FORECASTS (for today): Metropolitan: Mild to warm. NSW: Dry inland, mild to warm on coast. Max temps: City 25, Liverpool 28. (Weather, sun, moon, tides and fire warnings, P. 18.)

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24 PAGES

12c\*

# 80 dead as wreck cleared

# Inquiries begin on wonst Aust rail crash

After 31 hours of heart-breaking toil rescue workers made the final count yesterday in the Granville railway disaster—80 dead and 83 injured.

Some of the 36 injured still in hospitals are in a critical condition.

The rescuers took 20 hours to cut away paint of the 200-tonne concrete slab which had entombed the bodies of more than 60 of the victims.

Now the workmen are breaking up the rest of the Bold Street bridge and clearing debris from the five lines to get trains moving through again to the West.

Public Transport Commission officials hope the line will be reopened late, today or early tomorrow. Meanwhile, emergency bus services are linking stations on both sides of Granville.

Investigations into the disaster, Australia's worst railway accident, have already begun by PTC experts and police.

PAGE 3: Mammoth police

and medical effort ends:

train driver's ordeal;

one son lived, one died.

one bank group; wait

for insurance payments.

PAGE 4: Why trains are derailed; five dead from

temporary morgue with police trying to identify the mangled

He had to console a man

who lost two teenage daughters in the crash and a mother

whose 11-year-old son was on

Another family had two sons on the train. Only one sur-

Other passengers, treated at

hospitals and discharged, re-

escapes they had from death

Doctors told how an ambu-

lanceman spent nearly 10

hours with the last person

taken allive from the wreck-

age, talking to him quickly throughout his ordeal and bath-

ing his forehead with leed

ANZ banking organisation working at branches around the city died in the crash. Some other employees were in-

Mr John Maddock, of War-

rimoo, was in the third car-

riage of the fatal train on

Twesday but escaped un-

hanmed. Yesterday, he re-peated his journey, sitting in

the same carninge as he did

Sergeant Joe Becaroft, the head of the Police Rescue

Squard, stopped after 31 hours

work and described the scene

as the worst he had witnessed.

politizamen for a brief paradle

lo receive congratations from the Police Commissioner.

At Kateontha messages of sympathy poured into the offices of the Blue Mountains

Darwin, the city devastated

An ecumenical service was

broadleast over 2KA, the local

radio station. Cardinal Free-

man will sny Mass today at St Many's Cathadral and at the

same time an Angliann Holy

Communion memorial service will be held at St James's Church, King Street.

Boy charged

with murder

A 12-year-old boy was charged

tonight with the munder of Christopher Robin Date, 7, at a YMCA youth camp last

The boy changed is one of

73 children who attended the

camp. We was charged after an

inquiry by a term of detec-tives who interviewed all the

children who had been at the

Christopher Date's body was

found after a search by more

than 200 police and volunteers.

He had been bushad to death

ADELAIDE, Wednesday.-

by Cyclone Tracy two years

ngo, is setting up a relief funtle to help the train victims.

Then he joined the other

the previous day.

31 hours

Mr Melvym Wood,

City Council.

junceti.

Fixe younge people from the

or more serious injuny.

## Judge visits scene

Judge Staunton, appointed to head the State Gowernment's judicial inquity, visited the crash scene for about 45

minutes yesterday. He said later that the full impact of the disaster had not hit him until he was at the

Two independent assessors have yet to be named but the first sittings of the inquiry are expected next week,

The Premier, Mr Wran, announced that the inquiry would not only look at the Granville crash but would use this as a guide to the State's railway

"I don't think anyone who saw the results of the Granville accident could fail to suffer a loss of comfidence in the railways system," he said.

He condemned the shackle" state of the railways emphasised neglect that should have been obvious years ago.

Asked to guarantee the safetty of people using NSW railways he said: "I don't think anyone can guarantee any-thing." (Report at right.)

#### A pledge

Mr Wran, a Queen's Counsel, advised anyone injured in the crash to take immediate steps to sue the Public Transport Commission. He also pledged that the

Government would pay all reasonable funeral expenses for the victims.

But insurance companies warmed vesterday that families of the victims may have to wait up to seven months to receive life insurance because of the length of time for probate to be granted in NSW. Yesterday, as the rescue efforts tapered down, the stories of good and bad luck, of tragcdy and sympathy and the efforts of rescuers began to

emerge. Mr Trewor King, Salvation Anmy officer and former boxer, spent Twesday night at the

# LATE NEWS

## Fighting in Japan

TOKYO, Wednesday,

Fighting broke out today when more than 3,000 riol police moved in to bank up a demonstration at Nariin, near here, in protest at the siting there of the Japanese capital's new international airport.

—AAP.

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THE HEART OF A DISASTER LIES BARE



A mass of flattened scats was all that remained of a railway carriage when the last of the concrete slab that covered it was removed.

# Confidence in railways shaken, says Wran

vesterday that he thought the Gramville disaster would cause a loss of confidence in the railway

Answering questions after announcing the approximment of the Chief Judge of the NSW District Court, Judge Staurtton, to head n three-man public inquiry into the disaster, the Premier said:

"I don't think anwone who saw the results of the Granville accident could fail to suffer a loss of confidence in the railway system."

He condenned the "ramshackle"

statte of the railways and said the dead and maimed emphasised neglect that should have been obvious 10 years ago. This is a traggely of monumercial

proportions not seen before," he "What this awfull triductly emphasises is the need for us to be more diligrant than ever, But Mr. Waran said that the acci-

dent had to be seen in perspective.

From MIKE STEKEINEE

Tax indexation would give Aus-

trailinns incontettux cuts worth

well over \$1,000 million from

July 1 this year, the Federal Trea-

In an 11-page statement, he said that Cabinet had rejected calls for

further tax reductions proposed by

trade-unious, employers and the

year referred to by Mr Lynch apply

automatically under tax indicatition.

introduced at the start of 1976-77.

assess the amount of tax people pay

will be adjusted tipwards by the in-

flation rate during 1976-777, expectedd

into higher brackers during the year

because of infiliation will receive that

Mr. Lynch issued his unuswilly

long statement soon after his return

from Japan, where he attended min-

isterial talks, and immediately before

taking a two-week helithyy.

Income earners who have moved

to be about 14 per centt,

The income brackets used to

The cuts from the middle of the

surer, Mr Lynch, said today.

Labor Panty.

reductions.

CANBERRA, Wednesday. -

It involved a terrible set of coincidences.

"For it to happen there had to be a denailment nt. The loco had to run off the line, it had to do it on a bend, and at that bend there had to be a bridge supported by a standing and it had to but that support and bring

it down. Asked to guarantee the safety of people using the State's railways, Mr Wram said: "I don't think anyone can guarantee anything.

"What happened has made the Pubblic Transport Commission more ambious than ever to see that what's on the tracks is in good order and

comdition.
"But," he said. "I don't contemplatte anyone will ever be able to guarantetee that instablishing or anything of a mechanical order will alwayes work.

"I cam say that enormous efforts are being made within the limitaetions of the railways system to make things as safe as they can be,

\$1,000m indexation tax cut

It is uimed at entling speculation, that the Government will cut income

or sules tances soon to boost the eco-

net meeting that considered the series

of propossids made recently and de-

inappropriate" at this stage.

the real burden of taxation.

posed," the Treasurer said,

during 1976, he saidi.

to the end of 1975.

cided that law cuts would be "quite

But the Government was deeply

"Indecrent in the calls that have

committed to tax reform and, as cir-

cumstances permitted, to reducing

been made for reductions in taxu-

tion are both a complete misreading

of ecomonic developments and a

complete lack of analysis of the in-

plications of what is being pro-

There had been a significant in-

There hud been a sharp modera-

tion in the unitchlying rate of infla-

tion and an increase of more than

7 per cent in real gross non-flatin

product over the nine months to last

September, compared to a fall of 4 per cent in the 14 years leading up

proveement in economic performance

Mir Lymch suid last Friday's Calbi-

nonyy and help fight infliction.n.

"It is not my role to point the finger or engage in political mudi slinging, but I don't think there is any doubt we took over a very ramshackte railways system," Mir Wram said

"It should be remembered that before the election we said the railways were in bad condition and that it would take live years of intensive efforts and many humbredes of millions of dollars to modernise the

"We are in the process of doing t lhætt

"Itt's a pity so manyy people shouldd be killedd amdt injjured amdt maimodd to emphasisse what should have been obsiduas 10 years ago."

Mir Wiran said he was no funther advanced as to the cause of the accident than anyone else. However, the black box recorder

had reveiled the trains speed, and other information, and there had been a complete check of the track only a few weeks earlier,

There were two fundamental rea-

The first was that they would add

The second was that tax reduc-

tions, like policies such as full wage

indexation, would negate the benefits

to the Budgett deficit, which would

only increase the underlying prob-

lems of the economy.

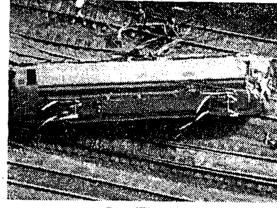
of devaluation.

sons why the Governmental had deci-

ded firmly against further law cuts,

he saidl.

## 2nd smash for loco



Gramville, 1977

Electric locomotive 4620, the engine in The Granville rail disaster, was involved in a 160 km/th derailment at Wentwoolth Falls in 1965, a union official said yesterdlay.

The president of the NSW branch of the Austrailian Federated Union of Locomotive Enginemen, Mr J. Booth, said a braking failure was the cause of the Wentwoorth Falls crash on June 17.

Locomotive 4620, numing from Lithgaw to Enfiched with a 37-track goods train loaded with coall and comment, lost its brakes just after it left Kateroniba, on the steepest section of the track.

The train jack-kenfeld off the tracks just outside
Wentworth Falls station. The three railwaymenen

aboardesspand with minor injuries.
The 110-tome, 16.5 metre long engine is one of 40 built it Stockton-om-Tores in Emplandd to NSW specifications between 1955 and 1957 by Metropolitan Vickers Ltd. It entredd service on Mauch 27, 1957.

Mr Booth - himself am empine duiver - said he had driven 4620 many times.

He said it was no better and amy of the other 46-Series engines. Drivers like the 46-Series because of their power, cleanliness and quietness of operation," he

The engines were regularity serviced and over-hauled.

## Mining under dams backed

Fears that coall min-ried out with proper ing under Sydney's safeguards.

Water supply resercionsidered by the NSW water supply reservoir's could bring a Government. danger of catastophic The setting up of the Hooding of the constal inquiry followedd a 70plain are dismissed as year-odd dispute betsween the Metropolitinn Water "quite unrelikistic" in a III8-page report is-Sewerage and Drainage Board and the Depart-

The report on an inquiry communed by Mr Juntice Reymoths, Judge of Appeld. Supremec Count of NSW. says Man the valuable resource of coal reserves in the veservoin area may be minedd withbout endinggering the

sued yesterthay.

## A record for AMP

Ausstahainn Mutuahl However, because of

substantial decline in New Zealandd suprennnuntion policies and an increase in the proportion of tenn insurance written, new premium income fell 3.4 per cent to \$UG million.

Details, Page 17,

# security of the stored waters if mining is car-

Provident Society whate a record \$5,800 million in new business in 1976.

## Tito seeks new PM

BELGREADDE, Wednesday,
-- President Tito faces the prohitem today of chansing a new Prime Minister, followings the dentile of Mir Dizinal Bijadic in a plance crush. Mr Bijedic, his wife and six

other people were killed yesterday when their Governmentat executive jet crashed into a snowedad mountain near Sagacentral Yumoshivia. There were no survivors.

The Prime Minister boardedd the plane less than an hour after seeing President Tito off for Tripobli at the Mart of a ningdatay Middle East tour,

Primee Ministerer was as a highly efficient commission. He left no heir apparent in the Government. is four equally ranked remiers.

(AAP-Router)

TOM Uren, the Deputy Federal Opposition Leader, didn't sleep well on Tuesday night. He lives in his electorate, Reid, in a home unit on the muth floor of Granville Towers — over-looking the scene of the rail disaster. . AND the condolences stream in. The Heraliti received this telegram

from the United States yesterday: "We send our deepest sympathies to the families of the Mount Victoria train crash. Former Glenbrook residents and commutaters. Terry and Barbara Stegner, Mom-tana. USA."

EVER-ittapostced in the broad trends of fashion, Column 8 can tell you that thin ties for men are on the way back. And so are narrowledgeded trons-crs. Terrible news, isn't it?

AR Justice Woodward. of the Supreme Court, refused to begin a hearing on Twesday untill he air-conditioning was turned on. For two weeks he is filling in during the Law Vacation, holiding court in the old Divorce Courts building in 50 Phillip Street. Courts in this building are being transferred to the new building up the street and, in the rust, officials disconnected the air flow, provoking a quick ultimanum from the judge. Yesterday justice proceeded breezily.

IOW (he times have changed. Once upon a time it was cheaper to see the film version of n book than busy the book itself. Not amy more. Today you can read the book for little more than half the price of the movie. Seltzer's nowdi, Dawid The Omen, is an example. The paperback version sells in the City for \$1.955. Butt to see the film you'll pasy \$3.50 at night.

THEY grow 'cm bigger in the west. Our reports om the boussai sprouting from the stone column in Centeminial Pank reminded W. D. Saxom, of Lintlefield, of a tree in the Porongorup Range National Park, Western Australia. It's no miniature, butt a karri some 50 metnes talli. A tourrist attraction, it grows from the centure of a large boulder 10 metres high, Well, give Sydney's midteet another 200 or so years

Soution 2
Tennis: Injured Mark
ladmondson passed lit
for Davis Cup, Page 13
Tuff: Gunsyald's half-bbro-

ther upsets plunge at Canterbury. Pine 13 Athletics: Olympic chum-

pion bests top Austra-lian sprinter. Page 13 highly Lengue: Akm Clarkson previous East-em Suhubbs' premier-

ship prospects. Page 13
Serbil The Plane That
I'ell Out Of The Sky,
Part 4. Page 15

Part 4. Page 15 Finance: Ampol amnonces

a \$20 million Expansion of its Lyttoon refinery in

## On other pagess

Runny

Ascenii Japann and Atisina-lia havee joint aid plan for Somblikhalst Asia.

ment of Mines over min-

ing 4in the reservoit

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Loams ulfuir: Maggisurate disquadicties himself in conspinacy case, Page Z India: President dissolves Lower House of Parlin-ment after Mrs Guddhi cullis elections. Phys 5 S Afirten: UK enway to holki vitali Rhudesia talks with Mr Vorsitor,

Pule 5 Cyrus Vilinge: The mim for all seasons — lan Hicks, Turning on the stage lights — Diama Plaker, Editorialts, Mol-Puge 6

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FOR TELE



with half a brick,

٨.

W



## One som died, but another survivedd

Bruce Watts had two sons on Tuesday's 6.09 train from Mount Victonia. Michael, 11, was lucky — he survived. David, 25, was found dead in the fated third

For three hours Mr Watts stood outside the tent morgue at Granville yesterilay, waiting for news of David. At 3 pm his fears were confinmed.

For him and his family, like many others, it was the end of an allday and all-night vigil. Mr Watts went to work early yesterday morning without hearing about the crash. His wife

rang him there. "She told me my youngest son was on the train," be said.

Michael Watts, like David, had caught the train at Penrith bin was in a different carriage.

Michael never made it to the beach but "he rante from Granville soon afterwards and waid he was not hurt." Mr Waits

Bruce Pedersen, 26, of

Arkette Naggar, 23, of Northmodd.

Peter Cormack, 27, of

day. — The Queen has sent a telegram to the Governor-General. Sir John Kenr, expressing her sympathy for the victims

of the crash.
The telegram reads: "I

am much distressed to

He then heard from his wife, Their daughter-in-law, Claue, told them her husband David was on the train.

The family, joined by their eldest son and his wife, sat at home in Penrith all night.

"We kept watching TV and ringing the police station." Mr Watts said.
On Tuesday night, no hospitals had identified David.

Mr Watts went to Granville at noon yester-day. "My wife stayed at bome," he said. "I tried to keep her away from it". David's bride of ninemonths was sitting in a car outside the police

banniers.

Mr Watts was quiet and visibly shaken as he stood waiting with a senior police constable and Salvation Army

chapilain. When the last bodies from the third cartage were removed, the policeman was able to identify Waltts by David Dawid Walts by the watch he was wearing.
On the back of it were the words: "To Dawid, love. Clare."

By late last night police had released the

names of 32 people kill-ed in the Granville dis-

Vivicinue Esteille Rud-

midige, p.5-40. Manns Road. Willight Fibree. Lost by Warte Mitchell,

Mount Riverview.

Jill Elizabath Power,

Christopher Rex Ellem,

Christopher William Lopez, chef. Chesterfield Road, Penrith.

Bruce Pedersen, 26, battk clerk, Dobson Cres-cent, Baulkham Hills. John Malcolm Jones, 30.

Debra Anne Metcalife,

20-30. secretaryy. Campibell

Rosembry Leech, 25, typist, Patt Street, Parna-

Alan King Fulton, North Rocks Road, Partmettet. William Gemmell, 14.

Christomell Street. Lawson.

Margaret Dunn, Glen-coe Avenue, Werringson. Peter Michael Cormack, 27, bank officer, Magowar Road, Pendle Hill.

Rodney Cotter Hender-son, 36, manager, Bridge Road, Blaxland.

Michael John Dovner, 2, claims mamager, Grey

Diamne Grasden, 27,
Wilson Wny, Blaxkanid.
Stephen Leslie Jones, 19,
Ross Sirest, Pantamatitia.
Beryl Ann Halwassen,

19. Brown Street. Pemrihi,

Queen sends her sympathy

me in sending our heart-felt sympathy to the relalives of those who have lost their lives and to the injured. Elizabeth R."

Sir John said the

Queen was being kept

Sincet. Pannamiata.

matta.

CANBERRA. Wednes- Duke of Edinburgh joins

learn of the tragic train informed of the rescue disaster at Gannville. The operations.

manager, Barnett Street, Penrith.

Colson Crescent

aster. They were:

Names of 32

managar, Hazelbrook.

accountant.

Angela

Police

Faultzonbridge. Mary Larkin. Ashfieldi.

Lyndy Styles, 19. Doom-

Injured

He said he and Lady Kerr offered their sympa-

their relatives.

crash dead

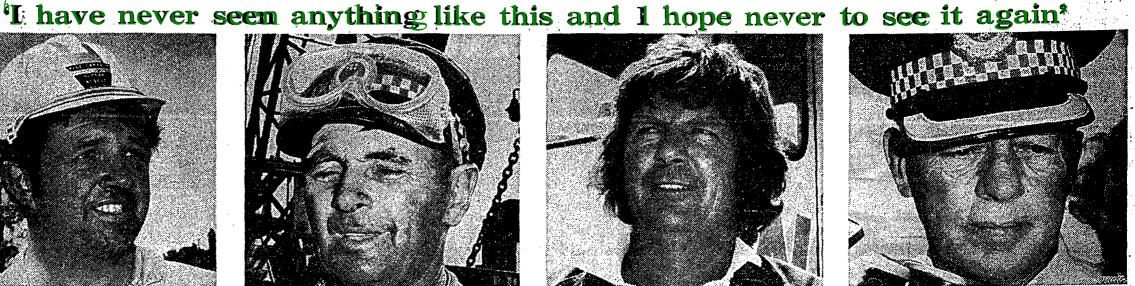
Mr PAUL RHENBBERGER - one girl allive but "looking like a piece of puttyy"



Sgt JOHE BEECROFT — his distress welled to



Mr DICK WUBBEL - on duty since 8.30 on



Supt GEORGE MARSHALL — in charge of

the operation.

# After 311 hours the last

By Our Police Reporter

At 3.10 pm yesterday, almost moved from the wreckage.

The last bodies were taken from the middle of the third carriage which had been crushed to less than a meter in height by the falling bridge.

removed on Tuesday, workers began breaking up the concrete with juckhammers to reach the bodies.

The debris was removed, to reveal a scene sickening to even the hardest and most experienced res-

Sergeant Joe Beecroft. head of the Police Rescue Squad, emerged from the rubble almost on the point of collapse after working non-stop throughout the drama.

tress that had been growing during the 31 hours welled to the surface.

"The sights down there were ab-

Mr Paul Rheinbegger, vice-capetain of the Nepaun Rescue Squad. the wreckage on Tuesday alive but looking like a piece of putty.

"You would think it was beyond

alive under those circumstances."

A band of soiled, tired workers emerged from the remnants of the tragedy, thinking for the first time of trying to get some sleep.

Mr Dickt Wubbel, of Revesby, had arrived at 8.30 am on Tuesday to operate cranes and remained on duty throughout the night and yes-

Superintendent George Marshall, who was in charge of the entire operation, said: "I have had only hours' sleep but, unlike some fellows. I have not been at the end

of a jackhnammer for 22 hours."

The bodies, held briefly in a tent mortuary beside the track for police examination and identification, were quidly whished away to the City Morgue.

The tracks were still a scene of

chaos, but already gangs of work-

men were laying new sections of track and huge jackhammers were breaking up the slabs of concrete. Officials said the tracks could be cleaned by 8 pm today.

Police paraded briefly outside their mobile headquarters to receive a message of congratulation from the Police Commissioner, Mr M. Wood.

The police had been very restrained. They had to hold back thousands of people who had swarmed around barreades. doing everything possible to get a closer

Salvation Army workers cleaned up their food and drink stalls. Captain Ivan Lang. of Salvation

Anny headquatuers, said it was the worst traggedy he had seen but like so many traggedies it had brought out the best im people.

Judge Staunton

# Teamwork paid off for victim

By SHAUN McILRAITH, had been called in to help Bankstown Hospital, which had sent doctors

An ambulameeman, a young doctor and a nurse who spent many hours beside a trapped passenger at Granville typify the spirit and teamwork behind the rescue opera-

The passenger. Bryan Gordon, 28, of Emu Plains, lay for more than 10 hours in a smashed canninge, a bridge girder pinning him across the upper thighs.

The last person to be taken alive from the wreckage, he was flown by heliampiner to Prince Henry Hespital at 6.20 pm on Tuesday. He was in a serious condition, under the property of the prop under intensive care, last

The ambulanceman, squeezing into the car-nage beside him, talked to him quietly throughout and bathed his forehead with iced water.

To the senior onthopadeic surgeon from Sydney Hospital who directed his medical care, the ambulanceman was "just about the most useful citizen around."

The surgeon's account of his team's involvement at Gramwille gives a good insight into the efficiency with which the Sydmey Metropobiatan Medical Program func-tioned on Tuesday.

Disaster teams from seven surrounding hospitals, co-ordinated initially by the police surgeon, Dr Ernest Pedersen, then by Dr P. Christopher, of the NSW Health Commission, were in action before Sydney Hospital became involved.

Its team, the surgeon, two surgical registrars and four nursing, sisters,

and nurses to the smash. But when Bankstown decided it could cope unaitied, the team was redirected to the disaster

The surgeon groped his way between the smashed carriages and a wall of the bridge to offer his help to other teams aid-

ing trapped passengers.
His team took over caring for Bryan, Gordon.
That was about midday. For the next 6± hours the registrar — training in orthopaedic surgery — stirred from the patient's side only briefly when the cauriage had to be

cleared because of the

risk from falling debris.

The surgeon decided to change from plasma to whole blood, but the first bottle blocked. A nurse member of the team quickly supplied a new bottle of blood and the transfusion was reestablished within three

A surgeon from a team working further under the bridge pointed out that any hasty attempt to free Bryan Gordon might cause wreckage to collapse on his own two

seriously injured patients.
Finally, at about 6 pm,
a giant crane lifted the
remants of the girder,
Bryan Gordon was carried carefully from the
wreckage on a light stretcher and he was transcher, and he was trans-fented outside to a regu-

lar stretcher.
Dr Christopher joins the surgeon in praising the efforts of the various types of rescue worker on

the scene:
"I think the engineers, the police and doctors and nurses were very courageous to work under the concrete slab not knowing whether it was safe."

# body: the rescue is over

31 hours to the minute after the 6.09 from Mount Victoria ploughed into the Bold Street overpass, the last body was re-

When the last of the injured was

When asked how he felt, the dis-

"Il am pretty upset. I have never seen anything like this and I hope never to see it again," he said.

solutely ghastly. It was much worse than yesterday. Today it was head injuries. The head injuries were very, very bad."

said one girl had been taken from

endurance of a person to remain



Judge J. H. Staumton, who will head the judicial inquiry visited the

crash scene yesterday. He went to the wreck after accepting the appointment from the Premier, Mr Wran, in the

morning. "It was terrible, shock-g." Judge Staunton id later from his Pymble home.

He spent 45 minutes wattring rescue and talking to police. He had not known anyone travelling on the

Judge Staunton. Chief Judge of the NSW District Court since 1973. said it would the first time he had presided oter such an inquiry. He said he had always had a general interest in trains, but did not travel

on them regularly.

Like most boys, he had had a model train set and even now visited model train exhibitions.

He expected there would be plenty of engineers and technicians to advise on technical information presented to the inquity. the inquity.

### Holiday offered

People of Toowoomba have offered to throw open their homes to widows and children of people killed at Granville.

The offer was made at

a public meeting last night. It has been relayed to the Mayor of the Blue Moun-tains, Alderman W. Lloyd.

# Wein, Weib und Gesang

Mach die Hungerford Hill Mosedleauf



## Driver still under heavy sedation

By GRAHAM WILEMMS

Edwarti Olemcowicz, 52, the highly experienced driver of the train which crashed at Granville, is still under heavy sedation.

In 18 years of driving trains he has an unblemished record. He knows by heart the 50,000 speed, traffic and signal posts on the entire NSW country

rail network.

As a class five enginedriver — only a few make
it to class six — he has
learnt to drive 40 types of engines in a tough school from steam, tilesdi-cleatic mid electric loco-motives to small rall-

motors.
"I don't know how it happened, I can't under-blind it. It all happened so quickly," he sobbad us rescuers freed him from overmined cab on

Until 8.12 am on Tuesday Mr and Mrs Clenco-wicz, who migrated from Poland about 1948, lived a happy, peaceful life in their neat home with its precise garden at Green-

 $\mathbf{A}$ 

shuttered for both of them. Mrs Olemanicz has been driven nearly distraught by abusive telephone calls.

Mr Olencewicz, a burly man of 187 cm (6ft 2in)

man of 187 cm (6ft 2in) whose gentleness impressed his driwer mates at Eveleigh rail depot, left home about 9 o'clock on Monday night.

He drove the 11.36 pm train from Central up the mountains, arriving at Mt Victoria at 1.55 am.

The death train was cleaned at the desented station while Mr Olencewick and the fireman, Bill McCrosant, 26, had a few

witz and the treman, Bill McCrosnat. 26, had a few hours' break and a sandwich and a cup of tea in the loy cold of the mountain dawn.

Then Mr Olengewicz began to shurt the train, ready for its departure—with no passengers boardwith no passengers board-ing at Mt Victoria — at 6,09 am, Mr Olencawicz had

driven over the mountain loved trains.
The man on whose shoulders rested the safety of 600 passengers every maining earns, \$4.40 an hour. That's \$176 a week.

"We're jumbo jet pilots on swagman's wages," was day of Joe Booth, State president of the Australian Federated Union of Locomotive Enginemen and a highly skilled driver like Mr Olencewicz.

"The deep tragedy is that when things completely beyond our control occur, as obviously hap-pened in the case of Mr Olencewicz, so many people blame the driver." That is the ordeal that Mrs Olencewicz is now en-during. So many abusive callers have rung her that friends any she is almost distraught.

Miss Bunty Mare, of Springwood, who was hurt in the crash, rung Mrs Olencewicz yestenday to offer her condidences. After heuring allegations

about the train's speak, she wanted to reassure like wife that Mr Olencewiez. had, in her opinion, drilven the train well.

"Miss Olencewicz was deeply upset by the hage number of abusive and flendish calls — and she said mine was the first kind one she'd had," Mrs. Mare said,

à



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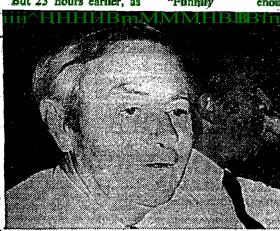


N267/3/10

left home at 7 am yesterday and walke the one kilometre from his home to Warrimoo Station. He caught the 7.16 from to Sydney—the 6.09 from Mount

He sat near the front of the third carriage, just as he had done on the 7.16 train the previous

But 23 hours earlier, as



Mr John Maddock in his seat the day after he had crawled out of the wrecked train.

Mr John Maddock Mr Maddock was traveverything seemed clear during the crash. I was thinking very calmly and watching everything hap-pen, completely underelling to work on the 2.16 the third carriage had been completely destroyed when the Granville bridge collapsed.

He had crawled out of standing what was going

on.
"I remember thinking, as the carriage ceiling was being forced down, 'Oh blast, I was going to retire next year.' the wreck as the people in the row behind him were or row penind him were crushed to death.

Mr Maddock, 59, had escaped from that crash unscathed.

He had a magazine to edit yesterday. There was no reason to stay at home, he said. "There were lots of screams before the bridge collapsed and someone near me said, 'Don't pamic' Then the roof came down, down, down and I could feel it on my neck, forcing me on to the floor.

the floor. l crawled out on my hands and knees. I knew already that a lot of the people in the carriage had been killed."

Mr Maddodk said he had been quickly and po-litely ushered away by police when he had at-tempted to get back in- Mrs Slater said.

to help those inside. It was not until he watched the evening news on television that the full impact finally came to him.

"Watching it on TV, I felt as if I should have done more, tried to help more, but the police had seemed to be there almost immediately taking me away."

The first passengers on board the 6.09 yesterday morning were Mrs Ruth Slater and her four children Wendy, 10, Wannen,

They had meant to travel down to Sydney the previous morning, but had called off the trip at the last moment.
"We are Christians and

### Hostel offered free

modation in the Westbridge the Commonwealth hostel, Leightenfield North to be phone on 644 9122.



The first passengers on the 6.09 yesterday: Mrs Ruth Slater with (from left), Wendy, Suzannec Catherine and Warren. They were to have travelled the previous morning.

# over in shuttle

A shuttle service of 140 buses was used yesterday to overcome the disruption to train services on the western line caused by the Granvillkeblockage,

Passengers to and from the Blue Mountains were delayed only 10 to 15 minutes yesterday morning by the bus journey between Parramatta and Clyde stations, bypassing

Delays were generally longer in the evening and some commuters complained of waits of up to 40 minutes, which had resulted in some missing trains.

However, Public Transport Commission spokesman said last night that the shuttle had worked "very satisfacworked "very satisfac-torily," when the heavier traffic and bigger passen-ger load were taken into

At one stage 70 buses had been turned round in an hour.

The journey between the two stations has been averaging slightly less than 10 minutes.

Similar emergency services will be used again today.

Telecom restored yesterday a number of telephone and coaxial cable services dis-rupted by the Granville

However, 1,450 telephones in the Granville area were still out of service yesterday.

### 1,600 gave blood

Almost 1,600 people gave blood at the Red Cross Transfusion Service, Clarence Street, and at two mobile units yes-

Mr David Abba, the service's liaison officer, described-the response as

# Young

Granville disaster

## bank workers killed

Five young people from the ANZ Bank were among those killed

They were employed at city branches. Only three of the names have been One of the five was Mr Bruce Pedersen, 26, single, of Dobson Cres-cent, Baulkham Hills:

He joined the train at Parramatta to travel to the city where he worked at the ANZ's Town Hall

ployees whose names have been released were Miss Angela Mary Larkin, 25, of Ashlield, and Mr Kenneth Norman Macs, 27, of Western Highway, Faultonbridge.

Two members of the staff of the State Department ment of Youth and Community Services also died in the crash, and

one was injured.
One of the dead was Rosemary Leech, of Pitt Street. Parramatta.

Miss Leech, celebrated twentieth birthday

last Sunday.

The others who died included Mrs Carolyn Marine
Maroney, 24, of Hay
Street, Lawson, who had only began travelling to the city from her home by train on Monday.

Previously she had travelled by car to Liver-pool with her husband, Brian, 25, and then caught a city train.

But because she changed jobs at the Planning and Environment Commission she took the train from Lawson on Tuesday.

Mr Christopher Lopez
who also died, had
been mauried to his
wife, Nicky, for about
five years. They/had two
daughters, aged 12
months and four years.
Mr Lopez was a chef
in a city restaurant and
travelled on the 6.09 travelled on the 6.09 regularly.
Usually he sat at the back of the train, but on

Tuesday he was in a middle carriage.

middle carriage.
The desti size included:
Mrs Suzanne Walker.
28. of Birdwood Avenue.
Springwood had planned to walk about three kilometres to Springwood station to catch a later train to Strathfield to visit her 85-year-old grandmother in a nursing home.

However, a neighbour gave her a lift to the station and she caught the 6.09. She was in the third

carriage.
Mr M. J. Dovner. 42,
of Groy Street, Glenbrook was claims brook, was claims manager for Australia and New Zealand with the MLC, Mr Peter Michael Cor-

mack, 27, of Parnamatta, was an officer in the Bankcaril section of the Commercial Bank of Amstrahlia.

He was to have been married in a few months.

Miss Ariette Nagan.

23, of Northmead, was also to have been married — in June.

She was a secretary with the Government Insurance Office in the

What caused the derailment at Granville?

main

of the

A judicial inquiry will determine that, but in this article the Herald's Transport Reporter sets out some of the main causes of devaliments with comments from rail authorities on how they may apply to the Granville.

Tracks can shift out of alignment through poor maintenance or weather effects. Too much rain, or grass between the tracks, can upset drainage systems, making the ballast uneven. Tracks may buckle in hot weather or become worn through heavy wear. Sleepers can become loose, as can the fish plates which support them and the spikes holding the fish plates. The angles at cross-over points might be incorrectly aligned.

The" Chief Commissioner of the Public Transport Commissiona Mr Alan Reiher, said yesterday that a Matissa machine which checks the condition of all aspects of the track went over the Granville section late last December. It is believed the track had a regular maintenance check only two weeks ago. Mr Reiher said that as the matter was subject to a judicial inquiry he could not give "any information on this matter (track main

Mr J. Walshe, the NSW president of the Australian Railways Union, has said the Granwijle section of track was not one his union believed to be of

Excessive speed, especially on curves, can cause a derailment.

Mr Reiher said the "preliminary indication" was that excessive speed did not cause the Granwille accident.

Mr B. Willingale, the NSW Secretary of the Australian Federated Union of Locomotive Enginemen, said he knew the train was travelling at less than 80kmh — the speed restriction on the curve before the Granville overpass bridge. The Class 46 Electric locomotive—the type pulling the 6:09—has a top speed of about 112

Brakes and wheels. The 64 wheels on the eight cardinges have Westinghouse pneumatic brakes and non-metallic Ferodo composition brake shoes. These are capable of overheating, causing thermal cracks in the wheels. It is less likely to happen with the iron brake shoes on the locomo-

As the locomotive left the tracks before the enriges at Granville it is unlikely that the detailment was caused by any fault in carriage wheels or brakes.

Mr Willingdie said that if a brake shoe on the locomotive had broken, pieces of it would have been found on the line. None was.

Faults can develop in bogies, the "undercarriage" of rail vehicles, which carry the wheels and swivel to go around curves. They can collapse.

No report on the state of the bogies on the 6.09 is available but they are usually checked at the beginning and end of every journey and receive a major overhaul every 200,000 km.

Faults in the couplings which connect the rolling stock can cause derailments but a more common effect is that the train comes apant rather than leaves the rails. The disappear-ance of a coupling pin, which holds the coupling in place, was blamed for a derailment at Seven Hills last

Mr. Willingale said an inspection of the locomotive at Granville showed all couplings intact.

Incorrectly set cross-oven points could put a train on to the wrong

The 6.09 was not on the wrong the AFULE, said there was a set of

points about five metres before the lieved to have left the rails. A broken axle could cause a de-

Axles are checked frequently and tested with supersonic machines every two years. However, faults can develop quickly. The state of the axles on the 6.09 is not known.

Goods trains can be derailed because of uneven loading of wagons but this would not apply to passenger trains. The presence of an obstacle on the track also seems to be ruled out in the Granville accident.

The possibility that the train was sabataged will be checked by investi-

Railway experts agreed yesterday that the accident at Granville is unlikely to have been caused by any one of these possible faults but from a combination of causes.

The Public Transport Commission refused yesterday to divulge statistics on decaliments in NSW. The information would be given to the judicial inquity, a spokesman said.

A spokesman for the Australian Bureau of Statistics said it did not keep records on the causes of detail-ments because of the subjective element in attributing causes and because there was randly a single cause in rail

Mystery deepens on cause of smush By GRAHAMI WILLIAMS

The air of mystery hanging over the train crash has deepened because everything seemed to be normal about the approach to disaster.

The track was in good order and had just been inspected. The 200-metre curve on the main up-line gerous. It was not even a shapp curve.

The train driver, Edward Olencewicz, from all accounts, was very much in command of his train and he knew the line and its traffic and signal conditions like the palm of his hand.

This is how the ride to disaster began and ended: Mr Olencewicz, driving a 20-year-old Vickers-made electric loco, left Parramatta station at 8.8 am - one minute late. But this was not unusual.

The train was often held About 250 metres before the Granvilleebridge, just before the curve, on the left was a two-metre

Seminar for

counsellors

A seminar to help those counselving people affected by the Granville train disaster will be held

today at the Mt Daultt Polyclinic.

can be obtained from the

Health Commission's western metropolitan re-

gional office. Parnamatta, telephone 635 3099.

Families of those kill-

ed in the Granville train

crash may have to wait

from three to seven

Information

Further

gn "Warning" written under

According to Mr Joe
Booth State President of
the Australian Federated
Union of Locomotive
Enginemen this is a
warning that the driver
must reduce speed to
20km/h about 1,400
metres ahead.

metres ahead. "The temporary wanning sign was there because work on the permanent way was being also hit the rest. The manent way was being done at Clyde. By the time he reached Clyde, the driver had to slow down to 20km/h. "But he had plenty of

time to slow down. That's the purpose of the early warning sign." A few yards ahead, also on the left side of the tradk, is a 45cm high wooden sign indicating the permitted speed for that vicinity. It has "80" marked on it — meaning that a speed of 80 km/h is permitted.

Although the Public Transport Commission has not released details, other sources say the train was travelling under the permitted speed at this time.

Driver's

help determine the cause

Dubbed "the driver's

friend" by train drivers, it is not a black box at

all. It is a Hasier record-

ing unit, about 8cm by 20cm.

cording device.

The "black box" which transport officials retrieved hugely complex information the driver's cab to boxes" in planes do,

of the crash is a key re- far less complicated.

As the train turned the knocked out, fell on the curve, it passed over the train.

points that can transfer The only two possitrains to the main down bilities seem to be that

The loce Vappparently jumped the tracks to the right about five metres beyond these points and ran along the sleepers. It hit the first of 13

tracks under the bridge are about 21 metres apart — and the stanchions are in the middle, about one metre from each track. The steel stanchions were set in concrete and brick — and had never been regarded as a haz-

But the steel girders of the concrete bridge above were not tied to the edges. The girders apparently rested on two brick ledges, about 30cm below street level.

The loco careered through the bridge and overturned across two tracks. Three to five seconds later, the united slabs, with the stanchions

line, which is on the driv- something was wrong er's right. with the loco or the

Swaying of the train is definitely ruled out as a possibility by train drivers. They said yestenday that a train sways up to 15 cm at speeds of 80 kmh, but this is nor-mal. Swaying could not have caused the engine to

jump the rails. "Maybe something was wrong with the track the switch points may have been too sharp or too blunt," says Mir Booth. "But that doesn't seem possible. The line was inand every possible flaw is investigated with a highly sophisticated machine."

Perhaps it was a flame on a wheel, or a fault in the loco that has yet to

A mystery it shall remain until the three inquiries sort out the wreckage of the 6.09

was doing at all times.

It is called "the driv-

er's friend" because driv-

ers point out that it can clear them of suspicion in case of an accident such

friend to help

### Main 🦠 Western \_ine Loco hits **Bold St** stanchions Loco leaves track Parramatta and Western suburbs 80 KMPH Signal box trains route, can map out exactly when and where boxes" in planes do, it stopped, when the driv-mainly because trains are er braket or put on far less complicated. speed, and what speed he To Liverpool WARNING 20 KMPH

Map shows how the train jumped the tracks of the main western line (extreme left), just after passing points; ran along alsopers then hit steel standhious supporting the bridge.

## Darwin setts up fund for victims

By JAMES CUNNINGHAM

Darwin, devastated by Cyclone Tracy two years ago, offered help yesterday to the victims of the train wreck.

Mir Malcolm Ballantyre, member for Nhulushuy, in the Northern Territory Legislative Council, telephonail Alderman William Lloyd, Mayor of the Blue Mountains, vesteries, 10 Mountains, yesterilay to tell him that Darwin citizens were setting up a re-

All day yesterday tele-phone calls and telegrams of sympathy poused into the Blue Mountains Council offices in Ka-One enme from the Mayor of Darwin, Dr Ella Stack, Others were from Brislance and Too-

woomba. Alderman Lloyd sifted through the telegrams and said: "We have been very touched by the response especially from the people of Darwin to whom we sent help when they were in trouble."

Yesterday, he took the shops people speck those they know were dead or injured.

On Sunday, special vices will be held Katoomba's churches.

service for the crush vic-tims broadcast over 2KA Then he went to com-fost the family of a friend missing but not yet dentified as among those

killed. "I think that was the worst part," he said, "This man always travelled in car three of the train and of course there was no hope for him." Alderman Lloyd knew personally three of the crash victims.

"It seems more terrible today. Somehow, yester-day it seemed a bit un-real. We just couldn't real. We just couldn't take it in. Now it has really hit us," he said. Australials worst rail disaster which claimed the lives of no many of

the area's residents was almost the sole topic of conversation as casualty lists came into the Blue Mountains yestertiny. In the streets, hotels and the shops people spoke of those they knew who were dead or injured.

On Sunday, special services will be held in

A police spokesman in Kafooniba said: "We have had people coming to us looking for news. But we had nothing to tell them."

In the town's Rotary Club headquarters a club official said: "We set up an organisation to take relatives of the victims to Sydney, give there and to bring them back.
"All we can do now is try to comfort the survivors."

Among named yesterday was Mr William Gemmell, 54, of Christobel Street, Lawson, the father of nine children aged from 19 years to 18

Mrs Gemmell and her younger children wore on holiday in Toukley when the crash occurred. Last night, she was staying with friends in Sydney, and the family's weatherboard house in Street was desented.

A neighbour said:
"This is like a nightmare.
We don't know what Mrs snid: Gemmall will do now.

months to receive life insurance payments. he said.
"However, the law pre-This is the length of time it can take for pro-bate to be granted in

The executive director of the Life Offices' Association, Mr N. E. Renton, said yesterday that insurance companies would immediately by checking the published names of

the dead against their own records.

"The life assurance assurance people insure their own lives and leave the proceeds to their next of "The life assurance companies will be getting in touch with next of kin without waiting for formal

vents us from paying out on most life insurance policies until probate is granted and unfortu-nately, the NSW Counts are the slowest in Australia when it comes to said, "If I had been injured granting probate."

Mr Renton said the type of life insurance policy affected by prebate was

kin.
"Unfortunately this is
the most common type of
policy solid in Austradia;"

Styluses pass over waxed tape to imprint a variety of functions—speed, power application, brake application and the

Experts, by putting the

time of each stop.

The Premier, Mr Wran, said anyone injured in the Granville disaster should take immediate steps to sue the Public Transport Com-

centres began operating at Penrith and Katoomba yesterday, to advise on aid and welfare entitlements, workers' compensaany other help,

Mr Wran said every-thing within the State's power would be done to ease the bustiens on individuals and families caused by the accident. "Speed and compassion will be the only guide-

lines! be said.

"All claims for assist-

ries kept to a minimum."

People needing financial help will get cash to meet

No one any emergency.

"The payments will be an net of grace without prejudice to normal legal remedies, including workers' compensation and the suing of the Public Transport Commission for

All reasonable funcial expenses for the crash vic-tims would be paid by the Government, and funeral directors had been asked to submit their claims directly to the Department of phone 82 3037 or 82 3066.

PROBATE DELAY IN INSURANCE CLAIMS

No one taken to hospital from the accident would receive accounts for either

open uniti 9 pm Monday
to Saturday, are at Penrith, on the first floor of
the John Lee Christian
Centre, 15 Evans Street,
telephone 315 100, and
Katoomba, in the Department of Youth and Commits Services office, 120
Katoomba Street, tele-

# Judiciallinquiry to be wide ranging—Wran

The public judicial inquiry into the Granville disaster will be wide enough to deal with everything that is wrong with the NSW railways, the Premier, Mr Wran,

said vesterday. He expected the first Sitting of the three-man inquiry, headed by the Chief Juilge of the NSW

District Court, Judge university, would be highly struction, would be next qualified in railway engineering.

nical assessors to assist Judge Staunton will be named today or tomorrow. One assessor would be drawn from the senior technical management of another State's railway de-

Two independent tech-

neering.
The inquiry will have

wide powers of investiga-tion into the causes and circumstances of the accident, and will be empowsnid.
The tions it sees fit on aspects
of railway safety.
Mr Wran said the horrific accident at Granville partment and the other, rific accident at Granville from private industry or a should provide the "mic-

railways.
"We believe a wide inquiry into Granville should be able to point accurately at the deficiencies of the whole system," he

six-man departmental inquiry appointed by the Minister for Transpost, Mr Cox, on Tuesday will now become a techni-

comprise the departmental

fith, PTC director of oper-nilons; Mr A, Coleman, PTC secretary; Mr J. Bannister, general manager of the mechanical and electri-

rocosm' of what was cal inquity to assist Judge general manager of the wrong with the State's Staunton. The top technical way and works section; Mr J, Rees, general manager of the way and works section; Mr J, Rees, general manager of the communications and signals section; and here Richards, general manager of the PTC workshops. station a conference room

has been cleared to pro-vide office space for the special squad of police preparing a report for the coroner on the disaster.