

service in every respect and is very smart. Perhaps Whangarei could tender for it, or for a similar service. In any event we do have four daily services to Auckland.

Well, Mr. Editor, you are a busy man, and I hope that you will get even busier in the coming months getting us better conditions and more happy news with regard to pay rises. I hope the Board of Inquiry favours us a little as well, and on behalf of the Frankton members I thank you for the efforts that you and the President have put into our case. It is not often, I think, that our Union officials get the thanks which they rightly deserve. More often they stop a lot of moans and groans, which help in the long run to deflate their enthusiasm, and it is at Branch meetings that members should help to inspire faith, hope and charity in our elected officials' efforts on behalf of us, the rank and file.

A final note to our local crews. As it is near winter and our cab windows and doors will be tightly shut, please empty your ash trays, keep the hand basin clean and throw out the dirty waste. Practice common tidiness. And when you change over, do speak to one another. I have found that many men just say the time and then disappear into the night. It would be nice to know you are well and making plenty of money.

For the information of those members who knew him, I regret to advise that Jack Poland, of Paeroa, died suddenly on May 10. To his family we extend our sympathy.

From the lush Waikato, that is all for now. Remember, lads, the Jubilee raffle books by July 31.

Obituary



MATHEW JOSEPH ALEXANDER (JACK) POLAND

We regret to announce that Mr. M. J. A. Poland died suddenly at Paeroa on Friday, May 10, 1968, at the age of 50 years.

Jack Poland was born and educated at Auckland, joining the Locomotive Running Branch at Taumarunui in November, 1937. He was stationed at Frankton and Huntly before transferring to Paeroa in 1939.

Jack joined the 21st Battalion soon after the outbreak of the Second World War, and departed overseas with the Second Echelon in 1940. He was captured at Crete in May, 1941, and was a prisoner of war in Stalag 8B for the remainder of hostilities. Upon being rehabilitated, Jack returned to Paeroa and has remained there ever since.

Jack Poland was a well liked and respected member of the staff at Paeroa, and will be sadly missed, particularly by members of the local Social Club, having taken an active interest in the club. In fact, he was club secretary for two years before he died.

To his sorrowing relatives we extend our deepest sympathy.

CENTRAL OTAGO DIESELISED

The 147-mile Central Otago line of New Zealand Railways will be changed over completely to diesel operation from February 26, when the new 63-ton "Dj" class diesel-electric locomotives take over the running. The heavier "Dh" class locomotives at present in use are prevented by weight restrictions from running beyond Clyde, with the result that the portion of line between Clyde and Cromwell is still worked by steam locomotives.

The General Manager of Railways, Mr. Ivan Thomas, says this is the first line to be taken over completely by the new "Dj" locomotives, of which eleven out of an order for 64 have entered service.

Supplied by Mitsubishi Heavy Industries Ltd., Japan, these 1,050 h.p. locomotives are powerful enough for main-line work, yet light enough for duties on secondary and branch lines where axle loadings are restricted. Destined eventually to take over much of the main-line work in the South Island, an average of about four "Dj" locomotives a month will arrive until the order is complete.

Allocation of "Dj" locomotives to the goods train services on the Central Otago line will enable four of the 69-ton "Dh" class to be transferred to Christchurch where, by a simple modification to the weight distribution, they will be reconverted to the "Dg" class as used on the Christchurch-Picton line.

RAIL FERRY OPERATIONS

Goods carried in railway wagons on the ferries between Wellington and Picton during the year ended March 31, 1968, amounted to 343,791 tons, an increase of 16.6 percent compared with the preceding year.

Reporting this, the General Manager of New Zealand Railways, Mr. Ivan Thomas, said the two ferries, *Aramoana* and *Aranui*, made 974 return crossings of Cook Strait during the year, compared with 810 crossings in 1966-67. This was an increase of 20.2 percent. The past year was the first during which a two-ship service had been maintained throughout (except for the periods of annual survey and the nine-day stoppage caused by a strike in May, 1967). *Aranui* entered service in June, 1966.

Mr. Thomas said the number of passengers carried by the ferries last year was 340,913, an increase of 5.2 percent over the 1966-67 figure. The total included 1,789 passengers carried on the New Year's Day Sounds Cruises at Picton; all others were between Picton and Wellington.

The number of motor vehicles carried rose from 60,690 to 66,067, an increase of 8.9 percent.

"The importance of goods traffic on this ferry service," said Mr. Thomas, "was illustrated by the fact that this produced 69.7 percent of the revenue, which totalled \$4,629,849. The balance of the earnings came from passenger and motor vehicle traffic, and from the serving of refreshments on the ship.

"Although the total revenue rose by 10.8 percent, the 20 percent increase in the number of crossings was accompanied by an increase (18.4 percent) in the expenditure, which reached \$3,788,347, including depreciation and interest charges.

"Net revenue was therefore reduced from \$980,472 in 1966-67 to \$841,502 in 1967-68," he said.