

FORECASTS (for today): Metro-
politain: 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.)

80 dead as wreck cleared

Inquiries begin on worst Aust rail crash

THE HEART OF A DISASTER LIES BARE



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

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 part 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.

Judge visits scene

Judge Staunton, appointed to head the State Government's judicial inquiry, 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 scene.

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 operations.

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

He condemned the "ramshackle" state of the railways and said the dead and maimed emphasised neglect that should have been obvious years ago.

Asked to guarantee the safety of people using NSW railways he said: "I don't think anyone can guarantee anything." (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 warned yesterday 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 tragedy and sympathy and the efforts of rescuers began to emerge.

Mr Trevor King, Salvation Army officer and former boxer, spent Tuesday night at the

PAGE 3: Mammoth police and medical effort ends; train driver's ordeal; one son lived, one died.

PAGE 4: Why trains are derailed; five dead from one bank group; wait for insurance payments.

temporary morgue with police trying to identify the mangled victims.

He had to console a man who lost two teenage daughters in the crash and a mother whose 11-year-old son was on the train.

Another family had two sons on the train. Only one survived.

Other passengers, treated at hospitals and discharged, remembered their luck and the escapes they had from death or more serious injury.

Doctors told how an ambulance man spent nearly 10 hours with the last person taken alive from the wreckage, talking to him quietly throughout his ordeal and bathing his forehead with ice water.

Five young people from the ANZ banking organisation working at branches around the city died in the crash. Some other employees were injured.

Mr John Maddock, of Warrimoo, was in the third carriage of the fatal train on Tuesday but escaped unharmed. Yesterday, he repeated his journey, sitting in the same carriage as he did the previous day.

31 hours

Sergeant Joe Beccroft, the head of the Police Rescue Squad, stopped after 31 hours work and described the scene as the worst he had witnessed.

Then he joined the other policemen for a brief parade to receive congratulations from the Police Commissioner, Mr Mervyn Wood.

At Katoomba messages of sympathy poured into the offices of the Blue Mountains City Council.

Darwin, the city devastated by Cyclone Tracy two years ago, is setting up a relief fund to help the train victims.

An ecumenical service was broadcast over 2KA, the local radio station. Cardinal Freeman will say Mass today at St Mary's Cathedral and at the same time an Anglican Holy Communion memorial service will be held at St James's Church, King Street.

Fighting in Japan

TOKYO, Wednesday. Fighting broke out today when more than 3,000 riot police moved in to break up a demonstration at Narita, near here, in protest at the siting there of the Japanese capital's new international airport. —AAP.

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Boy charged with murder

ADELAIDE, Wednesday.—A 12-year-old boy was charged tonight with the murder of Christopher Robin Date, 7, at a YMCA youth camp last week.

The boy charged is one of 73 children who attended the camp. He was charged after an inquiry by a team of detectives who interviewed all the children who had been at the camp.

Christopher Date's body was found after a search by more than 200 police and volunteers. He had been bashed to death with half a brick.

Confidence in railways shaken, says Wran

The Premier, Mr Wran, said yesterday that he thought the Granville disaster would cause a loss of confidence in the railway system.

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

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

He condemned the "ramshackle" state of the railways and said the dead and maimed emphasised neglect that should have been obvious 10 years ago.

"This is a tragedy of monumental proportions not seen before," he said. "What this awful tragedy emphasises is the need for us to be more diligent than ever."

But Mr Wran said that the accident had to be seen in perspective.

It involved a terrible set of coincidences.

"For it to happen there had to be a derailment.

"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 stanchion and it had to hit that support and bring it down."

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

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

"But," he said, "I don't contemplate anyone will ever be able to guarantee that installations or anything of a mechanical order will always work."

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

"It is not my role to point the finger or engage in political mud slinging, but I don't think there is any doubt we took over a very ramshackle railways system," Mr Wran said.

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

"We are in the process of doing that."

"It's a pity so many people should be killed and injured and maimed to emphasise what should have been obvious 10 years ago."

Mr Wran said he was no further advanced as to the cause of the accident than anyone else.

However, the black box recorder had revealed the train's speed, and other information, and there had been a complete check of the track only a few weeks earlier.

\$1,000m indexation tax cut

From MIKE STEKETEE

CANBERRA, Wednesday.—Tax indexation would give Australians income-tax cuts worth well over \$1,000 million from July 1 this year, the Federal Treasurer, Mr Lynch, said today.

In an 11-page statement, he said that Cabinet had rejected calls for further tax reductions proposed by trade-unions, employers and the Labor Party.

The cuts from the middle of the year referred to by Mr Lynch apply automatically under tax indexation, introduced at the start of 1976-77.

The income brackets used to assess the amount of tax people pay will be adjusted upwards by the inflation rate during 1976-77, expected to be about 14 per cent.

Income earners who have moved into higher brackets during the year because of inflation will receive tax reductions.

Mr Lynch issued his unusually long statement soon after his return from Japan, where he attended ministerial talks, and immediately before taking a two-week holiday.

It is aimed at ending speculation that the Government will cut income or sales taxes soon to boost the economy and help fight inflation.

Mr Lynch said last Friday's Cabinet meeting had considered the series of proposals made recently and decided that tax cuts would be "quite inappropriate" at this stage.

But the Government was deeply committed to tax reform and, as circumstances permitted, to reducing the real burden of taxation.

"Inherent in the calls that have been made for reductions in taxation are both a complete misreading of economic developments and a complete lack of analysis of the implications of what is being proposed," the Treasurer said.

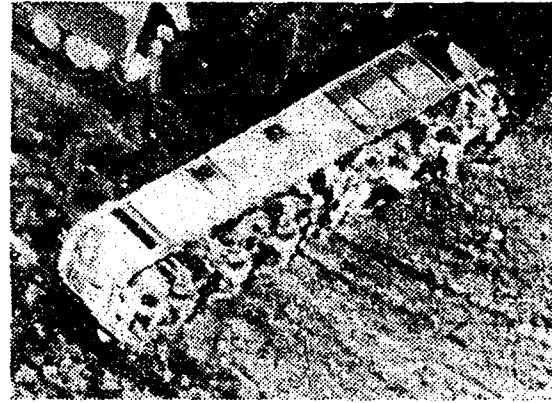
There had been a significant improvement in economic performance during 1976, he said.

There had been a sharp moderation in the underlying rate of inflation and an increase of more than 7 per cent in real gross non-farm product over the nine months to last September, compared to a fall of 4 per cent in the 12 years leading up to the end of 1975.

There were two fundamental reasons why the Government had decided firmly against further tax cuts, he said.

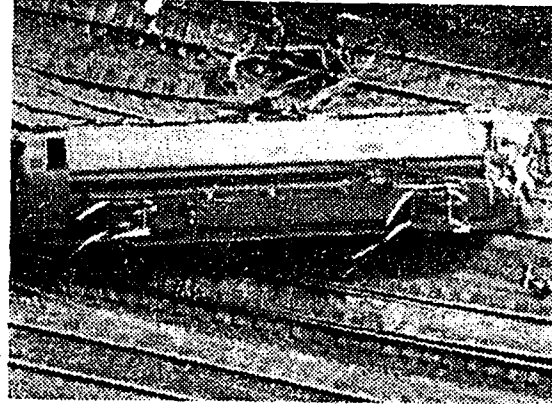
The first was that they would add to the Budget deficit, which would only increase the underlying problems of the economy.

The second was that tax reductions, like policies such as full wage indexation, would negate the benefits of devaluation.



Wentworth Falls, 1965

2nd smash for loco



Granville, 1977

Electric locomotive 4620, the engine in the Granville rail disaster, was involved in a 160 km/h derailment at Wentworth Falls in 1965, a union official said yesterday.

The president of the NSW branch of the Australian Federated Union of Locomotive Engineers, Mr J. Booth, said a braking failure was the cause of the Wentworth Falls crash on June 17, 1965.

Locomotive 4620, running from Lithgow to Enfield with a 37-truck goods train loaded with coal and cement, lost its brakes just after it left Katoomba, on the steepest section of the track.

The train jack-knifed off the tracks just outside Wentworth Falls station. The three railwaymen aboard escaped with minor injuries.

The 110-tonne, 16.5 metre long engine is one of 40 built at Stockton-on-Tees in England to NSW specifications between 1955 and 1957 by Metropolitan Vickers Ltd. It entered service on March 27, 1957.

Mr Booth — himself an engine driver — said he had driven 4620 many times.

He said it was no better and no worse than any of the other 46-Series engines.

"Drivers like the 46-Series because of their power, cleanliness and quietness of operation," he said.

The engines were regularly serviced and overhauled.

Mining under dams backed

Fears that coal mining under Sydney's water supply reservoirs could bring a danger of catastrophic flooding of the coastal plain are dismissed as "quite unrealistic" in a 118-page report issued yesterday.

The report on an inquiry conducted by Mr Justice Reynolds, Judge of Appeal, Supreme Court of NSW, says that the valuable resource of coal reserves in the reservoir area may be mined without endangering the security of the stored waters if mining is carried out with proper safeguards.

The report is being considered by the NSW Government.

The setting up of the inquiry followed a 70-year-old dispute between the Metropolitan Water Sewerage and Drainage Board and the Department of Mines over mining in the reservoir area. Details, Page 17.

A record for AMP

Australian Mutual Provident Society wrote a record \$5,800 million in new business in 1976.

However, because of a substantial decline in hold vital Rhodesia talks with Mr Vorster, Page 5

Cyprus Vances: The man for all seasons — Ian Hicks, turning on the stage lights — Diana Plater. Editorials, Molnar, Page 6

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Look! Helping refugee Lebanese children. Summer hazards: how to identify and treat bites and stings. Fashion and feet — chiropodist's warnings. Writer's rendezvous with a gorilla, Pages 10-12

(AAP-Reuters)

COLUMN 8

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 ninth floor of Granville Towers — overlooking the scene of the rail disaster.

AND the condolences stream in. The Herald 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 commuters, Terry and Barbara Stegner, Montana, USA."

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

MR Justice Woodward, of the Supreme Court, refused to begin a hearing on Tuesday until the air-conditioning was turned on. For two weeks he is filling in during the Law Vacation, holding 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 rush, officials disconnected the air flow, provoking a quick ultimatum from the judge. Yesterday justice proceeded breezily.

HOW the times have changed. Once upon a time it was cheaper to see the film version of a book than buy the book itself. Not any more. Today you can read the book for little more than half the price of the movie. David Seltzer's novel, The Omen, is an example. The paperback version sells in the City for \$1.95. But to see the film you'll pay \$3.50 at night.

THEY grow 'em bigger in the west. Our reports on the bonsai fig sprouting from the stone column in Centennial Park reminded W. D. Saxton, of Lindfield, of a tree in the Forongorup Range National Park, Western Australia. It's no miniature, but it bears some 50 metres tall. A tourist attraction, it grows from the centre of a large boulder 10 metres high. Well, give Sydney's midget another 200 or so years...

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Granville disaster

One son died, but another survived

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

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

For him and his family, like many others, it was the end of an all-day 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," he said.

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

Michael never made it to the beach but the rang from Granville soon afterwards and said he was not hurt," Mr Watts said.

He then heard from his wife. Their daughter-in-law, Clare, 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 yesterday. "My wife stayed at home," he said. "I tried to keep her away from it." David's bride of nine-months was sitting in a car outside the police barriers.

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

When the last bodies from the third carriage were removed, the policeman was able to identify David Watts by the watch he was wearing.

On the back of it were the words: "To David, love, Clare."



Mr PAUL RHEINBERGER — one girl alive but "looking like a piece of putty." Sgt JOE BEECROFT — his distress welled to the surface. Mr DICK WUBBEL — on duty since 8.30 on Tuesday morning. Supt GEORGE MARSHALL — in charge of the operation.

After 31 hours the last body: the rescue is over

By Our Police Reporter

At 3.10 pm yesterday, almost 31 hours to the minute after the 6.09 from Mount Victoria ploughed into the Bold Street overpass, the last body was removed from the wreckage.

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

When the last of the injured was removed on Tuesday, workers began breaking up the concrete with jackhammers to reach the bodies.

The debris was removed, to reveal a scene sickening to even the hardest and most experienced rescue workers.

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.

When asked how he felt, the distress that had been growing during the 31 hours welled to the surface.

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

"The sights down there were absolutely ghastly. It was much worse than yesterday. Today it was head injuries. The head injuries were very, very bad."

Mr Paul Rheinberger, vice-captain of the Nepean Rescue Squad, said one girl had been taken from the wreckage on Tuesday alive but "looking like a piece of putty."

"You would think it was beyond endurance of a person to remain

alive under those circumstances," he said.

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 Dick Wubbel, of Revesby, had arrived at 8.30 am on Tuesday to operate cranes and remained on duty throughout the night and yesterday.

Superintendent George Marshall, who was in charge of the entire operation, said: "I have had only 11 hours' sleep but, unlike some fellows, I have not been at the end of a jackhammer for 22 hours."

The bodies, held briefly in a tent mortuary beside the track for police examination and identification, were quickly whisked 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 cleared 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 barricades, doing everything possible to get a closer look.

Salvation Army workers cleaned up their food and drink stalls.

Captain Ivan Lang, of Salvation Army headquarters, said it was the worst tragedy he had seen but like so many tragedies it had brought out the best in people.

Teamwork paid off for victim

By SHAUN McILRAITH, Medical Correspondent

An ambulanceman, a young doctor and a nurse who spent many hours beside a trapped passenger at Granville typify the spirit and teamwork behind the rescue operation.

The surgeon groped his way between the smashed carriages and a wall of the bridge to offer his help to other teams aiding trapped passengers.

His team took over caring for Bryan Gordon. That was about midday.

For the next 6½ hours the registrar — training in orthopaedic surgery — stirred from the patient's side only briefly when the carriage 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 bled.

A nurse member of the team quickly supplied a new bottle of blood and the transfusion was re-established within three minutes.

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 remnants of the girder. Bryan Gordon was carried carefully from the wreckage on a light stretcher, and he was transferred outside to a regular 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."

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



Bruce Pedersen, 26, of Bankham Hills.



Arlette Naggar, 23, of Northmead.



Peter Cormack, 27, of Pendle Hill.

Names of 32 crash dead

By late last night police had released the names of 32 people killed in the Granville disaster. They were:

Vivienne Estelle Radzidge, 35-40, Manns Road, Willoughby.

Leslie Wade Mitchell, accountant, Rusden Street, Mount Riverview.

Jill Elizabeth Power, typist, Colson Crescent, Werrington.

Christopher Rex Ellem, manager, Barnett Street, Penrith.

Christopher William Lopez, chef, Chesterfield Road, Penrith.

Bruce Pedersen, 26, bank clerk, Dobson Crescent, Bankham Hills.

John Malcolm Jones, 30, Debra Anne Metcalfe, 20-30, secretary, Campbell Street, Parramatta.

Rosemary Leech, 25, typist, Pitt Street, Parramatta.

Alan King Fulton, North Rocks Road, Parramatta.

William Gemmill, 54, Christobell Street, Lawson.

Margaret Dunn, Glencoe Avenue, Werrington.

Peter Michael Cornack, 27, bank officer, Magawar Road, Pendle Hill.

Rodney Cotter Henderson, 36, manager, Bridge Road, Blaxland.

Michael John Downer, 42, claims manager, Grey Street, Glenbrook.

Dianne Grusden, 27, Wilson Way, Blaxland.

Stephen Leslie Jones, 19, Ross Street, Parramatta.

Beryl Ann Halvorsen, 19, Brown Street, Penrith.

Grahame Johnston, 21, Bryson Avenue, Toongabbie.

Therese Ann Minearrelli, 23, Great Western Highway, Parramatta.

Arlette Naggar, 23, secretary, Christine Street, Northmead.

Marie Veronica Ricketts, 24, Cambridge Street, Cambridge Park.

Suzanne Walker, 28, Birchwood Avenue, Springwood.

Robert George Sulter, 37, clerk, Burns Road, Springwood.

Carolyn Maria Maroney, 24, computer operator, Hay Street, Lawson.

Esther Smith, 44, Blackheath.

Alda Leona Brown, 55, manager, Valley Road, Hazelbrook.

Henry Arthur Bent, 55, accountant, Woodford Avenue, Woodford.

Kenneth Norman Maes, 27, clerk, Great Western Highway, Faulconbridge.

Angela Mary Larkin, 25, typist, Ashfield.

Ludy Styles, 19, Doonside.

James Arthur Fisher, 34, chemist, Downen Crescent, Mount Riverview.

Similar messages were received in Canberra yesterday from the Governor-General of New Zealand, Sir Denis Blundell, and the British Prime Minister, Mr Callaghan.

He said he and Lady Kerr offered their sympathy to the victims and their relatives.

Similar messages were received in Canberra yesterday from the Governor-General of New Zealand, Sir Denis Blundell, and the British Prime Minister, Mr Callaghan.

After hearing allegations about the train's speed, she wanted to reassure his friends and she is almost distraught.

Mrs Buntly Mare, of Springwood, who was hurt in the crash, rang Mrs Olenciewicz yesterday to offer her condolences.



The horror started here: Seats untouched by the disaster end abruptly with the rest of the carriage.

Inquiry judge visits crash

Judge J. H. Staunton, 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, shocking," Judge Staunton said later from his Pymble home.

He spent 45 minutes watching rescue work and talking to police.

He had not known anyone travelling on the train.

Judge Staunton, Chief Judge of the NSW District Court since 1973, said it would be the first time he had presided over 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 inquiry.

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 Mountains, Alderman W. Lloyd.



Judge Staunton

'Wein, Weib und Gesang.'

Mach die Hungerford Hill Gold Label Moselle auf.

Queen sends her sympathy

CANBERRA, Wednesday. — The Queen has sent a telegram to the Governor-General, Sir John Kerr, expressing her sympathy for the victims of the crash.

The telegram reads: "I am much distressed to learn of the tragic train disaster at Granville. The

Duke of Edinburgh joins me in sending our heartfelt sympathy to the relatives of those who have lost their lives and to the injured, Elizabeth R."

Sir John said the Queen was being kept informed of the rescue operations.

Driver still under heavy sedation

By GRAHAM WILLIAMS

Edward Olenciewicz, 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 points on the entire NSW country rail network.

As a class five engine-driver — only a few make it to class six — he has learnt to drive 40 types of engines in a tough school — from steam, diesel-electric and electric locomotives to small rail-motors.

"I don't know how it happened. I can't understand it. It all happened so quickly," he sobbed as rescuers freed him from his overturned cab on Tuesday.

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

"We're jumbo let pilots on swagman's wages," was the bitter comment yesterday of Joe Booth, State president of the Australian Federated Union of Locomotive Enginemen and a highly skilled driver like Mr Olenciewicz.

"The deep tragedy is that when things completely beyond our control occur, as obviously happened in the case of Mr Olenciewicz, so many people blame the driver."

That is the ordeal that Mrs Olenciewicz is now enduring. So many abusive callers have rung her that friends say she is almost distraught.

Mrs Buntly Mare, of Springwood, who was hurt in the crash, rang Mrs Olenciewicz yesterday to offer her condolences.

After hearing allegations about the train's speed, she wanted to reassure his friends and she is almost distraught.

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

Announcing latest rates for short term debentures

First ranking debenture stock in our current issue now carries the following rates:

3 years	12 3/4 % P.A.
2 years	12 1/2 % P.A.
1 year	11 1/4 % P.A.

Applications can only be made on the printed form attached to our Prospectus, available from:

- any Stockbroker
- all Waltons Stores
- any branch of the National or Commonwealth Banks
- our Underwriters, J. B. Were & Son, 4 Blich St, Sydney
- State Brokers to the issue, Hordern, Utz & Bode, 15-19 Bent St, Sydney
- FNCB-Waltons, Sydney, 231 0055 and Newcastle, 26 1466.

For details of existing charges and of rights to create prior and equally ranking charges see page 13 of the Prospectus.

FNCB-Waltons Corporation Limited

For some, yesterday was just another day's commuting

Buses take over in shuttle

Mr John Maddock left home at 7 am yesterday and walked the one kilometre from his home to Warrimoo Station. He caught the 7.16 train to Sydney—the 6.09 from Mount Victoria.

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

But 23 hours earlier, as

Mr Maddock was travelling to work on the 7.16, the third carriage had been completely destroyed when the Granville bridge collapsed.

He had crawled out of the wreck as the people in the row behind him were crushed to death.

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

He had a magazine to read yesterday. There was no reason to stay at home, he said.

"Funnily enough,

everything seemed clear during the crash. I was thinking very calmly and watching everything happen, completely understanding what was going on.

"I remember thinking, as the carriage ceiling was being forced down. 'Oh blast, I was going to retire next year.'

"There were lots of screams before the bridge collapsed and someone near me said, 'Don't panic.' Then the roof came down, down, down and I could feel it on my neck, forcing me on to the floor.

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

Mr Maddock said he had been quickly and politely ushered away by police when he had attempted to get back in-

side the wrecked carriage 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, Warren, 8, Suzanne, 6, and Catherine, 4.

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 we believe in God. We were just not meant to be on the train yesterday," Mrs Slater said.



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

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

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 Granville.

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 satisfactorily" when the heavier traffic and bigger passenger load were taken into account.

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.

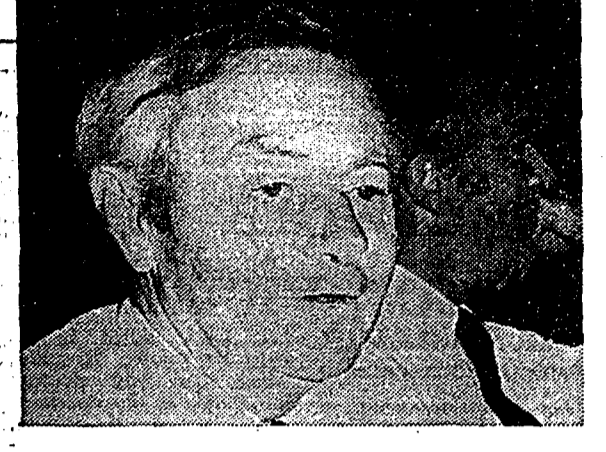
Telecom Australia restored yesterday a number of telephone and coaxial cable services disrupted by the Granville crash.

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 yesterday.

Mr David Abba, the service's liaison officer, described the response as "fantastic."



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

Hostel offered free

CANBERRA, Wednesday. — Relatives of people hurt in the Granville disaster will be offered free accommodation in the Westbridge Commonwealth hostel, Leightonfield North to be

near hospitals where crash victims are being treated.

People wishing to take up the offer should contact the NSW manager of the Commonwealth hostels, Mr R. Gray, by telephone on 644 9122.

Derailments: some of the main causes

Young bank workers killed

Five young people from the ANZ Bank were among those killed in the crash.

They were employed at city branches. Only three of the names have been released.

One of the five was Mr Bruce Peterson, 26, single, of Dobson Crescent, Baulkham Hills.

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

The other ANZ employees whose names have been released were Miss Angela Mary Larkin, 25, of Ashfield, and Mr Kenneth Norman Mues, 27, of Western Highway, Faulconbridge.

Two members of the staff of the State Department 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 her twentieth birthday last Sunday.

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

Previously she had travelled by car to Liverpool 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 married 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 regularly.

Usually he sat at the back of the train, but on Tuesday he was in a middle carriage.

The dead also 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, in her neighbourhood, she saw her car to the station and she caught the 6.09.

She was in the third carriage.

Mr M. J. Dover, 42, of Grey Street, Glebe, was a book manager for Australia and New Zealand with the MLC.

Mr Peter Michael Cormack, 27, of Parramatta, was an officer in the Bankers section of the Commercial Bank of Australia.

He was to have been married in a few months.

Miss Arlette Nagars, 23, of Northmead, was to have been married in June.

She was a secretary with the Government Insurance Office in the City.

What caused the derailment at Granville?

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

Trucks 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 Commission, Mr Alan Reiter, 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 machine had a regular maintenance check only two weeks ago. Mr Reiter said that as the matter was subject to a judicial inquiry he could not give "any information on this matter (track maintenance) whatever."

Mr J. Walshe, the NSW president of the Australian Railway Union, said the Granville section of track was not one his union believed to be of poor standard.

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

Mr Reiter said the "preliminary indication" was that excessive speed did not cause the Granville accident.

Mr B. Willingale, the NSW Secretary of the Australian Federated Union of Locomotive Engineers, said he knew the train was travelling at less than 80km/h — 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 km/h.

Brakes and wheels. The 64 wheels on the eight carriages 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 locomotive.

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

Mr Willingale said that if a brake

Mystery deepens on cause of smash

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 to Sydney was not dangerous. It was not even a sharp curve.

The train driver, Edward Olenciewicz, 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 Olenciewicz, 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 up.

About 250 metres before the Granville bridge, just before the curve, on the left was a two-metre

high sign "Warning" with "20" written under it.

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

The temporary warning sign was there because work on the permanent 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 track, 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.

As the train turned the curve, it passed over the points that can transfer trains to the main down line, which is on the driver's right.

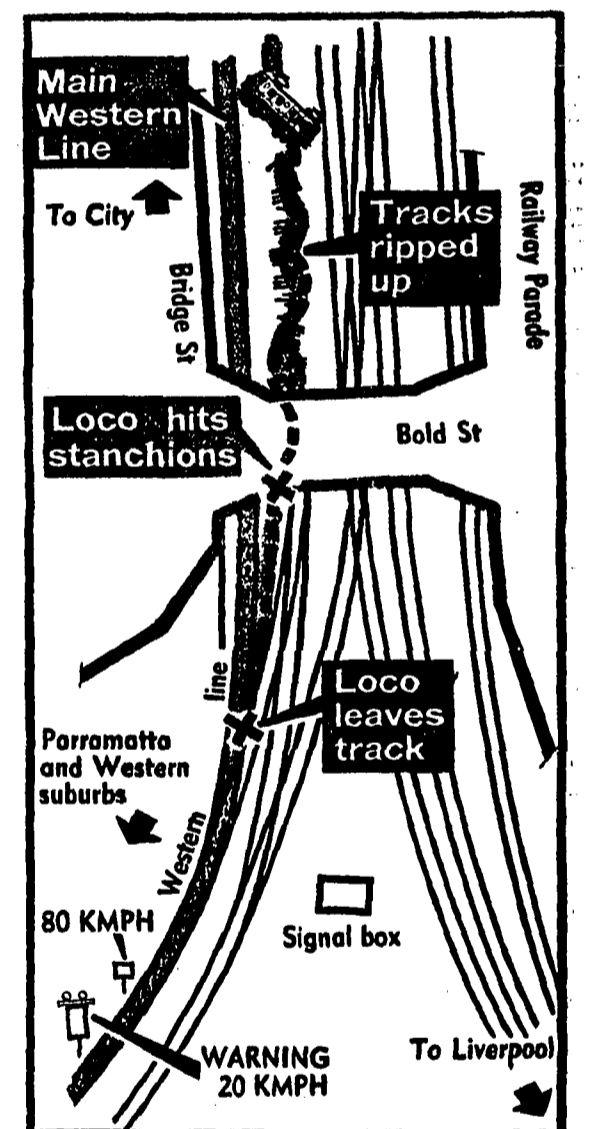
The loco apparently jumped the tracks to the right about five metres beyond these points and ran along the sleepers.

It hit the first of 13 stanchions supporting the bridge between the two tracks, then apparently also hit the rest. The tracks under the bridge are about 24 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 hazard.

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 unified slabs, with the stanchions



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

knocked out, fell on the track.

The only two possibilities seem to be that something was wrong with the loco or the track.

Swaying of the train is definitely ruled out as a possibility by train drivers. They said yesterday that a train sways up to 15 cm at speeds of 80 km/h, but this is normal. 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 Mr Booth. "But that doesn't seem possible. The line was inspected on December 17 and every possible flaw is investigated with a highly sophisticated machine."

Perhaps it was a flange on a wheel, or a fault in the loco that has yet to be determined.

A mystery it shall remain until the three inquiries sort out the wreckage of the 6.09 from Mount Victoria.

Seminar for Driver's friend to help

The "black box" which transport officials retrieved from the driver's cab to help determine the cause of the crash is a key recording device.

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

Experts, by putting the

It does not carry the hugely complex information that the "black boxes" in planes do, mainly because trains are far less complicated.

Mr Wran said everything within the State's power would be done to ease the burdens on individuals and families caused by the accident.

"Speed and compassion will be the only guidelines," he said.

"All claims for assistance will be processed without delay and formal-

ties kept to a minimum."

People needing financial help will get cash to meet any emergency.

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

All reasonable funeral expenses for the crash victims would be paid by the Government, and funeral directors had been asked to submit their claims directly to the Department of

Youth and Community Services.

No one taken to hospital from the accident would receive accounts for either ambulance or hospital expenses.

The welfare centres, open until 9 pm Monday to Saturday, are at Penrith, on the first floor of the Penrith Community Centre, 15 Evans Street, telephone 315 100, and Katoomba, in the Department of Youth and Community Services office, 120 Katoomba Street, telephone 82 3037 or 82 3066.

Darwin sets up fund for victims

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

Mr Malcolm Bantlayre, member for Nhulunby, in the Northern Territory Legislative Council, telephoned Alderman William Lloyd, Mayor of the Blue Mountains, yesterday to tell him that Darwin citizens were setting up a relief fund.

All day yesterday telephone calls and telegrams of sympathy poured into the Blue Mountains Council offices in Katoomba.

One came from the Mayor of Darwin, Dr Ella Stack. Others were from Brisbane and Toowoomba.

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

A police spokesman in Katoomba 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 to give them accommodation while there and to bring them back."

"All we can do now is try to comfort the survivors."

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

Mrs Gemmill and her younger children were on holiday in Toukley when the crash occurred.

Last night, she was staying with friends in Sydney, and the family's weatherboard house in Christobel Street was deserted.

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

PROBATE DELAY IN INSURANCE CLAIMS

Families of those killed in the Granville train crash may have to wait from three to seven months to receive life insurance payments.

This is the length of time it can take for probate to be granted in NSW.

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

the dead against their own records.

"The life insurance companies will be getting in touch with next of kin without waiting for formal claims to be submitted," he said.

"However, the law prevents us from paying out on most life insurance policies until probate is granted and, unfortunately, the NSW Courts are the slowest in Australia when it comes to granting probate."

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

where people insure their own lives and leave the proceeds to their next of kin.

"Unfortunately this is the most common type of policy sold in Australia," he said.

The Premier, Mr Wran, said anyone injured in the Granville disaster should take immediate steps to sue the Public Transport Commission for damages.

Mr Wran, himself a QC, said: "If I had been injured I would have wanted to speak to my solicitor today."

Two emergency welfare

centres began operating at Penrith and Katoomba yesterday, to advise on aid and welfare entitlements, workers' compensation claims, legal aid and any other help.

Mr Wran said everything within the State's power would be done to ease the burdens on individuals and families caused by the accident.

"Speed and compassion will be the only guidelines," he said.

"All claims for assistance will be processed without delay and formal-

Judicial inquiry 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 yesterday.

He expected the first sitting of the three-man inquiry, headed by the Chief Judge of the NSW

District Court, Judge Staunton, would be next week.

Two independent technical 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 department and the other, from private industry or a

university, would be highly qualified in railway engineering.

The inquiry will have wide powers of investigation into the causes and circumstances of the accident, and will be empowered to make any observations it sees fit on aspects of railway safety.

Mr Wran said the horrific accident at Granville should provide the "micro-

cosm" of what was wrong with the State's railways.

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

The six-man departmental inquiry appointed by the Minister for Transport, Mr Cox, on Tuesday will now become a technical inquiry to assist Judge Staunton.

The top technical experts in the Public Transport Commission will comprise the departmental inquiry.

They are Mr A. Griffith, PTC director of operations; Mr A. Coleman, PTC secretary; Mr J. Bannister, general manager of the mechanical and electrical section; Mr R. Christie, general manager of the way and works section; Mr J. Rees, general manager of the communications and signals section; and Mr B. Richards, general manager of the PTC workshops.

At Parramatta police station a conference room has been cleared to provide office space for the special squad of police preparing a report for the coroner on the disaster.