.

(111) *Bridges, &c.*

This sub-item provides for expenditure during the currency of the Act on the reconstruction of bridges, (many of which are over 80 years old) with particular emphasis on the programme of replacing timber, or part timber, bridges with permanent steel and concrete structures, or with corrugated galvanized steel pipes.

(112) *Plant and equipment, &c.*

This sub-item provides for the purchase of all plant and equipment other than road motor vehicles and rolling stock plant and machinery.

Much of the new plant is required for extension and improvement to the cyclic system of track maintenance, under which all heavy repairs throughout a district are carried out by specialized, fully mechanized gangs over a fairly long-term cycle, and the local gangs (suitably adjusted in strength) do only such day-by-day work as is necessary to keep the tracks in proper alignment. The cyclic system not only results in a better standard of track maintenance, but also yields considerable economies.

Also covered by this sub-item are goods handling equipment for traffic purposes such as cranes and fork-lift trucks ; printing machinery ; platform trolleys ; and accounting machines.

(113) *Private sidings constructed on railway land.*

As part of their concentrated drive to obtain new business in the face of intense competition, the Commissioners have adopted the policy of contributing towards the cost of private sidings constructed on railway land in suitable cases where a guarantee of substantial rail traffic is forthcoming.

Previously, the siding owner was required to meet the whole of such costs.

The amount provided is the estimated expenditure on this work during the currency of the Act.

ITEM 1—WAY AND WORKS—*continued.**Sub-Item.*

- (114) *Melbourne (Flinders-street " E " Signal Box)—Richmond : Provision of two additional tracks on Burnley line, including associated works and structures and acquisition of land.*

This work was authorized under previous Loan Acts, and the amount provided is required to complete it. Total expenditure to 19th August, 1972, \$1,186,869.

Over recent years train services have been progressively improved on both the Box Hill and Glen Waverley lines as the result of completion of the following works :—

East Malvern–Glen Waverley : Duplication of line.

Richmond–Burnley : Two additional tracks.

Burnley–Box Hill : Third track signalled for two-way running.

This particular sub-item provides for elimination of the two-track bottleneck still existing between " E " box (Jolimont Junction) and Richmond. Two additional tracks must be provided in this section to enable more peak period trains to be run on both the Box Hill and Glen Waverley lines and to connect these lines to the underground loop. It is also necessary to integrate the work with construction by the Melbourne Underground Rail Loop Authority of the underpasses to connect the Burnley, Caulfield and Sandringham lines with the underground loop.

- (115) *South Kensington–Footscray : Provision of two additional tracks.*

The existing two track section between South Kensington and Footscray, which carries outer zone commuter traffic on the Geelong, Ballarat and Bendigo lines as well as the electrified suburban service through Footscray, is operating to maximum capacity in peak periods. Quadruplication is essential before necessary improvement can be effected on these lines, and the amount provided will enable preliminary work to be carried out.

ITEM 2—ROLLING STOCK, EQUIPMENT, MACHINERY AND OTHER WORKS.

Sub-Item.

- (202) *Suburban electric trains.*

One of the most urgent tasks facing the Department is replacement of the 96 outworn, outmoded, wooden-bodied electric trains still in service. Of the 646 carriages comprising these trains, 293 are over 55 years old, and 40 are over 70 years old, and replacement of this stock is becoming an increasingly pressing problem in the interests of proper operation.

ITEM 2—ROLLING STOCK, EQUIPMENT, MACHINERY AND OTHER WORKS—*continued.*

It is simply not possible, with rolling stock of this vintage, to provide the standard of service necessary to meet today's highly competitive conditions.

Arrangements have been entered into for construction, mainly by contract but to the maximum extent practicable in departmental workshops, of 50 lightweight, stainless steel sheathed trains of the most modern design, featuring power-operated doors, forced-air ventilation with heating for winter conditions, tinted windows and quiet, smooth-riding suspension.

The amount provided is to meet expenditure during the currency of the Act on these new trains, the first of which is expected to be in service this year.

Sub-Item.

(203) *Country carriages, brake vans and sundry stock.*

The amount provided under this sub-item is required to meet expenditure for the continuation of the programme commenced two years ago of construction of bogie brake vans to replace fixed wheel vans on fast goods trains.

(205) *Wagons.*

The amount provided is to meet the estimated expenditure during the currency of the Act on the construction of approximately 208 new wagons and vans in Departmental workshops.

In order to provide for modern competitive conditions, new construction is being concentrated mainly on high-speed bogie vehicles for specific traffics, including containers, steel, and wheat.

All new vehicles are fitted with roller bearings which practically eliminate the possibility of hot boxes, and are suitable for bogie exchange between 5' 3" and 4' 8½" gauges. As they come into service these wagons will enable an equivalent number of obsolete fixed wheel wagons to be scrapped.

(206) *Rolling stock equipment, machinery and other works, including road motor vehicles.*

This sub-item provides for the purchase of plant and machinery for rolling stock workshops, and the purchase of road motor vehicles including departmental cars, buses, goods vehicles and vehicles for servicing, inspection and breakdown purposes.

ITEM 3—CONSTRUCTION OF NEW LINES OF RAILWAY, &C.

Sub-Item.

(301) *Surveys, Plans and Estimates.*

This amount covers the estimated expenditure for reports, inspections and surveys, and the preparation of any necessary plans and estimates during the currency of the Act.

(302) *Expenditure on other lines which have been or may be authorized by Parliament for construction.*

Provision is made under this sub-item to cover expenditure on any new line that may be authorized during the currency of the Act.

ITEM 3—CONSTRUCTION OF NEW LINES OF RAILWAY, &C.—*continued.**Sub-Item.*(303) *Tyabb to Long Island Railway.*

This work was authorized by Act No. 7667 of 1968 and previous Loan and Works and Services Acts and funds are required to meet unresolved land acquisition claims.

Total expenditure to 19th August, 1972, \$187,419.

(304) *Eastern Railway.*

This work was authorized by Act No. 8235 of 1971.

The new line will run from Victoria Park to East Doncaster, and portion of it will be constructed in conjunction with, and within the median strip of, the Eastern freeway.

RAILWAY WORKS AND SERVICES BILL 1972.

Explanatory Statement.

| Sub-Item No. | Particulars. | Expenditure during the year ended 30th June, 1972. | Proposed Expenditure during the year ended 30th June, 1973.* | Proposed Provision in Bill. |
|--------------|--|--|--|-----------------------------|
| | | \$ | \$ | \$ |
| 101 | Stations, yards, &c. | 1,540,000 | 977,000 | 1,845,000 |
| 102 | Accommodation for locomotives, carriages, &c. . . | 252,000 | 50,000 | 200,000 |
| 103 | Signalling, interlocking and traffic control systems . . | 952,000 | 850,000 | 1,500,000 |
| 104 | Relaying of tracks | 3,551,000 | 3,163,000 | 4,700,000 |
| 105 | Boom barriers at level crossings | 47,000 | 70,000 | 110,000 |
| 106 | Grade separation at level crossings | Cr.112,896 | 100,000 | 150,000 |
| 107 | Dwelling accommodation for employ es | 50,000 | 50,000 | 100,000 |
| 108 | Staff amenities | 70,000 | 140,000 | 210,000 |
| 109 | Communication lines, &c. | 185,000 | 194,000 | 300,000 |
| 110 | Electricity supply | 169,000 | 426,000 | 630,000 |
| 111 | Bridges | 875,000 | 1,139,000 | 2,000,000 |
| 112 | Plant and equipment | 531,000 | 600,000 | 950,000 |
| 113 | Private sidings on railway land | Cr.2,216 | 48,000 | 70,000 |
| 114 | Melbourne-Richmond : Two additional tracks on Burnley line | Cr.41,925 | 500,000 | 750,000 |
| 115 | South Kensington-Footscray : Two additional tracks . . | .. | 144,000 | 1,200,000 |
| 202 | Suburban electric trains | 2,993,000 | 5,000,000 | 8,000,000 |
| 203 | Country carriages, brake vans, and sundry stock . . | 1,214,000 | 600,000 | 900,000 |
| 205 | Wagons | 2,345,000 | 2,500,000 | 3,750,000 |
| 206 | Rolling stock equipment, machinery &c. | 55,000 | 100,000 | 400,000 |
| 301 | Surveys, plans and estimates | 11,000 | 10,000 | 15,000 |
| 302 | Expenditure on new lines, other than already authorized | 36,000 | .. | 50,000 |
| 303 | Tyabb to Long Island Railway | 15,000 | 42,000 | 60,000 |
| 304 | Eastern Railway | .. | 72,000 | 110,000 |

* Includes \$1,200,000 estimated to be available from the Railways Renewals and Replacements Fund.