



VR  
*News Letter*

JANUARY

1952



# THE MONTH'S REVIEW

## "Heavy Harry" On The Job Again

**H**220 ("Heavy Harry", Australia's heaviest locomotive, has returned to the fast goods service between Melbourne and Albury after having had his third major overhaul at Newport Workshops. "Harry" had a little minor indisposition on his first post-overhaul trial run, but he is now in excellent shape, and again doing the work of two engines. Since the giant locomotive went into service on February 7, 1941, it has covered more than 600,000 miles.

It had its first major overhaul at 269,000 miles, and the second at 414,000. "Heavy Harry" is regarded with great respect by the train control section. Told that H220 had left Newport Workshops for its first trial run with a load of 500 tons to Seymour, the Chief Train Controller (Mr. H. A. Zeis) said: "the best news I've had for months."



## Nothing Too Big For Rail Transport

**W**HAT is claimed to be the world's largest bottle washing machine was recently transported on a QB well wagon from Melbourne to Albury. It was imported from England by a N.S.W. firm of cordial manufacturers. It was too big to be handled by the unloading gear of the ship which brought it to Melbourne. The Harbor Trust's floating crane lifted it from the deck and took it to a rail berth at Victoria Dock, where it was lowered to a rail vehicle and taken to Kirwan's Siding, Melbourne Goods. The outside crating was removed, and the machine was transferred to the QB wagon. It was, of course, far too large to be taken by road to Sydney.

## The Price Of Things

**A**N illuminating commentary on the deterioration of money values in little less than half a century comes silently from under the flooring of a Wangaratta signal box which was under repair a few weeks ago. It was a faded and tattered copy of the Melbourne *Age*, printed in 1908. In it appears a long report of the plan to electrify the Melbourne suburban system at an estimated cost of a little more than £2½ millions.

Actually, when it was finished in the early 'twenties, the cost was £6½ millions. Today, it would, at a guess, be at least £20 millions. The ancient newspaper also reported Cabinet approval to the establishment of an electric power station

at Morwell, to burn either black or brown coal. Another snippet of railway news was the report by the Chief Commissioner (Mr. Tait) that the Department had profited by £20,000 from "Fleet Week" traffic. Expressed in modern currency, it would be at least £50,000.

## Increased Prizes For Apprentices

**T**HE Commissioners have increased the annual prizes awarded to apprentices on the results of their technical courses. The new prizes are:—third year courses, 1st £7.10.0, 2nd £4.10.0; first and second year courses, 1st £4.10.0, 2nd £3.0.0.

## Reliable X 32

**T**HE pulverized-brown-coal-fired locomotive, X32, is maintaining its reputation as one of the Department's fastest and most dependable goods engines. Recently, X32 hauled 33 vehicles with 621 tons of mixed loading from Seymour to Melbourne in one hour 45 minutes. The running time for a black coal burning X class locomotive, with a full load of 650 tons, for the same journey is 2 hours 27 minutes.

## Harvest Problems

**M**OVING the new season's wheat is the number one priority job of the Traffic Branch at present. Normally, wheat grown in districts served by stations where there is no storage silo is bagged and stacked on the railway siding frontages for clearance as required. But, this harvest, there is an acute shortage of jute which has gravely limited the supply of bags. It has been necessary to extend bulk handling. Forty-three bulk-heads, with a total of 2,855,000 bushels, have been erected at what previously were bagged wheat stations. These bulk-heads will not, however, accommodate the whole of the local yields. The surplus to storage capacity, as well as that from stations where silos are established, will have to be moved during the carting-in season. This represents a particularly heavy task, one that will tax the resources of the Department to the limit.

## OUR FRONT COVER

is symbolic of the new year that has just dawned. It is a photograph taken at dawn of a passenger train passing through Kilmore East.



# THE OVERLAND'S NEW SITTING CARS

*"I never thought a journey could be so comfortable . . . a delightful trip that has given me a taste for rail travel . . . it's as good as any train I've been in" . . . these are typical comments by passengers on the new sitting cars that recently went into running on The Overland.*

FOR some time, of course, sleeping car passengers on the train have been luxuriously accommodated in roomettes and twinettes. The new cars are designed to give first class passengers, who prefer to sit up, the utmost in comfort.



Comfortable adjustable seats are a feature

One is attached to *The Overland*, in each direction between Melbourne and Adelaide. The car has a centre aisle, seats 48 passengers, is 75 feet long, and is divided into two saloons. The major contribution to comfort is made by the aircraft-type adjustable seats. When a button at the front edge of the armrest is pressed the back of the seat can be moved to a reclining position. Combined with the easily adjustable footrests this feature gives a variety of restful semi-reclining positions. Each pair of seats can also be reversed.

The cars are, like the sleeping cars, air conditioned. The main lighting is fluorescent, and individual reading lamps are recessed in the

luggage racks. Carpets cover the floors of saloons and corridors, linoleum the vestibules and women's powder rooms, and terazzo the toilets. Hot and cold water is supplied to the toilets and iced water to the drinking fountains. The powder rooms are a new feature. They have full size mirrors, stools and chairs for six, and are decorated in the modern manner.

The new diesel-electric locomotives that haul the train between Adelaide and Serviceton make light work of the steep grades in the Lofty Ranges. Great public interest was shown in Adelaide on the occasion of *The Overland's* first trip with diesel-electrics. A crowd of more than 1,000 people saw the train depart, and many waved as it passed through stations.

At present, *The Overland* is composed of six sleeping cars, including two roomettes and two twinettes, and four sitting coaches, including the new one. With further new sitting cars and the expected arrival in April of Victoria's diesel-electric locomotives for the Melbourne-Serviceton section, *The Overland* will be one of Australia's finest trains.

## ORIGINS OF STATION NAMES

**Armstrong:** formerly "Armstrong's Diggings." So called after the discoverer.

**Burrum:** aboriginal *Burrum Burrum*, very muddy.

**Croydon:** named after Croydon in Surrey, England.

**Happy Valley:** this name was given when the early diggers struck rich yields of gold, and were thus made happy.

**Kawarren:** aboriginal word for porcupine.

**Lilliput:** name given by James Gullifer to a cattle station, in 1844. It was named after that imaginary land to which the imaginary Gulliver made his famous voyage, as told by Dean Swift.

**Myamyn:** aboriginal for a camp or meeting place.

**Panmure:** named after Lord Panmure. *Panmure* is Pictish for a great enclosure or church.

**Reservoir:** so called because of its proximity to a reservoir built on high ground where water is stored for distribution to the metropolis.

**Tallangatta:** aboriginal *Toolangutta*, meaning Corryong trees abound.

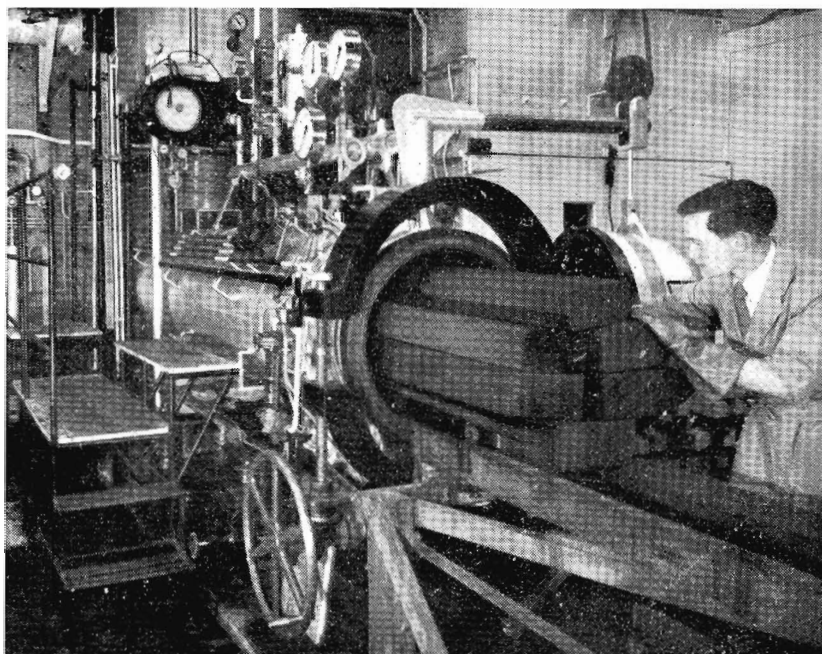
**Tarranyurk:** this name is believed to be a corruption of *Tarr-nook*, aboriginal for wooden bucket.

**Williamstown:** the town was named by Sir Richard Bourke, in 1837, in honour of His Majesty King William IV. The aboriginal name was *Koort-boork-boork*, meaning a clump of she-oak trees which stood on the site.



# SLEEPER EXPERIMENTS

Sleepers entering cylinder.



*Good progress is being made with experimental impregnation of rail sleepers with preservatives to give longer life to timbers of comparatively low natural durability. The Division of Forest Products of the Commonwealth Scientific and Industrial Research Organization is conducting the investigations.*

SUPPLIES of the more durable sleeper timbers, such as grey box, red ironbark, and red box are scarce. Other eucalypt timbers are more readily available, but do not last as well.

Tests have shown that surface applications of preservatives to sleepers are not entirely satisfactory. The method used in the current experiments is to force a mixture of creosote and fuel oil into the sleepers under high pressure. As recorded in *News Letter* of May, last year, the Division has

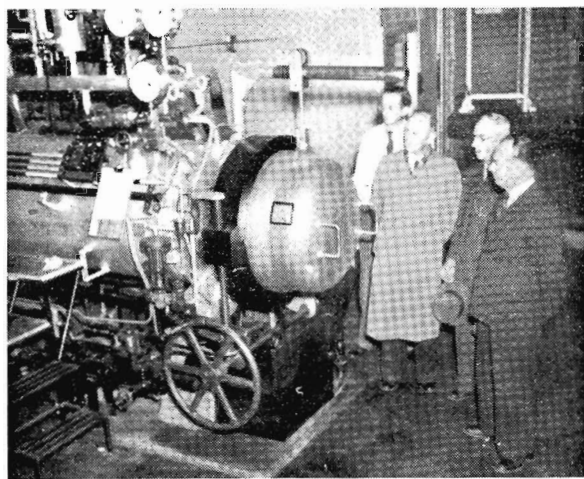
designed and installed a pilot plant to do this. It is the first attempt in Australia to find a commercially practicable method of impregnating hardwoods at high pressure.

Sleepers are run into a cylinder and the preservative mixture is forced into them at 1,000 lb. to the square inch. Pressure impregnation plants for softwoods usually operate at 200 lb. to the square inch, but five times that pressure has been found necessary to penetrate the dense timber of eucalypts to a satisfactory depth. The load on the cylinder door at this high pressure is more than 260 tons, but, owing to its special design, less than one minute is required to open or close it. The sleepers are left in the cylinder for three-quarters of an hour to one-and-a-half hours. By that time the preservative has been forced into them to an average depth of at least 6 inches from the ends and about half an inch to an inch elsewhere.

Sleepers treated in this way will not only be more resistant to decay, but will also be less liable to breakdown from physical causes such as splitting at the ends and failure around the spikes.

A small number of sleepers have been treated for the West Australian Railways, and it is hoped that a start will be made shortly on a test batch of 3,000 for the Victorian Railways. After treatment they will be laid in selected localities to find out how they behave under varied conditions of traffic and climate.

It is expected that this preservative treatment, will considerably ease the acute supply position.

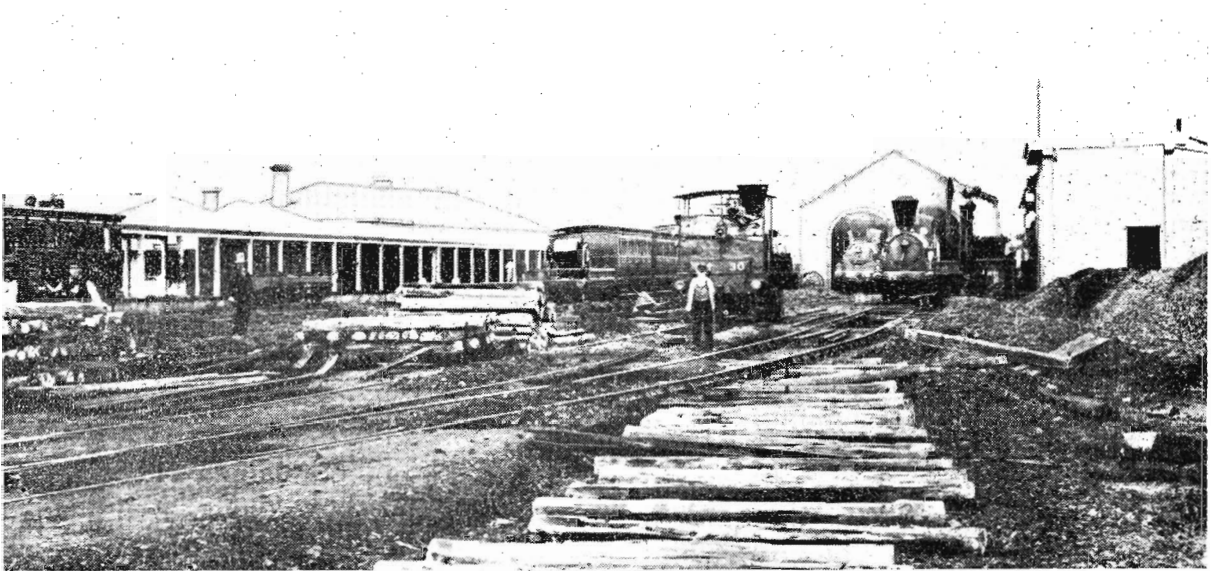


Mr. J. Boyd of the C.S.I.R. Organization and Messrs. R. S. Miller, A. E. Patterson and L. A. Reynolds, railway engineers, watch plant in operation.



# I. Establishment Of The Department

*(Condensed from a history of the Victorian Railways, compiled by L. J. Harrigan)*



Spencer-st. station, about 1863. This is the earliest photograph of Spencer-st. in departmental records. It shows the station as it was originally built.

THE Melbourne, Mount Alexander and Murray River Railway Company was formed, in June, 1852, to build a railway line from Melbourne to Mount Alexander and the River Murray at Echuca, and a branch line to Williamstown. The Company obtained a government grant of £5,000 to cover preliminary surveys, 50 acres of land at Batman's Hill (Spencer-st.) for a general railway terminus, 30 acres at Williamstown, and a strip of land, 100 yards wide, for the whole length of the railway.

Although the Company was authorized to commence construction in February, 1853, a whole year passed with nothing further than discussions on how to raise funds. Eventually, under the spur of insistent subscribers and government threats, the directors organized a vast celebration for the official inauguration of work at Williamstown on June 12, 1854.

Construction of the line from Melbourne to Williamstown began at both ends, but progress was very slow because of inadequate funds. The impossibility of continuing with the work forced itself upon the company, and negotiations were opened with the government for the sale of the undertaking.

On March 19, 1856, an Act was passed by the Legislative Council whereby the government was authorized to purchase the property and interests of the company, and was given power to purchase railways at any time thereafter. The sale was made for £68,100 in cash, plus £56,983 liabilities on works in course. The Victorian Railways Department virtually came into being under the provisions of this Act.

In accordance with the terms of the Act, the Commissioner of Public Works (Captain Charles Pasley) and the Surveyor-General (Captain Andrew Clarke) were appointed trustees of the railway.

During 1855, extensive surveys for proposed government railways were made by the Surveyor-General's Department in which, nominally, all railway matters were vested. On April 1, 1856, management of the new Railway Department was transferred to the Commissioner of Public Works.

The first staff appointments were made on May 1, 1856. G. C. Darbyshire was chosen as engineer-in-chief. He had entered the government service in the Surveyor-General's Department. The first members of his staff were recruited from the same department; they had carried out the railway surveys in 1855. Richard Woolley, the first



secretary of the Railway Department, had been secretary of the Melbourne Chamber of Commerce. An appointment of interest was that of the Hon. Peter Lalor, M.L.C., C.E., as inspector of works.

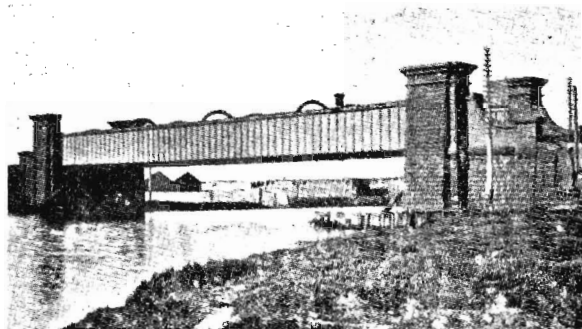
Immediately after the formation of the Railway Department, the trustees took in hand the completion of the Melbourne to Williamstown line. The company had done very little, and the Department had to set up plans and specifications and place orders in England for rolling stock, bridges, rails and other materials. This took some time.

On May 3, 1856, the Victorian Railways issued its first call for tenders. Local agencies were asked to submit proposals for the importation of railway material on a commission basis. The contract was given to Messrs. Dalgety, Cleve and Hamill at a 2 per cent. premium on an estimated cost of £73,458. Three months later, Messrs. De Pass Brothers and Company contracted to import five locomotives, 22 carriages, 60 goods waggons and 16 other vehicles, priced in England at £42,621.

Contracts for excavations, embankments, ballasting, and fencing were either resumed with the original contractors, or new arrangements were made. By November, commitments for the line totalled more than £300,000.

Progress of work, both at home and abroad, proceeded slowly. Trouble and delay arose from the failure of contractors to complete their obligations. Difficulty was experienced in making a path for the permanent way across the swamp area into which the Moonee Ponds Creek flowed. Excavations from Spencer-st. to the Saltwater River totalled 164,000 cubic yards, the spoil being used for building embankments. Foundations for the bridge over the river required 600 piles driven to a depth of 60 feet. From the river towards Footscray the line was carried on a wooden viaduct, 1,150 feet long. The structure was dismantled, later, and an earth embankment built.

Towards the close of 1857, materials from England began to arrive. Rails, bridges, carriages,



The original Saltwater River bridge

waggons, locomotives and machinery came in, and, by June 1858, most of the plant ordered had been landed. After this, construction was accelerated.

On September 16, 1858, the Department's first passenger engine, No. 1, made a trial trip from Williamstown to Saltwater River. The bridge there was completed in December and tested the following month. This bridge was, at the time, the largest piece of railway work in the Colony.

The line was officially opened on January 13, 1859, and public traffic commenced four days later on the first Victorian Government railway.

THREE men were sitting on a seat in Spencer-st. station concourse. The man in the middle seemed quietly asleep; but the two on either side were going through the motions of fishing. With deadly seriousness they would cast, jerk imaginary lines, then wind imaginary reels. After some time, a policeman walked over, shook the middle man awake, and demanded:

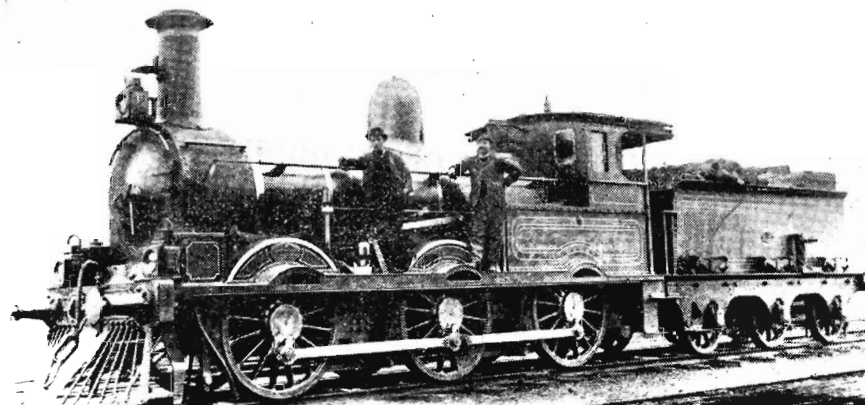
"Are these two friends of yours?"

"Yes," was the reply.

"Well, get them out of here, then."

"Righto," said the man, and began rowing vigorously.

## EARLY V.R. LOCOMOTIVES



Goods 0 - 6 - 0 type.

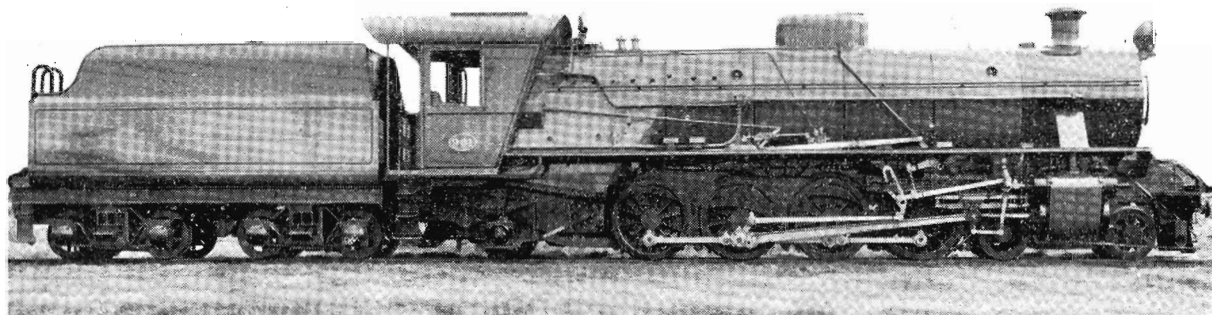
X class.

Nos. 353 to 381 (odd numbers) built by Phoenix Foundry, Ballarat, 1886-87.

The last of them (No. 373) was scrapped in November, 1920.



# New Locomotives for Western Australia



THESE W class, 4-8-2, locomotives are arriving for the Western Australian Government Railways from the works of Beyer Peacock and Company, Manchester. They are designed for general purposes on 45 lb. light line sections (3 feet 6 in. gauge). Special features include roller bearings on all carrying axles, power operated reversing gear, and a special design of boiler with a wide firebox and large combustion chamber suited to the efficient burning of local Collie coal. The firebox has a thermic syphon and two arch tubes. These are the first of the Department's locomotives to be painted in the new standard engine colours, green and black.

The principal dimensions are:

Length over buffers	...	61 ft. 11 in.
Cylinders (2)	...	16 in. bore x 24 in. stroke.
Coupled wheels, dia.	...	4 ft.
Boiler pressure	...	200 lb. per sq. in.
Grate area	...	27 sq. ft.
Heating surface—		
Tubes	...	930 sq. ft.
Firebox	...	187 sq. ft.
Superheater	...	305 sq. ft.
Grate area	...	27 sq. ft.
Tractive effort at 85% boiler pressure	...	21,760 lb.
Adhesive weight	...	39 tons.
Coal capacity	...	7 tons.
Water capacity—first 40	...	2,500 gals.
last 20	...	3,100 gals.
Weight in working order	...	101 tons.

## Twin-unit Rail-cars for New Zealand

THE delivery of 35 articulated twin-unit rail-cars for the New Zealand Government Railways is expected to begin this year. They are being built by the Drewry Car Company and will be powered by two 200 h.p. Fiat diesel engines. The rail-cars will have twin bodies mounted on three bogies, providing seating accommodation for 88 passengers. The engines will be placed under the floor. Ten of the units will work over the Rimutaka Incline, and the other 25 will operate generally in both the North and South Islands.

—Diesel Railway Traction

## Novel Passenger Cars

SIX unique coffee-shop-lounge-cars, complete with all the trimmings of a western ranch house and adorned with cattle brands, red cedar posts and pinto leather, are part of a group of 36 cars recently completed for the Great Northern Railway by the American Car and Foundry Company. These novel western cars, with 24 others of various types, were placed in service on the Chicago-Pacific Coast run of the Great Northern's re-equipped *Empire Builder*. Included are six dining cars, six coaches, six dormitory-baggage and six observation-lounge cars. Each

coffee shop-lounge car, called *The Ranch* by the railroad, is finished in the rustic, homey atmosphere of a western ranch house.

—*Brotherhood of Locomotive Firemen and Enginemen's Magazine, U.S.A.*

## School for Apprentices

BRITISH Railways are to build at Crewe, Cheshire, their biggest and best equipped school for training apprentices. It will be near the locomotive works and will become the nursery supplying locomotive and other technical departments with some 270 apprentices each year. The school will accommodate three times as many apprentices as the existing school at Derby, which has proved very successful. Boys will join at the age of 15, and, during their year there, they will have preliminary practical and theoretical instruction in the work in which they will specialize during the completion of their apprenticeship.

## Self-service Machine at London Terminal

THE Hotels Executive of the British Transport Commission has installed at Waterloo station buffet a self-service machine, the first of its type in the country. From this machine, the customer has a choice of 25 articles by simply inserting coins. The goods, clearly priced, are displayed in a miniature shop window. Items on sale vary from day to day, and range from a box of matches to a packed luncheon. When extended, this automatic service will be of particular benefit if, for example, refreshment rooms are closed, or at stations where there is no refreshment room.

The machine was developed and manufactured by a Sydney company, from whom it is leased.

—*Railway Gazette*

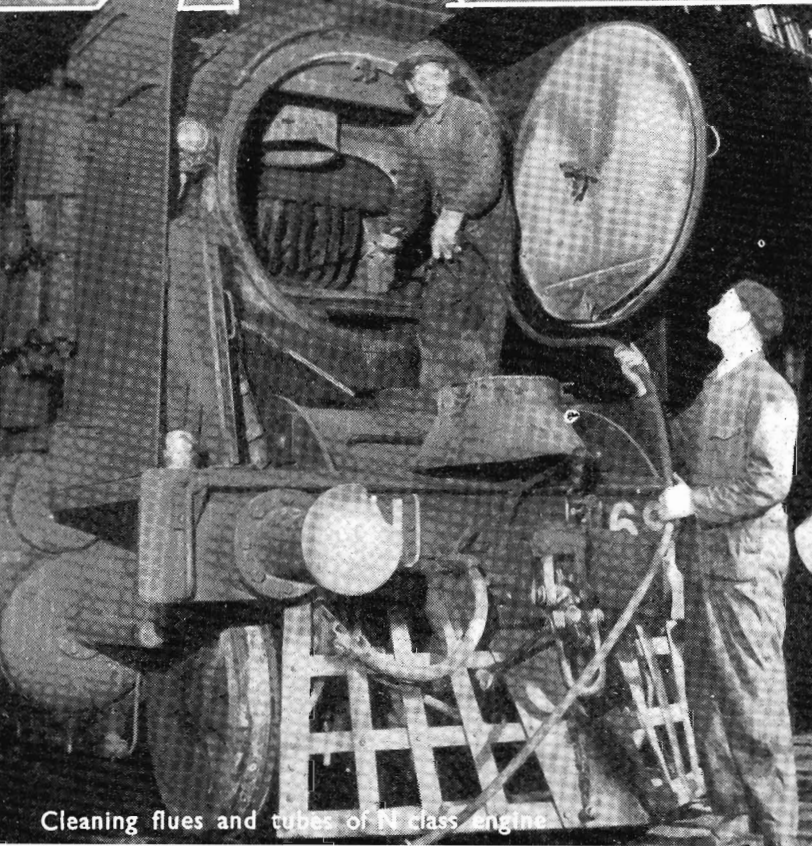
## Diesel-Locomotive School

TO help railroads fill the urgent need for trained diesel personnel, the Diesel Locomotive Training Centre, La Grange, Illinois, U.S.A., has further expanded its instruction facilities. In addition to the basic two-week course, which more than 10,000 railroad men of supervisory status have already taken, Electro-Motive now offers an advanced 60-days course for railroad men who show special promise as instructors. Only four men take the course at one time. They receive detailed instruction in all phases of reconditioning and maintenance, and are taught how to make full use of the background material and instructors' aids which are supplied. These men in turn are qualified to set up schools for their own railroads.

—*Railway Age*



Shunter D. Lehmann instructs engine crew after coupling-up "The Overland" engines



Cleaning flues and tubes of N class engine

**A**RARAT, 131 miles from Melbourne, is a railway centre and junction, from which branch lines, and at which goods are changed and remarshalled. Locomotives and engines are changed at Ararat on both "up" and "down" trains. All wheat trains from the Wimmera pass through Ararat to the metropolis. Ararat has also a well-equipped locomotive depot in the country, a storage and pre-heating plant for the locomotives, the largest motorized turntable in the country, modern coal elevators and sun-drying sheds.



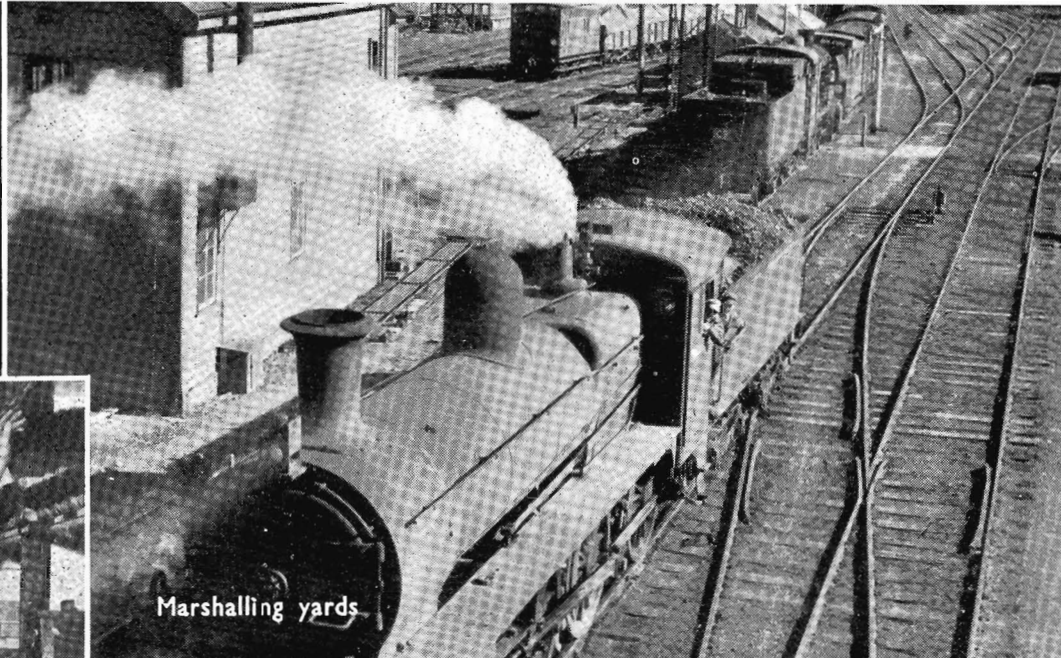
Checking stores



Goods checking



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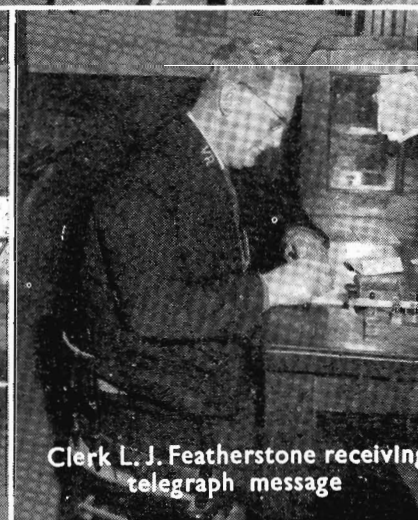
Marshalling yards



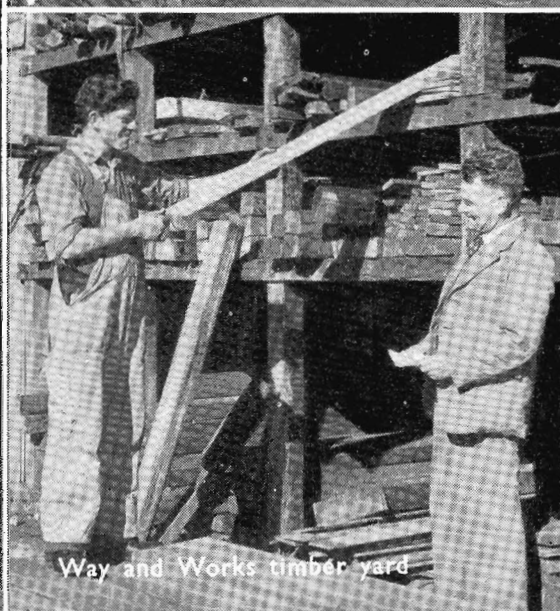
the store



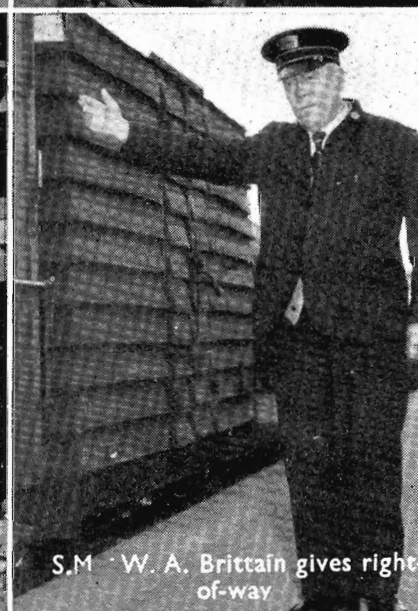
Signalman A. H. Dury in "A" Box



Clerk L. J. Featherstone receiving telegraph message



Way and Works timber yard



S.M. W. A. Brittain gives right-of-way

# FIRST AID

*Their aid they yield to all.*

—George Crabbe (1754-1832)

## Railway Ambulance Championships

THE all-Australian railway ambulance championship shield, which was competed for in Adelaide, was won by South Australia with 479½ points. Queensland was second (461), and Victoria third (457½). Then followed W.A. (452½), Commonwealth (451½), N.S.W. (451), and Tasmania (445). The individual championship developed into a very keen contest between Messrs. A. R. Creek (N.S.W.), P. Delmenico (Victoria) and J. E. Lynch (Tasmania). Victoria's representative did particularly well in practical work, but lost points in the oral examination. Nevertheless, he was beaten for the title by only one-and-a-half points. Mr. Creek was awarded 95 points, Mr. Delmenico, 93½, and Mr. Lynch, 92. It was the first time in the history of these ambulance competitions that the championship individual event was held.

The adjudicators were Dr. H. H. Sloss (Victoria), who judged the stretchers and individual events, Dr. H. H. Hurst (South Australia), supplied material; Dr. R. C. Geeves (N.S.W.), improvised material; and Dr. J. R. Thompson (Port Augusta) oral and transport. The Commissioner of the South Australian Railways (Mr. R. H. Chapman) welcomed the teams, adjudicators and managers, and the visiting competitors and officials were entertained at a picture night. At a dinner at the Adelaide refreshment room, the Railway Commissioner presented the shield to the winning team, and a rose bowl to the individual champion.

The success of the all-Australian championship competition was in no small measure due to the good organizing work of the general manager Mr. C. Grosset, S.A. Ambulance Officer, and his assistant Mr. R. C. Smyth, of Queensland.

Although Victoria's team, North Melbourne Locomotive Depot No. 3, was a little disappointed by failure to win the shield, members felt they had done well in gaining third place. The standard was very good, and comparatively few points separated teams in the minor places. Ambulance Officer, Mr. Blackburn said that the team and Mr. Delmenico were greatly heartened by the telegram of good wishes sent by the Commissioners.

## Year's Review

REVIEWING the activities of the year, the Ambulance Officer (Mr. Blackburn) says that, although some progress was made, the results were not quite as good as expected. It is hoped that more interest in the first aid movement will be shown by railwaymen in the coming year. Mr. Blackburn welcomes young railwaymen,



Leading Porter J. Sherman of Bendigo instructing Junior Clerk G. Cairns

including New Australians, who have joined classes and have sat for their first year certificates. He hopes they will become increasingly interested in first aid, join corps and persuade others to enter classes.

Mr. Blackburn advises instructors to begin their classes as soon as possible to enable examinations to be held before the close of the railway year in June. Those who are qualified, are urged to form new teams. An award of £2.2.0 is paid to men who pass their first year certificate.

## Help Appreciated

IN a letter to the Secretary, Mrs. E. McDuff, of Stewart-st., Brunswick, expresses appreciation for the help and service given by the stationmaster, porter and first aid man at the Showgrounds platform when her husband collapsed in a train. "Their kindness and assistance was of great help and I should be much obliged if you would convey to them the grateful thanks of myself and family," wrote Mrs. McDuff. The Secretary replied that it was gratifying to receive such acknowledgments, which were encouraging both to the Commissioners and the staff.

## Ex-Foreman's Faith In First Aid

MR. DUNCAN STUART HOLMES, retired Chief Foreman at North Melbourne Locomotive Depot, has never missed the State ambulance competitions at Mt. Evelyn since he left the railways. Mr. Holmes joined the service in 1900 and, 11 years later, got his first year first aid certificate when he was stationed at Stawell. Although he never took part in competitions, Mr. Holmes was always interested in ambulance work and gave members of the organization every assistance and encouragement when



first aid at North Loco. "When 'Tubby' Paton was in charge of the ambulance room the foundations were laid for the strong first aid teams that have represented North Loco. over the years," says Mr. Holmes. "He has a worthy successor in Charlie Andrews who is carrying on the Paton tradition. In a big railway workshops it is essential to have trained men on the spot to deal with accident

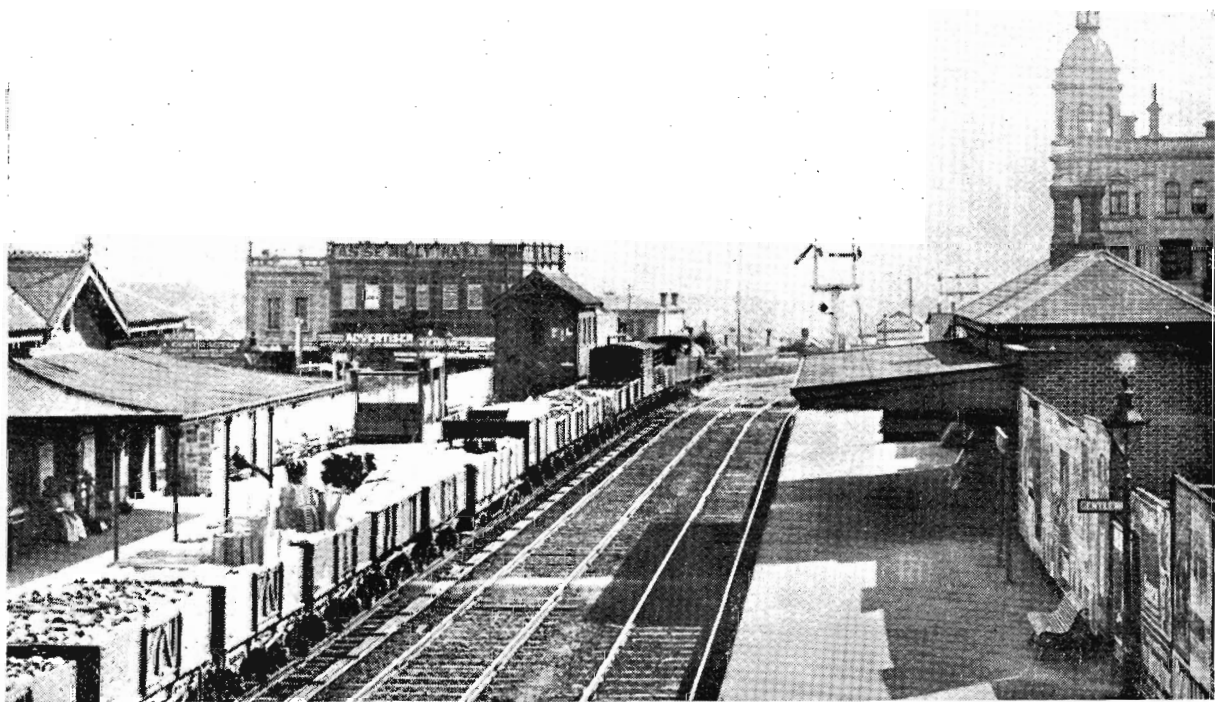
cases that are always likely to occur, no matter how careful men may be on the job. North Loco. not only provides first aid for its own staff, but treatment is readily available to traffic and way and works men in the North Melbourne area. I feel proud of the work the railway first aid man does, and as for these competitions, I would leave a sick bed rather than miss them."

## EMERGENCY QUIZ

**T**HIS quiz is a further test of your first aid knowledge. Allow yourself two marks for each correct answer. If you obtain four to six marks you could help in an emergency. If you get less than four, you should lose no time in joining a first aid class. What would you do in the following cases? The answers are on page 15.

- (1) In first aid much is made of shock. What is shock? Is it
  - (a) the violent reaction a woman gets when she looks in the mirror before breakfast?
  - (b) failure of the heart action?
  - (c) a sudden depression of all the vital activities? or, simply your state of mind after asking the price of a motor car?
- (2) A knock on the inside of the elbow is usually described as knocking the funny-bone. Why? Such a mishap
  - (a) is not the least bit funny. Is it—
  - (b) supposed to convey the opposite to funny?
  - (c) to create fun for the onlookers?
  - (d) because your subsequent actions are funny (they usually are)?
  - (e) name of the bone injured?
- (3) You have, somewhere in your body, an epiglottis. Is it
  - (a) in the ear?
  - (b) in or near the heart?
  - (c) in the throat?
  - (d) behind the eye?

## CAMBERWELL'S OLD STATION



In 1907, when this picture of Camberwell Station was taken, women wore flowing ankle-length frocks and straw boaters, fastened to piled up tresses with a long hat pin. Bowlers, set at a jaunty angle, and impressive looking moustaches and beards were the vogue for their menfolk.

It was also the day of cheap building blocks. Land sold for about £1 a foot, but so slowly that the Government, as an encouragement to people to live in the suburbs, offered them building tickets. These provided free rail travel if a new home was valued at a certain amount.

Camberwell had three tracks between the platforms in 1907, and there were crossing gates at Burke-rd. The level of the line was lowered when the crossing was abolished and an overhead bridge erected. Power signals have replaced the old two-position signals. At present there are two tracks between the platforms. A third runs behind the "up" platform, mainly for Ashburton trains.

This picture of the station was supplied by Mr. W. Conroy, Principal Fares Officer.



Guard Dean and David

## Boy Who Loves Trains

**D**AVID RASHLEIGH, son of Clerk Norman Rashleigh of the Public Relations and Betterment Board, is only 4½ years old and, like most boys, especially boys with railway fathers, is highly interested in trains and those who run them. At the last rolling stock exhibition at Spencer-st., he was particularly impressed with Mr. Mark Dean, Commissioners' Special Guard, who was explaining *The Overland's* new sleeping cars. David has unlimited admiration for the R class locomotive and treasures one of the Commissioners' Christmas cards which reproduces a water-colour of it painted by another railwayman, Mr. Clive Trewin. David's Grandfather, Mr. Frank Fryer, is an engine driver on the South Australian Railways, and his mother is a former member of the Secretary's Branch of that system.

## Four Generations of Railwaymen

**G**ANGER O. C. DAWSON, of Yinnar, is proud of his railway background. His grandfather was a ganger and his father was a repairer at Deniliquin for 10 years and at Moama for 26 years when it was known as "the one mile gate." Both helped to build the Moama to Deniliquin line. Ganger O. C. Dawson joined the railways at Echuca in 1922 and, after passing through the usual grades, qualified for ganger and was sent to Deniliquin in 1933. He was a member of a special gang which relayed

several miles of track with longer and heavier rails. The fourth generation Dawson, Tom, is a porter at Morwell. His mother is caretaker at Yinnar. Mr. Dawson, senior, has a further link with the railways. His two brothers are in the service, R. T. and J. Dawson. The former is at Spotswood Workshops, and the latter is a signal adjuster at Korumburra. They have each more than 36 years service.

## Happy "Operation Snail"

**M**R. KENNETH A. GENEVER, an electrical fitter from England, is a happy man. He came with his wife, and three children, a girl aged 20, and two boys, 15 and 8, respectively, and was so pleased with the arrangements made for his reception and his pre-cut home, that he wrote to the Secretary thanking the railways for making it possible for his family to start a new life in Australia. "I had no cause for complaint about the assisted passage from England, or the arrangements on disembarking, including the tour of Melbourne," wrote Mr. Genever. "The houses erected for the British migrants are all that can be desired, and I wish the railways success for the future of the scheme," he added. Incidentally, the great majority of the new members of the staff from Britain support his sentiments.

## Huge Crane Lifts R class Engines

**A**FTER he retired from the railways with 40 years' service, Foreman Harry Wilcock, of the Wheel Shop, Newport, took a trip to the United Kingdom. While in Glasgow he visited the famous Kelvin Hall, where the mechanical exhibition of the Festival of Britain was held. Mr. Wilcock says that the outstanding exhibit was undoubtedly R 704, which was highly polished for the occasion. He was very interested in the giant dockside crane, which he photographed from a vantage point across the Clyde. He was told that an electric lift takes the four men who work the crane to the top. Its capacity is about 250 tons. It is 160 feet high and the arc of the cantilever is 120 feet. The R class locomotives and tenders are brought from the works of the North British Locomotive Co., three miles from the Clyde, on special trailers. It is only a matter of minutes for each locomotive to be unloaded under the crane, ready to be lifted to the ship's deck. In this picture, supplied by Mr. Wilcock, some R class locomotives, dwarfed by the mammoth crane, can be seen standing at its base, ready for shipment.



The giant crane on the Clyde



## Donald Driver Retires

**D**RIVER PETER CANTILLON, who retired recently, was stationed at Donald for 34 years. He joined the service in 1906, and was stationed at Ballarat and Daylesford before going to Donald. He was one of the best known drivers in the district. According to an experienced officer of the Rolling Stock Branch, Peter Cantillon was held in high esteem and retired with the good wishes of all his colleagues. "One of those solid, dependable men who did his job without any fuss and had an unblemished record," he added.



Mr. Cantillon

## 38 Years a Signaller

**M**R. ARTHUR MOVERLEY, who was a special class signaller for 25 years, has retired. He had been a railwayman for 41 years, and became a signaller three years after joining the Department.

## City Council's "Well Done"

**A**T a recent meeting the Melbourne City Council passed a resolution congratulating the Railway Commissioners and staff, the Tramways Board and the Police Department on the success of transport arrangements for the recent Cup Carnival at Flemington. The terms of the resolution were sent to the Commissioners. Councillors said they had never seen the traffic handled in such a capable fashion.

## Tribute to Rail Service

**A**N admirer of railway planned service is Mr. Alexander Figgins, of Kilmore, who has been a customer of the railways for more than 50 years. In a letter to the Commissioners he writes: "During those years the railways have moved for me many thousands of sheep and cattle very satisfactorily. The railways have played, and must always play, an important part in the development of the State. I would like to express my appreciation of the kindness, courtesy and efficiency of railways staff. It is a pleasure to recall the men and women in the railway service with whom I have been associated. Please accept my best wishes for the future of the department and its staff."

## More Appreciation

**W**HAT he describes as "first-class service by railway staff" is the keynote of a letter which Lieutenant Commander J. M. J. Duffy, of H.M.A.S. Lonsdale, wrote recently to the Commissioners. When he arrived at his office one day recently, he realized that he had left his reading glasses in the train from Flinders-st. to Port Melbourne. He telephoned the station and was told that the glasses had been found and sent to the Lost Property Office, Flinders-st. "On my way home I recovered my glasses at a nominal charge. I am grateful to those concerned in the effort, and I take further pleasure in writing this letter," added Lieutenant Commander Duffy.

## And Still More

**T**HE Casterton Chamber of Commerce at the last annual meeting expressed appreciation of the courtesy and attention given by the stationmaster and his staff to local traders and public. The Chamber, in a letter to the Commissioners, expresses its thanks and says it feels very happy with the present staff.

## From Surgeon To Storeman

**W**HEN he was 24 years of age, Algirdas Brundza, of Kaunas, Lithuania, got his medical degree and decided to specialize in surgery. He made rapid strides in his profession and became well known as a surgeon of more than ordinary ability. His work ranged from routine surgery to more delicate and highly skilful plastic operations. He was asked by the late Dr. Pusep, brilliant



Mr. Brundza in the Ambulance store

Estonian brain specialist, to attend his clinic and observe his methods of locating brain tumours. The Pusep technique was very highly regarded by many authorities, and eminent surgeons came from other parts of Europe, the United Kingdom and America to study them.

Dr. Brundza's medical career was cut short by World War Two, and later he anticipated the Russian occupation of his country by crossing into the French Zone of Germany. He came to Australia under the displaced persons scheme about two and half years ago. His services were used as a first aid man in D.P. camps at Bandiana and Benalla, and afterwards in a Melbourne Knitting Mills. Today, he is a storeman in the railway ambulance store-house, Spencer-st. He finds that he is among friends. "I like the men with whom I am working," said this massive Lithuanian. He is 6 ft. 5 ins. high and weighs 17 stone.

## Obituary

**I**T is with deep regret that *News Letter* records the death of Mr. R. S. Connolly, who in 1950 retired from the Electrical Engineering Branch on account of ill



Mr. Connolly

health. Mr. Connolly had a distinguished career in the department. He joined the service as an electrical fitter at Jolimont Workshops in 1921, and was transferred to the engineering division in the following year. In 1924 he was Assistant Engineer of Tests, and later took charge of the division responsible for the design of power station plant. From 1939 to the date of his retirement, he held the senior engineering position in the Branch.

Mr. Connolly was responsible for several works of major importance, including the rebuilding of the Wonthaggi State Mine power station, and the rehabilitation of the Newport "A" Power Station.

He was an associate member of the Institute of Engineers, Australia, and was active on the engineering and operating committees of the Electric Supply Association. He was regarded by his associates throughout Australia as an outstanding authority on power station design and operation.

# MEET THE TRAIN CONTROLLERS



Mr. W.R.M. Walsh



Mr. Perry



Mr. Tom



Mr. M.T. Walsh

**S**ENIOR Train Controller at Head Office (Mr. W. R. M. Walsh) has been in the railways for 40 years. He joined the service as a junior porter at Loch in 1911, and was a clerk at Glenferrie when World War One occurred. He enlisted in the 1st machine gun battalion A.I.F. and served as a private in France. He returned to the railways, in 1919, as a booking clerk at Princes Bridge Station. After further clerical experience at the Melbourne Goods Depot and Sale, Mr. Walsh became a relieving stationmaster in 1921. He was stationmaster at Dalyston and night officer at Maryborough, before he became a train controller at Bendigo, in 1926. In 1936, he was at Central Control, and on the outbreak of World War Two, three years later, he rejoined the Army with the rank of captain. Because of his experience in the previous war and as a militia officer, it was not long before he was promoted to major and became Assistant Quartermaster-General, Southern Command. Upon his discharge, he resumed railway work, and was senior train controller at Ararat. He was transferred recently to Central Control. Mr. Walsh advises young men, who have their eyes on a train controller's job, to get as much experience as possible of depot work.

**M**R. J. A. PERRY, one of Central Control's most experienced officers, has acquired a goodly store of railway knowledge in his 38 years' service, and with his cool, level temperament, is a first-class demonstrator to the third class men of what is required to become an efficient train controller. Mr. Perry is a skilful draftsman. Every year he is given the job of preparing graphs for the Easter and Christmas holiday traffic, and he does them in copybook style. He joined the department as a junior clerk at Stawell in 1913. He then went to Tatura and Wahgunyah, was transferred to Head Office, and then returned to the country to work in the District Superintendent's office at Bendigo. He came to Central Control when the suburban train running room was switched from Flinders-street. Mr. Perry, whose father, the late Mr. John Perry, worked with bridge gangs in the Way and Works Branch, advises young railwaymen who want to become train controllers to get plenty of experience in the country in all phases of railway work before applying for a job on the boards. In his younger days, he was a good cricketer. In one season with the Albert Park Presbyterian Church team in the south suburban competition he won both the batting and bowling averages. His off-the-job recreation now is gardening.

**S**EVERAL years of depot and roster work in the country are proving invaluable to him now, says train controller Mr. W. H. Tom. He joined the service in 1921 as a lad porter at St. Arnaud, and after work at Glenhuntly and Carnegie, was transferred to the clerical staff. He was a

booking clerk at Murrumbidgee and Moreland before getting more country experience at Dimboola (nine years) and periods in the Western District at Camperdown and Hamilton. After that there was very little he did not know of how a railway system works. In 1945 he got his first introduction to train control work, when he was transferred to suburban control. Later, he went to Ararat as train controller (second class) and returned to Head Office in 1948 as train controller (first class). All but four years of his railway service have been spent in the country. Since he came to Central Control, Mr. Tom says he has been amazed by the growth of the brown coal and briquette traffic from Yallourn.

**M**R. M. T. WALSH, who has been transferred from Ararat to Central Control, is a qualified stationmaster, but prefers train control work. He joined the service in 1926 as a junior clerk at Heywood and gained valuable experience at Leongatha, Springvale, Murchison East, Warracknabeal, and other country stations in all classes of traffic. At Ararat he was timekeeper, roster, bulk wheat and stock clerk, and also acted as a telegraphist. He became a train controller (class three) at Spencer-street in 1946, and after four years at Ararat, returned to Head Office as train controller (class one). Since his junior clerk days at Heywood, Mr. Walsh has seen a big increase in goods traffic. When he first went to Ararat there was a goods train every second day between Melbourne and Adelaide. Now there are two fast goods daily between the two cities. Mr. Walsh will be missed at Ararat, where, among other things, he took an active interest in the affairs of the V.R.I. centre. He was its vice-president for 10 and president for two years. He was also a member of the number one carpet bowls team which won the State and the northern district championships.

## COAL SHORTAGES OVERSEAS

**V**ICTORIA is not the only place in the world where a coal crisis has resulted in drastic train cuts. After saving much coal through skilful weeding out of passenger services with a minimum of inconvenience to the travelling public, British Railways Executive now has had to start on a further series of cuts in passenger services, states *The Railway Gazette*. What has been done so far, however, and what is to be done, are only the beginning of a whole series of drastic steps to effect further coal economies. If freight services are to be left untouched, as the Executive has announced, further economies can result only from further passenger train withdrawals.

In Austria, too, passenger trains on the Federal Railways have been cut by 30 per cent. because of the cessation of coal imports from Poland.

# SPORTS . .

## Benalla V.R.I Centre

THE V.R.I. centre at Benalla is rapidly becoming one of the most progressive in the State. An enthusiastic and hard working committee is headed by Mr. H. E. Walklate, president, and Mr. L. H. Bennett, secretary. Billiards and carpet bowls tournaments have become very popular with members and are proving a good source of revenue. A recent billiards match was so successful that another has been arranged. A committee was also elected to organize carpet bowls matches and tournaments. Four teams competed, two from the Locomotive Depot, and one each from the Traffic and Refreshment Services Branches. The grand-final between the Traffic and the Refreshment Services Branches was won by the former, the scores being: Traffic 18; Refreshment Services, 13. The Traffic Branch team comprised Messrs. K. Lobley (cpt.), N. Pangbourne, Mrs. L. Pangbourne, Miss D. Turner, I. Lobley, J. Hanning, with Mrs. W. Turner (emergency). The Refreshment Services Branch team was Miss D. Manning (cpt.), Miss S. Moore, and Mesdames J. Lobley, A. Gordon, K. Goudge, N. Grant, A. Smith and J. Ballard. The singles champion was Ian Lobley, and the doubles championship winners were Mr. and Mrs. K. Goudge. Miss D. Turner and John Hanning won a special doubles event. The ladies committee, which was recently re-formed, consists of Mrs. J. Ballard, president, Mrs. D. Walklate, secretary, and Mrs. J. Manning, treasurer.



Baseball practice at Spotswood Workshops

## Interstate Tennis Carnival

EIGHTY interstate players will take part in the railway tennis carnival at Kooyong courts on January 15-24 for the Blanch cup, which is at present held by N.S.W. The Victorian team will comprise J. Trevena (cpt.), printing works, North Melbourne; R. Carmichael (vice cpt.), assistant stationmaster, Glenrowan; N. de Burgh, clerk, Stores Branch; P. Walter, clerk, Warragul; M. Harford, North Melbourne Loco. Accounting Office; B. Tenni, clerk, Newport Workshops Accounting Office; L. Tozer, fitter, Spotswood Workshops; R. Mayberry, clerk, District Engineer's Office, Ballarat. The committee, which will organise the carnival and arrange entertainments for the visitors, consists of Messrs. W. Donald, president; A. Wisken, secretary; R. Blair, court captain; A. Hargreaves, referee; R. M. Kydd, V.R.I. Sports Secretary; H. W. Jones, R. Taylor, L. J. Evans, E. Grant.

## V.R.I. Tennis Association

MATCHES in the A and B grade sections of the competition are now in progress. In the A grade division, Accountancy plays Werribee on January 8, and on January 10, Northern Lines meet Spencer-street, and North Locomotive Depot opposes Stores Branch.

## Bright Cricket Season

A VERY good standard of cricket and the fact that the teams generally are evenly matched has made this season's matches well worth seeing. Some high scores and good bowling performances have been registered, and an outstanding feature of the games is that batsmen are going for the runs and disdaining to stonewall. This month's games are expected to produce some keen tussles. North Melbourne Locomotive Depot plays Stores Branch on January 8-15, and Northern Lines meet Newport Workshops.

## Bowls Champion Retires

MR. G. W. BRADY, who was Ballarat's outstanding V.R.I. administrator, retired recently. In his youth he was a champion footballer and later became a first class bowler. He represented Victoria in inter-system bowling carnivals. For four years, Mr. Brady led the Ballarat team which won the fours competition. Last year, Ballarat was strong enough to be represented in three groups, and Mr. Brady sacrificed the chance of again winning the Council's cup trophy by taking charge of a group of young players and giving them the benefit of his experience. Although his own team was not successful, he had the satisfaction of seeing the other teams, captained by Messrs. A. McKay and O. Hauser, finish first and second, respectively, in the championship. Mr. Brady was elected to the V.R.I. committee in 1929, and served as an elected member until 1938, when he became council representative.

## Railways Started Sedgman on Tennis Career

RAILWAYMEN have watched the meteoric tennis career of Australian and international tennis star, Frank Sedgman, with great interest. The champion got his first introduction to the game on the V.R.I. courts at Parkville.

When the Sedgman family lived at Brunswick, Frank, a small boy in short pants, was taken to the courts by his father and given his first lesson. This was in 1941. The Sports Secretary (Mr. Roy Kydd) can still recall the agility on the court of "the boy wonder," and it was not surprising to railway tennis enthusiasts that Frank, even then could beat much older and more experienced players.

In the club house at Royal Park, one of the most highly treasured sporting photographs, is a V.R.I. championship tennis team. Young Sedgman is in the group. There are also other pictures of the champion on the walls. Mementos of him and his rise to fame, in the shape of record cards of the Sedgman family, showing their entry into the V.R.I. Association are at the Institute.

Railway tennis officials are hopeful that Frank will be able to see the final of the interstate railwaymen's carnival at Kooyong, this month, and attend the smoke night, when the winning trophy will be presented.

## ANSWERS TO AMBULANCE QUIZ

- (1) A sudden depression of all the vital activities.
- (2) the name of the bone injured (humerus).
- (3) In the throat.



1952

Terminating dates of Pay Fortnights shown in **Green**.

Public Holidays shown thus ○

(Good Friday 1953—April 3)

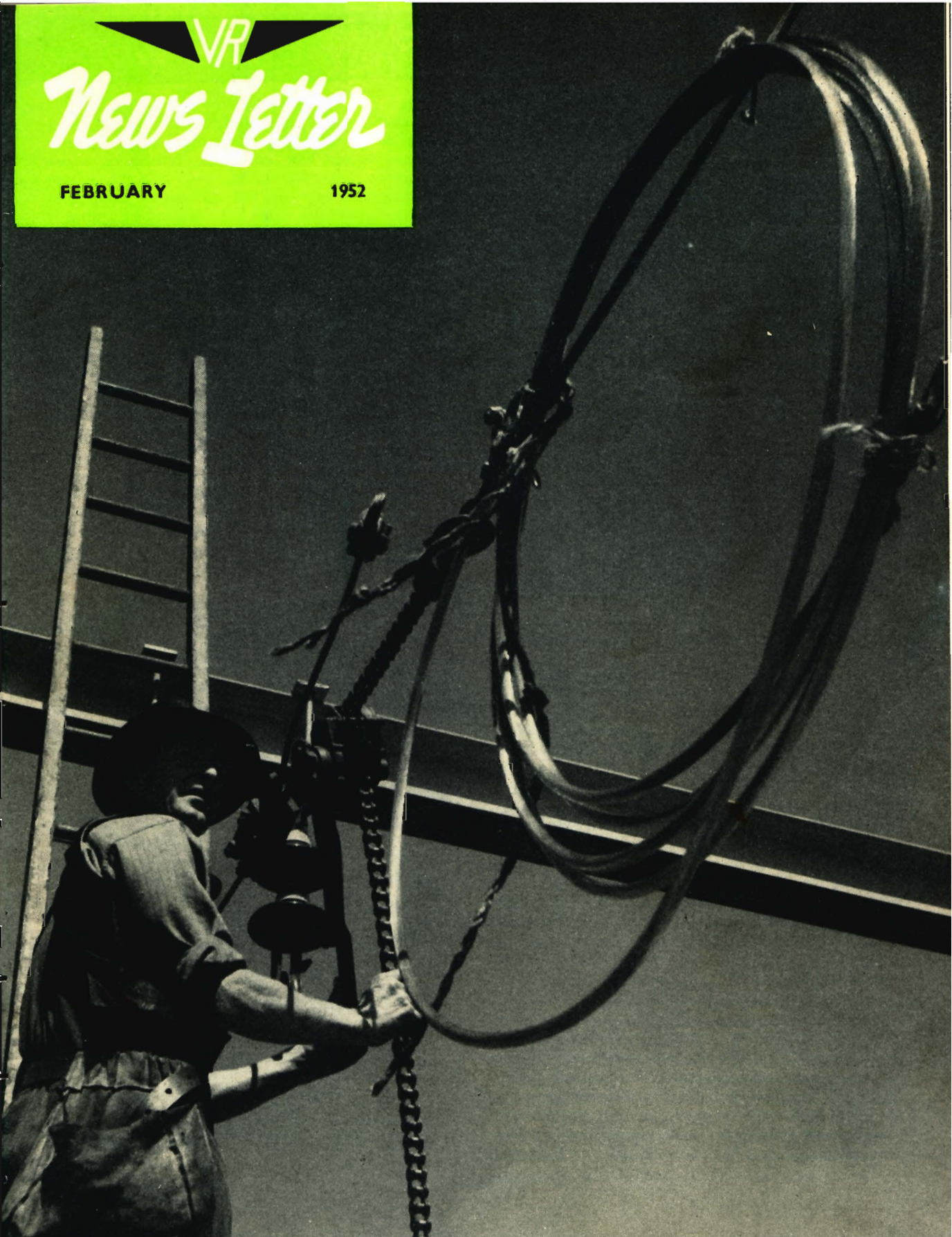
1952

	JANUARY						FEBRUARY						MARCH					
Sun.	...	...	6	13	20	27	...	...	3	10	17	24	30	2	9	16	23	
Mon.	...	...	7	14	21	28	...	...	4	11	18	25	31	3	10	17	24	
Tues.	...	1	8	15	22	29	...	...	5	12	19	26	...	4	11	18	25	
Wed.	...	2	9	16	23	30	...	...	6	13	20	27	...	5	12	19	26	
Thur.	...	3	10	17	24	31	...	...	7	14	21	28	...	6	13	20	27	
Fri.	...	4	11	18	25	...	...	1	8	15	22	29	...	7	14	21	28	
Sat.	...	5	12	19	26	...	...	2	9	16	23	...	1	8	15	22	29	
	APRIL						MAY						JUNE					
Sun.	...	...	6	13	20	27	...	4	11	18	25	...	1	8	15	22	29	
Mon.	...	...	7	14	21	28	...	5	12	19	26	...	2	9	16	23	30	
Tues.	...	1	8	15	22	29	...	6	13	20	27	...	3	10	17	24	...	
Wed.	...	2	9	16	23	30	...	7	14	21	28	...	4	11	18	25	...	
Thur.	...	3	10	17	24	...	1	8	15	22	29	...	5	12	19	26	...	
Fri.	...	4	11	18	25	...	2	9	16	23	30	...	6	13	20	27	...	
Sat.	...	5	12	19	26	...	3	10	17	24	31	...	7	14	21	28	...	
	JULY						AUGUST						SEPTEMBER					
Sun.	...	...	6	13	20	27	...	3	10	17	24	31	...	7	14	21	28	
Mon.	...	...	7	14	21	28	...	4	11	18	25	...	1	8	15	22	29	
Tues.	...	1	8	15	22	29	...	5	12	19	26	...	2	9	16	23	30	
Wed.	...	2	9	16	23	30	...	6	13	20	27	...	3	10	17	24	...	
Thur.	...	3	10	17	24	31	...	7	14	21	28	...	4	11	18	25	...	
Fri.	...	4	11	18	25	...	1	8	15	22	29	...	5	12	19	26	...	
Sat.	...	5	12	19	26	...	2	9	16	23	30	...	6	13	20	27	...	
	OCTOBER						NOVEMBER						DECEMBER					
Sun.	...	...	5	12	19	26	...	2	9	16	23	30	...	7	14	21	28	
Mon.	...	...	6	13	20	27	...	3	10	17	24	...	1	8	15	22	29	
Tues.	...	...	7	14	21	28	...	4	11	18	25	...	2	9	16	23	30	
Wed.	...	1	8	15	22	29	...	5	12	19	26	...	3	10	17	24	31	
Thur.	...	2	9	16	23	30	...	6	13	20	27	...	4	11	18	25	...	
Fri.	...	3	10	17	24	31	...	7	14	21	28	...	5	12	19	26	...	
Sat.	...	4	11	18	25	...	1	8	15	22	29	...	6	13	20	27	...	

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*News Letter*

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# THE MONTH'S REVIEW

## Diesel Shunters Busy

ONE of the ten diesel-electric shunting locomotives in the Melbourne Yard has been experimentally painted bright red. It is doing passenger pilot work. To enable it to handle modern steel cars of *Spirit of Progress* and *The Overland* type, it has been fitted with automatic couplings, but it also has the transition coupling head for other types of vehicles. The remaining nine shunters are on goods yard work.



The Department is now testing several diesels for the State Electricity Commission. Three of these, for use at Newport Power Station, will be painted hawthorn green and, three others for Yallourn, aluminium.

## Kerang and Koondrook Tramway Taken Over

THE Kerang and Koondrook Tramway was taken over by the Department at the beginning of this month. The tramway, lock stock and barrel, will be transferred to the Commissioners and become part of the railway system. No provision is made in the Act for the transfer of any of the staff now employed on the tramway, but employment is offered in appropriate grades to those who are suitable, on the basis of a new start.

## Sign of the Times?

TOWARDS the end of last year, the Department advertised vacancies for just over 200 apprentices. There were about 300 applications. In 1950, the response to a similar call was much less encouraging, but, at that stage, mushroom and luxury industries were at the peak of their high-wage competition for youngsters, however unpromising and impermanent the jobs they were offering. A sober pause to assess the econo-

mic hazards of the future and the wisdom of getting in on the ground floor of a sound trade or professional career has, doubtless, influenced more youngsters towards joining the railways, whose apprenticeship schools are recognised as second to none in Australia. One hundred and fifty-nine of the new apprentices began their training last month.

## Glamour Engine Coming

WHEN *News Letter* went to press, 39 R class locomotives had been delivered. Among them is R704, which is said to have stolen the show in the locomotive section, at Glasgow, of the Festival of Britain exhibition. It is proposed to place a specially worded plate on R704 and retain its glamour paint and polish to commemorate the event. It will head the Royal train in Victoria.

Meanwhile, unwavering local interest keeps a stream of small boys and other railway fans flowing towards the Public Relations and Betterment Board with enquiries for pictures of the R engine. The Museum of Applied Sciences has commissioned the building of a model of it for exhibition and for reference.

## Single-Pan Pantographs

AFTER successful trials with a modern, lightweight, single-pan pantograph, the Department has ordered 25. These are now being installed on suburban motor coaches. Seventeen are already in service.

One of the vital parts of the pantograph is the pan carrying the copper wearing strips which collect the current from the overhead wire. The two-pan type of pantograph, which has been in service for many years, is much heavier than the single pan and uses a much greater pressure between the strips and the overhead wire. The single-pan pantograph, because it is lighter, keeps better contact with the overhead wire, with a reduced upward pressure.

The lighter single-pan pantograph also saves both wearing strips and the consumption of energy.

## OUR FRONT COVER

shows the tension of the catenary wire being checked on one section of the track between East Dandenong and Hallam. It was the first wire running job in the electrification of the Gippsland line, between Dandenong and Traralgon. The working tension of the catenary wire is 2,700 lb. at 70 degrees Fahrenheit. To allow the wire to settle, it is attached with an initial tension of about 3,300 lb.



# ARISTOCRAT OF THE ROAD

*The first of the V.R. 26 fast main line passenger and goods diesel-electric locomotives is expected to be delivered at the end of next month or early in April. After leaving the works of the Clyde Engineering Company, Sydney, the diesel will run on special bogies to Albury, where it will be transferred to its own bogies.*

THE manufacturers have completed the drawings for the car body, underframe, bogies, wheels, axles and draw gear. This work has been done under the supervision of technical officers of the Electro-Motive Division of General Motors, U.S.A., which supplies the engineering and power units to the contractor.

The Superintendent of Locomotive Running (Mr. G. E. Burnell), and two enginemen instructors who have had experience of driving diesel-electric shunting locomotives, will be sent to Sydney to



Interior of locomotive



At the controls

attend a special class established by the Clyde Engineering Company to instruct railwaymen in the operation of diesel-electric locomotives. They will also get practical experience in handling them by travelling in a diesel hauling a goods train on the N.S.W. system. This locomotive (which was built for the Commonwealth Railways) is undergoing its trials before delivery.

A school on similar lines to that set up by the Clyde Engineering Company has been established at the North Melbourne Locomotive Depot to enable potential drivers to learn the theory of diesel operation. The first diesel to be delivered to the Department will be used to give practical instruction. The locomotive, which will be virtually a mobile school for diesel drivers, will probably be used to haul goods and passenger trains on the Ararat line and thus earn revenue for the Department at the same time.

V.R. diesel-electric locomotives are designed to give a very good performance on steep grades. Each of the six axles has its own motor, which makes the locomotive an ideal type, for both passenger and heavy goods trains, as wheel slip does not become the governing factor in the pulling capacity.

With its glittering coat of blue and gold, the diesel-electric locomotive will look every inch an aristocrat of the road.

# NEW OIL-BURNING LOCOMOTIVE

*The Department's Rolling Stock engineers have completed designs and drawings for the new oil burning 7 class locomotive, 60 of which will be built by Vulcan Foundry, of Newton-Le-Willows, Lancashire, England.*

THE first set of prints was dispatched some months ago and as each sub-assembly and their details were finished, they were air-mailed to the manufacturers.

Designed on similar lines to the K class, the new J, which is a general purpose locomotive for light lines, will replace the D. It is expected to prove the best of its type on the system.

The J's wheel arrangement is the Consolidation type, 2-8-0. It has a boiler working pressure of 175 lb. to the square inch, and a grate area heating surface of 31 square feet. The tractive effort is 28,650 lb., the same as the N class. The tender is designed to hold 1,500 and 4,100 gallons of oil and water, respectively. The roadworthy weight of the locomotive is 113 tons 11 cwt. The numbers of the locomotives will range from 500 to 559.

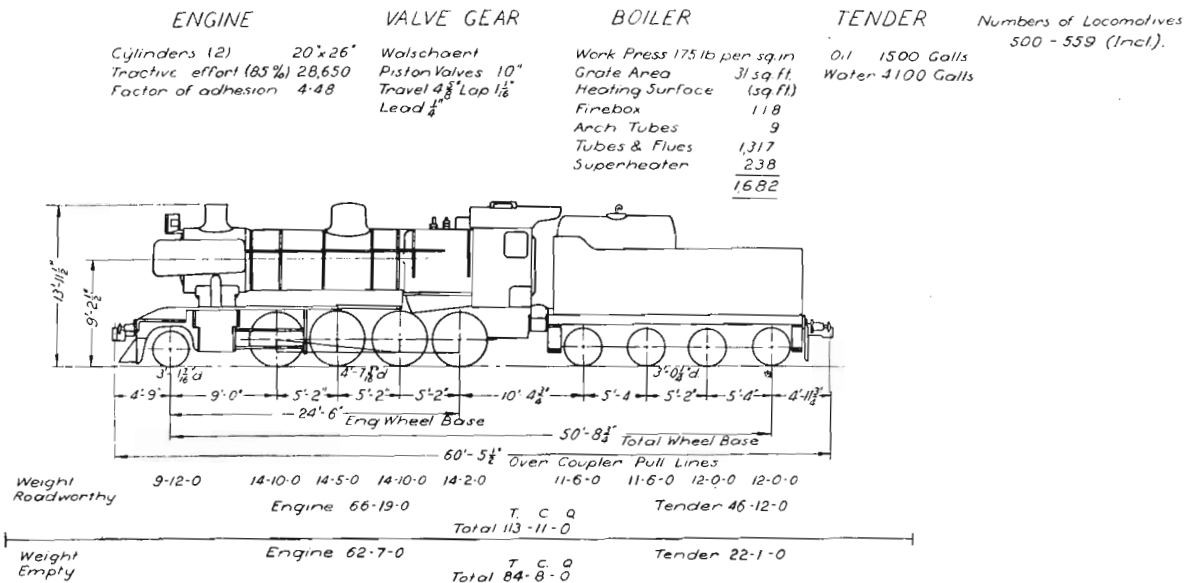
The J will not have to be broken to be turned, as it can be moved on the smaller turntables in the country. The new locomotive has some interesting features. The trailing truck has been eliminated to enable the wheel base to be shortened. The

centre line of the boiler has also been raised to permit clearance above the frame. This has been done in anticipation of the unification of gauge.

All the latest improvements in locomotive design have been incorporated in the J, including Nathan injectors, the most up-to-date type of smoke deflectors, improved steam passages in the cylinders and the latest type of blow off cocks and mufflers.

There will be oil storage installations for the J class locomotives in the Hamilton-Heywood-Mount Gambier and Traralgon-Orbost areas, and also at Warracknabeal for the Murtoa-Patchewollock service. These places have been selected as locomotive oil burning areas, because the use of obsolete coal and ash handling facilities can be avoided and the smaller types of turntables are available.

As a locomotive runs twice the distance on oil, compared with coal, considerable savings will be made in the haulage of fuel to the selected fuelling centres at the more distant parts of the system.

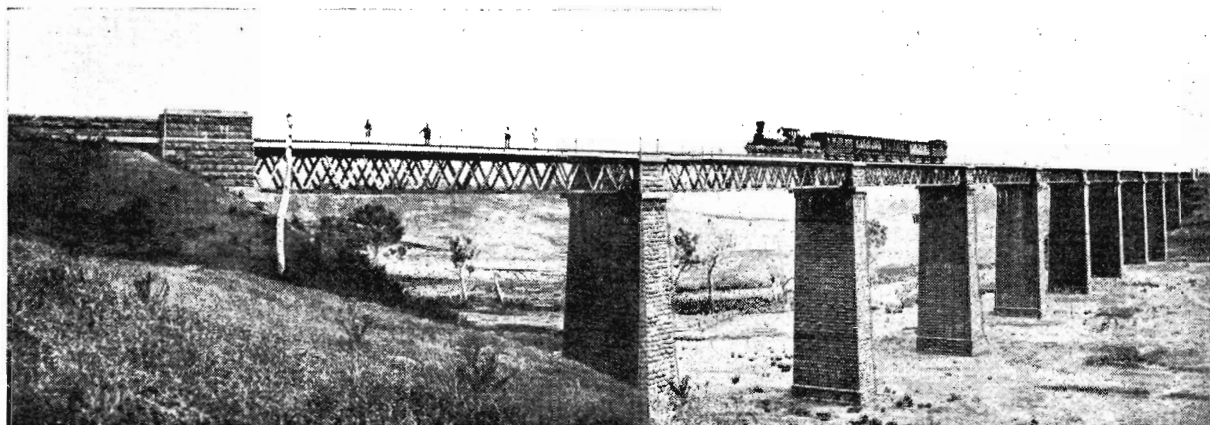


## VICTORIAN RAILWAYS

LOCO  
CLASS J OIL BURNING

## 2. The First Main Trunk Lines

*(Condensed from a history of the Victorian Railways, compiled by L. J. Harrigan)*



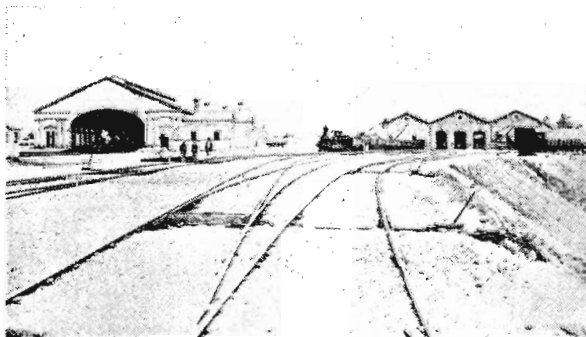
The Moorabool Viaduct

**F**OLLOWING a resolution of the Legislative Council of April 10, 1854, that "in the interests of Victoria it was desirable that the Government be empowered to purchase the rights and title of the Mount Alexander Railway Company," a commission began inquiries into the best means of communication to the country areas of the Colony. The commission's report, presented on September 26, 1854, recommended:

"that action be taken to remove any restrictions which would prevent the Government from constructing railways;

"that surveys and estimates of cost be made for lines leading from Melbourne to Bendigo, from Geelong to Ballarat, and from Melbourne in the direction of Sydney;

"that the works be planned for double tracks, but for a start a single track line to Bendigo only be built;



Ballarat Station in 1863

"that it was impossible for private enterprise to undertake the proposals, and that major works could only be carried out by the Government."

In March 1855, there was submitted to the Legislative Council a series of principles for devising a system by which the Government might undertake the construction of railways. The Council at once elected a railway committee to examine the proposals. Following the committee's report, the Surveyor-General (Captain Andrew Clarke, R.E.) was authorized to make surveys from which 200 route miles of railway might be selected. Sixteen parties, under the direction of G. C. Darbyshire, the District Surveyor at Williamstown, examined the central part of the Colony and, by the end of 1855, had surveyed 600 route miles, covering possible lines from Melbourne to Sandhurst and Echuca, Geelong to Ballarat, Melbourne to Ballarat, Ballarat to Maryborough and Castlemaine, all with deviations, alternative routes and cross-country connexions. A line from Melbourne to beyond Seymour was also marked out.

Another railway committee was elected to examine the surveys. On March 19, 1856, the committee finally recommended that the Government be empowered to raise funds for the simultaneous construction of lines from Melbourne to Echuca and Geelong to Ballarat.

A fourth railway committee confirmed the recommendations of the previous commissions, and included a direction that the proposed lines be of substantial construction, with double tracks,



and capable of working a large traffic volume at an average speed of not less than 20 miles an hour. The committee gave a significant reminder that the effects of providing railway communication should not be measured exclusively by the commercial value of the undertaking. The same beneficial results which followed in other countries could be expected in Victoria.

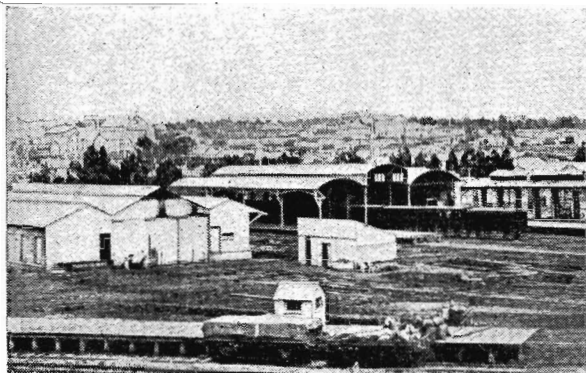
The report was submitted to Parliament in September 1857, together with a request that a loan of £8 million be raised for railway construction. Without delay, the whole scheme was approved and a series of Railway Acts was passed.

Having thus, after three years, decided on definite action, the Government wasted no further time. On December 8, 1857, the Board of Land and Works invited tenders for constructing the lines from Melbourne to Echuca and Geelong to Ballarat, either as a whole or in sections. Contracts were let for Geelong and Ballarat and Melbourne to Sandhurst, construction of the Sandhurst to Echuca section being deferred.

Cornish and Company began work near Footscray in June, 1858. Contrary to custom and despite the fact that it was the greatest public work in Australia up to that time, the contractors began operations with complete absence of ceremony.

On August 26, 1858, Evans, Merry and Company inaugurated construction of the Ballarat line by a most elaborate celebration at Geelong. This included the ritual of the Governor (Sir Henry Barkly) cutting the first turf, a monster procession featuring a parade of aborigines, and the usual feasting.

Concentrating on the section from Footscray to Sunbury (about 21 miles) Cornish and Company made rapid progress, completing a single track line by the end of December 1858. With the Williamstown railway then ready for use, the Government decided to open that line and the Sunbury section simultaneously on January 13, 1859. The Sunbury line was opened for passenger



Geelong Station, 1880.

traffic on February 10, 1859. By arrangement, the coaches running to and from Sandhurst connected with trains at Diggers Rest, thereby saving coach passengers one and a half hours on the through journey.

Construction of the main trunk lines continued.

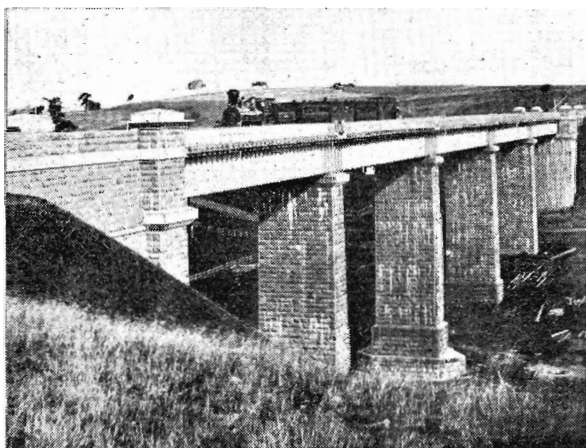
Materials from Britain were arriving at Williamstown in large quantities: rails and chairs, fabricated iron and steel for the many bridges and viaducts, and all the other items necessary for 150 miles of double track.

Cornish and Company had up to 2,000 men (and 600 horses) employed along the route to Bendigo. Foundations for the big viaducts at Jackson's Creek (near Sunbury), over the Coliban River at Malmsbury, and at Taradale, were prepared simultaneously. At the same time excavations for the tunnels at Elphinstone and Big Hill (Ravenswood) and for cuttings and embankments, were carried out. As the work proceeded, the contractors erected a large workshop and depot at Castlemaine. This was said to be one of the largest and best equipped in the Colony at that time. Slowly the railway was stretching towards Bendigo.

At the same time, Evans, Merry and Company, were busily engaged on the Geelong and Ballarat line. They established a principal depot near the Moorabool River, and their employees were spread along the route. The main single item of work was the great Moorabool viaduct, 9 miles from Geelong.

Early in 1860, because of financial difficulties, Evans, Merry and Company transferred the contract for the Ballarat line to Williams, Little and Company. The Government had been perturbed at the slow progress of the work, but no appreciable improvement followed the change of contractors.

By the end of 1861, the possibility of the early opening of the Geelong to Ballarat line was forecast. Eventually, at midnight on March 29, 1862, the contractor's men, working by torchlight, laid the last rail on the Moorabool Viaduct. This was the final link, and the next day (Sunday), the first engine steamed over the viaduct.



The Taradale Viaduct.

On Thursday, April 10, 1862, the line was formally opened. A special train brought the Governor (Sir Henry Barkly) and guests from Melbourne and Geelong to Ballarat, where the Governor declared the railway formally opened. After the ceremony, the guests were entertained at a banquet in the Mechanics' Institute. The next day, public traffic commenced, with four trains each way between Melbourne, Geelong and Ballarat. Goods traffic began on August 20, 1862. (In June 1860, Parliament had authorized the purchase of the privately owned Geelong to Melbourne railway, and control of this line had passed to the Railway Department on September 4, 1860.)

Work on the Bendigo line was more rapid than on the Ballarat railway. However, much delay occurred owing to the number of big works. Also, the contractors became involved in disputes with their employees, and a series of strikes followed.

The section from Sunbury to Woodend (25 miles) was opened on July 8, 1861. The protracted period of 2½ years for this comparatively short length was due to delay in building the Jackson's Creek Viaduct.

Owing to local and governmental differences of opinion as to the most suitable route from Woodend to Kyneton (8 miles), this section was not completed until April 25, 1862.

Finally, the last section from Kyneton to Bendigo was ready. To satisfy local rivalries, two ceremonial opening functions were arranged. On October 15, 1862, the line to Castlemaine was opened by the Governor. Local residents, determined to outdo their rivals in Bendigo, staged an elaborate display, with decorations, procession, feasting and dancing. Five days later, the Governor

went through a similar ordeal at Bendigo to declare the Melbourne to Bendigo railway open for business. Public traffic commenced next day.

So was fulfilled the promise of Victoria's main trunk railways, originally proposed eight years earlier. Much work yet remained to be done, but trains were running over 200 route miles of track.

Immediately after the opening of the Bendigo line, contracts were let for the construction of the extension to Echuca. The section from Bendigo to Epsom was built by Naughton and Company, that from Epsom to Echuca by Collier, Barry and Frazer. This line was opened for goods traffic on September 12, 1864, and for passenger business on October 10, 1864.

This ended what may be considered as the first stage of Government railway construction in Victoria. Seven years were to pass before any more was done.

## ORIGINS OF STATION NAMES

**Bald Hills**: called after certain low, bald hills in the vicinity.

**Colbinabbin**: named after a pastoral run in the locality.

**Huon**: named after the Huon brothers who took up a station there in 1836.

**Koriella**: the native name of the Goulburn River, near which the station stands. It was formerly called "Alexandra Road," and, later, "Rhodes."

**Myrtleford**: took its name from Myrtle Creek. Myrtle trees grew on the banks of the stream, hence the name.

**Nyarrin**: aboriginal name for a mound of earth on the west bank of Lake Tyrrell.

**Riddell**: from Riddell's Creek, which was named after J. C. Riddell, an early squatter.

**Trafalgar**: named after the bay in which Nelson's famous battle was fought.

**Woodonga**: from the aboriginal *Woodanga*, an edible nut.

## EARLY V.R. LOCOMOTIVES

### Passenger 4- 4 - 0 type

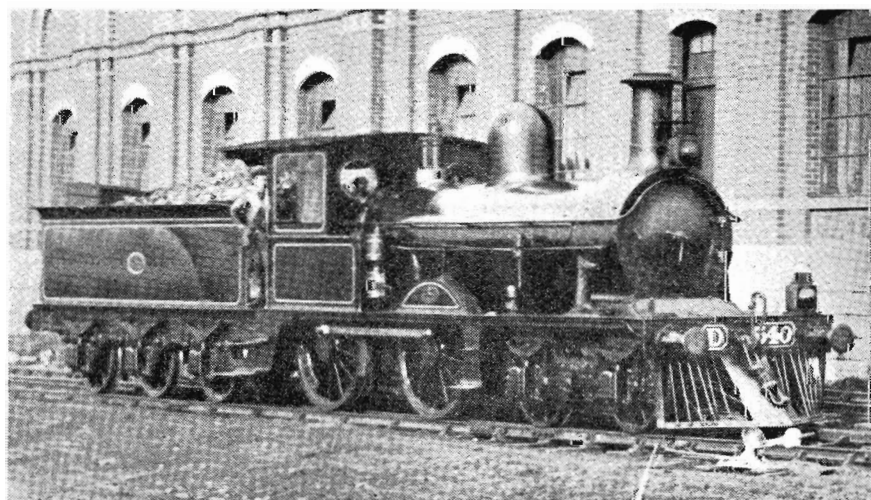
#### D class

Nos. 82, 92, 122, 242, 244, 248, 250, 260 and 322 to 344 (even numbers) built by Phoenix Foundry, Ballarat, 1888.

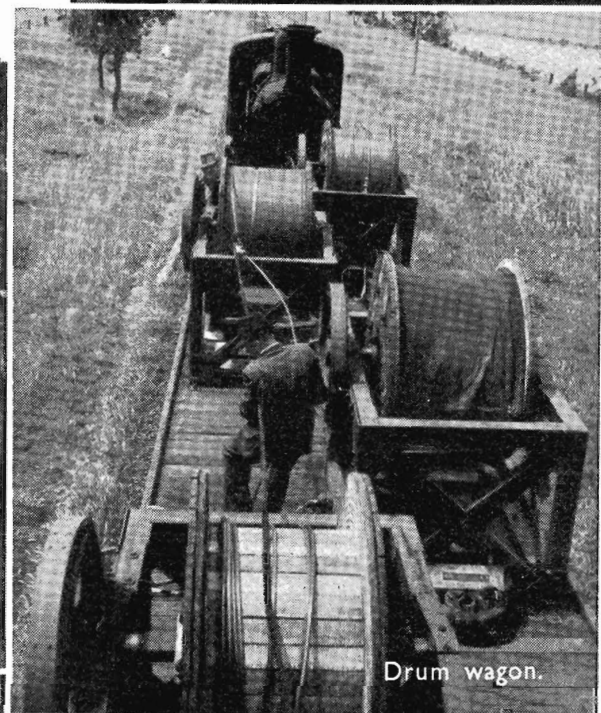
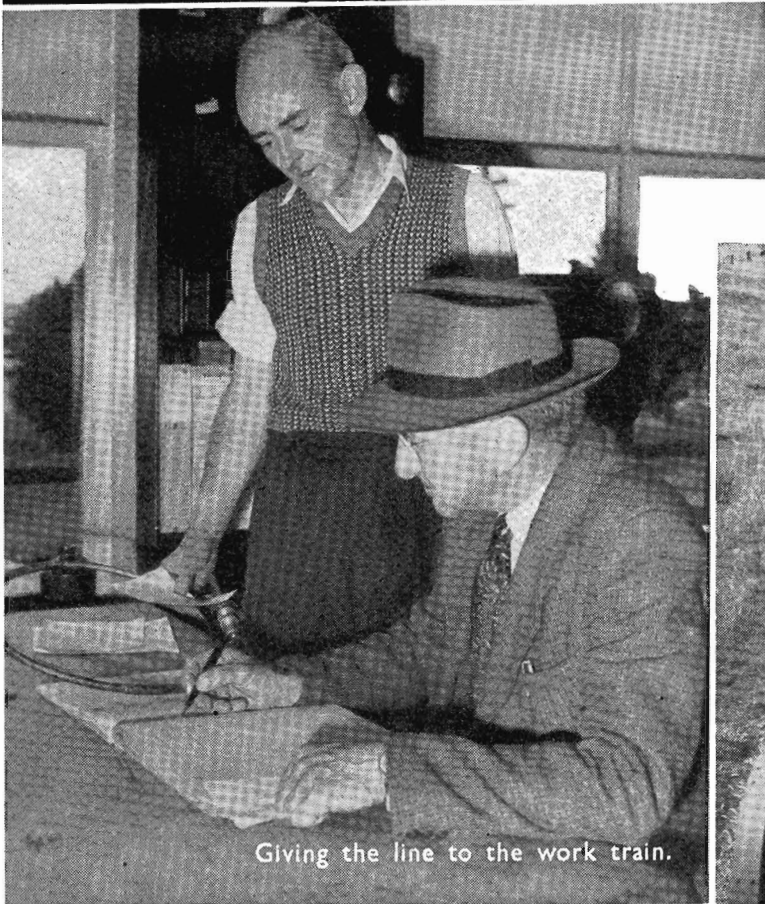
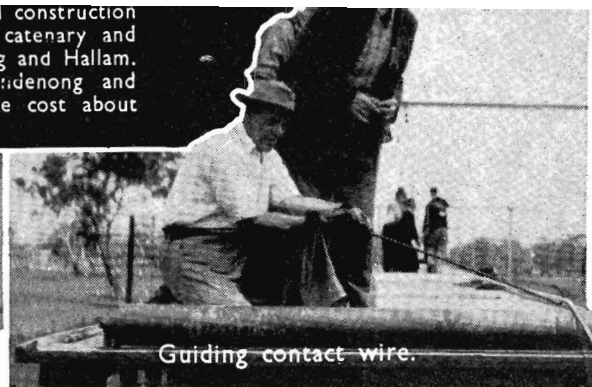
They were rebuilt with 160 lb. boilers, 1904-09.

Nos. 328, 330 and 340 were re-numbered 190, 191 and 194 respectively in 1923.

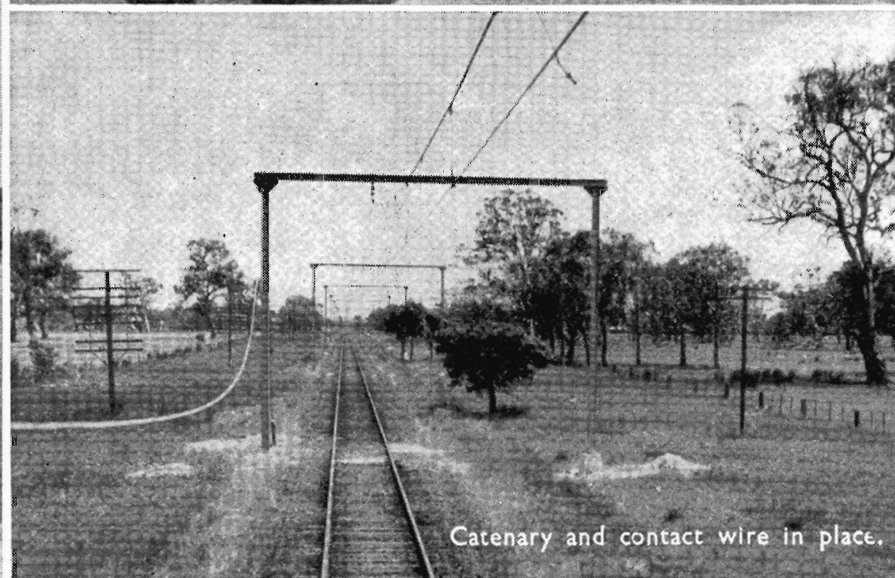
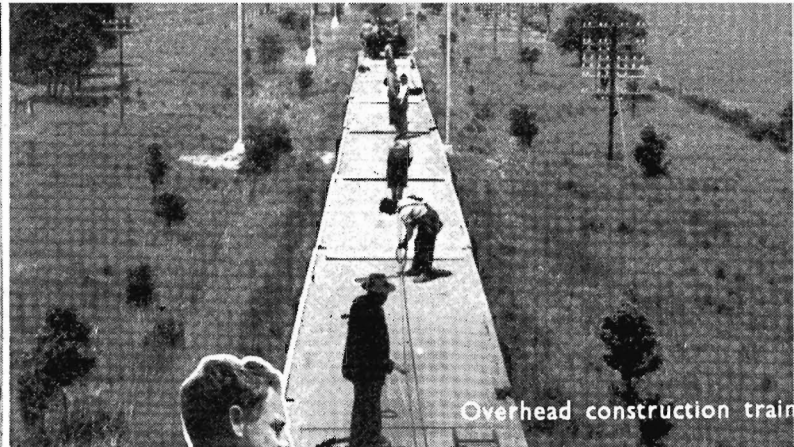
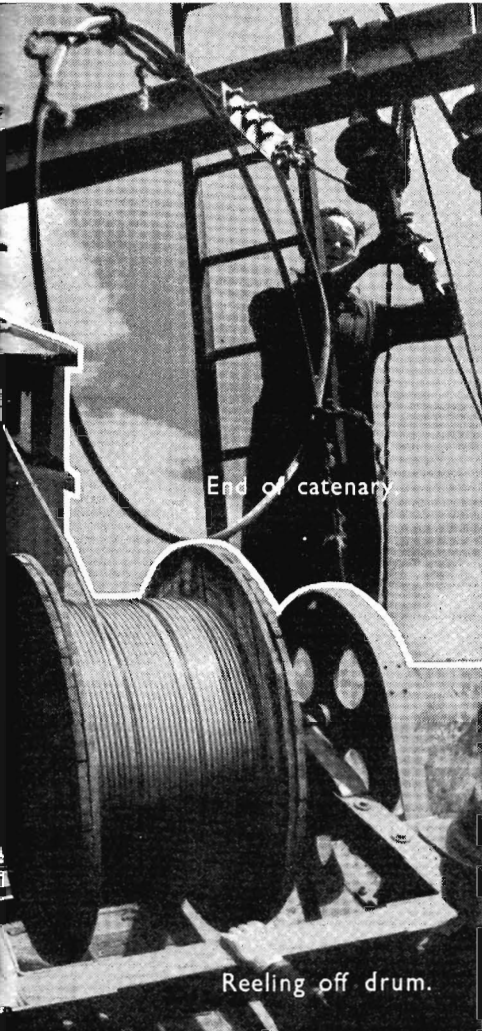
The last of them (No. 194) was scrapped in 1928.



two towns. These pictures were taken when the special construction train of the Electrical Engineering Branch was used to run the catenary and contact wire on the three-mile section between East Dandenong and Hallam. Double track overhead structures will be erected between Dandenong and Traralgon for the duplication scheme. The wire and fittings alone cost about £2,600 per mile.







# YOUNG STATIONMASTERS

*The examination for stationmasters, held towards the end of last year, gave abundant proof that the Department is steadily building up a pool of young men from which to fill important gaps in the ranks.*

ONE hundred and sixteen candidates sat. Eighty four passed, and twenty were given supplementary passes enabling them to be re-examined this year in subjects in which they failed. Only 12 completely failed.



Mr. Ronald

The success of so many candidates was very gratifying to their instructor, Mr. E. Cassells, who was not only teacher, but guide, philosopher and friend, as well to the young railwaymen. He spurred the brisker ones to greater efforts, and encouraged others who became discouraged.

It is indeed the age of youth in the V.R. Among the successful candidates were Mr. M. C. (Max) Brown, of Glenrowan, who was only 21 when he passed the examination, Mr. L. R. Bowles, of Noble Park, is 22, Mr. I. G. Wearne, train controller, 23, and Mr. J. L. Moore, of Laverton, 25. Others, who did particularly well in the examination, were Messrs. M. Lothringer, clerk, Shepparton, 23; L. W. Poulter, of Lara, 27; L. C. Pittock, of Cranbourne, 28; J. R. Boal, of Bena, 33; and W. H. Surridge, of Buangor, 37.

Mr. Cassells said the candidates were a credit to the Department. Max Brown was a studious young man, of good appearance, whose whole life seemed to be centred on his railway work. Mr. Bowles, who had a remarkably good memory,

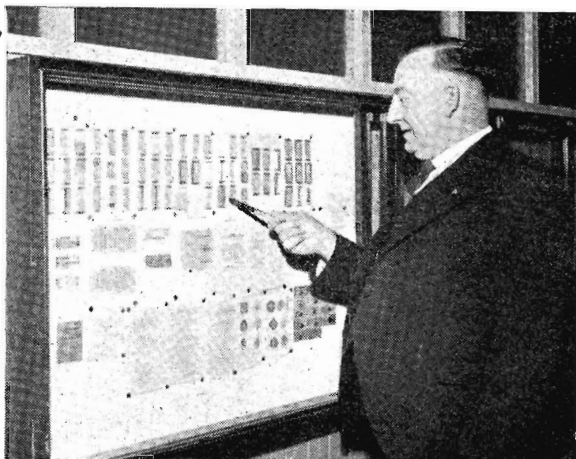


Mr. Bowles

never missed a class and was a very hard worker. A candidate, with an interesting history, was Mr. Lothringer, who was born in Hungary, but reared and educated in England. Another, Jack Moore, will not forget 1951. In addition to passing his S.M.'s. examination, he became the father of a baby girl. He already has a boy. It was typically thoughtful of Mr. Cassells that, when he heard of the addition to the Moore family, he sent the baby a rattle.

It was the second successive year that a 21 year-old qualified for a S.M.'s. ticket. The previous year, Mr. M. W. Ronald, now a train controller at Head Office, passed the examination three months after his 21st birthday. He is an old Melbourne Grammar boy, and long before he reached his 'teens, he had made up his mind that the railways were the only life for him. His parent's property at Pakenham was close to the station, and young Michael Ronald haunted the place and was finally "adopted" by the staff. He knew quite a lot about railways before he joined the Department, at 18.

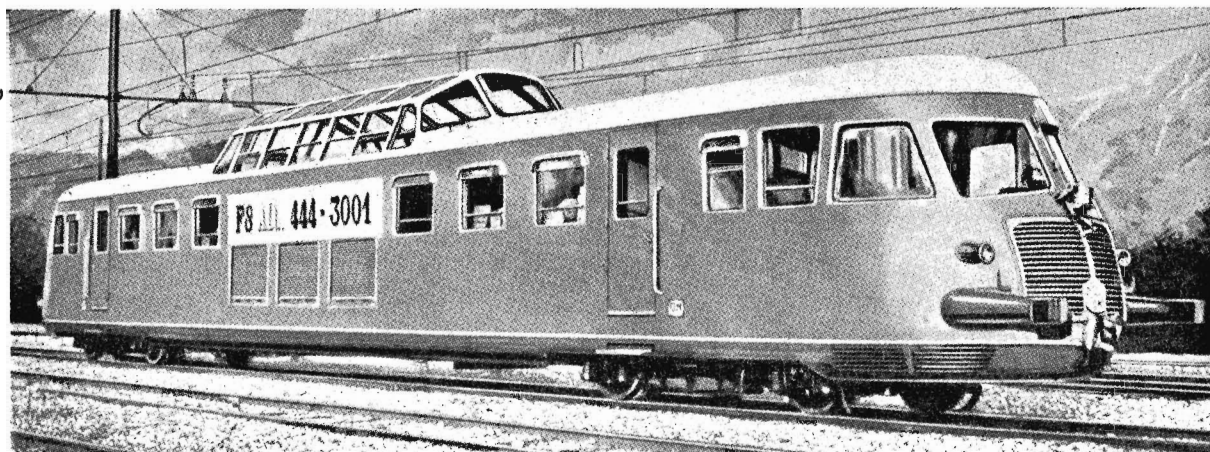
\* \* \*



Mr. Cassells

A TOURIST was introduced to an Indian with a reputedly perfect memory. Sceptical, the tourist asked: "What did you have for breakfast on October 4, 1913?" The Indian answered, "Eggs." The man scoffed, "Everyone eats eggs for breakfast. He's a fraud." Eight years later, the traveller's train stopped again at the same station and he saw the same Indian lounging on the platform. The tourist went up to him and said jovially, "How;" The Indian answered, "Scrambled."

# Italian Diesel-Hydraulic Rail-Car



**A** SUN-LOUNGE diesel-hydraulic rail-car, which is intended more particularly for first-class tourist traffic on scenic routes, has been introduced on the Italian State Railways. It comprises two saloon lounges at normal floor level and towards each end, and a central elevated observation compartment with glass right round and with seats arranged in normal fashion.

Top speed over main lines is 81 miles an hour. The weight of the car, with full complement of 44 passengers and fuel enough for 560 miles, is  $40\frac{1}{2}$  tons. Body frame and underframe are of steel sections electrically welded, and the body sides and roof are insulated. Ventilation is by an air current, warmed when necessary, introduced at floor level and extracted through the ceiling. Vivid colouring has been adopted for the exterior, being red for the bottom valance, olive green for the sides and ends, light yellow for the roof and observation saloon pillars, and white, red and black for the numbering.

The rail-car has two Saurer-Brescia engines, giving 150 b.h.p. each at a maximum of 1,500 r.p.m. Each drives a Lysholm-Smith hydraulic torque converter, and thence the drive goes to one axle of each bogie, via telescopic cardan shafts and reversing bevels.

—*Diesel Railway Traction*

## British Railways Staff Association

One of the world's largest clubs was inaugurated on January 1, when the British Railways Staff Association was founded. The new association is open to all the 600,000 railway staff, their wives and dependent children, retired staff, and widows of railwaymen, so that well over a million people are eligible to join. The association will offer, at small cost, wide scope for sports, pastimes, music, drama, arts, crafts and other social, recreational, and cultural events. Membership is voluntary, and the subscription is 4d. a week. Most of the proceeds will be used by branches for local activities, and the rest for regional activities and administration, and to help the smaller branches.

## Desert Diesels

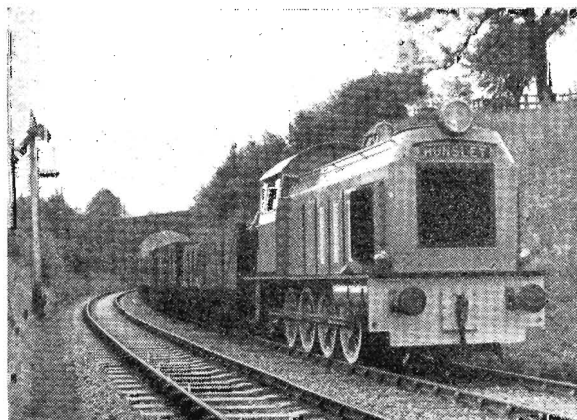
**A**FTER the war, when it became possible to consider the rehabilitation of the shattered railway systems in Tunisia, a decision was made to dieselize all lines and do away with steam, partly because of the exceptionally bad water supplies and partly because diesel units, both rail-

cars and locomotives, met traffic requirements, and the problems of fuel and labour.

As part of this programme, the Sfax-Gafsa Railway, operating a metre-gauge system of 270 route-miles in the south of Tunisia, ordered 17 Sulzer engine Bo-Bo locomotives for hauling freight, passenger and mixed trains. Most of the Sfax-Gafsa routes are troubled by sandy country and sand storms, and particular provision has been made to filter all ventilating and combustion air needed by the locomotives, the traction motors and the oil engine.

## British Diesel Trial

**T**HE most powerful diesel-gear locomotive in revenue service in the world, a 55-ton 500 h.p. machine built by the Hunslet Engine Company, has been on trial on British Railways. The locomotive is of the 0-8-0 type with a wheelbase of 13 ft 6 in., an axle load of 14 tons, a maximum tractive effort of 35,400 lb., and a six-speed gearbox giving a top track speed of 33 m.p.h. Other 0-6-0 models of the same power and tractive effort, but with a wheelbase of only 9 ft. and a weight of 51 tons, are under construction at the Hunslet engine works for industrial service.



The Hunslet diesel hauling a goods train British Railways



# FIRST AID

*Their aid they yield to all.*

—George Crabbe (1754-1832)

## First Aid For Travellers

THE railwayman's "black Friday" is also a very busy day for the first aid division at Spencer-st. The ambulance men are invariably called to attend to a number of passengers who, in their haste to leave Melbourne become minor casualties. Usually the cases comprise faints, collapses, cuts and abrasions, but occasionally something more serious happens, such as a fractured limb. The full staff was on duty throughout the Christmas and New Year period, when train traffic was particularly busy. One or two men were also posted at Flinders-st. First aid to the travelling public is an important part of railway planned service, and usually very much appreciated by the Department's customers.

## Novice First Aider's Fine Effort

GOOD first aid work by Shunter J. C. Fletcher, of Maryborough, who is studying for his first year certificate, may have been responsible for saving the life of Shunter F. C. Prime, whose right leg was almost severed above the ankle in a recent shunting accident. Mr. Prime was dropping brakes and making roads, when he apparently tripped and was run over by a loaded truck. Mr. Fletcher promptly got the haemorrhage under control and remained with his patient until the arrival of Mr. J. C. Ross, clerk on duty, who completed the first aid treatment and had the patient in a comfortable condition for removal to hospital.

Mr. Ross, who was a member of Maryborough's team which won an Australian first aid championship, highly praised the work of his novice colleague. It was feared it would be necessary to amputate Mr. Prime's leg below the knee, but because of the skilful first aid treatment this was avoided and the amputation was confined to above the ankle only.

## In Father's Footsteps

ONE of the most enthusiastic first aiders in the country is Mr. R. C. Grace, superintendent of the Ouyen corps. He has been 14 years in the ambulance movement, and all the members of his very competent team, except one, are proud possessors of the gold medal. Ouyen men are noted for their public service. Their voluntary work alone saved a section of the local hospital from closing. The Ouyen team, with other public spirited residents, visit the hospital regularly to prepare suppers for patients, make beds and do general nursing duties. Their reward has been a life governorship of the hospital.

Mr. Grace, who is a train examiner, is on the committee of management and is a senior vice-president of the hospital. His father, Mr. R. C. Grace, a retired railwayman, was also a keen first aider when he was in the Department. He was a member of the first Victorian team to win an Australian championship shield, and was at the last ambulance competition at Mt. Evelyn to see his son's team compete for the State title.

## EMERGENCY QUIZ

*THIS quiz is a further test of your first aid knowledge. Allow yourself two marks for each correct answer. If you obtain four to six marks you could help in an emergency. With less than four, you should lose no time in joining a first aid class. What would you do in the following cases? The answers are on the back page.*

(1) Of course you know how to apply Schafer's method of artificial respiration but, are you sure? Is the timing:

- (a) three off and one on?
- (b) one on and three off?
- (c) three off and two on?
- (d) two on and three off?
- (e) Four off and one on?

Last month we told you where the epiglottis was in your body. Well, what action does it perform? Does it:

- (a) regulate the heart beat?
- (b) operate the action of the tongue?

(c) guard the windpipe against the entry of fluids or solids?

(d) control the action of the eyes?

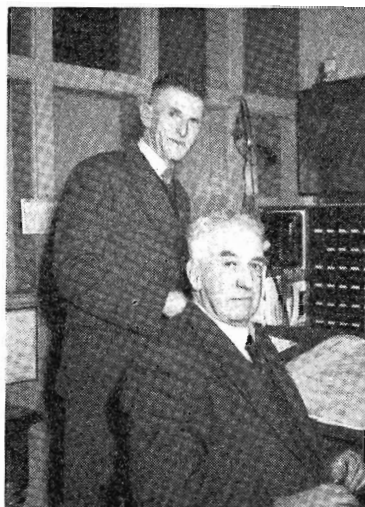
In first aid the condition of the eyes is an important aid to diagnosis. If the pupils of a patient's eyes are dilated and fixed, would he:

- (a) be dead?
- (b) have had a stroke?
- (c) be suffering from concussion?
- (d) be dead drunk?

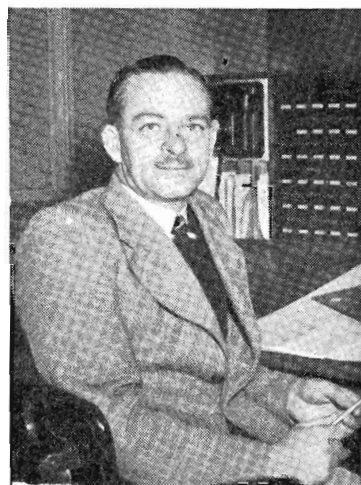
# MEET THE TRAIN CONTROLLERS



Mr. Caldwell



Mr. Mahoney (standing)  
and Mr. Riley



Mr. Carroll

**J**OINING the service as a junior clerk in the District Superintendent's Office, Bendigo, in October, 1926, Mr. G. J. Caldwell was transferred to Melbourne in 1928 and spent three years in the freight office, Melbourne Goods, and the then General Superintendent's Office. He returned to Bendigo in 1931, where he filled various positions, including depot and roster. After five years with the Army, 1940-45, he returned to the railways and was appointed train controller (class 3). He was promoted to class two at Bendigo in 1947.

Keen students of train control operation, Mr. Caldwell and Train Controller Carroll organized in the 1949-50 peak wheat lift what is believed to be the heaviest load hauled by one train in Victoria—2,100 tons gross.

**M**R. J. J. MAHONEY, who was appointed Senior Train Controller at Bendigo in February last year, entered the department as a junior clerk in 1918. With about 25 other enthusiastic young railwaymen, he attended a school of instruction, the first of its kind organized by the railways at the V.R.I., Melbourne. In 1920 he was attached to the relieving staff, Metropolitan Superintendent's Office, and for the next 18 years gained wide and varied experience, especially in depot rostering and special traffic work.

It was during this period that Mr. Mahoney selected train control for his future career. In 1938, when Suburban Train Control was re-located at Spencer-street, he accepted the position of train controller (class 3), in preference to appointment as stationmaster. In 1944, he was transferred to Geelong as train controller (class 2), returning to Central Control three years later for his first class promotion.

**M**R. W. J. RILEY, has had a sound training for train control work. He joined the Department in 1907 as a supernumerary and was made permanent the same year. From lad porter, he became number taker, acting clerk and suburban guard. Then followed promotion to assistant stationmaster, stationmaster and relieving stationmaster. Mr. Riley went to Train Control at Bendigo in 1923.

**M**R. J. B. CARROLL, who entered the Department as a junior clerk at Balaclava in December, 1926, spent 10 years as a booking clerk at various suburban stations, including two years at Werribee. He was transferred to Geelong in 1936, and was four years at this busy depot before joining the army in 1940. Four years later, Mr. Carroll returned to Geelong for a further three years, mainly at North Geelong Goods. He was appointed train controller (class 3), in March, 1947, and was promoted to class two at Bendigo the following year.

Mr. Carroll divides his leisure between gardening and tennis. He is secretary of both the V.R.I. Tennis Club and the Bendigo Tennis Association.

## NOVEMBER FRONT COVER

Dear Sir,

On the front cover of the November issue of *News Letter* is featured one of the R class locomotives, stated on page two to be hauling the 10.18 a.m. "up" passenger from Ararat. This picture has caused local supervising officers to expend mental energy in endeavouring to pin-point the actual location at which the photograph was taken. Much discussion has taken place, but as yet nobody has formed a firm opinion. Most appear to be of the opinion that the train, is in fact, a "down" train. Would you kindly advise the exact location, and whether or not the train was travelling in the "up" or "down" direction,

Yours faithfully,

R. F. Mayberry, Clerk.

(The picture was taken by railway photographer, John Hiron, at the crossing, 128½ miles from Melbourne. It was an "up" train. The picture was reversed to enable it to be shown "running into" the page. That fact is doubtless responsible for our reader's uncertainty.

Editor, *News Letter*)

## WE PAY FOR CONTRIBUTIONS

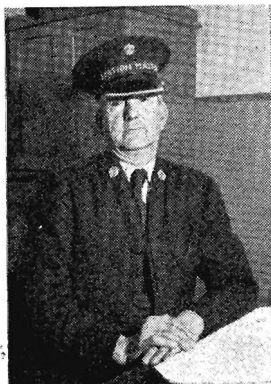
**C**ONTRIBUTIONS are invited from railway men and women throughout the State. *News Letter* pays on the basis of 10/6d. for each accepted new item. Very important items rate higher. Examples of the type of contributions required are:

- Exceptional loadings handled.
  - Examples of outstanding railway service.
  - Railway men and women who do something important in civic affairs.
  - First aid men who have done special work.
  - Outstanding sports and games records.
  - Unusual hobbies.
- Ordinary social items, although acceptable, are not paid for.

# AMONG OURSELVES . . .

## Bendigo S.M. To Retire

**M**R. A. L. McLEAN, who has been stationmaster at Bendigo since 1947, will retire on March 3, after 48 years' service. He joined the department as a junior clerk and his first job was in the Bendigo Goods Office. He was transferred to the suburban area in 1910, and three years later went to Geelong as relieving clerk. He became a stationmaster in 1917 at Coleraine, and after service at Raywood for some time, he was relieving stationmaster at Head Office, Maldon and Lubeck. Mr. McLean got his first big rise in the department when he was promoted to Traffic Inspector at Bendigo in 1925. Seven years later he was senior train dispatcher, and in 1936 was chief clerk, District Superintendent's Office. Then followed his promotion to stationmaster at Bendigo.



Mr. McLean

Mr. McLean was at Echuca when the Balranald line was being built, and helped to handle the heavy traffic and the increased business that followed the completion of the line. Recently he was acting District Superintendent at Bendigo while Mr. H. M. Buck was on leave.

## Powers Machines Girls' Reunion

**A** REUNION of girls, who were former members of the Powers machines' staff at Head Office, was held recently at the home of the Principal Fares Officer (Mr. W. Conroy), in Acheron-avenue, Camberwell. His daughter, Phyllis, sent out about 50 invitations, but some of the girls are living in other States and could not be present. The reunion however was such a success, that Miss Conroy plans to hold another this year.

The picture shows:—Back row: Billie Steele, Mollie Stanley, Marjorie Sorrigan (Mrs. O'Brien), Gwen Page (Mrs. Caven), Jessie Deakin, Berenice Birch (Mrs. Vanden), Peg Mason (Mrs Thorold), Elaine Sutton (Mrs. Tatchell), Francis Hayes, Norah Barry, Alice Calcott, Merle Lane, Daphne Johnson (Mrs. Cramm). Centre row: Joyce Dunn (Mrs. Cail), Bettie Pleydell (Mrs. Kitson), Rita McGrath (Mrs. Russ), Phyllis Peddle, Jean Prentice (Mrs. Sayer), Nellie Coles, Ivy Ford (Mrs. Shergold), Bettie McKenzie (Mrs. Wallace). Front row: Mary Bennett (Mrs. Dowling), Phyllis Conroy, Diane Shergold.



## From Car Cleaner to S.M.

**T**HE railway career of Mr. H. Dacey, Traralgon stationmaster, who retired recently, is a striking illustration of how an ambitious young man, who is willing to work hard, can rise in the service. For, Mr. Dacey began as a car cleaner in 1903. Later he was a porter at Richmond, Fitzroy, North Fitzroy, operating porter at Carrum, Ringwood and Nyora, and a relieving stationmaster in the metropolis for more than two years. Mr. Dacey was keenly interested in the educational and social work of the V.R.I. He was a member of the Traralgon centre for several years. He was also secretary of the V.R.I. Golf Union for more than three years. In recognition of his work as stationmaster, Traralgon citizens entertained him at the Gentlemen's Club, and at the annual meeting of the V.R.I. he was presented with a wallet of notes. Mr. Dacey, who intends living in Melbourne, proposes playing a lot of golf and bowls in retirement.

## A Bibliophile

**A**S well as the numerous questions he answers daily on tourist matters, Mr. William Robinson of the Tourist Bureau is well equipped to answer queries on almost anything else. If he cannot reply immediately, then he



Mr. Robinson

is sure to find something about the matter in his library of over 2,300 volumes. Books of travel, history, literature and biography are in every room of his home except, he says, the bathroom and laundry. Among them are the 14th edition of the Encyclopaedia Britannica—bought for £140 and now worth about £245—a specially issued set of 20 volumes of *Punch*, an eight-volume History of the World, Railway Wonders of the World, the Children's Encyclopaedia, and Arthur Mee's Pictorial Dictionary. The last work is in five volumes on art paper, and has about 100,000 pictures. Besides reading and collecting books, Mr. Robinson also writes reviews of them.

## Courtesy Appreciated

**M**RS. N. McCATHIE of Earlwood, N.S.W., recently lost her purse, containing return Sydney ticket, cloak room ticket and money, in a bus on her way to Spencer-st. There she sought help and the purse was found. In a letter to the Stationmaster, Spencer-st., she expressed appreciation of the courtesy and help of the railway staff and said she could not speak highly enough of the Victorian Railways.

## Signal and Telegraph Division's Picnic

**D**IAMOND CREEK has again been selected as the venue for this year's picnic on Sunday, March 2, for members of the Signal and Telegraph Division, Way and Works Branch. Before the war, when Queenscliff and Sorrento were popular for picnics, the committee chartered the Hygeia or the Weeroona for the day, or organized a river trip on the Maribyrnong. Despite the lure of sea and river, children, particularly those of railwaymen, prefer trains, and they are looking forward, this year, to going to Diamond Creek by special train, quite apart from the sweets, a good sports programme, a Punch and Judy show, a merry-go-round and a steam train that are promised.





### In the Good Old Days

**M**R. JAMES KEARY, stationmaster at Spencer-st., found the above picture among some old photographs left by his mother, Mrs. Elizabeth Keary, who died last year at the age of 94. On the extreme right of the back row is Mr. J. Lowery, and next to him is Mr. Frank Pearce, both engine drivers. Mr. Pearce subsequently became foreman at the North Melbourne Locomotive Depot. Seventh in the back row, from the left, is the late Alderman B. Deveny, who was a member of the Melbourne City Council for many years. Seated in the front row, second from the left, is Mr. M. Brennan, a former secretary of the Locomotive Engine Drivers, Firemen and Cleaners' Association of Victoria, now the Australian Federated Union of Locomotive Enginemen. The photograph was taken at an Association picnic at Greensborough. It is interesting to recall that the present Superintendent of Locomotive Running, Mr. G. E. Burnell, was fireman for Messrs. Lowery and Pearce. Mr. Burnell says that Mr. Pearce was not only a first class driver but he also took a great pride in his personal appearance. He was known as the "Beau Brummel" of the footplate.

### Printing Apprentices Do Well

**E**XCELLENT results have been obtained in their trade examinations by apprentices at the railway printing works. In his first year at the Melbourne Technical College, Apprentice-compositor Charles Thorpe topped his class and won the Commissioners' Prize. In 1950, he collected the Beasley prize, that of the Master Printers' Association, and the Commissioners' second prize.

Charles comes from Bainsdale, where his father is also a railwayman, in the Way and Works branch.

Apprentice-compositor Kevin A. Baker has won three successive Commissioners' prizes. At the Melbourne Technical College in 1949 he was second in the Penrose Prize examinations, and last year obtained a second in the Robert Elliot and a third in the Penrose Prize. Kevin is doing a technical college course in commercial art. He is also an ardent Footscray supporter and, when his team wins, a jubilant cartoon signed "K.B." appears on the notice board. When Footscray loses, there is no cartoon.

### Popular Foreman Retired

**T**HERE was no better known or more popular railwayman on the suburban system than Mr. H. C. (Harry) Harrison, Foreman-in-Charge of the yard staff and inspection shop at Jolimont, who retired recently. He started as a supernumerary lad labourer in 1905, and several months later was selected in the first batch of apprentices to be trained at Newport Workshops. Mr. Harrison finished his apprenticeship as a fitter and turner in 1911, and was one of eight experienced tradesmen who transferred to Jolimont Workshops in 1918 to be trained as equipment examiners for the suburban electric train service. Incidentally, Mr.

Harrison's father was Rolling Stock Inspector at Bendigo many years ago. Mr. Harrison got a most enthusiastic send off. The equipment examiners gave him a wristlet watch and a travelling bag for his wife. He also received a rug from the office staff, and two pipes (with a supply of tobacco), an envelope containing £5 and an electric iron (for his wife) from the Princes Bridge Yard car cleaners.

### Driver McMaster Steps Down

**M**R. GEORGE McMASTER, who retired recently after 44 years' service, was driver-in-charge at Dandenong for 16 years. He joined the department in 1907 as a supernumerary, and was a cleaner when he was made permanent three years later. He was promoted to fireman in 1911, and driver in 1917. Mr. McMaster was a fireman on the Sydney express before he went to Korumburra. He was transferred to Dandenong in 1935. Many of his old departmental friends were present at a farewell function at which he was presented with a travelling case and a crystal bowl for Mrs. McMaster. Among colleagues present were the Stationmaster, Mr. F. Sly, and Mr. Bert Sleeth, who fired for Mr. McMaster for 16 years on the Dandenong pilot. "Is this a record for a driver-fireman team?" asks Lad Porter R. Whitehead.

### Ancient Tram For Father Christmas

**N**UMBER 7, reputed to be the first electric tramcar to run in Melbourne, came out of retirement to take Father Christmas and the children and grandchildren of the men and women on the staff of the V.R. Elwood Depot to a Yuletide party in the Scouts Hall on Saturday afternoon, December 22. During the year, Mr. C. Bennetts, motorman, Mr. C. Hughes, conductor, and other employees organized a number of social functions to raise money for the childrens' treat. A Christmas tree was obtained from the Forests Commission and each child received a toy, ranging in value from 8/- to 10/-.

### Pen Friends Wanted

**F**ROM South Africa, comes a letter from a 14 year old girl, who would like a girl pen friend here, of her own age. Her name is Ann Rhynes, of 40a Ivy-rd., Norwood, Johannesburg, South Africa. Meeting Australian cricketers on their South Africa tour, Ann's father was satisfied that South Africa and the Commonwealth had a lot in common. Ann thinks so too.



The crew and staff of one of the early Reso tour trains. On the extreme left in the top row is Mr. R. Ick and Mr. D. Mahoney, conductors; fifth in the same row is the late Mr. J. McCahery, conductor; next to him is Mr. Mark Dean, Commissioners' Special Guard, Mr. J. Keppell, conductor, and Mr. Frank Newman, steward in charge of the dining car. On the extreme left in the bottom row is Mr. A. J. Rachinger, driver, now train controller at Ararat, and on the extreme right is Mr. C. Weetman, clerk, now with the Commonwealth service.

# SPORTS

## Commissioners' Appreciation

APPRECIATION of the educational, social and sporting work of the V.R.I. was expressed by Mr. Commissioner Meyer at the recent annual dinner of the Institute. Mr. Meyer said that the Commissioners did everything in their power to advance the aims of the organization. They had been pleased to authorize new centres being established at Balmoral and Wangaratta, and had given the institute the use of the old dining room at the Maryborough station, which was being converted into a social hall. Mr. Meyer expressed regret that it had not been possible on all occasions for leave to be given to railwaymen to take part in sports carnivals. When leave had been refused, it had been entirely due to the fact that the men could not be spared because of the existing staff shortage.

## Queen of Country Centres

THE work of the V.R.I. in country districts will be greatly expanded as a result of the queen of country centres competition, entries for which closed in January. The competition, which began on January 28, and will finish on May 3, is open to all girls who are members of the V.R.I., wives, daughters and grand-daughters of members of the institute, and girls engaged to be married to members. A competition will be held in each country centre or sub-centre, from which nominations are received, and the candidate who raises the most money at the end of the first month of the contest will represent the branch. All winners of the centre competitions will come to Melbourne, at the expense of the Council of the V.R.I., to compete for the title of queen of country centres. First prize is £100, second, £15; and third £10. Many valuable prizes have also been donated by country centre committees.

## Interstate Cricket

TEAMS from all the Australian railway systems were competing in the cricket carnival in Adelaide for the Mick Simmons challenge cup when *News Letter* went to press. Full details will appear in the March issue. Victoria was represented by Messrs. R. Sawyer, North Melbourne Locomotive Depot (cpt.); I. Stick, Newport Yard (vice-cpt.); W. McPherson, Melbourne Yard; J. O'Flaherty, Electrical Branch; R. Jenkins, N. Turl, I. Alpress, Newport Workshops; D. Debnam, Tourist Bureau; J. Culliver, Stores Branch; R. Kitchen, Spotswood Workshops; C. Hovey, R. Darcy, J. Morgan, Geelong; J. Burton, Hamilton; M. Harris, Dimboola. The manager of the team was Mr. W. J. Crowe, suburban guards depot.

## Bowls Carnival

VERY strong team will represent Victoria in the inter-system bowling carnival in Brisbane on March 8-20. Thirty two players—18 metropolitan and 14 country—were chosen to contest the "knock-out" competition for a State representative in the singles champion of champions event at the big tournament. The winner will receive the Howse cup, donated by the Chief Traffic Manager of the N.S.W. Railways (Mr. D. J. Howse). Victoria is hopeful of winning both the Howse cup and the Dennis cup, at present held by N.S.W.

## Olympic Games Wrestlers

IT is expected that at least four, and possibly five, V.R.I. wrestlers will represent Australia at the Helsinki Olympic Games in 1952. The gymnasium team had remarkable success at the recent Australian championships in Brisbane. Titles were won by J. Elliott (featherweight), R. Garrard



Lunch-time Chess at Spotswood 'Shops.

(lightweight), B. Scott (welterweight), B. Arthur (middleweight), K. Coote (light heavyweight), W. Davies (heavyweight). F. Flannery and J. White, were runners-up in the flyweight and bantamweight divisions, respectively. It is believed to be the first time that so many winners have come from the same gymnasium.

## Bowlers' Charity Effort

A SOCIAL bowls game arranged by the V.R.I. at the Albert Park rink was the means of raising £40 for the South Melbourne Council's home for the aged, "Claremont".

## New Australian Record Breaker

PETER NEILANDS, a New Australian carpenter in the works division at Ballarat, recently broke the local amateur athletic association's shot putt record three times in a few minutes. The new champion amazed officials and spectators when he beat the existing record with his first throw—40 feet 4 inches. Immediately afterwards he broke it again with a new record of 41 feet 3½ inches, and with his third throw he improved it further by nine inches. Neilands, who has only been in Australia for eight months, is a member of the Y.M.C.A. team. His best throw in Europe was 45 ft. 8 inches. When he first joined the railways in March, last year, Neilands was sent to work in a Way and Works extra gang. It was not long before he was transferred to the works division. His hobbies include wood carving and wood inlay work. He is more than six feet in height and weighs 14 stone.

## Hard Worker For Institute

MUCH of the success of the Bendigo V.R.I. is due to the enthusiasm shown by Mr. W. O'Brien, train controller, who is a member of the committee and a former president. Mr. O'Brien regards the institute as a powerful means of fostering good fellowship among the staff. He joined the Department as a junior clerk in the Telegraph Branch and was a telegraphist at Spencer-street, Flinders-street, Bendigo and Seymour. Mr. O'Brien was subsequently appointed Assistant Train Running Officer in the Suburban Train Running Room at Flinders-street, and later was transferred to Bendigo as train controller.

## ANSWERS TO AMBULANCE QUIZ

- (1) Two on and three off.
- (2) Guard the windpipe against the entry of fluids or solids.
- (3) Dead drunk.





VR  
*News Letter*

MARCH

1952



# THE MONTH'S REVIEW

## The Sense of Service

**R**AILWAY repair gangs did some very smart work when the north-eastern line was twice damaged, during last month's disastrous bushfires. The first fire burnt about a mile and a half of sleepers and damaged a bridge between Chiltern and Barnawartha as well as damaging sleepers between Barnawartha and Albury. Repair gangs worked tirelessly from early morning and, shortly after mid-day, the line had been repaired sufficiently for trains to run at slow speeds. The second fire damaged about the same length of line between Barnawartha and Albury. Gangs worked through the night so that *Spirit of Progress* could leave Albury on time.

Special trains had to be arranged quickly to transfer live-stock from the bush fire areas. In the north-east, and elsewhere, railwaymen gave a great deal of their time to fire fighting. As always in emergency, they have again proved the worth of tradition and a sense of unselfish service to the community.



(Sun News-Pictorial photo.)

The effects of the first fire at Barnawartha. In the foreground, a repair gang is replacing sleepers. At the extreme left, another gang repairs the damaged bridge.

## British Interest in R Engines

**V**ICTORIAN Railways R class engines have occasioned more than ordinary interest in engineering Britain. We have already been told that the prototype exhibited at the mechanical engineering section of last year's Festival of Britain "stole the show." Now, "The Locomotive," which for 17 years has been a standard British weekly journal devoted to railway engines, prints a two-and-a-half page article on it, with a special four-colour plate depicting the engine, in all its impressiveness. Not only has the size of Victoria's order on a British firm for these engines created attention: at least equally responsible is the modernity of design, based on research and experience.

## New Suburban Trains

**T**HERE has been widespread public approval of the plan to buy 30 modern electric trains (210 cars) for the suburban service. The Government has agreed to consider the purchase of a further 20 trains (140 cars) after the next Loan Council meeting later in the year. The new cars, which will replace some of the Department's older rolling stock, will follow more or less the design of the experimental car, which has been running on suburban lines for several months. On several days after the announcement was made about the new trains, the experimental car was packed by highly interested travellers. The contract for the supply of electrical equipment for the new trains has been let to the English Electric Company. The estimated cost of the new cars and equipment is about £5½ millions.

## Railing of Motor Bodies

**I**N a recent week 310 motor vehicle bodies were railed from Adelaide to Melbourne on either 43 feet gondola or 70 feet bogie O.A. trucks, which were specially equipped in South Australia for two-tier loading. On an average, more than 300 car, utility, and truck bodies, the products of two South Australian motor vehicle body manufacturers, reach Melbourne each week.

## Cheapest Fare On Earth?

**H**OLIDAYING in Western Australia recently, Mr. C. Einsiedel, a farmer, of Monomeith, Victoria, bought an all-lines first-class season ticket for £18 15s. He used the ticket, which covered travel by bus as well as train, for 21 days, during which he travelled 3,545 miles. That worked out at less than 1.3d. a mile. The ticket was still valid for 10 more days, and Mr. Einsiedel could have travelled a further 1,500 miles, at least, or a total of 5,000 miles for 4,500 pence. The official journal of the W.A. Government Railways asks: could first-class travel anywhere cost less?

The answer is, yes. Mr. L. A. Punch, of Silver-st., Eltham, recently bought a first-class fortnightly all-lines ticket for use on the V.R. system. It cost him £10 13s. In 14 days he travelled 3,353½ miles for little more than three farthings a mile.

## Heavy Live Stock Traffic

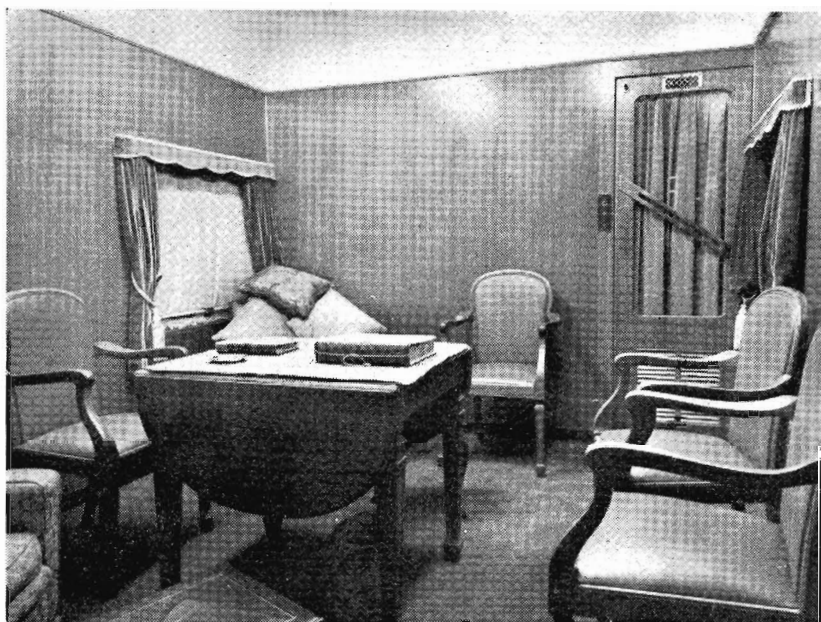
**T**HE railways handled a very heavy volume of fat lamb traffic this season. Normally it ends in December, but this time it lasted several weeks longer. Traffic was particularly heavy on the north-eastern and Mansfield lines. On the latter, the number of special live-stock trains averaged about six or seven each week. As large numbers of store sheep went to the south-east of the state in November and December last year, pretty good yardings of fat sheep are expected from there at Newmarket, in February and March.

## Wool Traffic

**A**LTHOUGH the peak of the season is over, trucks are still being supplied to bring wool to Melbourne from the country. From July 1 to the end of December last year, the railways carried 604,844 bales, which was only slightly below the quantity for the same period in 1950. The wool came from the Riverina, all the growing areas of Victoria, and from Mt. Gambier and Narracoorte sheep stations in South Australia.

## OUR FRONT COVER

shows wheat for export being poured into a ship's hold at Geelong. Trains have brought some of this wheat from storages more than 300 miles from the port of shipment.



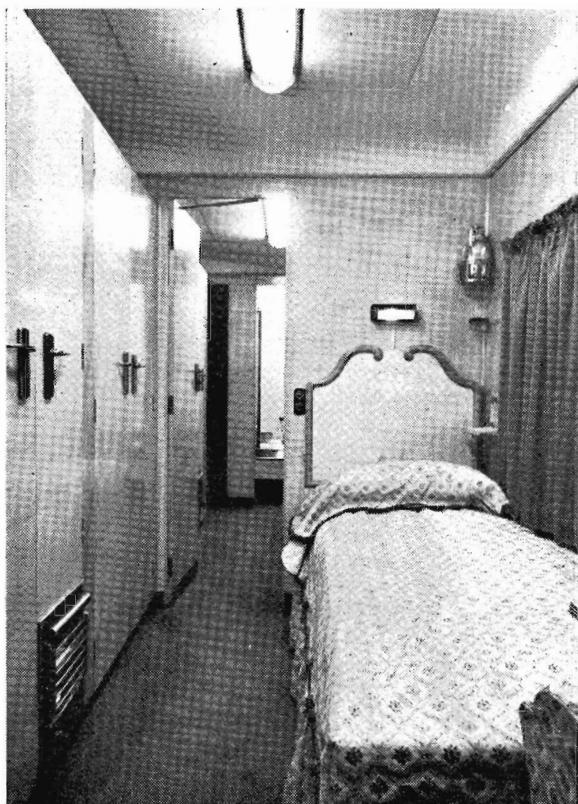
The combined saloon and dining compartment of the viceregal car has mushroom wall-to-wall carpet and rose coloured velvet curtains, with gold tassels. In this compartment, which is panelled in Queensland silkwood, there are two easy chairs, four green upholstered chairs, a dropside table and a built-in buffet.

## STILLED WHEELS

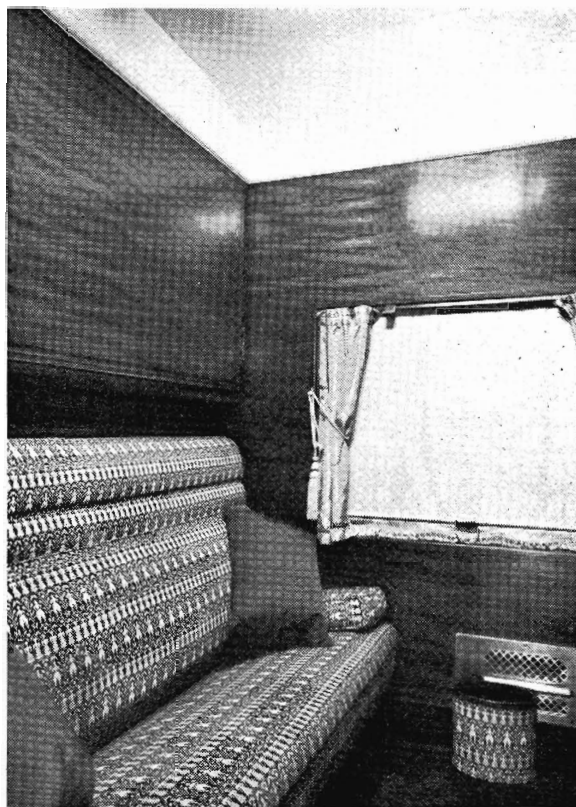
**N**EWs of the death of His Majesty, King George the Sixth, was received with shock and sorrow throughout the whole British Commonwealth.

To the sympathy which was felt in Australia for Queen Elizabeth II, the Queen Mother, and the other members of the Royal family, was added regret that the Royal tour to Australia had to be cancelled, at any rate for the time being.

Railway men and women, in particular, were looking forward to the Royal tour: but the wheels of the Royal Train are stilled. Had the tour gone forward as planned, the Royal Party would have travelled, when journeying by train, in the new viceregal car, of which interior pictures are here shown.

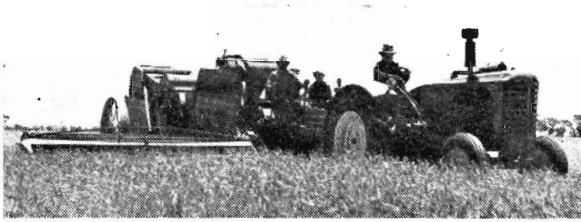


One of the two state-rooms. Each is panelled in silver ash and contains a single bed, with overhead reading lamp and folding trinket shelf, dressing table and chair, and built-in wardrobe. There is a cream-coloured bathroom off each state-room.

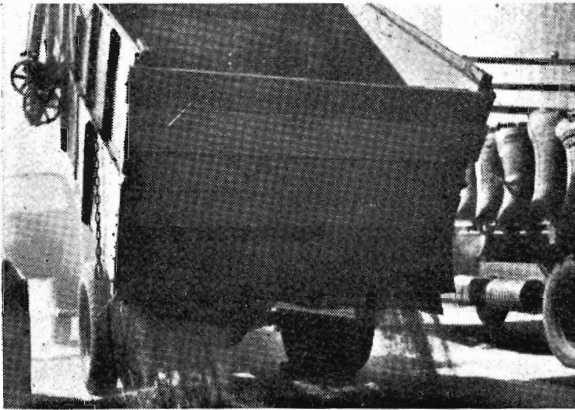


Compartment for A.D.C.'s. The upholstery is of green and white fabric. The compartment for the Ladies-in-waiting is upholstered in blue and silver fabric. There are two sleeping berths in each compartment as well as a built-in wardrobe. Both compartments are panelled in Queensland walnut.

# HANDLING THE WHEAT

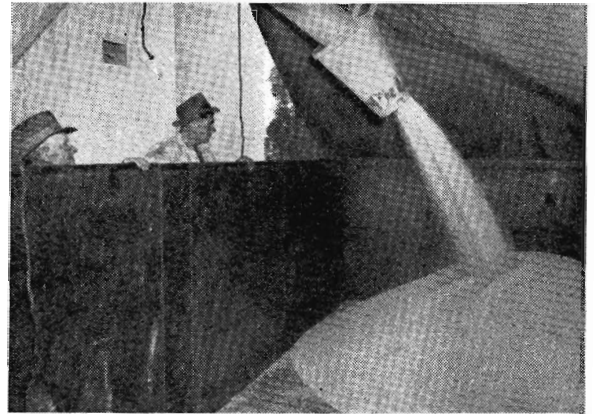


Harvesting takes place during December and January. Motor trucks carry wheat from farms to grain elevators at railway stations.

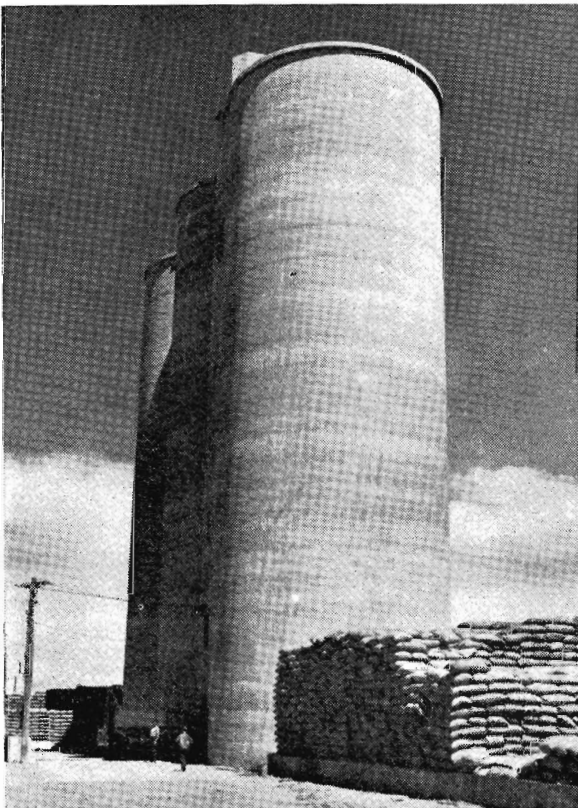


Motor truck discharging wheat into bin at grain elevator. From the bin a bucket elevator carries wheat to top.

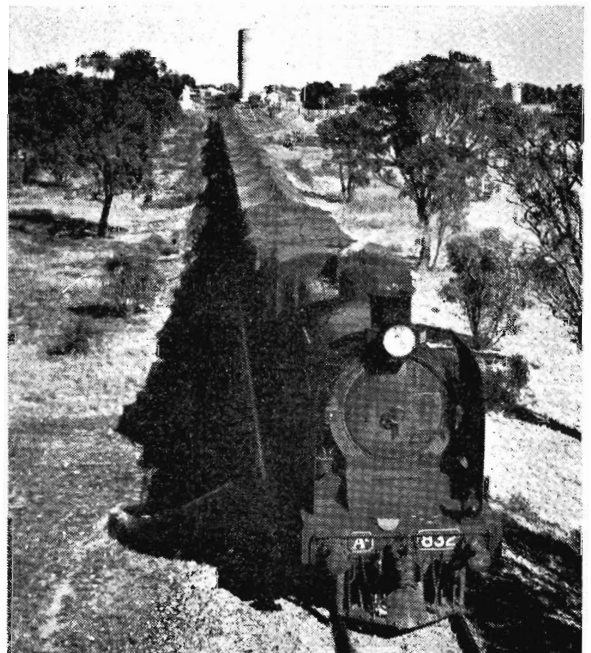
VICTORIA'S wheat lands produce, in good seasons, between 40 and 49 million bushels. (The actual weight of a bushel of Victorian wheat is determined annually and varies between 62½ and 65 lb.) Almost all (96%) is handled in bulk, an economical and expeditious method first used in 1939/40. During the harvest season, wheat pours into 222 storages situated at rail sidings throughout the wheat-growing districts. Storages are controlled by the Grain Elevators Board. As most of them can hold only part of the local crop, the surplus is railed to huge bulk storages at Marmalake and Dunolly, to Geelong for export, or to flour mills for gristing. Wheat remaining in storages after the harvest is cleared during succeeding months.



Wheat feeding from elevator directly into railway trucks.

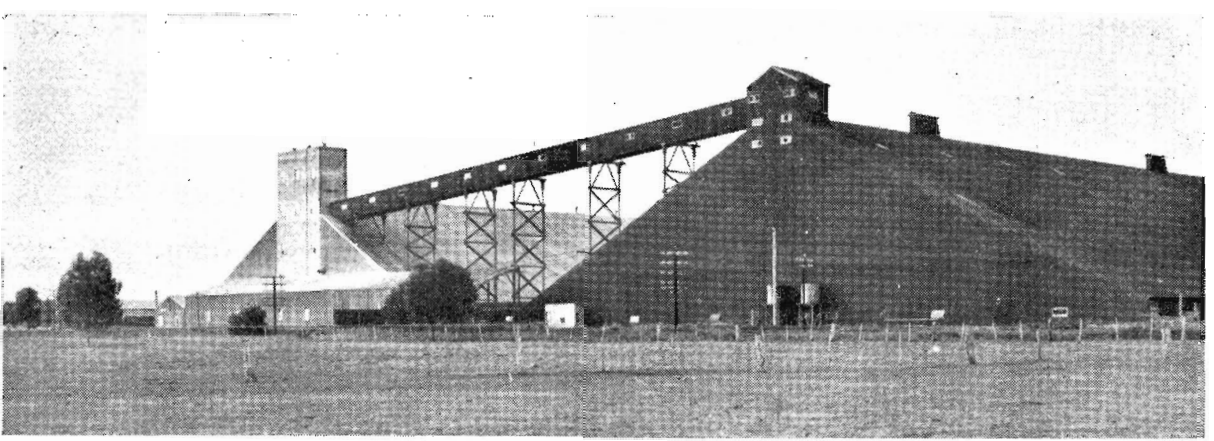


Grain elevators at Wycheproof. They are 100 feet high, 33 feet in diameter, and hold 200,000 bushels.

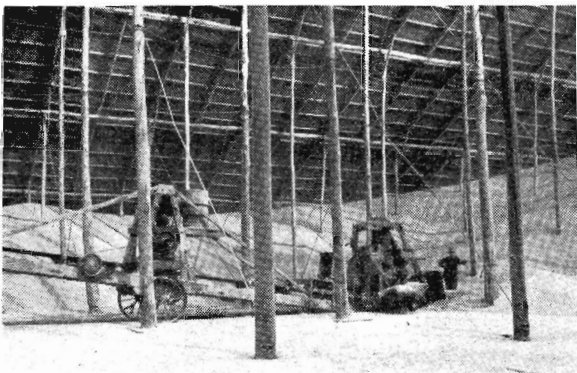


A wheat train—the vital link between growers and markets





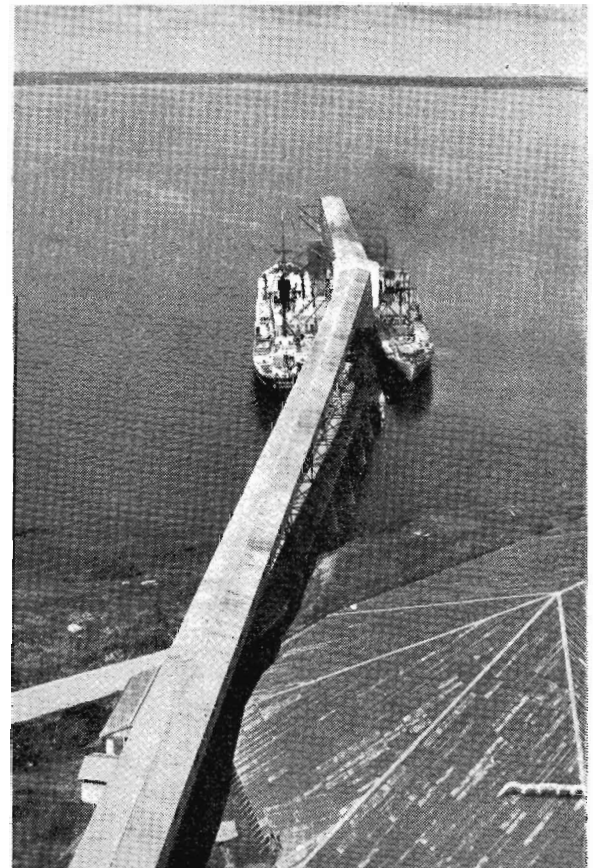
Bulk storage at Marmalake, near Murtoa. It holds 11 million bushels (14,700 truck loads) and a similar one at Dunolly, 10 millions. Together, these huge storages can hold almost half of a big harvest. They are used for the surplus from the smaller storages.



Interior of bulk storage at Marmalake, showing portable conveyor belt for loading wheat into railway trucks.



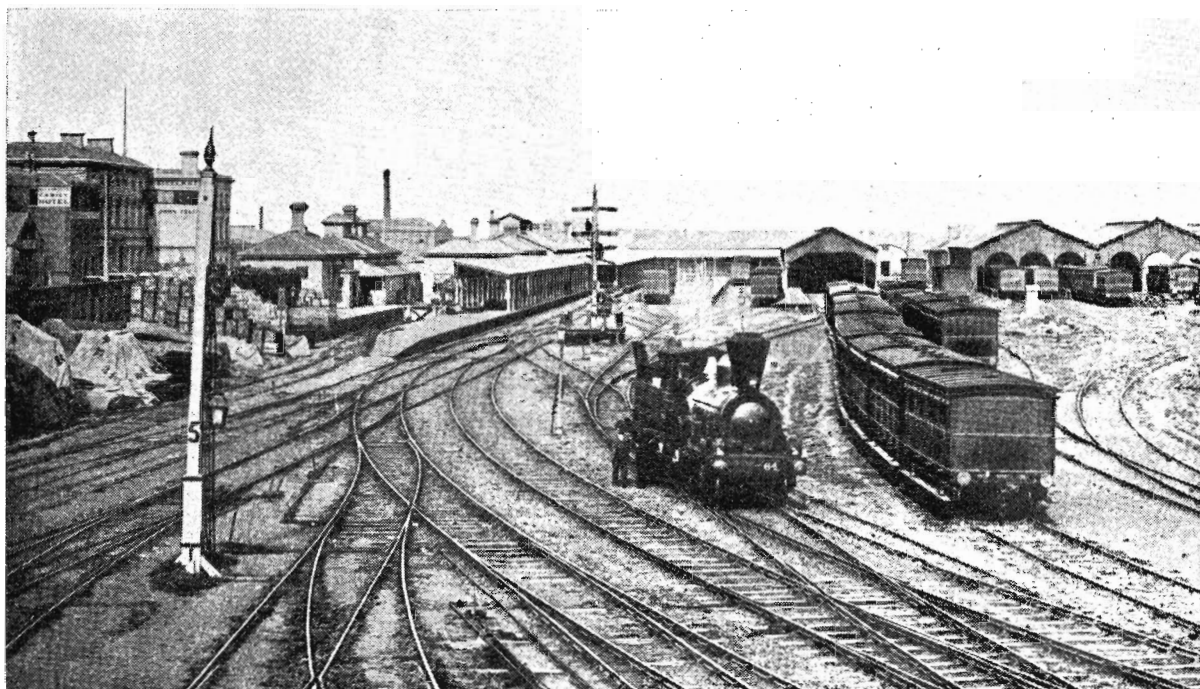
Wheat for export goes into the grain elevators at Geelong. They can hold 4,100,000 bushels.



Ships being loaded at Geelong. Wheat feeds from the elevators directly into ships' holds. An 8,000-ton ship can be loaded in 16 hours. With bagged wheat this took a fortnight.

# 3. Towards the Four Corners

(Condensed from a history of the Victorian Railways, compiled by L. J. Harrigan)



Spencer-st. Station in 1872

FOLLOWING the completion of the main trunk railways from Melbourne to Bendigo and Echuca and from Geelong to Ballarat, surveys were made for extensions to the north-east, north-west, south-east and south-west.

By 1865, effective route mileage totalled 254, of which 160 miles were double track. Nearly £9 millions had been spent on construction, and interest on this amounted to £2½ millions. The net return from revenue over working expenses since the opening of Government railways, in 1859, was £1,050,000.

Criticism of the Railway Department for failure to produce profits was voiced by both parliamentarians and the public. Proposed extensions to the lines were viewed with trepidation, and an agitation arose for "cheap" railways, in preference to the extravagances of the existing lines. After lengthy inquiries and protracted debates, all affected by the political turmoil of the times, construction of the north-eastern railway and extension to the north-west were approved by Parliament.

Contracts for the north-eastern line were accepted in July 1870. The first section, Essendon to Schoolhouse Lane, near Seymour, was opened for traffic on April 18, 1872. The line was completed and opened to Wodonga, for traffic, on November 21, 1873. However, nearly 10 years elapsed before connexion was made with Albury. The Victorian and New South Wales systems met there on June 14, 1883. This was the first inter-colonial railway connexion in Australia, linking Melbourne with Sydney. The occasion was celebrated with pomp and display.

Although the capital cost of the north-eastern line was

restricted to approximately £5,000 a mile, the advocates of "cheap" railways were not satisfied. Strenuous efforts were made by interested parties to have narrow-gauge extensions adopted. The Government eventually directed, in 1872, that tenders for the lines from Ballarat to Ararat and from Castlemaine to Dunolly should be called, with alternative rates for 5' 3" and 3' 6" gauges. The difference in price per mile was trifling: £150 less for 3' 6" gauge. The Government decided, therefore, in favour of the broad gauge.

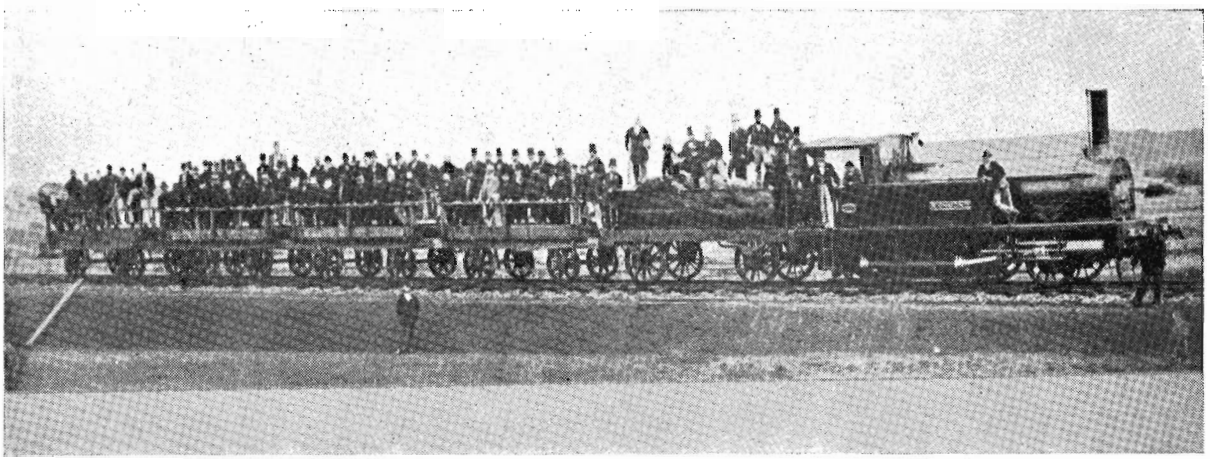
Extensions to the north-west were commenced in 1872, introducing the "light lines." Construction of the Gipps' Land Railway (Oakleigh to Sale) began in 1874. The building of this line was unusual in that it was opened for traffic in unconnected sections, namely:

Sale to Morwell	... 39 miles	June 1877
Oakleigh to Bunyip	... 39 miles	October 8, 1877
Moe to Morwell	... 9 miles	December 1, 1877
Moe to Bunyip	... 31 miles	March 1, 1878.

Passengers bridged the gaps in horse coaches, until all sections between Oakleigh and Sale were linked. But Gippsland passengers still had to go by horse coach between Oakleigh and Melbourne until April 2, 1879. The purchase by the Government of the Melbourne & Hobson's Bay United Railway Company's system, in 1878, permitted a link to be built from South Yarra to Oakleigh.

The South Western Railway, from Geelong, was commenced in 1874, and continued in sections to Port Fairy, which was reached in 1890.

Meanwhile, extension towards South Australia was proceeding, and the second inter-colonial link was made at



Opening of the Portland line. The locomotive is the old Melbourne and Suburban Railway Company's engine "Richmond"

Serviceton on January 19, 1887. Rail connexion between Adelaide, Melbourne and Sydney was now a possibility. The route between Melbourne and Serviceton went via Geelong and Ballarat: the direct line through Bacchus Marsh was opened on December 4, 1889.

General extension of the Victorian Railways was approved by Parliament in 1880, under Act No. 682, which authorized the construction of 23 new lines. Four years later, the "octopus" Act (No. 821 of 1884) sanctioned the building of 66 lines, at an estimated cost of £45 millions. Railways were to go to every portion of Victoria, and the Melbourne suburban system was to be greatly enlarged.

All this vast planning arose as a consequence of the Land Boom, and extravagances of the era developed into a frenzy which lasted for several years. The end was foreseen by 1890, and a curtailment of the railways programme was ordered. After the financial collapse of 1893, line extensions proceeded slowly until the turn of the century. Proposals for cheaper railways were considered, and many parts of the hilly areas were surveyed for narrow-gauge lines, planned to a 2' gauge. This was subsequently altered to 2' 6", and the first of these was the Wangaratta to Whitfield line, which was opened on March 14, 1899. Fern Tree Gully to Gembrook followed in 1900, with Colac to Beech Forest in 1902 (extended to Crowes in 1911) and Moe to Walhalla in 1910. Thus Victoria evolved into a mixed-gauge system, but its bad effects were limited by the length of 2' 6" gauge line, which is only 121 miles.

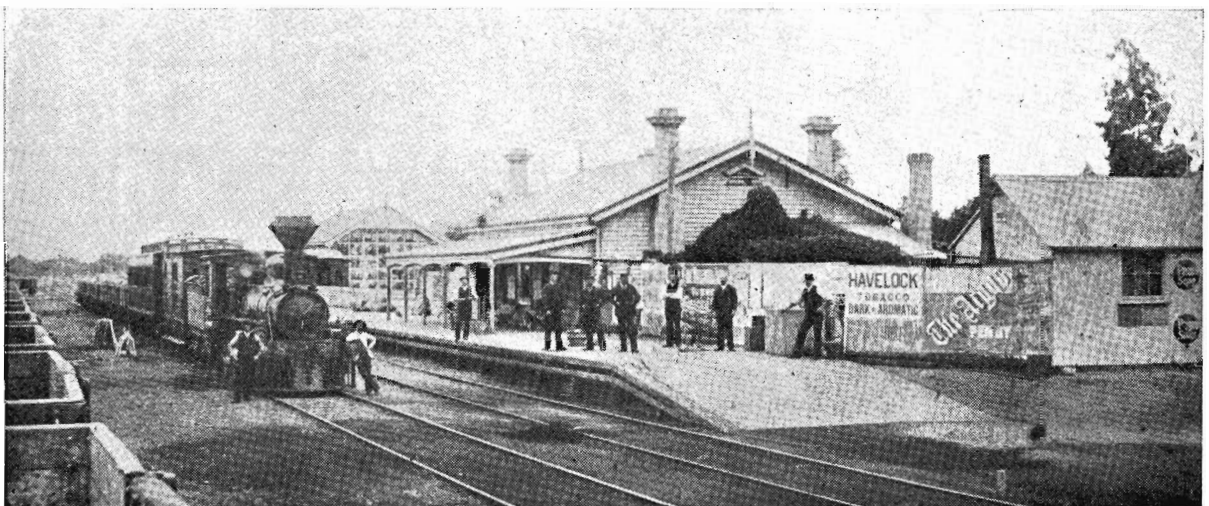
However, progress could not be stopped. It is now the proud boast that, except in the mountainous country of the

north-east, practically no part of the State is further than eight miles from a railway. Throughout the years, since the first main trunk railways were built, the Victorian Railways have added to the prosperity of the community.

Among many achievements, the electrification of the Melbourne suburban railways was an outstanding event. At the time, it was regarded as one of the biggest projects of its kind in the world. The electrification of the Gippsland line, now in course, marks an important advance in main-line improvements.



First Korumburra coal train, October 28, 1892



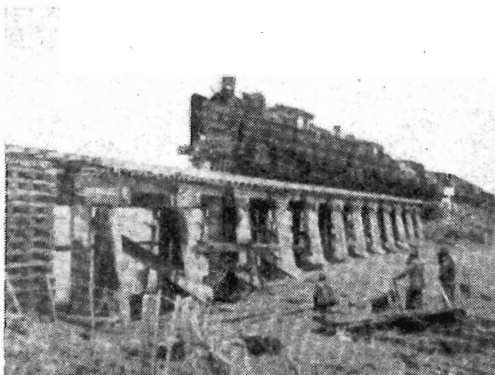
Donald Station in 1890



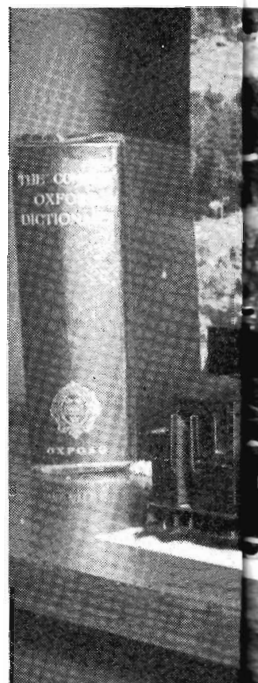
# AROUND THE SYSTEM



Captain Reg. Saunders was welcomed at Spencer-st. station by his wife and daughters (left to right) Barbara (5), Dorothy (2½) and Glenda (4) when he arrived on *Spirit of Progress* recently. He was returning home after 16 months' service in Japan and Korea, where he served with distinction. Captain Saunders is the only aboriginal to be commissioned in the Australian army. Cheers greeted his arrival, and, looking very abashed, he briefly acknowledged them. His next posting, after a brief interval of leave, is to Puckapunyal. Here he will train reinforcements for Korea. —(Argus photo.)



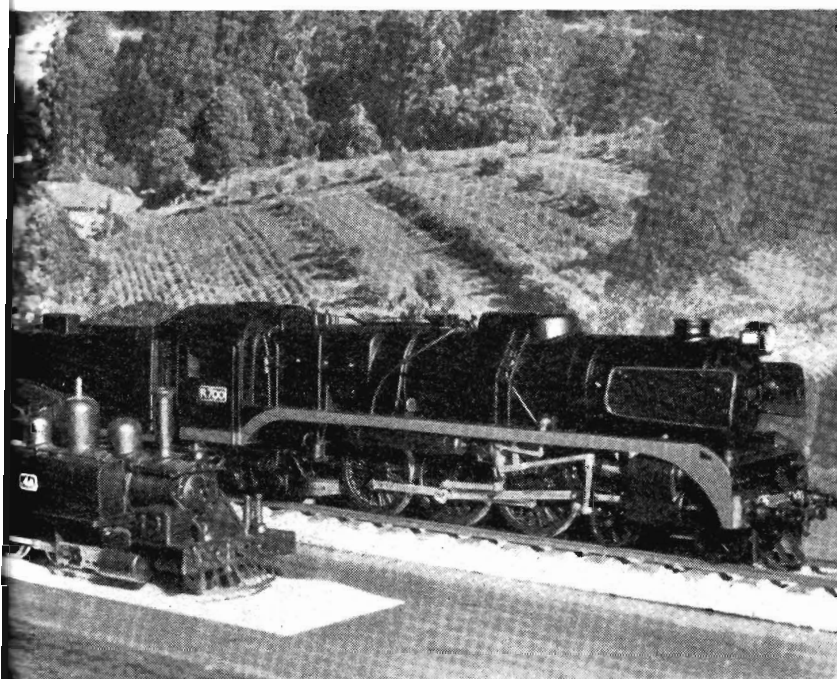
Quick restoration work followed upon the fire which destroyed 12 piles and three bays of this bridge between Gelliondale and Alberton. Forty-five feet of decking was also damaged. The fire was put out at 4.30 p.m. on Thursday, January 10. Repairs were carried out and the bridge made fit for traffic at reduced speed in time for the first train on Monday, January 14. These photographs were taken by Ganger D. Leahey, of Yarram.



Models of the new Railways of Applied Science building these models. The models for a railway display at the present day.



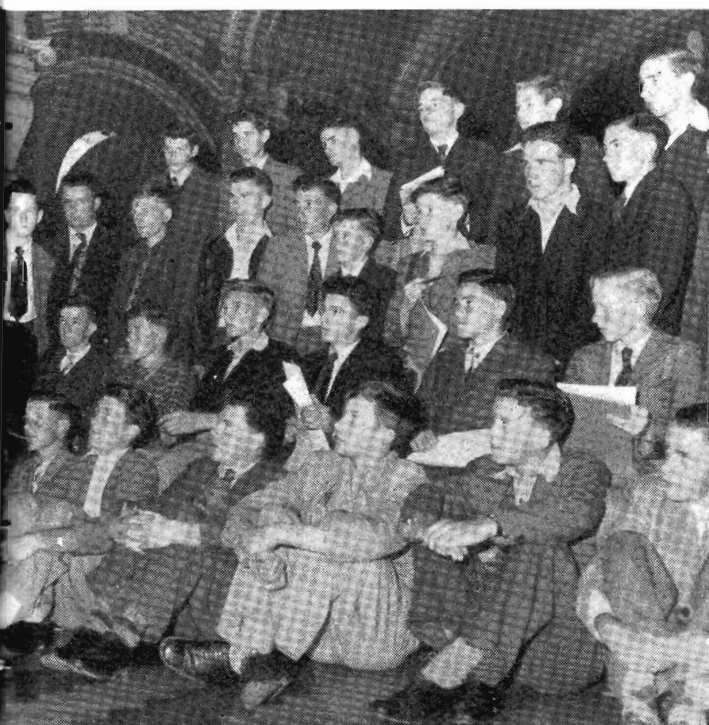
Mr. H. W. Tran, Railways apprentices who began to the Department by photograph are sons of railwaymen who join the Victorian Railways for training and advancement.



... locomotive and the NA class narrow-gauge engine, made for the Museum  
... R. Titchener. The dictionary at the left gives some idea of the size of  
... m. with the assistance of the Railways Advisory Committee, is arranging  
... it is hoped will cover the period from the birth of the locomotive up to



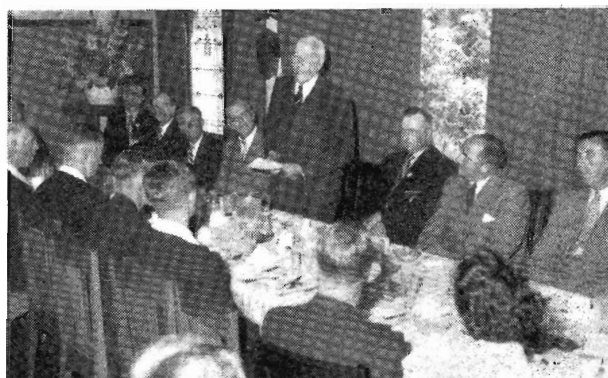
The West Indies cricketers left Melbourne on *Spirit of Progress* immediately after beating Victoria by four wickets, to be ready for the Fifth Test, in Sydney. Mr. S. Ramadhin makes a last minute phone call from the parlour car. Many of the team's admirers farewelled them at Spencer-st.



... cipal of the Newport Technical College, chats with some of the 159 new  
... their training this year. The apprentices were later officially welcomed  
... W. H. Swaney, Chairman of the Staff Board. All the lads in this photo-  
... ymen; three of them being sons of British migrants who came out to  
... ys. It is encouraging that so many railwaymen realize the opportunities  
... ment which a railway apprenticeship offers.



Spencer-st. station is receiving a "face lift" in the shape of 1000 gallons of silver-green paint. It is being applied at the rate of about 20 gallons a day.



Sir Norman Brookes (President, L. T. A. A.) speaks at luncheon of Australian Railways Institutes' tennis carnival, Kooyong.

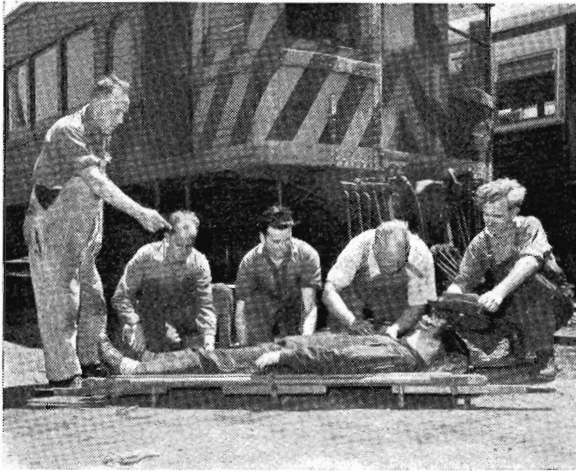
# FIRST AID

*Their aid they yield to all.*

—George Crabbe (1754-1832)

## Splendid Rescue at Jolimont

**F**ITTER ERIC DAWS, whose head came in contact with overhead wires carrying a voltage of 1,500 while he was working on the roof of a petrol-electric rail motor at Jolimont recently, had a remarkable escape from electrocution. The fact that he is alive is mainly due to the prompt and expert attention he received from Jolimont No. 1 first aid corps, and the care taken in lowering him from the roof of the rail-motor to the ground.



Left to right—R. Laidlaw, W. Cox, A. Thompson, J. Dicker, Superintendent of the Corps; A. Haddow, L. Tyler (patient). All but the latter took part in the exciting rescue.

## Keen To Help

**O**NE of the most enthusiastic first aiders at Head Office is Mr. J. K. Donald, senior clerk, Traffic Branch, who took part in early competitions at Blackburn. Mr. Donald was in the A.I.F. for three years in World War One. Returning to the railways he again took an active interest in first aid affairs. He has been timekeeper, steward, marshal and chief marshal at ambulance competitions.

## Bushfire First Aid

**T**HE Wangaratta division of the St. John Ambulance Brigade proved its worth during the recent bush fires at Barnawartha and Yackandandah. As an organized body, members were able to take the road to the fires, fully equipped, within 10 minutes of their summons. Their work included searching entrapped farm houses for missing people, as well as giving first aid.

The division was formed through the perseverance of Signalman W. R. Luke, of Wangaratta. The majority of its members have been trained by him. Apart from railwaymen, 25 men and 10 women have qualified under his tuition, including eight for medallions.

## New Way Of Teaching First Aid

**F**OR those who may be attracted to first aid, but find the absorption of theory from text books irksome, a new way of teaching first aid has been adopted by the department.

The new method, which will be used in the first year classes now starting, dispenses with much of the theory formerly taught and gets immediately into the practical side of first aid. Students work in pairs and are taught simply and clearly how to deal with various injuries. Throughout the course the emphasis is upon actual treatment rather than on the theory underlying it.

The aim of this new approach is to get students to apply basic principles to the range of accidents to which people are most prone. The first-year course lasts only eight weeks, and the written examination at the end has been abolished. There will, of course, be the usual oral examination, conducted in a friendly and helpful way to find out what the student really does know. A special abridged certificate will be issued and the usual award of £2.2.0 made to those who qualify.

The second and third year students will do the full St. John's course as before. A new manual is being prepared, based on the recently published 40th edition of the St. John's handbook which is very comprehensive and detailed, and introduces some entirely new matter.

It is expected that the new, streamlined teaching will encourage more recruits to the first-aid movement.

## EMERGENCY QUIZ

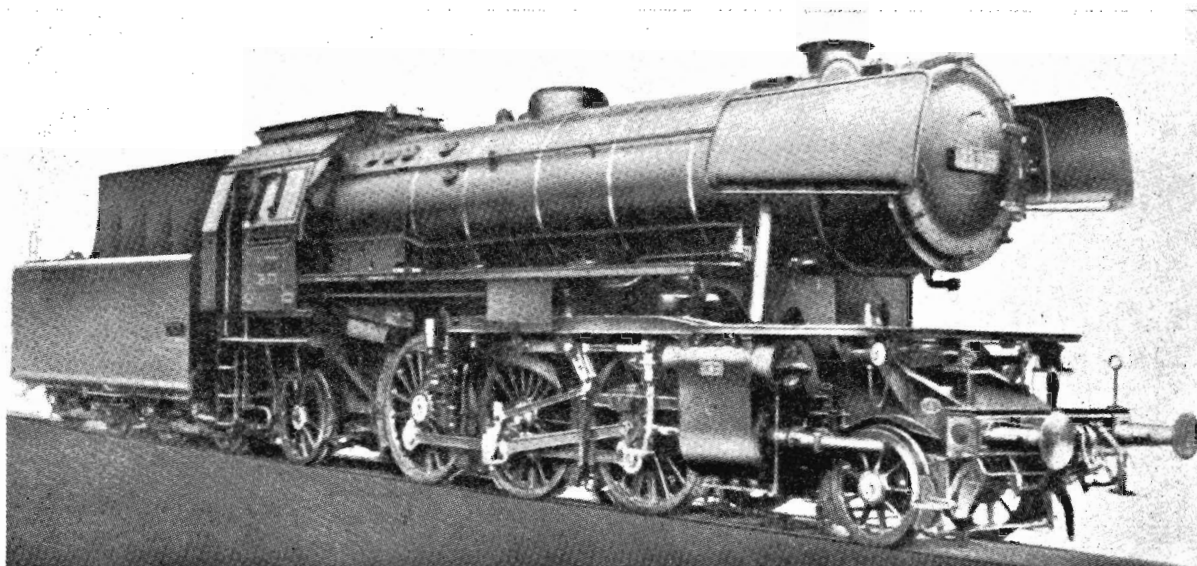
**T**HIS quiz is a further test of your first aid knowledge. Allow yourself two marks for each correct answer. If you obtain four to six marks you could help in an emergency. With less than four, you should lose no time in joining a first aid class. What would you do in the following cases? The answers are on the back page.

- (1) At this time of the year, snakes are not uncommon. If you were bitten on the hand by a snake, would you :
  - (a) place a constriction tightly around the wrist?
  - (b) place a thick stick heavily across the back of the snake?
  - (c) place a constriction tightly around the arm close to the body?
  - (d) look for a tavern dispensing the fluid that will ease the constriction that you will surely have in the throat?
- (2) A man who has just received his income tax assessment decides the game is not worth playing and swallows a handful of sleeping tablets as a way out. His wife is, naturally, most upset. You, as a friend, are called to help. Would you :
  - (a) decide it was his own life, to spend as he saw fit?
  - (b) put your fingers down his wife's throat to quieten her,

- and then go for the doctor?
- (c) put your fingers down the patient's throat, and send his wife for the doctor?
- (d) just let him sleep it off?
- (3) On your way home from a motor picnic, you see a man lying on the roadway alongside his damaged motor cycle. Naturally you stop to see if you can render assistance. If you noted blood escaping from the ear channel, would you :
  - (a) immediately get back into your car and start driving?
  - (b) plug the ear and bandage firmly to stop the haemorrhage?
  - (c) incline the head so that the affected ear is uppermost?
  - (d) incline the head so that the affected ear is downwards, and bandage lightly?
  - (e) leave him as you found him?



# NEW GERMAN STANDARD LOCOMOTIVES



**T**HOUGH many thousands of new locomotives were built in Germany during the war, when the German Federal Railways was formed, it had a serious shortage of motive power. The general economic situation did not allow it to order a large number of new engines. Hence, it is only within the last twelve months that entirely new locomotives have been completed.

The general lines of the new standards were drawn up in collaboration with the various German builders. In principle, 15 new standard types of steam locomotives were adopted and preliminary designs prepared. Construction of only three classes has been sanctioned so far; and the growing attention paid to diesel trains and diesel locomotives may delay, if not eliminate, the construction of some of the other 12 standard steam types.

Construction has been confined to Class 23 of 2-6-2 wheel arrangement (pictured above); Class 65 of 2-8-4T type; and Class 82 of 0-10-0T type.

Class 23 has a boiler pressure of 200 lb. per sq. in., with a tractive effort of 24,000 lb. at 75 per cent. boiler pressure. Coupled wheels are 69 in. in diameter and the weight in working order is 145 tons. The maximum speed is 68 miles an hour.

—*Railway Gazette*

## N.S.W. Improves Services

**T**HE North Coast Daylight Express in N.S.W. is a modern, four-car, air-conditioned, diesel train running between Sydney and Grafton. It is the first of seven trains of this type being built by the N.S.W. Railways for main lines. The four cars consist of two power and two trailer cars so marshalled that the train can be operated at either end. The train is painted tuscan red and russet, relieved with chrome yellow bands. It can run at speeds up to 70 m.p.h. Provision has been made to make four-car units into eight-car and 12-car trains, if required, when additional units are available.

—*N.S.W. Railways*

## C.P.R.'s Dieselization Programme

**W**ITH 40 diesel locomotive units ordered last year alone, the steadily expanding dieselization of the Canadian Pacific Railway is keeping pace with the 68 million dollar five-year plan for it announced by the management in 1950. When delivery is completed, the C.P.R. will have 230 diesel units rolling across Canada. Since the start of the

company's ambitious programme in 1943, a new industry has been developed in the Dominion. To-day, there are three major producers of diesel locomotives. Some of the diesels will replace the Selkirk steam locomotives, largest in the British Empire.

—*Railway Age*

## Plastic Tie Plates

**A**N investigation to determine the behaviour of newly developed plastic tie plates under actual service conditions has been launched by the Erie Railroad Co., U.S.A., in conjunction with the Dynakon Corporation, of Cleveland, the manufacturers of the plastic plates. A test installation has been established in a stretch of Erie track at Cleveland. Produced by a cross lamination of glass fibre and plastic binder, the plates are said to have advantages in resilience, high resistance to corrosion, and light weight.

—*Railway Age*

## Sanding Plant for Diesels

**A**SANDING plant for diesel locomotives which needs only a part-time attendant, and which keeps sand in the delivery hoses as long as there is any in the facility, has been built by the Bessemer and Lake Erie companies at Albion, Pennsylvania. Erected between two service tracks, the Albion plant can supply sand to all fill-up boxes on a locomotive unit at one spotting on each track, and can simultaneously service units on both tracks. The major components of this sanding station are a sand receiving and elevating unit, storage-bin units, and the delivery apparatus. The storage capacity of the plant is 70 tons of pre-dried silica sand.

—*Railway Age*

## Casey Jones Of The Air

**F**OR strafing missions over Communist rail lines in North Korea, Fifth Air Force jet pilot, 1st Lieutenant Edward D. Moore, of Salt Lake City, U.S.A., wears the traditional soft crowned blue denim hat and red neckerchief of railroading men. They were sent to Moore by his father, a former railroad employee of the Denver and Rio Grande Western Railways. After getting a letter from Moore, which said, "I'm working on the railroads too," Moore, senior, sent him the appropriate clothing with a note saying: "if you're working on the railways you may as well look like a railroading man."

# AMONG OURSELVES . . .

## Former V.R. Apprentice Gains High Post

**V**ICTORIAN Railway apprentices have, time and again, shown their ability to hold responsible posts, not only in the Department, but also in private industry. In no small measure is this due to their excellent training.

The latest V.R. apprentice to come under notice is Mr. J. C. Kubale, M.B.E., A.M.I. Mech.E., A.M.I.E.E., Assoc. A.I.E.E., M.I.R.S.E., who was recently appointed manager of Metropolitan - Vickers - G.R.S. Ltd., in England.

Mr. Kubale joined the V.R. in 1919 as an apprentice electrical fitter at the Newport Signal Shops, was appointed junior draftsman in 1923, and became an engineering assistant, the following year. He was granted leave between 1925 and 1928 to continue technical training in U.S.A. There, he worked for various railway and other companies. On his return to the Department,

he was appointed assistant engineer in the Electrical Engineering Branch. He was given further leave in 1930 to take up a position in England. He decided to remain there with Metropolitan-Vickers-G.R.S. Ltd., and resigned from the V.R.

In 1945, at the age of 43, he was appointed chief engineer of the company.



Mr. Kubale

## Railwaymen Help Hospitals

**I**N a letter to the Chairman of Commissioners, the Lord Mayor (Councillor O. J. Nilsen) expressed his thanks and that of the Appeal Committee for the donation of £356 15s. 9d. which railwaymen contributed to the 1951 Lord Mayor's Fund Appeal for metropolitan hospitals and charities. This donation, incidentally, was one of the largest that railwaymen have so far made to the fund.

## Ideal Portress Quest

**N**EW LETTER had hoped to have received further entries in the Ideal Portress Quest, and the publication of results has therefore been held up. It is hoped that a decision will be reached in time for the April issue.

But, there is still just time to enter. Photographs and details of the departmental history and so on of entrants should be sent, immediately, to the Editor, *News Letter*, Room 97, Railway Head Office, Spencer-st.

## Well Done, Railwaymen !

**T**HE Board desires to again record the very valuable assistance which was rendered by your Department during the past wheat receival season. Receipts had to be effected at 50 new centres, and the total deliveries aggregated 41 million bushels. Despite the fact that high yields, well above average, presented transport problems in isolated areas, the intake of the harvest was completed at an earlier date than was any harvest of equal magnitude in any preceding year.

The Board, therefore, feels that it would be ungenerous if it failed to convey to you, your Commissioners, Departmental Officers and Staff, all of whom contributed so much to the accomplishment, its thanks for the services rendered and its notation of the fact that such accomplishment was

due, in the main, to the obvious desire on the part of your Officers and Staff to render an effective service, and to their very close co-operation with this Board's Officers in the execution of their work."

*Mr. H. Glowrey, Chairman and General Manager, Grain Elevators Board, in a letter to the Chairman.*

Letters expressing equal appreciation have been received by the Commissioners from the Victorian Wheat and Wool Growers' Association and the Boigbeat Wheat Growers Silo Committee.

## East Camberwell Loses Mr. Rees

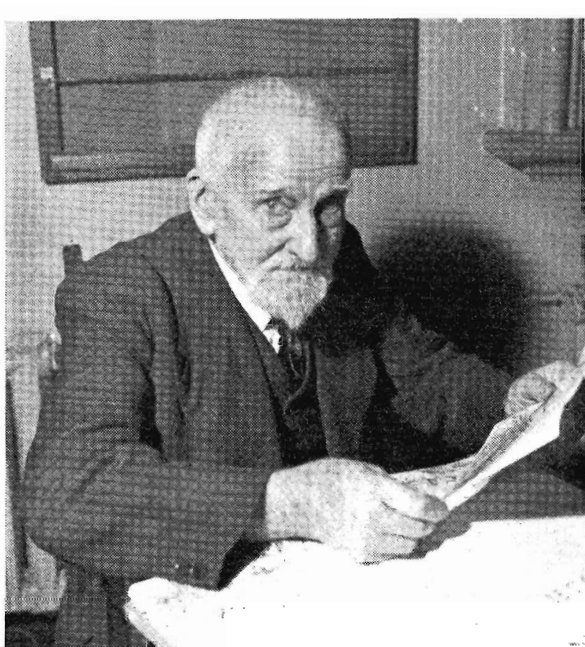
**P**RONOUNCED medically unfit for station duties, Mr. D. Rees, who was stationmaster at East Camberwell for 11 years, has been transferred to the Accounts Branch. He joined as a railway clerk in 1906, and became a stationmaster in 1923. He was at Loch and Alphington before East Camberwell. Station staff, group and relieving men and Deepdene bus drivers met to farewell him and present him with a gift. Mr. Keith Shiell, relieving stationmaster, echoed everybody's sentiments by describing him as an extremely good railwayman and a most obliging S.M., who would be missed by the public.



Mr. L. P. N. Sullivan, stationmaster at Korumburra, recently started his last train, the 9 a.m. down Yarram passenger, and then retired. He joined the railways as a clerk at Dimboola in 1905, and became a relieving stationmaster in 1916. Before going to Korumburra he was a stationmaster at Redcliffs, Tocumwal, Warracknabeal, Murtoa and Korong Vale. In World War One, he spent two years at sea with the transport section of the R.A.N. radio service. His hobbies are photography and music.

## 44 Years At Elwood Depot

**M**OTORMAN J. N. RAWLINGS, who joined the Department in 1903 and has been at the Elwood Depot for 44 of his 49 years' service, is a man of many interests. He is a J.P. and member of the St. Kilda Court of Petty Sessions Bench, secretary of the Caulfield group of the Honorary Justices Association, probation officer for boys at the St. Kilda Childrens Court and a member of the Direct Giving Committee of the Southern Memorial Hospital.



Mr. Nicol thinks back on his departmental career.

### Sprightly Nonagenarian

**N**OW living in retirement at Tecoma, Mr. John Nicol, former railwayman, is remarkably active for a man of 90. When he was 82 he replaced the stumps of his mountain home, and just before his 90th birthday on January 29, he recovered the floor of a 24 feet square room. This is what he calls "pottering about." A word of warning to all who meet this astonishingly spright and alert nonagenarian: don't call him elderly, otherwise he will gently admonish you and remind you that he "has just matured."

Mr. Nicol joined the V.R. in September 1882 as an improver when he was 19. When he retired from the Department after 40 years' service in Melbourne and country districts he was a foreman carpenter.

He can recall the days when the existing parcels office at Spencer-st. was the location of the District Superintendent's Office, and the present drink stall was the site of the office of the ministerial head of the Railway Department, who was known as the Commissioner of Roads and Railways. Mr. Nicol has a clear recollection of the time when there was no Head Office. The site of the present building became dotted with portable huts to accommodate the rapidly expanding railway staff, and the area was known to railwaymen as "the quarantine," because of its resemblance to the isolation huts of a quarantine station.

When Mr. Nicol was learning his trade, Flinders-st. station had only four platforms, and the old fish markets stood where romantic couples gather to-day "under the clocks."

He chuckles as he recalls the days when a Gippsland goods train travelled at the funereal rate of three miles an hour from Princes Bridge Station to Spencer-st., by way of the old wharf road, and a railwayman walked ahead ringing a bell and waving a red flag.

The nonagenarian's son, Mr. Duncan Nicol, who is 62, was an electrical fitter in the railways for a number of years before he joined the Postmaster-General's Department as a telephone technician. The Nicols have railways in the blood. The father and a brother of Mr. Nicol, senior, were in the Way and Works Branch.

### "Live Wire" Train Controller Retires

**T**HERE was no more widely known man throughout the system than Train Controller Mr. P. A. (Pat) Denham, who retired last month after 42 years' service. He

began train running duties in 1922, and has been attached to the Train Control Division at Head Office since 1932. Mr. Denham joined the Department in 1910 and a year later had advanced to operating porter at Marong. He had extensive country experience before coming to headquarters. A lively and active man, he was regarded as one of the "Live Wires" of the Train Control organization.

Even on his last day on the job, Mr. Denham declined the temptation to relax and reflect on the pleasures of retirement. Actually he will have cause to remember his last day in the Department. He was on duty when an important section of the suburban service was dislocated by the derailment of one of the cars of a Carrum bound train near South Yarra. He was due to finish duty at 5.30 p.m., but he remained until 8 o'clock to complete the record of his day's work.

At his farewell he was presented by the Chief Train Controller (Mr. H. A. Zeis) with a wallet of notes.

The Assistant C.T.M. (Mr. T. R. Collier), in the absence of Mr. Rogers, who was on tour, complimented Mr. Denham on his splendid record of service and wished him good health and happiness in retirement.

### Pacific Tourist Trade

**A**MONG the delegates of 16 nations, regions, or classifications who attended the first Pacific Area Travel Conference at Honolulu recently, was Mr. W. T. McConnell, Manager of the Victorian Government Tourist Bureau. He had been commissioned by the Australian Government Tourist Bureaux and the Australian National Publicity Association to attend the conference as Australia's representative. The auditorium, which was lent by the U.S. Army, was decorated with the flags of all the nations represented, and the flag of the United Nations as well. The visitors came from regions as far separated as Canada and India to discuss the formation of a Pacific Travel Association.

On his return to Melbourne, Mr. McConnell said delegates were unanimous that the establishment of the travel association would help to make the lot of travellers, especially tourists, a more happy one and would tend to help other than hard currency countries earn dollars. The conference was the largest gathering of people interested in travel ever to assemble in the Pacific.

Mr. McConnell said delegates agreed that the lack of modern hotels in many of the countries represented militated against the development of travel in the Pacific. A complete survey was made of tourist problems, such as formalities required in the issue of passports, visas, and medical and customs requirements.



Left to Right: Mr. W. T. McConnell of the Victorian Government Tourist Bureau; Mr. Oran E. Long, Governor of Hawaii; Mr. Stephen W. Royce, Vice-President of the Matson Navigation Co. (Hotel Division); and Mr. Earl Warren, Governor of California, photographed together on the opening day of the Pacific Area Travel Conference.



### Engaged To New Australian

**MISS MARY DUFFY**, conductress at Elwood Depot, has announced her engagement to Mr. Sydney Groschel, conductor. Syd., as he is known to his workmates, is a popular member of the depot staff. He comes from Czechoslovakia and has been in the Department two years. To celebrate the engagement, women members of the staff entertained Miss Duffy at a cafe party.

### Admired Railway Service

**THE** manager of Creamoata (Mr. J. Beveridge) wrote to the Chairman recently and expressed appreciation of railway co-operation given in installing the siding to serve the company's flour mill, stock food plant and bulk grain silos at West Footscray. "I was very impressed with the work of the gangers in charge of the siding installation and the assistance we received from the shunting and other traffic staff," wrote Mr. Beveridge. He felt that he could not let such service pass without expressing his thanks.

### Dress Reformer

**DURING** the recent heat wave, New Australian Alex Papp, conductor at Elwood Depot, caused a mild sensation at a tramway division union meeting by appearing in Tyrolean costume. Not only was he the most colourfully attired man present, but also the most comfortable. Other New Australians present explained that in certain parts of Europe it was the custom to wear national costume at meetings. Mr. Papp is a Hungarian. Incidentally, there are 11 New Australians on the depot staff, and two more are being trained.

### Albury Stationmasters

**WHEN** the 3.20 p.m. Sydney bound train left Albury on January 19, the thoughts of the stationmaster, Mr. W. Dunne of the N.S.W.G.R. turned to his father, Mr. R. Dunne who, as an operating porter, saw the first train leave from the same platform for Sydney 68 years ago. The rail service between Sydney and Melbourne had been officially opened the day before. In the early days of Albury, the present stationmaster's office was a waiting room for first class women passengers, who had a hostess to attend to their wants. "I can well remember my father telling me of his first day in Albury when he arrived with his carpet bag looking for a lodging house", said Mr. Dunne. "Little did I think that one day I would be S.M. here", he added. Mr. Dunne is well known to Victorian railwaymen in the north-east.



Around the table at the interstate conference of the Association of Railway Professional Officers of Australia, held in Melbourne recently. The conference was attended by Hon. J.M. Concannon, M.L.C., General Secretary (from N.S.W.), Mr. P. J. Dance, General Treasurer (Vic.) and Messrs. O. L. Powys and H. W. Bourne (N.S.W.), L. H. Arnold and J. C. Williams (Vic.), E. B. White and J. Golding (S.A.), J. C. Farr (W.A.), and K. Woodman (Tas.). Mr. Williams acted as proxy for the Commonwealth Railways.

### Tramway's Loyal Staff

**A** VISITOR to Head Office last month was Mr. Percival Harden, former manager of the Kerang and Koondrook Tramway, which was taken over recently by the Department. Mr. Harden joined the Tramway in 1921. He says he was fortunate to control a small, but loyal staff. Miss A. C. Hird, was chief bookkeeper for 29 years, Joe O'Halloran, locomotive foreman and engineer, had 35 years' service, and 66 year-old Billy Simmonds, the oldest employee, was conductor and guard for 40 years.

### Died on Duty

**D**EEP regret was felt by all his colleagues at the death of Guard Alexander C. Read in the Sunbury collision. Joining the department in 1920, after service in world war 1, Mr. Read became a shunter in 1922, an electric suburban guard 10 years after, and a goods guard in 1946. Popular among the Melbourne yard staff, to which he had been attached for six years, he was highly esteemed by all who knew him. To his wife and family, News Letter extends its sincere sympathy.

### Death of Mr. Remfry

**R**AILWAYMEN in all branches will regret the death of Mr. M. A. Remfry, former Chief Traffic Manager, who had a distinguished record in the Department. He began as a junior clerk in the Accounts Branch in 1901. Transferring to the Way and Works Branch four years later, he subsequently gained his Bachelor of Civil Engineering degree. He was appointed District Engineer, Oakleigh, in 1921, and later transferred to the then Transportation Branch as relieving district superintendent. In 1929 he was appointed District Superintendent, Seymour, and three years later, Metropolitan Superintendent. In 1934 he was appointed General Superintendent, and when the name of the branch was changed in 1950 he became the first Chief Traffic Manager. Mr. Remfry was in charge of the Royal train when the Duke of Gloucester was here in 1934. When he retired in June 1950 he was given a special assignment to investigate existing accommodation at the Melbourne Yard, and plan for increased facilities to cope with the development and electrification of the Gippsland line. Subsequently Mr. Remfry visited the United Kingdom, the Continent, America and Canada to inspect modern marshalling yard facilities. He returned last year and was still engaged on his special assignment at the time of his death.

It will be recalled that Mrs. Remfry was killed in a car accident some few months before her husband's retirement.

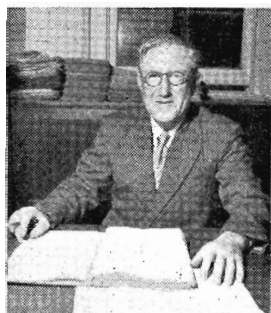
### Former Chairman's Father Dies

**W**ITH deep regret we record the death of Mr. C. J. Harris, father of the former Chairman of Commissioners (Mr. N. C. Harris). Mr. Harris, who came to the railways from the Postmaster-General's Department, entered the Department as a telegraph operator in 1882. Four years later he became a clerk. His organizing ability and flair for administration were recognized and his promotion to Chief Clerk in the Rolling Stock Branch in 1900 was well deserved. He was Chairman of the Economics Committee in 1914-18 and subsequently was appointed Superintendent of Refreshment Services in 1920. His unceasing efforts as administrator had much to do with the high standard of efficiency that the branch has maintained throughout the years. After his retirement Mr. Harris became Secretary of the Australian Club. He was in his 90th year.

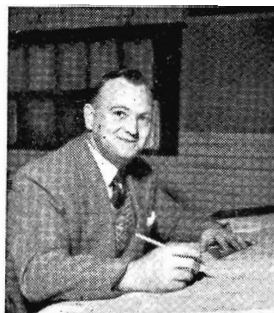
### Seymour Sportsman Passes

**T**HE death of Gordon Tapley Dowling, late works foreman at Seymour, was a great loss to his many friends inside and outside the department. He was in the railways for 37 years, and had three years' active service in the first world war. As well as being a capable bowls player, he planned and built, with a small band of helpers, the excellent four rink green at Seymour of which local railwaymen are justifiably proud.

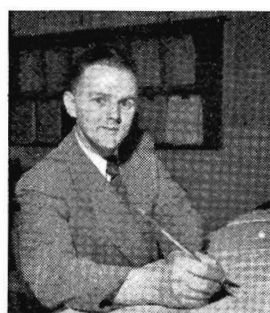
# MEET THE TRAIN CONTROLLERS



Mr. Devine



Mr. Martin



Mr. Cregan



Mr. Seddon

WITH 44 years' service, Mr. T. E. Devine, who is Senior Train Controller at Seymour, is particularly well equipped for his work. He joined the service as a supernumerary in 1908, and was transferred to Camberwell as lad porter three years later. He first went to Seymour as a relieving porter in 1913. In 1917, after a period of service in the first world war, he was promoted relieving stationmaster, and two years later stationmaster. He was at Seymour in 1933 as senior train dispatcher, and became senior train controller there in 1943.

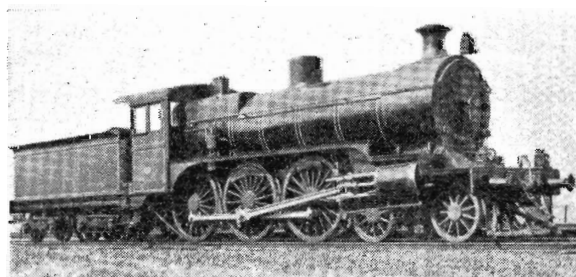
Mr. J. F. Martin, who has risen from supernumerary lad labourer to train controller, has had a great deal of experience in the country, from which he is profiting in his present

position. He got his first experience of train control work in 1947. He has been at Seymour since 1948.

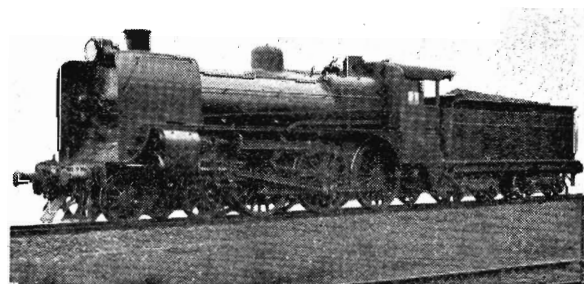
Starting as a junior clerk at Clifton Hill in 1938, Mr. J. P. Cregan has made good progress in the service. He went to Central Control in 1947 and was transferred to Seymour two years later.

Mr. R. J. Seddon, who will be 27 this month, is one of the younger group of train controllers rapidly gaining experience in this important phase of train running. He entered the Department as a junior clerk at Benalla in 1941 and subsequently did clerical work at Benalla, Kyabram, Tocumwal, Wodonga and Elsternwick. He was appointed train controller, class 3, in 1949 and was transferred from Central Control to Seymour in September last year.

## THE PASSING OF THE A2



The A2 as originally built, with Stephenson link motion



A later A2, with Walschaert gear and modified front end

"THE Passing of the A2," in the December *News Letter* has prompted Mr. H. L. Dickinson, a former chief clerk of the Rolling Stock Branch, now living in retirement in Tasmania, to write:

"The article recalls that the North Melbourne Locomotive Depot staff called these locomotives Ned Kelly spiders with wings. The spider effect was obtained by the change from Stephenson link motion to Walschaert valve gear. The Ned Kelly touch was supplied by the squat, dumpy funnel, which resembled the headgear worn by the famous Australian bush-ranger. The addition to the smoke box of the deflectors, or wings, completed the picture."

Mr. Dickinson says that engine 572 (now 825) had an early rival in the million-miles class. Engine 390, by no means a graceful looking craft, was the first Victorian engine to run into the seven figures mileage mark. That was many

years ago. The picture of A198, in the early V.R. locomotives feature in the December issue, reminded Mr. Dickinson that the first old A of this type to be rebuilt with a larger boiler was No. 196 which, after this major operation, hauled the 9.14 a.m. Benalla to Melbourne and returned with the Sydney express. It was driven by Ted Fitzgibbon and created quite a stir among loco. men.

So successful was the experiment of fitting larger boilers to original frames, Mr. Dickinson adds, that certain engines of the O, New R, F and M (tank) class were also so equipped. It was a converted A class, No. 206, he says, that hauled the Royal train when King George V visited Australia as Duke of Cornwall and York. The train travelled from Princes Bridge to Sale. The pilot engine, an old R class which had preceded the train to Sale, was coupled up to assist on the return trip to Melbourne.

# SPORTS

## N.S.W. Retains Blanch Cup

THE N.S.W. team again proved too strong for their opponents at the recent interstate railways tennis carnival held at Kooyong from January 16-23. Teams from five States played some excellent tennis in ideal weather. Victoria did well in finishing as runners-up. They were followed by Queensland, South Australia and West Australia. Competitions for the Blanch cup started in 1923. New South Wales has won it on every occasion, except in 1928, when Victoria gained it.

Players also competed for the McAndrew cup for the doubles championship. This was won by Whiteside and Snell (N.S.W.) who defeated their team mates Hardy and Lord, 7-5, 6-2.

During the carnival the visitors were entertained variously by the committee of the V.R.I. tennis association. At the farewell dinner, when trophies were presented, the visitors expressed warm appreciation of the arrangements made for their visit.

## Autographs on Ties

ON the opening day of the tennis carnival, Sir Norman Brookes, (President, L.T.A.A.) was guest of honour at the luncheon (see picture on page 9). Sir Norman spent some time chatting with players and officials and, inevitably, signing autograph books. The W.A. team went one better by persuading him to sign their club ties.

## Railways Institutes' Cricket Carnival

SEVEN State systems, including Commonwealth Railways took part in the recent cricket carnival in Adelaide for the Mick Simmons Challenge Cup. N.S.W. retained the Cup for the fourth successive year. Victoria, however, did well by defeating all States except S.A. and finishing only two points behind N.S.W. Outstanding performances by Victorian players were: batting—N. Turl (Newport 'shops) 103 n.o. against C'wealth., R. Darcy (Geelong) 105 n.o. against Tasmania and 82 against Q'land. R. Sawyer (North Loco.) 75 against Q'land.; bowling—C. Hovey (Geelong) 5 for 36 and 7 for 30 against W.A. and 3 for 9 against Tas., D. Debnam (Tourist Bureau), 3 for 23 against W.A. and 7 for 66 against N.S.W., R. Jenkins (Spotswood 'shops) 3 for 24 against N.S.W.

## Railway Bowler's Hat-Trick

A promising medium pace bowler with the Carlton Thirds is Junior Clerk Peter Hemingway of the Accountancy Branch. In a recent match he included the hat trick in his 5 for 21 against Hawthorn-East Melbourne and in the match against Footscray took 6 for 19. This is Peter's second season in the V.C.A. competitions. He is in the Cashier's office at Spencer-st. and has been in the department for two years.

## Team for Bowls Carnival

ALL State railways (including Commonwealth) will send teams to Brisbane to compete for the Dennis Cup this month. Those selected to represent Victoria are: Messrs. L. J. Williamson (president), G. H. Bennett (club official), W. E. Elliott (council representative), H. T. Gale (manager), C. Allen, R. Anderson, G. W. Brady, E. Forbes, R. E. Fuller, J. Galvin, E. J. Green, O. Hauser, W. K. Jarvie, T. Jenkins, H. Jolliffe, L. Lehman, A. G. McGillivray, J. F. McLean, A. G. Polson, G. Rowe, H. Shanahan, H. Watts, E. C. Woolcock. Emergency players are: Messrs. J. A. Baird, A. Cowling, J. R. Emmerson, A. McKay and H. M. Wallis.



Noel DeBurgh watches a smash by his partner, Bernie Tenni, during the match Victoria versus Queensland, at Kooyong.

## V.R.I. Hockey Club

AFTER having lapsed for several years, the V.R.I. hockey club has been formed again. It is hoped to enter teams in the forthcoming season's matches conducted on Saturday afternoons by the Victorian Hockey Association. Further details can be obtained from the honorary secretary of the club, Mr. W. Hunter, C/o. V.R.I.

## Opening New Tennis Court

THE new porous tennis court at the Erecting Shop, Newport Workshops, was opened recently by the president of the tennis club (Mr. W. Green). It was built by Mr. B. Boxshall and a team of enthusiastic tennis players. The secretary of the club is Mr. Lindsay Currie; treasurer, Mr. Keith Young; and court captain, Mr. Keith Vincent. Men from all sections of the workshops attending the opening ceremony were treated to a first-class exhibition match by Messrs. B. Hall (Accounts), J. Dallemoll (New Erecting Shop) and V. Ledwidge and H. N. Stone (Foundry).

## V.R.I. Camera Club

RAILWAYMEN and their families who are interested in photography will soon have an opportunity of joining a camera club at the V.R.I. It is being organized by Mr. J. M. Speight, train examiner, of Melbourne Yard. He plans to arrange outings to the seaside and the hills for photography enthusiasts, and an exhibition of pictures later in the year. Mr. Speight says that V.R.I. camera clubs in country centres have been a big success. He believes that the metropolitan club will not only be the means of raising the standard of amateur photography among railwaymen and their families and friends, but will also have a social value. From the human relations point of view the camera club has much to commend it.

## ANSWERS TO AMBULANCE QUIZ

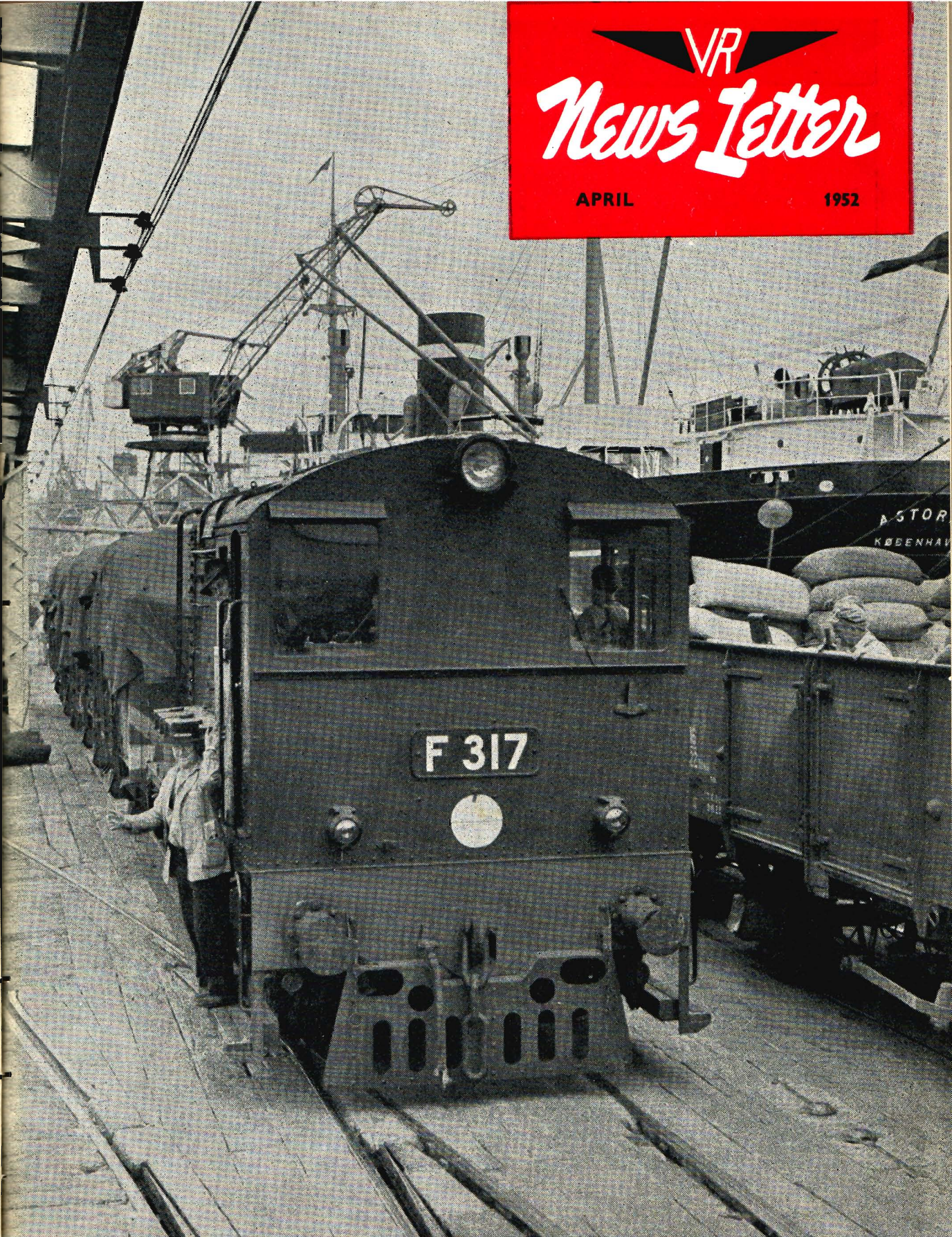
- (1) Place a constriction tightly around the arm close to the body; then complete the treatment prescribed for snake-bite.
- (2) Put your fingers down the patient's throat, and send his wife for the doctor.
- (3) This patient probably has a fracture of the base of the skull, and, therefore, must be handled very gently. Incline the head so that the affected ear is downwards, apply a dry dressing over the ear, and bandage very lightly.



VR  
*News Letter*

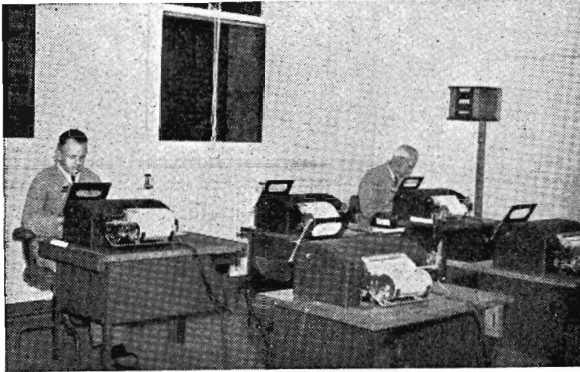
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1952





# THE MONTH'S REVIEW



New teleprinter room at Head Office

## Teleprinter Extensions

MUCH work has been done by the Telephone and Telegraph Committee on the installation of teleprinters at Head Office and at strategic points around the system. Those used on the Sydney and Albury channels have been removed to room 25, which has been painted a bright pink and in which there is the latest type of fluorescent lighting. Machines for the Melbourne-Seymour, and Melbourne-Benalla services are also working. A station-to-station telephone services network, based on Shepparton, has been rearranged. This is a pre-requisite for satisfactory teleprinting between Melbourne and Shepparton. It should be possible ultimately to withdraw morse instruments from Numurkah, Toolamba, Mooroopna, Tatura, Merrigum, Tongala and Kyabram.

Completion of these stages of installation should release about 200 miles of line wire between Benalla and Albury, Seymour and Tocumwal, and Toolamba and Echuca. The wire, which is worth about £4,000 will be used for other lines, such as metallic circuiting telephone lines for electric staff work.

Equipment installed at Inglewood has given Bendigo Control direct communication with the Inglewood and Dunolly telephone lines. It greatly facilitated the recent handling of wheat traffic from the area beyond Inglewood.

Machines for the proposed Melbourne-Bendigo, Melbourne-Ballarat and Melbourne-Geelong teleprinter services are expected to be operating later this year.

## School for Diesel Drivers

A SPECIAL school to teach Australian railwaymen how to operate and maintain diesel-electric locomotives has been established by the Clyde Engineering Company, of Sydney, which is building diesels for the Commonwealth and Victorian Railways. Each school is held for a month, five days a week, and 16 men are trained at a time. Four cylinders of a locomotive have been cut away to show trainees all the parts clearly. An important part of the training programme is the removal of the complete cylinder and piston assembly and its reassembly, while the instructor explains the functions of the various components. The entire electrical equipment of the locomotive is displayed in the class room and wired for trainees to see all the moving parts actually working.

Among Victorian Railwaymen who attended Clyde's early schools were the Superintendent of Locomotive Running (Mr. G. E. Burnell), Mr. S. F. Keane, maintenance engineer, and two enginemen instructors. Later, Mr. Burnell and the instructors obtained practical experience on a diesel made for the Commonwealth Railways, during its testing.

Incidentally, the first of the Victorian Railways' 26 new passenger and goods diesel-electric locomotives is expected

to be delivered in late May or early June. The Department also proposes to establish a school for drivers and mechanical staff on the theory of diesel operation and maintenance.

## R Class Engine to Burn Brown Coal

ONE of the new R class locomotives is to be converted to burn pulverized brown coal. Additional tank waggons to bring coal dust from Yallourn are being built at Newport, and two overhead fuelling hoppers are being designed, one for installation at North Melbourne Locomotive Depot. Recently X32, the first V.R. locomotive to be converted, began running two round goods trips each day, instead of one, between Melbourne and Seymour. This has been made possible by an increased supply of brown coal dust. The State Electricity Commission is now supplying about 70 tons a week to the railways.

## New Suburban Trains

TENDERS were invited recently from contractors in Australia and abroad for 30 complete modern electric trains (210 cars) for the suburban service. Another 20 trains (140 cars) will be considered after the next Loan Council meeting later in the year. The new cars will follow the basic design of the experimental car that has been running on suburban lines for several months. Specifications, however, provide for improved seating and larger windows, as well as other improvements to give the public the maximum comfort and service. Considerable interest in these new trains has found expression in the daily press and in letters to the Department; most of which have made suggestions, some worthy of thought, others less worthy.

## Super Loading

THE best February loading of superphosphate for four years was registered this year when 55,000 tons were railed. From July 1 to February 29, when the last monthly tally was available, the department had moved 301,513 tons of phosphate, or 110,780 tons more than for the previous corresponding period.

Ideally, of course, July, August, September and October are still the best months for taking fertilizer to the country. More trucks are normally available then; and farmers and graziers are certain to have their orders fulfilled by rail, which is much cheaper than by road—as many know to their cost.

## End of the Road

LOCOMOTIVE D 122, built in 1888 by the Phoenix Foundry, Ballarat, and sold to the Kerang and Koondrook Tramway in 1920, again became departmental property with the recent acquisition of the tramway by the Victorian Railways.

D 122 was put into Bendigo Workshops for repairs, but, in view of the bad condition of the engine and boiler, it is to be scrapped. The last of the D's on the V.R. system (No. 194) was scrapped in 1928.

## OUR FRONT COVER

shows one of the new diesel-electric shunting locomotives placing trucks of oats at Victoria Dock for shipment overseas. The ten shunters have aggregated more than 20,000 hours of continuous service, since September last year. They have undoubtedly lived up to their reputation for high availability.

# ASHBURTON DUPLICATION

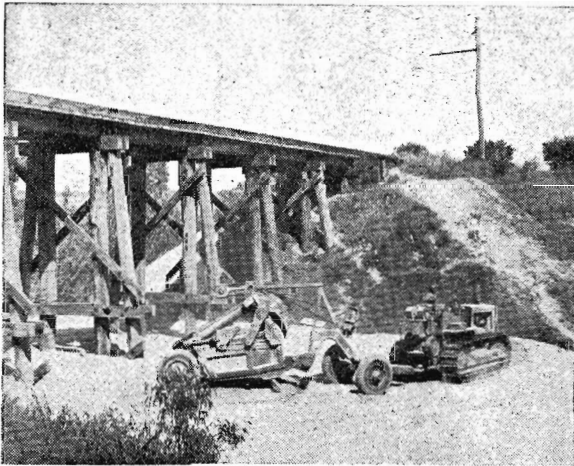
**W**ORK on the duplication of the line between Camberwell and Ashburton is going ahead. It is being carried out in five main divisions; earthworks, bridges, track, stations, and overhead.

Earthworks between Burwood and Ashburton have been carried out under contract. The earth which was removed from the cutting has been used as filling for new tracks between Glenferrie and Camberwell. The earthworks between Camberwell and Burwood are to be done by day labour. When *News Letter* went to press, work was well advanced on the East Camberwell-Burwood section, although work at the Camberwell end will not begin until about the middle of the year.

The main bridgework is at Toorak-rd., where fabrication of the new structure by the contractor is held up because of delay in getting structural steel. At Back Creek, a culvert



Leading-hand Bricklayer J. Prouse preparing the abutment of the Toorak-rd. bridge to take the additional structure for the double track.



Tractor and carry-all dumping earth for filling the bridge over Back Creek.

has been laid by the Board of Works, and the bridge opening is being filled in. The Wandin Creek bridge is being duplicated and partly filled. The filling at Back Creek is being done with bulldozers, tractors and carry-alls; at Wandin Creek, with power shovel, motor trucks and bulldozers.

After the earthworks and bridges have been finished, ballasting and plate-laying will follow, and the new stations will be built. Hartwell has an island platform which will be retained, but at Burwood, Willison and Riversdale there are only single platforms, and an extra platform will be built at each. The necessary overhead structures and wiring will then complete the job.

The duplication is part of the much larger scheme embracing a double track between Burnley and Eastmalvern, more tracks between Flinders-st. and Camberwell and between Flinders-st. and South Yarra, and the new Richmond station. But, even by itself, the present work will improve the timing of trains between Camberwell and Alamein and on the main line between Camberwell and Melbourne.



A bull-dozer scoops up the earth ready for the carry-all. Hartwell station can be seen in the background.



# MAILS ON RAILS

**A**N old postcard postmarked "T.P.O." sent to *News Letter*, recently, and accompanied by a surprised note that mobile sorting vans were ever used on the Victorian Railways, prompted a little research. The interesting fact then emerged that they were used regularly from about 1865 to 1932.

But their history is difficult to compile, many of the records having been destroyed. It appears, however, that they commenced running about 1865, and that the first T.P.O.'s, as they were called, were converted from passenger cars.

In the Victorian Railways Annual Report for 1872/73, it is recorded that "four old Geelong carriages have been made into travelling post offices, to meet the growing requirements of the postal branch of the public service." Mention is made, too, of repairs and renewals carried out on other T.P.O.'s.

By 1885, there were 22 T.P.O.'s on the rolling stock register. Evidently the requirements of the postal branch had grown considerably in the meantime.

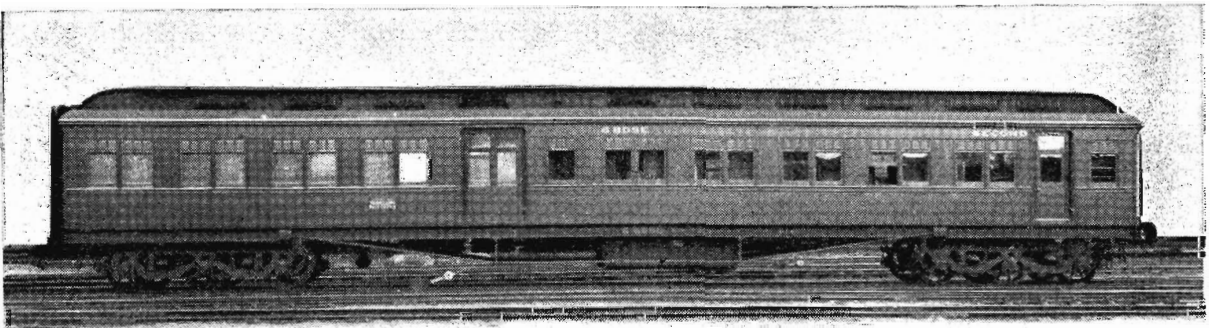
There were, by August 1917, 15 T.P.O.'s of which 12 were in service, the others being held as reserves. In September 1917, sweeping reductions were made by the Postal Department, and eight of those T.P.O.'s became surplus. The others—six BDSE and one DS—were allotted as follows:

Melbourne-Bendigo	...	1
Geelong-Warrnambool	...	1
Melbourne-Albury	...	2
Melbourne-Traralgon	...	1
Spares for emergency	...	2

The van on the Traralgon run was withdrawn from use on 31/12/27, that on the Bendigo line on 31/8/28, and those on the other two lines on 27/8/32. The day of the travelling post office was over.



Sorting letters in a vehicle moving at up to 60 miles an hour was the daily job of the travelling postmen.



The BDSE car, a combined second class car and postal van, was the last of the travelling post offices in service. When withdrawn, they were converted to either regular BE cars or combined second class and van (BCE).



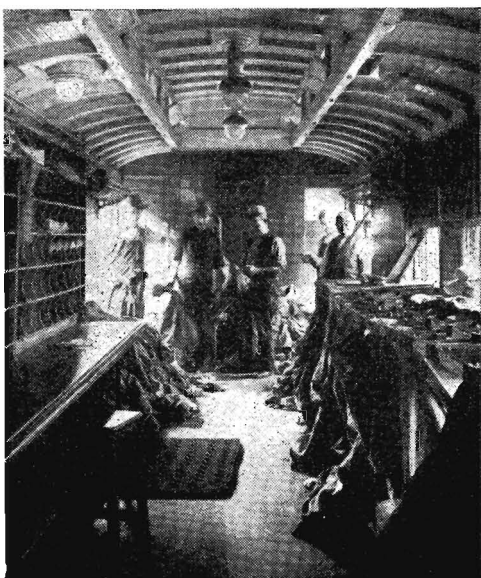
Cancellation stamps used at that time on "up" trains were circular, those on "down" trains were octagonal. M.G.2 (mail guard No.2) was the stamp used on the Ballarat line.

The T.P.O.'s were provided by the Railway Department, but were staffed by P.M.G. officers. Agreements between the two departments included a scale of charges for the provision and running of the T.P.O.'s and the free conveyance of the postal officials.

The charges were on a mileage basis, calculated according to the floor area of the vehicle available for postal use. The E class vans, for example, ranged from 160 to 185 square feet, whereas the BDSE class were 253 square feet (for Nos. 1 to 7) and 340 square feet (Nos. 8 to 10).

Facilities were provided for the posting of letters on the T.P.O.'s, but their main use was for the sorting of mails.

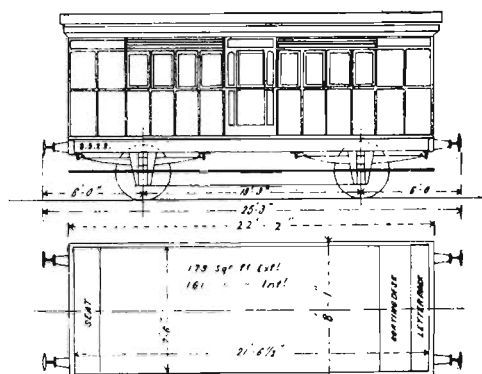
On the Bendigo line, as many as 120 bags of mail were handled in one day. Some of the bags contained mail already sorted and bundled into districts, but much of the mail had to be sorted in the car. Two sorters, sometimes with the assistance of a boy, checked the quantity of mail against a pink mail invoice, and then settled down to the sorting. When sorted, the mail was bundled and placed in the appropriate bags. On arrival of the train at the various stations, sorted mail for that particular town and district was off-loaded and outwards mail taken on board. Mail arriving at Melbourne was thus available for delivery without having to be sorted at the already busy G.P.O.



Bringing the mail aboard.

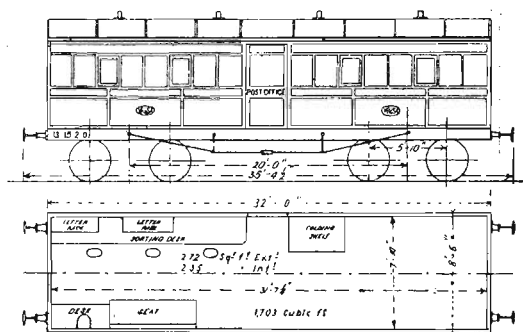
E

# MAIL VAN.



N<sup>os</sup> 11, 12, 14, 15, 16, 17, 18. Built at N<sup>os</sup> Town Shops 1878-82.  
Total: 8.

## VR & SA JOINT STOCK POST OFFICE.

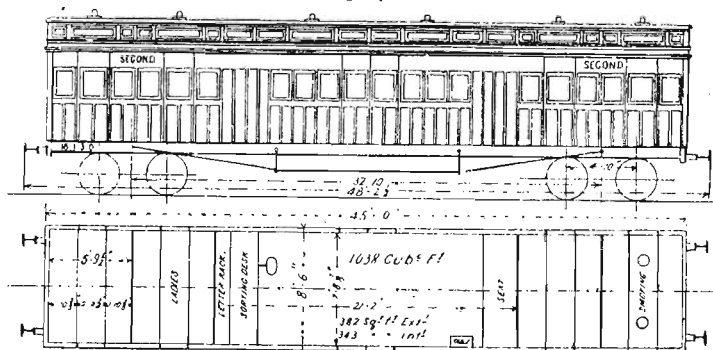


N<sup>os</sup> 017, 018, 019. Built at Adelaide Loco Works 1887.  
Total: 3.

BE

## 4 COMPARTMENTS POST OFFICE

40 PASSENGERS

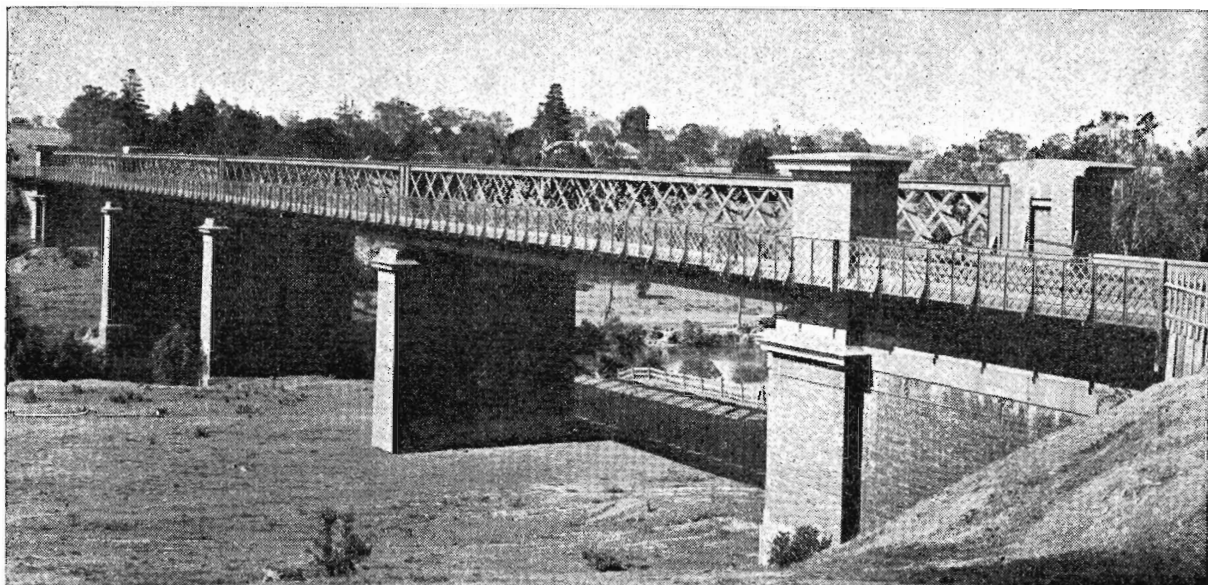


N<sup>os</sup> 1 & 2. Built at Newport Workshops 1888-1890.  
All partitions to ceiling.  
Total: 2.

Some of the types of travelling post offices which ran, at various times, on the Victorian Railways. Many of the first of the E class were converted from old passenger cars originally built as early as 1855.

## 4. The Outer Circle Railway

(Condensed from a history of the Victorian Railways, compiled by L. J. Harrigan.)



The Fairfield Bridge, which carried the outer circle railway, now forms part of the Chandler Highway, a road link between Kew and Northcote.

THE decision, in 1872, to construct the Gippsland railway resulted in the Government's purchase of the Melbourne and Hobson's Bay Railway six years later. The Government regarded the acquisition of this system as essential to provide an entry for the Gippsland line into Melbourne.

Thomas Higinbotham, Engineer-in-chief of the Victorian Railways Department, disagreed with this. He proposed to bring the Gippsland line into Melbourne by an "outer circle railway" from Oakleigh, which would traverse the east and north sides of the city, connect with the existing Government system at North Melbourne and so continue to Spencer-st.

In July 1873, Higinbotham submitted plans and estimates of seven different routes for the Gippsland line's entry into Melbourne. One of these, the outer circle railway, commenced at Oakleigh, passing through Caulfield, Gardiner, Boroondara, Upper Hawthorn, Camberwell, Kew, Northcote, North Fitzroy, North Carlton and Hotham (now North Melbourne) to a junction with the main line near North Melbourne. With the failure of the first of the extended series of negotiations for the purchase of the Hobson's Bay system, construction of the Gippsland railway was postponed, and Higinbotham's plans for an outer circle railway were abandoned.

Eventually, the Hobson's Bay system was purchased. The Gippsland line, which was then nearing completion, was connected to Melbourne by way of Oakleigh with the Hobson's Bay system at South Yarra. Higinbotham had been removed from office on "Black Wednesday," January 8, 1879 (a day of severe retrenchment in the Government service) and was not in the Department when these events occurred.

In 1880, 23 new lines were authorized. Among them

were :

North Melbourne to Coburg	5 miles
Clifton Hill to Alphington	2½ "

which may be regarded as portions of Higinbotham's proposed outer circle railway. Under the "Octopus Act" of 1884, 66 new lines were authorized. These included :

Burnley to Waverley-rd.	... 5½ miles
Royal Park to Clifton Hill	... 2½ "
The Outer Circle Railway, from Oakleigh to near Alphington	... 9½ "

The two latter lines, together with the two sections approved in 1880, traversed approximately Higinbotham's outer circle. The Burnley to Waverley-rd. section, which joined it, later became known as the Glen Iris line.

Duncan Gillies, who, as Minister of Railways, introduced the 1884 Bill, declared that the outer circle railway would enable a considerable amount of goods traffic from the Gippsland line to be diverted from the suburban system between Oakleigh, South Yarra and Melbourne. Also, firewood traffic from the Lilydale line could be worked through the outer circle for delivery to northern suburbs. When completed, however, the new railway was never used to any extent for these purposes. Except for a very limited amount of local goods business, the line was worked for passenger traffic only.

On March 24, 1890, the Burnley to Waverley-rd. line and that portion of the outer circle railway from Waverley-rd. to Oakleigh (1 mile 5 chains) were opened for traffic. So far as can be ascertained, passengers from and to Melbourne changed trains at Burnley, whence a local service ran to Oakleigh.

Passenger service between Camberwell, Waverley-rd. and Oakleigh commenced on May 30, 1890. Travellers from and to Melbourne changed trains at Camberwell.

The final section, from Riversdale to Fairfield Park, was



opened on March 24, 1891. This included a loop line, about a quarter of a mile long, from near Shenley, connecting with the Lilydale line at Canterbury.

Completion of the outer circle railway did not bring a through service between Oakleigh and Fairfield Park. Local services operated from Camberwell to Waverley-rd. and Oakleigh, and from Riversdale to Fairfield Park, connecting there with the Heidelberg line which ran from Spencer-st. via North Melbourne, Royal Park and Clifton Hill. Passengers from and to Melbourne (Princes Bridge) to Fairfield Park, by way of the outer circle railway, changed trains at Camberwell and Riversdale. Service to Oakleigh on the Glen Iris line from Burnley was maintained.

Traffic on the outer circle was very light, mainly because of the sparse settlement of the area served by the line. The longer distances to Melbourne and the "dead-end" working of the line sections were also contributing factors.

Operating economy was effected by substituting two Rowan steam cars for locomotives, but the severe financial depression then prevailing reduced revenue to such an extent that the Deepdene to Fairfield Park section was closed on April 12, 1893; never to reopen for passenger traffic. The Riversdale to Deepdene portion closed on December 14, 1893. Service between Camberwell and Oakleigh continued, but with a reduction in the number of trains. On December 9, 1895, the Oakleigh to Ashburton section was closed, together with that portion of the Burnley line between Darling to Waverley-rd. Service on the Ashburton to Camberwell section ceased on April 30, 1897.

Traffic on the Camberwell to Ashburton section recommenced on July 4, 1898, and on the Riversdale to Deepdene section on May 14, 1900. A new station (East Camberwell), on the Box Hill Line, was opened at the same time as the latter section. Here, a lower level platform had been built for working the outer circle railway. Through local working from Deepdene to Ashburton began with the restoration of service. East Camberwell station removed the necessity for the outer circle trains running into Camberwell. Passengers from and to Melbourne changed trains at East Camberwell.

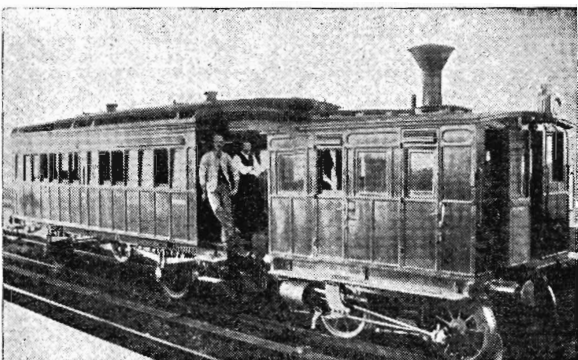
In 1909, action was taken to have the Deepdene to Fairfield Park section re-opened, but without avail.

As part of the extension of the electrification of the Melbourne suburban railways, the Camberwell to Ashburton line was equipped for electric traction. The new service began on November 1, 1924.

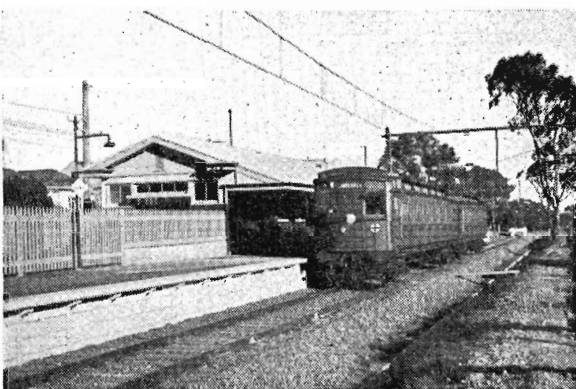
Steam trains continued on the East Camberwell to Deepdene section until August 16, 1926, when rail motors were substituted. The motors were withdrawn on October 9, 1927, in favour of a road service. This brought about the permanent closure of the East Camberwell to Deepdene line.

From February 11, 1925, to September 6, 1943, a steam goods service worked, when required, between Riversdale and East Kew. A short section of track, about one-third of a mile long, from Fairfield to the Australian Paper Mills, continues in use for goods traffic. To meet the requirements of a new residential area, the line beyond Ashburton was rehabilitated for about  $\frac{3}{4}$  mile, in 1947, when a new station, Alamein, was opened.

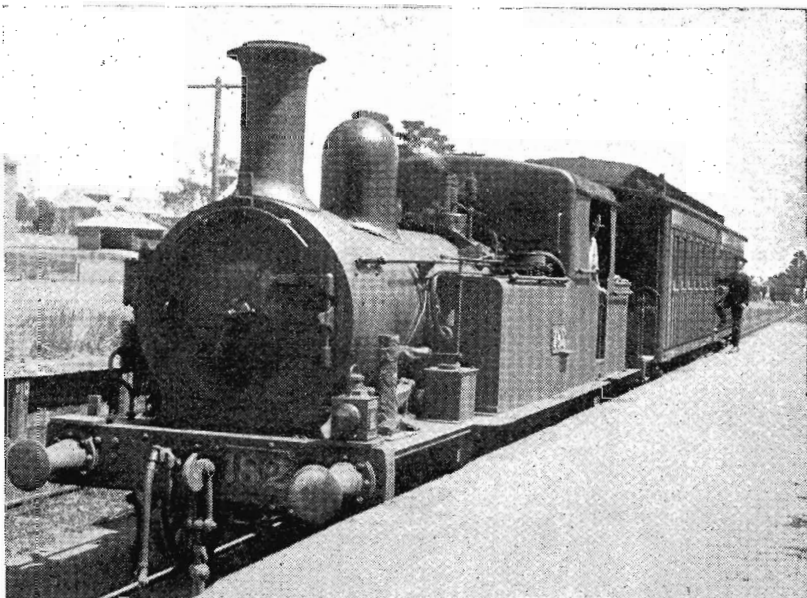
With the passing of the years, the outer circle railway has practically vanished. Of the line's original total length of about  $10\frac{1}{2}$  miles (including the Canterbury loop and the Riversdale junction) only  $3\frac{1}{2}$  miles now remain. These comprise the 30 chains from Fairfield to the Paper Mills and the section from Riversdale to Alamein.



A Rowan steam car. These replaced ordinary steam trains on the line. They ran between 1892 and 1900. Steam locomotives again ran from 1900 to 1926, when they were replaced by rail motors.



Alamein station, showing the present terminus of the outer circle railway.

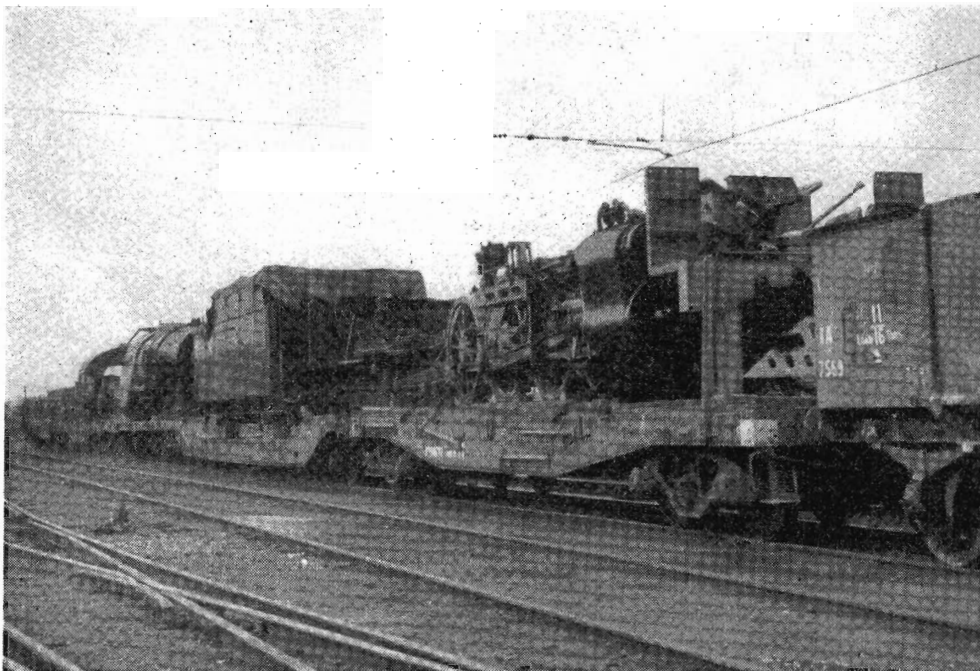


The "Deepdene Dasher," as it was locally known, consisted of an F (motor) engine and one or two American pattern carriages. These "motor" trains were served by an engine driver assisted by the guard. The guard issued and collected tickets at the stations, which were not staffed.

# AROUND THE SYSTEM



**READY FOR THEIR "FIRST NIGHT"** : To meet the requests of listeners who have heard their regular broadcast programmes during the past year, the Railway Girls' Choir have undertaken a concert tour of suburban town halls, through the coming winter. Their season begins at the Assembly Hall, Melbourne, on April 4. The choir is trained on the lines of the celebrated Luton Girls' Choir, in England. Leslie Curnow, a well-known musician and choirmaster, is their music director. Besides their weekly commitments to a programme from a commercial station, they will shortly broadcast over Radio Australia to the world at large.

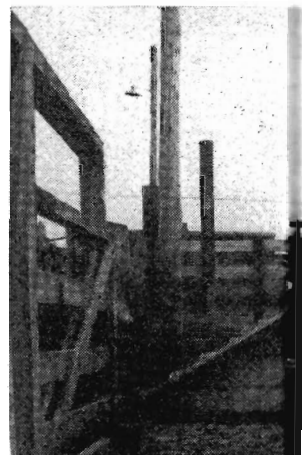


**MACARTHUR LOCOMOTIVE** : One of a number originally built by the Clyde Engineering Co. of Sydney, under U.N.R.R.A.'s plan for economic aid to China, being railed in sections to Adelaide. Some of the locomotives have since been bought by the South Australian and the Commonwealth Railways.

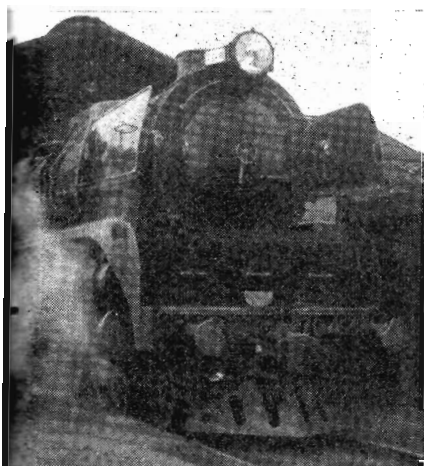
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**VISUAL TRAINING** : The are very interested screened at the V.R.



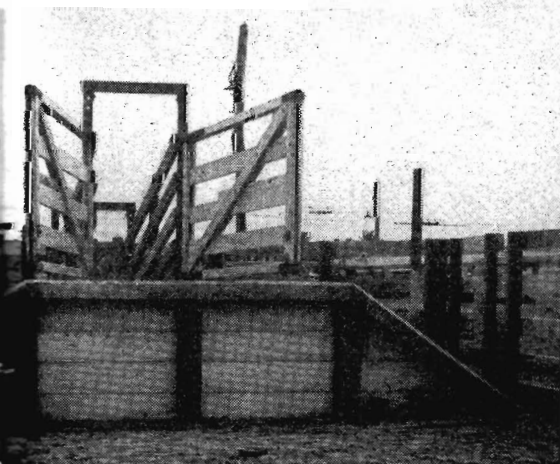
**NEW LIVE-STOCK RAMP** : it easier for road opera become standard equip



**THE ROAD :** Highly polished, R 704, leaving  
gbbidge at Newport Workshops after a routine  
mon. It was to have been the leading engine  
royal train.



young German migrant railway workers  
the porters' instructional film, which was  
as part of their training in Traffic duties.



igned by a Way and Works engineer, this new ramp makes  
to back in vehicles and load or unload live-stock. It is to  
at.



**ITALIAN NEW RAILWAYMEN :** This picture of Italians employed by the Victorian Railways  
on track work on the suburban system is one of a number of V.R. photographs that will be  
displayed at the first Triennial Exhibition of Italian Labour at Naples next month. The  
purpose of the exhibition is to show what Italians have done to develop their own country  
and the lands to which they have migrated.



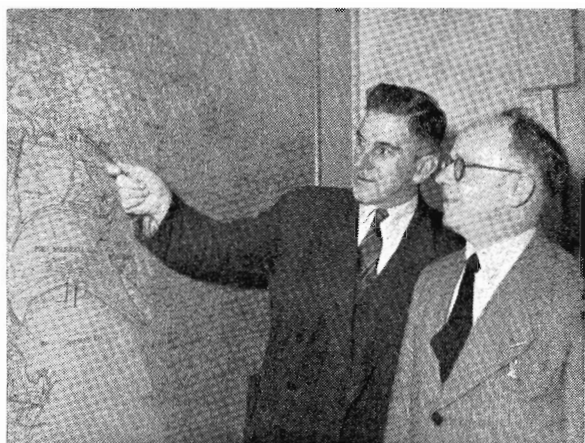
**SUCCESSFUL FIRST-AIDERS :** Mr. Commissioner Meyer presenting first aid  
awards to Railwaywomen. Many women members of the staff have  
enrolled for this year's classes.



# FIRST AID

*Their aid they yield to all.*

—George Crabbe (1754-1832)



The Ambulance Officer (Mr. Blackburn) and the newly appointed organizer (Mr. J. Richards) discussing plans to enlist more first aid students. Mr. Richards, who was "The Man in Grey" at Spencer-st. Station for about four years, will interview railwaymen in the metropolitan area and some country districts, impress on them the value of first aid knowledge, and urge them to join classes.

## Enrolment Rush

THE new abridged eight weeks' first aid course for first-year first aid students has been welcomed with much enthusiasm and has been responsible in no small measure for the very large number of enrolments. When *News Letter* went to press, 350 railwaymen in the metropolitan area had enrolled and many others were expected. It is expected also that enrolments in country districts will be much heavier than in recent years. Recruits include not only young men, but also a few S.M.'s and A.S.M.'s with years of service to their credit. One of the most enthusiastic S.M.'s in the metropolitan area is Mr. H. Davis, of Essendon, who has commended the new course to station staffs in his district. There has also been an excellent reaction at Spotswood Workshops and Melbourne Goods Depot.

## Country Stalwart

FOR many years Echuca has been a strong first aid centre. This has been mainly due to the enthusiasm and work of Driver W. B. Payne to maintain and increase interest in the ambulance movement. He has had 40 years' service in the railways, and has been a driver at Echuca for 27 years. Mr. Payne got his first year certificate in 1914, and in the first world war he was with the 3rd Casualty Clearing Station, A.I.F., in Egypt and France. In the last war he was an active Red Cross worker and taught a large number of civilians first aid. Hundreds of railwaymen have passed through his schools at Echuca. They have come from towns as far distant as Balranald, Moulamein and Strathallan. Mr. Payne's son, Paul, who is an electric train driver, at Mordialloc, inherits his father's enthusiasm for first aid. He has the fifth-year silver medallion.

## North Loco. Awards

THIRTY-three awards were presented by the Chief Foreman of the North Melbourne Locomotive Depot (Mr. M. W. Noonan) to first aiders at the annual meeting of this important metropolitan section. Mr. J. Gouldson, fitter, received a life membership gold medallion, and Mr. A. L. Harding, boilermaker's help, a silver efficiency medal. Proficiency certificates were also presented to Messrs. Wally Jackson (28 years), Charlie Andrew (24 years), and C. Aspinall (16 years). Mr. H. Byron, who has had 31 years first aid experience, was also awarded a certificate, but was unable to attend to receive it. The depot is the only centre to hold an annual meeting and present a report on the year's first aid work.

## Ballarat Enthusiast

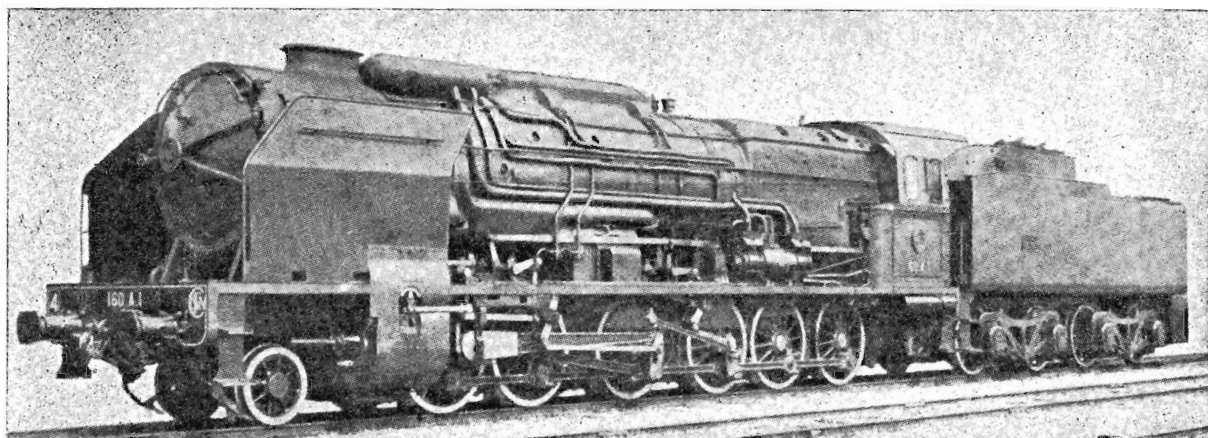
MR. GEORGE H. JONES, Block and Signal Inspector, of Ballarat, is another country railwayman who has done a lot over the years to get recruits for first aid. He got his first-year certificate in 1917, and is an eighth-year gold life medallist. Although a very busy railwayman, Mr. Jones always finds time to talk to young railwaymen about the advantages of first aid and to stress that, without some knowledge of ambulance work, no one can hope to be the complete railwayman.

## EMERGENCY QUIZ

THIS quiz is a further test of your first aid knowledge. Allow yourself two marks for each correct answer. If you obtain four to six marks you could help in an emergency. With less than four, you should lose no time in joining a first aid class. What would you do in the following cases? The answers are on the back page.

- (1) If you were asked to advise how to treat an elderly person who has bruised a hip by a slight fall, would you:
  - (a) paint the affected part with iodine?
  - (b) advise vigorous exercise to relieve the stiffness?
  - (c) recommend a hot soda bath?
  - (d) get a doctor at once?
  - (e) apply hot compresses?
- (2) Despite your age, you insisted on playing tennis against junior (who beat you). After the game you had a pain in the small of the back and found it very difficult to straighten up. Did you:
  - (a) have a cold bath when you went home?
  - (b) play another game and try to work the stiffness off?
  - (c) go home and rest after applying a hot compress?
  - (d) rush round to the nearest gymnasium for some physical jerks?
- (3) During a hot, windy day, some small object, perhaps an insect, blows right inside your ear. Would you:
  - (a) hook it out with the rounded end of a hair pin?
  - (b) get the nearest fire extinguisher and syringe it out?
  - (c) fill the ear with warm olive oil?
  - (d) try to kill the insect by filling the ear with boiling water?

# French Experimental Locomotive



**F**OR heavy freight service, this experimental 2-12-0 locomotive was put into traffic in France in 1949. It has two high-pressure and four low-pressure cylinders. The high-pressure cylinders are mounted between the frames and drive on the fourth coupled axle; two of the four low-pressure cylinders, mounted in line across the frames, drive on the third coupled axle, and the inside pair on the second coupled axle.

The locomotive has 4 ft. 7 in. coupled wheels, 270 lb. boiler pressure, and a total weight of 135 tons, 118 of which are adhesive.

A revolutionary development in this locomotive is the supplementary superheater, through which steam from the high-pressure cylinders is passed before being admitted to the low-pressure cylinders. Steam jackets have been fitted to the low-pressure cylinders to reduce condensation losses, permitting the use of a lower degree of superheat than otherwise would have been required. The increase in evaporative heating surface thus made possible has enabled the boiler efficiency to be increased. The locomotive has proved outstandingly successful.

—*Railway Gazette*

## Mobile Spray Booths

**F**OR finishing passenger cars at its Calumet (Chicago) and Buffalo shops, the Pullman Company has installed in each shop two units of a new type of spray painting and air-exhaust equipment—a spray booth that travels under its own power back and forth along the sides of the cars, simultaneously filtering, washing and exhausting the spray laden air. The painters go for a ride in well-lighted, air-conditioned surroundings, while spraying. The booths were designed and erected by the De Vilbiss Company, in collaboration with the Pullman Company. Their development is the result of a demand for equipment that would provide greater overall efficiency than the fixed, conventional down draft or horizontal flow spray booth, and that would entail less maintenance and operating cost.

—*Railway Age*

## Dieselization in Britain

**B**RITISH Railways plan to add 573 diesel shunting engines to their fleet of locomotives during the five years 1953-57.

The present stock of this type of engine is 130 and a further 84 have already been authorized. The five year plan is the result of a special investigation which showed clearly that

economies could be obtained and efficiency increased by changing to diesel traction in larger marshalling and goods yards and on dock sidings, and scrapping 635 life-expired steam engines.

The scheme provides for 432 diesel-electric engines of 350 horse-power and 141 diesel-mechanical engines of 150/200 horse-power.

The advantage of diesel operation in Britain is most marked in shunting yards where employment is continuous, but British Railways are continuing their trials with high-powered diesels for passengers and freight. These include four 1,600 h.p. diesel-electric locomotives; an 800 h.p. diesel-electric unit for secondary passenger and freight services; and two diesel-mechanical locomotives—one of 1,600 h.p. for main line and freight services and another of 500 h.p. designed mainly for local freight trips.

—*Railway Executive*

## Modulated Heat

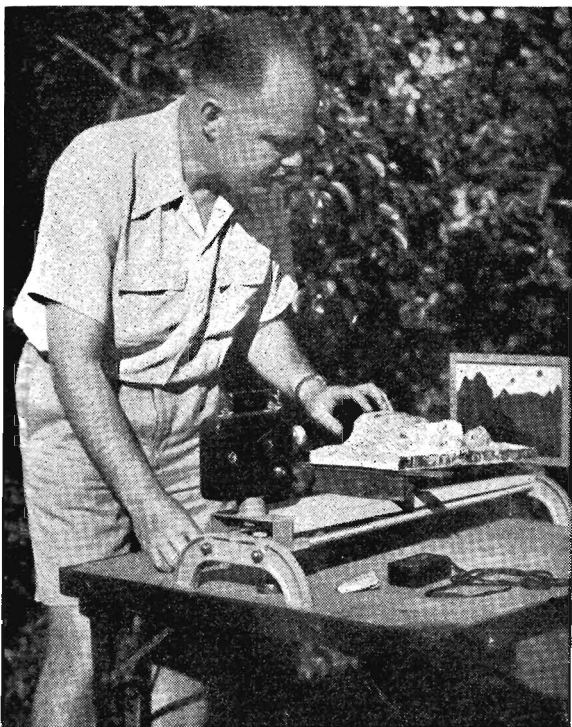
**A**N electronically controlled heating system for railway sleeping cars, recently introduced by the Minneapolis-Honeywell Regulator Company, of Minneapolis, combines overhead and floor heat units to produce comfortable temperatures in the car under all kinds of weather conditions. Electronic thermostats control a single moduflow steam valve for the car's entire heating and cooling system.

—*Railway Age*



Gas-turbine locomotive, No. 18100, built by Metropolitan-Vickers Electrical Co. Ltd. for the Western Region of British Railways. It is now undergoing initial trials.

# AMONG OURSELVES . . .



Mr. Stabler at work on his new film, "Martian Madness." Papier mache rocks are in the foreground and the painted scene at the back depicts a Martian landscape. In it the two moons that circle the planet can be seen.

## Railwayman Wins Film Award

**W**INNER of the 1951 award for the best Australian 8 mm. film was Accountancy Branch Clerk Terry Stabler. The competition, run by the Melbourne Cine Club, was open to all Australian amateurs.

The film, titled "The Straw Man," is in colour, and may be described as a fantasy dealing with the impact on a child's mind of a grotesque fairy tale. Mr. Stabler is a very keen photographer who has been doing 8 mm. film work for about 17 years. A Yorkshireman, he joined the railways shortly after his arrival nearly two years ago. Naturally, he made a film of his voyage out.

At present, he is working on a film titled "Martian Madness," which deals, in lighter vein, with a trip to Mars. The photography is done on a table top against backgrounds painted to represent the strange Martian landscape. Rocks, made of papier mache, are used as a foreground. To represent the imaginary wild life of the planet, close-ups are taken of insects, chiefly cicadas. On the screen and greatly enlarged, they appear as horrifying creatures of tremendous size. Against a background which shows the two moons that appear in Martian skies, they make the whole film very convincing.

In England, Mr. Stabler worked in the office of a local government authority. Conditions in the Victorian Railways are, he says, much better, and "the chaps are a fine bunch to work with." He thinks more British people would come here if more films were shown to give them some idea of what the country looks like.

Photography runs in the Stabler family. One entrant in the film competition was his father, Mr. Robert Stabler, who

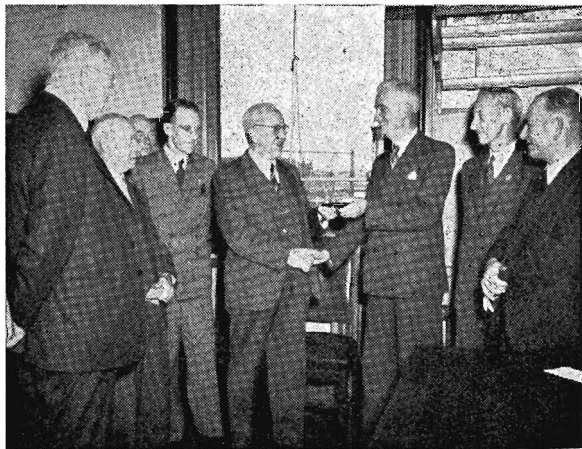
sent in a colour film of the Gippsland Lakes. It gained eighth place. Mr. Stabler senior has been a railwayman all his life. He was with the London and North-Eastern Railways, as they were then called, and is now at Newport Workshops.

## In The Railway Tradition

**O**UTSTANDING among fire-fighters in the summer's disastrous outbreaks, was Mr. C. Whitehand, guard, of Wodonga. In a letter to the department, Mr. D. Martin, of *Aherlo*, Wodonga, pays him deserved and generous tribute. "Mr. Whitehand was one of the few men who remained at *Aherlo* when it was surrounded by flames, and the heavy equipment had been withdrawn," writes Mr. Martin. "The homestead, with its ploughed breaks, had become the depot for most of the stock in the area. But, it was only his knowledge of bush fires, allied with devotion to the cause in hand, that enabled thousands of sheep and cattle, as well as the home and sheds to be saved, when the fire ringed the block and jumped the creek. Mr. Whitehand's personal knowledge of the proper use of breaks, his coolness (psychological only), and his reliability, most materially assisted in the defeat of the flames. My wife, employees and neighbours whose stock was saved, owe him and his friends unlimited thanks. I desire to commend him to his superiors as a worthy example of the Victorian Railway's traditions of cool, cheerful efficiency at all times."

## Former R.R.R. Manager Dies

**W**ITH deep regret *News Letter* records the death of Mr. A. G. Clayton, a former refreshment room manager. Mr. Clayton was a veteran of two wars, having served for two years with a Scottish regiment in the Boer War, and for four years with the A.I.F. during the first world war. He retired from the Department in 1948.



The Chief Architect (Mr. S. Steel) has retired after 45 years in the department, and has been succeeded by Mr. A. Brentnall. Mr. Steel was farewelled last month in the office of the Chief Civil Engineer (Mr. A. P. Taylor). "Mr. Steel had a great knowledge of the railways' properties and he gave good advice to various chief engineers on how to improve the buildings and the service generally," said Mr. Taylor. He added that the department could ill afford to lose a man of Mr. Steel's experience. The Engineer of Maintenance (Mr. H. R. Tonkin) said the architects' division would not be quite the same without Sam Steel. Mr. Taylor presented Mr. Steel with a fireside heater and a wallet of notes.



### Railway Lads at Somers' Camp

EACH year the Department nominates two lads for the annual Lord Somers' Camp for boys from public schools and industries. This year's representatives were Mervyn Gidman, junior clerk, Traffic Branch, and John Goodman, apprentice electrical fitter, North Melbourne.

Mervyn sent *News Letter* some notes on the camp in which he says that the week's sporting, social and entertainment fields stimulate a useful exchange of ideas with many other lads. He felt that the camp would prove of great benefit to everybody there.

The whole purpose of the camp is to build up good citizens and useful and thoughtful members of society.

### Sporting S.M. Retires

MR. V. C. O'BRIEN, S.M. at Canterbury, retired last month after 47 years' service. His varied career included three years as a goods clerk in charge, Victoria Park, three years as night officer, Benalla, and several years as relieving stationmaster. In this latter capacity, he practically covered the State from end to end. He served regular turns of duty at the Government Tourist Bureau and, for 12 months, was an instructor in station accounts at the V.R.I.

Throughout his career, Mr. O'Brien has been actively associated with various sports and games. One of his memories concerns a cricket match, Head Office versus the Relieving Staff, when he cleaned bowled, first ball, Mr. Bob McClelland, then senior staff officer of the branch.

Mr. O'Brien is an enthusiastic member of the executive of the V.R.I. Golf Club. He won the Veteran's Trophy at the recent interstate railways golf carnival.

On the eve of his retirement he was entertained by past and present members of Canterbury staff at a valedictory dinner. Mr. O'Brien hopes that the relaxation of retirement will preserve his golfing handicap at a satisfactory standard.

### New Life For V.R. Diesel Society?

MR. E. H. BOWLES, of North Melbourne Workshops, has been asked, many times, to re-form a V.R. diesel society on the lines of similar societies in U.S.A. Such a society previously existed, but ceased a few years ago when most of the members joined the Institution of Diesel Engineers of Australia.

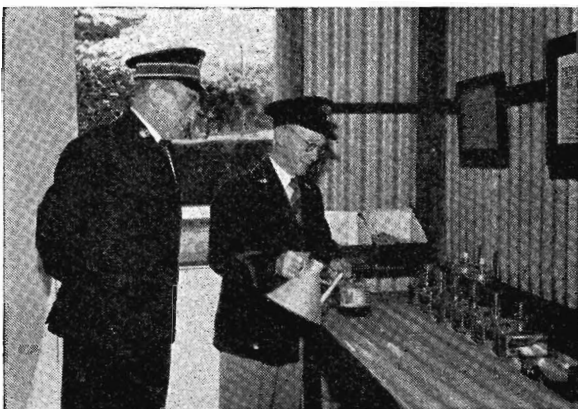
The policy of the proposed society would be to interest members in diesel-electric locomotives, diesel rail-cars and so on, with lectures, films, visits to various plants and talks by executive officers. Anyone who is interested should contact Mr. Bowles.

### That's The Spirit

BEFORE leaving Beveridge for Kyabram, Ganger Pat McGowan and his wife wrote to the Secretary to say how much they appreciated the thoughtful act of *Spirit of Progress* drivers and firemen, and conductor Mr. Joe Keppel in "delivering" the evening paper to them during their 10½ years at Beveridge. "We are going to miss *The Spirit* crews. They are all grand fellows," they added.

### Grateful N.S.W. Visitor

MR. BARRIE C. BROWN, of Annandale, N.S.W., recently wrote to the Chairman of the Public Relations and Betterment Board expressing thanks to room 98 staff when, on a visit to Melbourne, he called there to buy photographs. Mr. Brown added: "I cannot find words to sufficiently thank you and your staff and railwaymen at Newport Workshops for the kind and generous way I was received as a visitor. Locomotive drivers deluged me with information about V.R. locomotives and rolling stock generally."



There is no better kept lamp room on the system than that at Macedon. The 14 station lamps are polished every day until they glitter, conglomerately in their dressed-by-the-right row on a bench. They are as much admired by rail users as are the station's neatly clipped hedges and shaped shrubs. In the above picture are Stationmaster A. R. Rice and Acting Porter G. E. McIlldowney.



R.A.F. College cadets recently taken on a tour of Newport Workshops, watch the tapping of a blast furnace and the molten metal being poured into a ladle.



The miniature steam train was very popular at the 23rd annual shunters' picnic at Eltham last month. A highlight of the entertainments programme was a progressive barn dance and a lucky spot competition in which hundreds of railwaymen and their families took part.



Miss Jane Hardy and Miss Alice Moss at a recent dance organized by the Newport Pattern Shop and Foundry social committee. These two English girls are clerks at Spotswood General Storehouse. Miss Hardy, who sang several solos at the dance, came out to Australia three years ago. Miss Moss came out with her father, last May, under the V.R. scheme for British migrants. Mr. Moss works at Newport Workshops.

#### Accounting Officer Retires

**A**T Refreshment Services Accounting Office, recently, a representative gathering from both the Accountancy and Refreshment Services Branches said farewell to Accounting Officer B. J. Murphy. On behalf of the staff, Mr. H. T. Gale, Auditor of Expenditure, presented him with a portable radio set, as a tangible expression of their esteem.

Mr. Murphy began his railway career in the Rolling Stock Accountant's office in 1907. In 1933, soon after the introduction of division accounting, he was transferred to the Accountancy Branch.

#### Wheat Lift Commended

**L**ETTERS of appreciation of the efficient way the staff handled the last wheat harvest continue to be received by the Secretary for Railways. The secretaries of the Boort and Wycheproof branches of the Victorian Wheat and Wool Growers' Association, Messrs. D. F. Larty, and J. J. Keane, respectively, say the wheat was handled promptly and that it was a big job, well done.

#### Old Station Books

**W**HILE using the Elaine station "Paid on book," Mr. R. M. Gabbe, R.A.S.M., Ballarat, noticed that the first entry was made on January 27, 1873, over 79 years ago.

In February 1951 issue of *News Letter* reference was made to the lost property books at Portland and Chiltern, both of which dated back to 1875, but these are comparative youngsters.

Mr. Gabbe wonders whether there are any other books as old, or older, and still in use.

#### Aid Appreciated

**A**PPRECIATION of the co-operation and assistance received by the Commissioners and the railway staff in the running of the Kerang-Koondrook Tramway, which is now the responsibility of the department, is expressed by the Shire of Kerang in a letter to the Secretary. "Your officers have been most courteous and helpful, and we are confident that the districts concerned will receive a service which will adequately meet the traffic demands of the future," states the Shire.

#### The Spirit of Service

**I**would like to express my thanks to you and your department for the excellent assistance and co-operation that I received in the organization of the transport arrangements for the Frankston Sea Scouts Troop summer camp at Wodonga. The station staffs at Frankston and Wodonga were most appreciative of our trials and tribulations, and the understanding and help they offered was done with a spirit which reflects a credit on your department."

—Scoutmaster P. Boling, in a letter to the Secretary.

#### As Others See Us

**A**N American journalist, Miss Beverly Brooks, likes V.R. station gardens. In a local paper, she writes: "What attractive landscaping and planting you have around your railway stations, so often public step-children elsewhere.....your suburban stations are outstanding in attractiveness.....Here is a case where someone has obviously given time and trouble to making a traveller's first view of his town a pleasant one.

"Great cities all over the world have their public parks planted in trees and flowers, but I wonder how many small towns anywhere have as attractive a sight to greet the visitor stepping off a train as I see each morning in Mentone and Cheltenham.

"American railway stations, please copy."

#### Railway Enthusiast

**A**LTHOUGH not working in the railways, Mr. F. G. Richards, The Cavendish, Burwood-rd., Hawthorn, is very keen about them. He started by building model trains, but has now turned to collecting stamps which feature railways.

He has quite an extensive collection, numbering some hundreds. Included among it are stamps depicting locomotives, bridges, track gangs, drivers, porters, underground stations, and a host of other railway subjects. The stamps come from countries all over the world.

Mr. Richards is particularly interested in locomotives, of which he has a collection of photographs, a lot of which were taken by himself.



Accountancy Branch couple engaged. Mr. P. A. Bird, O-in-C., Passenger Division, congratulates Mr. Reg Ratcliffe, clerk in the Statistical Division, on his engagement to Miss Bette Anson, comptometrist in the Passenger Division.



A musical chairs contest was one of the features of the Works, Signal and Telegraph Branches picnic at Diamond Creek. The Manager of Spotswood Workshops (Mr. Ken Wood said the annual picnic was largely responsible for the harmony that existed at the 'shops.

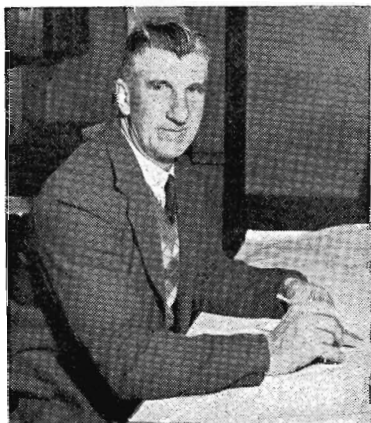
## MEET THE TRAIN CONTROLLERS

**A**CTING Senior Train Controller at Ararat is Mr. T. E. Haining, who joined the department as a telegraphist in 1912. He went to Korumburra as a clerk in 1922, and was subsequently appointed to the train control staff in 1933. Four years later he went to Ararat and has been there ever since.

**M**R. J. DAVIS joined the department as a junior clerk at Ballarat in 1913, and later was stationed at Buninyong, South Yarra and Armadale. The first world war interrupted his railway career. He joined the A.I.F. in 1915, and it was not until four years later that he returned to his railway job at Horsham. He was appointed A.S.M. at Nyora in 1928, and was transferred to Ararat from Koo-wee-rup in 1933. That same year he was appointed to the train control staff at Ararat and has remained there.

**N**O train controller has a more interesting railway career than Mr. A. J. Rachinger, who has been at Ararat since 1936. He joined the service as a supernumerary cleaner in 1910, and was made permanent after a year's duty. He became a fireman in 1912, a driver in 1920 and a special class driver in 1935. Mr. Rachinger was Commissioners' special driver. He drove the pilot train which preceded the royal train, during the visit of the Duke of Gloucester in 1934, and was also the driver for a number of Reso tours and other special trains.

Mr. Rachinger joined central control staff in 1935, and went to Ararat the following year. Incidentally, he is the first and only driver to be appointed to the train control staff.



Mr. Haining



Mr. Davis



Mr. Rachinger



# V.R.I. CRICKET CARNIVAL TEAM



Victorian team that took part in the interstate railways cricket carnival at Adelaide. Front row (left to right): R. Darcy, R. J. Bowman (Inst. Rep.), R. Sawyer (Capt.), C. Hovey (V.-Capt.), M. Harris, W. J. Crowe (Manager), T. Garvey. Second row: A. Driver (Prop. Steward), J. Morgan, R. Kitchen, D. Debnam, R. Jenkins, N. Turl, W. Clanchy (Scorer), G. Masterton (Vice-President), J. O'Flaherty. Back row: J. Burton, J. Culliver, I. Allpress, W. McPherson.

## Cricket Semi-Finals

THERE were some good batting and bowling performances in the semi-final matches for the Commissioners' Cup at Royal Park last month. North Melbourne Locomotive Depot scored 247 to defeat Northern Lines, 202. P. Smith (North Loco.) batted in fine style for 104, and J. Davidson also made an attractive 84. F. Schultz (Northern Lines) took 3-43. Top scorer for Northern Lines was I. Stick, 85 n.o. Bartley batted soundly for 41. C. McCann troubled all the batsmen, and finished with the good figures of 6-41. In the other semi-final, Flinders-st., 257, defeated Melbourne Yard, 75. Top scorers for Flinders-st. were J. Allen, 102; H. Willaton, 40. G. Brown (Melbourne Yard) took 7-66. Willaton bowled remarkably well, his figures being 7-24. P. Baldi (Melbourne Yard) played a stubborn knock for 14 n.o.

## Bowls Carnival

THE Commonwealth, South Australian, Western Australian, and Tasmanian bowling teams were entertained at the V.R.I. when they passed through Melbourne, last month, on their way to the Brisbane carnival. The Assistant Chief Traffic Manager and President of the Institute (Mr. T. R. Collier), said that the progressive improvement in the staff position of the railways might ultimately result in annual sporting carnivals. It was announced at the gathering that the Commonwealth Railways had decided to establish an institute on the lines of those in Victoria and South Australia.

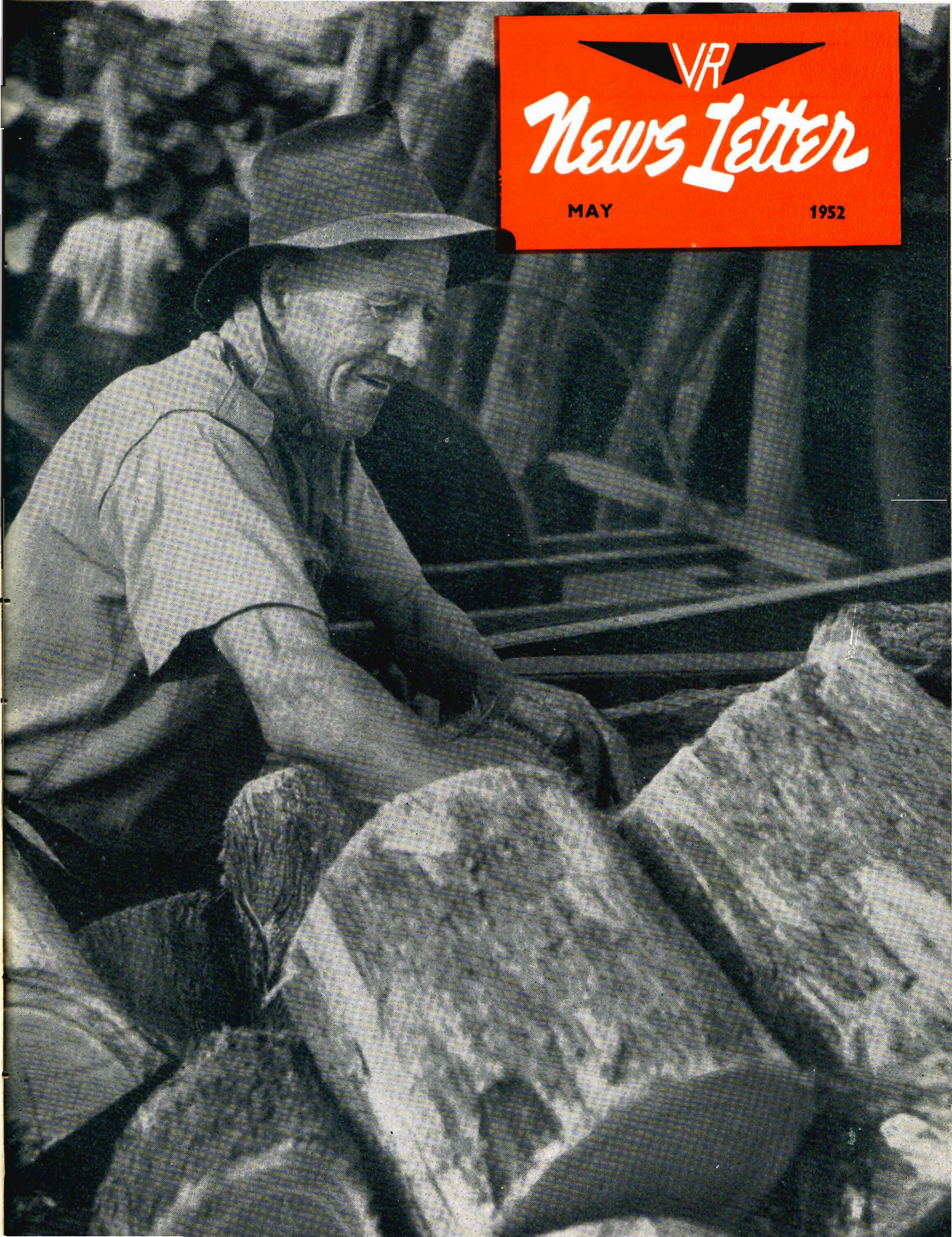
## Railway Tennis Administrators

THE railways have provided Victorian tennis with some first-class administrators. This year four railwaymen have been elected to the governing body of tennis in this State—the Council of the Lawn Tennis Association of Victoria. They are Messrs. A. W. (Alex) Cobham (Claims Agent), Messrs. Trevor Howe and W. H. Thomas (Accountancy Branch) and J. C. Wolff (clerk, North Melbourne Locomotive Depot). Mr. Cobham was complimented by the American Davis Cup team on his work as a member of the Davis Cup Inter-Zone Management Committee. As a member of the Council of the Lawn Tennis Association of Australia, representing N.S.W., Mr. Cobham was also one of the tennis administrators responsible for the success of Davis Cup arrangements in Sydney. Incidentally, while there he discovered that Jack Kramer, professional coach of the U.S. Davis Cup squad, was very much interested in railways. His father is special driver for the president of the Union Pacific Railroad in America.

## ANSWERS TO AMBULANCE QUIZ

- (1) Get a doctor at once. Elderly people can suffer a fracture of the neck of the femur (thigh bone) from a relatively slight cause.
- (2) Go home and rest, after applying a hot compress.
- (3) Fill the ear with warm olive oil. If the object is an insect, the oil will float it to the surface, where it can easily be removed. If this treatment is not a success, see a doctor, without delay.





VR  
*News Letter*

MAY

1952



# THE MONTH'S REVIEW

## Report On Gippsland

**D**ESPITE shortages of manpower and materials, steady progress is officially reported in duplicating and partly electrifying the Gippsland line from Dandenong through to Traralgon and Yallourn. Eight new bridges have been built, one has been widened and nine others have been both widened and strengthened. Overhead structures for the electrification of seven miles of track have been erected, six sub and tie stations built, and work is going on at 17 others.

It is proposed to complete the duplication of the Longwarry-Drouin section this month, and the Warragul-Yarragon section in September. Other sections between Officer-Tynong, Dandenong-Narre Warren, Narre Warren-Officer, Tynong-Longwarry, Yarragon-Moe, and Moe-Morwell will be progressively brought into use as duplicated lines.

Duplication and electrification will greatly increase the capacity of the line to handle expanding traffic, particularly from the development of the Latrobe Valley. It will also release steam locomotives for work on other lines. The electric locomotives that will replace them will save 660,000 tons of coal a year up to the stage when the output of two briquetting factories at Morwell has to be carried.

## Rail Plans for Olympic Games

**W**HILE the battle for the 1956 Melbourne Olympic Games site still raged, the Commissioners were working quietly behind the scenes making a survey of the transport requirements for grounds likely to be selected for the big event. When Carlton was chosen, the Commissioners were therefore in a position to announce that they had already listed for consideration the building of a temporary station alongside the cricket ground to enable the many thousands of train passengers to the Games to be deposited and picked up again within easy walking distance of the ground. In its foresight it was just another example of railway planned service. Decisions, of course, still have to be taken.

## Public Relations In The Country

**N**OBODY can overstate the value of good railway public relations with the country, and no one can exaggerate the importance, in that context, of the Commissioners' inspectional tour train. Its arrival at any given centre is an event. Local leaders of the community meet it to present the Chairman with their problems and grievances, often to voice their eulogies of planned railway service. Invariably the Chairman replies. It is all friendly, informal, forthright, chatty; and a much more intelligent appreciation of railway effort, of railway problems and frustrations is left behind. Stawell, during a recent inspection of the Serviceton line, furnished a case in point. There, not only had the Chairman opportunity to give a graphic picture of what the railways are doing, what they couldn't do and what they hope to do, but the Chief Traffic Manager and the Claims Agent went to the local Chamber of Commerce meeting and talked railways, as well. All this gives reason for the gradually expanding friendliness for the railways that is becoming evident.

## New Station

**T**HE rail-motor stopping place on the Whittlesea line, formerly known as No. 77, has now been christened Lalor. It is opposite the extensive housing settlement of the Peter Lalor Home Building Co-operative Society Ltd., near Thomastown. Besides the new station, Peter Lalor, leader of the Eureka rebellion, has already had a Federal electorate named after him.

It is appropriate that the name of Lalor has been given to a station, as Peter Lalor, who was a civil engineer, emigrated

to Australia in 1852 and first worked on the Melbourne-Geelong railway line, before he went to the diggings in the Ovens district, and then to Ballarat. Towards the end of 1855, Lalor began his political career as representative for Ballarat in the old Legislative Council. Soon after he was appointed an inspector of railways. He was Postmaster-General and Commissioner of Trade and Customs in the Berry Ministry, and on the retirement of Sir Charles Gavan Duffy, in 1880, he was elected Speaker.

## New Railwaymen

**T**HE staff position will be considerably improved as a result of the overseas recruiting mission by Mr. P. Farnan, of the Staff Board, and Mr. R. M. Wright, of the Refreshments Services Branch. When *News Letter* went to press more than 500 single men, selected in the Western Zone of Germany for work in the Traffic, Rolling Stock, and Way and Works Branches, had arrived and were comfortably housed in hostels around the system. In addition, more than 750 of 1,200 British migrants sought have been selected and will sail for Melbourne when berths become available. About 400 of these 750 are coming from Northern Ireland.

## History

**E**VEN a professor sometimes gets hazy about his history; although, of course, he may, with Henry Ford, feel that "history is bunk." How else can one explain Professor Brian Lewis's reported assertion, in a recent lecture at the University, that railways are entirely to blame for Victoria's ill-balanced population by bringing industries to the city?

Historians generally agree that railways, which were early and progressively pushed out from Melbourne to develop primary industry all over the State, also stimulated the development of concomitant secondary industries at provincial centres, such as Bendigo, Ballarat, Castlemaine, Wangaratta, Warragul, Warrnambool, Maryborough, and elsewhere. Some disappeared, but others have taken their places.

Melbourne, with Geelong, having the only naturally safe and adequate anchorage for ocean-going ships, was bound, despite the railways' decentralizing influence, to become a large manufacturing centre. The railways, of course, continue to encourage country secondary industry by special freight charges, both for their raw materials and for the products they send to Melbourne.

## Special Cattle Train

**T**WENTY SIX truck loads of prize cattle, valued at several thousands of pounds, were despatched recently — 22 by special train — from the Newmarket show grounds to Sydney for the N.S.W. Royal Agricultural Show. To safeguard valuable beasts from injury, the floors of the trucks were covered with two or three feet of straw, and tarpaulins were erected to protect them from the weather. In the past attendants travelled in the trucks with the cattle; this time a carriage compartment was provided for them. The owners were most appreciative of the arrangements made by the department.

## OUR FRONT COVER

shows Paddy Delaney, a retired policeman, stacking firewood in a truck in the railway siding at Argyle on the Heathcote line. He is typical of the timber getters who are helping the railways to keep the home fires burning in the winter months.





Potatoes growing alongside the railway line in the Bungaree district.

# RAILWAYS AID FOOD DRIVE

THE recent appeal by the Prime Minister (Mr. Menzies) to primary producers to grow more wheat to enable Australia to increase her exports and correct the present lop-sided balance of her economy, draws attention to the practical encouragement that the Railways have always tried to give to the man on the land to produce more.

Not only do the Railways help the primary producer to get the best from his soil by bringing him his fertilizers for as little as .86d per ton mile, and transporting his produce for the home and overseas markets, but they also lease him land adjoining the tracks to grow wheat, oats, potatoes, onions, fruit, and to graze cattle and sheep.

The lessee is obliged to keep the land free of noxious weeds and vermin, and to erect and maintain fences in good order so that stock will not wander on the railway line. In the last financial year, the railways had 3,627 of these tenancies which, incidentally, brought in £7,113 in revenue.



Bagging potatoes at Bungaree



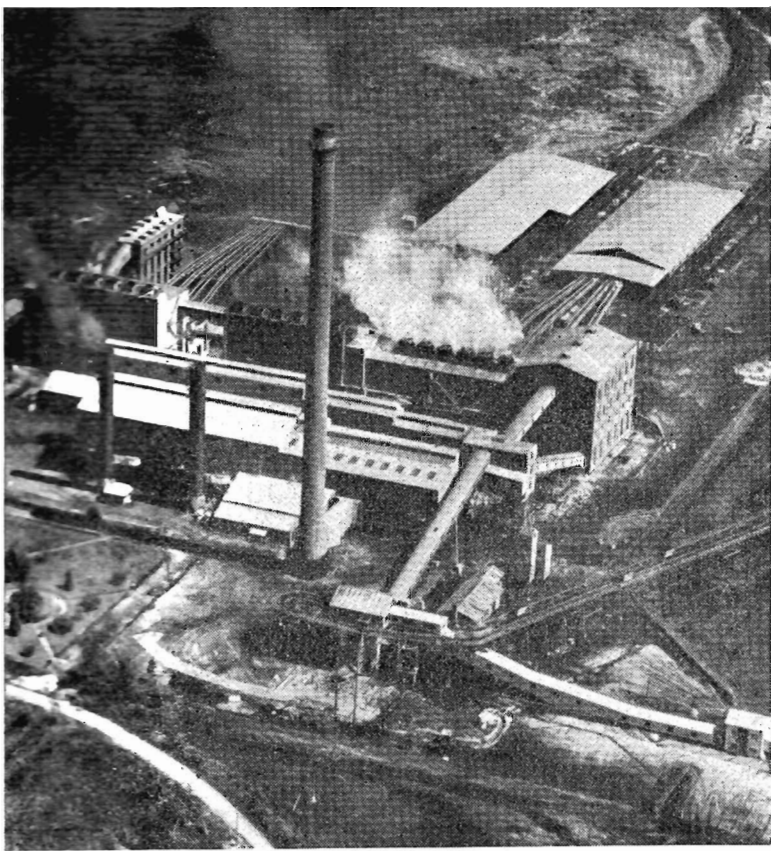
Orchard on land leased from railways at Harcourt.

# BROWN COAL FOR V.R. LOCOMOTIVES

**R**ISING costs of fuel oil (now used in 88 locomotives) have accelerated the Commissioners' plans to use brown coal, of which Victoria has immense deposits, as a fuel for the State's locomotives. In its solid state brown coal cannot be used in a locomotive as it produces dangerous sparks. It has also a low heating capacity. In the form of dust, however, no sparks are produced at all. Its effective heating value, in a locomotive, equals Indian and Lithgow black coal, and is little inferior to the best Maitland coal—now almost unprocurable by the Department.

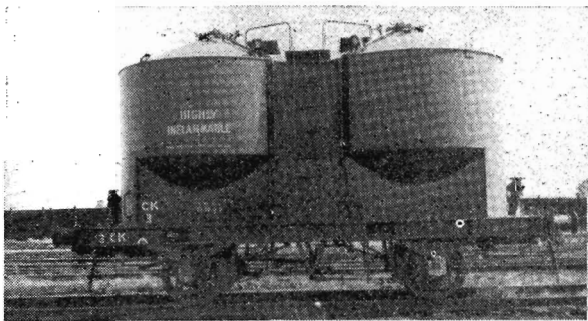
As a result of the success of the first brown coal burning engine, X32, it has been decided to convert the remaining 28 X class engines to brown coal burners. The conversion of others is also being planned. One set of equipment, already on hand, will be installed in an R class locomotive.

Brown coal dust is a clean fuel that produces neither smoke, ashes, cinders nor sparks and eliminates the labour of manual firing. Its extended use will free the Victorian Railways from their dependence on uncertain supplies of N.S.W. coal and avoid the importation of costly fuel oil and coal.



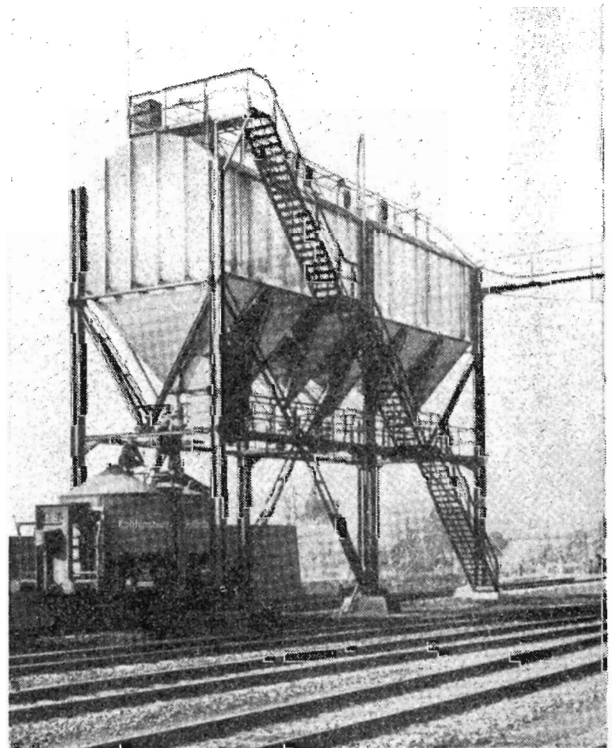
Yallourn briquette factory of the State Electricity Commission. During the manufacture of briquettes, fine particles of brown coal dust are collected by electrostatic precipitators. Sixty thousand tons yearly of the dust are produced at Yallourn; most is turned into briquettes but part is used in locomotive X32. Yallourn and four new factories to be built in the Morwell area could supply enough dust for 200 locomotives.

Germany, which has large deposits of brown coal, began in 1930 to develop the use of the dust as a locomotive fuel. Only ten German engines, however, were actually converted.



(Above) CK waggon. 130 of these will be needed to carry from Yallourn to fuelling depots the 60,000 tons of dust that will be used annually by the X class engines. Each waggon holds 14 tons.

(Right) Storage hoppers at briquette factory, Beisselsgrube, Germany. Present plans provide for the installation of similar hoppers at North Melbourne, Bendigo, Korong Vale, Ballarat, Ararat, Maryborough, Benalla and Geelong. Those at North Melbourne will hold 224 tons, Bendigo 112, and the others 56. Storages will be filled by forcing the fuel from trucks by compressed air at the rate of one ton a minute.



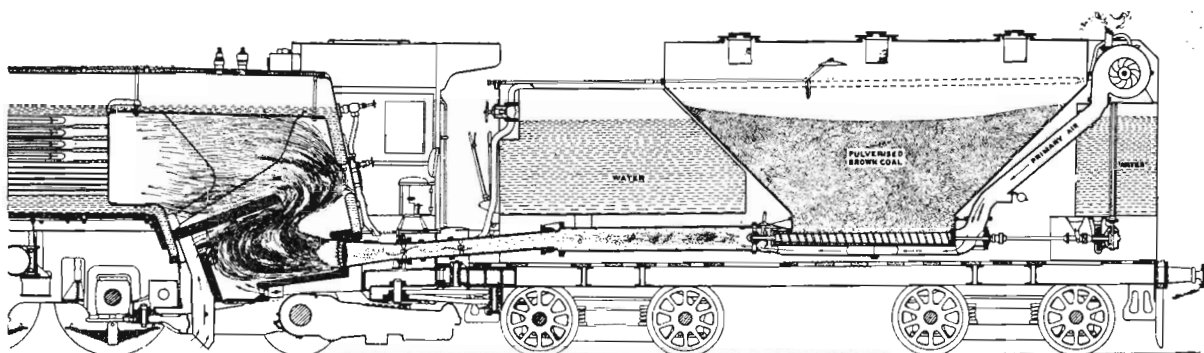
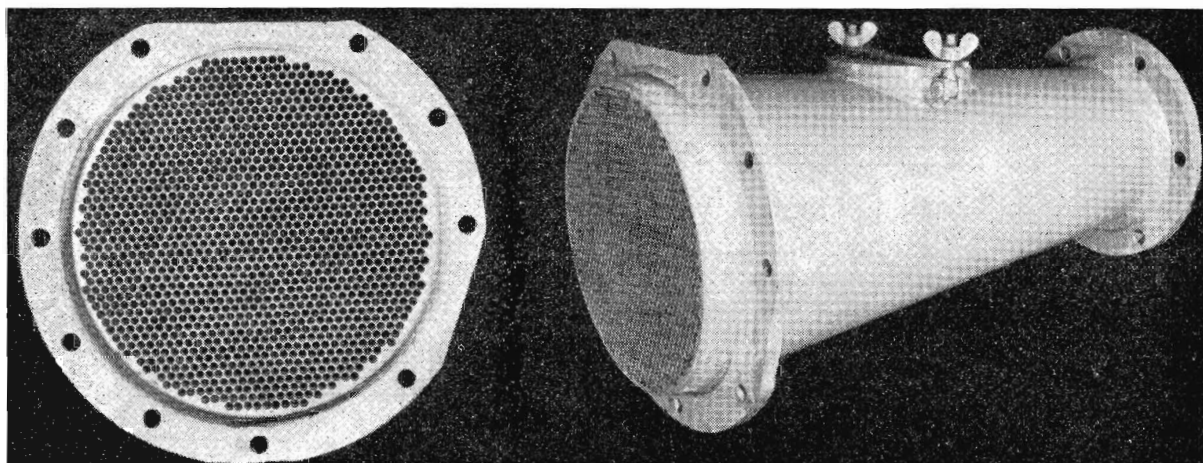


Diagram shows how steam turbine drives a conveyor screw and a fan which propel a mixture of fuel and air to the burners. At the burners there is sufficient air for ignition; a further supply of air, for complete combustion, enters through ducts in firepan. There are two conveyor screws, fans, and burners on the engine. Together they can burn up to  $2\frac{1}{2}$  tons per hour. To drive this equipment, only a negligible quantity (3%) of locomotive's steam is used.



Side and end views of a burner. Forcing of the dust and air through the 1,320 specially shaped nozzles of burner ensures thorough mixing and complete combustion.



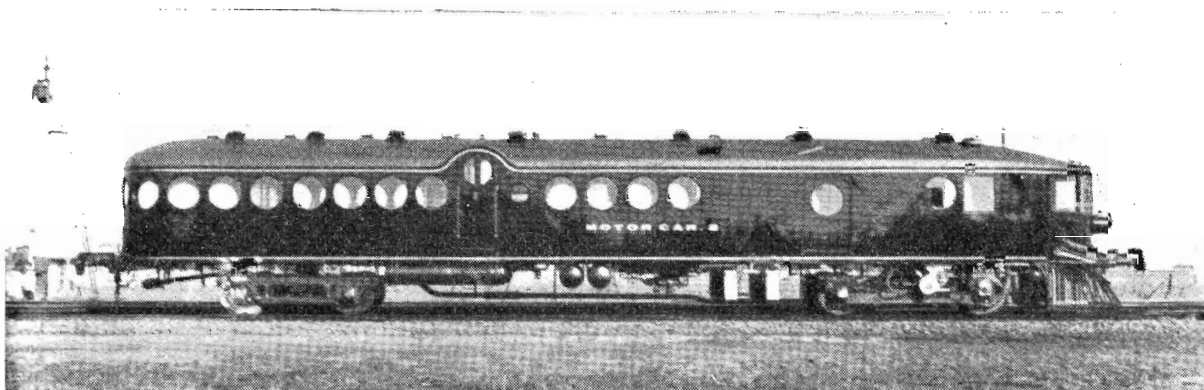
Fuelling of X 32. Until overhead bunkers are built locomotives will be fuelled from CK waggons. Compressed air is used and engine is loaded in 30 to 60 minutes. It is expected that overhead bunkers will reduce time to 10 minutes.

X 32 is now doing two return trips daily to Seymour, a total of 260 miles. With black coal it could do only one return trip daily, owing to time required at wayside stations and terminals to clean fires.



## 5. Rail Motor Services

*(Condensed from a history of the Victorian Railways, compiled by L. J. Harrigan)*



McKeen Car. These were not very successful, mainly because they were too heavy. Also, the internal combustion engine was, generally speaking, still in the experimental stages.

THE advent of the rail motor car on the Victorian Railways dates from May 1883, when Rowan's steam car was placed in temporary service. The vehicle was a combination of engine cabin and compartment for 40 passengers. It was purchased from Captain F. C. Rowan, of Melbourne. The power plant, built by Kitson & Co., of Leeds, England, consisted of a vertical boiler and motor engine fitted into a car designed by W. R. Rowan, of Copenhagen. The vehicle was mounted on six wheels, of which four were coupled drivers. A spare power unit was delivered with the car. This was to permit the changing of the engine if repairs were necessary.

Very little information is available about the early operations of the Rowan steam car, but records indicate that, after a brief period of working, it remained idle for several years. Soon after the opening of the outer circle railway in 1890, the car, specially fitted with a booking office, returned to work on that line. About the same time, the Department built a second steam car, using the spare engine. The engine was fitted into a small passenger carriage which was coupled to a four-wheeled trailer.

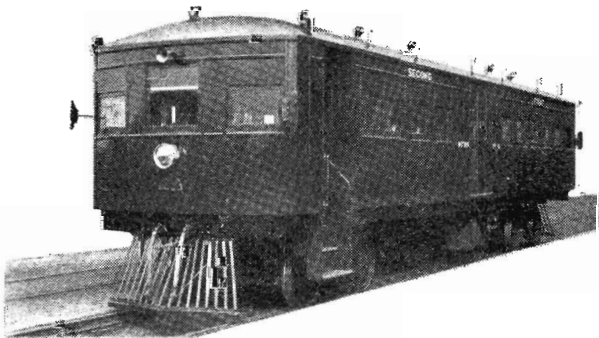
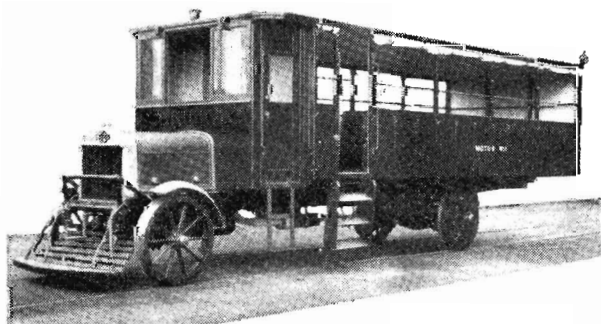
When the outer circle line was closed in 1893, the Rowan

cars worked for a short time between Essendon and Broadmeadows. Both cars were withdrawn from service in the middle 1890's.

In subsequent years, the Commissioners periodically reviewed the possibility of improving branch line services. One of the disabilities affecting passengers on lines which carried comparatively light traffic was the time occupied in travelling on mixed trains. Such trains provided an economical means of catering for the requirements of the districts served, but shunting time detracted from their convenience for passenger traffic.

To effect improvements, two petrol rail motor cars were purchased from the McKeen Company, of Omaha, U.S.A., in 1911. Each car carried 73 passengers, and was of unusual design. Their appearance suggests an early attempt at streamlining. The vehicles went into regular service on May 13, 1912; one working on the Ballarat-Maryborough line, and the other between Hamilton and Warrnambool.

After about three years, the McKeen cars were withdrawn from traffic. In 1919, the engines were removed and the cars converted for ordinary passenger train use. They were used for a time during the early 1920's on the Newport-



Single-ended and double-ended rail motor cars. Some of these have been scrapped. When this is done, all serviceable parts are kept as spares for maintenance of existing motors. Some of the old bodies are used as huts for track workers.

Altona line. Hauled by an old type engine, their unique appearance always aroused interest.

In further experiment towards the improvement of branch line operations, a vertical boilered engine unit was bought in 1912 from Kerr, Stewart and Co., Stoke-on-Trent England. The machine was installed in an eight-wheeled car, built at Newport Workshops, and having seating capacity for 54 passengers. The engine, which had four coupled wheels, was the first Walschaert valve gear locomotive unit to work on the Victorian Railways. As Motor No. 3, it went into service on January 25, 1913, but after about 50,000 miles of running, it proved to be unsuitable and was taken out of service.

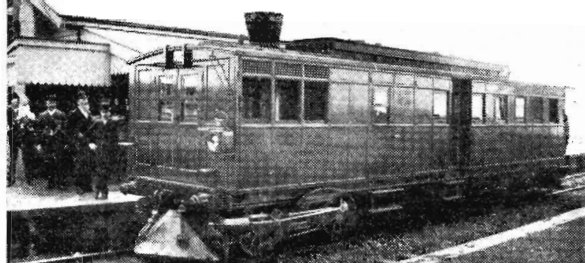
Soon after the end of the 1914-18 war, the Commissioners decided to test further the possibilities of petrol rail motor vehicles for improved transport on sparsely settled lines. In 1921, a motor chassis, purchased from Associated Equipment Co., England, was adapted at Newport Workshops for rail tracks and was fitted with a body. Driven by a 45 h.p. engine, and seating 43 passengers, the rail motor hauled a trailer coach to carry 12 passengers and two tons of freight. The vehicles went into service on June 26, 1922, on a 16-mile route between Merbein, Mildura and Redcliffs. From the aspects of both public convenience and economical working, the service proved to be very satisfactory. As a result, the rail motor fleet was increased until, by 1926, it served more than 20 branch line routes.

From experience gained during the early period of working, a larger and more powerful type of car was introduced in 1925. Mounted on two bogies, it had driving controls at both ends, and carried 60 passengers.

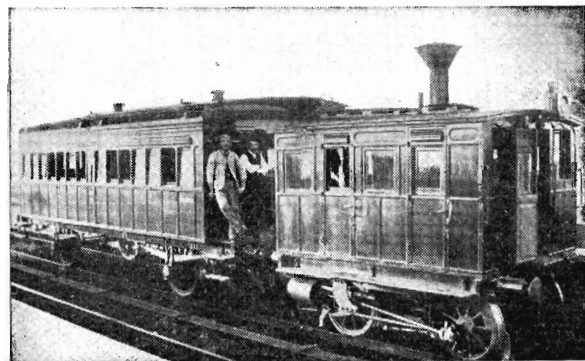
In 1928, the application of the rail motor car was further extended by petrol-electric vehicles. Motive power on these was a 220 h.p. petrol engine directly coupled to a 150 kilowatt generator supplying two traction motors. One or two trailers can be attached to these rail motors, thus increasing the passenger accommodation considerably. The petrol engines in these cars are now being replaced by diesel engines, which will result in extending the life of the cars.

The latest units of the rail motor fleet are, of course, the diesel rail-cars. These are of three different sizes: 102 h.p., 153 h.p. and 280 h.p. They have replaced a number of the old A.E.C. rail motors, with a consequent improvement in services.

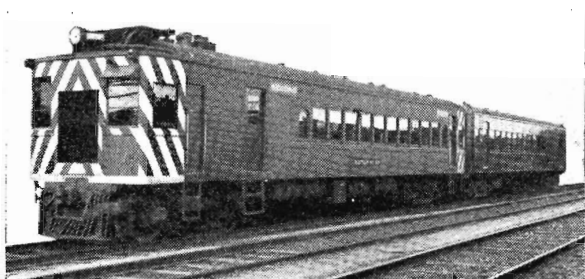
The success of the rail motor as a convenient and economical means of transport for light traffic is a big factor in attracting to the railways much traffic which otherwise might be lost.



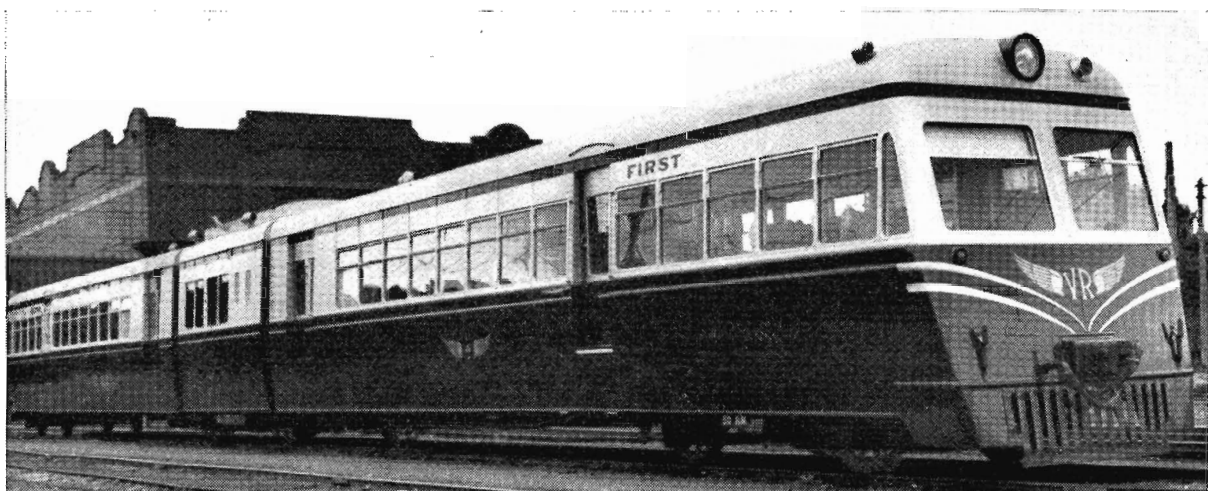
Rowan Car No. 1, the first rail motor to run on the V.R.



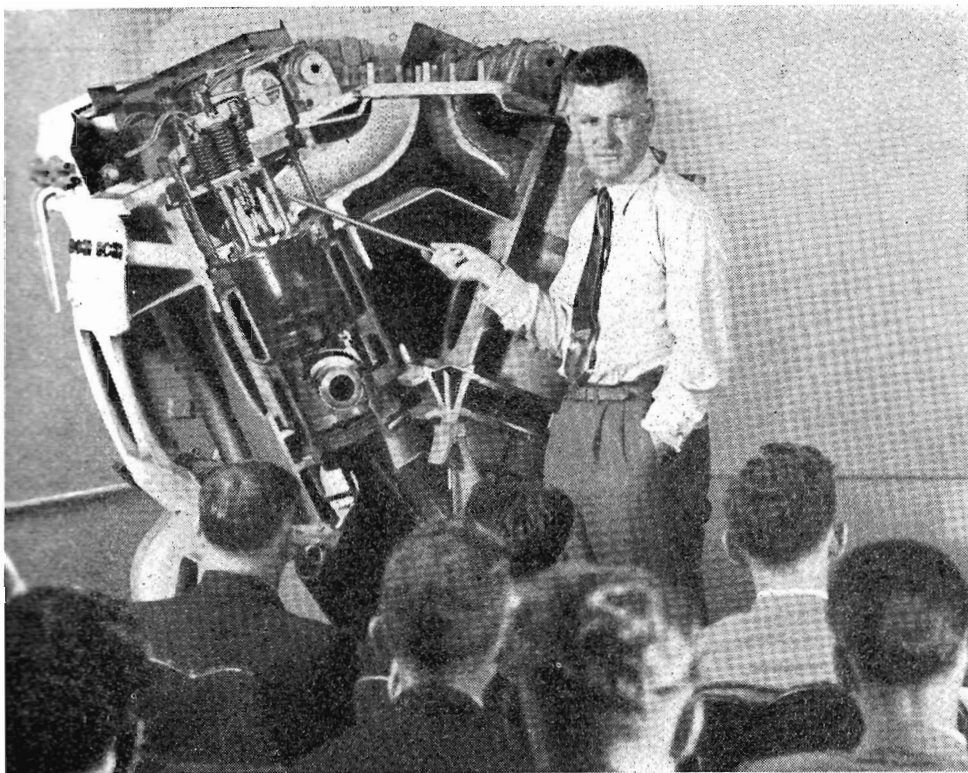
Rowan Car No. 2, in which was utilized the spare engine purchased with the first Rowan Car.



Petrol-electric rail motor and trailer. These are now being converted to diesel-electric power. Each of them has covered about three-quarters of a million miles.



280 h.p. diesel rail car, the latest unit in the department's fleet of rail motors. These vehicles, together with their smaller brothers, have set a new standard in rail motor travel.



**DIESEL SCHOOL :** Mr. George Lee, Clyde Engineering Company's Service Manager, who is a former V.R. apprentice, lecturing on the new diesel-electric engine at Clyde's training school in Sydney. So far, representatives from the Victorian, Commonwealth, West Australian and Queensland Railways have attended the basic two weeks' courses, and invitations have been extended to other State railways and New Zealand. Training aids include technical literature and a film showing operation principles and locomotive maintenance. Special courses are also held. One of these was attended by the Superintendent of Locomotive Running (Mr. G. E. Burnell). The class room can accommodate 16 students.



**FOOTPLATE COMRADES :** For 20 years, Driver R. E. Fettes (left) and Fireman J. M. Armstrong (right), of North Melbourne Locomotive Depot, have worked together in perfect harmony on the footplate. Their long association ends in December this year, when Fireman Armstrong retires.



**CITY MARCH :** With the becoming familiar at members of the 4th Infantry where they had a 14 day on the platform, and out on an impressive Regiment, led the m broom carried at the awarded daily to the the company comman the 14-day camp hold time 2/23rd Battalion award was Lieutenant Hall daas. He is now Nilsen) described the



**'SPIRIT' BRINGS THEM HOME :** Mem were in a happy mood when they and more than five weeks, won 11 out of



# OUND THE SYSTEM



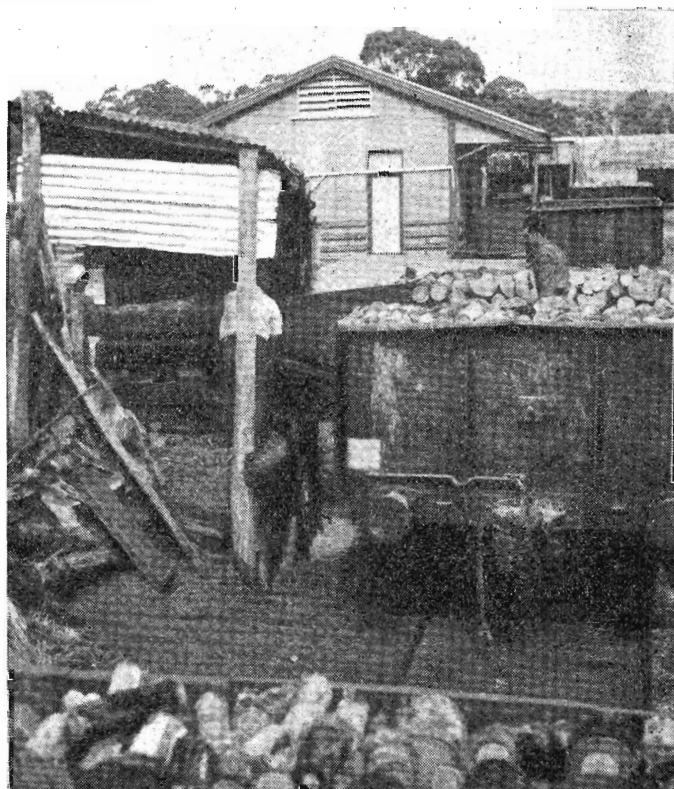
ational service training scheme gathering strength, troop trains are Spencer-st. station in these days. Recently, two trains brought 1,300 Army Brigade, Citizen Military Forces, to Melbourne from Seymour, a refresher course. Bronzed, fit and in high spirits, they lined up at the station to the assembly point, from which they set off on a parade of the city. The pipe band, 5th Battalion, Victorian Scottish Regiment, an unusual feature of which was the crested and brass-bound head of B company, Royal Melbourne Regiment. In camp, it is a company with the cleanest lines, and is ceremonially handed over to the Lord Mayor at morning parade. The company that wins it most days in the year. The idea was carried on from the war by Lieutenant-Colonel G. I. Malloch. The originator of the broom parade was Colonel Bernard Evans, who watched the parade from the Town Hall as a member of the Melbourne City Council. The Lord Mayor (Cr. March as one of the finest he had seen.



of the Victorian softball team, who toured New Zealand recently, and back at Spencer-st station. The softballers, who were on tour for games.



**WORLD TRAVELLER :** After a pleasant trip in "Spirit of Progress," Mr. Eric Gilzean, former Mayor of Kearney, New Jersey, U.S.A., arrives at Spencer-st.



**FIREWOOD TRAFFIC :** Now that the heavy traffic pressure inseparable from the peak of the wheat harvest is over, the bulk of orders for trucks for firewood is being met. Heathcote line sawmillers say they have had the best truck supply for years. The timber is brought by road from the Forests Commission's reserves to sawmills adjoining the railway line, sawn into short lengths and stacked in the trucks.

# FIRST AID

*Their aid they yield to all.*

—George Crabbe (1754-1832)

## First Aid Classes Delayed

THIS year's first aid classes have been delayed by a shortage of the 40th edition of St. John Ambulance Association's text book which has to be imported from England. When *News Letter* went to press, only 100 of the 500 books ordered had been delivered. The first aid organizations of some of the other systems are similarly handicapped and delayed. Good progress, however, is being made in the production of the new V.R. first aid book, which should be available this month. Those who have enrolled will be advised when the classes will start.

## Ouyen Men Tackle Emergency

TWO young Ouyen Corps members, J. H. Langdon and J. S. Robertson, did some good work recently when a car, in which an elderly couple and a three-year old boy were travelling, collided with a truck on the Calder Highway, about 100 yards from the Ouyen Station. The two adults suffered severe shock and the boy received cuts and lacerations from broken glass. The corps men gave the elderly couple the prescribed treatment for shock, dressed the wounds of the child and arranged for their transport to hospital. Their first aid work was highly praised by the medical staff.

## Country Award Winners

DISTRICT Officers, on visits to various country stations recently, took the opportunity of presenting first aid awards to local railwaymen. At St. Arnaud, District Superintendent (Mr. S. O'Haire) presented a 5th year silver medallion to A.S.M. L. McGregor, and a proficiency certificate to A.S.M. A. Chiswell. Messrs. R. A. Cooper and G. W. Crockett were awarded second year St. John's certificates and W. Connell and W. O'Keefe first year St. John's certificates.

## New Ambulance Centre

THE building to house the new ambulance centre at North Melbourne is nearing completion. Well appointed and equipped, it will serve a very wide area and provide first aid facilities for many branches of the service. The ambulance officer will be experienced first-aid-er, Les Morey, who before he retired from the department, was president of the North Melbourne Locomotive Depot ambulance centre; one of the best and most

progressive on the system. Mr. Morey gained his 24th year certificate two years ago, and was a regular competitor at the State ambulance competitions at Mt. Evelyn.

## First Aid Stalwart Dies

MANY railway first aiders attended the funeral recently of Henry (Harry) Vivian McCann, former first aid officer at the North Melbourne printing works. Mr. McCann was also a member of St John's Ambulance Brigade (Footscray Division) and several uniformed members of this organization acted as coffin bearers. The pall bearers were railway first aid men. Mr. McCann, a very popular and efficient first aid officer, was a repairer at West Footscray when he retired, but he returned subsequently to become first aid officer at the printery. He held the 10th-year certificate.

## Railway Team Gets Highest Trophy

THE Grand Prior's trophy, the highest honour awarded by the St. John Association, was won recently by a British Railways ambulance team from Horsham, Southern Region. The contest, staged at Central Hall, Westminster, was between finalists in their own organizations, and thus all were in the championship class. The adjudicator said the work of the winners in the team test was some of the finest he had ever seen. Out of the possible 400 marks, Horsham scored 317. The test concerned a car (there was a real one on the stage) which had run into a lamp post. The driver was still in his seat and correct diagnosis confirmed a suspected fracture of the spine; embedded glass in a wound in the forearm, and a piece of glass in the eyeball.

## The Lighter Side

DOCTOR: "Why do you have the number 173-002 tattooed on your back?" Patient: "That isn't a tattoo. That's where my wife hit me with the car while I was holding the garage door open."

\* \* \*

In Elwood Place, Ohio, motorist Clayton Bush ignored the warning light at a railroad crossing, beat a northbound freight, was rammed by a southbound express, bounced back and forth for a block between the two trains and wound up with minor cuts and bruises, standing on the tracks with the steering wheel in his hand. Ambulance men removed the wheel, patched him up and sent him home.

## EMERGENCY QUIZ

THIS quiz is a further test of your first aid knowledge. Allow yourself two marks for each correct answer. With four to six marks you could help in an emergency. With less than four, you should lose no time in joining a first aid class. What would you do in the following cases? The answers are on the back page.

(1) Every person, both young and old, should own an Atlas. What, you ask has this to do with first aid? We repeat, do YOU own an atlas?

(2) If a woman fractured her jaw, which of the following would you consider to be an indication of it?

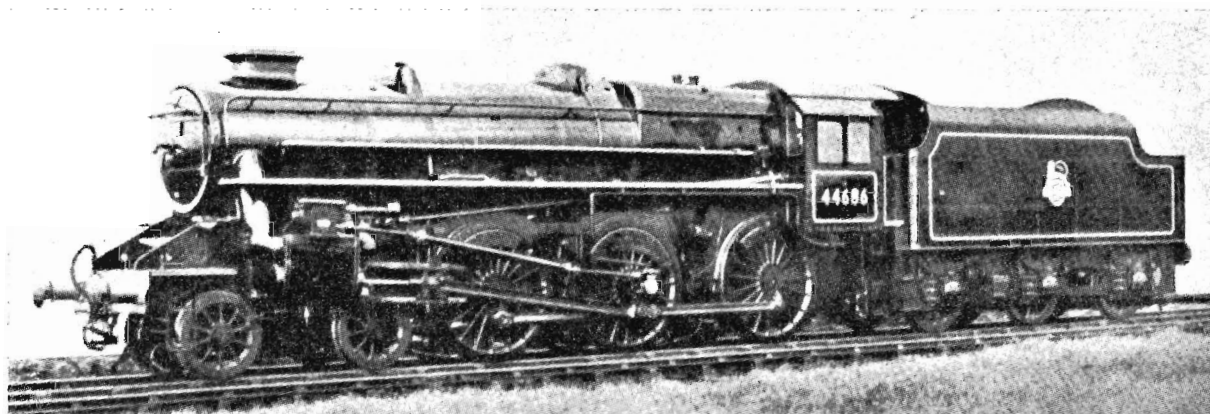
- (a) a vacuum-like silence, due to the fact that the woman has suddenly stopped talking?
- (b) irregularity of the teeth, which may be blood stained?
- (c) the continued incredible silence?

(d) a sudden attempt by the patient to adopt hand sign language?

(3) A two-year-old child starts screaming, froths at the mouth, then holds his breath, goes blue in the face and generally causes alarm to all present. Would you consider the child:

- (a) a very spoiled brat overdue for a spanking?
- (b) very sick, possibly one of those "blue" babies?
- (c) in convulsions?
- (d) a budding Clark Gable putting on an act?

# Locomotives with Improved British-Caprotti Valve Gear



A British Railways "5" class 4-6-0 mixed traffic locomotive fitted with British-Caprotti poppet valve gear with drive arranged externally, and incorporating self-locking worm type reversing gear. This is the outcome of the successful service on both passenger and freight trains of 20 British-Caprotti locomotives put into traffic in 1947. These have so far completed more than three million miles, practically no attention being required to the gear, which has given consistently reliable service.

## American-built locomotives for N.S.W.

**F**IRST deliveries are about to be made of 20 Mikado type oil-fired locomotives for the N.S.W. Government Railways. They are being built by the Baldwin-Lima-Hamilton Corporation, Philadelphia, Pa., U.S.A., to a design based on a series of locomotives built by American manufacturers to British War Office requirements for service in the Middle East. Main dimensions are: cylinders (2 outside) 21 x 28 in.; driving wheels, 60 in. diameter; steam pressure, 200 lb. per sq. in.; tractive effort at 85% boiler pressure, 35,000 lb. The total evaporative heating surface will be 2,147 sq. ft., of which the firebox contributes 162 sq. ft. and the superheater, 623 sq. ft. The grate area will be 47 sq. ft. Total estimated weight of engine and tender is 153 tons. The tender will carry 2,400 gallons of oil and 5,500 gallons of water.

—*Railway Transportation*

## Railways Aid in Korea

**B**ECAUSE the first segment of the Korean railways was built by American engineers many years ago, U.S. equipment is now transferred directly from ships to immediate military service. When the Japanese overran Korea in 1910, they developed an efficient rail system using the already established American standard gauge track.

Ninety-five per cent. of all transport in Korea is reported to be rail transport.

—*General Motors Streamliner*

## Names Of Famous Horses For Diesels

**R**AILROAD locomotives are popularly known as iron horses. The San Francisco Railway is going one better by naming its sleek diesel engines after horses whose hoofbeats have thundered across the American scene all the way from the revolutionary war to Churchill Downs and to a movie sound track. The idea was conceived by the president of the company, Mr. Clark Hungerford, who is a good judge of horseflesh as well as locomotives.

—*Brotherhood of Locomotive Firemen and Enginemen's Magazine (U.S.A.)*

## Cafeteria on Wheels

**A** NEW type of refreshment self-service is under trial on the Pennsylvania Railroad's express trains between New York, Philadelphia, and Washington. At the end of one coach, displacing only ten passenger seats, hot and cold

drinks are supplied from coin-operated automatic machines. On one side of the aisle are three machines, each about 5 ft. high; one serves hot coffee; the second, cold milk and soft drinks; and the third, sandwiches. On the other side, a single machine dispenses cake, doughnuts, sweets, and ice-cream. Another machine gives change. Signs at the end of each coach in the train direct passengers to the cafeteria, and a descriptive pamphlet is placed on each seat before the journey begins.

—*Railway Gazette*

## Auckland Suburban Electrification

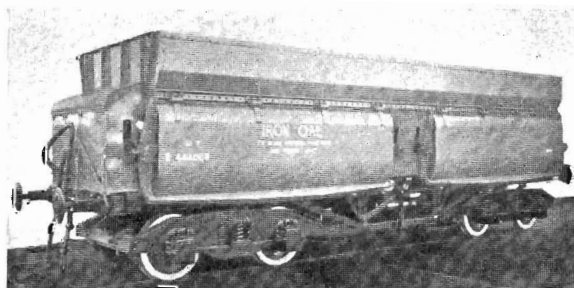
**T**HE New Zealand Government has approved, in principle, the electrification of the Auckland suburban railways and the construction of an underground line there. It is understood that this will follow the electrification of Wellington's suburban lines.

—*Railway Transportation*

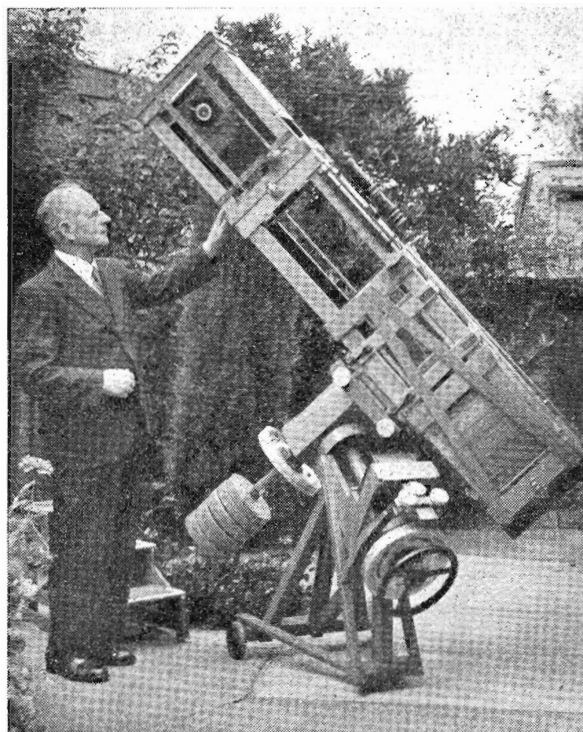
## Trucks With Pneumatic Doors

**S**IDE-DISCHARGE doors (four on each wagon), which can be operated throughout the train simultaneously by means of compressed air controlled from the locomotive footplate, are a novel feature of new rail waggons for carrying iron ore in the north of England. These doors can also be operated individually by levers on the waggons. Compressed air cylinders on the waggons for opening or closing the doors are charged by the locomotive while the train is on its way. British Railways designed and are building 30 of these trucks, each of which has two four-wheel bogies and a tare weight of 28 tons 13 cwt. Each will carry up to 56 tons of ore.

—*British Railway Executive*







## Built Telescope

**R**AILWAYMEN'S hobbies, mostly as diverse as their jobs, include even astronomy. A few devotees have built telescopes. Among them is Special Officer V. E. J. Terrell, of the Accountancy Branch. The telescope he designed and made is known as a 12 inch Newtonian reflector, the focal length of the reflecting mirror being 73 inches. The relatively large diameter of the mirror gives excellent light gathering power.

The tube of the instrument, made from Scotch pine and Borneo cedar, is equatorially mounted with ball bearings on both axes, on a rigid, wheeled tripod. The weight is  $1\frac{1}{2}$  cwt.

Magnification, Mr. Terrell expounds, depends on the focal length of the eyepiece used, the useful range being 30 to 150 diameters. Low magnification is used for general views of the moon and scattered star clusters. Higher magnification brings in the globular clusters, separates double stars, and gives "close-ups" of the moon. It brings features of the moon (239,000 miles away) to an apparent distance of about 1,600 miles.

"Amateur astronomy is an inexpensive hobby," says Mr. Terrell. "A six inch reflecting telescope, quite a useful instrument, can be built for about £10." He is acting treasurer and a member of the Council of the Astronomical Society of Victoria.

## Veteran Driver

**O**NE of the best known locomotive drivers in the Western District, Mr. David R. Johnson of Hamilton, retired recently. He was V.R.I. instructor in engine working and Westinghouse brake for 13 years, and one of the first instructor-drivers for junior firemen. Mr. Johnson joined the service at Geelong in 1911, and was at

Warrnambool and Colac (mainly on the narrow gauge line) before joining the first A.I.F. He was on the troopship Ballarat, when it was torpedoed off the English coast on Anzac Day, 1917. When he rejoined the department in 1919, he was sent to North Melbourne. He passed his driver's examination at Mildura in 1920, and went to Hamilton in 1925.

At a large gathering of railwaymen at the local institute, Mr. Johnson was presented with a watch, and a dinner set for his wife who was secretary of the institute ladies' committee. Speakers stressed the value of Mr. Johnson's work as an instructor. Representatives of the A.F.U.L.E. recalled that Mr. Johnson has been absent from only two union meetings in 27 years. He, it was said, believed that members, not the officers, made their organization and that it was their duty to attend meetings and frame union policy.

## Stawell Guard Retires

**M**R. GEORGE S. BERSEY, goods guard, who retired recently, liked Stawell so much that he remained there throughout his railway career. He was appointed shunter in 1910, leading shunter two years later, and goods guard in 1919. He made many friends during his 44 years' service. This was evident at his farewell which was attended by railwaymen from Ararat to Dimboola. Speakers said that courteous George Bersey was well liked by everybody because of his good nature and willingness to help. He was presented with a smoker's stand and an easy chair.



Hamilton traffic staff recently farewelled Mr. W. J. Russell, who was stationmaster there for two years. He has been transferred to Bendigo. Mr. Russell was presented with a combination cigarette case and lighter set, and a hand painted fruit dish for his wife. Mr. Russell recalled that, in the last five years, he had had five transfers, all on promotion. Mr. and Mrs. Russell, who were committee members of the local V.R.I., were also farewelled by members of the Institute. Mr. Russell was presented with a fountain pen, and his wife with an English vase.

## The Best Policy

**A**S Motorman Len Harrison, of Elwood Tram Depot, was driving along Ormond-rd., Elwood, recently he saw a small cotton bag lying close to the track. He investigated. It contained about £40. Motorman Harrison handed the bag of money to the local police. Some time later a very worried man, an insurance collector, called at the depot to inquire if any member of the staff had found his money. Intensely relieved, he learned that it had been found. "I thought I would try the depot first, because if an Elwood tram man had found the money all my worries would be over," was the nice compliment he paid to the staff.

## Hitch-Hiking Conductress

MISS BETTY COLEMAN, Elwood Depot conductress, who entered the service in 1947, rejoined the department recently after hitch-hiking in New Zealand. With a girl friend, Betty travelled thousands of miles by sea, rail, road and on foot. One of her most pleasant and interesting rail journeys was from Christchurch to Grey-mouth. The train crosses the South Island from coast to coast, goes through Arthur's Pass, in the Southern Alps, and through the famous Otira tunnel, reputed to be one of the longest in the world.

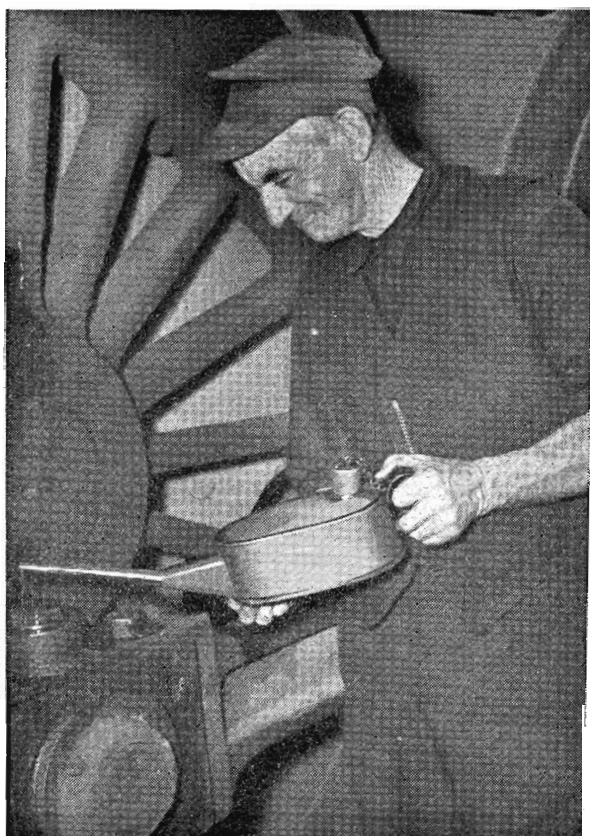
To earn money for the trip, Betty worked in many of the large stores as a salesgirl, a waitress, and in a large munitions factory. "It was a great experience, and a delightful adventure, but it's a wonderful feeling to be back at Elwood among so many good friends," says Betty.

Off duty, Betty spends much time at the V.R.I. studying and practising telegraphy and typing to become (she and her instructor hope) the first woman telegraphist in the V.R. She has bought a telegraph instrument to practise on at home. Betty's father was a V.R. man, her grand-

father, George Finemore, was a ganger at Springhurst, her uncle Walter Radley, was a ganger at Portland, and she has four uncles on the N.S.W. Railways, all of whom are in the Rolling Stock Branch.



The first diesel-electric locomotive training school of the Clyde Engineering Company in Sydney. Fifth and sixth in the back row from the left are V.R. representatives Messrs. S. Keane, maintenance engineer, and R. Barrow, diesel maintenance fitter, respectively. Third from the left in the front row is Mr. R. S. Holmes, instructor, from the Electro-Motive Division, General Motors Corporation, and on his right, Mr. E. Taylor, the Clyde Company's instructor.



Fireman S. H. (Sam) Little, who retired recently after 42 years' in the railways, 25 of which were at Echuca, claims to have fired the first train that ran to Balranald. On the return trip the train hauled the first load of live-stock to come from the district. He has seen the country north of Echuca boom and burst, with trains running continuously in drought periods, moving stock south, while dust storms raged so fiercely that crews had to shovel sand from the track to get trains through. Mr. Little was presented with a shaving set and a rug. The above picture shows Mr. Little jollying a locomotive for his last run.



Twelve years ago the Elwood Tramway Depot staff started a hospital club to aid the Frankston Children's Hospital (Orthopaedic section) at which the daughter of one of the staff, Mr. J. O'Brien, was treated for infantile paralysis. In those 12 years, the comparatively small staff contributed £900, made up of pay day contributions ranging from 6d. to 1/6. The club endowed a cot, and erected a playground swing. Each year the club members hire a motor coach to go to the hospital and distribute sweets and ice-cream to the small patients. The picture (above) shows members of the club on a recent visit to the hospital. The organizing secretaries, Motormen J. R. Sheridan and J. G. Brown, are on the extreme left and in front of the right pillar, respectively.



The first locomotive owned and operated by the Illinois Central Railroad, U.S.A. This picture was supplied by Mr. C. C. Orr, retired American railwayman, of Chicago.

A picture of the new R class locomotive in a recent issue of *News Letter* prompted Mr. Orr to write and say how heart warming it was for a lover of the steam locomotive to note that at least one railway system in the world was not entirely neglecting the construction of the steam engine. "The R class seems to be quite a locomotive, and these big boys should give a good account of themselves," he wrote. "There are very few new steam locomotives being built in the U.S.A., although the Illinois Central Railroad Company has still a large number of them in service." Mr. Orr said he admired the pictures of the old time locomotives in each issue of *News Letter* as he "gets more enjoyment from them than the modern types."

#### Opera Find

**M**R. T. R. COLLIER, Assistant Chief Traffic Manager, has been showered with congratulations on the remarkable success of his attractive 24 year-old daughter, Marie, in the role of Santuzza in the National Theatre's presentation of Mascagni's *Cavalleria Rusticana* in Melbourne recently. Miss Collier, a dramatic soprano, was described by one critic as "possibly the greatest find of the National Theatre and the possessor of one of the most thrilling voices since Florence Austral was discovered."

Hitherto more or less unknown, Marie was sprung as a surprise on the theatre public, but her scintillating debut in opera did not completely surprise her parents. Marie has been acting and singing (says Mrs. Collier) since she was a little girl. She has always had a beautiful natural voice which has been developed by her work with the Youth Operatic Society and by studying under Madame Katherine Wieleaert.

Marie is also an accomplished pianist.

Singing is in the blood of the Collier family. Mrs. Collier's parents had very fine voices, and she, herself, has a lovely mezzo-soprano voice.

#### 41 Years a Telegraphist

**M**R. GEORGE H. MEYER, who retired recently, was a telegraphist for 41 of his 47 years' service.

He joined the department as a junior clerk at Seymour in 1905, and six years later was appointed telegraph operator. At his farewell he was presented by the Chief Telegraph Officer (Mr. H. Espie) with a wallet of notes. The Chairman and Mr. Commissioner Fletcher, who were inspecting the new teleprinter room at Head Office when Mr. Meyer was being farewelled by his colleagues, joined in wishing the veteran telegraphist well.

#### Power Station Engineer's Death

With deep regret *News Letter* records the death of Mr. William C. Pratt, engineer-in-charge at Newport "A" Power Station. After serving with the Royal Australian Navy from 1914 to 1919, Mr. Pratt joined the department, in May 1921, as a fitter at the power station, and remained there until his death. Passing through the grades of boiler-room engineer, assistant engineer and engineer, he became assistant engineer-in-charge in April 1939, and engineer-in-charge in December 1945. He was transferred to the State Electricity Commission in January 1951, when the power station was taken over from the railways.

#### Former Traffic Inspector Dies

**T**HE death recently of former Tramway Inspector, Mr. James Joseph Griffiths, was deeply regretted by the Elwood Depot staff and his many friends in the department. Mr. Griffiths was transferred to Elwood as Assistant Tramway Inspector in 1912, became Inspector in 1920 and retired in 1947. He took a keen interest in sport, particularly tennis. The sympathy of the staff is extended to his widow.

#### Tradesman Bandsman

**O**NE of Jolimont Workshop's most popular identities, Mr. R. E. (Bob) Bowden retired recently after almost 50 years' service. He joined the department as a lad labourer at Newport Workshops, and subsequently became an apprentice fitter and turner. After he left Newport he went to the Port Melbourne Locomotive Depot, and was transferred to Jolimont in 1919. He became an equipment examiner, leading hand and sub-foreman. Mr. Bowden is equally well known as a bandsman, both as leader of the Jolimont Workshop's Band and for his work in developing Caulfield's junior band, now known as the Caulfield Citizens' Band, which recently lost all its instruments and sheet music in a fire. Mr. Bowden in his younger days was a prominent League footballer, starring on the wing for Richmond and, later, for St. Kilda. He was in the St. Kilda team which was runners-up in the V.F.L. competition in 1913.

#### An Echo Of The Bushfires

**H**IGH praise for the department's work in moving livestock from fire devastated areas in northern Victoria and southern New South Wales to the Mornington Peninsula was voiced recently by the *Peninsula Post*. A special train of 14 trucks, carrying 1,400 sheep for agistment, arrived on time at Moorooduc Station trucking yards from Wodonga and not one sheep was lost on the way or lost its way. "The Victorian Railways did a good job," was the added comment.

#### Public Service

**M**R. A. PROVIS, Assistant Tramway Inspector, is another member of the Elwood Depot staff who has won a reputation for community service. He is a member of the Honorary Justices' Association and sits on the Camberwell Bench at the Court of Petty Sessions.

#### Railway Olympic Manager

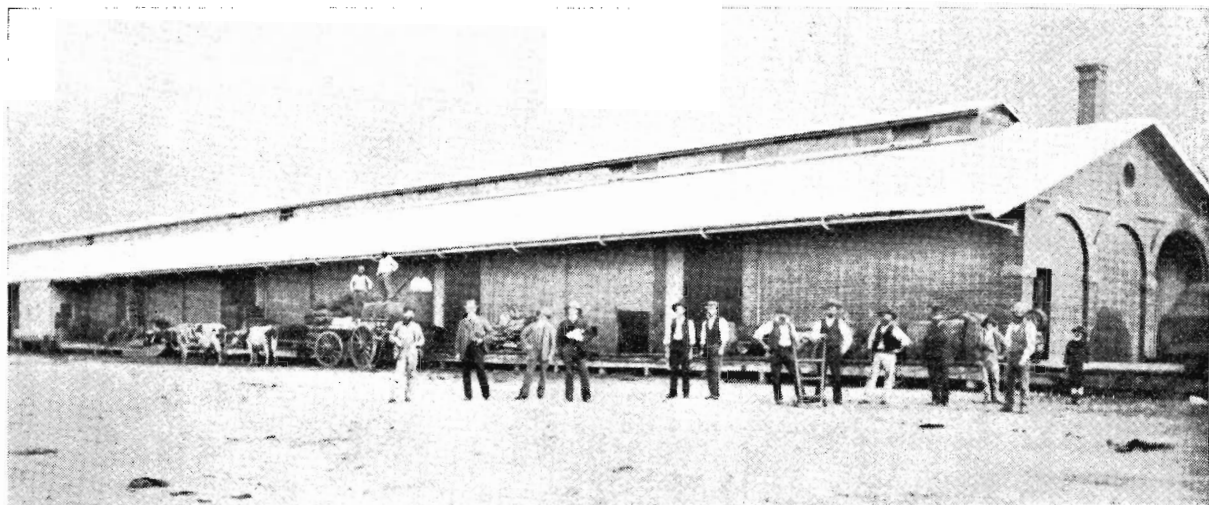
**T**HE appointment of Mr. W. T. J. Uren, engineer in the Track and Drainage Division, Way and Works Branch, as manager of the Australian Olympic team for the Helsinki games was a popular one, particularly, of course, with railwaymen. Mr. Uren is not only well known at Head Office, but in the country districts, too. When he was bridge inspecting engineer he came in contact with staff on all parts of the system. He has been in the department for 36 years, and everybody will wish that his management of the Australian team will be an outstanding success.

It ought to be, because Mr. Uren has been a capable amateur sport organizer and administrator for many years. He is a member of the organizing committee for the 1956



Olympic Games that will be held in Melbourne, an executive member of the Australian Olympic Federation, president of the Victorian Amateur Swimming Association, chairman of the Melbourne Swimming Club, and vice-president of the Victorian Amateur Water Polo Association.

He considers that the calibre of Australian athletes for the Helsinki games is very high, and believes they are the best team that has ever been selected to represent Australia. He hopes that, ultimately, the team will be increased to at least 80.



Melbourne Coods Sheds in the bullock-wagon days. This picture was sent in by Train Examiner R. G. Child.

## MEET THE TRAIN CONTROLLERS

**S**ENIOR train controller at Ballarat since 1945, Mr. C. E. Hicks, because of his extensive country experience, has a thorough knowledge of the system. He started in the department as a junior telegraph operator. After several years of clerical work in country and city, he joined the navy in World War One. Rejoining the department in 1918, he was at Serviceton, Ararat, Wangaratta and Ballarat, before being appointed assistant train running officer in 1922. He has also done train control work at Ararat and Head Office.

**M**R. R. S. DAVIS joined the service as a junior clerk at the Melbourne Goods Depot in 1923. He went to Woodend two years later, and then to Ballarat in 1926. By the time he was appointed train controller (class 3) in 1945, he was very well equipped for this important work, as in the meantime he had obtained valuable country traffic experience at Kerang, Geelong Goods, Camperdown, Colac, Ballarat Goods, Maryborough and Ballarat. Mr. Davis is

now train controller (class 2) at Ballarat. His hobbies are gardening and fishing.

**M**R. M. J. DAVEY was a junior clerk at Head Office when he was appointed to the permanent staff in 1921. He went to the District Superintendent's Office, Ballarat, in the following year. Before he became train controller (class 3) in 1945, he was at Seymour, Ballarat, and on the staff of the Superintendent of Train Services. He is now train controller (class 2) at Ballarat.

**B**EFORE he joined the railways as a junior clerk in 1924, Mr. L. W. Calaby, was an assistant in the chemical laboratory, Ballarat School of Mines. He began his railway career at Head Office and went to Ballarat in the same year. After more than 20 years' traffic experience at Ballarat station, he went to the District Superintendent's staff, and in 1946 was transferred to the Superintendent of Train Services' office. He was appointed train controller (class 2) at Ballarat in 1946. His hobby is gardening.



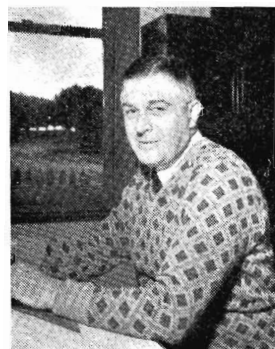
Mr. Hicks



Mr. Davis

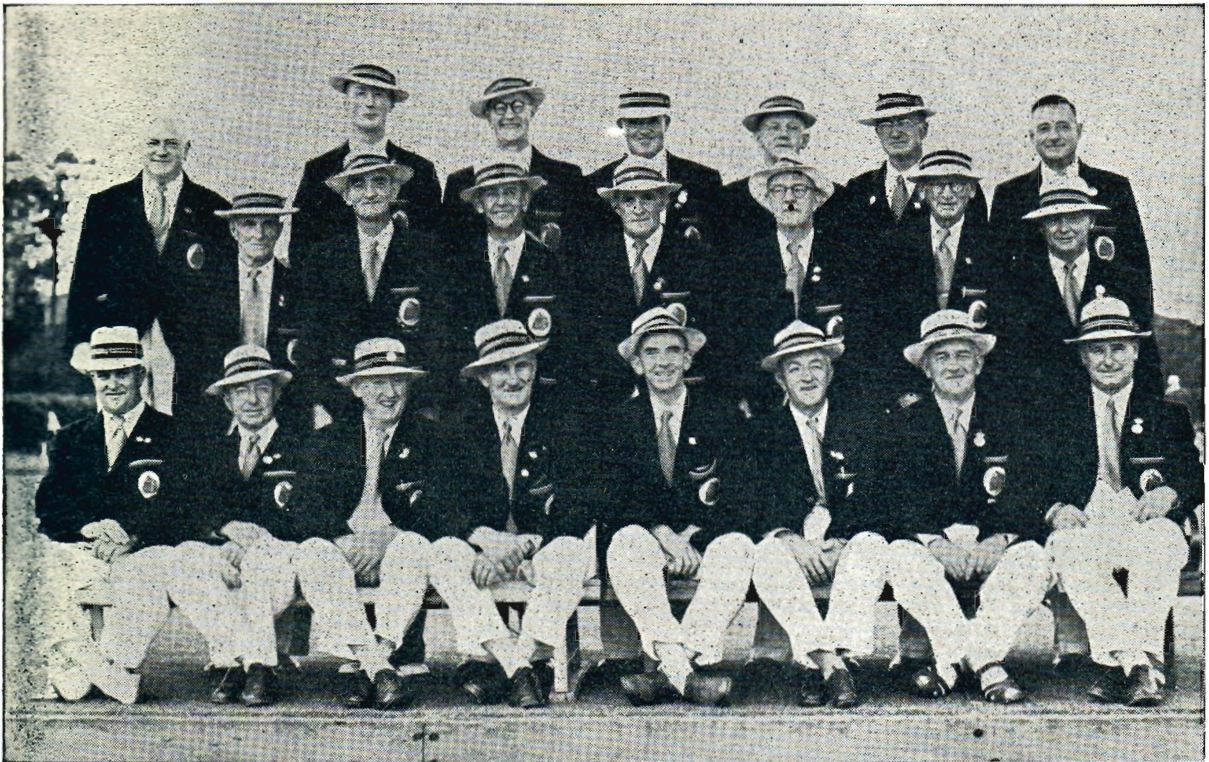


Mr. Davey



Mr. Calaby

# V.R.I. BOWLS CARNIVAL TEAM



Victorian bowls team which competed at the Australian Railways Institutes' bowling carnival recently.

Left to right— Back row: E. C. Woolcock, R. Anderson, G. Rowe, A. G. Polson, E. J. Green, G. W. Brady, G. H. Bennett. Middle row: E. Fordes, C. Allen, O. Hauser, A. G. McGillivray, J. Galvin, J. F. McLean, H. M. Wallis. Front row: T. Jenkins, H. Shanahan, H. Joliffe, H. Watts, L. J. Williamson, H. T. Gale, W. K. Jarvie, L. Lehman.

## N.S.W. Retains Denniss Cup

**A**FTER a very interesting and evenly contested match, N.S.W. defeated Victoria in the inter-system bowls carnival at Brisbane recently by 87 points to 81, and retained the Denniss Cup. All the railway systems of the Commonwealth took part in the tournament, which was one of the most successful that has been held. Although defeated in the big event, Victoria had the honour of winning the D. J. Howse Cup, awarded for the singles champion of champions event. It was won by Andy Polson, of Ballarat North Workshops.

## Women's Track Season Finishes

**T**HE V.R.I. Womens' Amateur Athletic Club has had a very successful season. At the V.R.I. last month, the president, Mrs. E. Jones, presented trophies won during the year. Bernice Kewming won seven trophies, including the all-round club championship. Other seniors to win trophies were Lorraine Murphy, K. Coffey, Marleine Middlemiss and J. Slinger. Best junior performer was Joy Lawrence, who won the all-round championship, and three other titles. Others to win trophies in the junior division were Pat Trudgeon, Margaret Coffey and B. Smith. The V.R.I. girls are working hard to raise money for the inclusion of Winsome Cripps in the women's relay team for the Helsinki Games. This team is confidently expected to win an Olympic medal. Contributions to the fund may be sent to Miss L. Neville, Secretary's Office, V.R.I.

## North Loco's Hat Trick

**F**OR the third successive year, North Melbourne Locomotive Depot won the Commissioners' Cup awarded to the railway cricket premiers. The scores were North Loco. 205 (O'Brien 35, Williamson 30; Jenkins 4-55, Le Fevre 43, 3-41); Flinders-st. 149 (Kitchen 43, Ross 31; O'Brien 4-29, Sawyer 2-21). The cup was presented to the winners at the annual smoke night of the cricket association at the V.R.I. Ray Jackson, clerk, Stores Branch, was also presented with the J. O'Dea trophy awarded on the votes of the umpires to the best fieldsmen for the season.

## Friendly Rivalry

**M**ELBOURNE Yard and Geelong railwaymen met recently in friendly games of cricket and tennis at Geelong. The visitors were defeated. Incidentally, seven interstate players took part in the cricket match; Geelong had four and Melbourne Yard three.

## ANSWERS TO AMBULANCE QUIZ

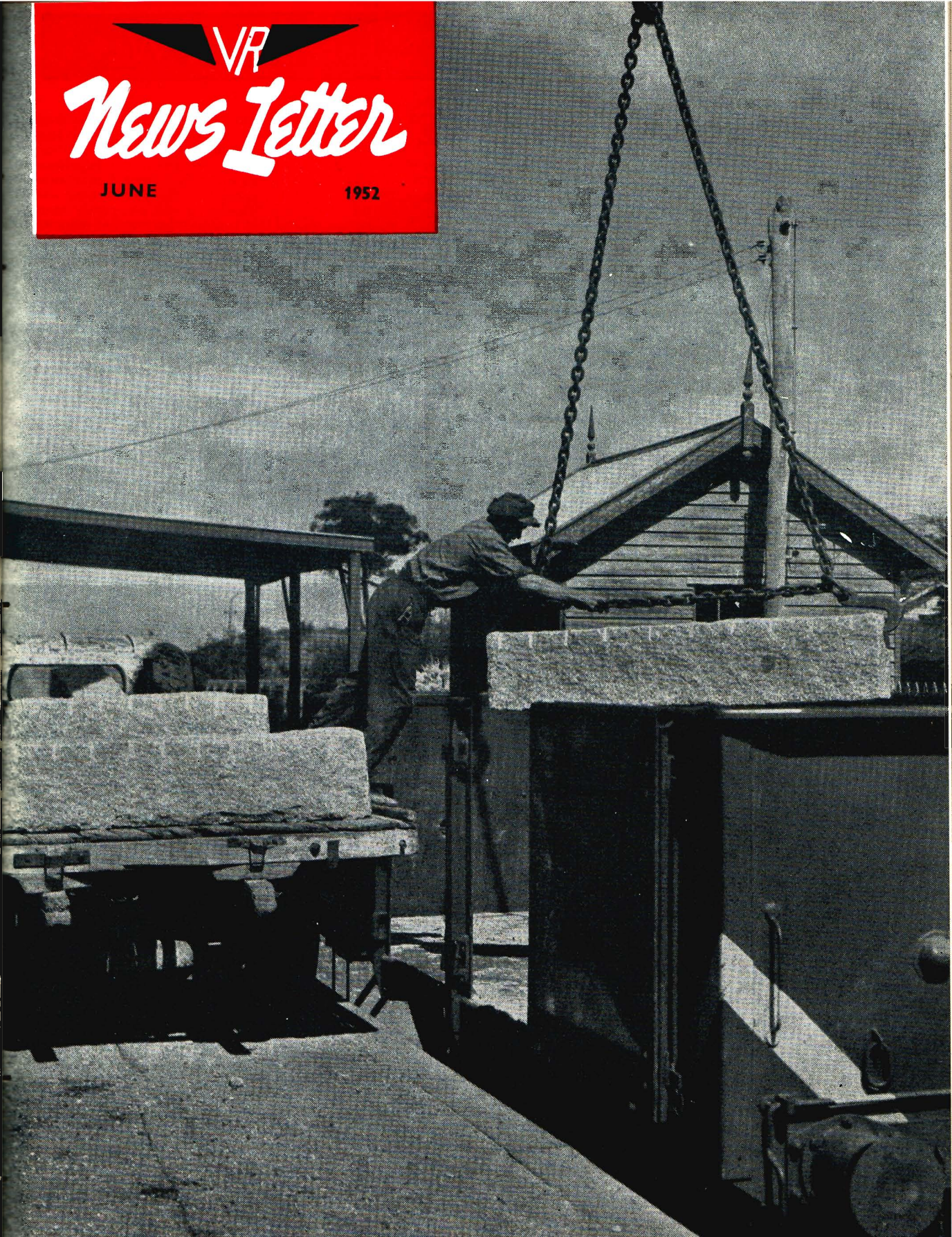
- (1) The Atlas is the first vertebra in the neck and forms a joint with the base of the skull, at which the nodding movement of the head takes place.
- (2) Irregularity of the teeth which may be blood stained.
- (3) A child in convulsions (infantile convulsions).



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*News Letter*

JUNE

1952

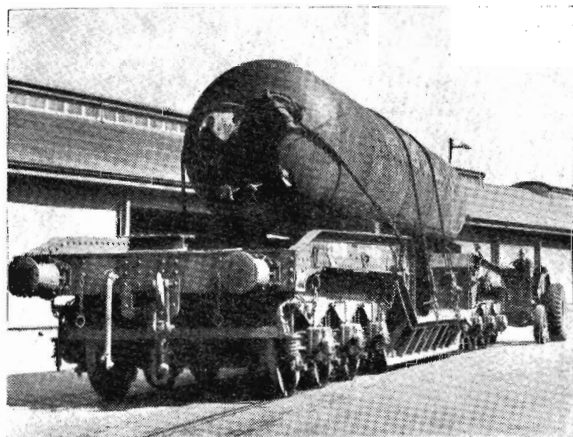




# THE MONTH'S REVIEW

## First of the Diesels

THE Clyde Engineering Company of Sydney, which has contracted to build 26 main-line diesel-electric locomotives for the department, is expected to deliver the first of them this month. It is proposed to run it in on goods trains between Melbourne and Bendigo. When the second is delivered, tests will be made between Melbourne and Serviceton on *The Overland* and on the interstate fast goods trains to determine the new time-tables. At the same time opportunity will be taken to train crews. Painted a distinctive blue and gold, these powerful, streamlined diesels are expected to set new standards for fast passenger and goods work on the system.



This large British-built steam drum, weighing 50 tons, will be built into one of the boilers for the power station, which the S.E.C. is building at Morwell for the new briquette project.

## R Class Engines Do Well

WHEN *News Letter* went to press, 56 of the 70 R class locomotives ordered had been delivered, and 36 were in service hauling fast passenger and goods trains on main lines. The R class, which run as far as Wodonga on the north-east line and Dimboola on the western section, are giving a very satisfactory performance and are maintaining scheduled running times, despite the use of poor coal. Incidentally, plans are now being prepared for the conversion of one of the R's to burn pulverized brown coal. Five CK waggons for the transport of this fuel from Yallourn are in service; two more are being built at Newport.

## So Do Diesel Shunters

THE 10 diesel-electric shunting locomotives, which the English Electric Company delivered to the Department are also fulfilling their promise of reliability and efficiency. They have now been in service for more than 30,000 hours. Their high availability has been most impressive. Nine of the diesels have been painted black with a red headstock, and the other a bright red with a yellow band.

## Fire-Damaged Bridges Repaired

THE railway bridges over Commissioners' Creek (a quarter of a mile on the Melbourne side of Yackandandah) and Frying Pan Creek (three-quarters of a mile on the Melbourne side of Barnawartha), which were extensively damaged by the bush fires that swept the north-east of Victoria earlier this year, were recently repaired. The wooden decking of the Frying Pan Creek bridge had to be completely restored. The Frying Pan Creek Bridge was built in 1873 and the Commissioners' Creek Bridge in 1891.

## The Bushfire Menace

EVERY possible preventative to the spread of fires from railway property was explored at a recent conference between the Department and the Country Fire Authority, on which the Underwriters' Association, municipalities, rural and urban fire brigades and the Forests Commission are represented. It was agreed that the Department and the rural and urban fire brigades would co-operate more closely in burning off and that various other ways of reducing fire risk would be investigated. The Department will make a special effort during the winter to remove all old stumps and other inflammable material from the areas bordering the tracks. The Fire Authority and the Department will also try to persuade more owners of property adjoining railway lines to burn or plough firebreaks parallel with the railway. This is already done to a considerable extent in the Western District.

## Less Black Coal Will Be Used

ONE suggestion made at the conference was that greater use be made of oil burning locomotives to reduce fire risk. It was pointed out, however, that since the cost of oil rose from £8 to £26 a ton, the proposal would be economically impracticable, although oil burners would continue to be used to the maximum, during the summer. Conference was told of the Department's long range programme for converting locomotives to burn pulverized brown coal, which would practically eliminate risk from them. This programme will be spread over about 6 years, but ultimately about 175 engines will be equipped to burn coal dust. These, together with new electric locomotives on the Gippsland line, and possibly on the Geelong line, the considerably higher mileage run by modern rail motors, and the use of the diesel-electric locomotives now on order, will greatly reduce the number of black coal burning engines.

## Honesty

THE honesty of Victorian railwaymen has often been remarked. How well they deserve their reputation was instanced recently when a passenger lost his wallet aboard an express train. While he was searching the compartment and corridor, the conductor approached and asked if he had lost anything. After certain necessary questions, to establish ownership of the wallet, the conductor then handed it, intact, to the passenger. It contained more than £2,000 in cash and cheques, as well as valuable papers. In an appreciative letter to the Commissioners, commending the conductor for "his exemplary character and conduct," the passenger adds that the conductor refused any tangible recognition or reward.

## More V.R. Men at Diesel School

ANOTHER group of enginemen's instructors and maintenance trainees recently attended the Clyde Engineering Company's special school for diesel operatives in Sydney. District Rolling Stock Superintendents also did a short course there, and with V.R. enginemen's instructors got practical running experience by travelling in diesel-electric locomotives (made for the Commonwealth Railways) during test runs on the N.S.W. system. Dieselization (as our friends the Americans call it) indeed marches on.

## OUR FRONT COVER

shows blocks of granite being loaded into a truck at Harcourt station. Some of the best granite in Victoria comes from the district's three quarries. It was used in building the Shrine of Remembrance and for the facing of many city buildings.



The Chief Mechanical Engineer (Lieut.-Col. A.C. Ahlston) unveiling the Book of Remembrance in the administrative block, Newport Workshops. The Newport Workshops sub-section of the Victorian Railways Servicemens' Section sponsored the Book of Remembrance fund, which was subscribed to by the workshops' staff. The production of the book, assembly and board is typical of the high standard of workmanship at the 'shops.

## BOOK OF REMEMBRANCE

**R**ECORDING the names of the men and women who enlisted from Newport Workshops in the wars of 1914-18 and 1939-45, a Book of Remembrance was recently dedicated at the workshops by the Chief Mechanical Engineer (Lieut.-Col. A. C. Ahlston).

A framed letter, signed by the former Chairman of Commissioners (Lieut.-Col. N. C. Harris) states that those who enlisted "will be remembered with pride and affection, and their sacrifices will be a lasting inspiration to all who love their country."

The red covered Book of Remembrance, which was written by a former employee of the Car Shop, rests on a cushion of blue sateen, attached to which is a silk marking cord, the top of which forms into loops, representing the three armed services.

The assembly is mounted on a back board, at the top of which a reflecting light is thrown on to the pages of the open book. The iridescent guard rail matches the silver oxidized metal fittings used throughout. Mr. A. J. Terry, Carriage Superintendent, was responsible for the design.

The cabinet, which is supported on an inclined plane by two brackets with mounts of figured walnut, is of Queensland walnut. The lock escutcheon is a specially adapted A.I.F. badge.

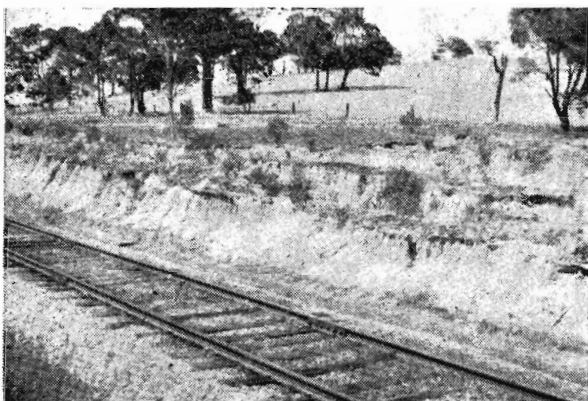


Left to right—Mr. Ahlston and Sisters J. E. Hood and C. M. Jack, both of whom are former Army nurses, inspecting the book in its cabinet. The continuous light that shines on the book symbolises the watchfulness of our fighting forces.

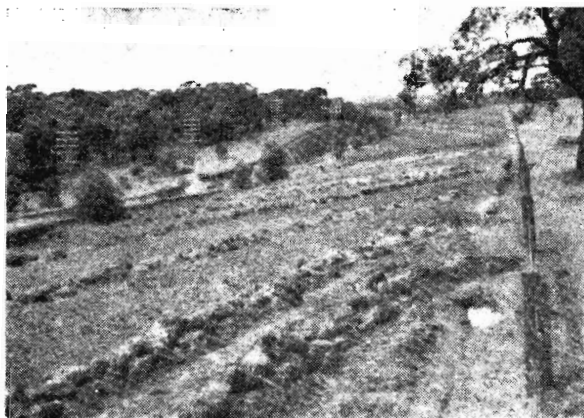
# SAVING OUR SOIL . . .



Gully erosion on the railway reserve at Buangor. Erosion such as this destroys much valuable land.



Here, the erosion has come closer to the line.



Contour furrowing, as shown in these two pictures, serves as a protection from the effects of erosion.

**F**OLLOWING last month's article "Railways Aid Food Drive," *News Letter* presents this further feature, dealing with a vital aspect of agricultural production—soil conservation. The impact of soil erosion, caused by faulty methods of land exploitation, has been felt in many parts of Victoria as well as overseas. In the United States, for example, the removal of the fertile top-soil resulted in wholesale abandonment of farms in what became known as dustbowl areas.

*This article and accompanying pictures were contributed by the Soil Conservation Authority.*

**S**OIL erosion not only reduces soil fertility and ultimately destroys land for agricultural production; it also silts up rivers and reservoirs, undermines bridges, buries roads and railways under sand drift, scours drains, and blocks culverts with erosion debris. In short, it menaces the work of all land-users; and, because it invariably affects whole catchments within which are roads, railways and other public utilities as well as farming and grazing land, co-operative control becomes necessary.

It is the policy of the Soil Conservation Authority to promote and assist co-operative conservation and it regards this work as being one of its most important activities. Two of its recent projects, of interest to railwaymen, are in the Buangor and Tresco districts.

The first covered an area of undulating country which included a stretch of the main Melbourne-Adelaide line and the properties on either side. On the lower property, a large gully made by run-off water from the higher property and from the railway reserve, was extending back towards a railway culvert. Severe gullying was active on the reserve itself above and parallel to the permanent way, and the culvert was frequently choked with erosion debris. The Soil Conservation Authority, the Railways, and the two land-holders concerned agreed to share the cost of the erosion control work over the whole area.

The complete catchment above the culvert, including the railway reserve, was surface cultivated, and sown with subterranean clover, Wimmera and perennial rye grasses. It was then contour furrowed. The aim of this treatment was to check the rapid run-off of rain water by improved pasture cover. Strict grazing control was also observed to maintain the newly established pasture. As a result, the run-off of both soil and water was reduced to a minimum, and rainfall no longer runs away to cause scours and siltation further down the slope, but remains where it falls to promote pasture and vegetation.





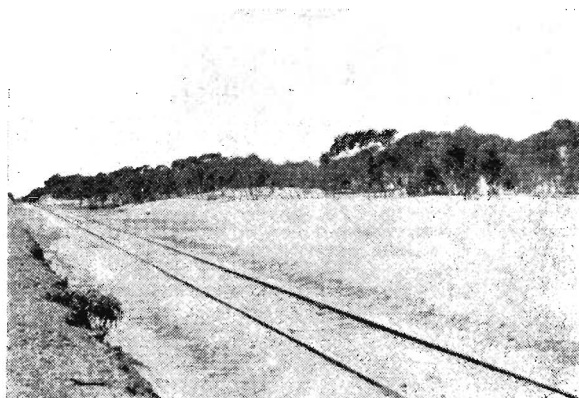
This knife edge sand ridge is not in the Sahara Desert, but at Nyang, in the Mallee. It gives some idea of the disastrous effects of sand encroachment.

Mallee sand drift is probably the type of erosion most inimical to railway operation, and the expense of clearing drift from lines and constructing and maintaining wind chutes — which, however, do not eradicate causes but merely treat effects — has always been considerable. Soil Conservation officers decided, after experiments, that one remedy was to plant cereal rye on bare ridges and to retain stubble on the surface. To encourage rye planting, the Authority, during the five seasons 1946 to 1950 inclusive, distributed free to farmers  $3\frac{1}{2}$  thousand bags of cereal rye and nearly 400 tons of superphosphate.

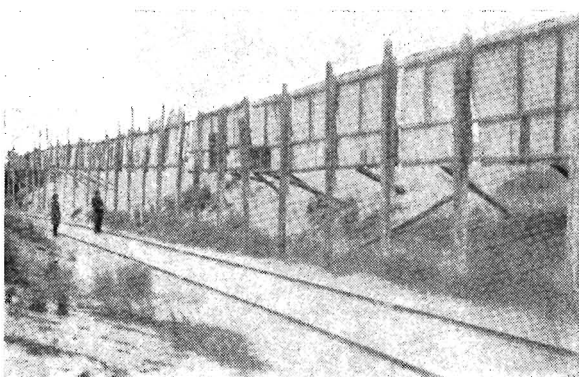
In 1947, the Soil Conservation Authority persuaded the Railways Department and landholders near Tresco, all of whose properties were being affected by sand drift, to co-operate in sowing cereal rye on the railway reserve and adjoining land. The crop was wholly successful and re-seeded itself in the two following years. Some permanent cover was thus established, and drift to the railway line was so effectively arrested that the continued maintenance of a wind chute became unnecessary. It is the success of such projects that demonstrate the worth of co-operation in a conservation campaign, for wherever vegetative cover is disturbed by farming, roads, railways, or public works, erosion can occur and spread.

The Soil Conservation Authority has a chairman and two members. Its staff includes three main sections. The Field Division gives advice and service to landholders, acts as judge in soil conservation competitions, and organizes and reports on conservation projects and experiments. The Engineering Division advises landholders on mechanical works and structures for conservation, carries out surveys, and draws up plans necessary for such works. The Research Division makes investigations and experiments to discover the causes of erosion, evolves the most efficient treatment methods, and determines the types of land usage for maximum returns with continued soil fertility.

District Conservation Officers are stationed in the various soil conservation districts of Victoria, and there are district advisory committees each comprising a representative of the Authority, representatives of local landholders and of government and municipal bodies. Through these committees, all land-users may have a voice in local conservation policy.



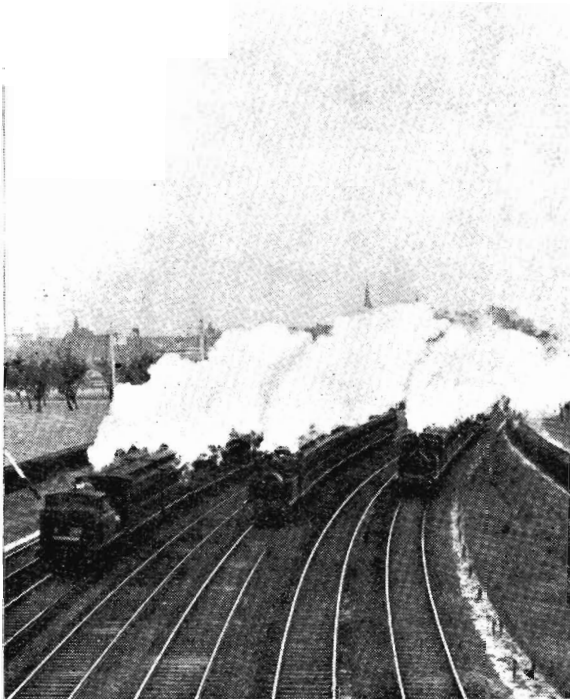
Sand encroaching on the permanent way at Gama. Sand drifts have been a constant source of trouble along Mallee lines, and wind-chutes have had to be built along the lines to cope with the drifting sand.



Wind-chute near Woomelang. These chutes helped to keep the track clear of sand, but did nothing to remedy the cause. The drift which made this chute necessary was subsequently checked by sowing cereal rye.

## 6. Melbourne Suburban Electrification

(Condensed from a history of the Victorian Railways, compiled by L. J. Harrigan.)



A pre-electrification study of three suburban trains steaming in "line abreast" towards Richmond. The trains are, from left to right, Sandringham (locomotive E 504), Oakleigh (E 492) and Box Hill (E 486).

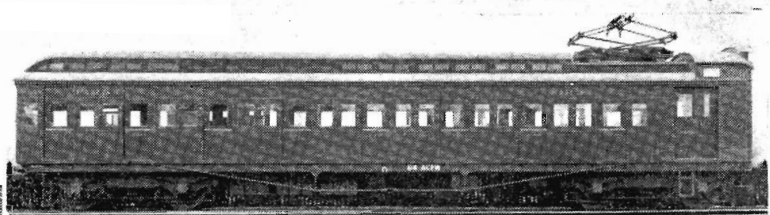
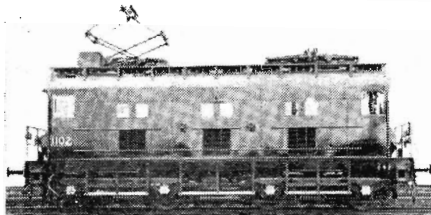
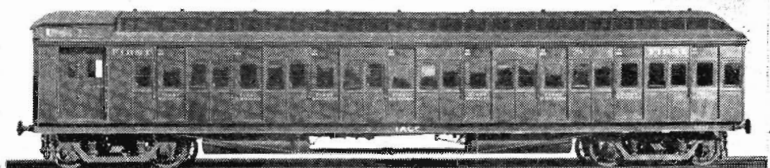
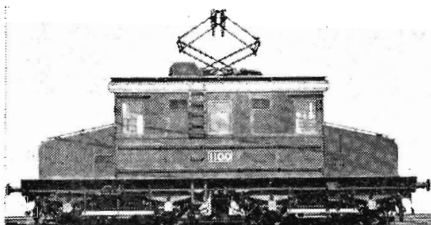
FOLLOWING the adoption of electric traction in other countries, a proposal for Victorian Railways to follow suit was made in 1896 by A. W. Jones, of the General Electric Company, U.S.A. He submitted a rather sketchy report suggesting the conversion of part of the Melbourne suburban lines. The then Commissioner (John Mathieson), opposed it because of financial stringency.

The Jones plan, however, aroused parliamentary interest. In 1898, a select committee was appointed to examine the possibilities of electric traction. The committee recommended that no new suburban lines be constructed until electrification had been more fully explored, and suggested that some sections of existing lines be electrified. But no action was taken.

In 1901, another parliamentary committee investigated the subject. It recommended that an electric traction expert be engaged to examine the suburban service and advise the most advantageous system to adopt. The then Acting Commissioner (W. F. Fitzpatrick) approved, but again the matter lapsed.

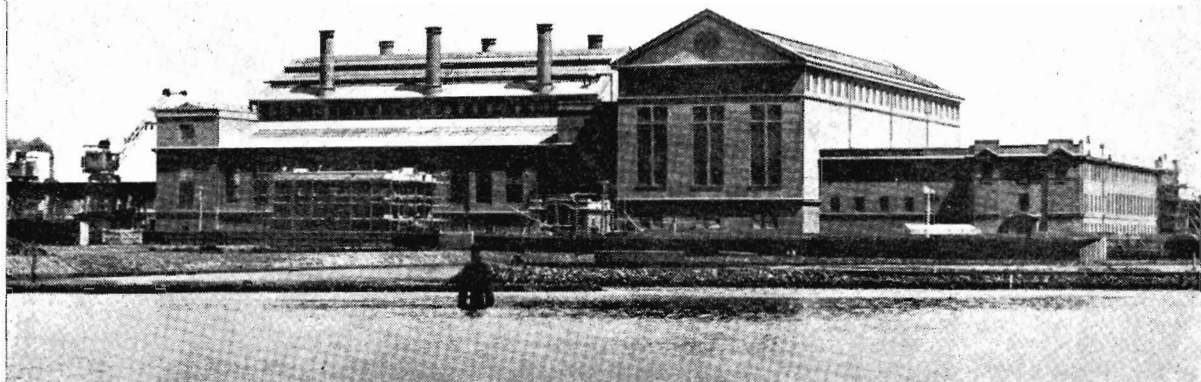
During an official visit to Europe and America in 1907, Thomas Tait (later Sir Thomas), Chairman of Commissioners, engaged, on the authority of the Government, C. H. Merz, M.I.C.E., of London, to make a comprehensive investigation into the electrification of the Melbourne suburban lines.

Merz came to Melbourne in November 1907. After a full examination of the metropolitan railway system, he went back. On June 30, 1908, he submitted a plan for the conversion of 124 route miles. The scheme, proposed to be completed by 1912, was estimated to cost £2,227,000. Estimating a loss of £76,000 on the first year's operations, the Commissioners opposed the scheme and requested the Government to defer action pending further developments in electric traction working.



The first two electric locomotives built for suburban goods trains were of the steple type. Ten more were later built, but these were of the box type, which rendered the parts more readily accessible for inspection. Both types have a starting tractive effort of 24,400 lb., and a one hour rating of 14,160 lb. at 16 m.p.h.

Both sliding and swing-door cars used on the suburban steam trains were converted for electric traction. Their designations were then altered: motor coaches had the letter M added; trailers, the letter T; and driving trailers, the letter D. Later, the designations were simplified and the cars became simply M's, T's, and D's. Among the new vehicles which were built were cars equipped with both gas and electric lighting which could be used on short country runs during holiday periods. These were classed as G's. Later suburban cars have been built with semi-elliptic roofs instead of the original clerestory roofs.



Taken in 1918, this picture shows Newport A Power Station as it appeared before B and C stations were built by the State Electricity Commission. Under Merz's original scheme, the power station was to have been at Yarraville. Power was to be distributed to trains by the protected rail system. The modified scheme provided for the power station being at Newport, at the mouth of the River Yarra, to provide an adequate flow of circulating water for condensers. The power was to be delivered to trains through overhead contact wires. The power station was taken over by the State Electricity Commission, last year.

But the need for a general improvement in Melbourne's transport services impelled the Government, in 1910, to establish a Metropolitan Traffic Commission to report on city and suburban transport. The Commission recommended that the suburban railways be electrified, and this was supported by the Parliamentary Standing Committee on Railways.

Although the Railways Commissioners were opposed to conversion, the Government, in 1911, requested Merz to review his 1908 plan and apply the latest practices to it. Merz modernized his plan and came to Melbourne in September 1912 to discuss it with the Government.

The Commissioners favoured it. In November 1912, another parliamentary select committee examined the scheme and found it satisfactory. In December, the Government authorized electrification, at an estimated gross cost of £3,991,000.

The construction of Newport Power Station started in December 1913, and other local works began about the same time. The building of electric rolling stock and alterations to existing carriages began in the following year. It was planned to electrify the first line—from Broadmeadows to Sandringham—by the end of 1915. The entire scheme was scheduled for completion in 1917.

However, the first world war retarded the plan. It was not until June 20, 1918, that the first turbo-generator at Newport Power Station commenced to supply energy. An important event, which passed practically unnoticed, was the running of the first electric train on Sunday, October 6, 1918. Trial trips were made on the 1½ miles of line between Newmarket and Flemington Racecourse. This section became the instructional track for electric train drivers.

On the afternoon of May 28, 1919, electric traction was officially inaugurated. A special train ran from Flinders-st. to Essendon where a short ceremony was held. The train then proceeded to Sandringham. The next day, public traffic began between Sandringham and Essendon.

On April 15, 1923, the last section of the scheme was finished with the conversion of the Heidelberg to Eltham line. The system then covered 150 route miles and 350 track miles. Capital expenditure totalled £6,270,000, and the electrified system, at the time, was one of the largest in the world.

In the following years, electric traction was extended to several sections of the outer suburban area, increasing the route and track mileages to 173 and 438 respectively.



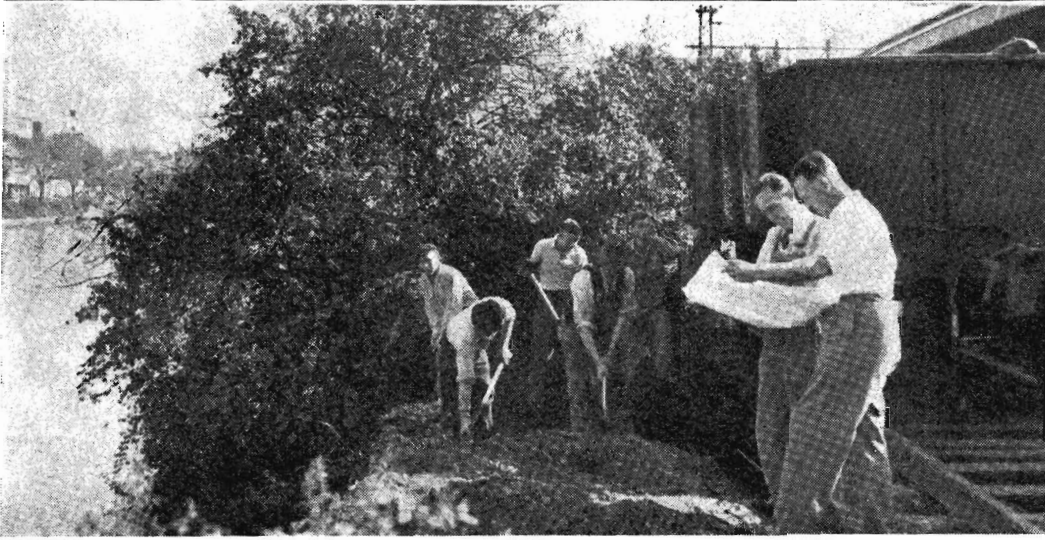
Jolimont sub-station in 1918. There are 20 other smaller sub-stations also feeding power to the suburban electric overhead wires. The sub-stations convert the 20,000 volts alternating current to 1,500 volts direct current. Four of the sub-stations have mercury arc rectifiers and the others are equipped with rotary converters.



Jolimont Workshops, just after their opening in 1917. They occupy the site of the Princes Bridge locomotive depot which was demolished to make space for the new workshops. Comprising machine, general repairs, coach repairs, painting, and inspection divisions, the workshops cater for the equipping and maintenance of electric rolling stock. Rail motors are also serviced there.



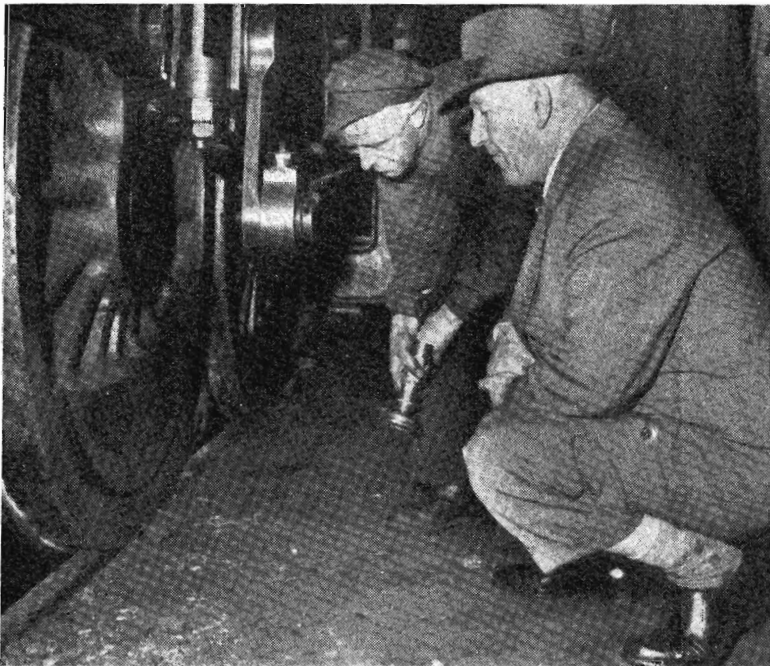
# AROUND THE SYSTEM



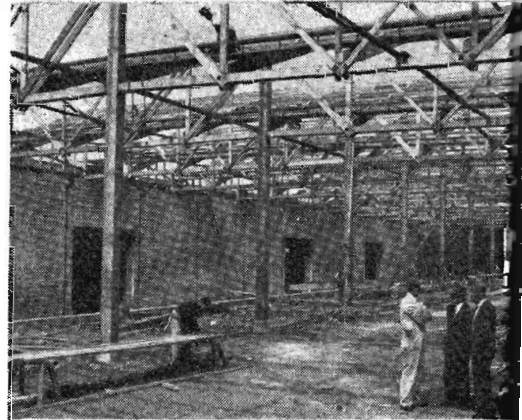
**START ON SUBWAY:** In view of the growth of motor traffic in the post-war years it has become more important than ever to build the Degrares-st. subway which was planned years ago to eliminate one of the city's worst pedestrian traffic bottlenecks. The Department has made the first practical start on the much debated city project. Recently, electrical equipment staff raised 20,000 volt cables on the river bank, opposite the St. Kilda platform, to make room for a drain which will run from Flinders-st., under the station building, and empty into the river.



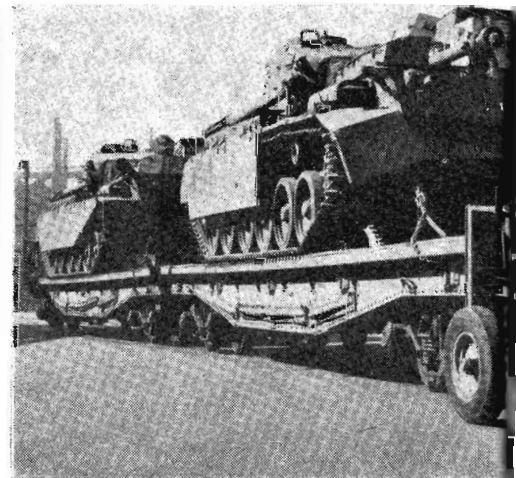
**COMPLETE CARS BY** has been successfully bodies from Adelaide 43 feet gondola or Australia for two recently arrived. by crane to the road



**SEEING FOR HIMSELF:** Mr. Conciliation Commissioner L. P. Austin concerns himself not only with weighing evidence at industrial cases he is called upon to hear, but also, whenever practicable, with seeing men at work in every day circumstances. Recently, he accompanied the Superintendent of Locomotive Running (Mr. G. E. Burnell) on the footplate of an X class locomotive. Mr. Austin also visited the North Melbourne Locomotive Depot and saw what was going on there. With Fitter Peter Robb, he is here seen peering into the pit.

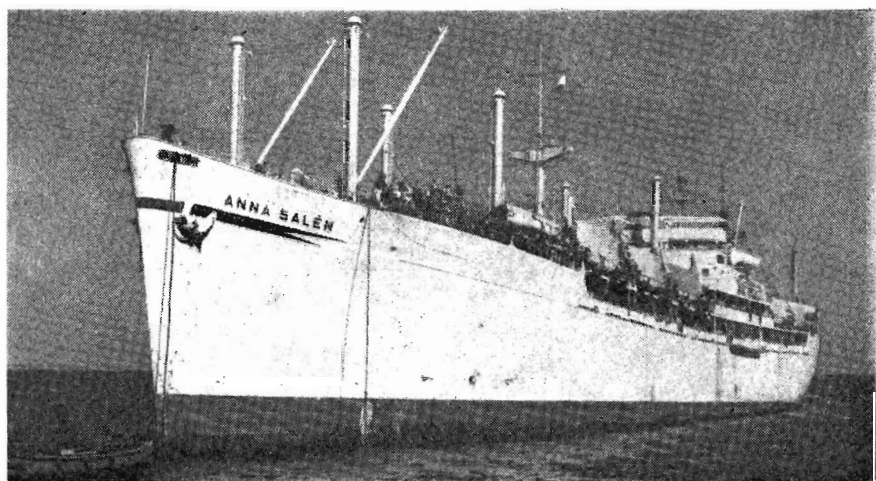


**REBUILDING GOODS SHEDS:** Good progress is in rebuilding the Geelong Goods Sheds, which, inception of a section on the east side, were gutted by





**TRAIN:** For some time past the Department has been loading large numbers of car, utility, and truck at Melbourne. They are transported on either flat OA trucks, specially equipped in South Australia for loading. The first batch of complete cars were in perfect condition and were lowered



**MORE MIGRANTS ARRIVE:** The white migrant ship, "Anna Salen," was an imposing sight as she edged slowly into her berth at Station Pier, Port Melbourne, recently. Among the migrants who crowded the deck rails to get their first look at the State of their adoption were 339 young German railway workers from the Western zone of Germany. When "News Letter" went to press more than 600 of them were here and comfortably housed in hostels in the metropolitan area. Some are already working as porters.



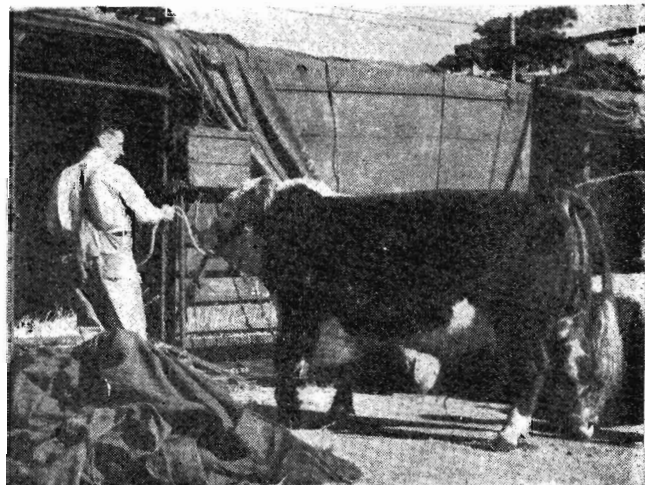
**OFF FOR THE HOLIDAYS:** During Easter the Department was called upon to handle the heaviest volume of holiday traffic since the war. Spencer-st. was crowded with passengers.



**THE FOOD FRONT:** Onions being loaded into trucks at Geelong, the centre of a big onion growing district.



**RAILWAYS DEFENCE ROLE (left):** The railways are essential for the maintenance of security as well as prosperity. They are now, as always, playing an important part in the Commonwealth's defence plans. These massive, British built Centurion tanks, which have been used with much success in the Korean campaign, were recently shipped to Melbourne from England. They were loaded by crane into flat top trucks.



**PRIZE CATTLE (right):** Special precautions were taken by the Live-stock Agent's staff to ensure that cattle bound from Newmarket for the N.S.W. Royal Agricultural Show arrived in good condition. They went in a special train, and the trucks were covered with straw and protected with tarpaulins against the weather. The cattle arrived in excellent condition, and several won first prizes. Subsequently, one pedigree bull was sold for 2,600 guineas, and another for 2,100 guineas.

# FIRST AID

*Their aid they yield to all.*

—George Crabbe (1754-1832)

## Guard Saves Passenger's Life

THE value of first aid knowledge was demonstrated somewhat dramatically recently when prompt action by Guard Eric Mill saved the life of a passenger on a special train from Stawell.

Shortly after the train had passed through Great Western, the passenger lost his balance in a corridor and accidentally thrust his arm through a window. He sustained three separate and deep wounds, including the apparent severance of an artery.

With no knowledge of first aid, other passengers were powerless to help. A lad, however, called Guard Mill, who was on the train and who is a member of the Ararat first aid corps.

He stopped the train, applied a tourniquet, and stanching the flow of blood from the man's arm. He made his patient warm and comfortable until the train arrived at Ararat, where he supervised his removal to the waiting room, and thence to an ambulance.

Guard Mill accompanied the doctor, who had been summoned, and the patient to the hospital, and did not leave until the arteries had been clamped. Examination showed that both the radial and ulnar arteries had been severed.

Later, when Acting Senior Train Controller, Mr. T. E. Haining, of Ararat, called at the hospital, he found the patient out of danger.

Had it not been for Guard Mill's prompt and skilful first aid treatment (which was a classic example of doing exactly the right things in such emergency), he would have bled to death long before the train reached Ararat.

Mr. Mill has since received letters of congratulation from the Commissioners.

## New First Aid Rooms

STEADY progress is being made in the erection of the new first aid centre at Laurens-st., North Melbourne.

It will serve the staff of the printing works as well as the Laurens-st. railway area generally. New first aid rooms are also to be provided at the Maryborough Locomotive Depot, at Seymour, and at the Jolimont car cleaning depot. In addition, the Benalla building is to be completed.

## First Aider Transferred

MR. A. HINCHLIFFE, who has been a clerk with the ambulance organization for 13 years, has been transferred to the Traffic Branch as booking clerk. Farewelled recently, he was presented with a wallet of notes by the Chief Medical Officer (Dr. M. A. Rees), who referred specially to Mr. Hinchcliffe's genial way with patients. It had been a pleasure to work with him. Before he came to the ambulance section, Mr. Hinchcliffe was at Melbourne Goods, where he was Superintendent of the Corps for a number of years. He competed in several State competitions at Mt. Evelyn. He holds the 13th-year first aid certificate.

## Have You Learned First Aid

IN their Weekly Notice to staff the Western Australian Railways published an enjoiner that may not be altogether inapplicable to Victoria. It runs:

"Mr. Stationmaster: you are in charge of your station. You are the link between the travelling public and the department. You like to think your staff is contented and that the public feels quite happy on your station premises. But did you see that old lady trip over the suit case? She has not got to her feet yet. Is she badly hurt? You would not know. Haven't you learned first aid? I thought all stationmasters qualified in this very important subject. Of course it is not too late to learn. Join the local railway ambulance class. Do it now."

## Mobile Blood Procurement Unit.

OF interest to first aiders is the recent announcement from an American source that an all-steel, air-conditioned lounge car is being converted into a mobile blood procurement unit at the Great Northern Railway Company's workshops at St. Paul. The car will initially run to cities and towns in Minnesota and the Dakotas, but will later also cover communities along Great Northern lines from St. Paul to the Pacific coast. The car will be provided and operated over the system without cost to the Red Cross, but will be staffed by Red Cross workers who will receive assistance as needed from local chapters of the organization.

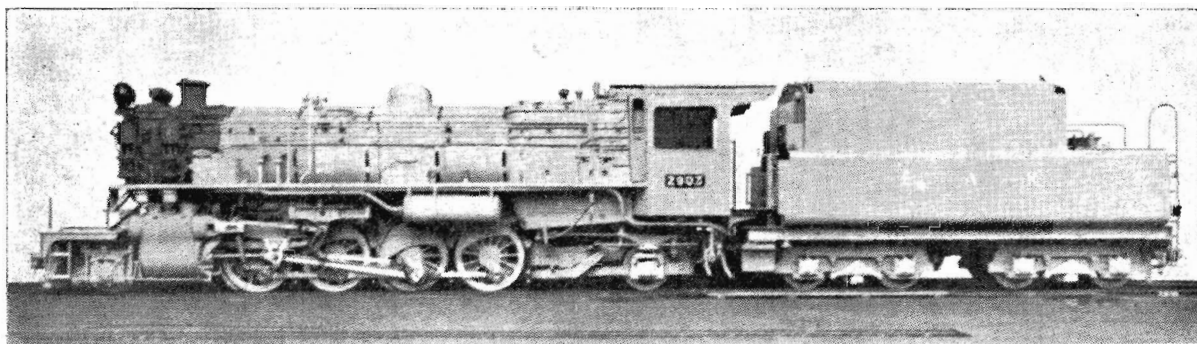
## EMERGENCY QUIZ

*THIS quiz is a further test of your first aid knowledge. Allow yourself two marks for each correct answer. If you obtain four to six marks you could help in an emergency. With less than four, you should lose no time in joining a first aid class. What would you do in the following cases? The answers are on the back page.*

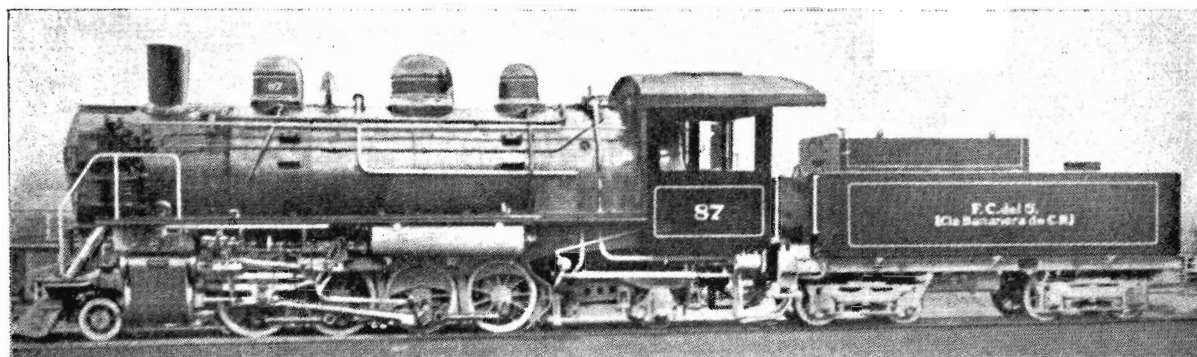
- (1) When Axis is mentioned we tend to think of Adolf Hitler. We are better off without Hitler, but not without the Axis. Why?
- (2) There was a song hit which went: "it ain't what you do, but the way that you do it." If blood was gushing from a wound above the knee in your friend's thigh you could save his life if you knew "the way that you do it." Would you:
  - (a) press your hand on his heart, and thus slow up the blood circulation?
  - (b) press your thumb on the artery in the groin?
  - (c) press the aorta against the ribs?
  - (d) press for a settlement of any outstanding money the patient owes you?
- (3) Junior has been to the beach with some of his pals. They have been swimming and diving off the pier. Junior later complains of a severe headache and, when questioned, tells you he hit the bottom while diving. Would you:
  - (a) consider it part of a child's life and forget it?
  - (b) keep him quiet in the house and under observation?
  - (c) give him an aspirin?
  - (d) tell him not to be a sissy and get busy cleaning up the yard?
  - (e) take a really serious view of the incident and rule swimming out for all time?



# Locomotives for Narrow Gauge Lines



Among the locomotives recently built by the North British Locomotive Co. Ltd., Glasgow, are 16 of these "29" class engines for the East African Railways & Harbours. They were designed and constructed under the supervision of the Crown Agents for the Colonies. Though intended for service on the 3' 3½" gauge, they can be converted to 3' 6" gauge. They have two 18" by 26" cylinders, 4' coupled wheels, 200 lb. boiler pressure, and a tractive effort of 29,835 lb. at 85 per cent. pressure. Coupled wheelbase is 13' 3"; locomotive wheelbase, 30' 5"; and engine and tender wheelbase, 57' 2". Weight of engine and tender in working order is 125.92 tons.



A batch of these 3' 6" gauge 2—8—2 locomotives recently shipped to Costa Rica from Germany was the first post-war delivery for export of the Fried. Krupp locomotive works. They were almost completed during the war, but shipment then was impossible. The locomotives are for service on the railways of the Cia. Bananera de Costa Rica, one of the cargo banana estate undertakings. They have two 19" by 22" cylinders, 44" wheels, 200 lb. boiler pressure, and a tractive effort of 25,575 lb. at 75 per cent. pressure. Coupled wheelbase is 12'; locomotive wheelbase, 27' 3"; and engine and tender wheelbase, 53' 1". The locomotive weighs 73 tons, and the weight of engine and tender fully loaded is 114 tons.

## British Railways' Economies

**A**FTER four years, British Railways are reflecting the value of economies in organization and working made possible by unification. Examples of this are: all-steel coaches with shock resistance greater by 100 per cent, drastic reduction in the number of types of waggons, and new standard units and fittings to enable best advantage to be taken of workshop capacity. This makes it possible to reduce the number of 'shops to a minimum, with saving of jigs, tools, and machines. I am confident that when capital investment is free from restriction, when shortages are things of the past, the nation will have reason to be proud of its British Railways.

—Mr. John Elliot, Chairman of the Railway Executive, British Railways.

## Peak Year For Locomotives

**C**LASS 1 railroads in U.S.A. installed more locomotives in 1951 than in any year since 1923, but at the same time retired more from service than ever before. The net result was 4.4 per cent. fewer locomotives in service on January 1, 1952, than a year earlier, but an average tractive power 4.8 per cent. greater. The new locomotives were more powerful.

New locomotives placed in service in 1951 totalled 2,558, of which 2,537 were diesel-electric, 18 steam, and three electric. Retirements during the year were 4,137, comprising 4,083 steam, 41 diesel-electric and 13 electric locomotives.

—*Railway Age*

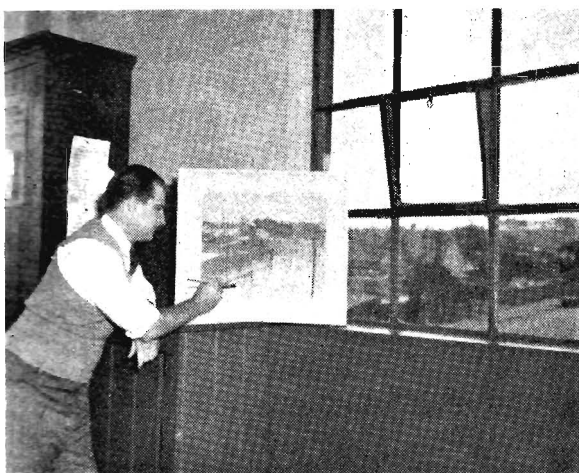
## Industrial Research Bureau

**T**HE Chesapeake & Ohio Railroad has established an industrial development research bureau to collect and make available to industry information about every sizeable piece of industrial property served by the railroad. Data available through the bureau will include such subjects as soil, taxes, schools, minerals, labour conditions, housing, zoning, local economy, transportation methods and aerial photographs, as well as stereoscopic air survey maps in three-dimensional clarity.

—*Railway Age*

## First Pullman, Now Boarding Car

**T**HE first sleeping car built by Mr. Pullman, which was regarded as a wonderful palace in its day, is now used as a boarding car for trackmen on the Chicago and Alton Railroad.—*Brotherhood of Locomotive Firemen and Enginemen's Magazine (U.S.A.)*



Mr. Sands puts the finishing touches to a scene from the office window.

## Railwayman Artist

**M**R. Leslie A. (Bill) Sands, sheet clerk, at the Melbourne Yard, who is very well known to traffic staff throughout the system, had a successful exhibition of more than 30 of his paintings at the Kozminsky Galleries, Little Collins-st., last month.

He was born at Williamstown, and with an inherent love of the sea he joined the Navy when war broke out in 1939. He spent five and a half years in the waters around Darwin, New Guinea and the Pacific Islands.

During the war he became interested in painting. His rapid progress is indicated by the encouraging comments of critics at his first exhibition in Melbourne some months ago. "For a self taught artist," one wrote, "Mr. Sand's touch, tone and colour sense show undoubted control."

One of his paintings is, appropriately enough, a railway scene—Tooborac Siding. Others which have been praised are Chinatown at Darwin (painted shortly before the Japanese bombed Darwin), Gums of Porepunkah (a scene on the road to Mt. Buffalo), tropical scenes in New Guinea and the South-west Pacific, and many others of local subject, such as Williamstown Ferry.

Besides his railway and artistic interests, Mr. Sands plays football. He was a member of the Melbourne Yard team which won two V.R.I. league premierships. He also played with Williamstown in the R.S.L. competition.

## Well-Known Guard Retires

**P**ASSENGER Guard John Cannon, who spent most of his 46 years' railway service at Geelong, was farewelled recently and presented with a wallet of notes. He was Guards' Guild president, delegate to the Trades Hall Council and a V.R.I. committee man for many years.

## Railway Authority Dies

**T**HE death of Mr. J. C. M. Rolland was a great loss to his many friends inside and outside the Department. Although not a railwayman, railways were his hobby and he was well known as an authority on them. He was an honorary life member of the V.R.I., and for many years donated a prize to the V.R.I. Council for the annual examinations. He was also a prominent member of the Australian Railway Historical Society and of the recently formed Railways Advisory Committee of the Museum of Applied Science.

## Pay Day Hospital Effort

**T**HE president and committee of the Clunes District Hospital recently acknowledged, "with sincere gratitude," the contributions of local railway staff to the funds of the hospital. For a number of years Clunes railwaymen have each contributed 2/- from their fortnightly pay envelopes to the fund, which now totals more than £200.

## Porter was Veterinary Surgeon

**K**NOWN to Burwood train travellers as the porter with the happy smile, New Australian, Emil Feigler, was born in Czecho-Slovakia, but lived in Vienna for eight years before he came to Melbourne with his parents and his sister Dorothy, a nurse. Emil could have gone to America, but he chose Australia. The Feigler family like our way of life, and are already solving the housing problem by building a home at Burwood.

Emil, who is a doctor of veterinary science of the University of Vienna, was attached to headquarters staff of the American Army of Occupation in Austria, as a veterinary surgeon. The Americans, says Emil, had a fancy for well bred Alsations and Weimerann (a new breed of light grey hunting dog). They brought their dogs to Emil for attention and inoculation before sending them home.

A member of the Traffic Branch since November last, Emil likes his job and the friendly atmosphere. He is studying to qualify as booking clerk.



Porter Feigler on the job

## Station Staff Thanked

**I**N a letter to the Commissioners, Mr. A. Pendrill, of Redcliffs, expresses appreciation of "the courteous and cheerful service" he has received on many occasions from the Redcliffs stationmaster, Mr. H. Close, and his staff. "I cannot speak too highly of the efficient, speedy and helpful attitude of the staff in all my business dealings with them," adds Mr. Pendrill.

## Railwayman's Son "Goes Aground"

**T**HERE was a touch of irony about Campbell Coe, son of Jim Coe, of the Secretary's Branch, being marooned in the Bay with other London-bound passengers on the liner *Orcaades* which was stranded for a day on a sand-bank last month.

For Campbell is a member of the Royal Victoria Yacht

Club, and there is very little he does not know of the Bay and its moods. He has sailed various types of light craft from one end of it to the other. Campbell, who is a Bachelor of Metallurgical Engineering and a Master of Engineering Science, has had a brilliant scholastic career. After attending Williamstown High School he did Leaving Honours at the University High School and won a free place in engineering at Melbourne University. Completing the course, he was appointed to the staff of the Faculty of Engineering and became a senior demonstrator. After five years' research work he has gone abroad to gain further experience.

#### Retired Engineer Dies

**M**R. W. STEPHEN, who was Engineer of Machinery and Water Supply when he retired in 1949, died last month. He was born in Glasgow, and, before coming to Australia in 1909, was a marine engineer with a Clydeside firm. He joined the department as a draftsman in 1915, and rose through the various engineering grades to Engineer of Machinery and Water Supply in 1939.

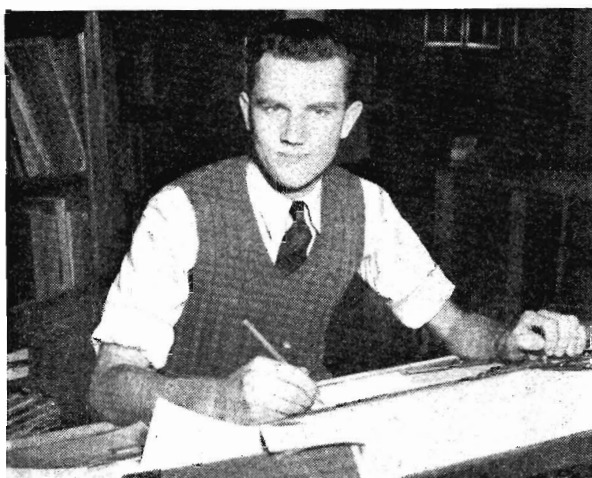
#### 28 Years at Chalet

**W**ELL known to The Chalet visitors is Guide Ernie Chalwell, who recently retired. Mr. Chalwell joined The Chalet staff in 1924 and became a guide in 1930. In that capacity he introduced many Australian and overseas tourists to the scenic splendours of Mt. Buffalo. At a recent social gathering at The Chalet, a presentation was made to Mr. Chalwell by Mrs. Rubeo, wife of the Manager, on behalf of the staff and guests. Appreciative references to Mr. Chalwell were made by Messrs. F. Maloney, L. Conway, T. McAndrew, and W. Marriott.

#### Searched For Lost Hikers

**A**MONG those who helped to search for the missing Marysville walkers last month were two railwaymen, Electrical Fitter Gordon Coutts of the Electrical Workshops and Apprentice Fitter and Turner Peter Becker of Spotswood Workshops.

Mr. Coutts belongs to the Melbourne Bush Walkers Club and is also a member of a "search and rescue" squad of the Federation of Victorian Clubs. These squads are volunteers, experienced in bush craft. Many are on immediate call. They co-operate with the police, who notify them when they are needed. Gordon Coutts' group searched the Mt. Kitchener and Mt. Strickland areas. "Snow-laden saplings and scrub blocked the tracks and made the Marysville search particularly difficult," he said. This is the third time he has been called out. Three years ago he searched for the solitary walker who was lost in the Wilson's Promontory National Park and was never found. He also helped to look for the



Mr. Peter Becker

elderly woman lost at Warrandyte, two years ago.

Peter Becker also belongs to the Melbourne Bush Walkers Club. His party searched the foot hills of the Poley Ranges. "A noteworthy point about this search was the excellent co-operation between the police and army," he said.



A widely travelled young woman is attractive, blonde Mrs. Sylvia Brooks, who is a part-time conductress at the Elwood Depot. She was born at Shepparton of English parents who took her to England to live when she was six years old. She worked in a munitions factory during the war and all through the London blitz. Her main impressions of it were the courage and fortitude of Londoners and the magnificent war effort of British railwaymen.

Subsequently she joined the A.T.S. (Auxiliary Territorial Service). After the war she was posted to Germany and attached to the headquarters staff of the 8th Army of Occupation. She returned to England through Holland and, on discharge from the Army, became a bus conductress. After two years as a "clippie," she came back to Melbourne and, in 1950, joined the department.



Mr. Gordon Coutts



### Traffic Officer's Death

**M**R. W. N. Wright, who was officer-in-charge of suburban time-tables when he was superannuated last year on account of ill-health, died recently. Mr. Wright joined the department as a junior clerk at Melbourne Goods in 1910. He was transferred to the Superintendent of Train Services staff the following year, and remained there until 1940 when he went to Flinders-st. on clerical work. Nine years later he returned to Head Office and remained there until he was obliged to retire. Mr. Wright, who was associated with drawing up the time-tables for the first suburban electric train services, was an extremely likeable officer, and his death, at the age of 60, is deeply regretted by his many friends in the department.

### Production Foreman Retires

**M**ORE than 500 members of the staff and several executives of private engineering firms met last month to farewell Mr. George Light, production foreman at Spotswood Workshops. Mr. Light was regarded by his colleagues as a very capable officer who had the full confidence of everybody including contracting firms. The Manager (Mr. K. F. Wood) presented him with a wallet of notes, a wristlet watch, standard lamp, and an electric toaster for Mrs. Light.

Mr. Light, who originally came from Liverpool, England, had 38 years' service in the railways. Early in his career he was a car builder at Newport Workshops, and later a carpenter at Bendigo. He transferred from the Rolling Stock to the Way and Works Branch in 1918, and from patternmaker he rose to leading hand, and subsequently in 1932 to production foreman.

Boredom will not mar his retirement as he is a man of many hobbies and interests. They include reading and gardening, and a scientific survey of horse racing. In his younger days, Mr. Light was an active unionist. He was a member of the A.R.U. for 34 years and of the A.E.U. for 25 years.



Mr. Light receives presentation from 'Shops Manager'

### Satisfied Customers

**M**ANY letters have been received by the Department from primary producers' organizations congratulating the Department and especially the staff on the extremely successful handling of last season's wheat harvest.

Typical of these is a letter which the Minister of Transport (Mr. Hyland) had recently from Mr. W. N. Boehm, Secretary of the Hopetoun District Council of the Victorian Wheat and Wool Growers' Association. Mr. Boehm said that his organization had carried a resolution of thanks for the "wonderful job the Railways did in shifting the season's wheat from the Hopetoun district." Such commendation is heartening: a pat from the bush is worth two in the back as Tom Train might say.

### Live-stock Agent Retires

**M**R. WILLIAM ROBERT, who was Live-stock Agent for 24 years, retired recently. He joined the department in 1905 as a clerk and was appointed S.M. in 1914. While an R.S.M. he was at various times engaged on special duties, such as compiling the Transportation of Goods book. In 1923 he went to the Public Relations and Betterment (then Betterment and Publicity) Board, and subsequently became the first superintendent of the department's road motor service. During his career he was branch representative on the stationmasters and clerical classification committees. At a farewell function, Mr. Robert was presented by his colleagues with a rod and reel and other fishing gear. He is succeeded by Mr. Duncan O'Toole.

### "Stars In Overalls"

**B**ECAUSE it is outside the field of V.R.I. activity, it has been impracticable for the Council of the Institute to organize teams to compete in the current radio programme, "Stars In Overalls," from 3DB. However, it has been suggested that the various social clubs throughout the system might be interested in nominating teams. More than £1,000 will be paid in awards to winners. The programme is primarily a competition between talent teams from industrial organizations, each team playing four acts, with two acts in reserve. The eight top teams earning the highest points in the preliminary matches will play off in a series of quarter, semi, and final matches. Mr. Austin Laughlin, I.C.I.A.N.Z., 380 Collins-st. (M. 1321) has all the details.

### Accountancy Branch Retirement

**A**FTER 37 years' service, Clerk J. J. White recently signed the attendance book for the last time. Joining the Way and Works Branch in 1914, Mr. White transferred to the Accountancy Branch in 1932, and for the last few years was with the Refreshment Services Accounting Office. At a farewell gathering, a presentation was made by Mr. H. T. Gale, Auditor of Expenditure, on behalf of the staff. Mr. White will be remembered by older football followers as a prominent Port Melbourne rover. For many years he has been connected with South Melbourne, having been, in turn, a committeeman, selector and treasurer. He is now secretary.

### Tom Train

**I**T is a little difficult to find the precise spot in *News Letter* for Tom Train (that is, when he stops talking to let others talk about him); but, since he is now generally accepted as an established member of the Public Relations and Betterment Board's staff, he would seem more at home in this column than anywhere else. All this, however, is mere preamble to acknowledging a little piece of appreciative rhyme that an anonymous member of the public has sent in. It runs:

Always happy, bright and gay  
In his uniform so neat:  
Day in, day out, he's on the job,  
And never knows defeat.  
To everyone, his winning smile  
And counsel freely give:  
He makes life brighter as we go,  
Our daily lives to live.  
As each train at the station stops,  
He's always there to see  
And solve your travelling problems too  
To let your minds be free.

### Echo of The Past

**A** sheet time-table, dated March 7, 1881, and other ancient circulars and departmental correspondence were discovered recently by Stationmaster G. Griffiths, of Branhholme, and another member of the staff when they climbed through a ceiling manhole in the station building

to fix a length of wire for a Tilley lamp. The time-table also gave particulars of the Deniliquin-Moama Railway Company's service, and a table of fares for "waggonettes running in connection with the Victorian Railways." There was a note that "complaints against cabmen be made to either the Stationmaster at Spencer-st. or the constable on duty."

Among the old books and papers found was a Train Book, which recorded the first tickets sold when the Hamilton-Portland line was opened for passenger traffic on December 19, 1877, and a number of live-stock notices (S.P. circulars), dated 1882.

## TO CONTRIBUTORS

**C**ONTRIBUTIONS are invited from railway men and women throughout the State. News Letter pays on the basis of 10/6d. for each accepted news item. Very important items rate higher. Examples of the type of contributions required are:

- ★ Railway men and women who do something important in civic affairs.
- ★ First aid men who have done special work.
- ★ Outstanding sports and games records.
- ★ Unusual hobbies.
- ★ Exceptional loadings handled.
- ★ Examples of outstanding railway service.

Ordinary social items, although acceptable, are not paid for.



After 34 years as lessee of the Frankston station refreshment room, Miss M. C. M. Counsel has retired from business. The genial and courteous Miss Counsel was well known and liked by passengers on the Frankston line, particularly during the war when she served light refreshments to many thousands of Australian and American servicemen in camp on the Mornington Peninsula. She retired with the proud record of never having had a complaint about service.

# MEET THE TRAIN CONTROLLERS

**M**R. P. LEGG joined the department in 1910 as a lad porter at Port Fairy. He became an operating porter at Cressy in 1912, and was an R.A.S.M. when he joined the first A.I.F. in 1916. During his absence he was promoted to stationmaster (class 9). He rejoined the department in 1918 and went to R.S.M. (class 8). He got his first introduction to train controller's duties in 1932. He was transferred to Geelong in 1936 and has been there ever since. Mr. Legg is a very popular member of the Geelong staff. This is not surprising; he is known far and wide in the district as one who goes out of his way to give his colleagues a helping hand.

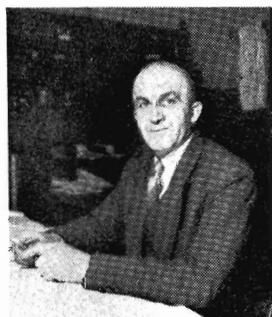
**A**FTER joining the department as a junior clerk in 1921, Mr. T. E. Slattery spent some time at Kew, South Yarra and Burnley before being transferred to the Metropolitan Superintendent's Office. He was on the staff of the Superintendent of Train Services in 1935 and was appointed train controller in 1946. He has been at Geelong since 1947.

**W**ITH a background of many years service in the country, Mr. H. C. Forster is extremely well equipped for a train controller's job. He joined the department as a supernumerary clerk at Stawell in 1925. He remained there for two years before going to Hawthorn as a junior clerk. Subsequently, he was stationed at Hawksburn, Ararat, Stawell, Horsham, Bacchus Marsh, Dimboola, Donald and Seymour. He was appointed train controller in 1946 and went to Geelong a year later. Off duty, Mr. Forster plays bowls with the West Geelong club, and is also interested in the social activities of the V.R.I. A keen gardener, he has had a lot of success as a gladioli grower.

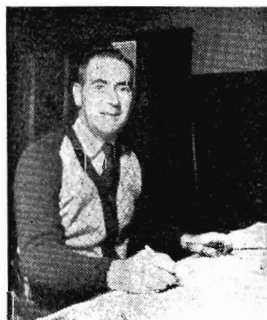
**M**R. W. L. SLATTERY has won rapid promotion since he joined the department as a junior clerk at Colac in 1944. He was transferred to Geelong in 1950, and after service on the relieving staff for a time, went to Colac, and from there to the Superintendent of 'Train Services' staff as train controller (class 3). He has been at Geelong since 1951. A good all round athlete, Mr. Slattery played football with Colac Imperials, and was a member of the cricket team which was runner-up in the V.R.I. mid-week competition at Geelong last year. He is a tennis player of more than average ability. He also helps to counter rising living costs by growing good crops of vegetables.



Mr. Legg



Mr. T. E. Slattery

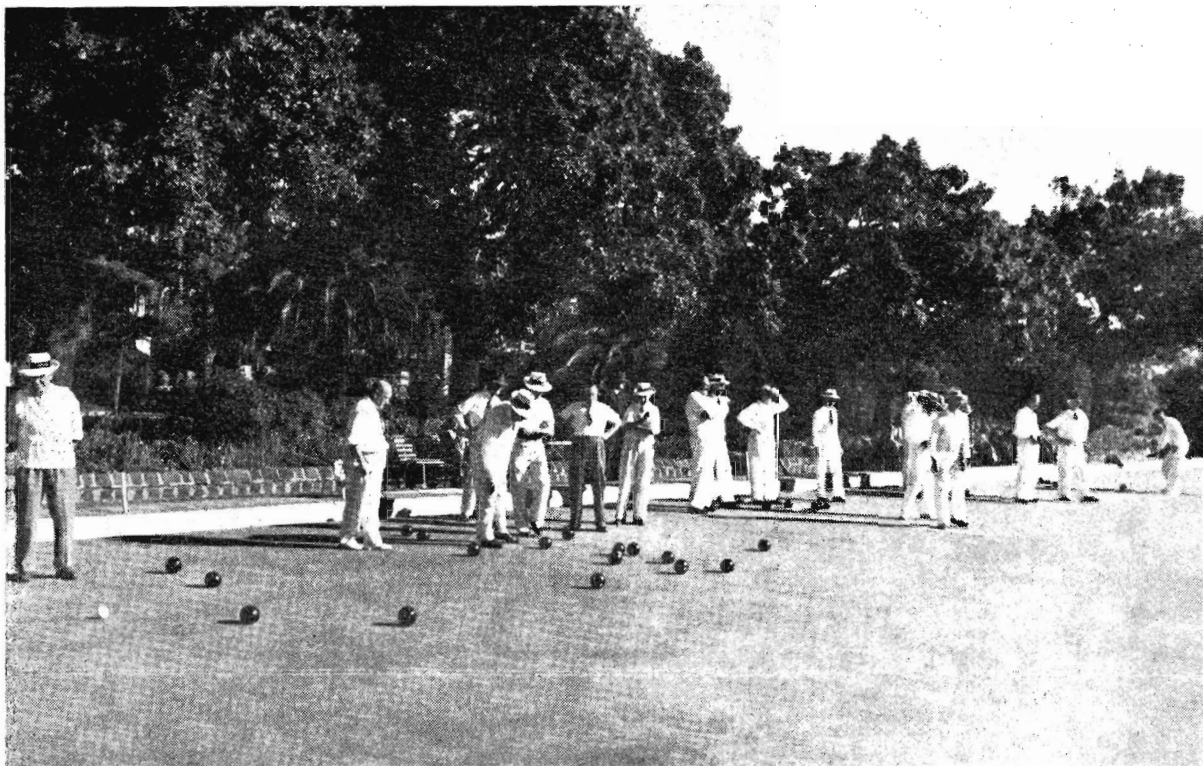


Mr. Forster



Mr. W. L. Slattery

# V.R.I. COUNTRY BOWLS WEEK



Some of the competitors at Albert Park rink.

## Country Bowling Week

**N**INETY-SIX players from Ararat, Ballarat, Bendigo, Donald, Geelong, Korumburra, Ouyen, Seymour, Wangaratta, Warragul, and Wodonga centres took part in country bowls week. The competition comprised championship fours, pairs, and singles events and the games were played at Albert Park V.R.I., Middle Park, and St. Kilda bowling greens. The teams championship cup was won for the third time by Ballarat with a new combination. The team was F. Lohse (leader), C. Kiser (scorer), M. G. Beanland (marker), and W. Brady (skipper). The runner-up was Maryborough rink, captained by P. Fennessy. Messrs. M. Wallis and T. Day (Ballarat) defeated Messrs. A. Reaper and C. Rogers (Wodonga) in the pairs championship event. T. Berry (Secretary of the Seymour V.R.I. Bowling Club) won the singles championship from F. Snell (Bendigo).

## Football Begins

**F**IVE teams will compete this year for the Commissioners' Cup, awarded to the premiers of the V.R.I. Football League. They are Melbourne Yard, North Melbourne Locomotive Depot, Northern Lines, Shops (a combined team representing North Melbourne Car and Waggon Shops and Spotswood Workshops) and Newport Workshops, which is making its first appearance in the competition. All home and home games will be played on Tuesday at Royal Park, and the finals on a League ground to be selected later in the season. The first round of games was played last month. With a new side in the competition, it is expected that the football this year will be the best since the games were resumed after the war.

## Country Tennis Week

**A**LTHOUGH rain interfered with play, this year's V.R.I. country tennis week was a big success. Ten teams competed in two sections. They were Ararat (two teams), Benalla, Geelong, Korong Vale, Maryborough, Seymour (two teams) Traralgon and Wodonga. Maryborough, winners of section one, defeated Wodonga, section two winners, in the final game and once again won the Donald McIntosh cup. Two members of Seymour No. 1 team, Messrs. I. Zotti (Yea) and J. Lade (Seymour) contested the final of the singles and open championships, which Zotti won.

## Golf

Recently, club members had a successful day's golf at Woodend. Len Worthington, clerk, of Tooronga, won the trophy with a score of 2 down. For the convenience of shift workers, the club holds morning and afternoon matches every third Tuesday for good trophies at Albert Park.

## ANSWERS TO AMBULANCE QUIZ

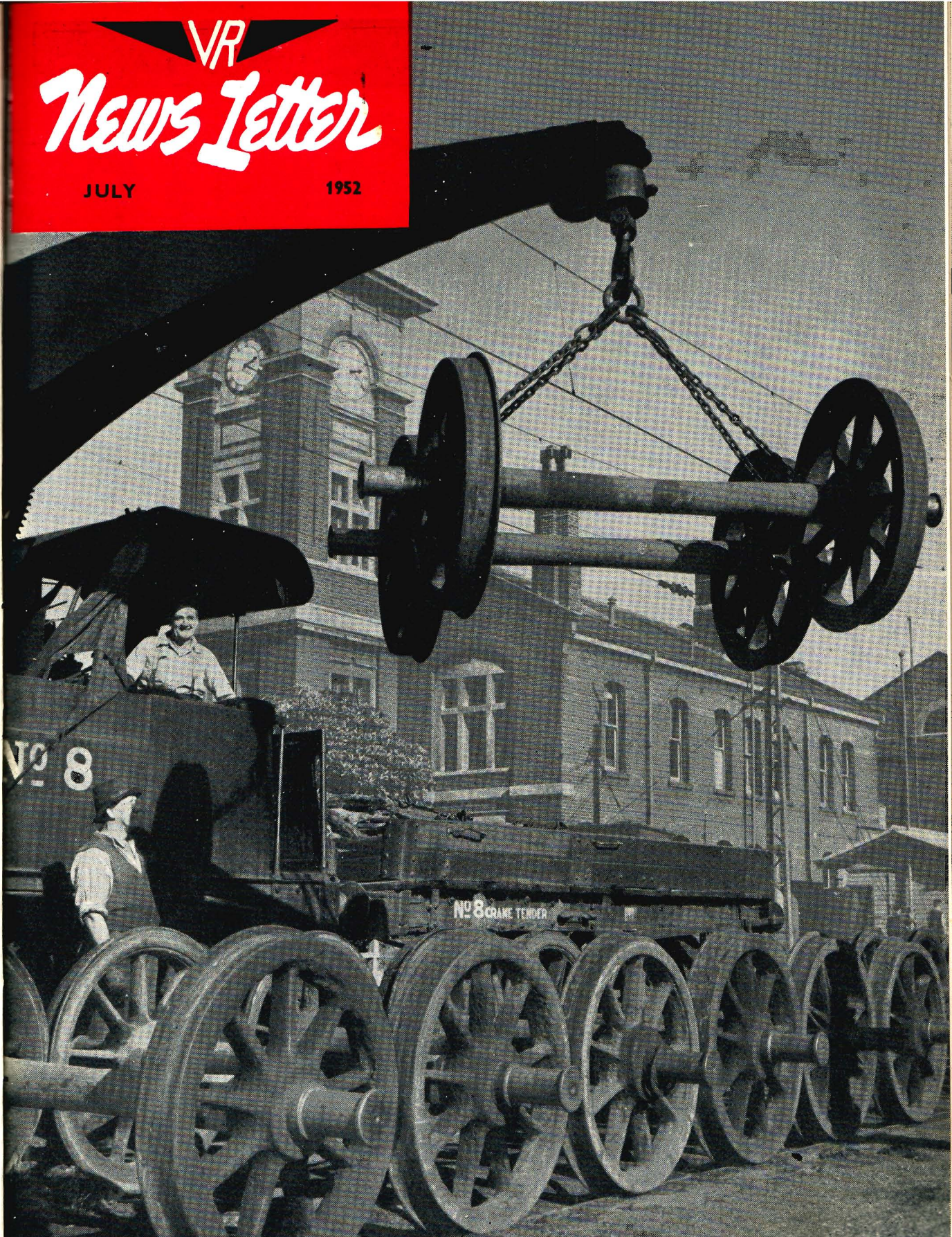
- (1) Without the Axis it would be impossible to turn your head from side to side. The Axis is the second vertebra in the neck, below the head.
- (2) Lay the patient on his back, kneel opposite his groin, facing his head, and press your thumb on the femoral pressure point in the groin. Everyone should know where the pressure points are and how to apply pressure to them.
- (3) Keep him quiet in the house and under observation.



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*News Letter*

JULY

1952





# THE MONTH'S REVIEW

## Loose Thinking

IN a recent apologia for the motor vehicle, a motor journal observes that "There is a lot of loose thinking about transport: it is resulting in most aggressive controls, with serious repercussions on Australia's economy." There is a lot of loose thinking, especially by motor interests who persist in regarding the railway as their natural enemy and in decrying its intrinsic work and usefulness. There is no basic quarrel between rail and road transport: each is necessary to the community and each has its economic sphere. Buses bring passengers to railway stations, and trucks deliver freight to railheads. Many railwaymen have cars for their families' pleasure. All this is legitimate. Where conflict arises is in the misuse of the road vehicle, for private gain, in direct competition along roads parallel to railways. It becomes a conflict between the gain of the individual and the loss of the people who own the railways. That the individual attempts vigorously to justify his gain alters neither the economic nor moral aspects of the situation.

## The Need For Regulation

THERE is, by way of instance, a much abused regulation that allows a farmer to motor his neighbours' products to market and bring back their goods. There are men who own an acre or so, and to qualify as farmer, put a cow or a couple of sheep on it, or grow some vegetables. They also own trucks, and make them their main livelihood by carrying neighbours' goods in competition with the railway. It is this sort of thing that indicates the need for stiffening the transport regulations that now exist, not in the form of aggressive controls (which not even the railways want imposed) but to avoid much more serious economic repercussions than from loose thinking.

## A Timely Pamphlet

THE maintenance of good timekeeping is essential for the prompt delivery of goods, for meeting the challenge of transport competition, for avoiding unnecessary man-hours and conserving available tractive power. These points are all stressed in an illustrated pamphlet, *Trains Are Meant To Run To Time*, recently produced by the Department. It points out that nothing tends to destroy the confidence of the public in the railways so much as late arrivals. For that reason alone the publication is commended to all railwaymen, since, in the final analysis, their livelihood depends on public confidence, not to mention goodwill.

## Rejuvenating The Spirit

SPIRIT OF PROGRESS cars are having their first major overhaul since the famous train went into service in 1937. The dining and two other cars have already been renovated and repainted, and the parlour car will be withdrawn next month for similar freshening. The remaining cars will be progressively taken out of running. Before the rejuvenating season of spring is out, it may well be said the spirit of youth will be completely restored to the train for its daily progress.

## More Rail-Cars

FIVE of the nine new 153 h.p. diesel rail-cars and trailers ordered by the Department are, with three trailers, in the final stages of assembly at Newport Workshops. At present there are six 153 h.p. rail-cars and trailers in service on country branch lines. With the new rail-cars, the Department's complete Walker rail-car fleet will amount to the respectable total of 39.

## New Sitting Up Cars

ONE of the new joint stock second class sitting cars for *The Overland* has been built but will not go into service until another vehicle is ready. These new air-conditioned cars, the most up-to-date of their type in the world, are of saloon design with a centre aisle. One of the first class types is in the make-up of the train, in each direction, between Melbourne and Adelaide. At present *The Overland* has up to six sleeping cars, including two roomettes and two twinettes, and as many as four sitting coaches, including the new one.

## Dieselization

"HAVE you dieselized to-day?" asks a Sydney newspaper, in gentle railery at the "dieselization" of the railways. It admits that the word, in this context, may be the very one to enrich the language of these modern, mechanical times; but it points out that for a good hundred years nobody has found it necessary to refer to the "steamization" of the railways. We cannot deny that if the imagination of the age has waxed mechanically, it has waned etymologically. Jargon and clichés have tended to replace sound and pleasant word-building.

We in the Victorian Railways are by no means guiltless. Neither are newspapers, for that matter. But such words as we have coined usually have the merit of exactitude. Dieselization, if ugly and repugnant to fastidious taste, says exactly what it means.

## Modernizing Rail Motors

WHEN *News Letter* went to press, three of the department's fleet of ten petrol-electric rail motors had had their Winton engines replaced by 265 h.p. diesels to drive their electric generators. The remaining seven will be similarly converted. The seating of these rejuvenated cars, as well as of some of the country passenger carriages, is being modernized to make it more comfortable. The *Spirit of Progress* type of seat has been selected as model.

## Money In Metals

WHEN figures for the financial year, just ended, are examined, a record is likely to be disclosed in the value of reclaimed materials issued or sold at the Department's Reclamation Depot at Spotswood. Phenomenal business is reported. It is mainly due to the existing keen demand and high prices (even at the controlled level) for base metals, such as copper and brass. Apart from all this, a 10 year supply of base metals for departmental use has been built up.

## Flour Fleet

RECENTLY as much as 25,000 tons of flour a month have been exported from Victoria to the United Kingdom, India and the Far East. The flour has been railed from various parts of the system to the seaboard. At times there have been three and, sometimes, more ships in port loading flour. Up to 400 trucks a month have been used in its transport from the country.

### OUR FRONT COVER

shows two pairs of wheels lifted by yard crane in the wheel section at Newport Workshops. The main Office is in the background.



Mr C. Wisken, safeworking instructor, explains signalling systems to trainees. No detail is overlooked. It is in this class that the potential drivers learn the safety first principles of railway operation. The diesels are attracting a good type of young man to the rail-motor service.



Much care is taken in the selection and training of rail motor drivers. The man who selects them is Rail-Motor Running Officer (Mr. M. Hankin) who was a motor mechanic before he joined the railways. Many are ex-servicemen. Driver J. W. Carkeek at the controls of a diesel rail-car.



Diesel rail-cars have done much to improve the standard of country passenger services, particularly on branch lines. Driver L. Robinson fuelling one of the 280 h.p. type at the Rail Motor Depot, Spencer St.

## RAIL MOTOR DRIVERS

A rail-motor trainee must be mechanically minded, because he must acquire a knowledge of mechanical and electrical equipment and learn how to service and maintain the vehicle he will one day drive. If he is considered a promising type, he is sent to Mr. C. E. Wisken, safeworking instructor in charge of rail-motor driver trainees at the Railways Institute. He instructs the trainee in signalling systems and the safeworking of traffic—a course which lasts five weeks. He uses models embracing every type of signal on the system. A touch of reality is provided by a press button system which switches the lights on or off.

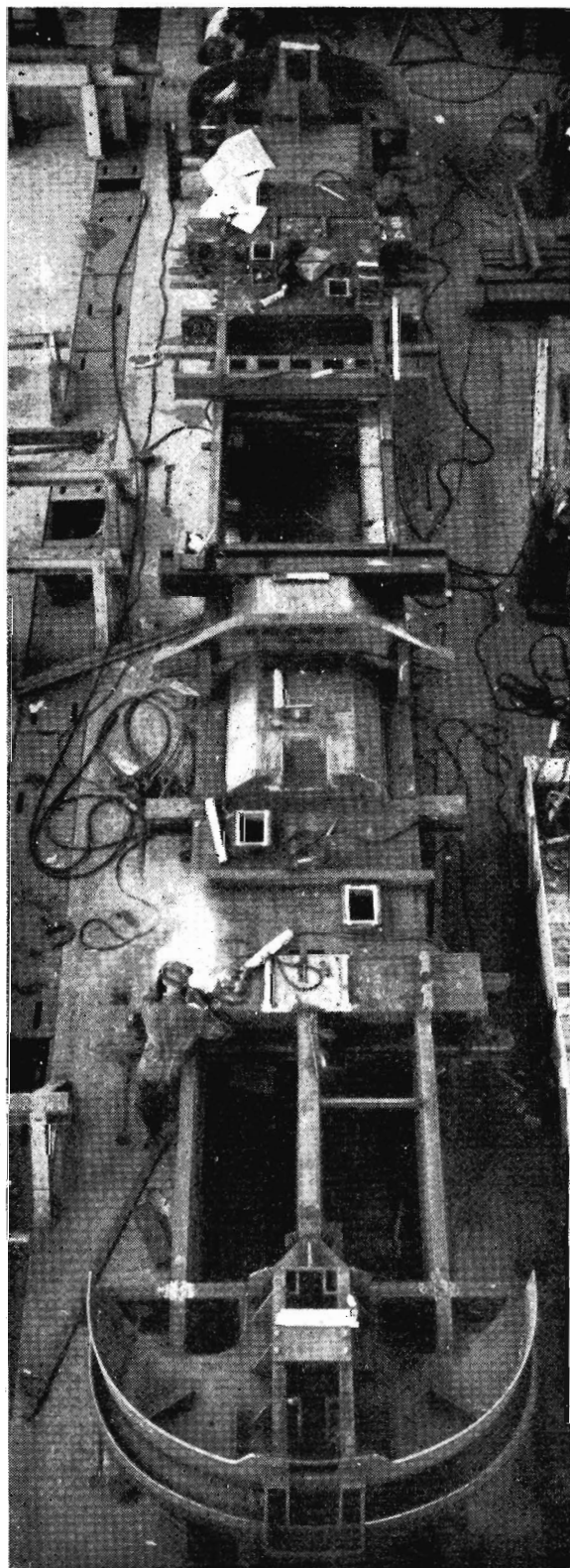
Day classes are held from Mondays to Fridays, in departmental time, but most trainees are so keen to become rail-motor second men that very few miss the night classes on Mondays, Tuesdays and Thursdays, which they attend in their own time. About 70 potential rail-motor drivers have passed through the school. They include track repairers, some firemen who have preferred rail-motors to the steam locomotive, and others with no previous railway experience. Many have been ex-servicemen.

After the trainees pass through Mr. Wisken's class, they go to the block and signal inspector to be examined for a guard's certificate. Then follows the Westinghouse brake examination. The next three weeks of the eight weeks' course are spent in learning the technique of driving the various types of rail-motors and rail-cars. The trainees act as guards on rail-motors and diesel rail-cars operating from the Spencer-St Rail Motor Depot, and, when instructor-drivers are available, they are given driving instruction. To make them as versatile as possible, they are given experience in driving all types of rail-motors and rail-cars.

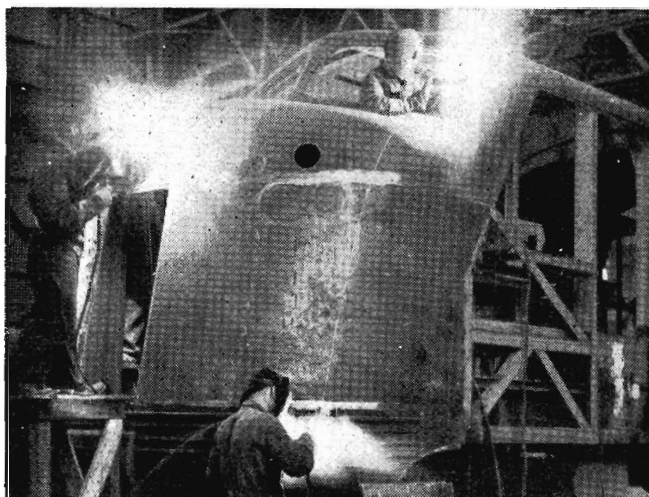


# THE NEW DIESELS TAKE SHAPE

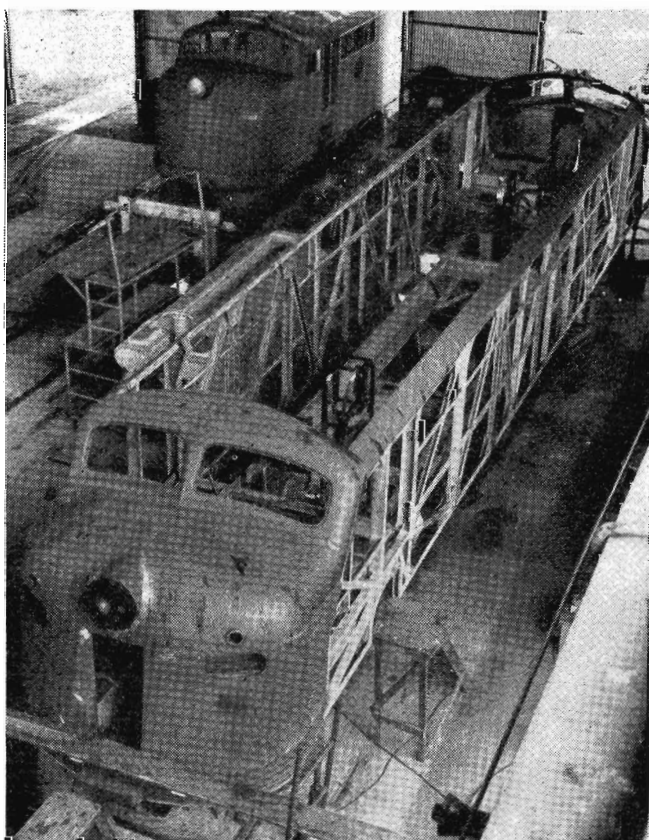
*Photographs by courtesy of Clyde Engineering Co.*



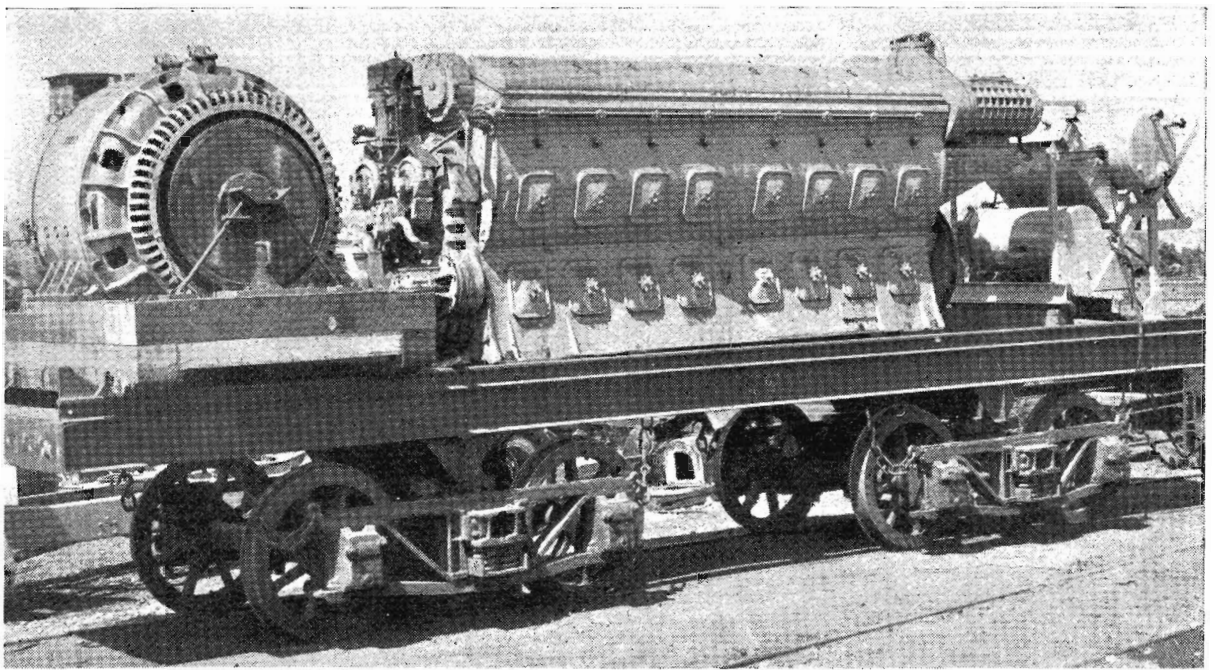
Underframe of one of the 26 V.R. diesel-electric locomotives being built by Clyde Engineering Company, Sydney. These 1,500 h.p. locomotives will introduce a new era in main-line passenger and goods services. The first of them is expected to be delivered about the middle of this month.



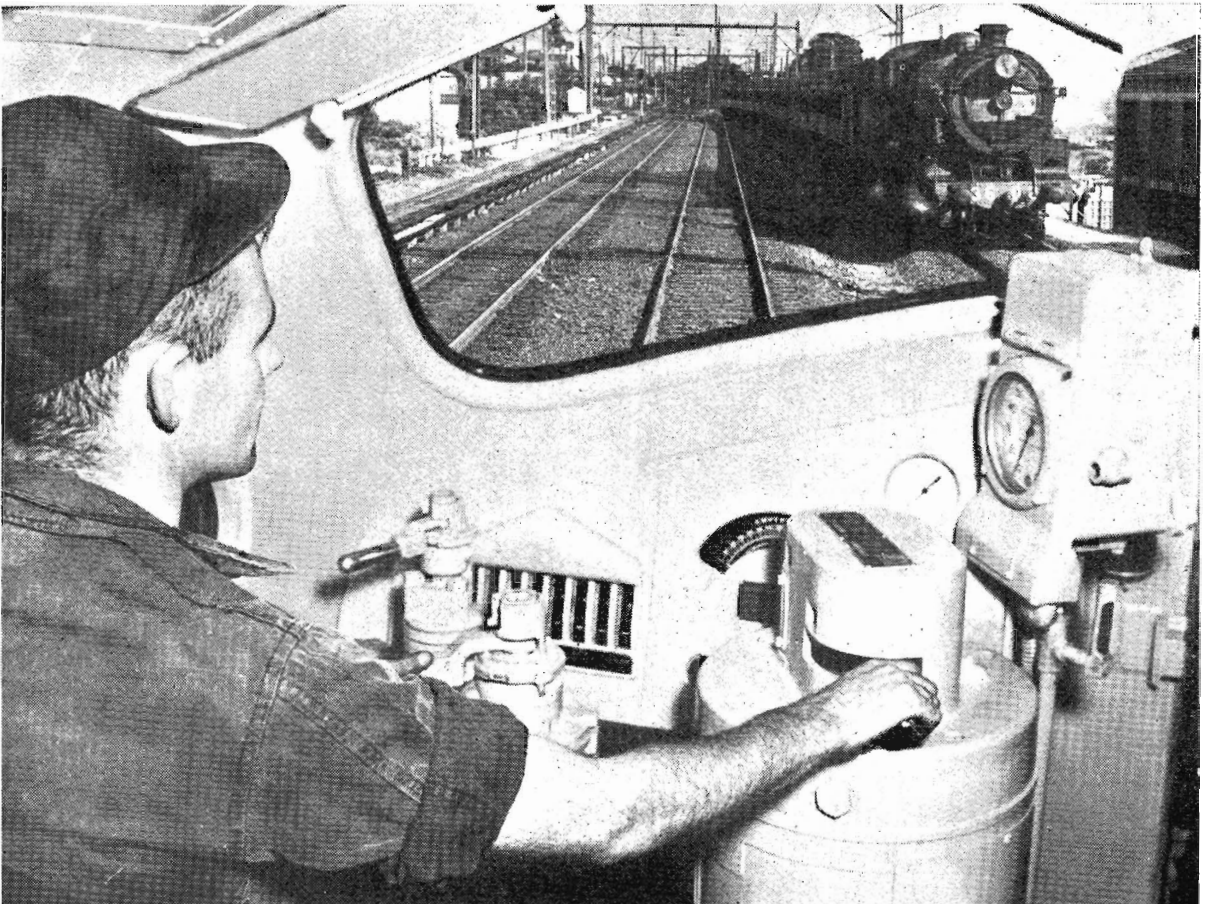
Welding the nose-end on the framework of the locomotive. Not one rivet is used in the construction.



In the Diesel Erecting Shop. The frame of a V.R. diesel-electric locomotive, with the engine ready for hoisting into position.



Some of the components of the locomotive. The main generator, diesel engine, and plumbing stack en route to the Diesel Erecting Shop.



Interior of locomotive cab, showing the driving position and the excellent visibility. This picture was taken during trials on the N.S.W. Railways.



Young German migrants having a three course meal in the spacious dining room at the Tottenham hostel. A typical week day dinner consists of soup, fish or Irish stew, vegetables, sweets, tea and bread. Sundays: soup, roast beef and Yorkshire pudding, roast potatoes and vegetables, sweets, fruit, tea and bread. A different breakfast is served every day.



New railwayman at Newport hostel writing home. There are two beds in each room and a clothes locker and dressing table for each occupant.



Recreation room at East Melbourne hostel. The new railwaymen at this centre have formed a social club.

## RAILWAY HOSTELS

**M**UCH enterprise and resource went into the planning of hostel accommodation and the provision of good, wholesome meals for the large number of new railwaymen now in the service. The Department tackled the problem in a bold and vigorous manner, and has every reason to be proud of the results.

The first railway hostel was established at Newport Workshops, where the nucleus of the present set-up was provided by the kitchen, dining room and amenities block, built by the Division of Aircraft Production during the last war. Comfortable bedroom blocks were added, and the hostel centre with 400 beds was opened in May 1950. More than 15 nationalities were represented in the first batch of new railwaymen at the centre. Since then the hostel has been mainly occupied by men from the European continent.

Later it became necessary to provide for Australian members of the staff, and a hostel in Jolimont-rd., East Melbourne, with 100 beds was opened. Because it is close to the city and transport, it is reserved mainly for shift workers.

The third phase of the expanding hostels programme began when the Tottenham centre, the largest of the group, was opened. It has nearly 500 beds, and dining room accommodation for over 300 men. In the area were three large goods sheds that were built during the war for the services. One of them was transformed into a kitchen, dining and recreation room, and, around this centre, bedroom, ablution, and laundry blocks were built. At present the Tottenham Hostel is occupied mainly by young men from Germany.

The hostels scheme has been such a success that extensions have been approved. Another hostel with 150 beds for shift workers, similar to that at East Melbourne, has been opened in Spencer-st., near Lonsdale-st.





A feature of the Tottenham hostel is the excellent cafeteria service. After studying the menu the new railwaymen give their orders and, after collecting the dishes, take a seat in the dining room. Most of the cafeteria girls are New Australians. In the background is the Assistant Manager, Mr. Ivanovich.



The dining room at Tottenham hostel has accommodation for over 300 migrants. Care has been taken to ensure that the new railwaymen have their meals under the best possible conditions. Lighting is extremely good and the hall has a polished floor. At the far end of the room is the servery counter and kitchen.

# AROUND THE SYSTEM



**FROM THE DEEP HEART OF TEXAS :** Most youngsters are fascinated by trains and go through the stage of wanting to drive an engine. One only need visit Spencer-st. when *Spirit of Progress* and other trains pull into No. 1 platform and watch the expressions of small boys as they follow every movement of the driver at the controls. Drivers, particularly the family man type, usually make a point of answering their multitudinous questions. Driver G. Lawrence had an interesting five year-old visitor recently in Garrion Sikora, who comes all the way from Texas, U.S.A. When *The Spirit* arrived, Garrion, dressed in picturesque cowboy costume, could not resist the lure of the locomotive and of introducing himself to the driver. Driver Lawrence was suitably responding when the photographer came along to achieve this happy shot.



**FOG FIGHTERS :** Although fog is an enemy of railways, it seldom puts trains out of working. It is a safeworking job and an essential one, requiring of stationmasters, signalmen, guards and other grades associated with the running of the trains. There are 470 fog signalmen in the Montreal district and more in the country. They are thoroughly instructed and have passed a Block and Signal Inspector or other examination. In this picture a fog signalman is patrolling the line.



**BUFFALO BALLOT :** The Chalet, Mt. Buffalo, is particularly in the winter months, far out of the applications for August, but room for one is conducted, as in this picture, by representatives of the Public Relations and Betterment Committees. Guests at The Chalet will be interested in the results.





**DISTINGUISHED TRAVELLERS:** Many distinguished people have travelled on *Spirit of Progress* since the train went into service in November 1937. Recently, Count and Countess M. Podlewski-Ronikier, who came to Australia from Poland in 1939 and settled on a property near Sydney, travelled in *The Spirit* from Albury to Spencer-st. They are familiar with many of Europe's best known trains, but they say that Australia's crack train still compares with any of them for comfort and service. The Count and Countess are here seen in *The Spirit's* parlour car.

is an expensive enemy of  
out of place. Fog signal-  
essentials in the train-  
n, gun, track staff and  
e running of trains. There  
e Melbourne metropolitan  
country. They have been  
passion examination by  
r other authorized officer  
n is plug a detonator on



Mt. Baw. is so popular that applications for accommodation,  
far outnumber vacancies. For example, there were more than 900  
for only about 400. Ballots are, therefore, necessary. Ballots are  
essential of the Refreshment Services Branch, the Tourist Bureau  
ermes Board. Numbered marbles are drawn from a barrel.  
tested learn that the kitchen has been remodelled.

**BACK FROM CAMP:** These cheerful lads from Melbourne High School and Richmond Technical School are members of the Australian Cadet Corps. They recently completed an eight days' course in musketry at Bandiana. The cadets, judging from their broad smiles and healthy appearance, seemed to have enjoyed both a pleasant stay in camp, and their train journey back. Practically all troops to and from training camps are now moved by train as the most suitable and economical form of transport for bodies of men.



# FIRST AID

*Their aid they yield to all.*

—George Crabbe (1754-1832)

## Good Team Work

FIRST aid team work was seen at its best recently when Mr. Bruce Wadeson, Way and Works engineer who was working on the construction of the new diesel maintenance shop at North Melbourne Locomotive Depot, fell into a pit and fractured his left leg. First aiders from a number of teams immediately combined into a first aid unit. The injured man's leg was splinted and he was treated for shock, while an ambulance was summoned. Mr. Wadeson not only received prompt treatment, but there was no delay in getting him to the Royal Melbourne Hospital, where the doctor who examined him was obviously impressed with the work of the railway first aiders. "They certainly know their job," he told Mr. Wadeson, "they have packed you up excellently."

## Friends In Need

LIKE most country hospitals, Ouyen is short of nurses, but the railway first aid corps there are helping voluntarily to fill the breach. They help to make beds and supply patients with light refreshments, and the superintendent of the corps, Mr. R. C. Grace, and Mr. J. Robertson, station junior clerk, even drive the hospital ambulance. Recently, Mr. Grace, who is the new president of the hospital management committee, did several trips to Mildura with patients.

## First Aid For Passenger

THE Ambulance Officer (Mr. W. Blackburn), had recently to give first aid to a woman, who slipped and fractured an ankle while travelling on a train from Bendigo to Melbourne. Mr. Blackburn, who was on leave, attended the patient and arranged for an ambulance to meet the train at Spencer-st. The incident is just one more illustration of the necessity for railwaymen to know first aid and apply it irrespective of circumstance.

## North Loco's Busy Year

MORE than 8,000 first aid cases were treated at the North Melbourne Locomotive Depot's ambulance centre in the past 12 months. At the centre there are four permanent corps and altogether 50 first aiders. All those who sat for first aid certificates passed. North Loco. No. 3 corps again won the State competition and finished

third in the interstate contest at Adelaide. Mr. C. L. Andrew has been elected president, and Mr. W. Jackson, secretary and treasurer. The new committee comprises Messrs. R. Klemke, A. Denier, W. Jackson, R. Sawyer, R. Barrow, C. Aspinall and C. Healey. Messrs. R. Klemke and W. Jackson are instructors.

## Women First Aiders

WOMEN members of the Western Australian Railways' staff showed so much interest in the last ambulance competition that first aiders in the Chief Mechanical Engineer's Branch formed a women's class. Other departments are planning to do the same thing. It has even been suggested that a women's event be included in the programme at the next first aid competition in W.A.

## Birth Of First Aid

THE British ambulance association of St. John of Jerusalem was founded in 1878. Its object was to render first aid to people injured in accidents on the road, railway, or in any civil occupation. From the initiative taken by the society sprang ambulance corps in most large towns of the United Kingdom; and police, railway servants and workmen were taught first aid. This samaritan work was further developed and extended to most parts of the British Commonwealth, notably Canada, Australia and India. The work of the association first gained world-wide recognition during the South African war when it provided a valuable reserve for the Royal Army Medical Corps in dealing with the sick and wounded.

## Resuscitation

TO ensure quick aid to the sick or injured employee, the Western Australian Railways have fitted carbogen (a mixture of carbon dioxide and oxygen) and oxygen flowmeters to the bottles provided in the workshop's ambulance van for respiratory purposes. It has long been felt that greater advantage could be taken of modern methods of dealing with emergencies. However, carbogen or oxygen unskilfully administered can be a danger, and instruction in the use of these two constituents is therefore given to first aid students by the chief medical officer. Extra bottles have also been placed in the casualty room.

## EMERGENCY QUIZ

TWO marks for each correct answer. With four to six marks you could help in an emergency. With less you should join a first aid class. What would you do in the following cases? Answers are on back page.

(1) A boy is crossing the road in front of your home. He is struck by a car. You examine him, but, apart from a few abrasions, you are unable to find any sign of serious injury. The boy says he feels all right, except that he has no feeling in his legs. Would you:

- walk him round to try and relieve the cramp?
- vigorously massage the lower limbs?
- take the boy home, put him to bed and send for a doctor?
- immediately send for a doctor and ambulance, warn the lad to lie still, and cover him with a rug?

(2) If a child fell into a copper of boiling water, what would you do after rescuing it?

- rush the child to the nearest doctor?

- send for doctor and immediately place the child in a bath of cold water?

- send for a doctor and then place the child in a warm bath, add bi-carb. soda or salt to the water and maintain the temperature of the water till the doctor arrives?

- cover the child liberally with oil or butter and then rush it to a doctor?

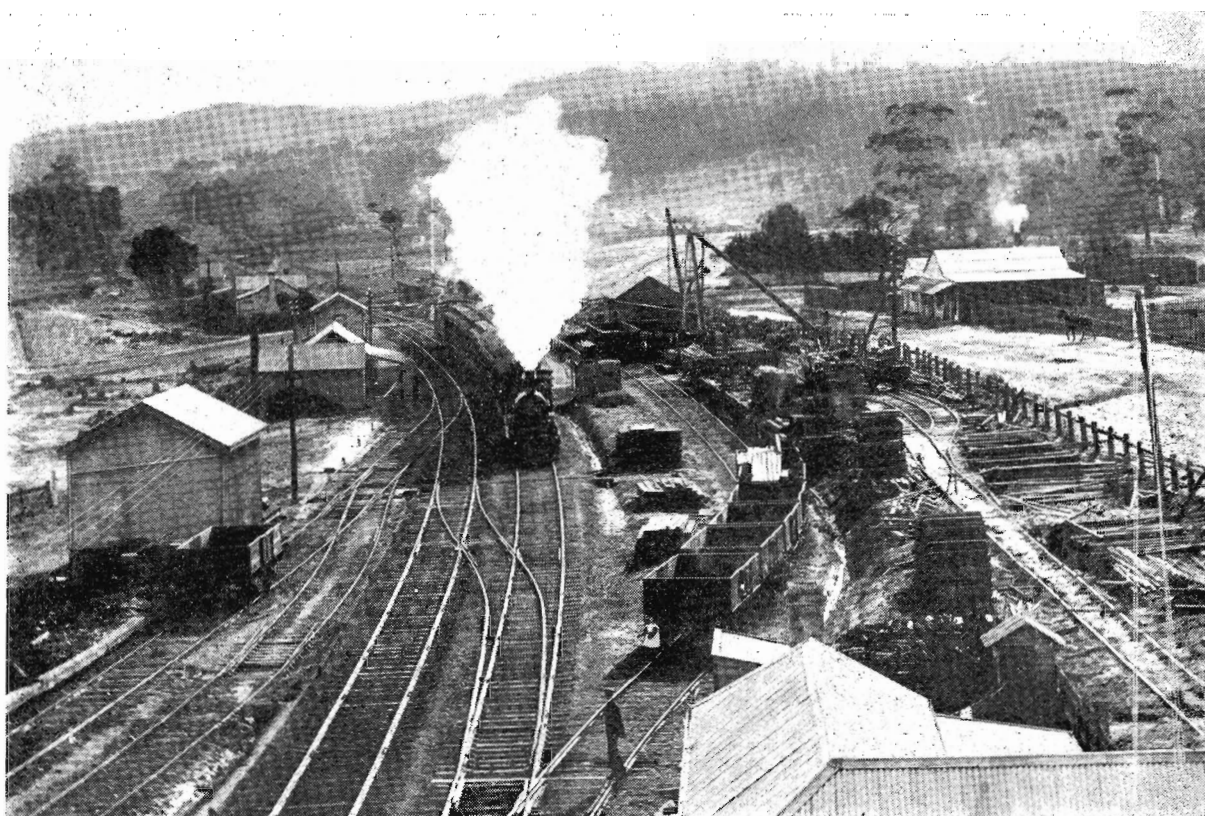
(3) A man has accidentally swallowed poison. You have telephoned a doctor and are awaiting his arrival. Irrespective of the type of poison taken, which of the following do you think you could safely give the patient?

castor oil; water; bi-carb soda; sal volatile; magnesia; powdered chalk; vinegar; lemon juice; epsom salts; milk.

# PICTURES FROM THE PAST



Spencer-st. Running Sheds in 1967. [No. 50 (later B class) was decorated for the visit of the Duke of Edinburgh. It hauled the Royal Train to Bendigo.



The Sydney express passing through Wandong station yard in 1898. The A class locomotive hauling the train was superseded by the AA class, about 1902. Then followed the A2 (about 1908) and the S class in 1928. Although the line from Melbourne to Wodonga was completed on November 21, 1873, it was not until nearly 10 years later that a connexion was made with the New South Wales railway at Albury. The Melbourne-Sydney service was inaugurated on August 21, 1883.

# AMONG OURSELVES . . .



Mr. Zsolnai at practice

## Conductor Conductor

**H**UNGARIAN born Mr. Coleman Zsolnai, who is a tram conductor at Elwood Depot, says that his life-long ambition is to become a conductor, but in a different sphere. Ever since he was a little boy he has had visions of one day conducting a symphony orchestra in his native Hungary. However, war and political disturbance have so far prevented it.

At seven, Coleman began violin study under Professor John Kiss, of Hungary. He continued until 1940 when he went to the State University to study languages. He was a member of the University symphony orchestra and gave many recitals. At 20, he was conscripted for the army. After the war he organized and led a small night club orchestra which performed regularly for the Americans.

Mr. Zsolnai reached Melbourne last year as a displaced person, and was directed to the railways in which he now intends to make his career. He also wants to form a first class orchestra entirely of railwaymen. He would like to hear from members of the staff who are interested; and the Railway Girls' Choir would like to hear from him if he is successful.

## Ex-Servicemen's Reunion

**A**BOUT 90 members attended the sixth annual reunion of the Accountancy Branch Ex-Servicemen's Association. The Assistant Chief Traffic Manager (Mr. T. R. Collier), was the guest of the evening, and Mr. E. A. Daly presided. Among those present were Mr. P. E. Cooper (Auditor of Revenue), Mr. A. W. Geuer (Statistical Officer),

Mr. H. Day (Inspector of Accounts), and Messrs. D. G. Muir, R. O'Loughlin, E. Watson, and J. Beaglev. Country visitors included Messrs. McKean and Clark (Bendigo Accounting Office), and Booley, Breheny and Roberts (Geelong). Head Office and metropolitan offices were also well represented.

## In The Right Spirit

**T**HE *Albury Border Mail* recently published the following paragraph under the heading Good Service.—  
You hear our trains being abused, no matter where you travel, so there's no harm in giving praise where it is due. We'd like to give a pat on the back to the waiters in the dining car of the *Spirit of Progress*. They do their best to make you comfortable and nothing you ask for seems too much trouble. We travelled down last Tuesday and felt almost at home. Mr. Wishart, you've got some good men there.

The Chairman's comment: The Commissioners are very gratified to read this.

## Man of Many Parts

**P**ROMINENT in the civic life of Ringwood is E. T. Driver Ben Hubbard. As a councillor of the borough (he was Mayor in 49/50), chairman of the Parks and Gardens Committee, a former president of the local tennis club for 13 years, and vice-president of Ringwood Horticultural Society, he contributes a good deal of his time to local affairs. He is also chairman of the carnival committee, which is responsible for the successful annual Henley carnivals on the Ringwood lake to raise funds for children's playgrounds.

Mr. Hubbard is also one of the State's leading growers of chrysanthemums. He has won over 400 prizes including six successive blue ribbons (a record) at the annual displays of the Royal Horticultural Society of Victoria. He has judged at interstate shows and lectured widely on chrysanthemum growing. Plants from his garden have been sent to America, South Africa and many parts of Australia. Most cherished of his numerous prizes, however, is the bronze medal and Award of Merit received last year from the National Chrysanthemum Society of England.

"The Mayor," as he is familiarly known at Jolimont always brings in a few of his choicest blooms each year to the drivers' room at the depot.

Despite all these activities, Mr. Hubbard can still find time to sit on the Bench as a Justice of the Peace.



Mr. Hubbard with some of his choice blooms



## Obituary

IT is with regret that *News Letter* records the death last month of Mr. James Robert Gray. Mr. Gray was a former car and waggon builder who retired in 1937. His death occurred just prior to his 80th birthday.

## Pen Friend Sought

A keen railroading enthusiast, Mr. Louis J. Barrick, P.O. Box 5561, Philadelphia, 43., Pennsylvania, U.S.A., wants to correspond with any *News Letter* reader who is interested in railway photography. Mr. Barrick was recently supplied by the Public Relations and Betterment Board with V.R. photographs.

## Enjoyed Every Minute Of It

MR. J. F. DAVISON, who, before retiring recently, was stationmaster at Albert Park for a month, had 46 years' service. He joined the department in 1906 as a block recorder in the old Richmond signal box which was demolished in 1919. He worked there with Signalman-in-charge George Riddell, and his assistants George White, Walter Bull and Jack Parkinson.

Transferred to porter's duties, Mr. Davison was at various suburbs before going to Ballarat. He was appointed

A.S.M. at Armstrong in 1915, and S.M. at Lalbert the following year. An encounter with a 12ft. brown snake in the station office at Lalbert was one of his many exhilarating experiences there. As a relieving stationmaster for 10 years, he worked at every station between Melbourne and Horsham and several others as well. He was stationmaster at Strathmerton, Westmere, Balmoral, Whittlesea (for 15 years) and Eltham.

As a young man Mr. Davison played games keenly.

He was a member of the Bacchus Marsh team which won the football premiership in 1911, and played cricket with various teams in the north-eastern district. He was also captain and coach of Whittlesea tennis team for five years.

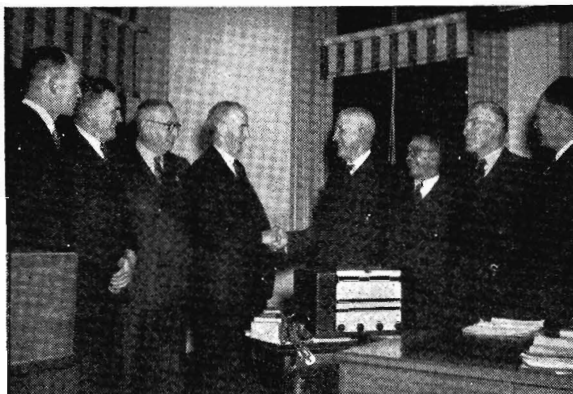
Mr. Davison says he enjoyed every minute of his 46 years' service. With his wife, the retired stationmaster left for Cairns on a holiday trip last month.

## Farewell To "Ted" Burnell

REPRESENTATIVES of all branches of the service recently joined the Chief Mechanical Engineer (Mr. Ahlston) in farewelling Mr. G. E. (Ted) Burnell, Superintendent of Locomotive Running, who retired after 45 years' service. Various speakers unstintingly eulogized Mr. Burnell's record of service in the Department and his popularity with the rank and file. The Department, they all said, in effect, was "losing a very good railwayman and a fine gentleman." Mr. Burnell was presented by Mr. Ahlston with a wireless set and other gifts.

Mr. Burnell joined the Department in 1907 as an engine cleaner. In six years he had graduated to driver. He worked at practically all the main locomotive depots and sub-depots and was qualified to drive over all lines on the system. When the late King George VI came to Victoria as Duke of York in 1927, Mr. Burnell drove the Royal train. One of his most treasured mementoes is a watch given to him by King George, at the end of his Victorian tour. Another highlight of Mr. Burnell's career was his selection to do the trial runs of the S class locomotives.

He also had a wide experience in the administrative field as Night Depot Foreman, Enginemen's Instructor, Assistant



Presentation to Mr. Burnell.

Shed Foreman, Westinghouse Brake Inspector, Locomotive Examining Officer, Depot Foreman and District Rolling Stock Superintendent, before he became Superintendent of Locomotive Running.

As a member of the A.I.F. in the 1914 war, Mr. Burnell won the Military Medal, in France, with the 10th Field Company, Engineers. In retirement he intends to develop his hobby of growing begonias and hot-house plants and give more time to Legacy Club work. He will also maintain touch, as far as possible, with his host of railway friends. He has been succeeded by Mr. P. Edmonds, formerly Assistant to the Metropolitan Rolling Stock Superintendent.



Mr. Davison



An unusual sequence was completed when Paymaster F. R. DuBourg, of Head Office, retired recently from the position that his brother, the late Mr. J. DuBourg, relinquished 17 years ago. Joining the Department in 1905, Mr. F. R. DuBourg spent his first 13 years in the Pay Office. He became Paymaster in 1950.

## Narrow Gauge Veteran Retires

UNDERGEAR Repairer Bill Headen, who had been on narrow gauge maintenance at Upper Ferntree Gully for 29 years, retired recently. He was very well known in the district and to engine crews at the North Melbourne Locomotive Depot. Before he left the department after 44 years' service, he was presented by the station staff at Upper Ferntree Gully with a travelling case, and a bouquet for his wife.

## Went Down Well

THE service given by the Elwood Depot staff to its large number of customers on the St. Kilda-Brighton Beach route is apparently very much appreciated. Recently, a fire in the Elwood sub-station stopped the trams. When householders learned that crews were likely to be "marooned" for a considerable time (actually the stoppage lasted more than three hours) they gave them refreshments and, later, a hot lunch, to which a firm of St. Kilda butchers contributed. Mr. L. Harrison, union division secretary, publicly thanked residents and shopkeepers for their generous gesture of goodwill to the depot staff.

## Secretary's Branch Retirement

AMONG recent retirements was Mr. J. Hennessy, who for some years conducted the Department's case before the Board of Discipline. Joining the then Transportation Branch in 1908, Mr. Hennessy transferred to the Secretary's Branch in 1915. He worked in the old Betterment and Publicity Board and the Staff Board before becoming Prosecuting Officer. He was a nephew of the late Sir David Hennessy, a former Lord Mayor of Melbourne.



Mr. Athol Matthews gets to work with the machine presented to him when he retired from the Department recently. He joined the railways in 1910 as a fitter at Newport, subsequently transferring to the staff of the then Inspector of Ironwork. For many years he was responsible for the maintenance of lifts at Head Office, at Flinders-st. and in the suburban area.

## The things they say

RAILWAYS are, and probably always will be, the cheapest form of transport, and the fuel they use is produced in Australia, and therefore, does not have to be imported. Road transport will play a big part in development, but new railways will be essential first.—*Mr. G. N. Pockett, chairman of the Victorian Automobile Chamber of Commerce, in the Sunraysia Daily.*

\* \* \*

Over the Trans-Siberian Railway, from the interior, move the supplies for China and the Communist armies fighting our forces in Korea. But, where the Trans-Siberian can haul 40,000 gross tons each day in one direction to the coast, just one U.S.A. western railroad can move about 72,000 tons a day to our west coast. And this is only one of many railroads that haul our output to the coast.—*Mr. James K. Knudson, Defence Transport Administrator, U.S.A.*

\* \* \*

The way to give your automobile a permanent finish is to try and beat a train to a railroad crossing.

—*Brotherhood of Locomotive Firemen and Enginemen's Magazine, U.S.A.*

\* \* \*

A safe man is the indispensable requisite for safety in railroad operation, notwithstanding mechanical safeguards. Safe men make a safe railroad.

—*Missouri Pacific Lines Magazine, U.S.A.*

\* \* \*

Fewer children believe in Santa Claus nowadays, but this is offset by the fact that more grown-ups do.

—*Circle Arrow Retailer*

\* \* \*

Many a man who is proud of his right to say what he pleases wishes he had the courage to do it.

—*Link Belt Needs*

\* \* \*

Why is it so necessary in this period of mobilization, and in the war that may follow, to have the railroads kept healthy. It is necessary because of the far greater economy of mass transportation performed by rail than any other way. This economy of mass transportation by the rail method will become increasingly important and, in the event of all-out war, vital.

—*Mr. W. T. Faricy, president of the Association of American Railroads.*

\* \* \*

Let's make it look-before-you-leap year.

—*Don Iddon*

\* \* \*

Those who collect the significant documents of our age should not overlook the form on which Jan Masaryk, the famous Czech leader, applied for permission to enter the United States. In the space opposite "Race" he wrote "Human."

—*Everywoman*

\* \* \*

Soviet Russia's decision to send a full team to the next Olympic Games suggests the inclusion of such events as the heel and toe walkout, the running high dudgeon, the erroneous conclusion and jump, and hurling the invective.

—*Peterborough, in the London Daily Telegraph*

\* \* \*

Railroads constitute the only 100 per cent. common carrier in the transportation business. They are required to carry whatever traffic is offered, and are prohibited from refusing business because they regard it as undesirable or unprofitable.

—*Railway Age*

# Electric Locomotives For New Zealand



These new electric locomotives are being provided to permit higher scheduled speeds and heavier trailing loads in passenger and goods traffic on the New Zealand Government Railways main line from Wellington to Paekakariki, and the 23-mile extension of this electrified section to Upper Hutt. Seven of these 1,500 volt d.c., 3 ft. 6 in. gauge mixed traffic locomotives have been designed by the English Electric Company in co-operation with Robert Stephenson & Hawthorns. The locomotives weigh 75 tons and are rated at 1,800 horsepower. Two axle-hung, nose-suspended traction motors, with forced ventilation, are mounted in each bogie.

—*Railway Gazette*

## Early Streamline Ideas

**T**HOUGH the streamlining of trains did not begin historically with the super-speed trains in various parts of the world during the thirties, there is no clear recognition of just when "aerodynamic shrouds" did begin. On August 6, 1865, a U.S.A. patent was granted to the Rev. Samuel R. Calthrop, of Roxbury, Mass., which showed full awareness of all the factors governing air resistance to trains. His patent was intended specifically "to diminish atmospheric resistance," head-on and from all quarters. It is a reflection on Calthrop's thought that he proposed a full set of hinged inspection doors to facilitate locomotive and carriage bogie maintenance.

—*Railway Gazette*

## Stamp Honours Railroad

**A** special commemorative postage stamp was issued in U.S.A. on the 125th anniversary of granting the charter of the Baltimore & Ohio Railroad. The B. & O. was the first common carrier railroad in America. It has operated under its original charter and name since February 28, 1827.

—*Baltimore & Ohio Magazine*

## Diesel Training Car

**T**HE baggage car of the former *Train of Tomorrow* has been purchased by the Chicago, Rock Island & Pacific Railroad for its training programme on diesel operation and maintenance. Following the sale of the passenger cars of the experimental train to the Union Pacific in 1950, the Electro-Motive Division of General Motors Corporation

modified the baggage car for diesel instruction work and it has been used for this purpose on several roads. Rock Island plans to move the car to locomotive maintenance centres throughout the system and to hold classes at each point on a five-week basis. The classes will cover practical aspects of diesel operation, repair and maintenance, as well as theoretical work.

—*Railway Age*

## Steam Locomotives Go

**C**OMPLETE discontinuance of steam power by the New York, New Haven & Hartford Railroad was evident with the spring time-table on April 27. The change was made possible by the delivery of 15 1,600 h.p. diesel-electric road-switching units, and eight 2,400 h.p. passenger units. The railroad's diesel fleet now numbers 378, with a total horsepower of about 500,000. On certain sections the line is electrified, with 108 electric locomotives and a number of multiple-unit cars handling freight and passenger services.

—*Railway Age*

## Oil Burners For Pakistan

**A**S coal supplies from Bharat (India) have been irregular and inadequate, a large number of coal burning locomotives in Pakistan have been converted into oil burners. Orders have been placed in the U.S.A. for 23 diesel-electric locomotives for the East Bengal Railways. Fifteen officers are being sent overseas for three months training in diesel operation and maintenance.

—*High Commissioner for Pakistan*



# SPORTS

## North Loco. Undefeated

THREE rounds of the V.R.I. football competition for the Commissioners' Cup had been played when *News Letter* went to press, and North Loco., with three wins, is so far undefeated. Melbourne Yard, Northern Lines and 'Shops (combined Spotswood and North Melbourne) have each had one win. Newport Workshops have yet to open their account. The round for this month is: July 1—Northern Lines v 'Shops., North Loco. v Newport. July 8—Newport v Northern Lines, 'Shops. v Yard. July 15—'Shops. v Loco., Yard v Northern. July 22—first semi-final. July 29—second semi-final.

## Country Golf Week

THE annual V.R.I. country golf week will be held in Melbourne on September 8-12. Golfers proposing to take part may obtain full particulars at local institutes or the Sports Secretary of the V.R.I. (Mr. R. M. Kydd). Benalla is the present holder of the teams championship cup.

## Boxing and Wrestling Tourney

SOME of the most promising amateur boxers and wrestlers in Victoria will take part in the annual tournament at the V.R.I. on July 29. Entries close on July 11. Wrestlers R. Garrard, B. Scott, J. Elliott, and K. Coote, who will represent Australia in the wrestling division at the Helsinki Games, were developed by tuition at the Institute and experience in State tourneys.

## New V.R.I. Councillor

THE Claims Agent (Mr. A. W. Cobham) has been appointed a Commissioners' representative on the Council of the V.R.I. Mr. Cobham, who played in the railways tennis competition for a number of years, is on the Council of the Lawn Tennis Association of Australia. His wide knowledge of sport and administration will be a great asset to the Institute.

## Camera Club

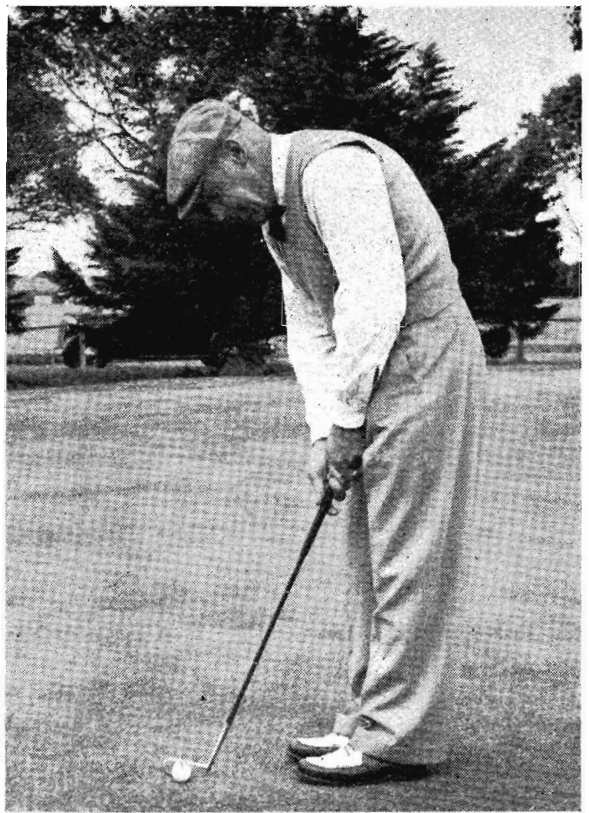
THE still photography section of the club has begun its syllabus. A monthly print competition will be held, field day trips arranged and a monthly news sheet issued. A cinematography section will be formed soon. It is hoped to enrol many metropolitan and country members, including new railwaymen. Mr. B. Stevens is president, Miss J. Higgs, vice-president, Mr. J. M. Speight, secretary and Mr. L. Plunkett, treasurer.

## Tennis finals

HIGH grade tennis is promised when the A and B grades of the V.R.I. Tennis Association hold their semi-final and final matches at Royal Park this month. In the A grade division, Stores Branch will meet Northern Lines, and Spencer-st. will play North Loco. The semi-finals will be played on July 13 and the finals on July 27. The winner will receive the Dunkling Shield. Spotswood will play Northern Lines in the final of the B grade contest for the Pimms Cup on July 27.

## Dimboola Golf Tournament

THE third annual golf tournament of the Dimboola railway club will be held on the local links on August 3. It is open to all financial members of the V.R.I. who are also members of a registered golf club, and to interstate railway golfers. The tournament events will comprise an 18 holes stroke handicap, secret nine, teams, and an 18 holes scratch event which will decide the Wimmera championship. The scratch event is restricted to railway players. For the ladies, there will be a nine holes handicap, secret six and a putting competition. Entry fees are 4/-



Motorman Mat Lynn, of Elwood Depot, who has been elected captain of the V.R.I. golf team. A golfing enthusiast for many years, Mr. Lynn was a member of the V.R.I. team which won the Tintara Cup at the interstate carnivals in Adelaide and Melbourne in 1949 and 1951. He was vice-captain and handicapper for the past three years. He is on a handicap of eight.

(men) and 1/- (ladies). Play starts at 12.30 p.m. Entries should be lodged with the secretary, Mr. E. Muir, Dimboola Locomotive Depot, the week before the tournament starts.

## From Spencer-st. to Olympus

MR. Percy W. Nette, recently appointed organizing secretary for the 1956 Olympic Games in Melbourne, is a former Victorian railwayman. He joined the Department in 1909 and, before his transfer to the staff of the then Superintendent of Goods Train Services at Spencer-st., he was a booking clerk at Camberwell. Mr. Nette studied accountancy, in his railway days, at the Institute. He resigned from the Department in 1911. At the time of his appointment as Olympic Games organizing secretary, Mr. Nette was First Assistant Secretary of the Commonwealth Treasury and was in charge of the Banking, Trade, and Industry Board. He was also a member of the Australian Broadcasting Commission, the Aluminium Commission, the Superphosphate Industry Commission and the Capital Issues Board. During world war two he was a member of a committee responsible for the stabilization of prices.

## ANSWERS TO AMBULANCE QUIZ

- (1) Send for a doctor and ambulance at once, warn the boy to lie still, and cover him with a rug.
- (2) Send for a doctor. Place the child in a warm bath, add bi-carb. soda or salt, and maintain the temperature of the water until the doctor arrives.
- (3) Milk or water.



VR  
*News Letter*

AUGUST

1952





# THE MONTH'S REVIEW

## The New Overland

**M**ODERN second class sitting cars, built as joint stock for the Victorian and South Australian Railways, are now included in *The Overland* express on each trip from and to Adelaide. The new sitting cars, which are of the same up-to-date type as the first class cars recently introduced, will progressively replace older cars in service. Of saloon design with centre aisle, they are air-conditioned and contain 64 rotating and reclining seats arranged in pairs. Other features are the provision of hot and cold water, refrigerated drinking water and wide windows. Paper drinking cups are provided in dispensers at each end of the car. When all the new sitting carriages are in service, and the train is hauled by diesel-electric locomotives, *The Overland*, on which the popular twinette and roomette sleeping cars were first introduced, will rank among the world's most modern passenger expresses.

## Gippsland Service

**R**ECENT criticism on the score of inattention to Gippsland's train passenger needs is not very convincing. This line has already had more train restorations than many other lines. It is, in fact, having so much attention that millions of pounds are being spent on duplication, regrading and electrification, not only to carry more brown coal from the Latrobe Valley, but to enable more and faster passenger trains to be run as well. As newly duplicated sections of the track become available, they will help to reduce congestion and delay inseparable from trying to handle a progressively increasing volume of traffic on a single line. With additional staff and the new diesel-electric locomotives that will be coming to hand, it is hoped to restore more week-day trains cancelled in the early part of last year. Sunday trains must, of course, yield priority to the restoration of normal services generally.

## The Road Controversy

**T**HE statement by the Secretary of the Chamber of Automotive Industries that "road hauliers contribute substantially for their use of the roads" is very much open to question. A Commission in Victoria some years ago found, after penetrative inquiry, that the entire contribution of motor vehicles towards the cost of roads in the two previous decades (when road making and maintenance were very much less expensive than they are now) was not more than 18 per cent of the total outlay. It also found that nearly seven-tenths of this 18 per cent came from private car owners.

Highways today are unquestionably a very serious problem. Few have been built to carry modern, heavy types of commercial vehicles, and the community must face up to enormous expenditure in the near future if roads are to be put in reasonable condition and maintained satisfactorily. The railway view is that road hauliers do not pay at all commensurately for their use of roads or for the damage they do to them. Victoria's Railways, on the other hand, provide and completely maintain their own right of way, and in the current year it will cost them something like £5½ million.

## The Root Of The Matter

**F**UNDAMENTALLY, the whole transport and traffic problem, of which the cost of roads is part, remains an economic one. It is agreed by everybody, including the Railways, that the community is entitled to all the transport it can afford; but the Railways take the uncompromising and eminently sensible attitude that no community can afford wasteful duplication of transport on parallel routes. The emphasis there is on wasteful. Waste occurs when

there is insufficient regular traffic to support duplication, and it has occurred progressively—or retrogressively, according to the viewpoint—in Victoria. There is not enough high grade freight for road and rail in parallel. Yet road transport relies on it for the bulk of its traffic and profit. The Railways also depend on it largely to offset the cost of carrying, much more cheaply, and as a vital public service, low grade freight (such as primary produce and fertilizer) which is nearly 70 per cent of its total rail haulage. Road transport more or less ignores low grade freight which is unprofitable. Indeed it cannot easily carry it. Rail transport must, therefore, remain, and the community which it serves, must help it to pay its way by minimizing transport waste.

## Tobacco Traffic

**W**ITH tobacco imports curtailed, Australian leaf growing is under the spotlight, nowadays, while experts examine its potentialities for expansion. Although not much is heard about it outside Victoria, a crop regularly comes from the fertile Ovens Valley. This year, it is a record crop of about 700 tons. The dispatch of leaf from Myrtleford, Ovens, Everton, Wangaratta, Gapsted, Bright and Eurobin districts began in June and it will continue until next month. Since the leaf is likely to deteriorate from "sweating" if it remains too long in the open, it must be sent off as speedily as possible. It also has to be appraised quickly for the sales if it is to get the best prices. The Railways did their part nobly to help both the growers and Dalgety and Co., to whose siding at Newmarket the tobacco was sent.

Four trains took the first dispatch on different days. Each consignment was landed at Newmarket less than a day later. Which was much appreciated by the company.

## Stocktaking

**R**ESULTS of the triennial state wide rolling stock and truck equipment stocktaking, on June 29 last, were still being analysed when *News Letter* went to press. Figures for the triennial stores stocktaking on June 30 last year, which recently became available, showed the value of stores suspense account stock on hand to be £3,858,778. This was £1,728,436 more than it was three years previously. The increase was mainly due to the general rise in prices. During the intervening period, the total issues from stock, including sales, amounted to £26,930,595. The percentage of error disclosed was so small as to constitute a tribute to the accurate and painstaking work of the storekeeping staff.

## An Unusual Lift

**A** special train, consisting of an engine and three bogie trucks, recently hauled the dismantled sections of a marine engine, weighing nearly 86 tons, from Port Melbourne to Bandiord en route to Sydney. Parts of the engine protruded from the sides of the trucks and were an obstruction to traffic, and the train, therefore, could not move into the Melbourne Yard until the last train had arrived at Port Melbourne. The special went as far as Broadmeadows on a Sunday morning, and was held there until *Spirit of Progress* had passed on the way to Spencer-st. At Bandiord, the engine parts were lifted by Army crane into N.S.W. trucks.

## OUR FRONT COVER

shows B 60, the first of the V.R.'s 26 diesel-electric main-line locomotives, undergoing trials near Parramatta, N.S.W., before delivery to the Department.





Locomotive B 60 as it appeared when delivered at Bandiana. It now proudly bears the name *Harold W. Clapp*. This tribute to Sir Harold, former Chairman of Commissioners, will be endorsed by present and former railwaymen alike.

## FIRST OF THE MAIN-LINE DIESELS

THE arrival at Spencer-st., last month, of the first of the 26 diesel-electric main-line locomotives ordered by the Victorian Railways under *Operation Phoenix* began a highly important phase in the modernization of the system.

At a simple, but impressive, ceremony at Spencer-st., on July 15, before a special test run to Seymour and back, the locomotive received its name, *Harold W. Clapp*. Mr. R. G. Wishart (Chairman of Commissioners) introduced, in turn, the Premier of Victoria (Hon. J. G. B. McDonald), the Minister of Transport (Hon. Sir Herbert Hyland) and the General Manager of Clyde Engineering Company (Mr. F. J. Shea), each of whom spoke briefly. Then, Mrs. R. G. Wishart broke a bottle of champagne over the locomotive and unveiled the name plate. Sir Harold, who was present and who afterwards rode in the driving cab, was very greatly touched by the tribute: "but," he said, "it is really a tribute to the team of railwaymen who served with me."

It is expected that the new locomotives, by making appreciable savings in main-line running times, will provide better services, both passenger and goods. They are the most modern main-line locomotives and have the highest continuous tractive effort of any diesel-electrics in Australia.

Each has six traction motors (four is the most so far used in this continent) and there is a driving cab at each end equipped with identical control sets. Multiple operation is secured by coupling together two or more units to work

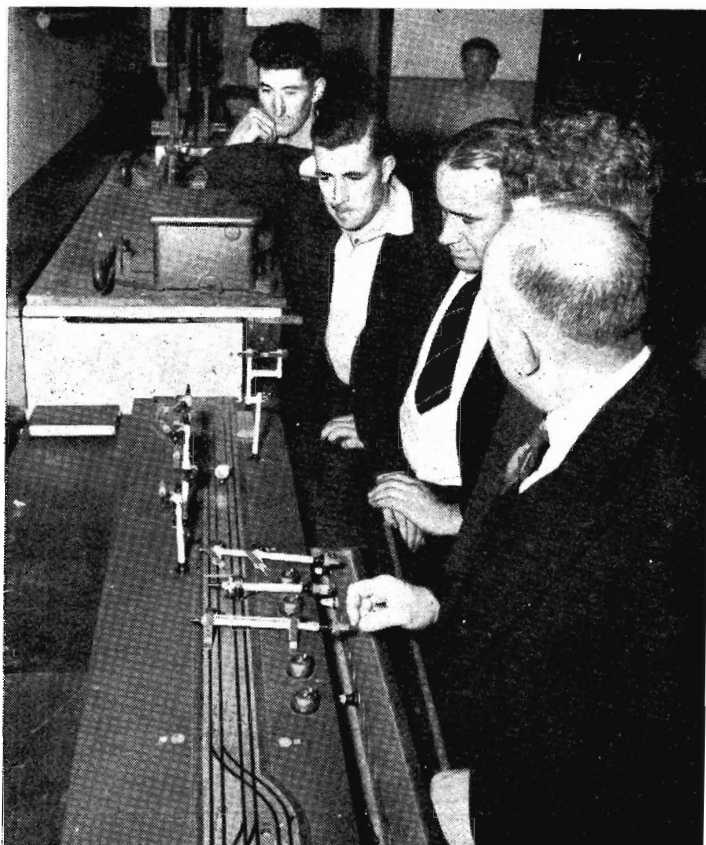
as a single locomotive with a single crew. The controls then go through the jumper cable between units, so that all engines and generators are controlled from one throttle.

The locomotives are powered by a 16-cylinder two-stroke cycle diesel engine operating at speeds from 275 to 800 revolutions per minute. Of the mechanical energy developed by this engine, 1,500 horsepower is converted by the main generator and distributed to the six traction motors which are geared to the wheels. Subsidiary generators provide the electric current for radiator fans, operating controls, locomotive lights, battery charging and exciting the main generator.

The locomotives are fitted with dynamic braking in addition to the normal Westinghouse brake: this is a special feature. They have a fuel capacity of 1,000 gallons and weigh 240,000 lb. fully loaded. Starting tractive effort is 60,000 lb. and continuous tractive effort is 40,000 lb. Maximum permissible speed is 83 m.p.h.

The power units for the locomotives were manufactured by Electro-Motive Division, General Motors Corporation, U.S.A., and the bogies and locomotive bodies by the Clyde Engineering Company, N.S.W., who also installed the power units and accessories.

Next month's *News Letter* will feature a pictorial story of the delivery of the first of the locomotives.



Safeworking class at the V.R.I. studying signalling. Similar classes are held at country centres of the Institute.

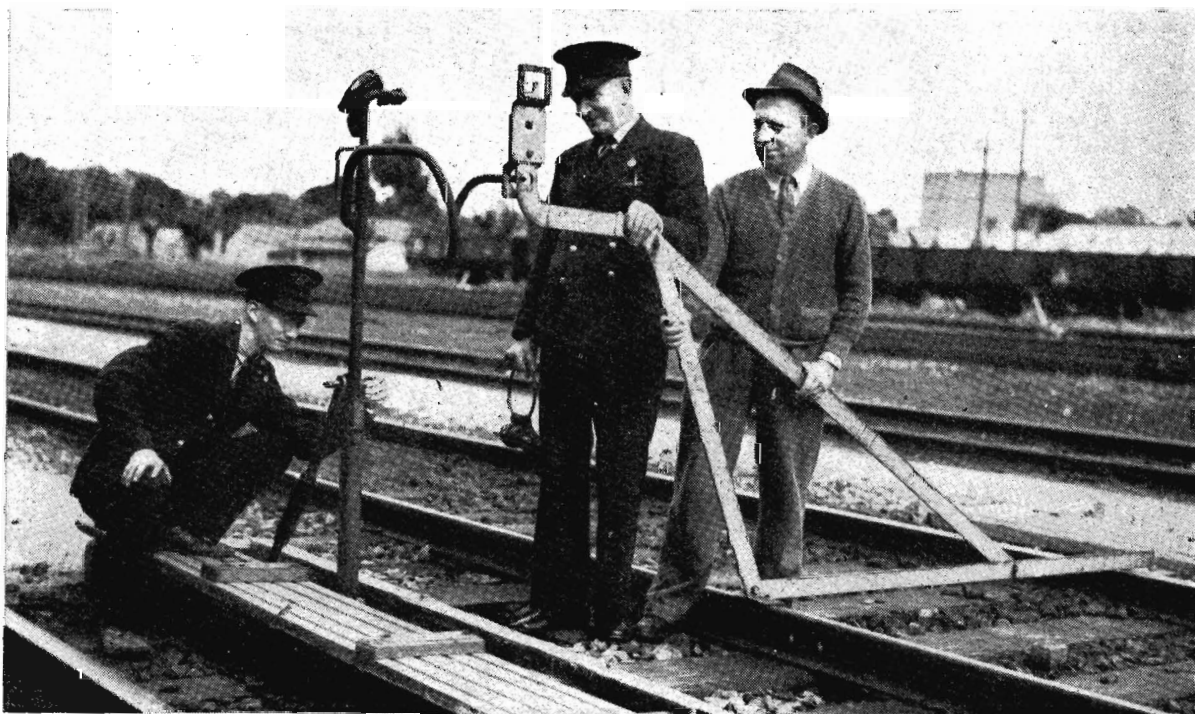
# SAFETY FIRST

**T**HE vital importance of safeworking as applied to the Victorian Railways is succinctly given in general regulation number seven: The safety of the public shall be the first and most important duty of every employee.

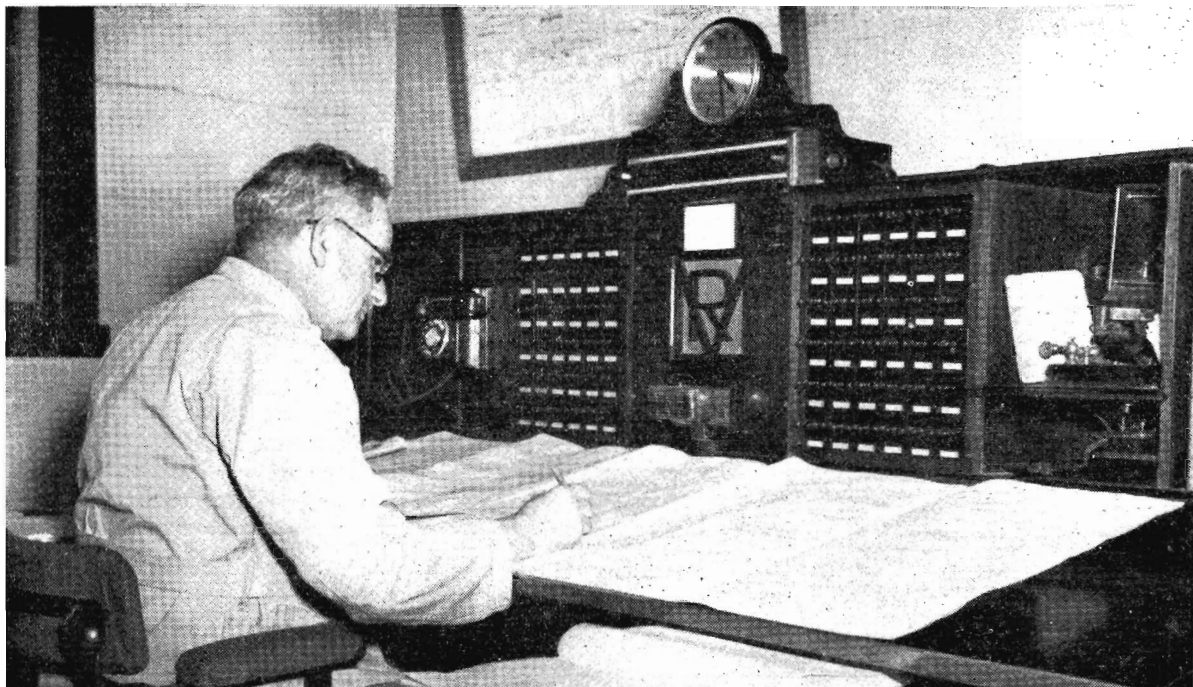
In common with railways throughout the world, the Department has various safety appliances and a comprehensive set of safeworking instructions designed to fit the particular circumstances of the individual system. But safety appliances and safeworking instructions are not enough. Care must be taken to see that they are fully understood and correctly applied.

This is done by teaching all members of the staff concerned with train running the fundamentals of safety. Safeworking classes are conducted regularly at the V.R.I. and its country centres. Members of the train operating staff undergo periodical physical examinations, including thorough vision and hearing tests. They are also periodically tested in their knowledge of the safeworking systems. Nothing is left to chance where the human element is concerned.

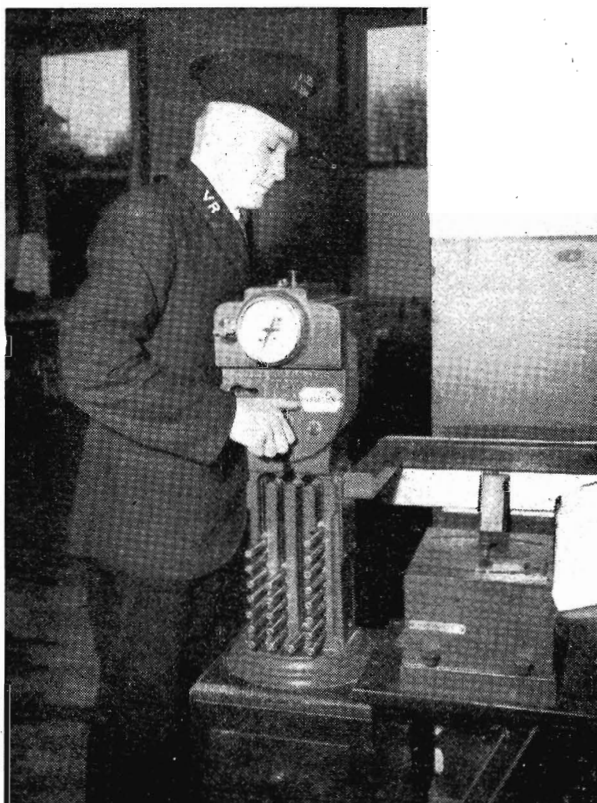
Then, before a train goes into service, its mechanism and equipment are examined to ensure that every vehicle is in proper working order. And the tracks and points, signals and their controlling apparatus are all regularly inspected by experts. As with men, so with machinery; nothing is left to chance.



Testing the automatic staff exchange apparatus. After the train has passed, the apparatus is lowered into its container. Each day it must be tested to make sure that it will transfer the staffs without any hitch.



Train control desk at Spencer-st. The train controller is another key man in the safe running of trains. The objects of the train control system are to move traffic from point to point as quickly as possible at the time required, to obtain the maximum amount of work from the locomotive power available, to prevent congestion and standing time of trains by regulating the streams of traffic, and to make arrangements for the distribution of trucks and the clearance of loading.

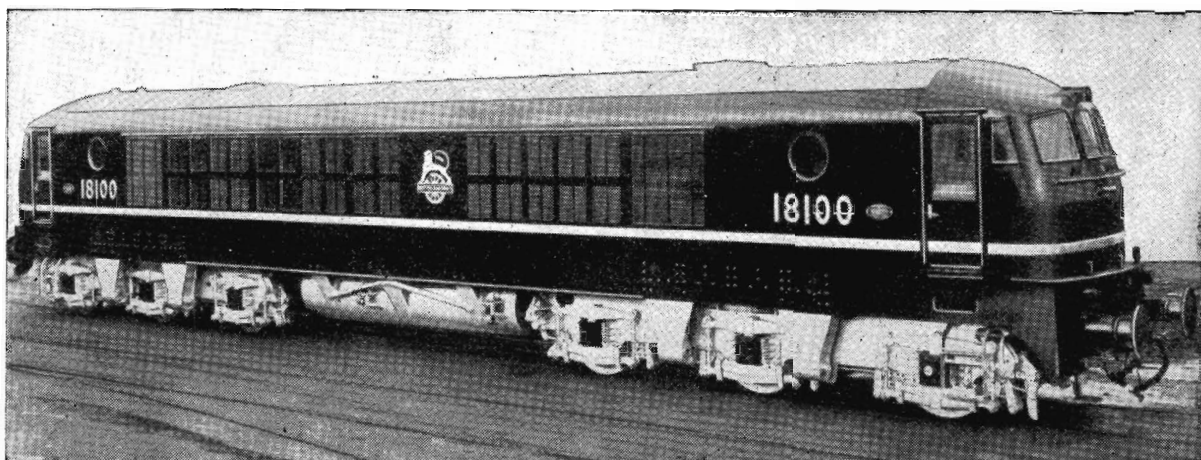


Assistant stationmaster at Healesville withdrawing staff from instrument. The operator at Yarra Glen, as will be seen by the galvanometer needle, has granted "line clear." The staff is then handed to the driver as authority to proceed through the section.



The signalman "makes a road." The levers are coloured according to their job. Black levers operate points; blue levers bring the lock bar into play, locking the points so firmly in position that a train cannot displace them; and the red levers work the signals.





This British-built gas turbine locomotive can haul an 18-car train at 85 m.p.h. on the level and at 41 m.p.h. and 23 m.p.h. respectively when climbing gradients of 1 in 100 and 1 in 50.



Interior of one of the driving cabs: (1) horn-operating lever, (2) vacuum brake control, (3) master controller, (4) driver's seat, (5) hand brake, (6) assistant's seat.

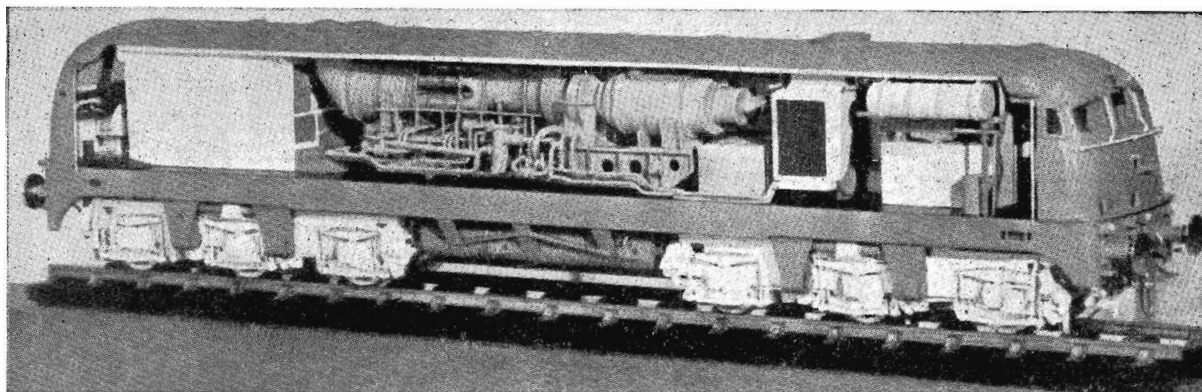
## THE SHAPE OF THINGS TO COME?

ONLY a few gas-turbine locomotives have, so far, been built. British Railways' second one, designed and built by the Metropolitan-Vickers Electrical Co. Ltd., is shown above. Like the diesel-electric, the gas-turbine is much more complicated than the steam locomotive. Broadly, the principle of the British engine is that air is compressed, heated by burning oil fuel in a combustion chamber, and then allowed to expand in, and thus drive, a turbine which is coupled to electric generators. The generators feed the current they produce to electric motors which are geared to the locomotive's axles. There are also an auxiliary generator, a battery, a series of electric relays and other mechanism.

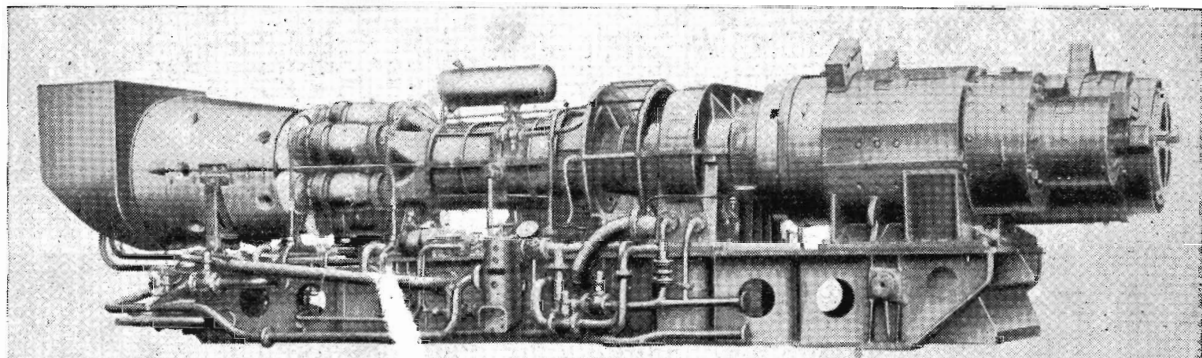
It may be asked: what advantage has this complicated engine over the comparatively simple steam locomotive? The answer is: chiefly, economy in fuel and maintenance costs. A gas-turbine uses only about one-third of the fuel required by its steam counterpart.

Some details of the locomotive are: horse-power, 3,000; number of axles, 6 (all driving); maximum speed, 90 m.p.h.; tractive effort, maximum 60,000 lb.; continuous 30,000 lb.; weight 129½ tons; wheel diameter, 3 ft. 8 in.

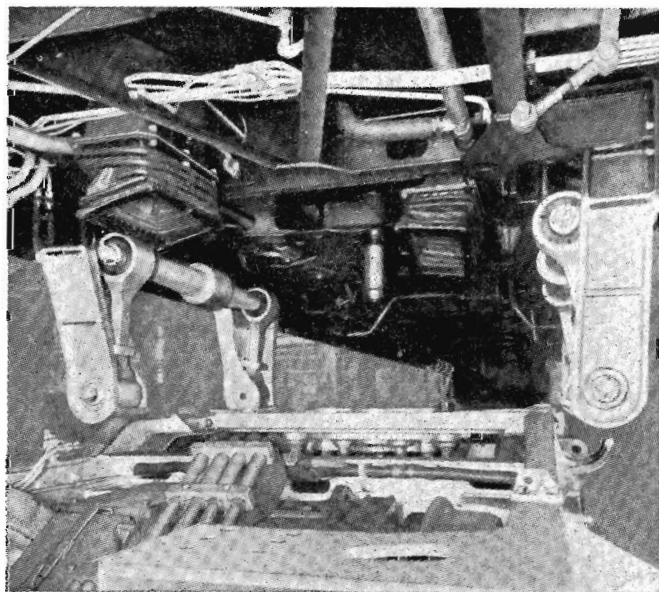
Of more interest to the Department than the British engine is an experimental gas-turbine locomotive that is now being developed in the United States. It will use pulverized black coal. As a result of tests, arranged by the Commissioners, it is known that Victorian brown coal dust would be even more suitable for this type of engine. Some time may elapse, however, before this locomotive is proved to be a practical proposition.—(Photographs by courtesy of British Railways and *The Railway Gazette*.)



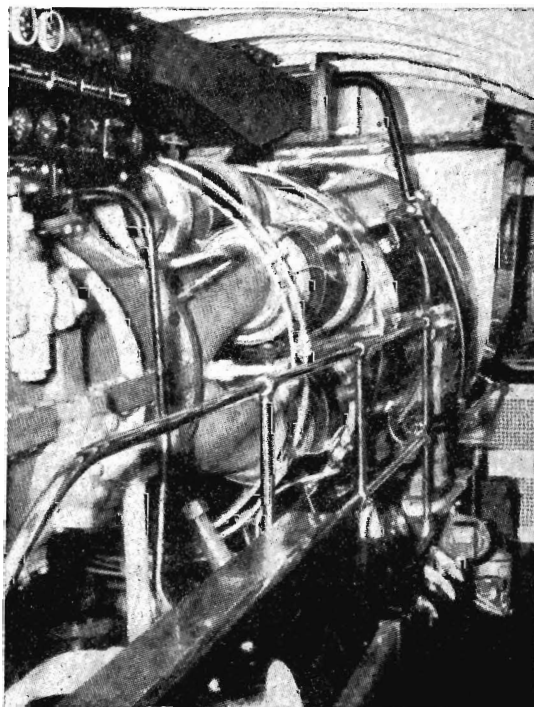
Model of locomotive, cut away to show the layout of equipment.



View of power unit showing combustion chamber, turbine, compressor, and generator mounted on bedplate. When starting button is pressed, the turbine is accelerated to a self-sustaining speed by the main generators acting as motors. Current is supplied to them by a starting battery. When starting from cold, the locomotive is ready for service after 5 minutes warming up.



Underside of locomotive before it is lowered to the bogies, showing the body suspension swing-link system. There are eight swing links. Each link-end contains a rubber universal joint without metallic contact. Advantages of rubber are that it dispenses with lubrication and isolates the body from vibration caused by track irregularities. Each of the two bogies has three driving axles and each of the six axles is driven by an electric motor through a reduction gear. Each pair of motors is fed from one of the three main generators.



Interior of the locomotive showing the power unit. At full load, the turbine rotates at 7,000 r.p.m. and, every minute, needs 40,000 cubic feet of filtered air, or enough to fill a small hall.

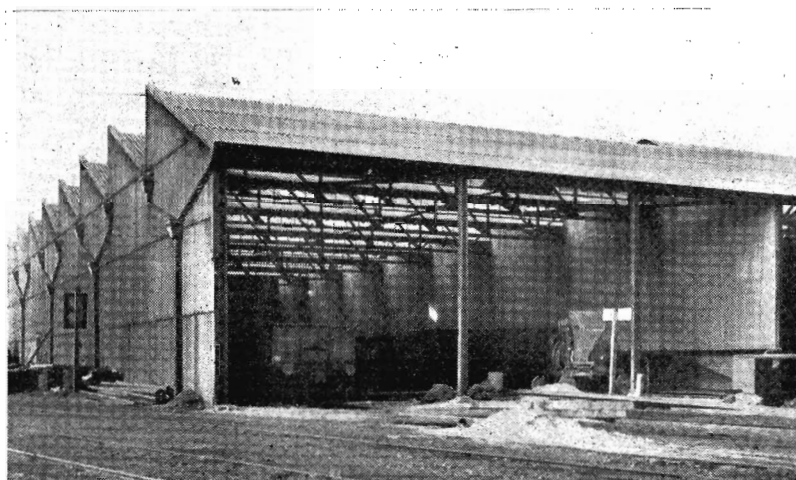
# AROUND THE SYSTEM



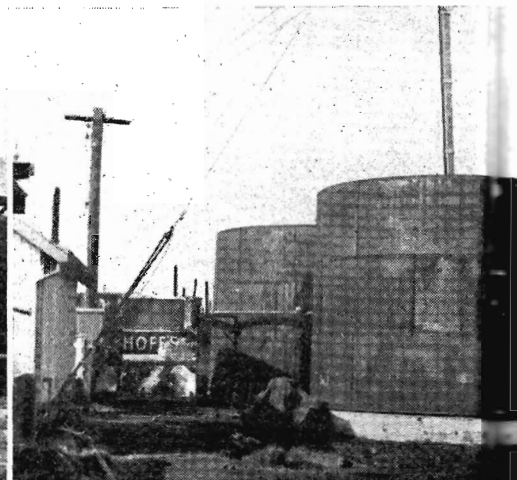
**PRIDE OF THE R's :** The commemorative plate recently affixed to R 704, which "stole the show" at the Festival of Britain (Industrial Power section at Glasgow), has attracted much attention. In this picture, Driver A. K. Michell explains the plate to the crew of two R's after the run from Serviceton with *The Overland*. More than 50 R's are now in service.



**V.R.I. QUOTE** time ago the Railways was like a Queen. It was a means of instituting money for the building facilities, for the means of the The success of Betty Jones, Dulcie Moore and Mr. third. The (Mr. T. C. Elliott) secretary Elliott).



**NEW DIESEL SHOP :** The lay-out for this modern installation at North Melbourne provides for running inspection, maintenance and wheel storage and diesel shunting roads. There are three floor levels.



**OIL STORAGE :** The two tanks at the diesel shop hold 140,000 gallons. Oil is pumped into them from the required, to the fuelling point.





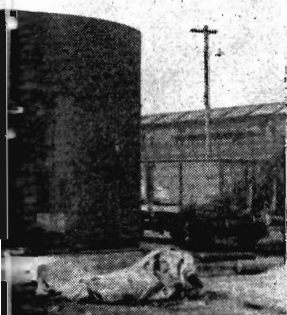
**QUEEN CARNIVAL:** Some of the Council of the Victorian Institute decided to organize a Carnival in the country. To create more interest in the activities and to raise the provision of more sport-ers. Seven centres entered competition, which was the raising more than £2,000. Successful Queen was Miss of Seymour. Miss (Benalla) was second W. Riddell (Hamilton) the president of the institute Collier is seen congrat- winner. With him is the of the V.R.I. (Mr. W. E.



**NEWPORT INSPECTION:** Students from the Commonwealth Forestry School at Canberra recently went to Newport Workshops for a tour of inspection. After seeing construction and repair work they inspected stacks of Australian timbers and teak from Burma.



**LUXURY ON WHEELS:** Passengers on *The Overland* are as full of praise for the design and comfort of the new second class sitting car as they were for the first class car introduced towards the end of last year. It has the same aircraft type adjustable seats, a ladies' powder room and luxurious appointments generally. New cars of the most up-to-date type will progressively replace older ones now in service. Saloon design with centre aisle, they have wide windows, hot and cold water and refrigerated drinking water. Paper cups are provided in dispensers at each end of the car. The designers have thought of everything to ensure that travellers can relax in comfort. Individual reading lights, which are especially convenient after the main car lights have been switched off for the night, have also been installed. A passenger, wishing to read, can switch on an individual reading light above his seat. *The Overland* at present comprises up to six sleeping cars, including two modern roomette and two twinette types, and four sitting coaches, two of which are the new first and second class sitting cars. When all the new carriages are in service, and the train is hauled each way by diesel-electric locomotives, *The Overland* will rank among the world's most modern passenger expresses.



have a combined capacity of waggons, and thence, when

# FIRST AID

*Their aid they yield to all.*

—George Crabbe (1754-1832)

## The Year's Work

**D**URING the year 1951-52 there were 472 first aid enrolments. Twenty three classes were held, 370 candidates were examined and 364 passed. Sixty six first aiders now hold first year and 298 second year and over certificates. Eighth-year gold life membership holders total 516, and there are 811 fifth-year silver efficiency medalists. At June 30, there were 34 active corps, 29 of which entered for competitions. During the year, 4,929 cases were treated at the Spencer-st Casualty Room.

The Ambulance Officer (Mr. Blackburn) explains the delay in starting this year's first aid classes (which ought to have begun in January) by the absence of a first year text book. St. John Ambulance, from whom all text books derive, has made its existing edition obsolete by publishing another of which sufficient copies for railway classes are not yet obtainable. A special first year book for railway first-aiders has, however, been prepared and is now being printed, in time for classes to begin this month. Examinations will be held before the end of the year.

## New Centre at Colac

**C**OLAC, which has not been represented in the first aid organization for several years, has decided to form a centre this year. It will be in charge of Porter L. Hasegawa, who was transferred from Yea recently. When he was stationed at Geelong he was a member of the corps. He is a third year certificate first aider. When this was written, 12 recruits had enrolled for the opening class, this month, and more were expected.

## 1952 First Aid Competitions

**T**HE preliminary finals of the 1952 State ambulance challenge shield competitions will be held in August. The metropolitan section will be held in Jolimont Yard, East Melbourne, and the country competitions at Ballarat, Bendigo and Seymour. Seven novice and five senior teams, and seven novice and five senior individual competitors will be selected to take part in the finals at Mt. Evelyn in September.

## The New Text Book

**B**Y the time the current issue of *News Letter* has been distributed, the Department's new first aid book should be in circulation. Classes will start immediately the book has been distributed.

## Red Cross Appeal

**H**UNDREDS of replies have been received from railway men and women by the Victorian Division of Red Cross to the appeal for regular contributions to Red Cross on the basis of 6d. a fortnight. Some railwaymen sent as much as 10/-, and said they would be prepared to give amounts ranging from 1/- to 5/- each fortnightly pay. One was a New Australian at Pakenham, who paid a particular tribute to Red Cross humanitarian work in the international sphere. New contributory groups within the Department, and elsewhere, should help to overcome the Society's pressing financial need. Replies to the appeal have come from such a wide area that it may take some time to form groups and collect subscriptions. Official collectors will hold Red Cross tickets, which will be issued for every 1/- collected. Incidentally, former railwayman Jack Rowell is organizing the scheme for Red Cross. He has plenty of room on his books for those who have not yet sent in their names.

## First Aid Stalwarts

**N**EWs of the sudden death of Assistant Stationmaster Charles E. Wilcock, while on duty at Heyington station recently, was received with deep regret by first aiders. Mr. Wilcock, who held the third-year certificate, took an active interest in the ambulance movement in which he had many good friends. First aid men were also sorry to hear of the serious illness of Mr. A. J. ("Ossie") Denier, Superintendent of No. 4 Corps, North Melbourne Locomotive Depot, who is still on sick leave. Mr. Denier is one of the first aid enthusiasts at North Loco. who have made the centre one of the best in the system.

## New Light Danger

**F**IRST aiders in other States have been warned about the danger of the broken fluorescent tube. In America, railwaymen wear gloves in disposing of the broken parts of the tubes, and in the Navy they are buried in out of the way swamps and bogs. The reason for the danger is that in the coating of the glass is a substance called beryllium. A case is reported of a patient who cut himself on a broken tube. The wound was stitched and appeared to have healed. Later, however, hard lumps appeared under the scars and continued to grow. Plastic surgery became necessary. Following the report of similar cases, an investigation was made and it was discovered that the trouble was due to infection from the beryllium.

## EMERGENCY QUIZ

**T**WO marks for each correct answer. With four to six marks you could help in an emergency. With less you should join a first aid class. What would you do in the following cases? Answers are on back page.

- (1) The beautiful blonde film star receives some harrowing news, and faints. The hero makes her drink some unnamed fluid which miraculously revives her. Would you recommend this treatment? If not, why not?
- (2) When the Marysville hikers were lost, some suffered frost bitten fingers. Would you as a first aider have given treatment by:
  - (a) bringing them into a room with a good old-fashioned roaring wood fire, and warming them?
  - (b) leaving them out in the cold and applying mild friction and dry, moderate warmth?
  - (c) giving them a hot bath and a good soak?
  - (d) Alternatively opening a bottle of Scotch for a good "soak"?
- (3) If someone in your home unfortunately got an electric shock from a bare wire or a faulty connexion, would you:
  - (a) scream or panic, according to your sex?
  - (b) say, "what did you do that for"?
  - (c) apply artificial respiration?
  - (d) switch off the current?



Known as the "trouble shooters," the men of the Overhead Electrical Equipment section are responsible for erecting and maintaining overhead electrical equipment and making emergency repairs. They are on continuous call. When maggies build nests in the brackets, or wires are struck by lightning, the call goes out for the overhead men. No time is lost in rectifying a fault. Apart, however, from emergency work, they are responsible for the normal maintenance of more than 400 miles of overhead line, inspecting, repairing and renewing equipment. Deterioration is kept to the absolute minimum in this way.

When defective insulation, for instance, is noted by the inspector patrolling the system, it is immediately replaced with a re-conditioned set and sent to the workshops for overhaul. The eight new vans, drawn up in line in the above picture, have replaced five vehicles which have become obsolete after many years of good service. They have all the equipment required for maintenance and emergency work on the suburban electrified system.

## OVERHEAD SECTION



Checking block and tackle and other equipment.



Maintenance men being briefed by Inspector Ruff before going out to repair an overhead fault.



Repairing and assembling a set of catenary insulation in the Overhead Depot Workshops, at Batman-av. Defective insulation found by maintenance gangs is replaced.



# AMONG OURSELVES . . .



Mr. Ellis and his daughter, Mrs. Ward

## The Ellis Saga

**G**OODS Guard Harold G. Ellis, who retired recently, joined the Department when he returned from the first world war and spent all his years of railway service in the Melbourne Yard. He was shunter, leading shunter and goods guard. He is a son of the late Mr. Eli John Ellis, who joined the railways as a porter in 1874, and was a stationmaster at Cobram, Gisborne, Ballan, Colac and Eaglehawk.

Retired Goods Guard Ellis takes much pride in his family's association with the V.R. His brother, Stuart Ellis, was a leading shunter, goods guard and acting yard foreman in the Melbourne Yard. He served with the A.I.F. in the first world war, and, afterwards, joined the N.S.W. Railways. In 1921 he rejoined the V.R. as a shunter, and remained until his death in 1943. Another brother, Sydney, joined the Department in 1911 and is now a goods guard at Melbourne Yard. He is also a World War One veteran. Yet another member of the Ellis family, Wal, joined the railways after serving in World War One with the Eighth Light Horse. He was a fireman at the North Melbourne Locomotive Depot when ill health forced his retirement.

Mrs. W. Ward, daughter of Harold, is carrying on the Ellis railway tradition. She joined the Refreshment Services Branch in 1938 and served soft drinks at Flinders-st. She resigned, on marriage, in 1939, but rejoined the Department as a portress in 1949. Subsequently, she became a conductress at Elwood Depot where she is now.

## Train Driver Retires

**O**NE of Essendon's best known electric train drivers, Mr. E. J. Mackie, retired recently after 44 years' service. He began his departmental career as a cleaner at North Melbourne Locomotive Depot. His first fireman's job was at Boort, where he worked on mixed trains before going to Bendigo. He became a driver in 1917. Returning to Melbourne in 1925, he drove electric trains until his retirement. In his younger days, Mr. Mackie was a fine, all-round athlete. He won several footrunning events and played football at Lilydale and Traralgon. At a farewell at Essendon station, Mr. Mackie was presented with a suit case.

## Lad Labourer to Superintendent

**S**UPERINTENDENT of Melbourne Yard for the past two years, Mr. W. J. Stone retired recently after 46 years' service. He joined the Department in 1906 as a lad labourer in the Way and Works Branch at Ballarat and transferred to the then Transportation Branch two years later. He was a porter at Hamilton when he was transferred to Melbourne in 1909. From shunter he rose to Senior Assistant Superintendent, Melbourne Yard, and finally to Superintendent.

Mr. Stone recalls that when he first came to Melbourne there were no shunting yards north of Dudley-st. and barques sailed from 14-15 rail dock berth in the annual wheat race to England. There was a shipping shed on the site of the existing suburban platforms at Spencer-st.

Shunters presented Mr. Stone with a set of bowls and leather case, and an overnight bag for his wife, and the office and supervising staff gave him a crystal set.



Mr. Stone

## £178 For War Memorial

**O**N behalf of the Shrine of Remembrance War Memorial Appeal and the Shrine Trustees, the Lord Mayor (Cr. O. J. Nilsen), in a letter to the Chairman, recently, thanked railwaymen for their "generous response and the splendid contribution of £178.9.1." The Lord Mayor added that, when the fore-court at the Shrine was finished, it would be one of the finest memorials in the world, and a "lasting and proud remembrance of the magnificent services of the men and women of Victoria in the second world war."

## Art in the Pre-cut Home

**E**IGHTEEN months ago, Mr. T. E. Anderson, with his wife and his five children, arrived in Melbourne from Glasgow to work at Newport. Now in his permanent pre-cut home at Albion, he has put some of his ideas on interior decoration into effect. He has painted the lounge room primrose yellow and added to each corner a design of wild blossoms and an Australian bird. The kitchenette now has blue woodwork, lower walls of yellow, and a blue and white frieze with a Dutch windmill motif. In the children's room, he has painted the walls an apple green superimposed with nursery rhyme scenes.

"We have no regrets in leaving our ain folk," says Mr. Anderson, "for we have found here a good living, sunshine and contentment."

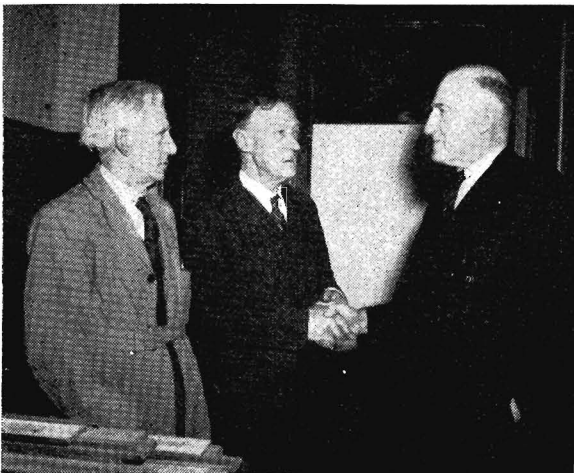


Nursery rhyme mural painted by Mr. Anderson.

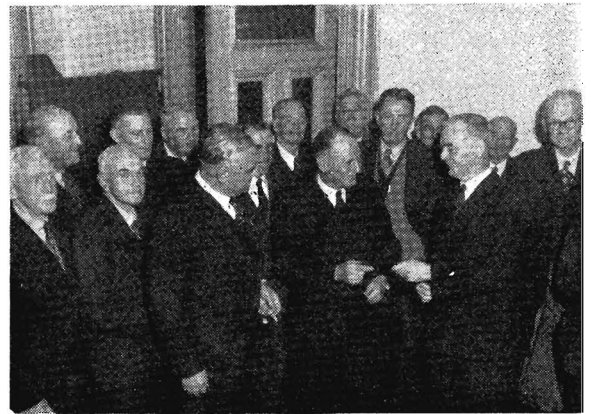
## Workmates

**F**ORTY-FOUR years ago, Mr. L. Datson and Mr. F. Rowley joined the railways as engine cleaners at Geelong Locomotive Depot. Both ultimately qualified as drivers and worked in various parts of the State. Two years ago, Mr. Rowley was transferred to the speed chart checking section at Head Office, and a year later was joined there by Mr. Datson. Recently, the latter retired, the day before his colleague celebrated his 64th birthday.

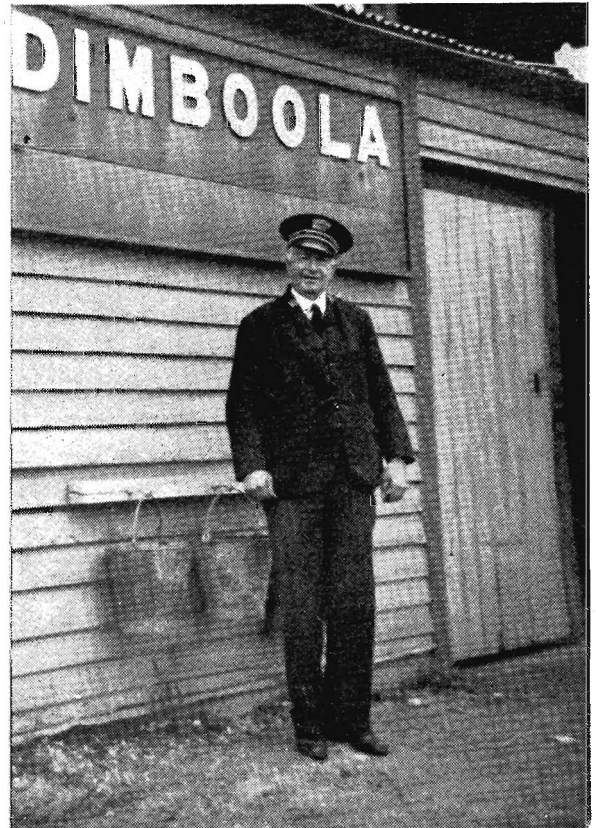
Mr. Datson went from Geelong to Korumburra as a fireman, and was there eight years before being transferred to North Melbourne Locomotive Depot. In his 26 years' of driving, he drove every train of importance from the Melbourne terminal, without, he is proud to say, a mishap.



Mr. Rowley (left) watches Mr. Datson (centre) being farewelled by Mr. P. Edmonds, Superintendent of Locomotive Running.



Known in the service as the man who believed that the only way was the right way, Mr. M. F. (Mark) Baynes, Safe Working Officer for the past 18 years, retired recently and was farewelled by a host of friends in all branches. Practically the whole of his colourful railway career was devoted to the perfection of the safe working regulations. Mr. Baynes joined the Department in 1904 and became a signalman in 1911. He was appointed Block and Signal Inspector in 1920, and came to Head Office six years later. He had been Safe Working Officer since 1934. At a little ceremony, he was presented by the Outdoor Assistant to the Chief Traffic Manager (Mr. J. R. Rewell) with a wallet of notes. Mr. Baynes has been succeeded by his team mate of many years' standing, Mr. C. A. (Charlie) McIntyre.



All branches were represented at the recent farewell to Mr. N. V. Donne, Servicon's stationmaster, who retired after 41 years' service. During his career, Mr. Donne was stationed at Mysia, Meenyan, Lalbert, South Melbourne, Little River, Stratford, Servicon, Deniliquin, Murtoa, Swan Hill and Dimboola. The staff gave him a wallet of notes, and Mr. F. Perara, secretary of the local V.R.I., a travelling rug as an appreciation of his work for the institute. Mr. Donne became a stationmaster in 1918.

## 29 Years with the "Sparks"

**M**R. A. C. HOSKEN, travelling foreman, Electric Running Depot, who retired recently, joined the service as a lad labourer at Newport Workshops in 1903. He became an engine cleaner in 1907 and began firing the same day as Mr. G. E. Burnell, former Superintendent of Locomotive Running. In 1913, Mr. Hosken became a driver and, in 1923, went over to the electric trains. When he retired, presentations were made to him by the staff at the depot and by the Jolimont drivers.

## Engineers' Success

**T**WO of the younger members of the Laboratory metallurgical staff at Newport Workshops recently distinguished themselves in a competition conducted by the Australian Institute of Metals for technical essays on metallurgical subjects. Mr. Noel Herbst, Bachelor of Metallurgical Engineering (Melb.) and Mr. David Langland, who holds a Fellowship Diploma of Metallurgical Engineering at Melbourne Technical College, won two of the three divisional prizes.

The essay submitted by Mr. Herbst was entitled "The Bainite Reaction in the Isothermal Decomposition of Steel". Mr. Langland's essay dealt with "Nickel Molybdenum Accicular Cast Iron".

The former joined the Department in January 1952 and the latter in January 1951.



After 10 years on the Head Office cleaners' staff, Mrs. Estha West retired recently because of ill health. A railwayman's widow, Mrs. West was a conscientious worker and was well liked by all with whom she came in contact. Two of her sons are in the Department. One is in the Stores Branch at Spotswood Workshops and the other is an engine driver at Ararat. After a special afternoon tea for the occasion, the Caretaker, Mr. A. G. ("Bert") Tullett, presented Mrs. West with a water set and a wallet of notes.

## Engineer's Son Graduates

**B**ERNARD E. WOHLFAHRT, son of Mr. C. E. Wohlfahrt, Rolling Stock Branch engineer, recently graduated with distinction with the Fellowship Diploma in Civil Engineering at the Melbourne Technical College. The citation stated that Bernard showed marked capacity for leadership, besides taking a prominent part in the activities of the College. He was treasurer and vice-president of the Students Representative Council in the last two years of his course.

## For He's A.....

**A** railwayman, who was described by a local councillor as "the best stationmaster in Victoria," retired recently. He is Mr. W. J. (Wally) Scriven, who was Beaufort's S.M. for 20 years. Rev. A. L. Mills, vicar of

St. John's Church, primary producers, business men and representatives of sporting and social organizations attended the farewell to Mr. Scriven in the Shire Hall to pay tribute to a man who, as one speaker said, had "made Beaufort a better town to live in." Cr. M. Watkin said that Mr. Scriven had trained a lot of young men for the railway service and they would benefit all their lives from his influence. Mr. and Mrs. Scriven received two gifts from the church, and the retiring S.M. was also presented with a cribbage board made of wood grown in the district. Tucked inside it was £100 in notes.

## Obituary

**W**ITH deep regret *News Letter* records the deaths of Mr. Clyde William Todd, Mr. Norman James Lester, and Mr. Frank Beissel.

Mr. Todd joined the Way and Works Branch in 1908, was transferred to the Accountancy Branch in 1932, and worked in the Cash Office for the last 14 years. He was property steward of Essendon football club. The funeral was attended by a number of prominent footballers.

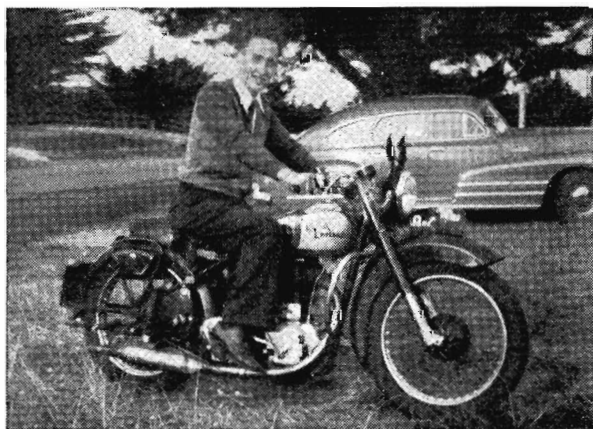
Mr. Lester, who, at the time of his retirement in 1950, was Auditor of Expenditure, had nearly 49 years' service in the Accountancy Branch. During the early stages of suburban electrification, he made a continuous investigation of the accounts. As Chairman of the Safe Custody of Cash Committee he came into contact with many station staffs. A versatile sportsman, he was well known in cricket, golf, and tennis circles.

Mr. Frank Beissel, was one of Newport Workshop's best known identities. He rose from tool maker to leading hand and was Sub-Foreman, Tool Room, when he retired in 1946. Mr. Beissel was both an accomplished conjuror and a violinist of more than average ability.

## Helping the Grape Harvest

**T**HE excellent work done by the Railways in transporting to Mildura and district the large number of workers necessary to harvest this year's grape crop is highly praised in a letter which was recently received by the Commissioners from the Growers' Conciliation and Labour League. The stationmaster and staff were singled out for special praise.

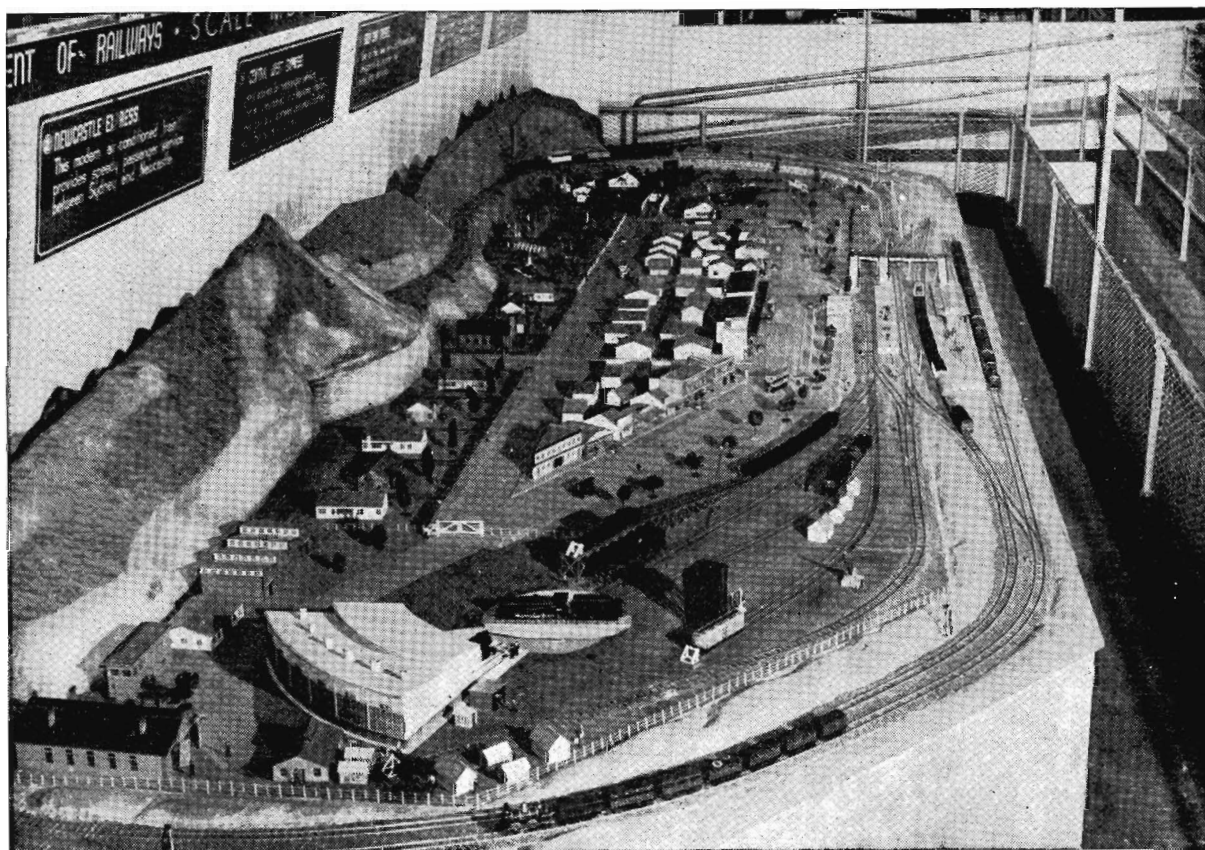
More appreciation of the work done by railway staff in transporting fruit harvest labour to Mildura, Hattah, Robinvale and the mid Murray Valley districts is expressed in a letter to the Secretary by the Regional Director of the Commonwealth Employment Service (Mr. N. J. O'Heare). He adds that growers' organizations were also appreciative of the rail transport arrangements for the fruit pickers.



Ralph Gardiner, apprentice electrical fitter, won the 350 c.c. solo class in a recent two days trial sponsored by a Melbourne daily newspaper. It was Ralph's first solo start, and experts say he handled his machine like a veteran.



## New South Wales Railways' Scale Model



More than 250,000 people saw this model railway when it was exhibited by the N.S.W. Railways at the Royal Easter Show in Sydney for the third time. The model occupies an area 45 feet by 20 feet and has the scaled down track and signalling equipment of a modern railway. Passenger and freight trains, accurately built, are run by electricity. This year, a Garratt steam locomotive and an Alco diesel-electric locomotive have been added to a comprehensive collection of rolling stock.

### New Sunshine Expresses

THE first of an order for nine new air-conditioned trains for the Queensland Railways *Sunshine Express* is expected to enter regular service this month. Built at Ipswich Workshops, the train will consist of 13 cars, including a power van to provide electricity throughout the cars. The Commonwealth Engineering Company is building the remaining eight trains.

### N.Z. Railways Lack Trained Staff

THE curtailment of passenger trains to release crews for goods trains was recently decided by the New Zealand Railways. The shortage of trained staff is serious, and the restriction on passenger travel is likely to last for some time. Main line expresses will still run, but suburban and provincial services will suffer. The Department is trying to meet the situation with temporary staff, but this will not relieve the shortage of trained engine crews. The Immigration Department may be asked to adopt both a short and a long term policy to get essential railway workers from overseas. The Government appointed a Royal Commission to investigate the condition of the railways and their development and sphere of operation. Its report has just been presented.

### Convertible Trucks

CANADIAN National Railways have ordered 100 side and centre convertible dumping cars, costing more than 900,000 dollars. The main feature of the cars lies in their capacity to serve as three cars in one. They can be operated as gondola cars with side unloading, or, by opening trap doors in the floors and moving the ends in, they can be used as hopper cars. Again, when the ends are turned down, the cars can be operated as drop end gondolas for transporting such loads as telephone poles, structural steel and timber.

### Dutch Electrify Railways

RAILROADS in U.S.A., Canada and other lands are replacing steam locomotives with diesels, but, in Europe motive power developments are less concerned with the switchover to diesel operation than with the extension of electric traction. For example, the whole transportation picture in Holland is being transformed by an ambitious electrification programme. Soon, clean and fast electric trains will link together every Dutch centre in one of the most extensive electric rail networks in the world.

# SPORTS

## Grim Tennis Struggle

THE finals of the A and B grade sections of the V.R.I. Tennis Association's annual tournament at Royal Park recently were played in perfect tennis weather. Getting away to a good start, Stores Branch won three of the four singles matches and, maintaining this early advantage, defeated North Melbourne Locomotive Depot by five rubbers to three, thus retaining the Dunkling Shield for another 12 months. In the B grade section for the Pimms Cup, Northern Lines made a good start by winning three of the four singles matches, but finally went down to Spotswood Workshops after a gruelling struggle. The winning shots were made in failing light. Final scores were Spotswood Workshops, four rubbers, nine sets; defeated Northern Lines four rubbers, eight sets. The two cups and individual trophies, as well as those for the winners of the singles and doubles championships decided during the season, will be presented at a social gathering at the V.R.I. on August 8.

## North Loco. Lead In Football

NORTH MELBOURNE Locomotive Depot's football team was undefeated in the Commissioners' Cup competition when *News Letter* went to press. With 20 points, North Loco. is on top of the premiership table, with Melbourne Yard, 12 pts, Newport Workshops and Spotswood Workshops, equal with 8 pts, and Northern Lines, 4 pts. The inter-club games are almost finished, and the final matches will be played at North Melbourne V.F.L. ground on August 6 and 13. The annual match with the Postal Institute will be played on North Melbourne ground on Wednesday, August 20.

## Boxing and Wrestling

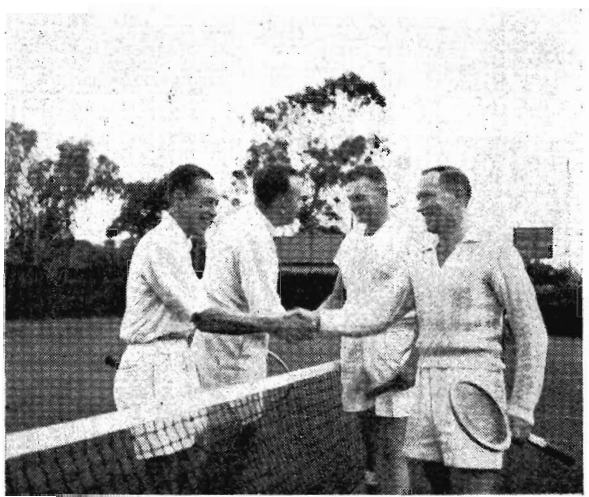
WITH the absence of V.R.I. wrestlers at the Helsinki Olympic games, the wrestling section of the Victorian amateur competitions, which is usually dominated by institute representatives, should be much more open this year. The annual boxing and wrestling contests will be held in the V.R.I. hall on August 12, 19, and 26. A feature of this year's tourney is the large number of country competitors.

## Town and Country Billiardists Meet

A V.R.I. team recently went to Bendigo to accept the challenge of the local Institute team to a billiards and snooker match. In some close games, Bendigo defeated Melbourne by five matches to one in the billiards section. Schew, of Bendigo, won the trophy for the highest break (61). Melbourne players, however, got their revenge in the snooker games by winning both matches. The return games in Melbourne were equally well contested. Bendigo players maintained their superiority at billiards by winning five matches to three, but Melbourne won two of the three snooker contests. Highest breaks in billiards were made by Frame, of Bendigo (77 and 64), Perrins, Melbourne (63) and Rechter, Bendigo, (51). The Institute intends to play more of these social games with country players. The next visit will probably be made to Geelong.

## Tramway Footballer

M.R. KEN JACOBI, stock clerk, Elwood Depot, is now playing his fourth consecutive season with Glenhuntly Tramway Board's football team. Originally known as the Brighton Tramway's team, it consisted wholly of V.R. trams' staff at Elwood, but two world wars, retirements and transfers depleted the team. Subsequently,



Left to right.—K. Milne and J. Judd (Stores Branch), winners of the Dunkling Shield in the V.R.I. A grade doubles championship, being congratulated by L. Murphy and J. Bolger (North Melbourne Depot).

the Elwood players joined Glenhuntly (Tramways Board staff) and the team, which became known as Brighton-Glenhuntly, took part in mid-week games in the Tramway League's competition. At present, Mr. Jacobi is the only Elwood Depot representative in the team. Before he went to Elwood he played with the Flinders-st. Station team in the V.R.I. football competition. A versatile player, he has done equally well on the wing, forward and in a back pocket.

## Signalman Cricketer

HAVING played in three railway interstate cricket carnivals, Mr. William Clanchy, signalman, of Ripponlea, was well equipped for the job of scorer with the Victorian team that went to Adelaide this year. His cricket career began with the South Melbourne C.Y.M.S. team in 1917. A railwayman since 1922, he played the game at Tallarook and Ultima before being transferred to Melbourne. He won interstate selection in 1938 when Victoria visited Sydney. Incidentally, Mr. Clanchy is an enthusiastic fisherman: he is a member of the Victorian Anglers Club.

## All Round Sportsman

ONE of the fittest competitors in railway sport is Len Murphy, of North Melbourne Workshops, who recently played in the final of the A grade tennis matches for the Dunkling Shield. Years ago Len and his brother, Frank, were members of the famous Collingwood team which won a succession of V.F.L. pennants. When only 19, Len, in his first season of cricket, was selected in the V.R.I. team that went to Sydney and won the Mick Simmons Cup, awarded to the winners of the interstate competition. He was also an outstanding performer in the V.R.I. Football Association games. Len now concentrates on tennis and keeps himself fit for the game by regular exercise in the V.R.I. gymnasium.

## ANSWERS TO AMBULANCE QUIZ

- (1) Never give an unconscious person anything by the mouth. Fluids of any sort would enter the lungs and cause serious complications.
- (2) Leave them out in the cold and apply mild friction and dry, moderate warmth.
- (3) Switch off the current.





Harold W. Clapp

VR  
News Letter

SEPTEMBER

1952



# THE MONTH'S REVIEW

## Those Contracts

THE Department's little pamphlet on why it has been so vitally necessary to get engines and trucks from outside contractors is being given the widest possible circulation throughout the State. The facts and figures and the implications to be drawn from them are as clear and convincing as the addition or product of two and two. That the answer, apparent more than three years ago, was vigorously acted upon as the basis for *Operation Phoenix*, is obviously to the benefit of the great body of railwaymen as much as to the general public. The serious and inexorably approaching risk of breakdown in railway service was averted: so was the unemployment that collapse or partial collapse would have brought.

## Freight Rates and the Spiral

ON the economic implications of the new freight rates, it is pointed out that while, in itself, the rise is substantial, its effect on the prices of essential commodities is fractional and ought not to constitute any sound reason for raising them materially. As instances, the increase in railway rates for carrying the following commodities a hundred miles, is, in each case: wool .14d. a lb.; firewood, 6.8d. a cwt.; potatoes, .07d. a lb.; sugar, .08d. a lb.; tea, .16d. a lb.; butter, .09d. a lb.; suit of clothes, 1.4d.; wheat, 4.1d. a bushel; petrol, .64d. a gallon; eggs, 1.4d. a dozen; superphosphate, 4.2d. a cwt.

## Gippsland Line Difficulties

THE electrification of the Gippsland line has been going ahead. The greater part of the overhead and tie and sub-station equipment ordered has arrived or is awaiting shipment. Satisfactory progress is reported by overseas and local manufacturers on the remainder of the equipment, including electric locomotives the first of which, when *News Letter* went to press, was expected to be shipped in September and the rest subsequently, at the rate of two a month. In the field, seven sub and tie stations have been completely erected, 16 are well advanced and only four still have to be started. Foundations for the overhead structures along 17 miles of track have been completed, and the structures themselves have been erected on 11½ miles. Numerous difficulties have had to be overcome in the course of this work, but, until recently, it was hoped that electric trains would be running, at least as far as Warragul, before the end of 1953. Unfortunately, the drastic limitation in loan funds has brought the work practically to a standstill, and it is now unlikely to be completed before the end of 1954.

## X 32's Third Birthday

LAST month, X 32, the Department's experimental locomotive, celebrated its third birthday as a brown coal burner. Since it was converted in August 1949, X 32 has run 45,000 miles and, at time of writing, has consumed 2,500 tons of brown coal dust. The locomotive is scheduled to run ten goods trips weekly between Melbourne and Seymour, but this schedule can only go on, of course, if there is enough fuel. Only in the last 12 months has sufficient been on hand to enable X 32 to run regularly under general service conditions. The locomotive has fulfilled all expectations on both passenger and goods work; in fact, it has proved itself one of the Department's most reliable engines.

There have been some interesting developments in fuelling X 32. The number of CK waggons, in which the brown coal dust is brought from Yallourn, has been increased from two to seven, and the State Electricity Commission has installed a permanent collecting and loading plant at Yallourn for the precipitated dust. This will ensure delivery of 28 tons a day

to the Department. By the end of this year it is also expected to have the experimental overhead refuelling equipment at North Melbourne Locomotive Depot working.

The second set of brown coal firing equipment imported from Germany is to be fitted to one of the R class locomotives. The designing work involved in the conversion is well in hand.

## Country Trains Restored

AN improvement in the staff position has enabled the Department to restore a number of week-day country passenger trains and to introduce a seven-day service for *The Overland*. More passenger trains now run on the Melbourne-Bendigo, Melbourne-Serviceton, Melbourne-Albury, Melbourne-Numurkah and Tocumwal and some connecting branch lines. There has also been an extension of Warragul and Sale services to and from Traralgon and Bairnsdale, respectively. Some minor branch line services, however, have been reduced because of lack of patronage. The Commissioners plan to make further restorations in the light of the staff position. They will not, however, consent to run Sunday passenger trains to and from the country until week-day express services between Melbourne and the provincial centres are restored and improvements in suburban and passenger and goods services are made. Sunday trains were the first to go and will be the last to come back.

## Brown Wealth

IN helping the State Electricity Commission to develop eastern Victoria's vast brown coal field, by enlarging the main artery for distributing the product, the Railways have been fulfilling their traditional role in the creation and spread of wealth and the expansion and decentralization of industry. *Operation Brown Coal* is a reminder to us all of the close link between railway transportation and the standard of living and comforts of the community.

Records in the haulage of brown coal and briquettes from Yallourn continue to be made and broken. Recently, a new record was set when 34,046 tons of brown coal and briquettes were railed to Melbourne from Yallourn in a week. Of this, the movement of 23,225 tons of brown coal alone was, in itself, a record. There has been an amazing growth of brown coal traffic from Yallourn. In 1949, it was about 3,000 tons weekly; today it averages more than 20,000 tons a week. Large quantities of brown coal are also moved from Winchelsea and Bacchus Marsh.

## Travel by Train and Relax

IN the midst of the recent spate of criticism from sectional interests comes refreshing praise of railway service from a well-known Bendigo business man. In a letter to the Chairman of Commissioners stressing the advantages of rail over road he admits that, until he went by rail from Bendigo to Melbourne a week or two ago, he had not, for more than two years, travelled by train in which, as he now puts it, "one relaxes and even finds time to read leisurely." "Footwarmers provide bodily comfort," he continues, "and one simply sits back and enjoys a sense of relief from the responsibility of travelling by car. More time, too, is afforded the business man, as he can carry on business right up to the time of closing and enjoy a good hot meal in the buffet car on the way home."

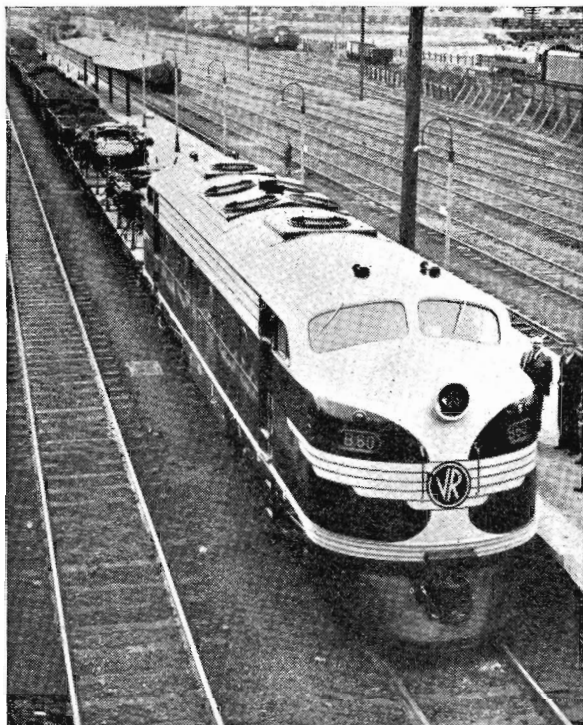
That is what more and more people are feeling about it, nowadays.

## OUR FRONT COVER

shows Sir Harold Clapp in the driving seat of B 60, *Harold W. Clapp*, immediately after the ceremony at which the locomotive's name was unveiled.

# B 60

## MAKES HISTORY

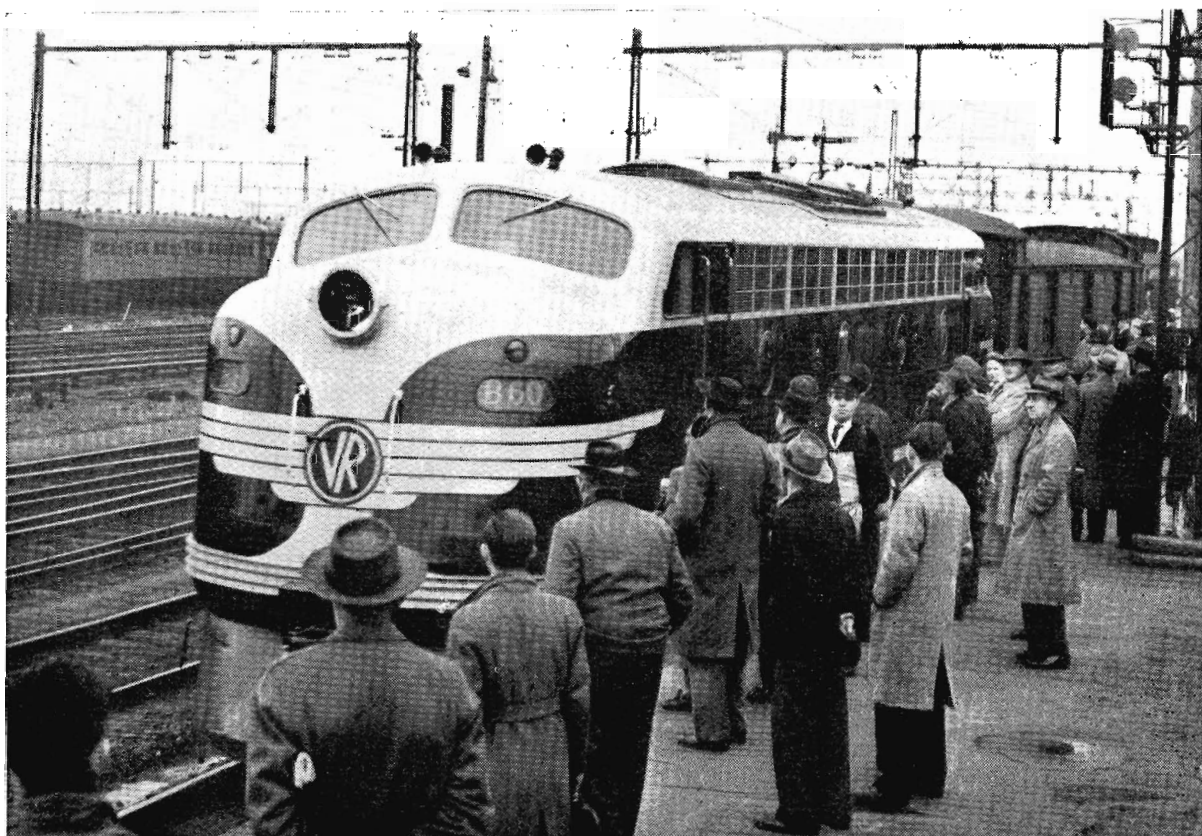


**TOWARDS THE BORDER:** B 60 hauling a goods train through Cootamundra, N.S.W.

**H**ISTORY was made on Monday, July 14, when B 60, the first of the Victorian Railways main-line diesel-electric locomotives, glided into Spencer-st. hauling the *Albury Express*. It was the first time that a locomotive had run from Sydney to Melbourne under its own power. And not only that; B 60 had hauled trains all the way, too.

Arriving at Albury with a 620-ton goods train, which included two trucks carrying the locomotive's 5' 3" bogies, the locomotive was taken to Bandiana where there is an Army 50-ton gantry crane. Here, under the supervision of Mr. George Lee, service manager of Clyde Engineering Company, a party of nine Clyde men disconnected the electrical cables from the bogies, lifted the body, and replaced the 4' 8½" bogies with 5' 3" ones.

But it was not as simple as it sounds. As the body of the locomotive weighs about 70 tons, it was beyond the capacity of the crane to lift it bodily from one set of bogies to the other. Therefore, each end had to be raised in turn and the bogies replaced one at a time. The first bogie was pulled into position by the combined efforts of an Army tractor and truck and the shoulders of the Clyde men, but, because of difficulties encountered, a steam locomotive, working in the vicinity, was called on to push the second bogie into position. This was a ticklish job requiring the



**VICTORIAN DEBUT:** Watched by crowds of interested spectators, B 60 arrives at Spencer-st. at the end of its historic run from Sydney to Melbourne.



**UNLOADING BOGIES :** Lifting a 5' 3" bogie from N.S.W. truck prior to changing over bogies. As will be seen in the picture, three rails have been laid to enable both Victorian and N.S.W. trucks to be shunted into the platform. This facilitated the bogie changeover.

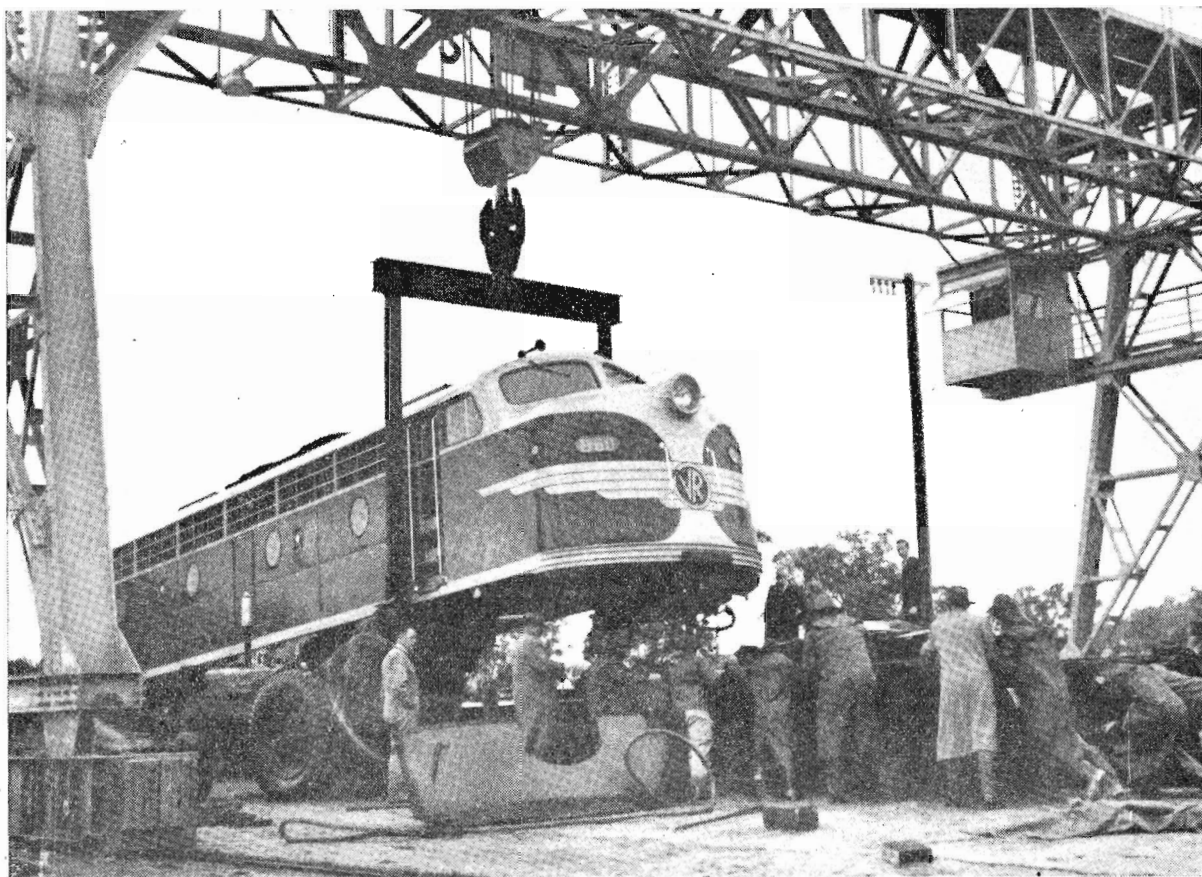
driver to back up his locomotive by inches.

When both the new bogies were in position, the electric cables were connected, and Mr. Lee gave the locomotive a short trial run. Later, Driver Frank Myers took B 60 on a test run to Barnawartha, where the automatic staff exchanger was given a series of trials.

On the appointed "D Day," B 60 hauled a coal train of 500 tons to Seymour, running non-stop from Barnawartha. At Seymour, the locomotive was detached and coupled to the *Albury Express* which it hauled to Spencer-st., arriving ahead of time, despite a late departure from Seymour.

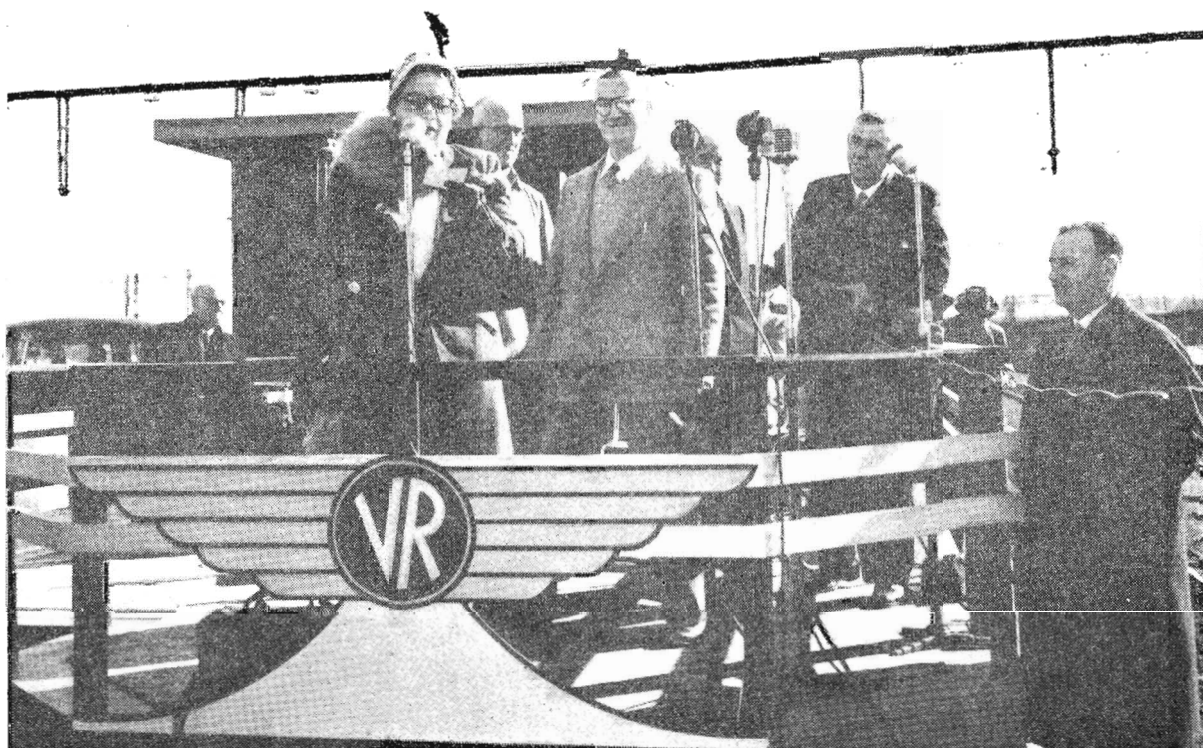
Aboard the locomotive for the whole of the trip from Sydney, and keeping a watchful eye on both the running and the changeover at Bandiana, were Mr. A. C. Ahlston (V.R. Chief Mechanical Engineer), Mr. G. F. Brown (V.R. Superintendent of Locomotive Maintenance), Mr. J. Sadler (of Electro-Motive Division, General Motors Corporation) as well as Mr. G. Lee and his assistants.

On July 15, there was a special ceremony at which Mrs. Wishart, wife of the Chairman of Commissioners, named the locomotive *Harold W. Clapp*. Following this, it ran a special test trip to Seymour and back hauling 291 tons, and reached a maximum speed of 81 miles an hour. On its first trial run to Ararat, on July 16, B 60 hauled a 650-ton goods train (39 vehicles) up the 1 in 48 Ingliston Bank at 13.5 miles an hour. It is now regularly hauling fast goods trains to Seymour and Ararat. Its daily schedule is : 2.15 a.m. depart Melbourne, 5.5 a.m. arrive Seymour, 6.10 a.m. depart Seymour, 8.15 a.m. arrive Melbourne ; 1.40 p.m. depart Melbourne, 7.15 p.m. arrive Ararat, 7.50 p.m. depart Ararat, 1.0 a.m. arrive Melbourne.

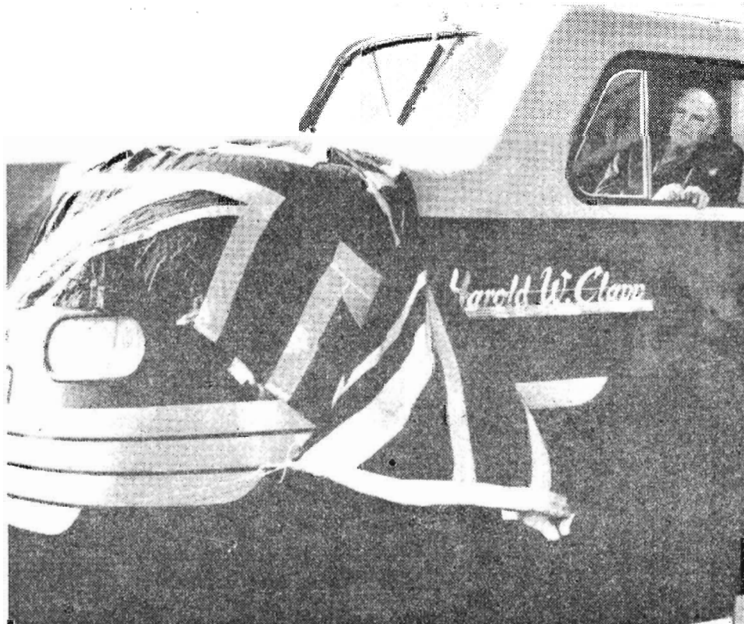
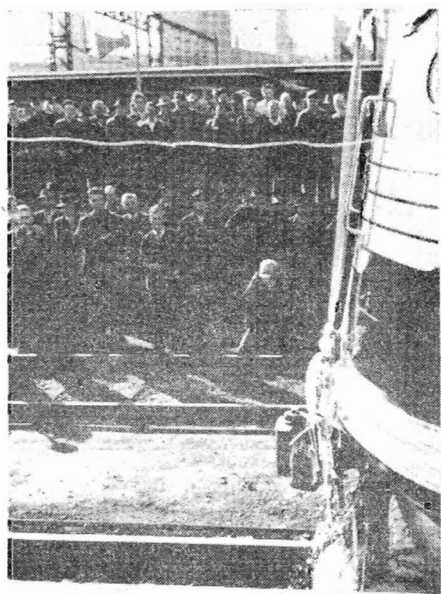


**BOGIE CHANGEOVER :** The main body, with cowcatcher removed, is lifted and the new bogie hauled into position. Extremely wet weather prevented the tractor wheels from gripping, whilst the grease in the bogie had solidified and made the initial movement difficult.





**NAMING CEREMONY:** The official ceremony at which B 60 received its name : *Harold W. Clapp*. Left to right : Sir Harold Clapp (guest of honour), Mrs. R. G. Wishart (who named the locomotive), Mr. R. G. Wishart (Chairman of Commissioners), Mr. F. J. Shea (General Manager, Clyde Engineering Company), Hon. Sir Herbert Hyland (Minister of Transport), Hon. J. G. B. McDonald (Premier of Victoria).



**CHAMPAGNE AND BUNTING :** (left) Watched by the crowd, the champagne bottle, released by Mrs. Wishart, crashes on to the front of the locomotive. (right) The nameplate is unveiled, and a tribute paid to a great railwayman.



At the Spencer-st. store, there is a continual coming and going of both people and lost property

## LOST..... or FORGOTTEN

ALL sorts of odds and ends come under the auctioneer's hammer, via the Lost Property Store at Spencer-st. Umbrellas and attache cases left in trains by the absentminded, luggage which some vague soul addressed incorrectly, goods that have been damaged or mislaid—enough, in fact, to provide an auction sale every month. Billiard cues, string bags, glass egg cups, fancy jewellery, bicycles, swags, groceries, wire netting and farm gates are among the amazing variety of articles to go under the auctioneer's hammer.

How some of the things were lost or forgotten is a mystery known only, if at all, to their owners. But carelessness in addressing accounts for quite a lot of things going astray. Very occasionally an article is damaged in transit and cannot be repaired at a reasonable cost. Then compensation is paid and the article treated as salvage and put up for sale.

Everything found on railway property—except money, which is remitted to the Cash Office, and valuables, which go direct to the Claims Agent—is sent to the Lost Property Store at Spencer-st. If unclaimed at the end of three months, it is transferred to the Flinders-st. Extension Lost Property Store and catalogued for the next auction sale.



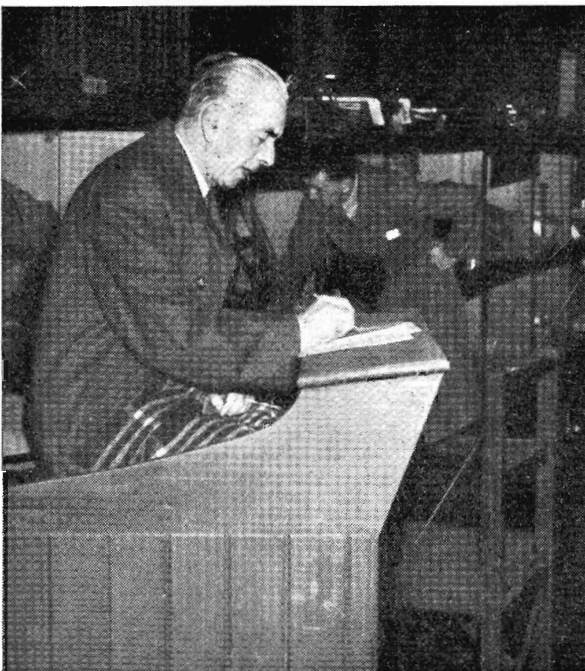
The Lost Property Store, Spencer-st., is the first haven of rest for lost articles. The variety and quantity are so great that even the staff get a little bewildered at times.



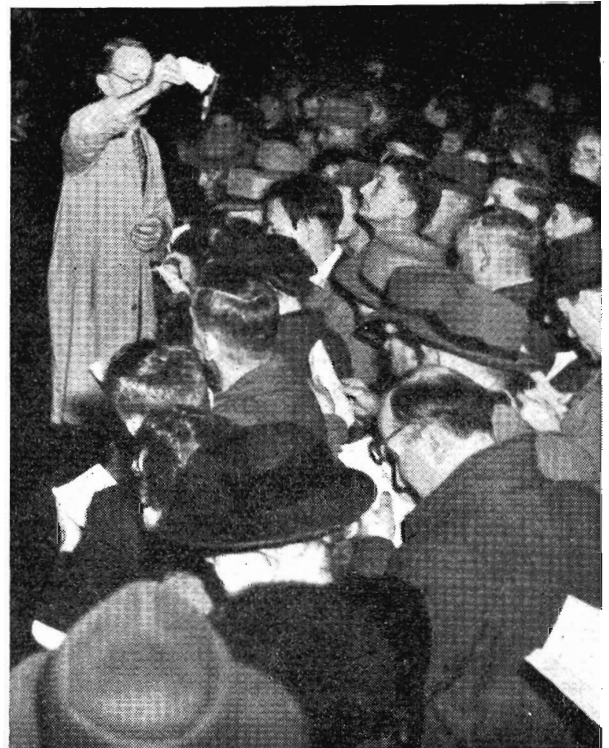
Somebody missed his cue—half-a-dozen of them, in fact ; but, at the auction sale, they are just another lot.



Suit cases, some full and some empty ; pushers, empty, of course ; and motor tyres add a touch of variety to this corner of the store.



"All done at three pounds"; and a bundle of umbrellas leaves the Department's care after having been looked after for three months, waiting for their owners to claim them.



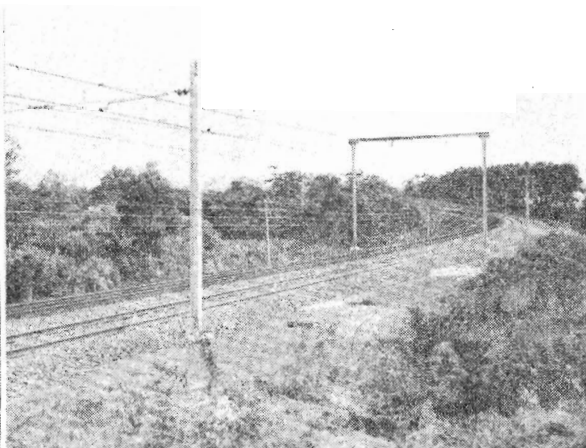
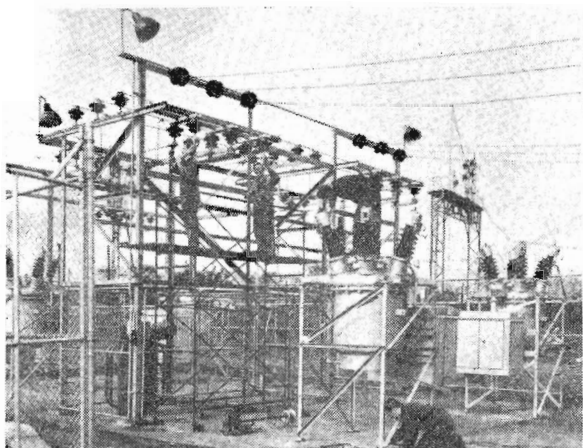
The monthly lost property auction sales are well attended, and regular buyers compete with casual visitors for many of the items.



# AROUND THE SYSTEM



**PULLING POWER:** The first of the diesel-electric locomotives has been registering very good performances indeed on a weekly six days fast good service in each direction between Melbourne, Seymour and Ararat. The new locomotives have the highest continuous tractive effort of any diesel-electrics in Australia. The capabilities of this modern motive power were strikingly demonstrated by its first performance up the 1 in 48 grade of the Ingliston Bank. The *Harold W. Clapp* covered the 13½ mile section in 47 minutes, hauling 650 tons. This is 20 minutes better than the running time for an X class locomotive, the load for which is 480 tons. Other performances of the diesel on the north-eastern line include an 11-minute run from Seymour to Tallarook (5½ miles) with a load of 720 tons, and an 87 minutes journey from Seymour to Broadmeadows (50½ miles). The diesel is performing so well that it is not unusual for it to be ahead of scheduled time.



**GIPPSLAND LINE ELECTRIFICATION:** As the financial year closed good progress was being made in the electrification of the Gippsland line which, when money is again plentiful enough to finish the work, will be the first main line railway in the world to use 1,500-volt direct current supplied exclusively through pumpless steel tank mercury arc rectifiers. Electrical energy for the operation of the line will be supplied by the State Electricity Commission, and the main supply points will be at Caulfield, Pakenham, Warragul and Morwell. *Left:* Warragul sub-station. *Right:* Electrified line between Longwarry and Drouin.

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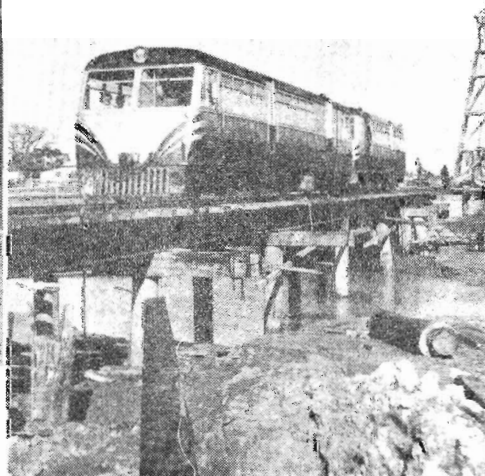
**OUT THE OVERLAND:** In recent years the Victorian Football League has preferred to state side by air to other capitals, for carnivals or interstate fixtures. When the last Victorian was selected to play South Australia's representatives at Adelaide for the title of Australian champions the V.F.L. decided to send the players by *The Overland*. On their return to Melbourne and accompanying officials were unanimous in their praise of the train.



**COWWARR BRIDGE REBUILT:** A feature of the recent State-wide floods from the railway point of view was the excellent work done by a Way and Works gang from Sale in tackling extensive damage at Rosedale and particularly at Cowwarr where a torrent of water swept down from the Walhalla Hills, forming a new river and altering the whole appearance of the countryside. A large section of the Cowwarr bridge was swept down stream: but it was rebuilt and was fit for traffic, at reduced speeds, a little more than a month later. *Above:* the flood damaged bridge. *Below:* Traralgon-Maffra rail-car passing over rebuilt bridge.



**DISPLAY:** The exhibition of the new 1,500 h.p. diesel-electric locomotive and *The* first and second class sitting cars attracted 23,000 people to Spencer-st. Station recently. The big and gold *Harold W. Clapp* has also excited a great deal of attention in the country. Newspapers have published photographs of it and crowds have gathered about the driver's cab as the locomotive has stopped. Country people cheered it as it first sped between Melbourne and Ararat on a six-days-a-week shuttle goods service.



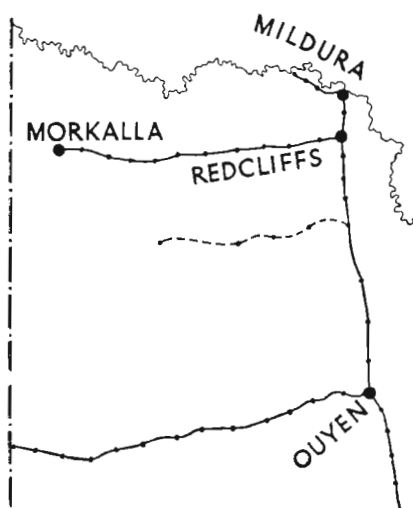


The last one.



Morkalla station, showing rest huts for train crews.

## LAST MILEPOST ON THE SYSTEM



THIS is a railway station that few have ever seen. Although similar to other small Mallee stations, Morkalla has one distinguishing feature: it is the furthest point from Melbourne to which Victorian lines extend, irrespective of whether the distance is measured as the wheel turns or as the indefatigable crow flies. To be exact, it is 402 $\frac{1}{2}$  miles by rail from the capital. The branch line, of which Morkalla is the terminus, was built in three stages. The first, from Redcliffs to Werrimull, was opened in 1924; the second, to Meringur, in the following year; and the last in 1931. Highest point on the line is 303 feet above sea level, lowest is 111 feet. Morkalla, a no-one-in-charge station, is supervised by Redcliffs. Train service consists of a weekly goods. Last financial year, goods revenue was about £2,600 and outwards goods tonnage 1,490. Morkalla, it is reliably reported, has no traffic problems or housing worries. These pictures were taken by Assistant Engineer J. Charnock, of the Way and Works branch.



Stock yard and loading platform.



Ouyen railwaymen, H. Hateley and F. Cummins, at the end of the line, 403 miles 6 chains.



## Preliminary First Aid Contests

THE district and country ambulance competitions were held towards the end of July. The metropolitan contests were held at East Melbourne and country ones at Ballarat and Ouyen. Ararat and Dimboola teams competed at Ballarat. The results are as follows:

**Senior**—North Melbourne Loco. No. 3, 452 pts., 1; Bendigo North Workshops No. 1, 431½, 2; Ouyen, 423½, 3; Accountancy, 418, 4; Ararat, 412, 5.

**Novice**—North Melbourne Loco. No. 1, 414, 1; Bendigo North Workshops No. 2, 411, 2; Bendigo Loco., 403, 3; Dimboola, 391, 4; Spotswood Workshops No. 2, 375½, 5; Geelong No. 1, 370, 6; Ballarat North Workshops No. 2, 368, 7.

**Senior Individuals**—R. T. Klemke, fitter, North Melbourne Loco., 151, 1; H. A. Barker, clerk, Head Office, 140, 2; P. Delmenico, electrical fitter-in-charge, Flinders-st., 137, 3; W. Jackson, fitter, North Melbourne Loco., 136, 4; F. L. O'Brien, Newport Workshops, 135, 5.

**Novice Individuals**—J. Griffiths, train examiner, Bendigo, 149, 1; H. Isaac, guard, Ararat, 146, 2; L. Wignall, fitter, North Melbourne Loco., 141, 3; A. J. Swift, sub-foreman, Bendigo North Workshops, 137, 4; G. Pearce, furnace builder, Newport Workshops, 133, 5; H. Latimer, fitter, Bendigo Loco., 131, 6; J. A. Smith, fitter, Bendigo North Workshops, 130, 7.

## Learned in Good School

**M**R. FRANCIS P. WHELAN, who learned his first aid in the V.R. and held the ninth year certificate when he retired from the Department from ill health, was responsible recently for saving the life of a Queensland train examiner, whose leg was so badly crushed in a rail accident that it had to be amputated later. Mr. Whelan, now a fitter at Ipswich Workshops, who went to

# FIRST AID



*Their aid they yield to all.*

— George Crabbe (1754-1832)

his help, saw that the examiner's leg was bleeding freely from a main artery. He borrowed a bystander's tie and made a tourniquet, and controlled the bleeding until ambulance men arrived and took the injured man to hospital. The story would not have been disclosed had not his workmates reported it officially.

## Honour For First Aider

**S**IXTY-ONE year old Mr. W. (Wally) Jackson, secretary of the North Melbourne Locomotive Depot first aid centre, has been made a life governor of the Civil Ambulance Association. He has been in the first aid movement for more than 30 years, and is one of a band of enthusiasts at the Loco. Depot who have made this centre a pattern for others. Loco. entered four good teams for the preliminary competitions, including number three combination which won the State championship last year.

## One Of The Old Guard

**M**R. JAMES GOODWIN, Sandringham guard, is one of those first aid stalwarts who never misses an opportunity of seeing ambulance men in action. It was not surprising, therefore, that he went to the preliminary

competitions at East Melbourne. In his 21 years of competition work he never once failed to be among the place getters. In 1935 he was a member of the Accountancy Branch team that won the Australian championship. Mr. Goodwin has kept most of his first aid badges, but he has given some to relatives as souvenirs. He sent a gold badge to his brother, who is a stationmaster in Scotland, and gave silver badges to his soldier nephew and two of his British Army friends when they were in Melbourne during World War Two. Incidentally, Mr. Goodwin claims to be the only native of the Falklands Islands in the service.

## Blood Donors

**T**HE part played by the Rhodesia Railways district of the St. John Ambulance Brigade and railwaymen generally in blood transfusions work is a major one. More than 20 years ago the Railway St. John Ambulance Division at Bulawayo formed a panel of donors. It is said to have been the first official panel. As one of the more stable and most accessible sections of the community, it was naturally called upon to give blood more frequently than others. At Umtali, a blood transfusion service was organized on similar lines, with railwaymen again forming the majority of the donors. Another blood bank has now been established at Bulawayo.

## The Unity of St. John

**D**URING a recent tour of Central Africa, the Countess of Brecknock, Assistant Superintendent in Chief of St. John Ambulance Brigade (Overseas) laid the foundation stone of the headquarters of the Rhodesia Railways District in Bulawayo. "I am not only laying the foundation stone of the new St. John house in Bulawayo, but I am laying one more foundation stone cementing the great unity of St. John all over the world with our own headquarters in Britain," she said.

## EMERGENCY QUIZ

**T**WO marks for each correct answer. With four to six marks you could help in an emergency. With less you should join a first aid class. What would you do in the following cases? Answers are on the back page.

(1) In the treatment for haemorrhage the position in which the patient is placed is important for three common-sense reasons. What is the position and what are the reasons?

(2) Conversation we overheard the other day between two typists: 1st typist: Dad had a bad turn last night.

2nd typist: What happened?

1st typist: He was reading the paper after tea and I asked him for the

cross word out of the paper. He didn't answer me and when I looked at him he looked all funny like. 2nd typist: How do you mean? 1st typist: One side of his face had dropped. He seemed dazed and unable to collect his thoughts. He talked kind of funny and said his left arm was numb. Mum says he smokes too much. I think it's just old age. Dad is nearly 70 you know.

With only this data to go by, what would you, as a first aider, suspect was the matter with Dad?

(3) Having made up your mind what Dad was suffering from, what would you have done had you been present? Would you:

(a) agree with Mum that Dad smokes too much and give him a lecture?

(b) give him a stiff brandy and suggest bed?

(c) put him to bed and sample the brandy yourself?

(d) put him to bed (without the brandy) and call his doctor?



Mr. C.S. (Charlie) James, motorman, Elwood Depot, who has had several of his round-the-system photographs published in *News Letter*. He became interested in photography when he was 15 years old, his first camera being a folding Brownie. He made good use of it and several of his pictures won prizes in the monthly competitions conducted by a photography journal. Modest Mr. James says that if he could only put all the theory of photography that he had learned into practice his pictures would be good. He has been in the railways for 27 years. He went to the Elwood Depot as a conductor in 1937, and has been a motorman for the past five years. This is one of Mr. James's own photographs.

## Bigger Prizes For D.R.'s

THE Commissioners have increased the prizes to be awarded in 1952 for the best kept, and most improved, departmental residences. The new prizes are: best kept D.R., 1st £8.8.0, 2nd £4.4.0; most improved D.R. in each district (with separate competitions, as usual, for those with, and those without, piped water supply), 1st £5.15.0, 2nd £2.15.0. It has also been decided that the salaried staff may now compete in all these competitions.

## £65 For A Suggestion

A suggestion recently adopted that will lengthen the life of floats used in the cells of train lighting batteries and will save the Department an appreciable amount of money, has brought an award of £65 to the suggestor. Also, details of the suggestion have been sent to the railway departments of other States. Such recompense is indeed a stimulus to railwaymen and others to keep their eyes open and their imagination sharpened for sensible improvements. Suggestions, incidentally, have latterly shown a marked upward curve.

## Report from a "Jaycee"

IN a recent report, Mr. M. L. G. McKenzie, of the Stores Branch, stressed the advantages he had gained from his membership of the Melbourne Junior Chamber of Commerce. He is one of the group of young railwaymen who are nominated by the Commissioners for membership of that body, and has belonged to it since the inception of the scheme in 1948. There is one nominee from each branch, and, to spread the advantage as widely as possible, membership is of limited duration.

## Works Ganger Retires

AN expert knowledge of scaffolding and an insistence on safety precautions earned Works Ganger C. H. Beck, who retired recently, a well deserved reputation for efficiency. He joined the railways as a supernumerary in 1910, and the permanent staff 10 years later. He became an experienced platelayer while working in extra gangs and was lent on numerous occasions to the road foreman for jobs requiring special care or skill. When he was transferred to Melbourne from the country in 1941 he did drainage work at Spencer-st. and one of his last important jobs was on an alteration to the Flinders-st. Station building. A man with a pleasant personality, he retires, after 42 years' service, with the good wishes of the Works Foreman's staff and all railwaymen with whom he came in contact during a long and meritorious career.

## Obituary

Automatic Sub-station Electrician William Vance, Power Operation Room, Batman-ave, served in First World War on H.M.A.S. Melbourne. The funeral at Springvale was attended by representatives of the Railways, State Electricity Commission, Malvern City Council and Electrical Trades Union.

## Steward's Long Service

TWO very well known members of the Dining Car Depot staff, Steward W. Beaumont and Storeman C. Betts, retired recently. Steward Beaumont had the longest service of any employee at the Depot. He started in September 1914, and, apart from a break of four years on active service in World War One, has worked continuously on the dining cars. Storeman Betts joined the Department in 1920 after his return from the same war. Unfortunately, he was seriously hurt in a motor car accident in July and was on sick leave at the time of his retirement.



Mr. R. H. Y. Roach, Manager of Newport Workshops, making a presentation, on behalf of staff, to Sub-Foreman Electrical Fitter E. T. Holford (left) who recently retired after 42 years' service.

## Family of Railroaders

**M**R. ROBERT EVAN (Bert) THOMAS, electrical mechanic, who has been at the Elwood Depot since 1917, is proud of his family's long association with the railways. His father, younger brother, three uncles, a brother-in-law and his wife's two brothers all had railway service.

Bert's father, Mr. Thomas Evan Thomas, was a steeple-jack and sailor before he joined the railways in 1900. He worked on the construction of Flinders-st. Station and was also in charge of gangs who erected the arches of welcome to the Duke and Duchess of York in 1901 and the American Fleet in 1908. He died in a train on his way home from work in 1921. An uncle, Mr. Albert Anthony, who joined the railways in 1889, was secretary to the then Secretary of Railways, and for many years was a member of the Railway Board of Selectors. Born at Stawell, he was a member of the local racing and athletic club. His departmental number was 137. Another uncle, Mr. W. D. Morgan, joined the railways in 1887. He had several trips abroad as chief buying officer for the Department. Later, he became Chief Storekeeper.

Bert Thomas, himself, has always been keen on games. For 18 years he was a trainer with the Brighton-Glenhenty football team. He has also been secretary of the Elwood Tramway Cricket Club, secretary of the Southern Districts Cricket Association and a trustee of the Elwood Benefit Club.



Electrical Mechanic Bert Thomas (Photograph: C. S. James)

## From Airman To Railman

**R**ECRUITED in Britain is Mr. Michael Byrne, porter at Flinders-st. He was born in Durham and enlisted in the R.A.F. in World War Two at the age of 18. He was in all the Western Desert campaigns, and, after four years' active service, returned to England and was stationed with a Bomber Command group.

Demobilized in 1946, Mr. Byrne became a transport driver with the War Agricultural Service, taking German P.O.W.



Porter Byrne renewing a poster (Photograph: C. S. James)

farm workers to work and back to barracks, each day. Subsequently he was coal miner, insurance agent and barman before joining British Railways, North Eastern Region, where he became a signaller. His younger brother is still with British Railways. When he heard that officers of the Victorian Railways were in England seeking staff, Mr. Byrne decided to apply, and was selected.

A soccer enthusiast, Mr. Byrne was president of a team that competed in the Durham and District League. "I like my job with the Victorian Railways, but what a pity it is that so many of my workmates don't appreciate real football," he says. From which will be gathered he has a challenging sense of humour.



Some 40 guards, including two New Australians, were so pleased with the thorough instruction they received recently from the Safeworking Instructor, Mr. C. E. Wisken, that they decided to make a presentation to him. At this happy gathering of young railwaymen, Mr. Wisken was presented with a cigarette ash tray.



## Motorman's Retirement

**A**FTER 38 years' service at Elwood Depot, Motorman A. (Bert) Simpson has retired because of ill health. He took a great interest in the Depot's sporting activities and was an official of the Brighton-Glenhumpy football team. The Elwood staff presented Motorman Simpson with a wallet of notes.

Thanks . . . . .

**A**PPRECIATIVE letters have been received from: Miss F. M. Higgins, Secondary Schools Inspector, to Traffic Branch staff for the recovery of a lost suit case at Ballarat.

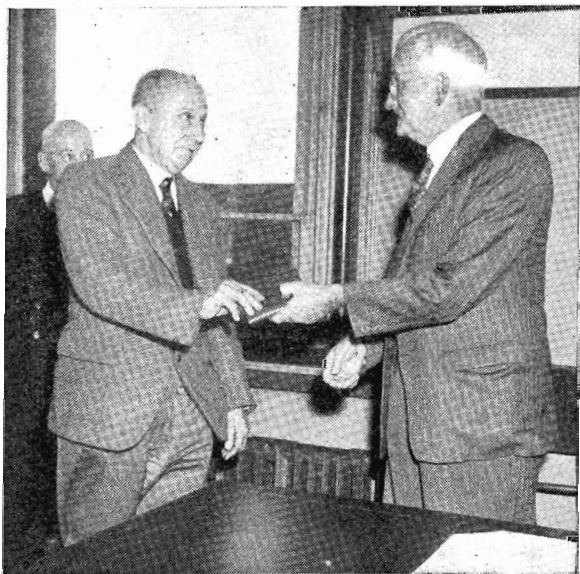
Maffra Co-operative Milk Products to Railways for help during the recent floods in the collection of milk from Riverslea, Mewburn Park, Tinamba and Heyfield districts.

Mrs. A. T. Wohlfahrt, wife of Waygunyah S.M. to the train staff, *Albury Express* for kindness and courtesy on a trip to Melbourne.

Mr. Walter Jona of Hawthorn, to the staff who found and returned him a small parcel he left in a train bound from Flinders-st. to Ringwood. "It was only a small matter, but it is very nice nowadays to receive the co-operation and respect that was tendered to me on this occasion," wrote Mr. Jona.

## Historical Society

**S**TAFF interested in contemporary railway history are invited to join the Australian Railways Historical Society which has been in existence for 19 years. The national president is Mr. C. C. Singleton, a senior officer of the New South Wales Railways. Intending members are asked to get in touch with the branch secretary of the society, Mr. R. T. Sloggett, 12 Ayr-st., Blackburn. Meetings are held in room 109, third floor, V.R.I., on the fourth Thursday of each month at 8 p.m.



One of the best known personalities in the Way and Works Branch, Mr. W. O. Brown, Assistant Chief Civil Engineer, retired last month after 47 years' service. He joined the Department in 1905 as a junior clerk in the then Transportation Branch, and transferred to the Way and Works Branch as a chairman in 1911. He went through various grades from surveyor to second-in-charge of the branch. Twice during an interesting railway career Mr. Brown was lent by the Department for special investigations, first to the Australian Paper Manufacturers Ltd. and, second, to the Emu Bay Railway Company, of Tasmania. Mr. Brown had a very extensive knowledge of the system and endeared himself to track men by his personal interest in their welfare. It was a coincidence that Mr. Brown and his chief, Mr. A. P. Taylor, as boys, attended the same school. In this picture, Mr. Taylor is seen presenting Mr. Brown with a wallet of notes as a mark of the esteem in which he was held by all his colleagues.

## The things they say

**T**HE man who fires or runs a locomotive must have a stout heart. He must be able to make decisions frequently in emergencies when he is many miles from a supervisor or responsible executive. The man in the locomotive is an individualist—he has to be. But, he also knows that team work is indispensable. It takes many men of many skills and abilities to operate a railroad.

—*Brotherhood of Locomotive Firemen and Enginemen's Magazine, U.S.A.*

\* \* \*

We all fight for more leisure. But what do we do with it? Chiefly we kill time. Being devoted to the pleasure principle, man believes that, in his hard-won leisure, he should make as little effort as possible, mental or physical. He is seeking rest; but what he actually does is to tire himself out by the best known scientific methods—by mental vacuity, trivial pleasures and dissipation.

—*Marie Beynon Ray*

\* \* \*

Young America of 1951 may have its collective eyes fixed on the stratosphere; and one of its collective ears attuned to the swoosh of jet-powered planes. But apparently it is quite willing—given half a chance—to succumb once more to the century-old lure of the "high iron"; to the glide of the streamlined "varnish"; to the surging power of to-day's diesels.

—*Railway Age*

\* \* \*

Thou, O God, dost sell to us all good things at the price of labour.

—*Leonardo da Vinci (1452-1519)*

\* \* \*

A railroad consists of many things—trains and tracks, buildings and bridges. But, in the main, it consists of people; friendly, conscientious employees who like their work and who want other folks to like their railroad.—*W. A. Johnston, President, Illinois Central Railroad, U.S.A.*

\* \* \*

Thank heaven this is still a free country, and a man can do as his wife pleases.

—*Life*

\* \* \*

The best thing for grey hair is a sensible head.

—*Anon*

\* \* \*

Jumping to conclusions is not half as good exercise as digging for facts.

—*English Digest*

\* \* \*

There seem to be no figures about working hours for a married woman with a family. Seven in the morning until eight at night, with two short breaks of about half an hour each, seem fairly usual. These are very much what the husband used to have (counting the journeys to and from work), except that his wasn't a seven day week, and it did not add up, as ours still do, to a seventy-seven-hour week or more.

—*Amabel Williams-Ellis*

\* \* \*

Learning is like rowing upstream: not to advance is to drop back.

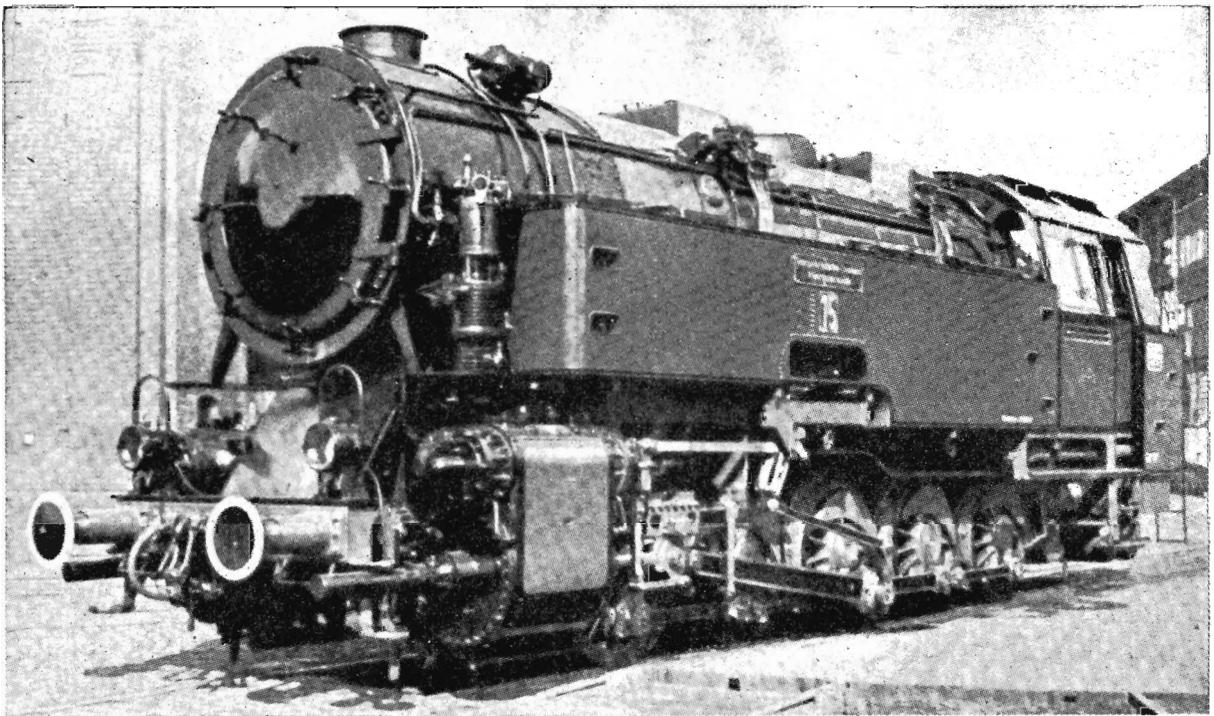
—*Chinese Proverb*

\* \* \*

Life is like playing a violin solo in public, and learning the instrument as one goes on.

—*Samuel Butler*

# Locomotives for German Steelworks



One of the largest and most powerful industrial steam locomotives ever built in Europe. It is used on the standard-gauge lines of the Georgsmarienhütte A. G. steelworks, near Osnabrück, Germany. This new locomotive is of the 0-10-0 tank type, with a 20-ton axle load. The cylinders are 27½ in. dia. by 26 in. stroke. With 51½ in. wheels and a boiler pressure of 200 lb. per sq. in., the starting effort is 46,000 lb. Water capacity is 2,300 gallons, and coal capacity 3½ tons. The overall length is 44 ft. 7 in., the maximum height 13 ft. 9 in., and the greatest width 10 ft. 4 in. Top speed allowed in traffic is 28 m.p.h.

## Diesels for Western Australia

**T**WO types of diesel-electric locomotives are on order by the Western Australian Government Railways. For main-line heavy duty, 48 X class are to be supplied, with 18 Y class for branch line services and shunting. In addition, three Z class diesel-mechanical jetty shunters are on order. Delivery of the Y class is expected to begin towards the end of this year.

## Reducing Claims

**T**HE Canadian National Railways are constantly trying to reduce claims for loss and damage to freight, and at the present time have the lowest percentage per 1,000 net ton-miles of freight since 1946. The General Freight Claims Agent for the C.N.R. says that one of the principal ways of eliminating loss and damage to freight is proper packing and addressing. The C.N.R. has established a testing laboratory for different types of packages, and

loading practices were investigated to ensure correct packing and loading.

## Electric Locos. for South Africa

**A**N order for 60 electric locomotives, worth £2,700,000, has been placed by the South African Railways with the English Electric Company, England. These will be 2,000 h.p. units for passenger and freight services on main lines. First deliveries of an order for 40 electric locomotives from the North British Locomotive Company, in association with the British General Electric Company, are expected shortly.

## Indian Rack Railway

**T**HE Swiss Locomotive & Machine Works has completed three tank locomotives for working the metre-gauge Nilgiri line of the Southern Railway of India. Two more are being built. This line includes a long rack section (Abt system). The wheel arrangement of the locomotives is 0-12-2; four axles are for adhesion and two for rack operation.

## Cafeteria Cars

**A** new departure on British Railways is the cafeteria car which is a further development of the popular buffet car. The cafeteria car, however, will not supplant either the restaurant or buffet car, but will work mainly on excursion trains where large parties of travellers have often to be catered for. Passengers will collect their meal from the service counter at one end of the car and take it either to tables with tip-up seats in the car or to their compartment.

## Inquiry Service for Campers

**A**S last year, the London Midland Region of British Railways is sending a mobile inquiry bureau on a tour of all the "off the beaten track" camping sites in North Wales. The bureau will visit the various camps regularly week by week to give full information about cheap rail facilities of all descriptions, answer inquiries, and issue rail tickets.

# SPORTS

## Apprentices' Spectacular Success

**I**N their first season in the V.R.I. Football Association's competition for the Commissioners' Cup, Newport Workshops' apprentices team defeated last year's premiers, Melbourne Yard, and qualified to meet North Melbourne Locomotive Depot in the grand-final (details of which will be recorded in the October *News Letter*).

Kicking against the wind in the first quarter, the apprentices were troubled by the difficult conditions, with the result that their more experienced opponents finished the term with a lead of 3-3 to nil. In the second quarter, the Newport players settled down and scored 2-6, but Melbourne Yard strengthened their grip on the game by scoring two goals against the breeze. In the third term, Melbourne Yard increased their score by four goals five behinds, and as the apprentices were kept scoreless, it appeared that experience would triumph over youth. Within a minute of the start of the last term, Melbourne Yard went further ahead with another goal, but from then on the apprentices, spurred on by their coach, W. McTaggart, clapped on the pace and overwhelmed their tiring opponents in all field positions. Goal followed goal, as the enthusiastic young apprentices crashed through the opposing defences. Melbourne Yard's big lead was gradually whittled down and within seconds of the final bell, J. Silva for the apprentices, kicked another goal and won a remarkable match by four points. The final scores were — Newport Apprentices, 10-12 (72 pts.), Melbourne Yard, 10-8 (68). Best players for Newport: J. Carson (best on the ground), J. Bowden, W. McTaggart, W. Duncan, J. Silva. Melbourne Yard: H. Andison, H. Matthews, H. T. Collins, B. Hains. Goalkickers: Newport — Silva 3, Duncan 2, Bowden 2, Jones, Wilcock, Ryan, one each. Melbourne Yard — Hains 4, Matheson 3, Andison, Ray, O'Neill, one each.

## Best and Fairest

J. Silva (Newport Workshops), with 15 points, was adjudged the best and fairest player of the season. Then followed I. Martin, apprentice fitter (Combined 'Shops), 12; N. J. Smith, apprentice boilermaker (Newport) 10; H. Matthews (Melbourne Yard), 8. As I. Martin is on a senior list, N. J. Smith won the title of best and fairest junior for the year. When *News Letter* went to press, Matheson (Melbourne Yard) with 26 goals, headed the goalkicking contest. He was followed by Searle (Newport) with 19.



Railway Workshops' Cricket Club team, premiers for the last three seasons in the B1 section of the Mercantile Cricket Association. Back row: S. Jones, H. McDorman, J. Parkinson, K. Fleming, F. Batten, A. Edwards. Centre: W. Hughes, G. Hardy, C. Bennett (vice-cpt.), H. Willaton (cpt.), H. James (president), S. Harrison. Front Row: N. McLennan, J. Mitchell.

## Cricket Soon

**C**OMPARATIVELY few cricket-ers, apart from those playing in pennant and senior grades, have the benefit of playing on good turf wickets, such as are available at Royal Park for members of the V.R.I. Cricket Association. Last year there were seven teams in the competition, and it is hoped to increase the number this season as more young men are now in the service. Matches are played every Tuesday and Thursday at 2.30 p.m. The annual meeting of the association will be held in room 97 at the Institute on Friday, September 19, at 8 p.m. New players can get details of the competition by getting in touch with the Sports Secretary, Mr. R. Kydd (ext. No. 1109.)

## Boxing and Wrestling

**M**ORE than 100 boxers and wrestlers took part in the recent V.R.I. amateur wrestling and boxing tournament in the Institute's gymnasium. The competitors included a number of country athletes. The performances of some of the contestants were watched with interest by amateur athletic coaches who are looking for likely boxers and wrestlers to train for Olympic Games selection. When this was written the tourney was still in progress.

## Energetic Tennis Secretary

**T**HE driving force behind the Wodonga V.R.I. tennis club is Train Examiner Harold Aitchison, who has been secretary for 14 years. Harold practically keeps the club running by his intense

interest and energy. Not content with purely secretarial duties, he waters, rolls and lines the courts. "I can't say too much for Harold Aitchison's work" commented Mr. T. Quick, signaller at Wodonga, who is a foundation member of the club and was its president for six years.

## Tramway Sportsman

**M**R. NORMAN BOUCHER, motorman, of Elwood Depot, has always been a keen football enthusiast. He joined the Brighton-Glenhuntly team in 1931, and was a playing member until 1935. He was a delegate to the Victorian Tramway Football Association from 1932-49 and is the only railway employee to be elected a life governor of the Association. He is also a life governor of the Brighton-Glenhuntly tramway football club and has been seven times president. Until it disbanded in 1940, Mr. Boucher was captain of the Elwood Tramway Social Cricket Club.

## ANSWERS TO EMERGENCY QUIZ

(1) Position: sit or lay the patient down in all cases. Reasons: less blood escapes when the patient is so placed. If standing, he may faint, fall and further injure himself. He is much easier to treat in this position.

(2) Dad had a stroke (apoplexy).

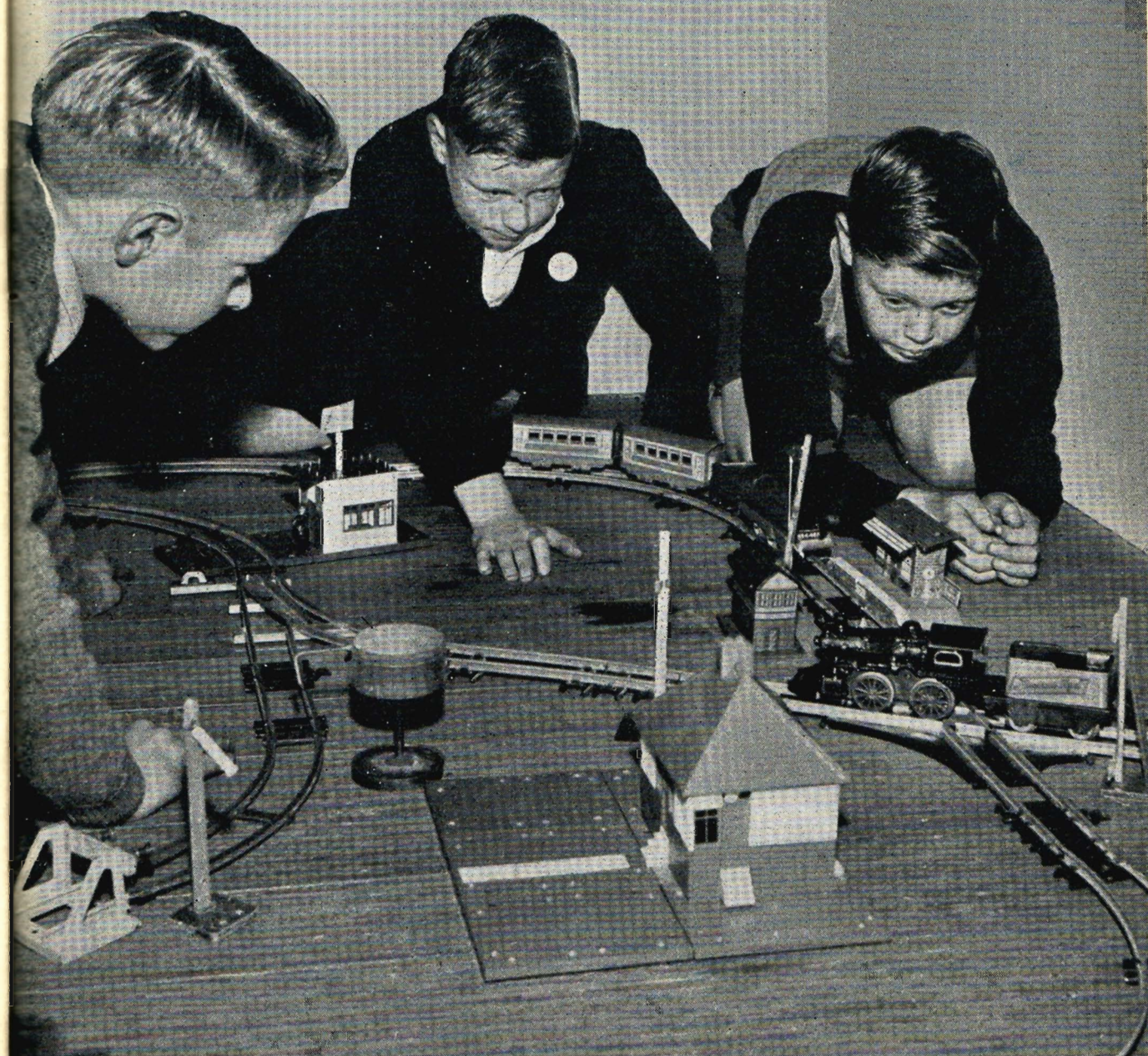
(3) Put him to bed (without the brandy) and call his doctor.



# VR News Letter

OCTOBER

1952





# THE MONTH'S REVIEW

## Faithful to Old Faithful

ALTHOUGH *Spirit of Progress* will be 15 years old next month, the famous passenger train still ranks among the world's best for comfort and smoothness. The general theme of the impressions jotted down in the Visitors' Book in the parlour car of *Old Faithful*, as it is known to most people who regularly patronize it, indicates that a trip in *The Spirit* is still something to remember with pleasure. Unstinted praise for *The Spirit's* comfort, luxury, good riding qualities, and the service and courtesy of the staff constantly recurs. One traveller was so transported, in every sense, with the trip that he wrote: "It's a dream. I wish it could go on for ever. I shall never forget it." A Geelong resident's comment was: "Smoothest and sweetest of all." Perhaps the most significant comment was penned by a newly married couple from N.S.W.: "Our opening chapter. Married yesterday. Hope life is as smooth as this train, for life." A lighter touch was given by a home-coming Melbourne. He wrote: "If my horse goes as fast as *The Spirit* I'm on a winner today at Flemington."

## Diesel Doings

THE new diesel shop at North Melbourne Locomotive Depot is gradually taking shape. When *News Letter* went to press one platform was finished and another partly completed. Satisfactory progress was being made with equipment for the maintenance and cleaning room, and the foundation work for the stores building and drop pit was well in hand.

When this was written, *Harold W. Clapp* had travelled 14,000, and B. 61 5,000 miles. Apart from refuelling and routine inspection, the diesels only require mechanical attention after every 5,000 miles. The fuel capacity of the diesel is 1,000 gallons of oil, and of this the journey from Melbourne to Serviceton and return takes about 800 gallons. Each diesel has been averaging about 1.33 gallons a mile.

## Institute of Transport

AS the Commissioners believe that membership of the Institute of Transport can do much to help promising members of the railway staff to equip themselves for responsible posts in the Department, they have given the organization financial support, and are also encouraging suitable young men to become members of the Victorian Division. The Commissioners recently approved the extension, until June 30, 1953, of payment by the Department of 75 per cent of students' subscriptions, and of the entrance fees and subscriptions of graduates who join up to that date. After that, payment of 50 per cent of their fees will be continued. It is the intention of the Institute to begin a course of study at the Melbourne Technical College for student volunteers.

## Bushfire Precautions

LAST summer's disastrous bushfires, still vivid in the minds of many, give point to the Railway Department's reminder that summer is again approaching and with it the risk that demands the making of firebreaks. The Department is, as always, working in close co-operation with the Country Fire Authority, rural brigades and the Forests Commission; and landholders themselves, more especially in some districts, are realizing in greater measure their obligation on their side of the railway fence where their properties adjoin tracks. It may not be generally known that the Department itself spends at least £70,000 a year on practical forms of fire insurance. For three months, not less

than a third of trackmen's time is taken up in burning and ploughing breaks on railway property, and this takes no consideration of the diversion of labour from normal work. Additionally, during the fire hazard period, £40 a week is spent in hiring Country Fire Authority equipment.

Much has been said about the spark arrester which is fitted to locomotives. It is the most efficient known. The Department recently checked with the Canadian Pacific Railway who are faced with a similar if not greater problem in the prairies, and who use the same equipment to meet it. They have no advance on the jointly used arrester.

## Earn as They Learn

ALTHOUGH objective indications are, so far, meagre, logically one can assume that the Railways' call for 117 apprentices, this year, will be at least doubly met. Dead-end jobs, baited with uneconomically inflated wages, in the easy money post-war years, have practically disappeared in the saner rebalancing of values that has begun all over the world. To succeed in a career youngsters will have to extend their brains and brawn as their fathers and grandfathers did, and make men of themselves in the process. In this light, apprenticeships to the twenty trades offered by the Railways take on their old attractiveness, both to the serious boy and to his parents if they have his welfare really at heart. It is not in every field that a lad can earn as he learns, and qualify to practise a craft in any part of the world. Railwaymen do well, therefore, to persuade the sons of their friends to join what is recognized as an apprentice school second to none in Australia.

## If You See—

TOM TRAIN has become something of a figure in metropolitan life. He is, of course, the lineal descendant of Clever Mary who flourished in Sir Harold Clapp's heyday. Sir Harold, none better, knew the value of the chuckle spontaneous in cementing public relations; and he enjoyed even the application of the sobriquet to himself, as he relished the gentle fun poked at his jingles and slogans by the press. Laugh and the world laughs with you, so long as "with" is the operative word. Tom Train, in the fashion of modern humour, veers towards the whimsical with the catch-phrase and cheerfully scrambled proverb that characterize him. He, like Clever Mary, has his few critics: but, obviously, they read his message, as do many others who quote him and even write enlisting his help to get something altered or improved, or merely to give him a friendly pat such as has just come to *News Letter* from a little thirteen year-old Ringwood girl. Charming and naively, yet disclosing profound truth, she writes, taking the Departmental viewpoint:

We give you Tom Train every week,  
He gives you good advice,  
And if you took more notice,  
Don't you think it would be nice?

There are two more verses, but from that, one sees what she means.

## OUR FRONT COVER

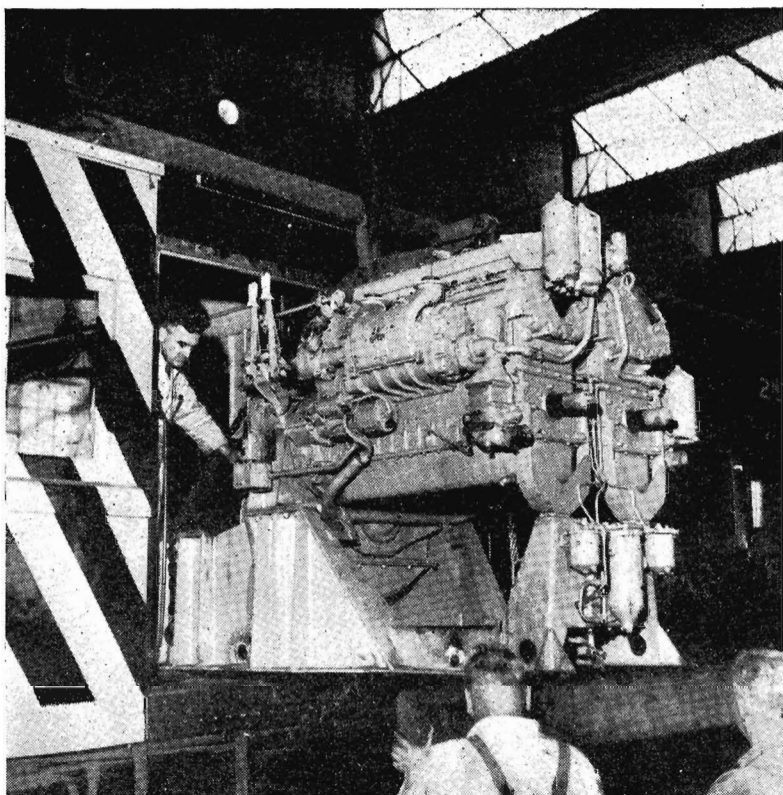
shows three potential railwaymen, members meanwhile of *The Spirit* Train Society. The model railway system is at the Northcote home of one of the boys. Once a week they produce a little typed sheet of railway notes, complete with advertisements, such as: "Go by train to the football. Trains run to every ground."

## REJUVENATED RAIL MOTORS

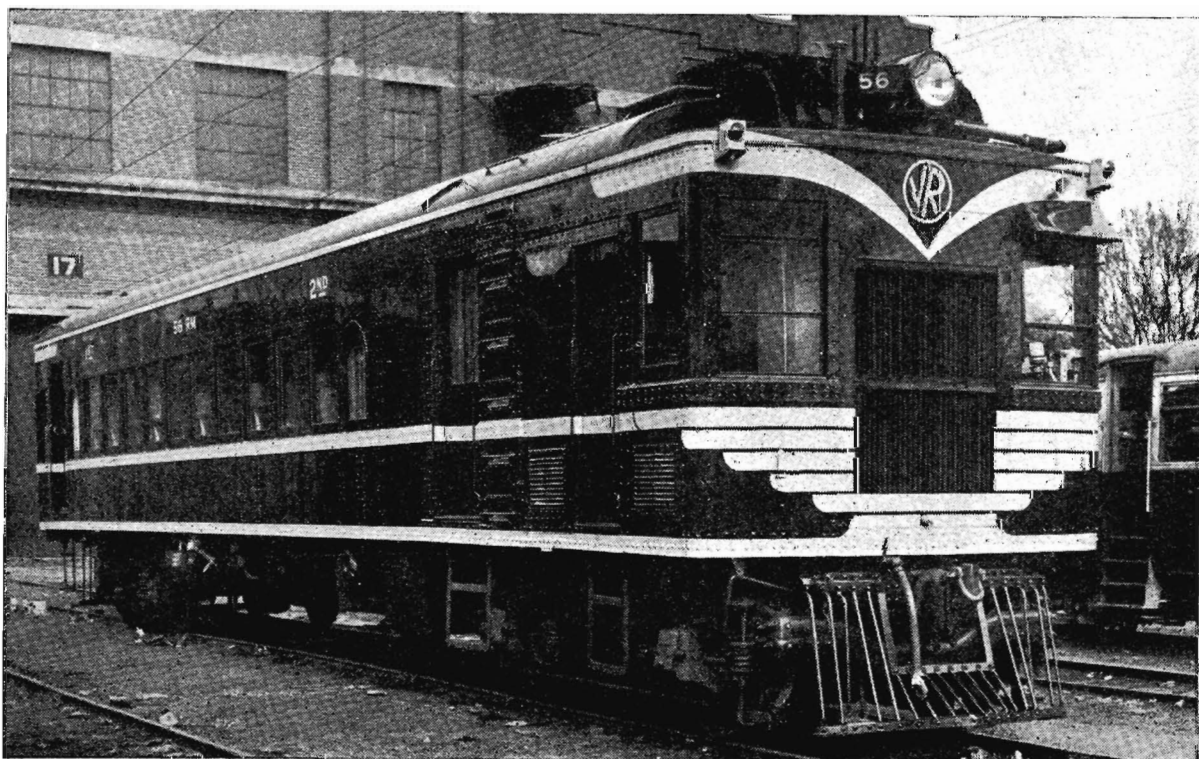
FIRST placed in service in 1928 to provide more powerful units than the existing rail motors, the fleet of 10 petrol-electric cars has given excellent service. Each has covered about three-quarters of a million miles in traffic. The rail motors were powered by a 220 h.p. Winton petrol engine directly coupled to a generator supplying two traction motors. Recently, it was decided to extend their very useful life by replacing these engines with twin diesel engines (giving 255 b.h.p.) specially designed for this type of rail motor. So far, four cars have been converted.

It is interesting to recall that the company which built the first petrol-electric rail motors (of which ours are a development) and later the diesel-electric rail motors, eventually became the Electro-Motive Division of General Motors Corporation. This Division built the power units of Victoria's new main-line diesel-electric locomotives which, therefore, are lineal descendants of the earlier rail motors.

The seating of the rejuvenated cars has been modernized to provide more comfortable travel and the exteriors are being painted blue and gold to match the main-line diesel-electric locomotives.



Installing the diesel engine in the first of the rejuvenated rail motors. This work, as well as the painting, was carried out at Jolimont Workshops.

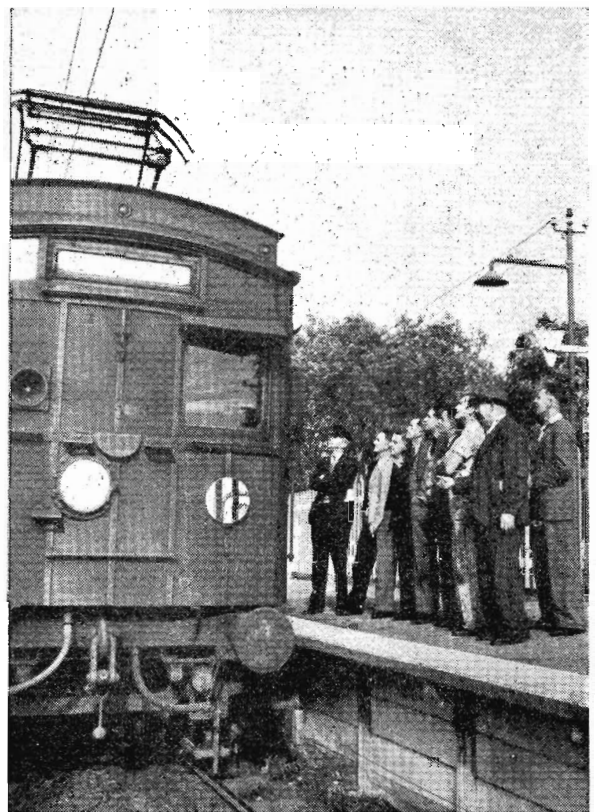


Emerging from Jolimont Workshops in its blue and gold livery, this diesel-electric rail motor is ready to give many more miles of fast, safe, and comfortable service.





Mr. A. J. Burns, Foreman-in Charge of the instructional class, showing a trainee-driver how to manipulate the master controller and explaining the various positions of the control stop, the notches on the controller and the pilot-valve, known as the "dead man's" handle.



Here trainees are being told how the pantograph functions and the correct position for it against the contact wire.

## TRAINING ELECTRIC TRAIN DRIVERS

**A**LTHOUGH some trains on the metropolitan suburban system have been restored since a coal shortage forced restrictions in February 1951, a deteriorated staff position has made it extremely difficult for the Department to revert to normal time-tables. The natural wastage of drivers and guards is the big problem, but it is expected that it will solve itself, progressively. A recent departmental circular invited applications for electric train drivers from among steam drivers, firemen qualified to drive, and firemen about to sit for examination which they would have to pass as driver. That is the normal method of recruitment.

The first of four new classes for trainee "sparks" drivers was held recently at the Electric Running Depot at Jolimont. For two weeks in the lecture hall, trainees assimilate black-board lectures, learn what makes a train "tick" and how to detect faults in breakdowns. There is a special suburban motor coach in skeleton form in the hall in which the trainee-driver does his groundwork. It is equipped with all the controls of a train and the students drive it many miles before they get their first experience of controlling a real train.

The driver and his passengers are protected from accident by various safety devices. The driving handle is of a "dead man's" type, which automatically flies to the "off" position when released, cutting off power and applying the brakes. So, if anything happened to the driver, there is no danger of an accident. Should the train be taken past a signal at danger, a "trip" apparatus automatically puts on the brakes.

There are safety devices also in the mechanism to prevent accidents.

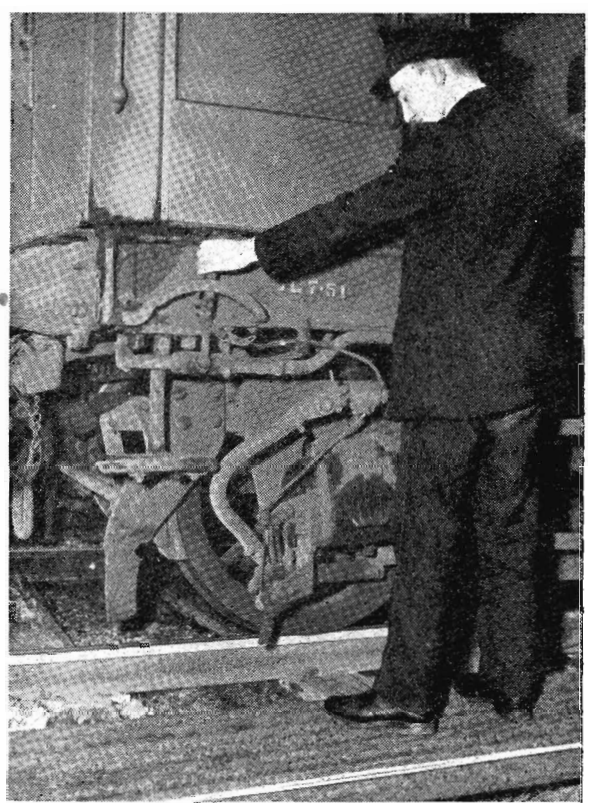
In the third week of the comprehensive course, potential electric train drivers take over the controls on the track between Reservoir and Thomastown. They must be equipped with knowledge to deal with any emergency that may occur, so these training trips are purposely made very troublesome to give trainees plenty of practice in detecting roadside defects. Fuses blow, motors cut out, cables fail to make proper contact. These, and other troubles must be attended to on the spot. In addition, the trainees are instructed in the proper preparation of the train for the track and in various other operational movements, such as breaking up peak period trains into smaller units and attaching units together at the platform.

After three days on the instructional train on the Reservoir-Thomastown track, the trainee spends two more days in a similar instructional train running between the Showgrounds and the Flemington racecourse. He learns how to stop and start a train and is given more practice in breakdowns.

In the final week of the month's course the trainee is ready to drive a scheduled passenger train under the supervision of an experienced driver. He becomes familiar with train running technique, the various tracks and signals, and any little faults that he may still have are ironed out. His final test comes when he is examined by the Electric Running Superintendent, or his assistant.



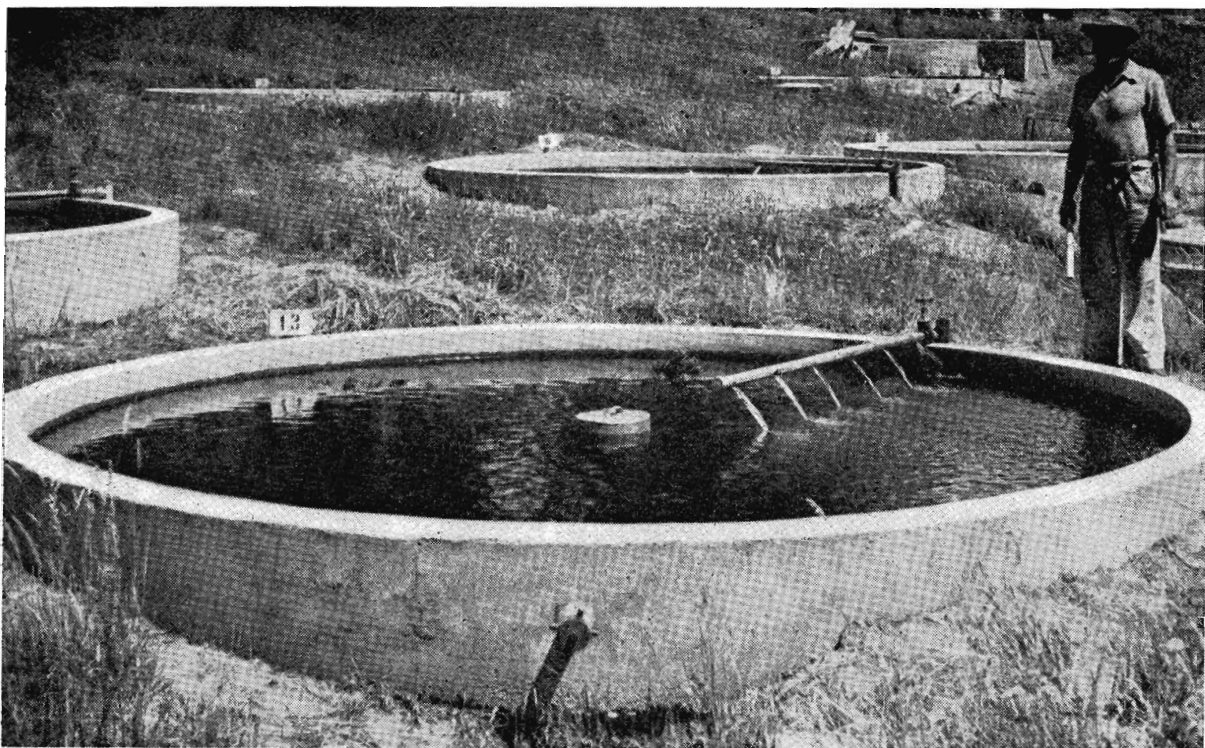
This trainee is being shown the right way to renew a main fuse on the 1,500 volt circuit and to observe safety precautions. He is equipped with a safety belt, which hooks on to the top of the car and allows him free use of both hands.



The driver is setting the safety apparatus. This must be done before he can get the power to drive the train.



The functions of the tripping valve gear, with which all electric trains are equipped to prevent them passing a signal at danger, are being explained to a group of trainees at one of the instructional train's roadside stops.



**TROUT NURSERY:** Snob's Creek Hatchery showing the circular pond in which trout are raised to the yearling stage. Before the Trout Licensing Act came into force, in December 1932, there was no means of even estimating the number of trout anglers in Victoria. In the first full season (1933-34) 11,760 licences were issued. In August 1951, the Inland Angling Licence was introduced and to date 91,080 licences have been issued.

(Photograph: Fisheries and Game Dept.)

## FROM POND TO STREAM

**B**EFORE 1907, the rearing and sale of acclimatized trout was done solely by the Ballarat and Geelong Acclimatization Societies which carried on the work, then as now, on a non-profit basis. The fish were sold to various bodies and clubs who bore the distribution costs. In 1907, however, the Government decided to help with the purchase and distribution of fish raised by the societies, so as to provide sport for anglers generally and to encourage tourist traffic to the trout streams of Victoria.

The Railways came into the picture by agreeing to carry the cans of fish free to the rail-heads. The local bodies arranged for the cartage and distribution from that point. In the early days of fish distribution there were no roads in some parts of the State, which involved carriage of the fish over the final part of the journey by pack horse, sledge, buckboard and finally by man himself. The journey from Ballarat or Geelong to Omeo in those days took four days before the fish were liberated. Now they are sent from Ballarat and, after an overnight stay at Spencer-st., reach Bairnsdale next day. From Bairnsdale they are sent by road to the liberation points.

In 1909, the first year of Government aided distribution, 6,000 yearlings were liberated. From then on, numbers increased yearly until 1937, when 219,000 yearlings and 239,000 fry were released in various waters. From 1907 until the end of 1951, 4,000,000 yearlings and 7,500,000 fry of rainbow and brown trout species have been distributed, and 22,082 fry and 128,890 yearlings of quinnat salmon have been placed in suitable lakes.



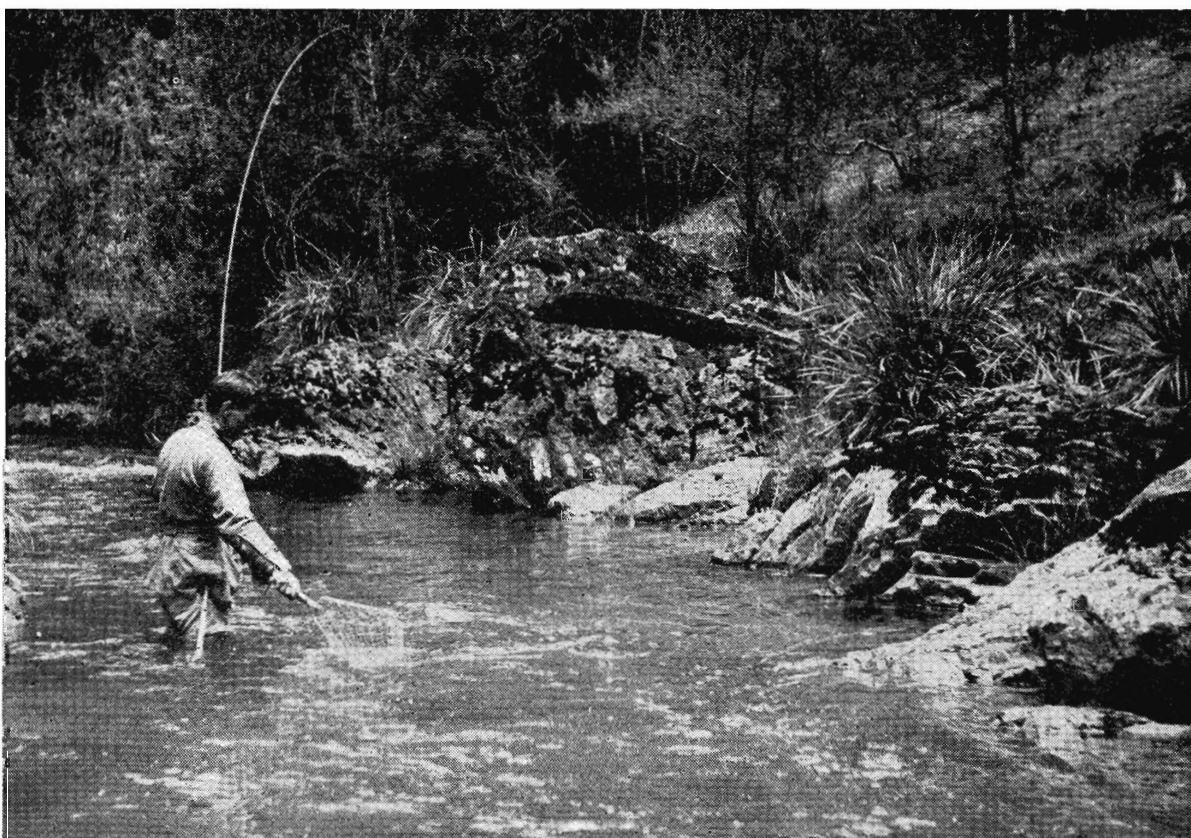
**GIVING THEM AIR:** Trout will only live in water with a high oxygen content. This is supplied by disturbance of water. Pipes with 1/8 in. holes, bored at intervals to meet the centre of the can lids, are coupled to a tap and a small stream of water is kept constantly running into the can.





**TEMPERING THE TEMPERATURE :** Liberating year-old trout in the Timbarra River, in the Buchan area. Water under ordinary stream conditions gains or loses temperature slowly. Fish are quickly killed by a sudden drop in the temperature of water. Therefore, the temperature of the stream and the water in the cans must be checked before the fish are liberated. If there is a marked difference it must be adjusted by emptying part of the water from the can and replacing it with stream water until the temperatures are nearly identical.

(Photograph : Fisheries and Game Dept.)

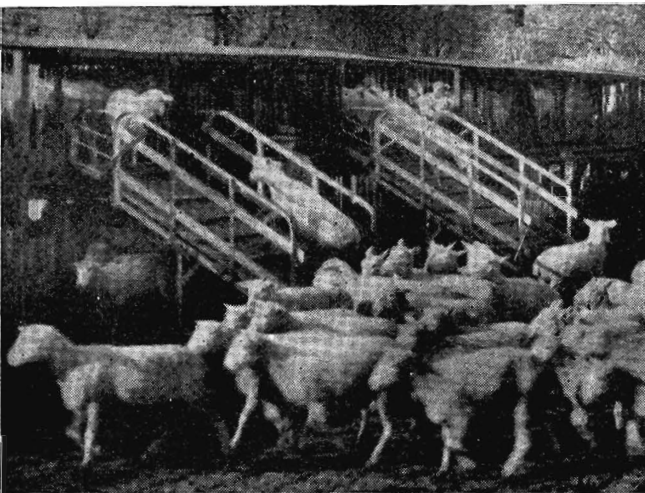


**THE CATCH :** There is no more exhilarating sport than a rod and reel battle with a good sized lively trout in a mountain stream. The great increase in the number of anglers placed a severe strain on the various waters to provide sport for anglers. The Government, to meet this demand, built a modern hatchery at Snob's Creek.

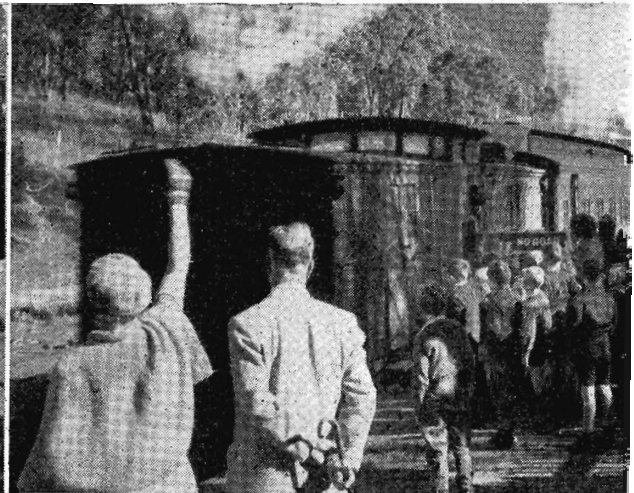
# AROUND THE SYSTEM



**DIESEL EFFICIENCY:** The *Harold W. Clapp* and B. 61, between Ballan and Gordon, hauling 1300 tons. Right: Mr. A. C. Ahlston (C.M.E.) Mr. F. D. Greene (Supt. Train Services), and Mr. G. F. Brown (Supt. Loco. Maintenance) are obviously pleased with the diesels' first test run with *The Overland*.



**SPRING IS HERE:** Lambing in Victoria this year has been very heavy. Large numbers of lambs are now arriving at Newmarket from the Wimmera, northern Victoria and the Riverina.

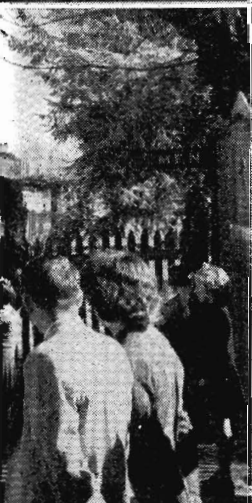


**LAST PASSENGER TRAIN:** Schoolchildren farewell the last pa Holidaymakers to and from the Mt. Buffalo Chalet and Wang way buses. Private buses cater for the Wangaratta-Bright tr

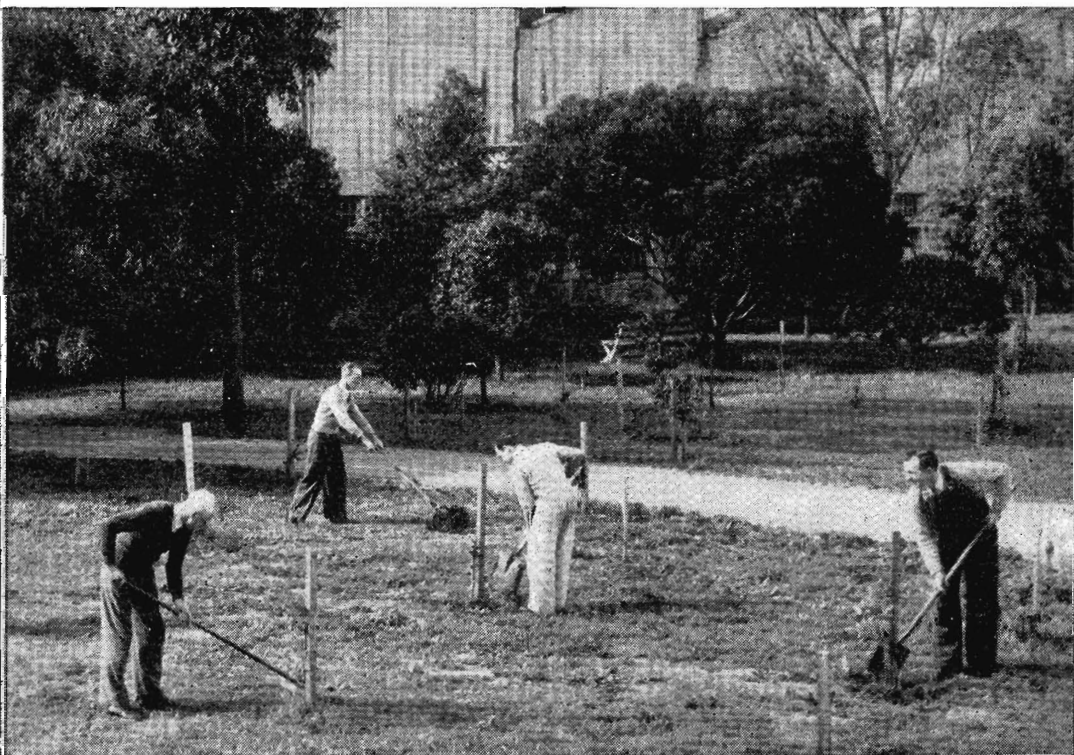




**FIRE PREVENTION :** The Railways Assistant Chief Civil Engineer (Mr. H. R. Tonkin), and the Engineer of Maintenance (Mr. T. H. Jenkins) confer with the Country Fire Authority (Mr. Daw) on the coming season's bush fire prevention campaign.



...ger train to leave Bright.  
...ta are now taken in rail-  
... (Photograph: W. Larsen)

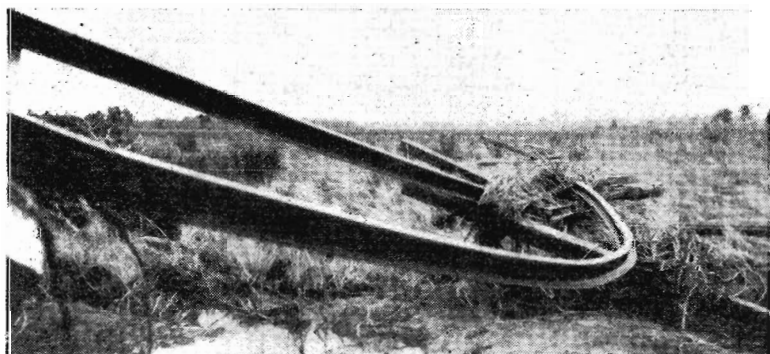


**AWARD TO NEWPORT WORKSHOPS :** Patternmakers L. Neil, F. G. Cordell, M. O. Williams, and E. M. M. Penney at work on the area which gained first prize in the Tree Planting and Decoration competitions. Seeds for some of the trees came from Western Australia.





[A torrent of water rushing across the Traralgon-Maffra line during the December 1934 floods.



Grim testimony of the havoc done to railway tracks by the 1934 floods.



Repairing the 1950 flood damage at Toongabbie.

## GIPPSLAND FLOODS

NEWS of the recent floods in Gippsland prompted one of *News Letter's* readers to send these pictures showing the effects of the 1934 floods on railway tracks between Traralgon and Maffra. A picture of a section of the same line after the 1950 floods is also published to give point to the dislocation of rail services from floods and the cost to the Department of the necessary repair work.

For many years railway engineers have investigated the waterway impact on the system's bridges and culverts and have taken all reasonable precautions to make sure they would stand up to floods. But, at times, heavy rainfall in parts of Gippsland, which, of course, is an uncontrollable factor, transforms the normally slow moving streams into wide stretches of surging waters of potentially tremendous destructive power.

The damage done by these abnormal floods serves to give significance to the protective work of the engineers; for, without that work, each year would bring a series of flood damage to rail tracks, such as now are comparatively rare.

The engineer's work on flood protection is, of course, one of the many aspects of safety first, the keystone of railway planned service. Whether it be in designing bridges or trackwork, in erecting buildings or locomotives, in running trains or parcels trolleys, the primary aim of the railwayman is safety.

## State Competitions

**I**NTERMITTENT showers that spoil the competition from the spectators' point of view failed to damp the enthusiasm of first aiders who took part in the State championship events at Mt. Evelyn last month. Because of the rain, the transport work had to be carried out in the train which brought the competitors from Melbourne.

An outstanding feature of this year's competition was the novel and realistic atmosphere created by backdrops, for the senior supplied test and senior improvised test events. The first was a representation of a men's mercery shop, the window of which had been shattered by a cyclist who lost control of his machine down a hill and was thrown headlong through the glass. Snow-capped Cathedral Rock at Mt. Buffalo was the setting for the senior improvised test. The illusion was heightened by the ersatz snow scattered on the floor of the hut. The competitors were called upon to give first aid to a tobogganer who had been badly injured in a fall.

Among the observers at the competitions were the Director-General of the Australian Army Medical Services (Major-General F. K. Norris) the Deputy Director-General (Col. W. D. Refshauge), and Messrs. B. Britt, H. Lorback, L. Egan and V. Dwyer of the State Electricity Commission.

### Presenting Awards

After presenting the awards at the annual dinner at the V.R.I., the Chairman said he was gratified to learn that the standard of first aid at this year's competitions was well up to that of previous years. "The Commissioners are delighted with the interest that is being shown in first aid and are pleased to know that one in every five railwaymen is a qualified first aider," said Mr. Wishart. "We look forward to a record year and trust that the various award holders will encourage the young men who have joined the service in the last eight or nine months or so to develop an interest in the ambulance organization. The Commissioners feel that the railway first aid movement could be the nucleus for a big civil defence organization which would be invaluable in the event of war or serious emergency." The Chairman aroused much enthusiasm with the announcement that, to stimulate interest in first aid among railwaymen, the Department had decided to increase the training allowance to 7/6 a fortnight for members and 10/- for superintendents from the beginning of October.

On the competitions themselves, veteran adjudicator Dr. W. Sloss said that the necessity to carry out

# FIRST AID

★

*Their aid they yield to all.*

—George Crabbe (1754-1832)

the transport work in the train because of the bad weather was a blessing in disguise for competitors, because they never knew when they would be called upon to move a patient from one part of a train to another. First aiders had learned how to handle a stretcher in a narrow train corridor without unnecessary suffering to the patient.

Dr. E. Shiel said the standard of work was excellent. In fact, railwaymen were getting so good that he had purposely made the examination as tough as possible.

### Accountancy Team Wins

The results were—Senior Teams: Accountancy No. 1 (415½ pts.), 1; North Melbourne Locomotive Depot No. 3 (413), 2; Bendigo North No. 1 (408), 3; Ouyen No. 1 (404), 4; Ararat No. 2 (394), 5. Novice Teams: Bendigo North No. 2 (433½), 1; Bendigo Loco. (407), 2; North Melbourne Loco. No 1

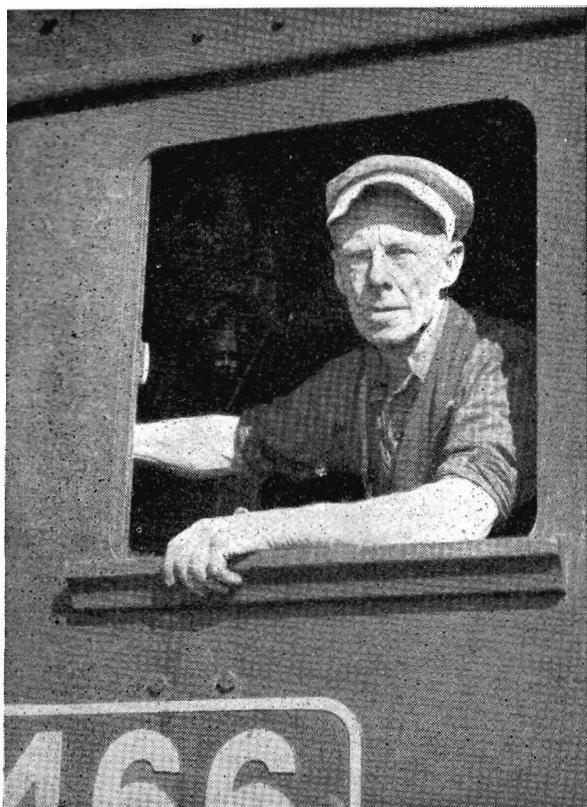
(400½), 3; Ballarat North No. 2 (400), 4; Spotswood Workshops No. 2 (388½), 5; Geelong No. 1 (366), 6; Dimboola (344), 7. Senior Individuals: H. Isaac, Ararat (153), 1; R. Klemke, North Loco. (145), 2; H. A. Barker, Accounts (143), 3; P. Delmenico, Flinders-st. (132), 4; F. L. O'Brien, Newport Workshops (120) 5; W. Jackson, North Loco. (108), 6. Novice Individuals: H. Isaac, Ararat (99), 1; J. Griffiths, Bendigo (94), 2; L. Wignall (North Loco. (91), 3; H. Latimer, Bendigo (87), 4; A. J. Swift, Bendigo (85), 5; J. A. Smith, Bendigo (83), 6; G. Pearce, Newport Workshops (72), 7. Blanche Mitchell event: R. T. Klemke (North Melbourne Loco. Depot).

### New Manual

**T**HE new railway first aid manual has been written by railwaymen for railwaymen, to help them with their first aid problems on the job and in their homes. While the 1940 edition of the St. John Ambulance Association's text book is an ideal publication for first aid students living either in or near big cities, where immediate medical treatment is available after first aid attention, it is not quite a suitable guide for people living in remote areas in Victoria. In the application of first aid in these cases it may be necessary to assume that the patient will not see a doctor for several days. The new book has been prepared under the direction of Dr. M. A. Rees, the Railways Chief Medical Officer, under whom the Ambulance Section now functions.



Spotswood 'Shops No. 2 novice team competing in the preliminary round.



Mr. H. Schurman has been driver-in-charge at Moe for 24 years. He joined the Way and Works Branch in 1910 and worked on the construction of the Wonthaggi line and of Manor Station on the Geelong line. But, it was always his ambition to become a driver. He transferred to the Rolling Stock Branch in 1911. From fireman in 1913, he was promoted to driver in 1920 and drove trains in the Warburton and Maryborough districts. He went to Moe in 1924 and was appointed driver-in-charge in 1928. Mr. Schurman believes that he has held this post in one depot longer than any other driver in the service.

## All Clear for Retirement

ONE of the Department's most experienced signalmen, Mr. J. Murphy, retired recently. He was a special class signalman for 30 of his 45 years' service, and during the past 10 years worked in nearly every special class box on the suburban system. In his younger days, Mr. Murphy was a versatile sportsman. He played football with Benalla for 10 years and also cricket and tennis. He was also an amateur actor. On the day he retired he was presented by the Senior Block and Signal Inspector (Mr. C. H. Saunders) with a fountain pen.

## Obituary

MR. ALBERT VICTOR WORRALL, who was Principal Fares Officer when he retired after nearly 47 years' service, died recently. Apart from his reputation in the Department as a courteous and efficient officer, Mr. Worrall will always be remembered for his humanitarian work for the blind. He was Chairman of the Home at Brighton for the sightless aged and infirm and for many years was on the committee of the Association for Advancement of the Blind. He was also president of the Victorian Association of Blind Cricketers. At various times he was manager of interstate blind cricket teams.

## They Both Like Ski-ing

TWO Czechs who are making careers for themselves in the railways are Oldrich and Antonin Polasek. Oldrich, a clerk in the Stores Branch, is a graduate in commerce from the Prague university. He is a very keen skier who has skied over many of the internationally famous runs of Austria and Germany, and represented his university in Czech ski races. This winter and last he was one of the ski-ing instructors at The Chalet, Mt. Buffalo.

His brother, Antonin, started in the railways two years ago at Spotswood Workshops, and is now a clerk in head office. While in Czechoslovakia he was a commerce student at Prague university. This year he began a part-time arts course at Melbourne university. For his first year's subjects he is taking two languages, German and Russian. Like his brother, Antonin is fond of ski-ing and belongs to the University ski club. When he can find time from his studies he enjoys hiking, particularly in the Dandenong Ranges.

## Thanks

A LETTER of appreciation has been received from Wakool Shire Council by Stationmaster F. R. Coleman recording "his diligence, thoroughness, courtesy and tact in carrying out his duties," at Moulamein, N.S.W. He has been transferred to Murchison East.

## Test Inspector Retires

FORTY SEVEN years ago, a lad of 18 years began work at Newport Workshops as Apprentice Blacksmith C. Johnson.

At a little ceremony held recently in the Workshop's Laboratory, Test Inspector C. Johnson, more familiarly known as Charlie, was presented with a gold wristlet watch, a silver pen and a large, suitably decorated tankard to commemorate his retirement.

One of the small band of inspectors who are responsible for checking the quality of material supplied to the Department by outside contractors, Mr. Johnson has spent almost as much of his time during the last ten years in Sydney and Newcastle as at his home in Brunswick.

He is now looking forward to spending more time in his garden, playing golf and catching up on his social activities.



Mr. E. D. Connor, Engineer of Tests, says farewell to Mr. Johnson (right).



## Pioneer Taxi Driver

**S**KILLED Labourer John Hayes, of the Plumbers' shop, Laurens-st. Depot, was doing his last job for the Department when this picture was taken recently. The next day he retired. He admitted quite candidly that he was sorry to go. "I had a great life in the railways and my one regret is that I did not join the service sooner," he said. One of his most interesting jobs was the thermit welding of the north-eastern line and parts of the suburban system.

Mr. Hayes was a taxi driver before he joined the Department. Actually he was one of the first six to drive taxis in Melbourne. His company had six Renaults, which, in the early days of motoring, were regarded as the smartest and fastest cars on the road. In those days, says Mr. Hayes, a motorist doing 27 miles an hour was liable to a fine of £2 for furious driving. Traffic police then waged relentless war on road-hogging. One constable would stand at one end of Princes Bridge and drop a handkerchief as a car passed; another, 500 yards on, would check its speed over the distance with a stop-watch.



Mr. Hayes doing one of his last jobs for the Department.

## Saw First Electric Train Run

**M**R. A. J. TOWNSEND, shift electrician at Newmarket sub-station, retired recently. He entered the Department as a shift electrician in March, 1919, and saw the first electric train go into service. He had a wide and varied experience as shift electrician at Newport Power Station and various sub-stations throughout the system. He was also Acting Sub-Station Maintenance Foreman with the Sub-Station Maintenance Depot. At a farewell ceremony, the Distribution Engineer (Mr. H. C. Foulkes) presented Mr. Townsend with a set of spanners and a wallet of notes.



Miss Betty Coleman, conductress at the Elwood tram depot, who recently gained a telegraphist's third class certificate. She not only attended classes regularly at the V.R.I., but also bought a telegraph instrument to practise on at home. Her sound receiving, in particular, was described as above examination standard.

—(Photograph: C. S. James)

## Bigger Prizes

**T**HE Commissioners have increased the prizes to be awarded in the current competitions for Best Kept Track Lengths, and Tree Planting and Decoration of Stations etc.

The new prizes for Best Kept Track Lengths are: 1st £90; 2nd £48; 3rd £24; Most Improved £48.

Those for the Tree Planting and Decoration competitions are:

*District Competitions:* Stations and station yards; 1st £25.10.0, 2nd £15.10.0, 3rd £8.0.0 (new work), 1st £13, 2nd £8, 3rd £5 (maintenance of existing trees and gardens). There will be separate competitions, as usual, for those with, and those without, piped water supplies.

*State wide competition:* Locomotive and works depots, 1st £25.10.0, 2nd £15.10.0, 3rd £8.0.0 (new work), 1st £13, 2nd £8, 3rd £5, (maintenance of existing trees and gardens); Barracks and rest houses, 1st £25.10.0, 2nd £15.10.0, 3rd £8 (new work), 1st £13, 2nd £8, 3rd £5 (maintenance of existing trees and gardens.)

## Fought under Kitchener

**A** South African War veteran, Mr. C. H. Mahy, who was an engineer of the Water Supply Division of the Way and Works Branch when he retired in 1945, died recently. Mr. Mahy fought under Lord Methuen, Lord Roberts and Lord Kitchener in South Africa and won the Queen's Medal with three clasps. He was a member of the Australian contingent at the Coronation of King Edward VII. Mr. Mahy was also commissioned in the first World War with the 10th Field Company of Engineers. He won the Military Cross for gallantry at Messines. In his youth, Mr. Mahy was a good all-round athlete.



Heidelberg station in 1890. From left, Stationmaster, Porter, (names unknown) Guard Ted Johnson, Porter Fred Mancy Fireman Bert Howell, Driver Alex Galvin.



Farewell to Office Assistant Daniel Dwyer at the Electrical Depot Workshops. Mr. Dwyer, who had 44 years' service is shown (right) shaking hands with Mr. H. C. Foulkes, Distribution Engineer, after the latter, on behalf of the staff, had presented him with a travelling case, rug, wall clock and shaving outfit.



Third from the left in the front row of this photograph, taken on the steps of Woodend Station platform many years ago, is Junior Clerk S. J. Goble, who subsequently became Air Vice-Marshall Goble. He died several years ago.

## The things they say

THE 1.55 p.m. train from Paddington on Friday left punctually and reached Cardiff only two minutes late. It was an unfolding poem of lush beauty. Who would take a motor-car with his eyes always on the traffic and nigger his way through crowded towns, when on a train he can commune with the fields and the hills and the browsing cattle?—*Beverley Baxter, in the Sunday Express.*

\* \* \*

What the railways want is not legislation to get rid of competition, but legislation to compete with competition.—*Patrick B. McGinnis, Chairman of the Board, Norfolk Southern, U.S.A.*

\* \* \*

Air passenger fatalities averaged 13 per billion passenger miles in 1951, when the passenger fatality rate on the railroads was 4.16. With all the praiseworthy improvement the air lines have made in their safety, rail travel appears still to be approximately three times as safe.—*Bureau of Transport Economics and Statistics, U.S.A.*

\* \* \*

Intuition: the strange feeling that tells you you are right, whether you are or not. —*Ambrose Bierce*

\* \* \*

I wonder where mothers learn all the things they tell their daughters not to do. —*Eddie Cantor*

\* \* \*

Let it be enough that you can put into practice that which you know, then, in good time, the hidden meaning will discover itself. —*Rembrandt Van Ryn (1606-1669)*

\* \* \*

Money doesn't go very far, these days; but it stays away a long time. —*Earl Wilson*

\* \* \*

Some people talk because they have something to say; others because they have to say something. —*Dan Bennett*

\* \* \*

A consolation of old age is the fact that you can whistle while you brush your teeth. —*Anon*

\* \* \*

They told him that it couldn't be done.

With a smile, he went right to it.

He tackled the thing that couldn't be done —

And found that he couldn't do it.

—*Editor & Publisher*

\* \* \*

There are two kinds of men who never amount to much—those who cannot do what they are told and those who can do nothing else. —*Cyrus H. K. Curtis*

\* \* \*

People are never so ready to believe you as when you say things in dispraise of yourself; and you are never so much annoyed as when they take you at your word.

—*W. Somerset Maugham*

# New Electric Freight Locomotives in U.S.A.



Two of the new units coupled to form a 5,000 h.p. locomotive for freight traffic on the Pennsylvania Railroad. They operate on the 11,000 volts 25 cycle single phase system, and can be worked singly or in combinations of two, three, or four units. Weight in working order is 107 tons with an axle weight of 26½ tons. Starting tractive effort is 60,000 lb.; continuous tractive effort, 35,400 lb. Maximum speed is 65 miles an hour. These locomotives are the first straight alternating current design in the United States to have rheostatic braking.

**British Lightweight Diesel Train**  
**T**RIALS are being carried out on British Railways of an experimental lightweight diesel train recently built by A.C.V. Sales Ltd. The designers have aimed at combining

the best features of both rail and road vehicles. The train comprises a 3-car set which can, however, be also operated as 1-car or 2-car units. The tests are part of a study which the Railway Executive is making.

## Canadian Gas-turbine

**T**HE Canadian coal industry intends to introduce on the railways a coal-fired gas-turbine locomotive. Experiments on the engine have been in progress for some time at McGill University. The advantage of the turbine is that it will use low-cost powdered coal. It is claimed that it will be able to operate at extremely low temperatures much more efficiently than the diesel.

## Experimental Locomotive

**A**N experimental electric locomotive, designed and built by the N.S.W. Railways, is now in service. It is of 2,700 h. p. but is less powerful than the 40 on order from Metropolitan Vickers Electrical Company. It has six 450 h. p. 1,500 volt d. c. traction motors, whereas those on order will have six 630 h. p. motors. The locomotives will eventually be used on the Blue Mountains line which is expected to be electrified in 1953. Electrification will enable 2,000-ton coal trains to be hauled from Wallerawang and Enfield. This electric locomotive is the largest yet built in Australia.



A signboard 25 feet long is needed to display the 58 letters of the longest place-name in Britain. However, the town is usually known as Llanfair P. G. A rough translation of the Welsh name is "The Church of St. Mary, in a hollow of white hazel, near to a rapid whirlpool and to St. Tysilio's Church and near to a red cave."



# NORTH LOCO. WINS FOOTBALL PREMIERSHIP



North Melbourne Locomotive Depot's Premiership Team: Back row: B. Hughes, B. Gibson, R. Currie, A. Jones, A. Knight, D. Catchpool, W. Mitchell. Centre: L. Marks, L. Donnelly, H. Cassidy, J. Williamson, W. Evans, M. Anderson, W. Fullerton. Front Row: D. Potter, A. G. Jones, J. Lloyd (cpt.), A. Harding (president), P. Sharp (vice-cpt.), A. S. Monks, W. Raymer, F. Dwyer (first aid attendant).

## Nth. Loco's Pennant

**M**AKING better use of the breeze and taking full advantage of their extra weight and experience, North Loco. Depot proved too strong for their enthusiastic and plucky opponents, Newport Workshops, in the grand-final of the V.R.I. Football Association's competition for the Commissioners' Cup, and scored a clear-cut win.

Newport was kept scoreless in the first quarter, while North Loco., although the forwards were off the target, scored 4-10 to take a good lead. Although they failed to score against the wind in the second quarter, North Loco's back lines did well to restrict the young Newport side to 1-5. In the third and vital quarter, Newport, battling hard, scored 2-1, but North Loco. steadied and, brushing aside the opposition, ended a match winning burst with 7-4, bringing the score to 11-14 to Newport's 3-6. In the last term North Loco. were content to hold their lead, and although Newport battled hard they had no chance of making up the leeway. Final scores were—North Loco., 11-14 (80 pts.); Newport Workshops, 5-9 (39 pts.). Best players for North Loco.: A. G. Jones (best on the ground), Marks, Mitchell, Lloyd. Newport Workshops: Duncan (until injured), Silva, Carson, Bowen, Ryan. Goalkickers: North Loco.—Marks 3, Mitchell, Short, 2 each; Jones,

Hughes, Lloyd, Evans, 1 each. Newport: Silva, 3; Jones, Beck, 1 each.

## Wodonga Bowling Club

**U**NFORTUNATELY there is no V.R.I. Bowls Club at Wodonga, but the local club has many railwaymen on its membership roll. Last year, the club president was Mr. R. Quail, Goods Sheds clerk, the secretary was Mr. J. Mortimer, A.S.M., and the treasurer, Mr. F. J. Miller, telegraphist. This year the secretary is Mr. A. W. Reaper, shedman. Fourteen of the club members came to Melbourne for country bowls week last year. Indicative of the spirit prevailing was the presentation by one club member of a cup to be played for each year in matches of railwaymen versus the rest. In each of the three competitions held so far, the railwaymen have been the victors.

## Wimmera Golf Championships

**T**HIRTY-SIX players from Serviceton, Kaniva, Ararat, Hopetoun, Beulah, Warracknabeal and Dimboola took part in the recent third annual railway golf tournament at Dimboola. The central branch of the V.R.I. was represented by Messrs. R. Kydd and R. Taylor. The main event of the day, the Wimmera Railway Championship, was won by G. Tolliday (Dimboola) by one stroke

after a play-off over three holes with D. Causon (Dimboola) and C. Hampton (Warracknabeal). The A grade 18 holes handicap was won by J. Norton (Dimboola), and the B grade event by T. Herlihy (Dimboola). C. Treloar (Dimboola) won the secret 9 holes contest, and Messrs. A. Patford (Ararat), T. Herlihy (Dimboola) and K. Baudinette (Ararat) the teams 18 holes event. In the ladies' events the 9 holes open handicap went to Mrs. G. Tolliday (Dimboola) the 9 holes railway handicap to Mrs. Ure (Dimboola), while the putting competition was won by Mrs. McInerney (Serviceton).

## Preparing for Summer

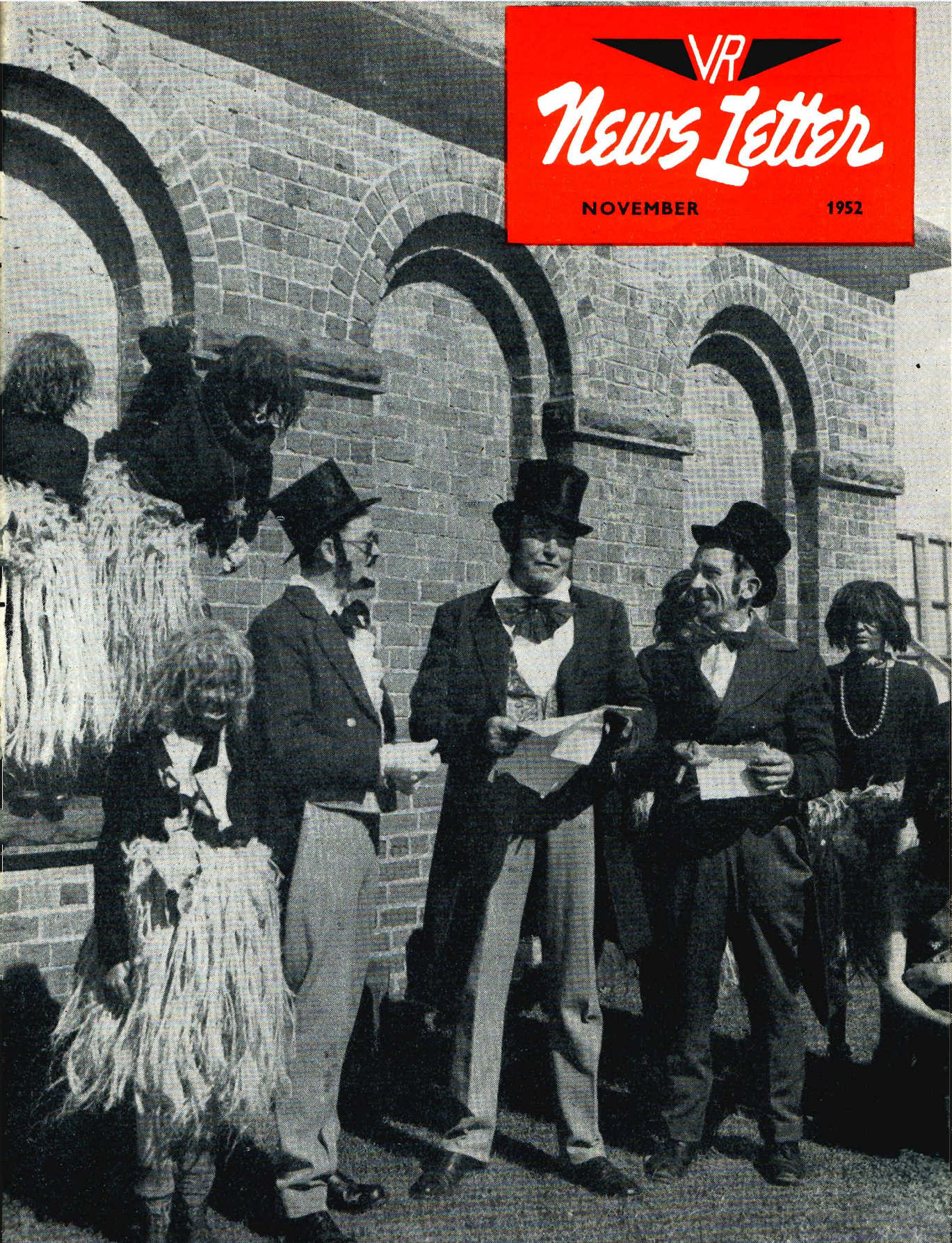
**A**T this time of the year cricketers, tennis players and bowlers are preparing for the coming season and annual meetings of the various sporting bodies have either been held or are in the planning stage. The V.R.I. Social Bowls Club has already held its annual meeting and the Tennis Association will present its annual report at a meeting at the V.R.I. on October 3. The Cricket Association's annual meeting was held last month. The first match will be played on the turf wicket at Royal Park on Tuesday, October 14. From then on matches will be played on Tuesdays and Thursdays weekly.



VR  
*News Letter*

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1952





# THE MONTH'S REVIEW

## Spirit's Spring Cleaning

THE spring cleaning of *The Spirit's* parlour car has been completed and it is now back in service after having undergone its first major overhaul since the famous passenger train made its appearance in 1937. All of the thirty-three seats have been re-upholstered, the interior of the car has been revarnished and the exterior repainted. Several of the eleven cars that make up *The Spirit* have been refurbished and it will not be long before the train is completely rejuvenated, and more willing than ever.

## Fourth Diesel in Service

THE first of the fleet of 26 diesel-electric locomotives ordered by the Department—*Harold W. Clapp*—had logged 30,000 miles when, coupled together with another diesel, it hauled *The Overland* on the inaugural trip of the accelerated service to Adelaide and return on October 13. When *New Letter* went to press *Harold W. Clapp* had travelled a total of 35,000 miles. There are now four diesels in service. Satisfactory progress is also being made in completing the new diesel shop at North Melbourne. The second road is now in use and both diesel-electric locomotives and diesel-electric shunters are receiving maintenance in the new establishment.

## Faster Trains

UTILIZATION of diesel-electric and R class locomotives has enabled the Department to introduce substantially faster schedules on a number of main lines. The diesel-electrics have reduced the time of *The Overland* to Adelaide by one hour and a quarter and 50 minutes on the return journey. In addition, they have enabled the goods service between Melbourne and Adelaide to be speeded up in each direction. The use of R class locomotives has resulted in improved schedules on the Melbourne-Mildura, Melbourne-Serviceton, Melbourne-Ballarat and Melbourne-Warrnambool-Port Fairy lines.

## Gippsland Line Development

A further section of the Gippsland line regrading and duplication has been completed and double line working introduced between Warragul and Yarragon. With the completion of this section, double line facilities are now available on the 18-mile section between Longwarry and Yarragon. The better grades on this section will greatly facilitate traffic movements on the Gippsland line. The next section of the line to be duplicated will be that between Nar Nar Goon and Tynong. Work on this project is now in progress.

## Steel Containers For Freight

SEVERAL of the 200 steel containers that are being manufactured in New South Wales for the carriage of freight between Sydney and Melbourne are now in service and more will soon appear at the rate of about 10 a week. They are owned jointly by the Victorian and New South Wales Railway Departments. The freight rate for the container service is £45. The container system offers many advantages to the business community. The container is loaded at the consignor's business premises and taken by road to the goods siding, where it is lifted by crane into an ordinary truck, accommodating three containers. At the other end, process operates in reverse, and the consignee returns the containers to the railway, either loaded or empty. Costs of dispatch are lowered because packaging is eliminated to a large extent, and risk of damage and pilferage are reduced to the absolute minimum. This warehouse-to-warehouse service has been received by business houses with enthusiasm, and already there are indications of a big demand for the containers.

## Fire Prevention Measures

THE Commissioners and the Country Fire Authority held a further conference recently to complete arrangements for the fullest possible co-operation by rural and urban fire brigades and railway staffs in burning off operations and fire protection generally during the coming summer. As a result of the action that has already been taken, the Department will be better prepared than ever before for fire prevention. Through the winter, railway staffs have been giving special attention to the cleaning up of old stumps, dead wood, etc., along railway side widths and perfecting arrangements for burning off. Railway personnel, including gangers, will be at field demonstrations before the summer in the various regions of the Country Fire Authority. They have been instructed to enlist the aid of rural and urban fire brigades and their equipment and to burn off late in the day or at night when this is the best course to be taken in the circumstances prevailing. The making of firebreaks on railway property with ploughs and rotary hoes is already in hand and burning off will be commenced as soon as the grass is dry enough to burn even in patches.

## Ace Service

THE excellent train service to Kooyong for the Victorian Tennis championships and the inter-zone Davis Cup final between America and Sweden last year found high commendation in the recent annual report of the Lawn Tennis Association of Victoria. The L.T.A.V. also referred eulogistically to the publicity given to the big tennis fixtures by the Department's posters that were displayed on suburban stations. It is perhaps a point of interest that a new poster is to be added to the now well-known "Come To" series for the forthcoming big tennis season at Kooyong. Frank Sedgman has agreed to "model" for the picture.

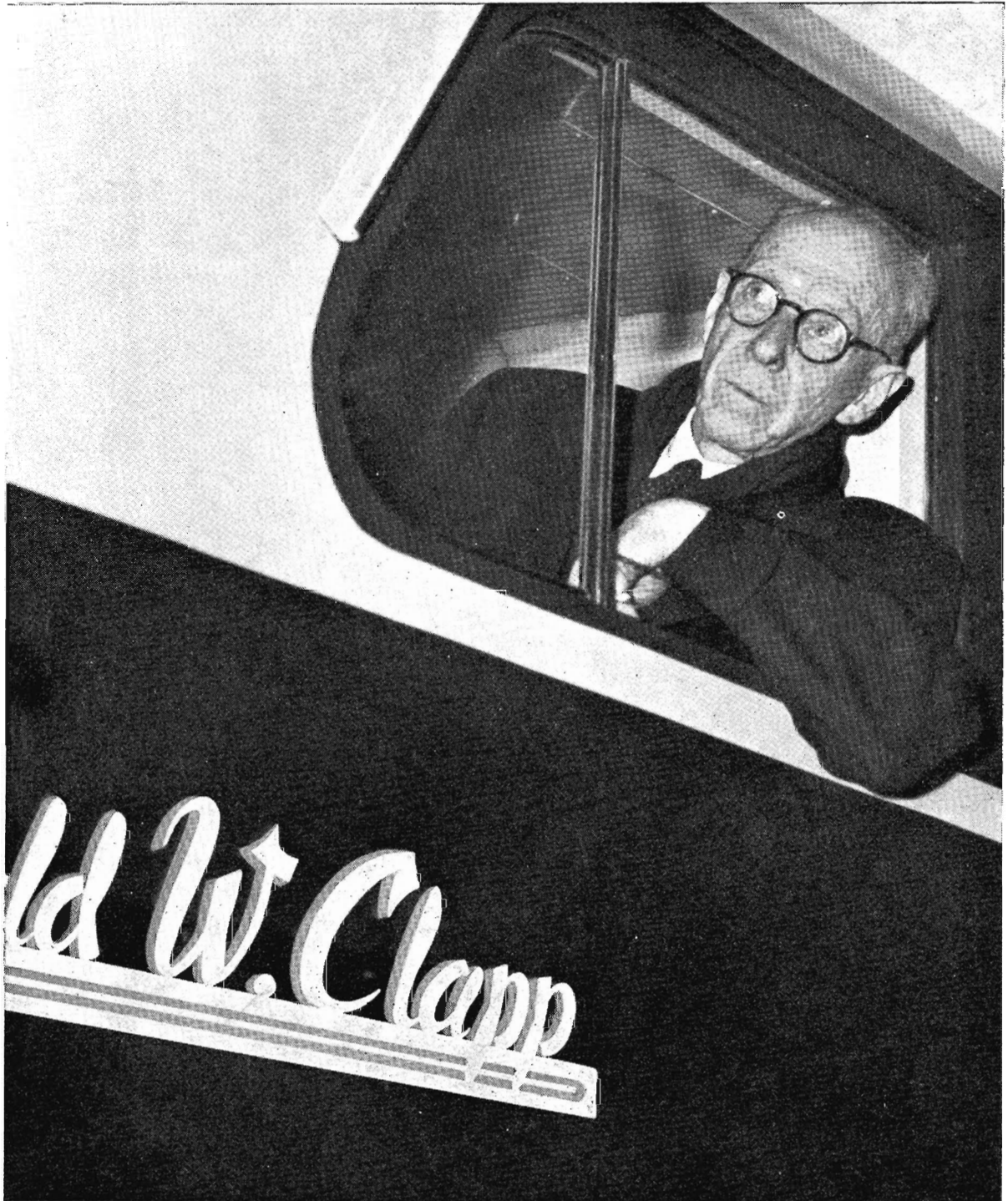
## Sun Shines On Show

FAVOURER by ideal weather, this year's Royal Agricultural Show attendances were the best since the record post-war figures were established in 1946. The attendance for the nine days was 579,075; 240,357 people travelling by train to the Showgrounds platform. On the first Saturday, which has become just as popular as People's Day since the advent of the 40-hour week, 130,070 passed through the turnstiles, and of this number, 52,451 went by train. On the Thursday public holiday the attendance was 131,448; the Show rail travellers totalling 64,164. Last year, 432,935 people saw the Show and 197,430 went by train. The all-time record attendance figure for the nine-days Show in 1946 was 664,182. Trains carried 320,772 people on that occasion. Had the weather at night been more favourable this year for the ring events the 1946 attendance and rail traffic figures could quite easily have been shattered. The substantial increase in both Show attendance and rail traffic was anticipated by Traffic Branch officials and justified the steps taken to ensure a fast and frequent service to the Showgrounds platform. It was certainly appreciated by the public and all concerned are to be congratulated on a particularly fine transportation effort.

### OUR FRONT COVER

shows the ceremony of the opening of the Melbourne-Sunbury line on January 13, 1859, by the Governor of the day, Sir Henry Barkly, being reenacted during the recent Back to Sunbury centenary celebrations.

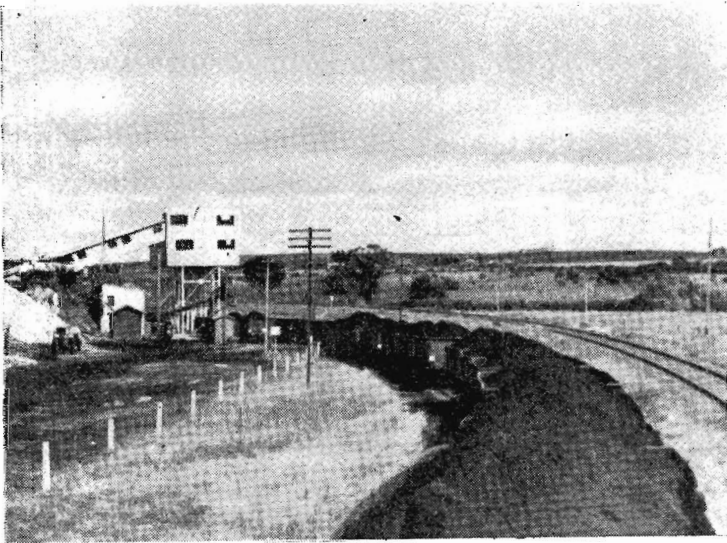




**A GREAT MAN PASSES :** As *News Letter* went to press, word was received of the death of Sir Harold W. Clapp, who was Chairman of Railway Commissioners from 1920 to 1939. On his appointment, the Victorian Railways entered the new modern era of rail transport in which the whole of the operations became influenced by one objective, service. The man who gave Victoria its first all-steel, air conditioned, streamlined train, *Spirit of Progress*, never spared himself in promoting the welfare of the railway system to which he was so deeply attached. Railwaymen, not only in Victoria, but throughout the Commonwealth, will mourn his loss and extend deepest sympathy to Lady Clapp and her family. This photograph, one of the last taken of Sir Harold, is again reproduced because it gave him pleasure.



The Maddingley open cut, at Bacchus Marsh. Now in full production, it has a seam of brown coal 125 feet thick, lying under only 20 feet of overburden.



A new and up to date crushing, grading, and loading plant has been completed at the Maddingley open cut, and is working very satisfactorily. This view shows a rake of trucks leaving the loading plant.

## BROWN COAL

VICTORIA is becoming increasingly conscious of the immeasurably valuable gift nature has bestowed on it in an almost inexhaustible supply of brown coal.

Brown coal has now established itself as a major fuel in Victoria. With correct firing and suitable boilers, raw brown coal is giving very high-efficiency performances. Its successful gassification is now assured, and this is expected to have far-reaching effects on the State's future economy. And, of course, X32 has demonstrated the value of brown coal dust as a locomotive fuel.

Although dwarfed by the State Electricity Commission's open cuts at Yallourn, Maddingley open cut at Bacchus Marsh, which was opened up in 1945, produces nearly 6,400 tons of brown coal each week. Of this, between 3,000 and 4,000 tons are carried by rail weekly.

The Maddingley open cut (as well as the Wensleydale cut which produces more than 4,000 tons a week) is thus doing its share to help to free Victoria from dependence upon imported coal, and so ensure to industry a steady and reliable flow of local fuel.

# THE DIESELS TAKE OVER

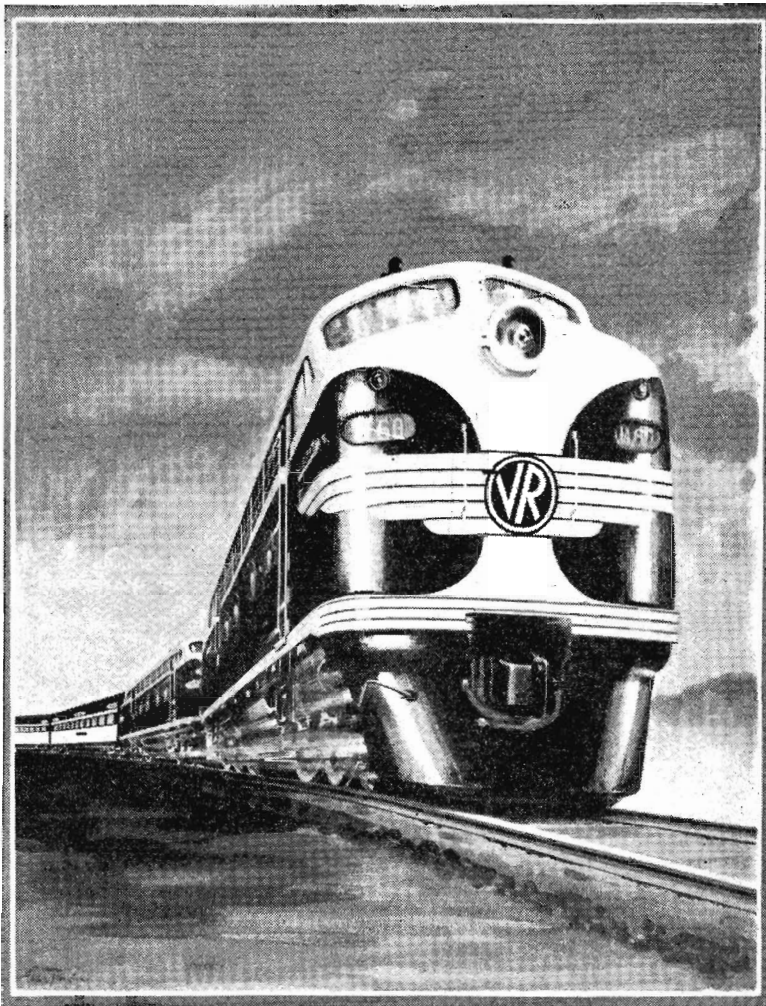
WITH its new first and second class sitting cars and the roomette and twinette sleepers, and hauled by diesel-electric locomotives, *The Overland* today represents the latest stage in a long series of developments brought about by the joint efforts of the Victorian and South Australian Railways.

Safety, speed and comfort have been the underlying factors in this development, and safety, speed and comfort are embodied, to the latest degree, in the new *Overland*. The sitting cars, both first and second class, have aircraft-type adjustable seats and footrests; and the roomettes and twinettes set a new standard in sleeping car amenities. All these cars are, of course, air-conditioned.

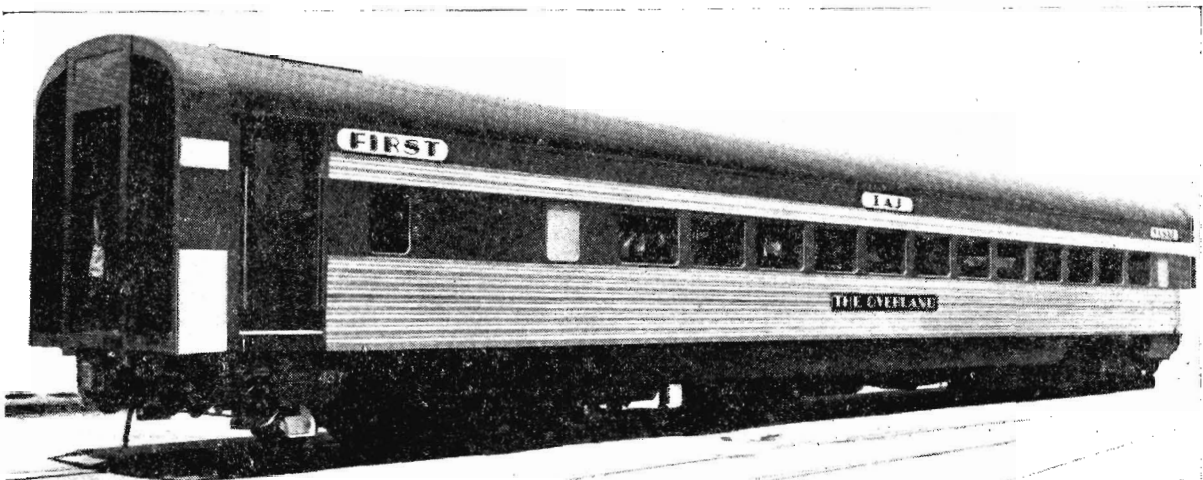
Trains have now been running between Melbourne and Adelaide for more than 65 years. It was on January 19, 1887, at 4.5 p.m., that the first through train left Melbourne. Simultaneously, a train left Adelaide for Melbourne. Each consisted of an American boudoir car, a composite first and second class carriage, a luggage van and a terminal brake van. The boudoir car provided sleeping accommodation for 20 passengers, but only 13 berths were booked from Melbourne.

The journey on the first trip took 19 hours, the train having to run via Geelong. The direct Melbourne-Ballarat line was not opened until December 4, 1889.

The joint stock cars built for the *Adelaide Express* (as it was then called) were so well suited to the traffic that

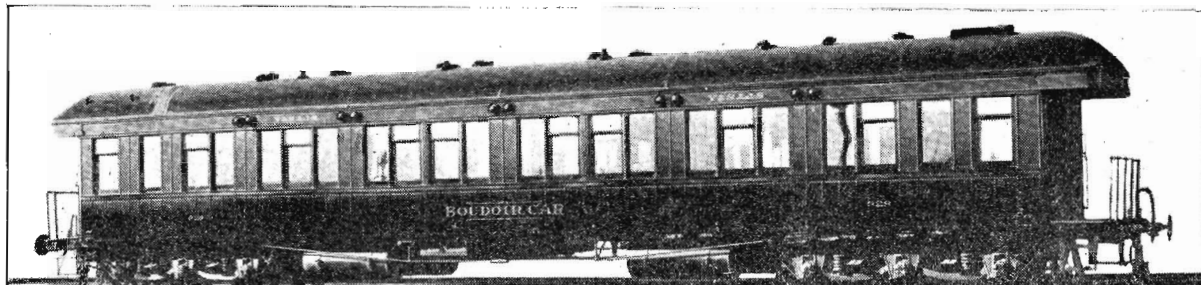


This striking poster, featuring the new *Overland*, was painted by Mr. Clive Trewin, of the Commercial Drafting Section, Way and Works Branch. It has been reproduced as the front cover of a booklet also featuring the accelerated service now provided by *The Overland*.

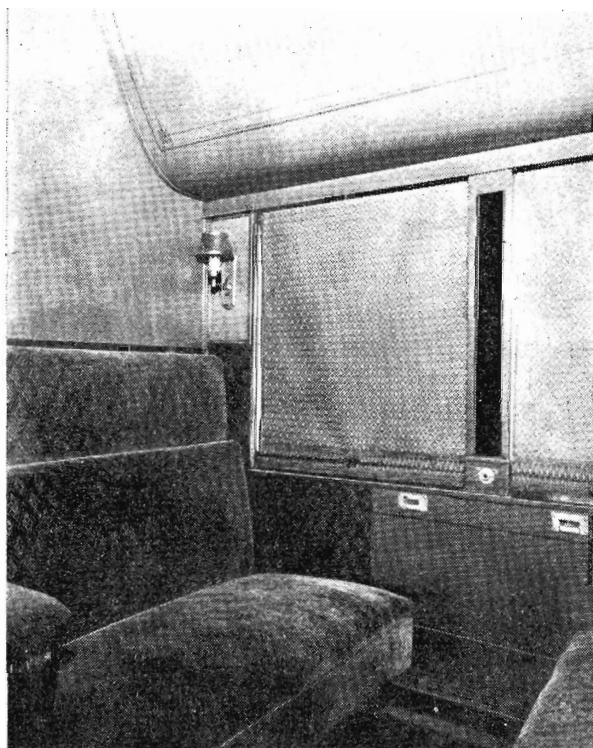


First class sitting car now running on *The Overland*. Both the new sitting and sleeping cars were built, as joint stock, by the South Australian Railways, at Islington Workshops.





Six of these boudoir cars were built in U.S.A., between 1886 and 1889, for the first *Adelaide Expresses*. They had 8 compartments, with accommodation for 20 passengers.



Two of these Pullman sleeping cars, named *Mount Lofty* and *Macedon*, were purchased in U.S.A. in 1928 for the Melbourne-Adelaide express train service.

they were adopted as standard for the V.R. system.

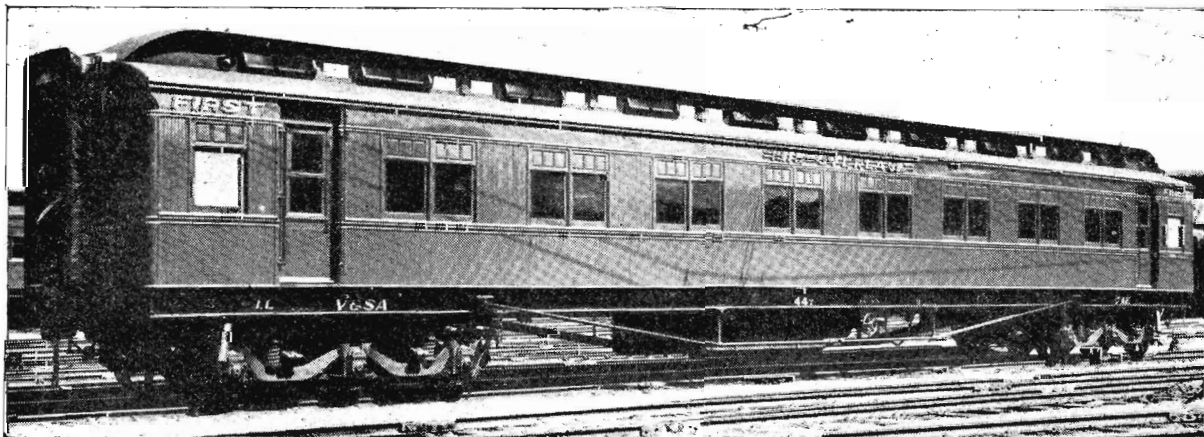
By 1900, the train was equipped with AV and BV corridor cars. Eight years later, AVE and BVE cars (now known as AE and BE classes) were put into service on the *Adelaide Express*. They, in turn, were so satisfactory that they then became standard for main country line trains.

The official name of *The Overland* was given to the train in 1926, when several other trains were also named.

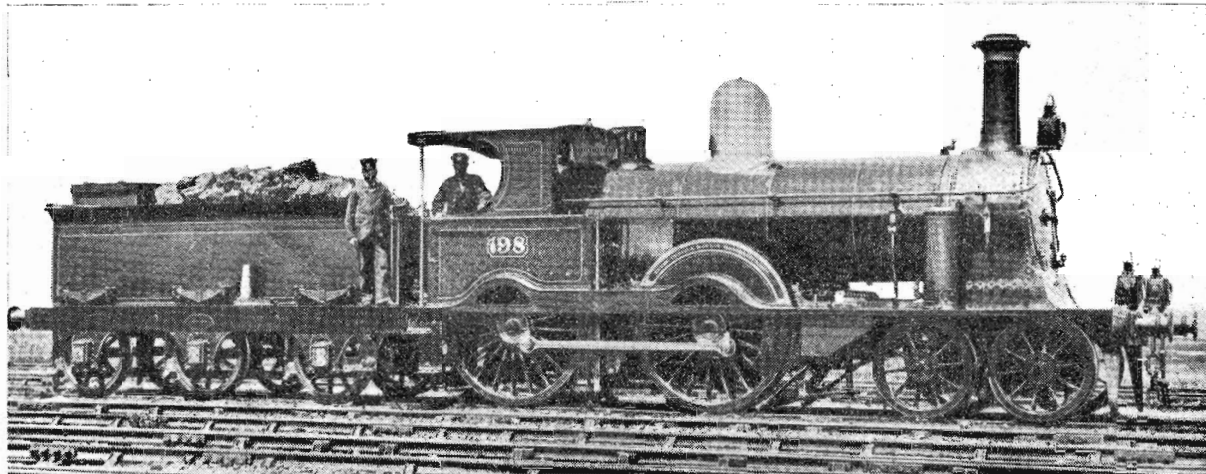
Over the years, changes in running times were brought about by improvements in both locomotives and tracks. Between 1934 and 1938, for instance, the time occupied on the journey was decreased by 185 minutes in one direction and by 160 minutes in the other. With the latest timetable brought into operation last month, the trip between Melbourne and Adelaide has been cut to 13½ hours.



The roomette sleeping car was the first of the new *Overland* stock to go into service. Each of the roomette and twinette cars bears a distinctive aboriginal name.



Joint stock AE car, bearing the name *The Overland* in chromium-plated lettering. Painted green, with narrow cream and black lines, these were the first distinctively coloured cars in use on the Melbourne-Adelaide service.



These A class express passenger locomotives (numbered 190 to 208 even numbers only) were built by Beyer Peacock and Company, Manchester, England, in 1884. It was one of these locomotives that hauled the first Melbourne-Adelaide express trains.

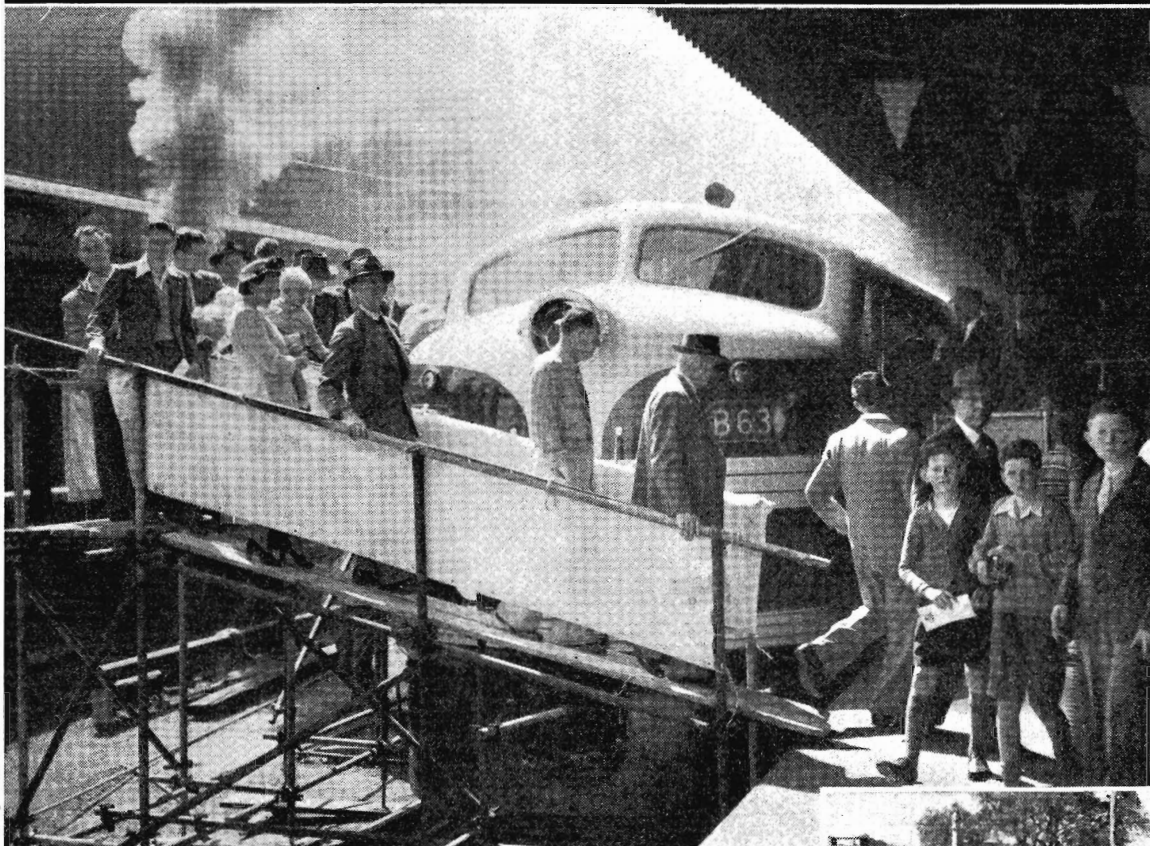


The *Adelaide Express* hauled by an A2 locomotive. For more than 40 years, A2 locomotives have hauled both passenger and goods trains throughout the State. They are the "grand old men" of the service.

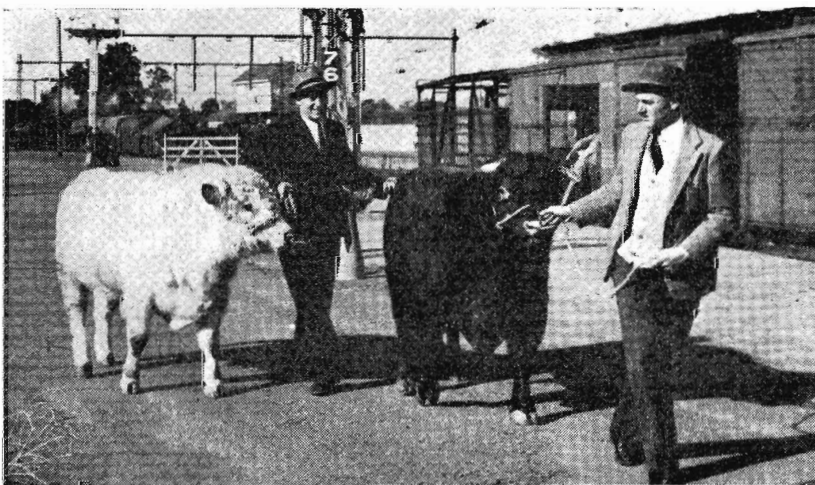


The next stage. In this picture, *The Overland*, hauled by two R class locomotives, includes some of the new joint stock cars as well as some of the old ones.

# AROUND THE SYSTEM



**B 63 'ON SHOW:** Sydney people were greatly interested in the V.R.'s fourth diesel when it was recently exhibited at Central Station. (Sydney Morning Herald photo)



**ROYAL AGRICULTURAL SHOW:** Above—Prize winning cattle homeward bound after the Show. Right—Perfect weather made this year's Royal Agricultural Show one of the most successful on record. There was a substantial increase in both Show attendance and rail traffic.



**GARDEN L...**  
have been...  
the show...

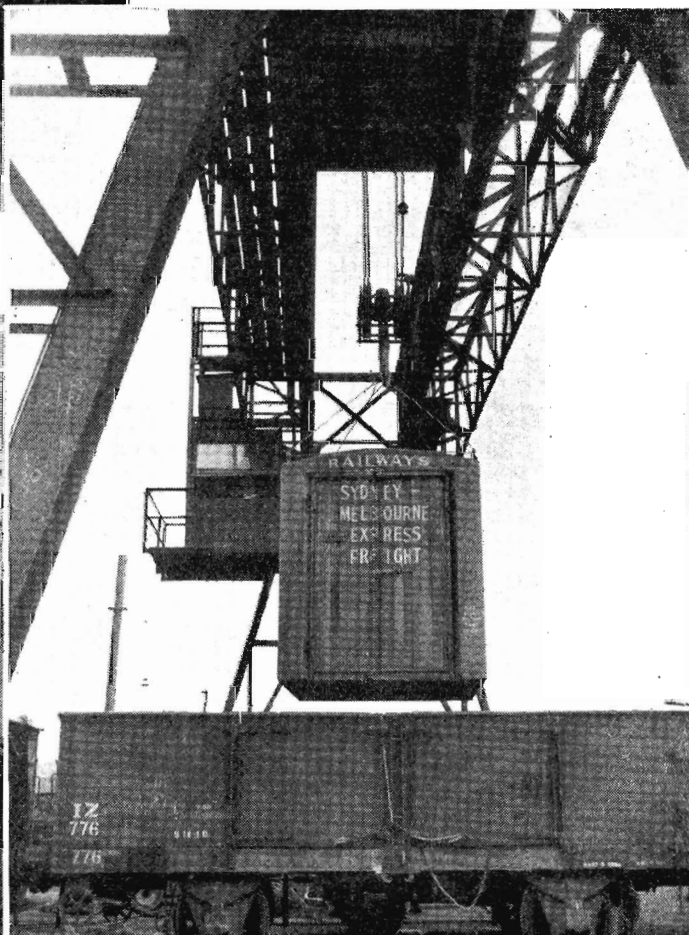




ER S.M.: Elphinstone Station and residence on the Bendigo line transformed by Stationmaster J. R. Dempster and his wife into one of the places of the system.



MODEL TRAINS: Highlight of this display at the Exhibition Building, was an R class locomotive hauling a passenger train.



STEEL CONTAINER FOR FREIGHT: The prototype of the steel containers ordered by the Department. Each will hold 5 tons of goods and three can be accommodated in a standard truck. The tare weight is 19 cwt.



Three different rail gauges appear in this picture of Pt. Pirie, S. A. At the left and in the centre is the South Australian Railways 3 ft. 6 in. gauge, with a short section showing the third rail for 5 ft. 3 in. gauge. On the right is the Commonwealth Railways 4 ft. 8 1/2 in. gauge, crossed (at the extreme right) by the South Australian 5 ft. 3 in. track.  
—(Photograph: John Buckland)

## BREAK OF GAUGE IN AUSTRALIA

(Condensed from a history of the Victorian Railways,  
compiled by L. J. Harrigan.)

THE vexatious muddle of Australia's varying rail gauges developed into a national economic disability in 1883, when the first junction of interstate lines was effected. This hindrance to the free movement of traffic between the colonies, as they then were, was brought about, at the very beginning of railway construction in Australia, by changes of opinion among individuals and the obstinacy of governments, so far as New South Wales and Victoria were concerned. Queensland and Western Australia, in order to provide the greatest mileage at the cheapest cost to serve sparsely populated and scattered areas, adopted the 3 ft. 6 in. gauge when planning their first railways in 1863 and 1873, respectively. This decision was governed by the available visible financial resources of these, the largest and least settled of the colonies. South Australia, after building 250 miles of 5 ft. 3 in. track, decided on 3 ft. 6 in. railways for certain areas for the same reasons as did Queensland and Western Australia. Victoria built four lines of 2 ft. 6 in. gauge railways, totalling 121 miles, between 1898 and 1910.

### How it Began

More than 100 years ago, when the prospect of building railways in Australia was only a nebulous hope, the British Government recommended to the Governor of New South Wales the adoption of a uniform gauge in the event of railways being constructed in the colony.

In 1845, when the English railways comprised about 1,900 miles of 4 ft. 8 1/2 in., and 270 miles of 7 ft. gauge, a Gauge Commission, appointed by the British Government, decided that 4 ft. 8 1/2 in. should be the uniform gauge for them. As part of the British Government's general policy for the regulation of railways, the then Secretary for State for the

Colonies (Mr. Gladstone) in a dispatch dated January 15, 1846, to the Governor of New South Wales (Sir George Gipps), recommended that, in the event of railways being constructed in the Australian colonies, this uniform gauge be adopted.

At this time the Sydney Railroad and Tramway Company was being formed. Following a preliminary survey of a projected route from Sydney to Goulburn, the Company's proposal was submitted to the British Parliamentary Commissioners of Railways, who recommended that the gauge be 4 ft. 8 1/2 in. Lord Grey (successor to Gladstone) by dispatch of June 30, 1848, to Governor Gipps, intimated that a uniform gauge was desirable in view of the future railways of the various Australian colonies eventually making junction, and he recommended that 4 ft. 8 1/2 in. be adopted as the standard when the construction of lines commenced. The South Australian Government, in its regulations for proposed railways in that colony, had already accepted this gauge as standard.

### 5ft. 3 in. Gauge Adopted

During 1850, the Sydney Railway Company began building a line from Sydney to Parramatta. The Company's engineer (Francis H. Shields) favoured the 5 ft. 3 in. gauge, and he converted the directors to his view. The company requested Sir Charles FitzRoy, the Governor-General, to approve the change and claimed that, as this was the first railway in Australia, there was ample time to notify the neighbouring colonies of the alteration before any plans were commenced. FitzRoy submitted the request to Lord Grey, who eventually notified, in his dispatch of February 14, 1851, that approval to the change of gauge to 5 ft. 3 in. was granted. By Act of the N.S.W. Legislative Council on July 7, 1852, the standard gauge of 5 ft. 3 in. was adopted for the colony, and the Governments of Victoria and South Australia were informed accordingly. The Act decreed that severe penalties would be imposed should this standard be departed from.

In 1852, several railway companies were formed in Victoria, and three of them were approved by the Government early in 1853. Their Acts of Incorporation specified 5 ft. 3 in. gauge, and the companies' orders for rolling stock were prepared to this dimension.

### Change of View—and Gauge

In the meantime, however, James Wallace had superseded Shields as engineer for the Sydney Railway Company. An ardent supporter of the 4 ft. 8½ in. gauge, he persuaded that company to revert to this standard; and the Governor-General was petitioned to authorize the change. FitzRoy, by letter of February 2, 1853, informed the Lieutenant-Governor of Victoria (C. J. La Trobe) that he approved the change of gauge and would initiate amending legislation to this effect. La Trobe protested, claiming that the reasons given by FitzRoy were not sufficiently conclusive to justify the alteration, which necessitated the cancellation of all previous instructions. But FitzRoy merely replied that it would be his duty, as Governor-General, to bring the matter to the notice of the British Government.

### Victoria retains 5 ft. 3 in. as standard

Consequent upon these extraordinary proceedings, the Victorian Legislative Council, on September 29, 1853, appointed a Select Committee to inquire into and report upon the best gauge to be adopted for railways in Victoria. In a report dated October 20, 1853, the committee recommended, without reservation, 5 ft. 3 in. as the most suitable gauge for Victoria. The report deprecated the building of railways to various gauges and pointed out that the Governments of the colonies could, by unanimity of action, establish and perpetuate a standard gauge and thus prevent the numerous evils which a lack of uniformity in railway communication would cause.

La Trobe, on November 19, 1853, wrote to the British Government requesting that the Queen's assent to the N.S.W. Amending Act be withheld until the subject had been fully and fairly reviewed. Evidence indicates that the Colonial Office did recommend postponement of the Queen's signature and also instructed FitzRoy to have the N.S.W. legislature reconsider the question. But it would appear that this course was not taken or was unsuccessful, for, in 1854, the Royal Assent was given to the Act which decreed 4 ft. 8½ in. as the standard gauge for N.S.W.

### Perpetuating the muddle

Both New South Wales and Victoria continued planning

and their respective gauges. Thus, an insignificant difference of opinion contributed largely to the great national economic disaster of Australia's multifarious railway gauges.

Since 1857, numerous reports have been made and conferences convened to bring about unification of gauge. Scores of inventions and suggestions have been submitted to overcome the break of gauge problems, but all have been considered to be merely expedients which would not settle the problem.

### "Cheap" railways

When the Victorian Government, about 1867, contemplated extensions to the existing lines and the building of new lines in the colony, a clamour arose for "cheap" railways. A world-wide financial depression during 1866-69 had restricted capital investment. Victoria's own resources could not respond to the supply of money required for about 500 miles of new railways, costing anything up to £30,000 a mile. As the new lines were considered to be essential, economy in construction was imperative.

Queensland's 3 ft. 6 in. gauge first railway line, opened in 1865, was working satisfactorily. South Australian extensions were being made to 3 ft. 6 in. gauge. Consequently, when the Victorian Government conducted an extensive investigation into the costs of new railways, it considered also the question of gauge. During the course of the inquiry, Thomas Higinbotham, Railways Engineer in Chief, reported on the possibility of installing a third rail on the Victorian and New South Wales lines to permit of unbroken through travel between Melbourne and Sydney. At the same time, the New South Wales authorities were examining prospects for the adoption of 3 ft. 6 in. gauge for all future railway construction. However, no alteration resulted.

### Broad gauge favoured

Early in 1872, the Victorian Railway Department invited tenders for the construction of a group of lines, with alternative quotes for 5 ft. 3 in. and 3 ft. 6 in. gauges. The prices submitted disclosed margins of about £150 a mile in favour of 3 ft. 6 in. In view of this small saving, the Government approved of the broad gauge.

(to be continued)

## COURSE IN TRANSPORT

FURTHER to the preliminary announcement in the October issue of the *News Letter* it is confirmed that the Melbourne Technical College will introduce a course in transport next year to cover the following subjects:

- |             |  |
|-------------|--|
| First Year  | 1. English.  |
|             | 2. Elements of Statistics.                         |
|             | 3. Elements of Transport.                          |
| Second Year | 4. General Economics.                              |
|             | 5. Economic Geography and Modern Economic History. |
|             | 6. Law of Transport (Part I).                      |
| Third Year  | 7. Transport Finance and Accounting.               |
|             | 8. Law of Transport (Part II).                     |
|             | 9. Economics of Transport.                         |
| Fourth Year | 10. Principles of Management.                      |
|             | 11. Transport Operation.                           |

Those possessing a general education, equivalent to Intermediate standard, should find no difficulty in qualifying. Fees are £4.10.0 for each of three terms per year.

The College will issue two certificates—one on the completion of subjects 1 to 6 inclusive, and the second on completion of the full course. The Institute of Transport is co-operating with the College and an Advisory Committee, consisting of Victorian members, is assisting the College in planning the details of the courses.

It is anticipated that the study of these subjects will involve not more than 6 hours per week, divided into 3 classes of two hours duration of evening study.

The Commissioners commend these courses—particularly to the staff in the Traffic and Commercial Branches

and operating sections of the Rolling Stock Branch—in the full knowledge that the subjects will provide a broader education and training for those seeking executive status, who, therefore, may expect some recognition of these certificates in consideration of their qualifications for promotion.

Railway staff desiring to take up the course, which will commence in February 1953, should make application for selection through their Heads of Branches not later than December 31.

If they so desire, students in these courses are eligible to join the Institute of Transport as student members. This Institute is a recognized world-wide body whose main objectives are to encourage and co-ordinate the study and advancement of the art of transport in all its fields.

An active division exists in Victoria which meets frequently for discussion and education.

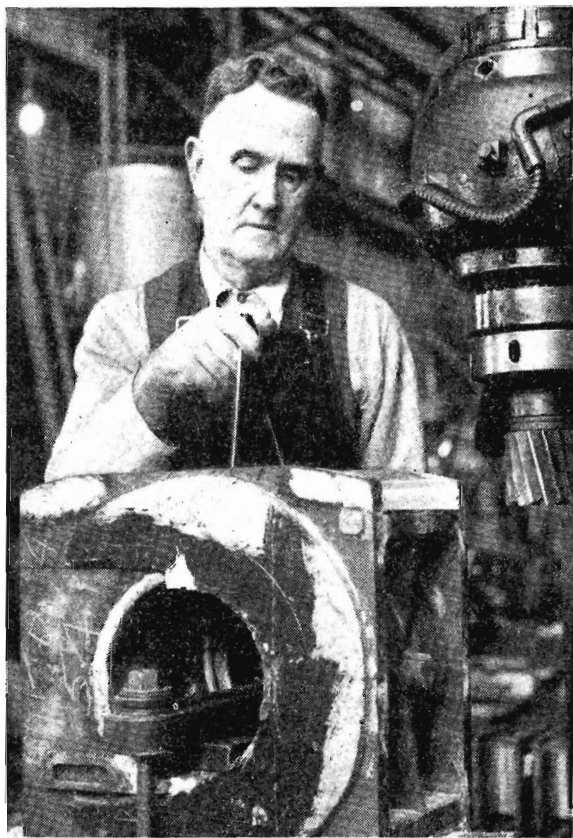
The Institute provides for six classes of membership—Honorary Member, Member, Associate Member, Associate, Graduate and Student.

On completion of the first and second year subjects of the above course, the student member will be exempt from examinations for the higher grade of graduate and, on completion of the full course, will be exempt from examination for associate member.

The concessions on membership fees for student members in the Institute of Transport will continue until June 30, next. Under this arrangement, the Commissioners will defray 75 per cent. of students' subscriptions, and of the entrance fees and subscriptions of graduates who join to that date. After that, payment of 50 per cent. of their fees will be continued.



# AMONG OURSELVES . . .



Mr. Michael Harrigan, iron machinist, Newport Workshops, on the job immediately prior to his retirement, last month. Mr Harrigan joined the Department as a lad at Newport Workshops, in August 1903, and the whole of his 49 years' service was spent at the 'Shops'. He has three brothers and a son in the Department. Both his father and grandfather had worked on the Victorian Railways.

## Father to New Australians

**N**O suburban stationmaster was better known than Mr. L. M. Hanstein who was at Richmond for 16 years. He retired recently after 45 years' service. He joined the Department in 1907 as a lad porter at Euroa and became an assistant stationmaster at Warring at 21. He was a familiar figure to thousands of people who passed through Richmond to see Test cricket and League football. Perhaps no S.M. in the service did more for New Australian railwaymen than Mr. Hanstein, who not only trained them well but also helped them with personal problems. While at Richmond he received many letters from New Australians outside the railway service who had been told of his kindness in giving advice. The New Australians at Richmond, who because of their various nationalities were known as "The League of Nations," will surely miss Martin Hanstein whom they regarded almost as a second father.

## Man of Many Parts

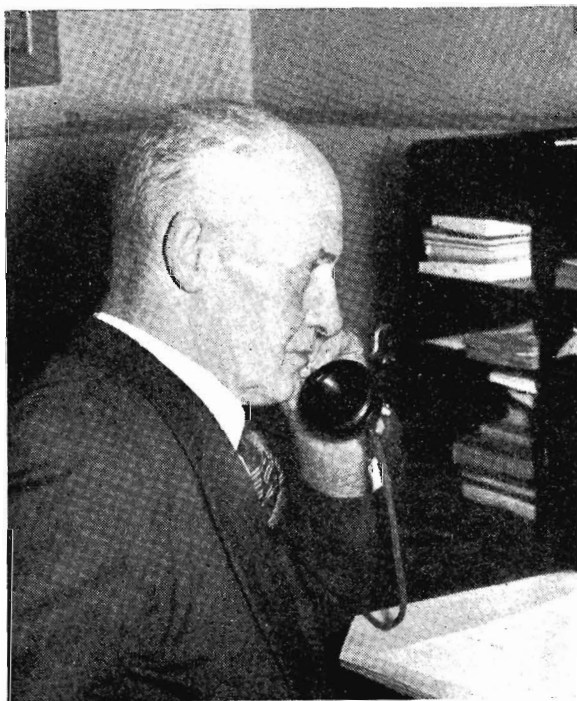
**D**RESS designing and dressmaking, shirt making, cooking, cabinet making and stamp collecting are the unusual hobbies of Storeman (class 2) George Grivas, of Newport Workshops. Born in Alexandria, 43 years ago, Mr. Grivas is Greek in origin and an accountant by profession. For 20 years he was a bookkeeper in a Cairo insurance office.

He first became interested in dressmaking when, as a boy, he watched his mother making his clothes. He enrolled in the Greek community section of the Cairo Technical School for dressmaking and won his diploma. He is very proud of his ability to make all the clothes for his wife and family of three. He learned shirtmaking from a lifelong friend in Cairo who was a shirt manufacturer. He is now studying dress designing. Even in his boyhood days, young Grivas had a flair for cooking, and, when only 12, was able to provide a satisfying menu. As a cabinet maker, he has made furniture for his home, and as a philatelist for the past 18 years, he has a collection of more than 18,000 stamps. He tops off his interests and achievements with an ability to speak five languages.

## Mentor of Drivers and Guards

**K**NOwn to hundreds of trainee drivers and guards, who passed through his hands when he was an instructor at the Electric Running Depot, Jolimont, Electric Running Superintendent Mr. H. W. Maynard retired recently after 45 years' service. He joined the Department in 1907 as an engine cleaner at Geelong and graduated by stages to Assistant Running Superintendent. He held his last post for just over three years. He was a steam driver at North Melbourne Locomotive Depot when he enlisted in the First A.I.F., and went back to North Loco. in 1919. Four years later he was transferred to Jolimont as electric train driver, and later was promoted to travelling foreman.

Mr. Maynard was a good all-round sportsman. He played football at Lethbridge, Geelong and Stawell, cricket at Stawell and with North Loco. and Jolimont teams, tennis at Caulfield and Warrnambool, table tennis and golf with V.R.I. teams, and bowls with the Caulfield Recreation Club. He was also a member of the Geelong A.N.A. Rifle Club.



Mr. H. W. Maynard

**M**R. B. ("Ben") Baxter, Assistant Electric Running Superintendent, has also retired. He had 46 years' service. Mr. Baxter joined as a cleaner at North Melbourne Loco. in 1906. Two years later he went to Korong Vale as a fireman, and, on transfer to Nyora, fired the first train to Wonthaggi. He came to Jolimont as an electric train driver in 1923, and for seven years was an instructor on electric goods locomotives. He became chargeman at Jolimont in 1930, and later, as travelling foreman, he was instructor at the Jolimont Electric School for drivers and guards. For more than three years he had been Mr. Maynard's assistant superintendent. Mr. Baxter took an active interest in union affairs. At Geelong he was branch secretary and president of the A.F.U.L.E. He was also secretary of the West Geelong branch of the A.L.P. for four years, and Moonee Ponds branch president.



Mr. Baxter being farewelled by one of his many friends.

(Photograph : C. S. James)

#### Dining Car Veterans

**T**WO well known identities at the Dining Car Depot retired recently. They were Steward W. Beaumont and Storeman C. Betts. Bill Beaumont had the longest service of any employee at the depot. He began work there in September 1914, and, with the exception of four years on active service in World War One, he worked continuously on the dining cars. Storeman Betts joined the Department after he returned from World War One. He was badly injured in a motor car accident this year, and had not been able to resume work before his retirement. The Superintendent of Refreshment Services (Mr. Keown) made a farewell presentation to each.

#### Death of Office Cleaner

**M**RS. Mary Victoria Myles, who died recently, was an office cleaner at Head Office. Her late husband, John Francis Myles, a relieving stationmaster at the time of his death in 1937, was well-known throughout the State, having been on the relieving staff for about 20 years. Both Mrs. Myles's father and mother had worked in the department, and her brother is still a railwayman. A son, who was an apprentice fitter, left the department to join the Navy.

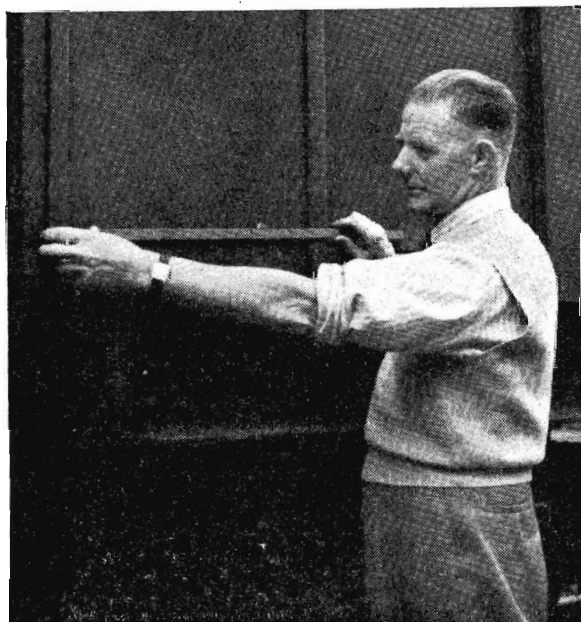


Miss Mary O'Brien, of the office staff, Newport Workshops. As a member of the Newport Tennis Club last season she won the under 19 girls' singles, doubles, and mixed doubles championships and the A reserve singles title. The O'Brien's are a well known sporting family. Mary's father, who played football for South Melbourne, is Accounting Officer at Newport Workshops, and her brother, Jack, is a fitter there. Another brother, Kevin, plays for Carlton second eighteen. One of Mary's two uncles in the Railways is Paddy O'Brien, who was a champion centre half back for Carlton some years ago.

(Photograph : G. Stapleton)

Thanks . . .

**A**PPRECIATIVE letters have been received from: United Artists (Australasia) Pty. Ltd., to Claims Agent for finding missing films sent by road in error. Dr. Douglas Galbraith, Medical Superintendent of the Children's Hospital, Orthopaedic Section, Frankston, congratulates the Railway Employees' Auxiliary for having raised in six years more than £4,000 for his institution.



Mr. Frederick John Kempster, car and wagon builder, Jolimont Workshops, who retired recently, joined the Department as a car and wagon builder at Newport Workshops about the time the new Tait cars were being built. He had just served his apprenticeship as a cabinet maker. He was on active service in the First World War, and as an artilleryman, he took part in the Victory march of Dominion troops in London before returning to Australia. He resumed duty at Newport in 1919 and was later transferred to Jolimont. Mr. Kempster is a life member of A.N.A. Cricket Club team and treasurer of the Brighton branch of that organization. For 20 years he has represented Brighton at A.N.A. annual conferences.

(Photograph : C. S. James)

### Railway Mayor

**C**R. David Montgomery, fitter and turner, Ararat Locomotive Depot, has been elected Mayor of Ararat for the fourth time. Born in Ayrshire, Scotland, he came to Australia in 1914 and went to Williamstown High School.



Cr. Montgomery

He joined the railways in 1920, as a fitter and turner apprentice, at Newport. In 1926 he went to Geelong Running Shed and was transferred to Ararat in 1929. During World War Two he was with the Commonwealth Railways in the Northern Territory and for three years was at Darwin and Katherine and Adelaide Rivers. He was acting leading hand fitter at Katherine Running Shed. For his war work, Mr. N. C. Harris, former Chairman of Commissioners wrote him an appreciative letter. For six years Cr. Montgomery was president of the Ararat Caledonian Society and for four years president of the Highland Sports Society. He is an immediate past president of the Victorian Scottish Union. His hobby is radio. Ararat's mayor is a brother-in-law of *The Overland* driver, Arthur Hargreaves.

### 31 Years at Sunshine

**G**UARDS C. A. Thompson and W. M. Tippet, who had been at Sunshine for 31 years, retired recently. At a farewell gathering each was presented with a travelling rug. Mr. Thompson joined the Department in 1910 as a porter at Ararat. He was a signal porter at Flinders-st. and Gardenvale and porter at Upper Ferntree Gully before he became a suburban guard at Flinders-st. in 1915. He was transferred to Sunshine in 1921. Mr. Tippet joined the service in 1913 as a striker in the Rolling Stock Branch. He was appointed signal porter at Spotswood in 1916 and became a suburban guard in 1919. He joined his colleague at Sunshine in 1921.

### Newport's United Nations

**F**OUR nations are represented in a staff of seven, headed by Australian Storeman-in-Charge M. J. Gatehouse, in section 12 at the Locomotive Workshops Storehouse, Newport. The baby of the team is 28 years old Berlin born Joachim Werske, who arrived in Australia only seven months ago. He is a pipe fitter. A keen sportsman, he played soccer for some years in Berlin and, by strange coincidence, the name of his team was the Tasmanian Soccer Club. He is also a good swimmer and tennis player.

Another member of the section is Alec Ellul, of Malta, who arrived in Australia from Egypt, 12 months ago. His fluency in six languages has been a great help to other New Australian railwaymen in the workshops. His hobby is cabinet making. The new railwaymen also speak highly of Storeman Harry Wall, 40 year-old veteran of the Second World War, whose engaging manner has won him many friends.

### An Old Railwayman Passes

**M**R. David Hill Rennie, who died recently at Williamstown at 84, joined the Department in 1890 as a labourer at Newport. Later, he went to North Melbourne Locomotive Depot as a fireman, and as such he worked at Seymour, Bendigo, Murtoa, Leongatha, Warra-gul and Ringwood. At Seymour, he married his late wife who, as Miss Margaret Griffen, was then employed in the railway refreshment room. Mr. Rennie had completed 36 years' service when an injury he received in 1926 forced his retirement at the age of 59. Many retired railwaymen attended his funeral at the Williamstown cemetery. Mr. Rennie is survived by two sons and two daughters. One of his sons, Mr. A. Rennie, joined the Department in 1920 and is now a fitter in the Erecting Shop at Newport Workshops.

### Former Engineer and Sportsman

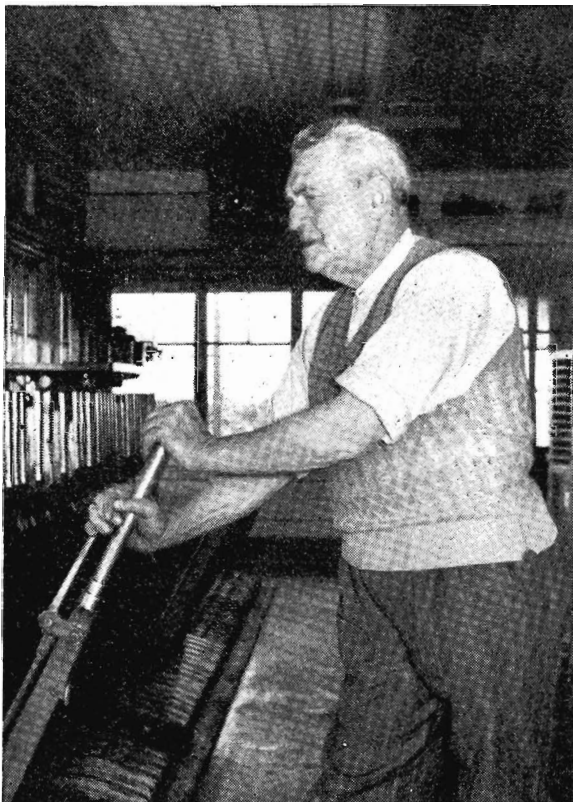
**M**R. Julius A. S. Barbour, who was a Rolling Stock Branch engineer when he retired three years ago, died recently. Mr. Barbour took a prominent part in the enlargement and modernization of Newport Workshops and was also associated with plant layout for Ballarat and Bendigo Workshops and various locomotive depots. A keen bowler, Mr. Barbour was a grade captain of the Camberwell Bowling Club for many years, and played in the Victorian A grade pennant and four rink championships. Mr. W. H. Rogerson, Rolling Stock Branch engineer, represented the Department at the funeral service at Springvale Crematorium.

### 124 Years' Service

**F**IRST class signalman at Essendon for the past 24 years, Mr. Edward Pound retired last month. He joined the Department as a porter at South Yarra in 1910, and was at Malvern and later at St. Arnaud. His career as a signalman began as a signal porter at Ripponlea. He worked at Middle Park, West Footscray, Tottenham and Frankston and became a signalman at Spotswood in 1913. He saw this box change from fourth to first class. Before he was transferred to Essendon in 1928, he was at Yarraville, Footscray and Maribyrnong River.

The Pounds are a railway family. Edward Pound's father joined as a repairer at Creswick in 1882. He worked at Daisy Hill, St. Arnaud and Carapooce and ultimately Melbourne. He was in charge of a special gang on the regrading of the Richmond to Caulfield line. He retired in 1922. His wife was also in the railways, as a gatekeeper at North Creswick.

Two sons and a daughter of Edward Pound are carrying on the railway tradition. Desmond Pound is A.S.M. at Laverton, Laurie, A.S.M. at Cudgewa and Marie is a clerk in the Claims Division. All told, the Pounds have 124 years' of railway service.



Mr. Pound's last day in the box.



THE new first aid hand book, which is now distributed, has been very well received. It was compiled, on behalf of the Commissioners, for the use of the growing numbers of railway men and women who are anxious to gain an elementary knowledge of first aid, and thereby qualify not merely for the primary certificate, but also to render service in the event of injury or sudden indisposition.

The book is not intended to cover the full range of the subject, but will enable the student to give first aid in such emergencies as he or she may encounter in railway working; taking into account the fact that accidents may occur at places remote from medical aid or hospital facilities. For more advanced grades and competition work, the text book of the St. John Ambulance Association is still in use.

Grateful acknowledgement is made to the Director of Military Training, A.M.F., for permission to use extracts from Army training films to illustrate the subject matter, and to the Secretary, St. John Ambulance Association, Victorian Centre, for his co-operation and guidance.

### Classes Start

FIRST aid classes for metropolitan railway men and women began last month in the former railway nursery at Flinders-st. Classes were also opened in the provincial centres, Ballarat, Geelong, Bendigo, Ararat, Hamilton, Maryborough, Dimboola, Seymour and in remoter country areas. Progress reports from instructors indicate that this year may prove to be a record one for enrolments. Incidentally, although the St. John Ambulance Association's certificate will continue to be recognized, award winners this year will receive an attractively designed Victorian Railways first aid certificate.

### Cadet Corps Founder

MR. G. H. BARRATT, motor-man at Sandringham for the past 30 years, first became interested in ambulance work in 1937 when he obtained his first certificate. He now holds the bronze, silver, and gold life medallions and is Divisional Corps Superintendent of No. 2 District, St. John Ambulance Cadet Corps, which embraces six suburban areas and extends as far as Frankston. He examines all cadets in first aid. He formed the first cadet corps at Sandringham, in 1944, with eight members: now there are 32. Two of his 18-year-old cadets are the only cadets in Victoria to hold the Grand Prior's cadet badge. Mr. Barratt is also a life member of the Black Rock cricket club, and has been senior vice-president for 15 years. He is also a member of the Sandringham Bowling Club.

# FIRST AID



*Their aid they yield to all.*  
— George Crabbe (1754-1832)

Mr. Barratt served with the First A.I.F. on Gallipoli and for 13 years was Drum Major of the 46th Infantry Battalion. In the last war he was with the 3rd Movement Control Group, and, as R.T.O. at Clapham, Queensland, helped to move the U.S. 1st Marine Division and returning "Rats of Tobruk."

### Artificial Respiration

THE Holger-Nielson method of artificial respiration, which has been approved by the Royal Life Saving Society, will be used by railway first aiders. It has been used in European countries for some years, and is at present under review in England and America. The organizations which use the Holger-Nielson method claim that it permits greater exchanges of air and can be applied without undue fatigue to the operator; in fact it can be applied by a child or a frail person to a heavy patient. Full details of the method and its application are published in the new railway first aid hand book.

### Women First Aiders

TWO teams from first year members and two from seniors recently took part in an inter-shop teams' first aid competition organized by the Western Australian Railways Workshops Branch first aid section. A feature of the contest was the participation of three teams from the ladies' class. The young women gave a very good exhibition of first aid and were warmly applauded by the large crowd present. The success of the ladies' class in the Workshops Branch has prompted a suggestion that other branches should form similar classes to enable an annual ladies' competition to be held.

### British Ambulance Finals

TEAMS from 11 counties, and representing over 30 different railway grades, recently took part in the final national ambulance competitions of British Railways, under the auspices of the St. John Ambulance Association. Bristol D.O.S.O. (Western Region) team, with 495½ marks, won the Challenge Shield and Corbet Fletcher Cup. London Transport, with a team from Broadway, repeated their last year's win in the women's section.

The team test for railwaymen concerned a platelayer knocked down by a passing locomotive. He sustained a fracture of the base of the skull, was bleeding from one ear and also had two leg fractures. To add confusion was a colleague of the injured man, said to be in "rather an agitated frame of mind." Realistic settings for the tests were provided.



Guyon team competing at the State championships at Mt. Evelyn.  
From left—T. McInnery (timekeeper), Dr. E. R. G. Sheil (adjudicator), R. Grace (supt.), W. McPherson, W. Wouda, L. G. Manley, T. H. Langdon (patient).

# SPORTS

## Thrilling Golf Struggle

COUNTRY golf week, held in Melbourne recently, drew a record number of 47 railway competitors. The final of the teams' championship provided a most exciting finish, being decided on the 20th green. J. de Araugo (Bendigo) and D. Tavendall (Benalla) were all square at the 18th. de Araugo's chip shot landed within eight feet of the pin at the 20th hole, while Tavendall pitched to within four feet. Watched by a large gallery, de Araugo holed his putt. To the dismay of Benalla's supporters, Tavendall's putt rimmed the hole and remained on the edge. Bendigo's winning team comprised Messrs. J. de Araugo, J. Jupp, L. Barlow, H. Fletcher and E. Harrison.

The State Open Singles Championship was won by A. Leitch of Ballarat, with a score of 124 for 27 holes. He was followed by J. Jupp (Bendigo), 131; H. Fletcher (Charlton), 132; and L. Barlow (Daylesford), 135. Leitch also won the Country Railways Championship, confined to players outside the metropolitan area. Other results were—Country Minor Championship: G. Tolliday (Dimboola), 27 Holes Handicap: A. Patterson (Benalla), 18 Holes Handicap: E. Harrison (Bendigo), 9 Holes Stableford: F. Neilson (Warracknabeal), 9 Holes Bogie: C. Sinclair (Dunolly), 18 Holes Bogie: F. Neilson (Warracknabeal). The trophies were presented to the winners by Mr. Commissioner Meyer at the Rossdale Golf Clubhouse.

## Billiards-Snooker Tourney

A challenge billiards and snooker match between Melbourne Yard and North Melbourne Locomotive Depot was revived recently after a lapse of two or three years. Each team comprises six men. Six games of billiards and three of snooker are played. North Loco. defeated Melbourne Yard after a keen contest, but the latter are seeking revenge in a return match soon. Both teams are anxious to meet line and depot representatives.

## Cricket Begins

SEVEN teams, comprising North Loco., Melbourne Yard, Flinders-st., Northern Lines, Spotswood 'Shops, Newport 'Shops and Stores Branch, entered for the V.R.I. cricket competition now in progress for the Commissioners' Cup. On Thursday, November 6, Flinders-st. play Stores Branch, and Northern Lines meet Melbourne Yard. North Loco. play Newport 'Shops on Tuesday,



Jack Manning, of Benalla, preparing to drive off in the teams' championship event in the country golf week competition at Rossdale links, Aspendale.

November 11, and on the following Tuesday, Spotswood 'Shops engage Northern Lines. Arrangements are now being made for the annual country cricket week. Games will be played on the turf wickets at Royal Park from Monday to Friday, November 24-28.

## Challenge Golf Match

THE annual golf match between the V.R.I. and the Postal Institute was played at Rosanna recently and again resulted in a win for the latter team which retains the Edwards Shield. Most of the games were keenly contested, the final score being seven matches to four. The V.R.I. team included the Assistant Chief Electrical Engineer (Mr. C. G. H. McDonald), the Chief Clerk of the branch (Mr. C. Donaldson), the president of the V.R.I. Golf Club (Mr. F. Findlay) and the Australian railways' golf singles champion (Mr. A. Leitch), who came from Ballarat to take part in the challenge match.

## Sporting Signalman

TWENTY-SEVEN years as signalman at Wodonga have made Mr. Tom Quick almost an Oldest Inhabitant. During those years he has made his mark in various sporting activities. A foundation member of the Wodonga V.R.I. tennis club, he was president for six years, and still takes an active part in club affairs, although no longer a player. He has gone over to bowls and golf now, but admits that his golf is not as good as it used to be.

## Wodonga V.R.I. Tennis Club

THIS is the only active V.R.I. club at Wodonga, but members are proud of its achievements. In District Association matches, the club has scored eight consecutive

A grade pennants and one B grade. They were runners up in this year's V.R.I. country week, but were winners in 1951. Last year also, Mick Tucker, one of the members, won the open singles at country week. The club has also had representatives playing in the interstate railway competitions.

There are three courts, all laid down and fenced by working bees organized by the members. Each year, a group of Melbourne V.R.I. tennis players visits Wodonga for a week-end as guests of club members; a typical example of the spirit of the club.

## Star Tennis Player

NO railway tennis player has held his form over the years better than Clerk P. L. Walter, of Warragul, who recently partnered Clerk R. Mayberry, of Ballarat, in a State doubles championship win following the V.R.I. Country Tennis Week tournament at Royal Park. Mr. Walter won a metropolitan singles championship in 1936, when he was 18, and since then has remained in the top flight of railway country tennis players. He has won three country singles championships. At Warragul he plays A grade tennis in a local competition.

## Footballer, Plus

MR. GERALD TANNER, clerk at Wodonga, plays on the half-forward line for the local team in the Ovens and Murray football league. He played with Essendon a few years ago. Mr. Tanner is also at home on the golf course where he has won a few trophies. In his ten years at Wodonga, he has proved himself as an all-round sportsman.



VR  
*News Letter*

DECEMBER

1952





# THE MONTH'S REVIEW

## Pushful Service

A RECENT letter to the Department does much to bring flamboyant performances by interstate wheelbarrow pushers into accurate perspective. It was a tribute to the Victorian Railways by a big producers' co-operative organization faced with the problem of getting a consignment of glass containers from Sydney to Melbourne quickly, to load into a ship for a client abroad. The problem was posed to the Melbourne goods office on a Wednesday. It was taken up immediately with Sydney who, next day, made a truck available there. On the following Monday, the containers were loaded into the ship, at Melbourne. "Such service," the letter concludes, "is a credit to all concerned."

## First Aid Revival

FIRST AID organizers who recently returned from the country reported a great revival of interest in the movement since the Chairman, at the annual dinner and presentation of awards after the State championships at Mt. Evelyn, urged successful competitors and corps leaders to encourage young railwaymen to join the ambulance organization. There has been an increase of at least 80 per cent in the number attending classes. New centres have been formed, and others, that had lapsed because of lack of support, have been re-established. A very fruitful exchange of ideas was stimulated by a conference of instructors and team leaders, the first of its kind to be held. Mr. Commissioner Meyer, who opened the conference, said the Commissioners rated first aiders not only good railwaymen, but also an asset to the community. Reflecting this revival of interest, *News Letter*, this month, begins a new and regular feature on first-aid to health, and has been fortunate in getting the Chief Medical Officer to conduct it. It will add to the scope of first-aid treatment of injury by hints on safeguarding health and preventing disease. Railwaymen's wives and families should profit from it.

## Accent on Speed

THE R class locomotives were again in the news recently. Their use has, in no small measure, enabled the Department not only to give Geelong people a faster and augmented train service, but also to speed up trains generally to the Western District. For example, two Melbourne-Warrnambool trains, the 5.10 p.m. on Mondays to Fridays, and the 5.50 p.m. on Saturdays, have been accelerated by up to 65 minutes. Incidentally, the last of the 70 R class locomotives ordered by the Department will be shipped soon from Glasgow. Besides passenger train improvements, a faster freight service has been introduced between Melbourne and Sydney, and Melbourne and Adelaide, enabling an overall 48 hours' service to be given. This, together with the provision of containers and reduced rates for goods in truck load lots, is expected to result in a substantial increase in interstate rail traffic.

## Round-The-Week Service

SPECTACULAR performances by the diesel-electric main-line locomotives have naturally overshadowed the steady and reliable work done by the Department's ten diesel-electric shunters in the Melbourne Yard. But, in their own particular sphere, the shunters' record, so far, compares most favourably with that of their more glamorized sisters. This, of course, has not escaped the Department's watchful eye and, when funds are available, it is proposed to buy 25 more of them. When this was written, the diesel-electric shunters had totted up more than 72,000 hours of work since they first went into service, in September last year. Each shunter averages about 530 hours a month. Nine are used for goods shunting and the tenth as a passenger train

pilot. Fuelled with about 210 gallons of distillate, a shunter goes into service on a given Sunday night and works continuously until the end of the week. Then, it is withdrawn for inspection and refuelling.

## Coupled Rail-Cars

A TEST trial run from Melbourne to Daylesford and back was recently carried out with two 280 h.p. diesel rail-cars coupled together. The special coupling used in the experiment was made at Newport Workshops. The diesels gave a satisfactory performance. Attention is now being given to dual control, so that the cars can be operated from the one cabin. Another recent Rolling Stock Branch development is the conversion of more cars to automatic coupling for diesel-electric haulage on the Gippsland line and for trains on the Mildura and north-east lines.

## By Train In Iron Lung

THE recent successful carriage by rail of a young woman poliomyelitis victim, who is kept alive in an iron lung, showed again that the resourceful railwayman can improvise in an emergency call for service. When a metropolitan hospital asked the Department to take the patient and the equipment by train to Mildura, difficulties had to be overcome. Railway technicians conferred with Health Department experts with the result that a substitute motor to activate the lung was built and was worked off the batteries. The guard's van in which the young woman travelled was turned into a hospital ward, complete with screen and accommodation for a doctor and two nurses. They took turns, during the journey, to supervise the working of the iron lung. The parents of the young woman and the hospital staff were very appreciative of what the Department did to ensure the safe transport of the patient.

## Poll Indicates Popularity

NEWS LETTER takes this opportunity of thanking the surprisingly large number of readers who filled in and returned the recent questionnaire about what they like or do not like in the magazine. After sorting out and classifying what a full cross-section of readers think, the conclusion is inescapable that the great majority like pretty well everything in it. "As Alice said," ran one reply, "it gets interestinger and interestinger." Some readers, discreetly evading the cost issue, want colour; one wanted comic strips, irrespective of their appropriateness to this type of journal; many suggested an expansion that *News Letter* itself would like, but that expense forbids. The almost complete absence of destructive criticism was astonishing; only one reader put his pencil through everything and returned it without comment. Lacking majority opinion to offset it, it would have been devastating. Two questions seem to call for reply here: (1) must one belong to the V.R.I. to get a mention on the sports page?; and (2) can *News Letter* photographs be obtained? The answers are: (1) no; (2) if they are taken by a railway photographer, yes, from 7d. upwards, according to size.

## OUR FRONT COVER

shows an R class locomotive leaving Birregurra for Warrnambool recently on a test passenger train run. An improved service between Melbourne-Geelong-Warrnambool and Port Fairy has been made possible by the use of these new engines.



Damaged in recent floods, the timber bridge at Matthew's Creek, near Pennyroyal on the Birregurra-Forrest branch line, is being repaired. The picture shows pile driving work in progress.

## BRIDGE GANGS

**R**AILWAY bridge building and maintenance at one time attracted mostly seafaring men who were seeking a more settled and secure life ashore. Experienced in climbing and handling tackle, they were the ideal men for the work. Seamen in deep-sea sail, however, are a dying race, and in more recent years the Department has recruited its bridge men from the forest areas. They also have the necessary background for the job as well as skill with the axe in hewing and felling timber.

The latest recruits to the bridge gangs are New Australians. Although the work is more or less new to them, they are doing very well and, under the supervision of experienced gangers, are rapidly learning the "know how" of bridge maintenance. Gangs, comprising a considerable number of them, worked in drenching rain against the clock to repair bridges damaged in recent Gippsland floods, and had them finished in a comparatively short time. The Cowwarr bridge, which had been completely washed away, was rebuilt within five weeks.

There was a time when bridge maintenance was a most laborious job. Now, with labour saving devices, much of the former drudgery has gone. No longer does one see men manhandling heavy beams in position, or laboriously winding up the pile driving "monkey." Today, cranes lift heavy timbers and deposit them where required, and power winches bounce the "monkey" up and down. Power boring machines and wrenches are other time-and-effort-saving equipment which makes work less tedious and more interesting. In short, the bridge gangs, to a large extent have become mechanized.



Bridge gang men are good axemen. Preparing a pile for driving.

# SIR HAROLD — THE MAN



Sir Harold (seated) discussing a problem with Commissioners Mr. N. C. Harris and Mr. M. J. Canny. His term as Chairman of Commissioners lasted from September 17, 1920, to June 30, 1939. He was then appointed, by the Commonwealth Government, General Manager of Aircraft Construction.

ALMOST immediately after the arrival, on September 17, 1920, of Mr. Harold W. Clapp, as Chairman of the Victorian Railways Commissioners, it was realized that a new and invigorating force had entered the Department.

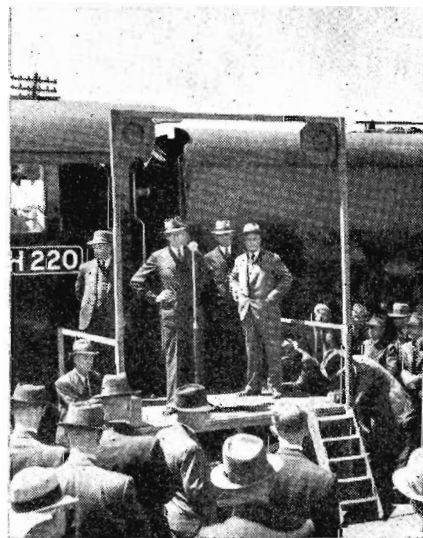
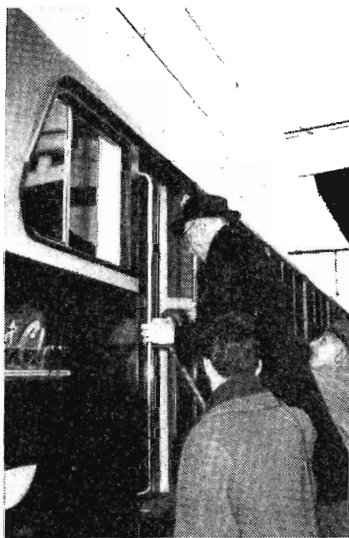
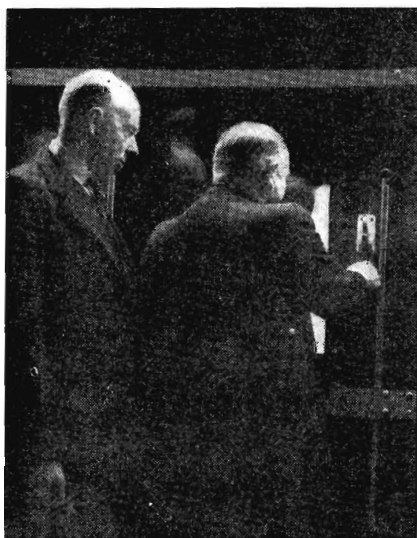
His influence quickly spread throughout the service; no detail was too small for his attention, and no job too difficult. All branches came under his review and felt the stimulus of his drive, enterprise and imagination.

His achievements are well known, from selling fruit to building *Spirit of Progress*. What was the man himself like?

The first impression he made on those who met him was one of energy—energy directed and controlled by a keen intellect. He also had tremendous strength of character; in fact, it could be said, he *was* a character. His personality, fully developed, had not been moulded to drab uniformity by pressure of the conventional world. As a result, he could always command an interested audience by his colourful, forthright pronouncements. Here, people felt, was someone worth listening to, whether they agreed with him or not.

Despite the exacting standards he set for his personal staff, he was well liked by all of them—a good test of a man's character—and their affection deepened with the years. For, as had soon been discovered, under outward austerity was sympathy, understanding, and gentleness.

His dislike of dust and disorder, was, of course, well-known. It led not only



(Left) With the Premier of the day (Hon. A. A. Dunstan) at launching of *Spirit Of Progress* in 1937. (Centre) Sir Harold enters cab of *Harold W. Clapp* at the naming ceremony, this year. (Right) At microphone, before the first run of locomotive H.220 in 1941.





Giving an address at Upper Ferntree Gully when electrification of the line was completed (1925).

to greatly improved departmental housekeeping, but also to hosts of stories—some true, others legendary.

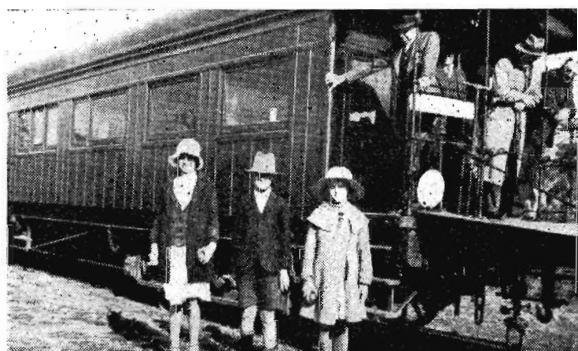
Harold Clapp was a great railway administrator, but his interests were not confined to transport problems. He was deeply concerned with the man on the land, and his knowledge of agriculture was wide. It was not uncommon on country tours for farmers to come along to the local station and thank him for what he had done for them.

Children and the Chairman were inseparable. He was never happier than when talking to a group of them on country inspections. It was he who began making gifts of fruit to children on such trips, a practice continued by his successors.

Inspecting departmental residences, he would inquire about any sick child he noticed. Could adequate medical treatment be obtained locally? If not, the mother would get a pass to Melbourne; and the Chairman, on his return, would write to a leading specialist telling him about the case and asking for sympathetic consideration.

He was always interested, too, in helping to place the children of railwaymen in employment and many are indebted to him for their first job.

This is the Harold Clapp that not everybody knew. Those who did, will not shortly, or easily, forget him. He was a great man, a brilliant man, a human man, a man who gave those who worked with him confidence in themselves.



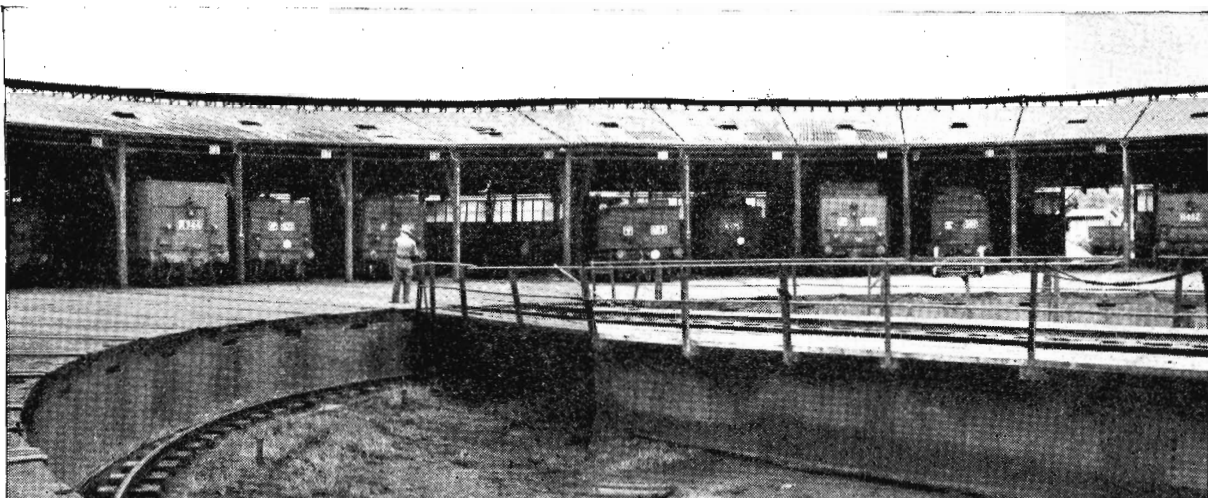
Some young visitors that Sir Harold has just welcomed at the train.



On an inspection tour.



He was never happier than when meeting children.



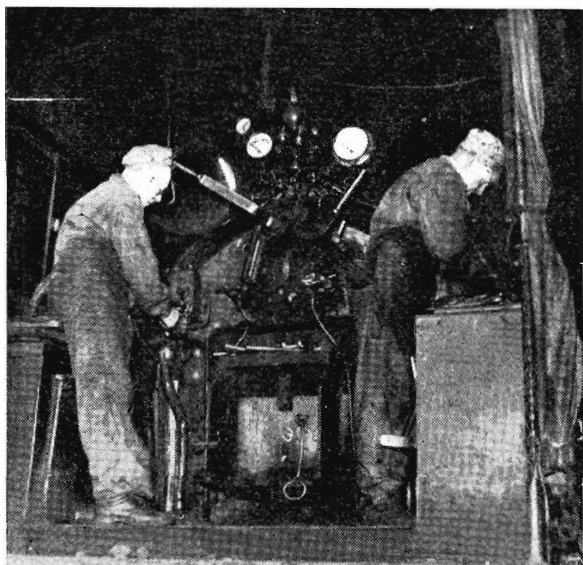
**IN THE STABLES:** A varied array of locomotive power in the Geelong engine shed. In this picture there are three A2's and one each of the R, Y, K, E, and N classes.

## GEELONG DEPOT HAS GONE AHEAD

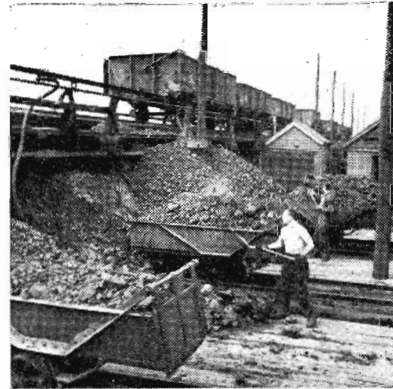
**W**HEN, 100 years ago, the prospectus of the Geelong and Melbourne Railway Company was issued, its estimates of yearly business were highly optimistic. But even the wildest expectations of those days shrink into insignificance when compared with the huge volume of railway traffic now handled at Geelong.

Geelong is particularly busy at this time of the year. Wool from the Western District has been coming in for the sales, large quantities of coal are being unloaded from ships, and cement and superphosphate are being dispatched to various stations throughout the State. And soon the new season's wheat will be pouring into the huge terminal elevator ready for shipment overseas.

It is the job of the Geelong Locomotive Depot, under the control of Mr. G. Eltringham, Depot Foreman, to house, maintain, fuel and water the locomotives necessary to cope with all this rail traffic. To do this, the depot employs 244 men, together with a further 52 at its sub-depots and out-stations at Colac, Camperdown, Warrnambool, Port Fairy and Cressy, and has, in its care, 39 locomotives ranging from narrow gauge and E class to the latest R's.



**REPAIRING:** Fitter J. Bowden and Fitter's Assistant H. McIntosh at work in the cab of locomotive Y 123.



**CLEANING AND FEEDING:** The ash elevator (left) eliminates much of the manual work in removing ashes from the pit and loading them into trucks. The pits in the engine shed are thoroughly cleared of oil by the use of the flame-thrower, operated by Labourer W. Haberfield (centre). At right, new railwaymen B. Kirsbaums and E. Mittenbergs fill barrows from the floor of the coal stage ready to feed the locomotive tenders.



Because of Geelong's many industries—wool, cement, superphosphate, salt, motor cars, and so on—there are many sidings as well as the marshalling yards and the terminal grain elevators. A large amount of shunting work is necessary, and usually the depot has to cater for about 24 shifts of pilots a day.

The Depot, itself, is a busy place nowadays. Mr. Tom Carnell, fitter and turner, who came to the old depot at Geelong in 1913, recalls that only four fitters and one boiler-maker were then needed. Today, there are 13 fitters and two boiler-makers, in what they rightly claim to be one of the tidiest turneries on the system. Another of the oldest inhabitants, Mr. A. N. Moody, says that history does repeat itself. He remembers the rostering of the R class locomotives built in the 'eighties and 'nineties. Today, it is again customary to roster R class locomotives, but of a greatly improved type.

The present Geelong Locomotive Depot was opened in 1916, the old one, behind the west wall of the station, having grown too small. Deep pits and long roads are features of the modern depot, making for easier handling of many tasks.

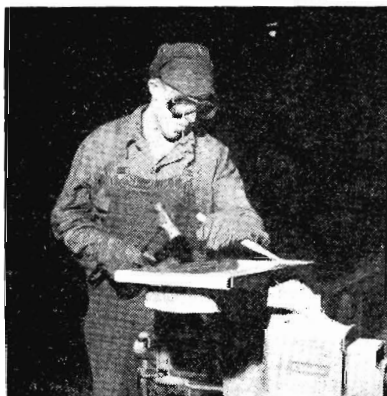
The coal stage, with a capacity of 1,800 tons, has two levels: the high top for R and X engines, and the low top for all other classes. At present the stage is manned solely by New Australians, Latvians, Poles and Italians, who feed about 90 tons of coal a day into the tenders. Ten tons of firewood, 100,000 gallons of water, 12 gallons of cylinder oil, 8 gallons of bearing oil, and sundry other supplies are also used daily by the locomotives. Adjoining the stage is the oil storage, with a capacity of 50,000 gallons, of which 6,000 are used each day. A new storage tank, capable of holding 77,000 gallons, is in course of erection.



**WHEELS AND AXLES:** Trainee Engineman G. Schmatzko (above) cleaning tender bogies, and, below, Fitter A. Ireland marking off an axle box.



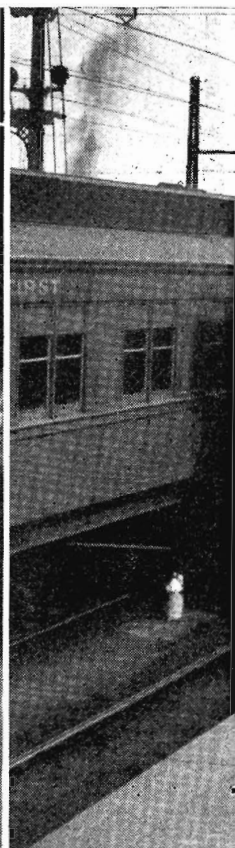
**THE TURNERY:** Fitter's Assistant, J. F. Winter (top) works at his bench while Fitter and Turner T. Carnell bores an axle box.



**VARIED TASKS:** At left, Fitter R. G. M. Douglas is working on the slide valves of a Y class locomotive; Boilermaker G. Jackson and Boilermaker's Help C. Shillito (centre picture) are straightening plates; and, at right, Trainee Engineman K. Bauer is cooking his lunch in the bachelor quarters where 20 German trainee enginemen live.



# AROUND THE SYSTEM



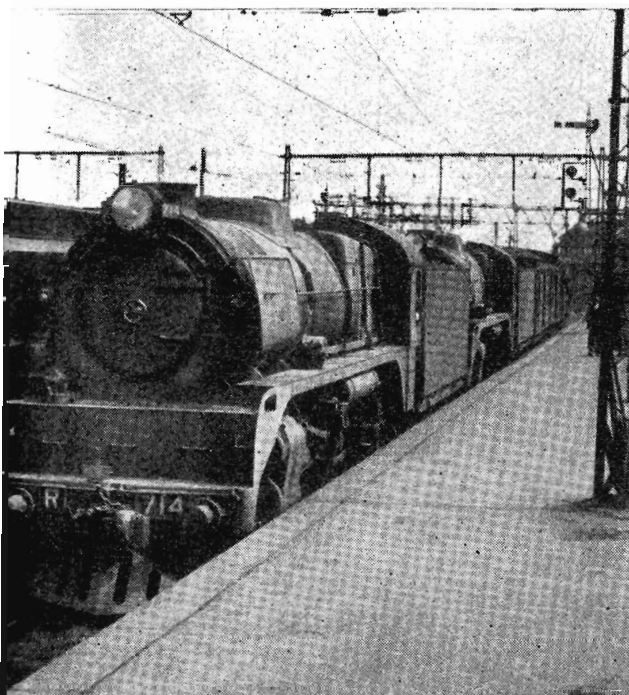
**FROM STEAM TO DIESEL:** Driver S. P. McIntyre had the distinction recently of bringing into Spencer-st. station the leading R class haul of *The Overland*, and, later in the day, of driving *Harold W. Clapp*, one of the two diesels that inaugurated the accelerated schedule to R. cuts an hour and a quarter off the run from Melbourne to Adelaide and 50 minutes from the return journey. Left: *The Overland* dies R's arriving with the express.



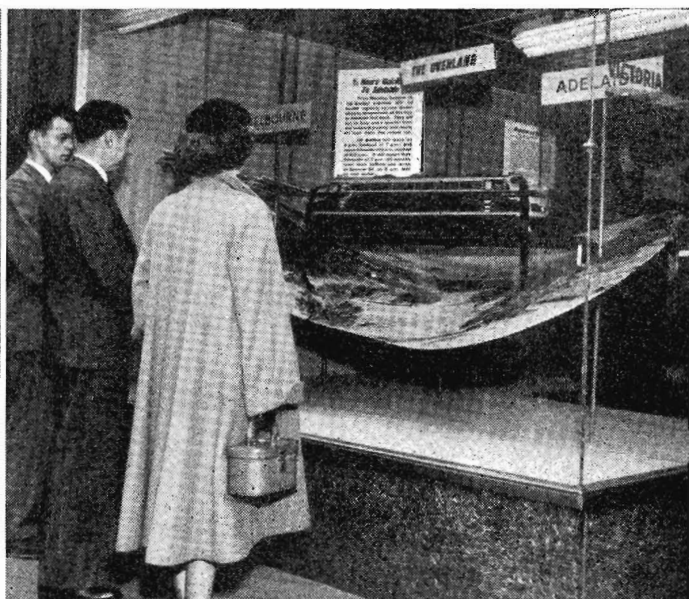
**THE LUXURY WAY:** Athletes arrive by *The Overland*. North Adelaide footballers leaving Spencer-st. recently after the first stage of their trip to Tasmania. They were very impressed with the new sitting cars.



**A BOX OFFICE SUCCESS?** The Films Division of the Bureau is making a railway film, *On Time*, for general release, by producer Eric Thompson, takes a shot of Group 5.



locomotive in the last steam train  
Melbourne. The new all-diesel service  
about to leave. Right: The last



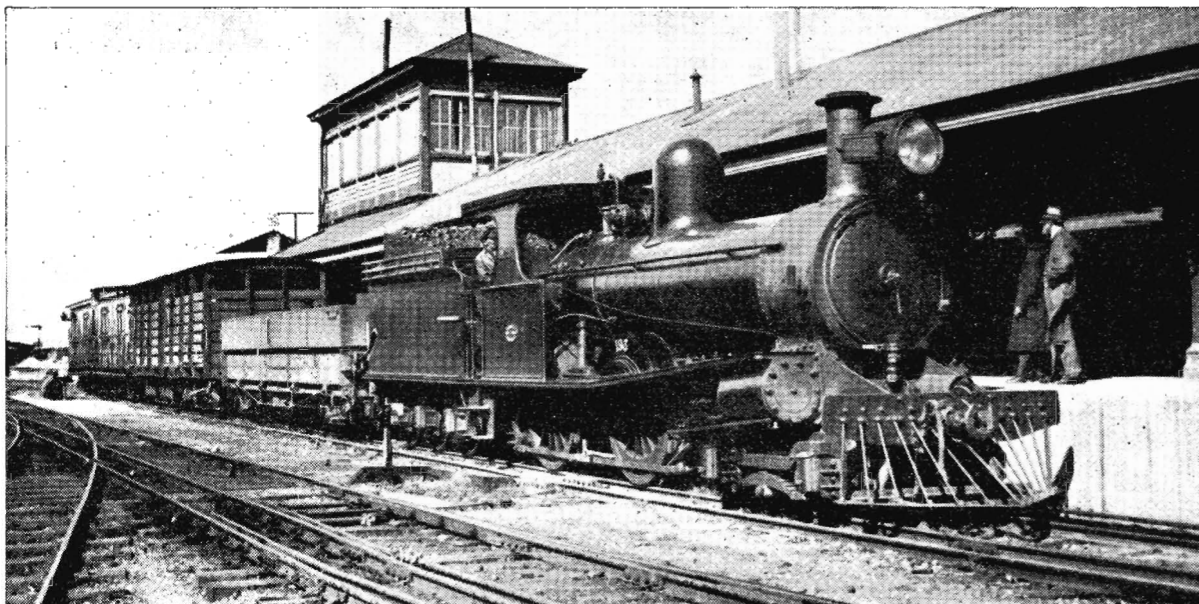
IN TRIBUTE to the memory of the late Sir Harold Clapp, a piece of crepe ribbon was draped over the diesel model on the Tourist Bureau window, the centrepiece of an *Overland* publicity display.



Commonwealth News and Information  
release. Cameraman Pierce, watched  
man R. Taylor, in A Box, Flinders-st.



SUBWAY PROGRESS: Excavated earth being removed from the tunnel under Flinders-st. station in which pipes have been laid to carry drainage into the river. The way is now clear for the construction of the subway.



A narrow gauge train at Wolseley, South Australia. At this station, tracks are provided for both 3 ft. 6 in. and 5 ft 3 in. gauge trains.

—(Photograph : John Buckland.)

## BREAK OF GAUGE IN AUSTRALIA

*Attempts to overcome the rail gauge problem are told in this, the concluding article. It was condensed from a history of the Victorian Railways, compiled by L. J. Harrigan.*

**T**HOUGH the break of gauge presented itself as a major problem when the Victorian and New South Wales lines met at Albury in June 1883, official action for overcoming the difficulty was then confined to a few spasmodic discussions. Certain inventions and expedients for working over the different gauges were examined and tested, but were found to be impracticable.

While Victoria apparently remained indifferent to the problem, E. M. G. Eddy, Chief Commissioner of N.S.W. Railways, called the attention of his Government, in 1889, to the need for unification, to either 4 ft. 8½ in. or 5 ft. 3 in. standard, but his warning passed unheeded.

### 4 ft. 8½ in. standard

Nine years later, the Australian colonies were earnestly discussing federation. At the National Australian Convention on Federation, held in Adelaide in 1897, the matter of a uniform gauge was revived. From this eventuated, during the next 30 years, a series of conferences, investigations, reports and decisions on the need for unification. A small measure of progress resulted from these. Nearly 150 miles of 4 ft. 8½ in. railway were constructed between 1924 and 1937, and two break-of-gauge changes were eliminated on the journey from Perth to Brisbane.

In July 1920, a conference of Commonwealth and State Government ministers arranged a Royal Commission to report on a uniform gauge for Australia. The Commission, in 1921, recommended 4 ft. 8½ in. as standard, at an estimated

cost of £57 million for entire conversion. The matter had virtually been determined years earlier by the adoption of 4 ft. 8½ in. for the Transcontinental line. Application of 5 ft. 3 in. gauge as standard would have necessitated new sleepers throughout on the other lines; thus the selection of 4 ft. 8½ in. saved replacing 90 per cent. of sleepers. Also, the structure gauge of 5 ft. 3 in. systems is no bigger than that for 4 ft. 8½ in. lines.

By agreement between the Commonwealth, New South Wales and Queensland, in 1924, the construction of a 4 ft. 8½ in. link from Kyogle to South Brisbane was approved. This line, completed in 1930, permits through travel from the entire New South Wales system to Brisbane.

### The Clapp report

As a result of the difficulties which the mixed gauges created during World War Two, especially in 1942-43, the Commonwealth Government, early in 1944, appointed Sir Harold Clapp to report on the standardization of gauges. His report, presented in March 1945, provided for an almost entire conversion of existing railways and the construction of certain new lines to 4 ft. 8½ in.

### Standardization agreement

In 1946, the Commonwealth Government and the Premiers of the State Governments of New South Wales, Victoria and South Australia entered into a gauge standardization agreement. Legislation known as the "Railways Standardization Agreement Act, 1946" (assented to on August 15, 1946) was passed by the Commonwealth.

Under this agreement, the worthwhile lines in South Australia and practically all the lines in Victoria are to be converted to standard gauge. Certain co-related works would be carried out in New South Wales, which has standard gauge.

Estimated expenditure for the plans incorporated in the agreement was £70,434,000 in 1945, but, with increased costs of labour and material, it would be very much greater today.

However, before these works can be carried out, it is necessary that the agreement be ratified by each of the State Parliaments concerned. So far, only South Australia has passed the necessary ratifying legislation.



# LINE FROM OTHER LINES

## New Monorail Trials

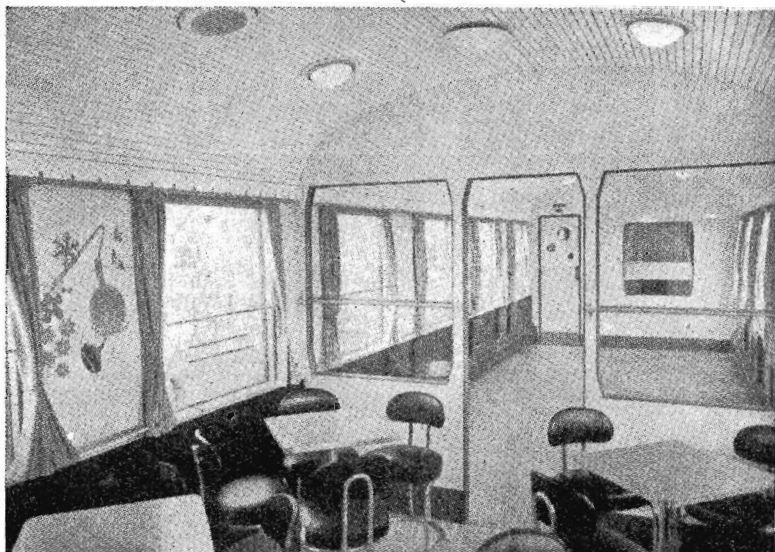
**N**EAR Cologne, 80 engineers have been working on a new type of monorail system, which, it is claimed, will allow speeds up to 218 miles an hour to be attained. The project is backed by a Swedish-American financier. The first trial runs are expected to begin shortly on an oval-shape line of about 1½ miles. The track will be formed of a reinforced concrete trough carried on short pylons. The coaches will be suspended at their centres of gravity and overhang the track at each side. They will be fitted with a form of roller running on the top of the concrete beam, the overlap of the body ensuring stability. The test track has curves and gradients such as would be met with in practice. A much longer test line is under construction.

## Disc Brakes

**T**HE disc brake for passenger cars, especially on high-speed trains, is making considerable headway in U.S.A.; up to the present time it has been applied to more than 550 coaches. It is claimed that, as compared with ordinary air-brakes applied through the medium of brake rigging and brake shoes acting on wheel treads, the disc brake can save \$1,000 a year and even more in the maintenance of a single car, not to mention nearly a ton in weight.



This locomotive made of ice decorated the buffet table at a luncheon given recently by the Pittsburgh and Lake Erie Railroad Company. The model and another of a diesel-electric locomotive were sculptured out of a 300 lb. block of ice. An insulated electric globe was concealed inside. This photograph was contributed by Mr. A. M. Williams, of the District Superintendent's Office, Geelong, to whom it was sent by the maitre d'hotel of the Pittsburgh hotel where the lunch was held. They met while serving in the last war.



Interior of Danish State Railways coach with restaurant in foreground and dance saloon in rear. Two bogie coaches have been rebuilt to this design for use on excursion trains. They incorporate a dance saloon about 23 ft. long, with a plastic floor, and a restaurant adjoining, with bar and tables. In both saloons there is amplifying equipment operated from a special compartment with a gramophone. When not required for dancing, the large saloons are fitted with tables hinged below the windows and with movable chairs.

## Pennsylvania Truck Programme

**A** long-range freight-car programme, calling for annual construction of from 1,500 to 2,000 new trucks, and for heavy repairs to about 20,000 additional trucks each year, is planned by the Pennsylvania Railroad. Annual cost of the programme is estimated at from \$36 million to \$42 million, of which from \$9 million to \$12 million represents the cost of new trucks.

## At 60 Below Zero

**F**OUR diesel locomotives have been ordered by the Canadian National Railways for work train service on a new 147-mile development line now under construction between Sherridon and Lynn Lake, in northern Manitoba. Because they will be required to operate where winter temperatures drop to 60 degrees below zero, the diesels will be equipped with specially designed heaters to keep the fuel oil liquid and to heat engine cabs and water circulating systems. In addition, they will be fitted with their own fuel filling pumps to take on fuel from barrels along the right-of-way.



Mrs. Max King, who before her marriage was Miss Madge Hogan, inquiry clerk at the Geelong Tourist Bureau. Her bridesmaid was Miss Marie Horan, clerk, Signal and Telegraph Division, Head Office. The two girls met for the first time when Miss Horan made an appeal in *News Letter* for another young woman to accompany her on a train holiday trip to Western Australia.

## Hospital Auxiliary Collections

THE latest statement of accounts (for the year ended 4.9.52) from the Orthopaedic Hospital Railway Employees' Auxiliary shows that collections for the year totalled £706.19.5. In the first year of its existence (1946) contributions were £60.1.4. Since then, the total collections have amounted to £4,034.7.1.

## "Railroadiano" Hobby

ONE of Newport's most active social workers is Machinist Allan Williamson. He is a free kindergarten secretary, the Machine Shop Social Club and annual picnic secretary, and secretary of one of the city branches of the Amalgamated Engineering Union. Mr. Williamson is also a commissioner for taking affidavits and declarations. His main hobby is what Americans term "railroadiano", or railway history. At his Williamstown home, the shelves of his library are well filled with books on the history of the world's railways.

## In The Way They Should Go

SIX years ago, the Geelong Police Boys' Club was started by Mr. Ernie Newton, clerk in the Road Foreman's office, Geelong, with the assistance of Police Constable Kelly. The main idea was to keep the boys off the street and, consequently, out of mischief, and to keep them fit.

The boys now enjoy physical culture, boxing, wrestling, swimming, games, and ambulance work in two old army huts

which form their club-rooms. About 100 boys attend the rooms on three week nights.

In the recent Australasian Post Boxing Competition—the biggest held in the Commonwealth—the club boys secured 19 trophies, including five country championships and two Victorian titles. During the past six years, boys from the club have won 130 boxing trophies in various parts of the State.

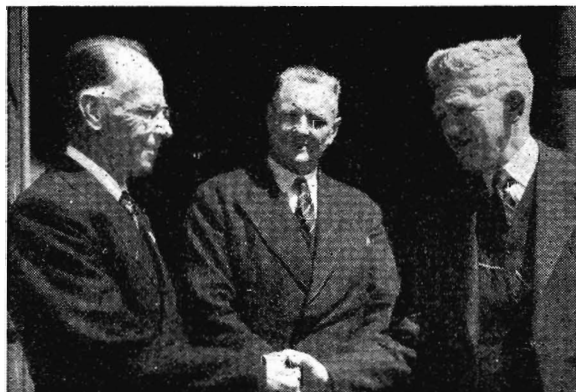
Although much of Mr. Newton's spare time is spent in coaching the boys, he still finds time to organize boxing and wrestling displays for local charities.

## Echo Of The Past

NEWS LETTER'S recently published series of articles, *The V.R. Story*, has brought to light the fact that the grandfather of Messrs. S. E. and G. E. Kilburn, the late Mr. William Elsdon, was general manager and engineer-in-chief of the old Hobson's Bay Railway Company. He was brought out from England by the Company in 1855, on the recommendation of the celebrated George Stephenson, with whom he served his time. One of his many engineering achievements was the construction of the Sandridge (now Port Melbourne) pier. Mr. George Kilburn has two interesting relics of Mr. Elsdon's railway career, a V.R. all lines pass, issued to him as Manager and Engineer-in-Chief, and an illuminated address presented to him by the Melbourne and Hobson's Bay Railway Company on his retirement.

## Car Cleaner To Superintendent

MR. P. MARTIN, who has succeeded Mr. H. W. Maynard as Electric Running Superintendent, joined the Department as a car cleaner in the Jolimont Yard in 1905. He was transferred later to Newport as a lad labourer and became permanent in 1908. From engine cleaner at North Melbourne he finally graduated to driver and worked on all classes of steam locomotives. In 1925 he was transferred to Jolimont as electric train driver. He continued his steady climb up the ladder and was appointed foreman in 1938. When Mr. B. Baxter, Assistant Electric Running Superintendent, retired, Mr. Martin was appointed to the vacant post, and further promotion came his way when Mr. Maynard retired in September. Mr. Martin, who is an expert cabinet maker, has an up-to-date workshop at his home, equipped with electric motors, band saw, lathes, and so on. He has been succeeded as Assistant Electric Running Superintendent by Mr. Bert Burns.



Left—Mr. G. F. Cunningham, clerk in the materials office at Newport Workshops, being farewelled by Mr. O. P. Turton. In the centre is the Chief Clerk, Mr. S. Watson. Mr. Cunningham joined the Department in 1908 as a lad labourer, and, with the exception of a short period at Head Office, all his railway service was at Newport Workshops. He won the Military Medal while serving with the A.I.F. in the First World War. He retires to a seaside home at Carrum.

## Horticultural Wizardry

“**G**REEN-FINGERED” Richard Neville Jones, of the Live Stock Agent's Office, has been a keen student of horticulture since he was a lad. He is secretary of the fruit and vegetables section of the Royal Horticultural Society.

Not content with all that he has done in his own garden, Mr. Jones uses an adjoining block of land as a fig tree growing nursery.

He does even more. Some months ago, Mr. Jones decided to brighten up the Preston station. At week-ends and on holidays he cleared undergrowth from the approaches, and fenced in a small plot of land. On this he planted



Mr. Jones loosening soil around Iris plants at Preston station.

shrubs and other flowering plants. Some, given to him by the local council and the railway nursery, supplemented by others of his own, he planted on both station platforms. Purple leaf prunus, Japanese privets, and native shrubs have greatly improved the appearance of the station and its approaches.

In their early stages, the shrubs and trees had to be carefully nurtured and watered, as the soil was far from rich. Mr. Jones tended them at week-ends and after work during the summer; he even watered them while waiting for his morning train. Passengers became accustomed to seeing the man with the bucket walking briskly along the platform intent on his morning gardening job.

Recently the Chairman was agreeably surprised at the transformation in the appearance of the station and naturally wanted to know who was responsible. When he got back to his office, he sent for Mr. Jones and warmly congratulated him.

## Geelong Trotting Enthusiast

**M**R. G. McNAMARA, chief clerk in the District Engineer's office, Geelong, has, for most of his departmental career, worked at Geelong. His only absence was for a period on the Camberwell line regrading and the suburban electrification. He is firmly convinced that Geelong is the best city in Australia. He is just as firmly convinced that the early morning work associated with his trotting activities has kept him fit.

Mr. McNamara has been interested in trotting for 30 years and, during that time, he has bred, broken in, trained, raced, ridden and driven trotters. Having won the Richmond Handicap as a rider in the days when saddle and harness horses ran in the same races, he feels that he was a better rider than driver.

He was the convenor of the original meeting which brought the Metropolitan and Country Trotting Association into being and was its foundation chairman. He continued as chairman during the years of campaigning for legislation to permit night trotting in Victoria. He is now a member of the

association's executive. He has been secretary of the Geelong Trotting Club practically since its inception, and is a life member. He is also chairman of the Victorian Country Trotting Clubs Association and the Victorian representative of trotting interests on the Victorian Racecourses Licence Board.

## Cuppa for The Guards

**M**RS. R. Peterson, lessee of the Railway Refreshment Kiosk at Stony Point, has many good friends among the electric suburban guards at Jolimont. She has followed the custom for many years of giving morning tea to the guard of the 9.10 a.m. train from Melbourne. Her cup of kindness is so much appreciated that the guards drop small sums into a money box in the depot at Jolimont to buy Mrs. Peterson an annual gift. The most recent was a travelling rug. In a letter of appreciation to the guards, Mrs. Peterson wrote: "The gift leaves me tongue-tied. All I can say is thank you all. Hoping to see you all again for your daily cuppa."

## Social Club Farewells Driver

**O**NE hundred railwaymen and their wives and children attended the Frankston Line Railway Social Club's recent social gathering at Carrum to farewell Driver Harry Megson on his retirement after 40 years' service. Among the guests were the Assistant Chief Mechanical Engineer (Mr. E. H. Brownbill), the former Superintendent of Locomotive Running (Mr. G. E. Burnell) and Mr. C. B. Jones, stationmaster at Frankston. Mr. A. Hoskins, retired Travelling Foreman, Jolimont Electric Running Depot, presented Driver Megson with a standard reading lamp. The club caters for the social welfare of more than 200 Frankston line railwaymen and their families.

## Last Trip On The Spirit

**W**ELL known passenger guard, George Gook, retired recently after 42 years' service. His last trip was on *Spirit of Progress*. He joined the Department at Bendigo in 1911 and later worked as a shunter at Woomelang, Murtoa, Korumburra, the State Coal Mines, Dandenong and Ballarat. He went to Korumburra as a goods guard in 1918 and came to the Melbourne Yard three years later. He became a passenger guard in 1945. He has a brother, Mr. T. W. Gook, chargeman at Donald, and a nephew, George Gook, is a Melbourne Yard goods guard. Mr. W. Driver, Mrs. Gook's brother, is A.S.M. at Blackburn.



Mr. H. F. James (Manager) saying good-bye to Mr. A. B. Reitman, Foreman, Jolimont Workshops, who is holding one of the set of bowls that, with other gifts, he was presented with. A presentation blazer is in the background. Mr. Reitman had 49 years' service, 34 of which were spent at Jolimont Workshops. An all-round sportsman, he played football with Collingwood in '06 and '07, was captain and coach of Williamstown for several years, captained an interstate football team, and was captain of Yarraville cricket team. For 14 years he was in the V.R.I. bowls team for the Dennis Cup competitions, and is at present one of the "B" skippers of Newport Bowling Club. Gardening and fishing will occupy much of his spare time in retirement.



## Football First-aid

**F**ITTER E. T. SOUTHERN, of Geelong Locomotive Depot, has been a keen railway first-aid for the past 11 years, and is an 8-year gold medallist. He has also been attached to the St. John Ambulance for about 10 years, and, for the past four years, has been first aid man to Geelong third eighteen. During that period, he has only missed an occasional match and then only because of shift work. Mr. Southern comes of a railway family, his father having been a compositor at the Railway Printing Works.

## Classification Chairman Retires

**F**EW railway officers have been more widely known than Mr. J. A. Baird who recently retired after 47 years' service. As Chairman of Classification Committees, his duties brought him into contact with railwaymen from all parts of the system.

Mr. Baird joined the then Transportation branch as a junior clerk in 1905 and, except for two years on loan to the Wheat Commission, remained in that branch until 1920. He was then transferred to the Electrical Engineering branch and, four years later, to the Secretary's branch. Before becoming Classification Officer in 1937, he was the Commissioners' Representative on the Board of Discipline and was associated with the Staff Board and the Industrial Section.

At an informal farewell, a presentation was made to Mr. Baird by Mr. N. Quail, Secretary for Railways, on behalf of the staff. Appreciative references were made by Mr. P. Farnan, (Acting Chairman of Staff Board), and others.

## Pen Friend Wanted

**M**R. JESSE W. STARR, a clerk in the Baltimore and Ohio Railroad, who is a keen stamp collector, would like to hear from a Victorian railwayman with a similar hobby. His address is 2415 Maryland-ave., Baltimore 18, Maryland, U.S.A.

## Gardeners, With a Difference.

**A**DAM and Eve, as gardeners in Eden, had nothing on Stationmaster J. R. Dempster and his wife, as gardeners in Elphinstone. The first couple, in the year one, were put into a ready-made garden of surpassing beauty; the second, in 1939, had to make their garden after extensive repairs to the house had left the original plot bare as Mother Hubbard's cupboard and much more untidy. The first, so far as is known, gained no awards and were finally expelled; the second, after three years' imaginative planning and patient backbreaking, won second prize for the best-kept D.R. in the Bendigo District and subsequently went on to win fifteen more, one of them for extending garden glory to tree-planting and station decoration. Mr. Dempster gives most of the credit to his wife while he, as he puts it, concentrates on trimming hedges and doing the heavy work. He has also found time to win a first-aid gold medallion. For some years he belonged to the Castlemaine Corps.



Mr. and Mrs. Dempster.

## The things they say

Conscience is that still small voice that tells you you're going to get caught.

—Motor Service

\* \* \*

A bachelor never quite gets over the idea that he is a thing of beauty and a boy forever.

—Dan Bennett

\* \* \*

Charm is something people have until they begin relying on it.

—Kenneth Krichbaum

\* \* \*

Showing on Moscow screens is a Tarzan film. A Soviet introduction makes it plain that Tarzan may be safely admired again. After all, it says, though he was the child of a rich Englishman, he was the only survivor of a shipwreck and was nurtured by apes; and so he was "uncorrupted by bourgeois civilization."

—American Magazine

\* \* \*

Let your wife know who's boss from the start. There's no use kidding yourself.

—Franklin P. Jones

\* \* \*

Failure is the line of least persistence.

—Stephanie Martino

\* \* \*

A man is rich in proportion to the number of things he can afford to let alone.

—Thoreau

\* \* \*

An artist is anyone who glorifies his occupation.

—Bliss Carman

\* \* \*

The aeroplane, the atomic bomb and the zipper have cured me of any tendency to state that a thing can't be done.

—R. L. Duffus

\* \* \*

The most curious thing that I have noticed about Communism is that nowhere, in any corner of the earth, does anyone get any fun from it. Whatever it is, Communism is not anybody's good time.

—Russell McLaughlin

\* \* \*

People are lonely because they build walls instead of bridges.

—J. F. Newton

\* \* \*

Statistics are like a Bikini bathing suit. What they reveal is suggestive, but what they conceal is vital.

—Aaron Levenstein

\* \* \*

Why reeks the goat  
On yonder hill  
Who seems to dote  
On chlorophyll?

—Richard Armour

**F**IRST Aid to Health initiates a new and regular feature in which I am given the valuable co-operation of the Railways Dietitian and Welfare Officer.

It is written not only to interest those railwaymen who do such valuable work in first aid for the benefit of their fellow men, but for railwaymen's wives and mothers who contribute so much towards the welfare and health of the breadwinner and his family. Their work is carried out daily as a matter of course, without certificates or medals or annual dinners. Their reward is a healthy husband or son or bonny children. They contribute much more to good health and fitness with the dose of castor oil or the dressing on a skinned knee than most of us realize. We are apt to take "Mum's" help in injuries and sickness for granted as part of her daily chores.

This feature is intended to help her in her ministrations. Any notes on first aid, home nursing, dietary advice or any subject relating to sickness are not intended as a substitute for advice by a doctor at home, but are specially contributed for those who live in areas remote from medical advice. They are merely to tell you what to do until you can see your doctor, bush nurse or welfare centre.

#### Handbook Of First Aid

**T**HE Victorian Railways Ambulance service believes that the requirements and teaching of first aid in the service demand a text book that will cater for conditions which arise, not only in locations where ambulance and hospital services are readily available, but also in parts of the railway system which are remote from doctors or hospitals, and even, possibly, from the nearest road. The book is well illustrated and should not be difficult to master, and the methods of treatment described should prove extremely valuable in the ordinary case of injury. In its present form and size the book does not cater for advanced students who should continue to refer to the text book of the St. John Ambulance Association. Examinations and competitions in first aid for railwaymen will, in future, be based on this handbook.

#### Awards

**T**HE Department is now preparing its own certificates and awards and arrangements are being made for their early presentation to successful candidates on completion of the 1952 classes.

#### Holiday Health

**S**OON it will be holiday and camping time. Unfortunately some holiday homes and camps, by untidiness and by lack of hygiene and sanitation, will, within a few hours, become rural slums. Nature is bountiful in her blessings but, should these be despoiled, is relentless in

## FIRST AID to HEALTH

*finis coronat opus.*

\*

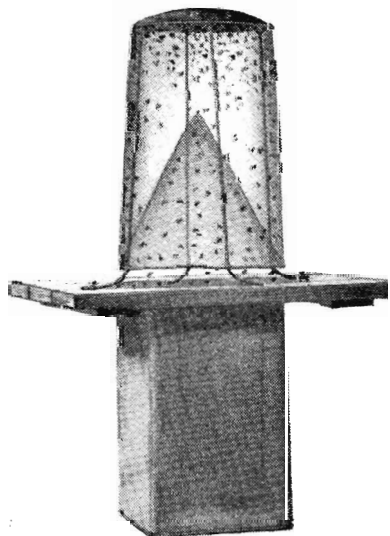
Conducted by Dr Max. A. Rees,  
Railways Chief Medical Officer.

her revenge. Summer sickness, such as gastro enteritis or vomiting and diarrhoea, is not due to a change of water but to a change of germs. These germs breed in food scraps and filth and excreta and are usually transmitted by flies. When on your holiday, remember the five "Fs," food, filth, faeces, fingers, flies.

#### Fly Traps

**A** SIMPLE fly trap can be made by any handy homer. The "Bruton" type, as illustrated, is made of a wire frame covered with wire or cotton gauze. The gauze cone should have an opening at the top, of from  $\frac{3}{8}$  to  $\frac{1}{2}$  inch in diameter. Stand the trap, raised one inch from a flat base set about two feet from the ground. It should be sheltered from the wind and placed in the shade in summer, in the sun in winter, and preferably between camp or house and the suspected source of flies.

For blowflies bait with "high" lean meat placed in a plate of water and for house flies use stale sweetened porridge mixed with yeast or stale beer (if any). Place the bait on the base below the cone. Change the bait



twice a week and destroy by burning. A neglected trap becomes a fly breeder and a menace. Kill trapped flies daily, before dark, with a spray gun.

#### Care Of The Back In Bed Patients

**T**HIS should be carried out twice daily. Use warm water and good quality soap. Turn the patient on his side and protect the sheets with a towel. Wet the back, then massage the area well with a soapy hand. Wash off the soap, dry thoroughly with a soft towel. Massage well with methylated spirit, dry again and dust with talcum powder. If a patient is incontinent, smear the buttocks and hips with zinc cream. This must be washed off and re-applied with each back toilet.

Change pyjamas daily, straighten the sheets to eliminate creases and tuck in firmly.

#### Kerosene Poisoning

**T**HIS is a most distressing condition and should be dealt with promptly.

Signs and symptoms are choking and coughing, and the odor of kerosene should show the cause. After a few minutes signs of intoxication appear. These are drowsiness, confusion, dizziness and cyanosis.

Send for a doctor and tell him why. Give a large drink of tepid water to which two good teaspoons of salt have been added. Continue this emetic until vomiting is well established. After effects are pneumonia and gastritis. Kerosene poisoning is serious and may even be fatal. Always keep this fluid on a high shelf away from children.

#### WHAT IS WRONG ?

**A** good first aider will find five errors or omissions in this story. What are they? The answers will appear in the next issue of *News Letter*.

Barry and Peter were getting wet. It had been raining off and on all day and it was coming down again. Saturday afternoon, too, why couldn't it rain on school days and be fine for Saturday, and the big bike race.

The big hill was close to Barry's home and he would see Ossie Hubert go past. Ossie could beat anyone up that hill. He would sail past all the others. "If I had a bike I'd train every night, even after boys' club and first-aid, Peter."

The limit men were passing now. Ossie would soon catch them. Another bunch was coming across the flat. Now they were on the hill. Mud-spattered and grim the riders drove their way past. Ossie was now weaving out of the bunch. "Hey, look out! look out!" Two were down. "Ossie's down on the table drain. Ossie, I'll help. Mr. Hubert,

# SPORTS



Bruce Murray

## Railway Footballer

THE Department has supplied another good footballer to the League in Bruce Murray, who is an electrical fitter at the Signals Test Room, Flinders-st. Born at Redcliffs, Bruce began his football career with the Mildura High School. In 1945 he had developed sufficiently to play with Mildura seconds on the centre wing. That year his team reached the grand-final which they lost to Mildura Air Force. The schoolboy footballer had little difficulty in becoming a regular member of the Swinburne Technical College team in 1946. He tried to obtain a clearance to Melbourne League team but South Melbourne's scouts had heard of this promising young player, and as he was living in that club's territory his clearance application was deferred until officials had seen him in action. They had no reason to regret their decision. Bruce won his way into the team half way through the 1950 season and has given the Southerners some very good games in the past two seasons. He is also a good cricketer. As a schoolboy he played with Mildura High School and the M.U.O.F. team and, when he came to Melbourne, played with Footscray third in the 1946-48 seasons. He joined the Prahran first eleven in 1951 and is still with that club. Bruce has played interstate railway cricket with V.R.I. teams in Tasmania, Sydney and Perth.

## Geelong Cricketers

IN its brief three years of existence, Geelong LoCo. Cricket Club has won two premierships in the Geelong Mid-week Cricket Association. Last year, unfortunately, they were beaten in the semi-finals.

Captain and opening bat is Driver

Reg Wood, who played with the Victorian team at the interstate railway cricket carnival in Adelaide last year. He had played previously with Richmond in district cricket. Driver Harry Kellett, wicket keeper, has also played A grade turf cricket for Geelong.

The team combines with the local V.R.I. team for the V.R.I. country cricket week in Melbourne. The combined team won the shield in the first year of resumption of matches after the war, lost the next year, but won again the two following years. Shunter Cedric Hovey, an interstate V.R.I. cricketer, captained the combined team.

## School for Athletes

THE physical director of the V.R.I. Mr. G. S. Corkill, who is also the telegraph instructor, has produced many good athletes. He received his early training from former amateur and professional wrestling champion W. ("Billie") Meeske, whose assistant he was for about 10 years. Mr. Corkill was appointed director in 1929 and took over the boxing, wrestling, weight lifting, and physical culture classes. In September 1932, he started a school for the sons of V.R.I. members. Incidentally, many of these lads joined the Department when they left school. Four of Mr. Corkill's junior class won the Institute's champion all-round athlete title. Two of his former pupils are now family men and have sons attending the class.

## Baseball Fans

THERE are many baseball enthusiasts in the Department. W. ("Bill") Hough, Accountancy Branch, has been a Victorian Baseball Association umpire since 1946. Before that he played with Brighton and represented Victoria in interstate games. Other baseballers in the Accountancy Branch are Joe Plant, who was in the Victorian side that won the Claxton Shield in 1938, Les Olsson, immediate past president of the Dandenong Baseball Association in the Provincial League, P. Bird, who was in the Victorian team that played the American White Sox side in 1907, and J. Ellis, auditor, who played several times in the Victorian team as a catcher. He is now umpiring and on the Victorian Board of Selectors. Other railway baseballers are Bert Lansdowne, Way and Works Branch engineer, who is a former interstate player and Harry Meyerscough, umpire, of Newport Workshops.

## Billiards Record

IN winning the final of the Melbourne Clubs Amateur Billiards Association's snooker championship for the third successive year, the V.R.I. team created a competition record. The final match was played against the strong Anglers Club. The V.R.I. combination won by nine games (737 pts.) to three games (477 pts.). Best breaks were made by Tom Hoare with 31, 28 and 25. He is the Chairman's chauffeur. Other members of the successful team are E. Harkness (cpt.), J. McKain, L. Williams, W. Perrins and A. Glover.

The V.R.I. billiards championship (500 up) was won by W. O'Reilly from E. Harkness. The winner's best break was 63, and that by Harkness 30. The snooker championship went to J. McKain, who defeated L. Williams in three straight games.

## Rain Spoils Cricket

THE V.R.I. Cricket Association's season has been marred so far by wet weather, most of the matches having to be abandoned. The next matches listed are December 2-9, Flinders-st. v Newport Workshops; Yard v North LoCo.; December 4-11, Northern Lines v Stores Branch.

(continued from page 15.)

## FIRST AID TO HEALTH

please let me help. Just stay still. Peter, look at his leg! Give me your coat and overcoat to cover him." Another cyclist walked over to the boys. "My bike's out," he said. "I don't know anything about this, but that leg looks broken, to me." Barry was gently supporting Ossie's leg and foot, and quietly bringing the broken leg back into line with the sound one. "Give me that spare tube, and walk to that farm and bring me some blankets, some five foot pieces of paling and some bandages or strips of cloth; and tell them to ring for an ambulance."

The cyclist looked at Barry, "Well, lad, I don't know what to do really, but don't you think we'd better move him over to the farm? The three of us could carry him, or perhaps there will be a car along soon."

"Yes, but hurry, mister, and get those things, this is Ossie, and he's broken his leg. Hurry." A car did come along, but not before Barry had tied the last tie on his improvised splint. Ossie was feeling better now. "Good lad," he said, "what's your name?"

Days later, Barry read his letter for the twentieth time, "The doctor tells me that my leg will be O.K. and that I will be riding again next year. The boss asked me to tell you that if you call at the firm there is a bike waiting for you."