



VR  
*News Letter*

JANUARY

1953



# THE MONTH'S REVIEW

## Phoenix Pauses

THE tabling of the Department's latest annual report in Parliament was followed next day by the delivery through the post to more than fifteen thousand leaders of business and industry of a short popular edition. It has become departmental public relations practice to tell people in this way and in simple terms how the railways are getting on, what their big problems are, how they plan to overcome them, and what they have from time to time achieved or tried hard to do and failed. "We feel," says the little booklet, "that you, the public, ought to know the outstanding facts and the reasons for them; else, how can we expect your confidence and sympathetic understanding, if we first give not ours?" The booklet is entitled *Phoenix Pauses*, in especial reference to the curtailment of major railway works planned under the ten-year rehabilitation scheme, because of the lack of loan funds to pay for them. *Phoenix Pauses* is being circulated among the railway staff throughout the State. Not only does it give them an objective and accurate picture of their own organization, help them to talk more or less authoritatively about it and settle the inevitable arguments that from time to time arise, but it lets them see exactly what the Department is saying publicly about itself and them.

## Apprenticeships More Popular

CHANGED economic conditions have apparently done much to convince parents that there is no future in dead-end jobs for their sons and that an apprenticeship in the Railways is far more promising and produces the sort of trained tradesman who can ply his trade profitably in any part of the world. These are conclusions that one may reasonably draw from the excellent response to the Department's call for apprentices this year. There were vacancies for 117 lads to begin training in a variety of trades this month. Five hundred and fifty applications were received. The successful applicants will start work on January 12.

## Track Competitions

FROM all accounts interest in the competition for Best Kept Lengths has been stimulated by the larger prizes awarded. Generally speaking, a pretty high standard of work was shown during last financial year when the prizes for each district were £75, £40 and £20, and £40 for the most improved length. This year the winners will get £90 and the runners up £48 and £24, with £48 for the most improved length. The standard of work is expected to be even higher.

## Frozen Meat for Export

THE export frozen meat traffic has been the heaviest for years. Since it began, last year, at the end of September, up to five ships a week have been loaded for the United Kingdom. The movement involved much planning because of the limited number of refrigerated trucks available and their extensive use for other meat and butter traffic. When *News Letter* went to press, 6,828 tons of frozen meat had been loaded into 19 ships at Port Melbourne and 4,200 tons into 14 ships at Victoria Dock.

## Group Inspections

INDICATIVE of the widespread interest of the public in railways is the number of clubs, church organizations and similar groups which ask for an officially conducted glimpse behind the railway scene. Such inspections are arranged by the Public Relations and Betterment Board to cover points of interest such as train control, Newport Workshops, or one of the larger signal boxes. During the last two years, 61 groups which mustered, all told, 1,190 people, have seen some of the inner mechanism that enables a vast transport system to function smoothly. This sort of thing undoubtedly helps to stimulate friendliness and human feeling between the public and railway folk.

## Scouts Wha Hae

Traffic staffs had little respite last month. After sending many thousands of holidaymakers away in trains bound interstate or to Victorian resorts, railwaymen were called upon to handle the dispatch of five special trains with more than three thousand boy scouts, for the Pan-Pacific jamboree in Sydney. More than two thousand of the contingent came from Victoria and the rest from Western Australia, South Australia and Tasmania. It was a railway good deed, of the bigger sort, and it was done with the usual professional expertise.

## The Young Idea

EIGHTY-FOUR Australian Air League cadets from North Melbourne and Flemington, including a number of girl members, went to Daylesford, recently, in a 280-h.p. diesel rail-car, to compete in a model aircraft and sports meeting at which they flew powered models at up to 60 miles an hour. With the mechanical background of their hobby, it followed that the lads especially could be expected to show some little interest in the diesel and its engines, which Driver Frank McDonald invited them to have a look at. And so, encouragingly, it was. Their questions about what makes a diesel tick reached, in fact, bombardment proportions. They at least indicated that youthful interest in railways and their progressiveness more than merely survives the counter-attraction of machines that fly, however spectacularly aircraft may develop from blue-print to blue-print. But there is no real need for reassurance on the point: railways will always be as interesting as they are basically useful to youngsters of all ages.

## Helping Lame Dogs

THE R class locomotives have proved their adaptability to both passenger and goods work, but R736 lays claim to being the most versatile, so far, of the powerful new engines from Glasgow. Recently, a firewood contractor from Tatong was backing his motor truck, with a load of nine tons of logs for the Benalla Loco. Depot, when his left back wheels went over a bank and became hopelessly stuck in soft earth. At this stage, R736, which was standing a few yards away with steam up, came to the rescue. Ropes were tied to the stricken vehicle, and with the depot foreman at the regulator, R736 exerted its compulsion, to such extent that the ropes parted just as the truck was about to be pulled clear. However, chains and a steel rope were substituted, and R736 dragged the truck from the soft earth with as much ease as a housewife shelling peas. Give an R class engine a job and it's done.

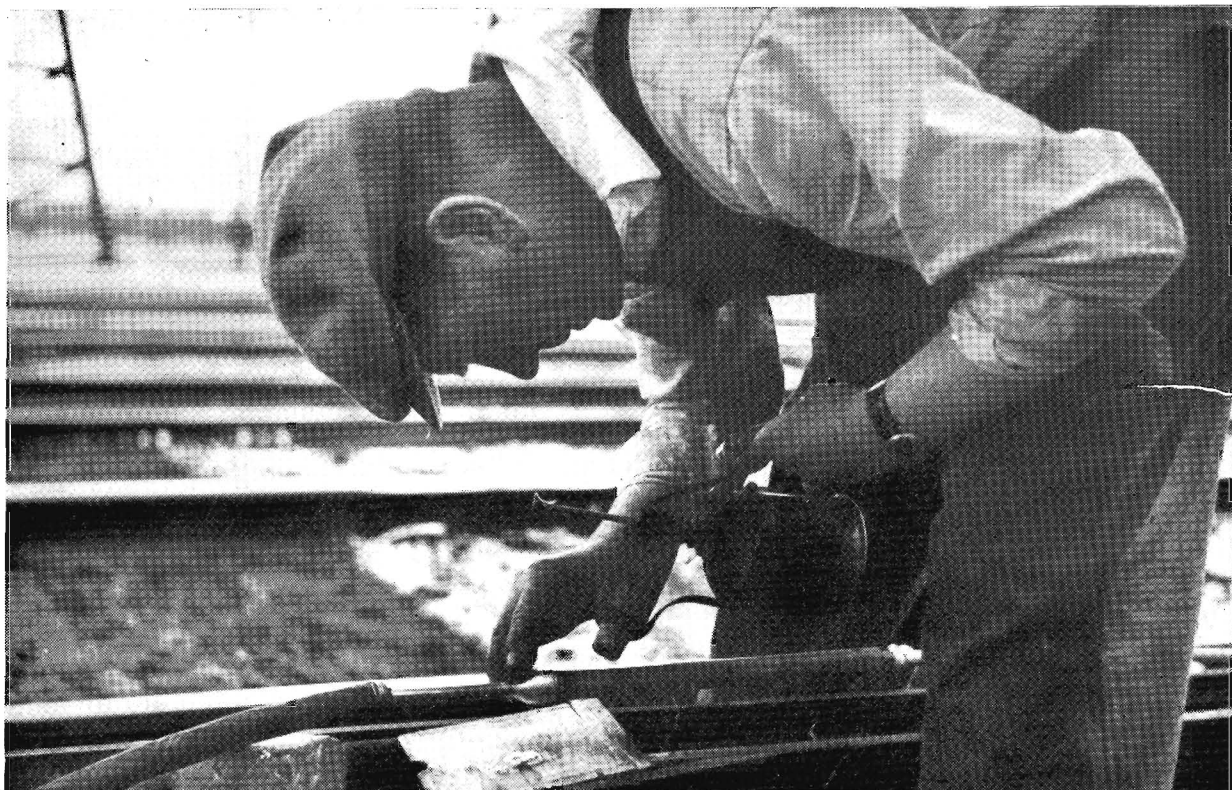
## News Letter Poll

"MORE country news" was one of the most frequent requests by readers who returned questionnaires in the recent *News Letter* poll. *News Letter* is avid for country material and pictures. It maintains as good a coverage as is possible with a restricted staff, but some considerable reliance must be placed on contributions which, of course, are paid for, if accepted, unless they are merely social items. The minimum payment is half a guinea. That there are many railwaymen with a handy pen or camera and a sense of what *News Letter* wants is evident from the material already accepted.

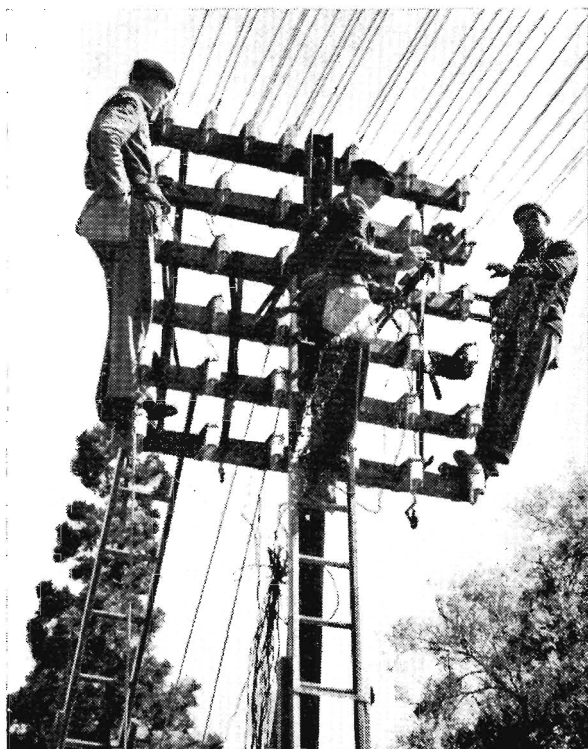
## OUR FRONT COVER

shows a bridge gang, repairing the flood-damaged timber bridge at Matthew's Creek, near Pennyroyal, on the Birregurra-Forrest branch line. Pile-driving is here in progress.





**THE CABLE JOINTER:** "Wiping" a sleeve on to the cable after the conductors have been joined. A single pair of wires can carry up to 960 simultaneous conversations, although rarely more than eleven occur at once over any Victorian line.



**LINE GANG:** Thousands of miles of aerial conductors are carried on poles for telegraph and telephone traffic and for safe-working instruments.

## LINEMEN

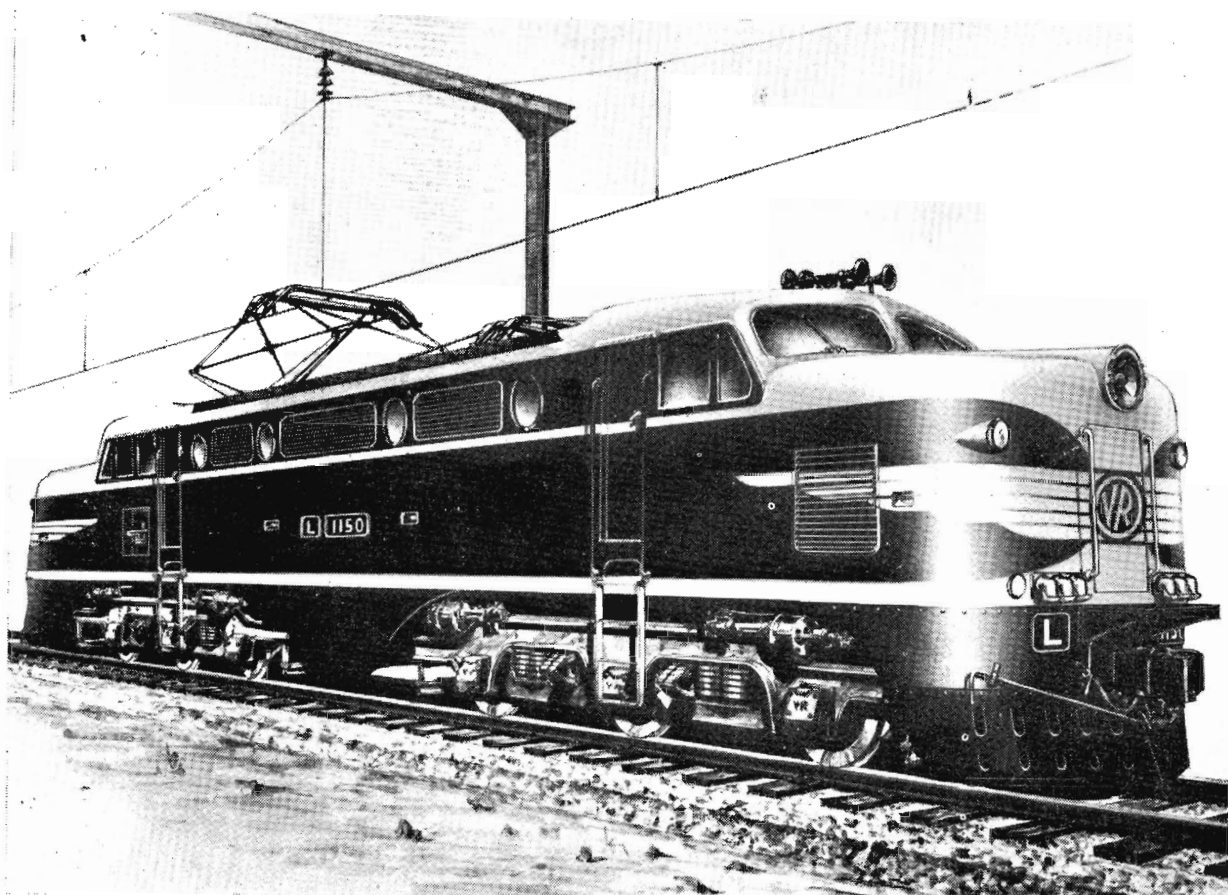
**E**FFICIENT communications are vital to the successful operation of a railway system. It is essential to maintain an unbroken flow of communication over the wires. In this linemen play a notable part.

The line maintenance and construction organization is an important section of the Signal and Telegraph Division. Maintenance of lines and cables in the metropolitan area is under the control of Line Supervisor Mr. H. B. Walker, who is also responsible for construction work throughout the system. Maintenance in the country is done by district linemen, under the supervision of the District Signal and Telegraph Supervisor.

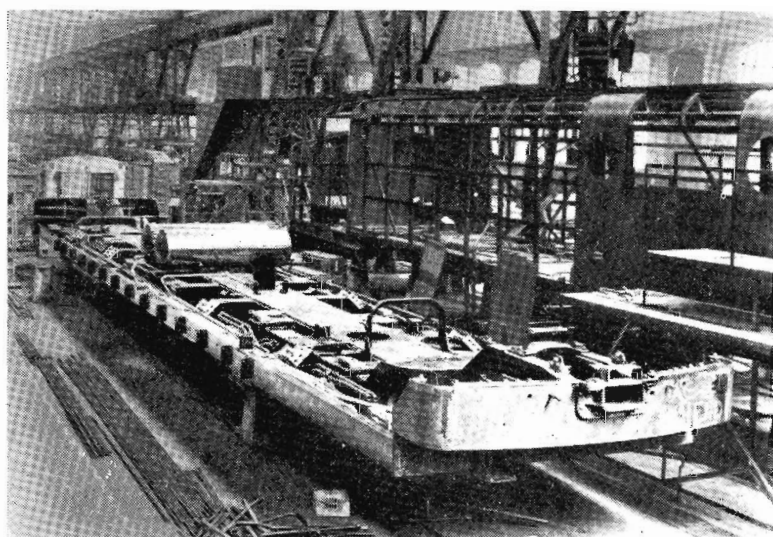
In the inner metropolitan area, most communication conductors are in underground cables, or in wooden trunking at the side of the track. These cables are terminated in cable housing boxes at strategic points, so that cross connecting between cables can be done and alternative routes provided in emergency. The terminating of cables, jointing and cross connecting is done by cable jointers. To the layman the cable appears to be just a mass of coloured paper covered wires, but to the practised eye of the jointer the pattern for each wire is clearly identifiable, and he is able to ensure continuity of conductors in their proper order.

While the cable jointer has his feet firmly planted on the ground, the lineman spends most of his time in the air, either standing on a ladder or strapped to a pole. From the carriage window the passenger gets the impression that the wires strung between the telegraph poles maintain their same relative position. But, this is not so. Actually, the lines are "transposed" in accordance with predetermined planning in an intricate pattern to mitigate interference from adjoining circuits and power lines. If this were not so, there would be a risk of irritating noise and people overhearing conversations over adjacent lines.





**L 1150 :** An artist's impression of one of the new L class electric locomotives. Their blue and gold livery will be similar to that of the diesel-electric locomotives. The locomotives are 59 ft. long over coupler centres, and have a wheel base of 46 ft. 4 in. They weigh 96 tons in running order. Minimum and maximum operating heights of the pantograph from rail are 14 ft. 4 in. and 21 ft. respectively. Axle bearings are Timken inclined roller type. The new type of overhead structure, used on the Gippsland line, is also illustrated in the picture.



**UNDERFRAME :** This picture shows the underframe reversed to enable the fitting of brake equipment and ventilating ducts. In the background is the partly panelled superstructure of another locomotive. These photographs, taken during the construction of the locomotives, were supplied by the manufacturers, The English Electric Company.

## ELECTRIC MAIN - LINERS

**T**HE first two of the 25 main-line electric locomotives, being built for the Victorian Railways by the English Electric Company, were shipped from England at the beginning of last month. They are expected to arrive in Melbourne about the end of this month. The others are being shipped at the rate of one a month for the first three months and two a month thereafter.

Like the diesel-electrics, these locomotives have a driving compartment at each end. Each driver's compartment contains a master controller, a brake valve and driving instruments, and has three doors, one enabling access from outside, and the others opening into the central equipment compartment and the nose end compartment, respectively.

The nose end compartments each contain a compressor and a traction motor blower which supplies air for the forced ventilation



system of the three traction motors at that end. A door gives access to the compartment from outside, this in addition to the door leading to the driver's compartment.

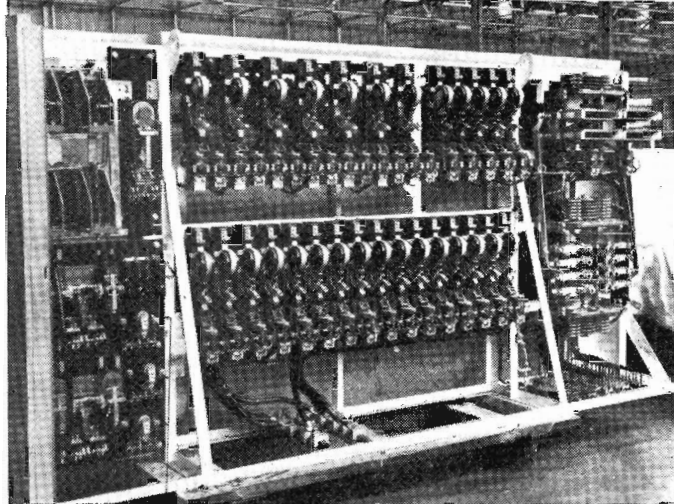
The central equipment compartment houses the various electrical frames, the air ventilation system, the motor generator set, and the air equipment valves.

The power circuits are supplied direct from the 1,500 volt contact wire by either of the two pantographs mounted on the roof just behind the driver's compartments.

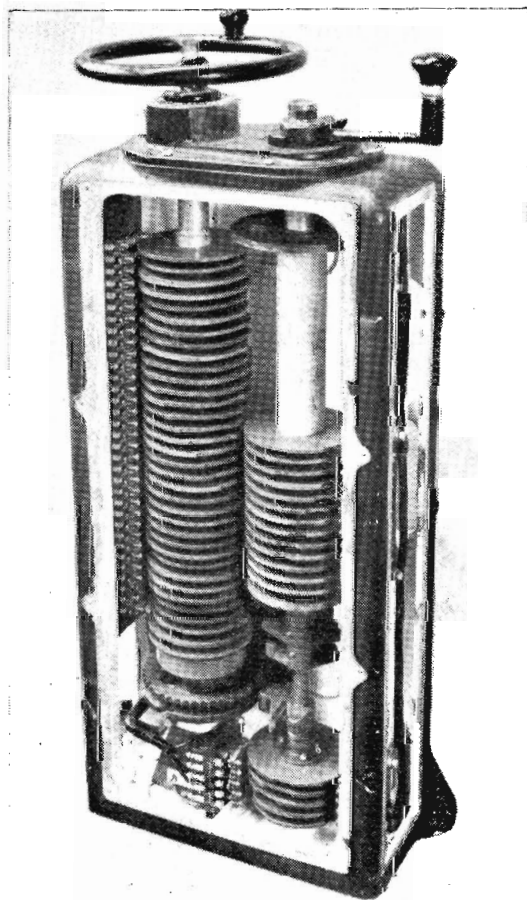
Eight notches of rheostatic braking are available, and the air braking and rheostatic braking are interlocked to provide various alternative braking methods.

The locomotives are designed for both passenger and goods working, and have a one-hour rating of 2,400 horsepower. The maximum tractive effort is 47,000 lb., and, in passenger service, they are capable of speeds up to 75 miles an hour. In goods service, they can haul 1,100 trailing tons up a 1 in 110 grade at 30 miles an hour.

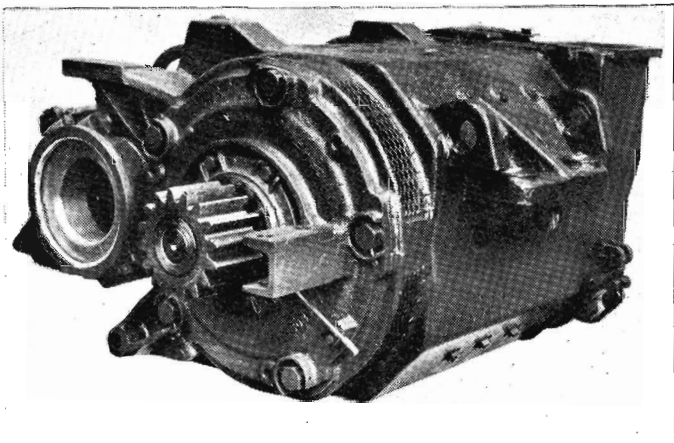
By way of comparison, the present suburban electric goods locomotives have a one-hour rating of 620 horsepower. Their maximum tractive effort is 24,400 lb., and their maximum permissible speed is 40 miles an hour.



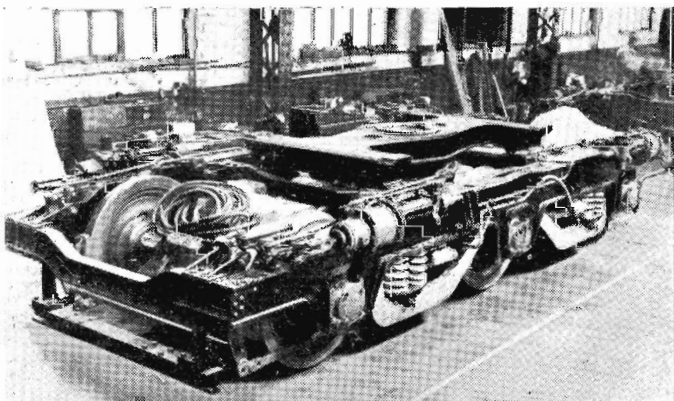
**NO. 1 LINE-BREAKER FRAME:** There are four electrical frames mounted in the central equipment compartment, namely: two housing the line breakers, E.P. contactors, group switches, etc.; one containing the low tension apparatus; and the fourth housing the auxiliary H.T. circuit breakers, contactors, etc.



**MASTER CONTROLLER:** This consists of a control wheel, reverse lever, and brake lever. There are 36 notches on the control wheel: 1 to 18 are for the six motors in series; 19 to 27 provide two paths of three motors in series; and 28 to 36 give three paths of two motors in series. In each of these three combinations, four field strengths are available to make a total of 12 running positions.



**BOGIES:** The locomotives are fitted with two six-wheel bogies, each weighing 25.85 tons in running order. They have a wheel base of 14 ft. 4 in. The wheels are 40 in. in diameter.

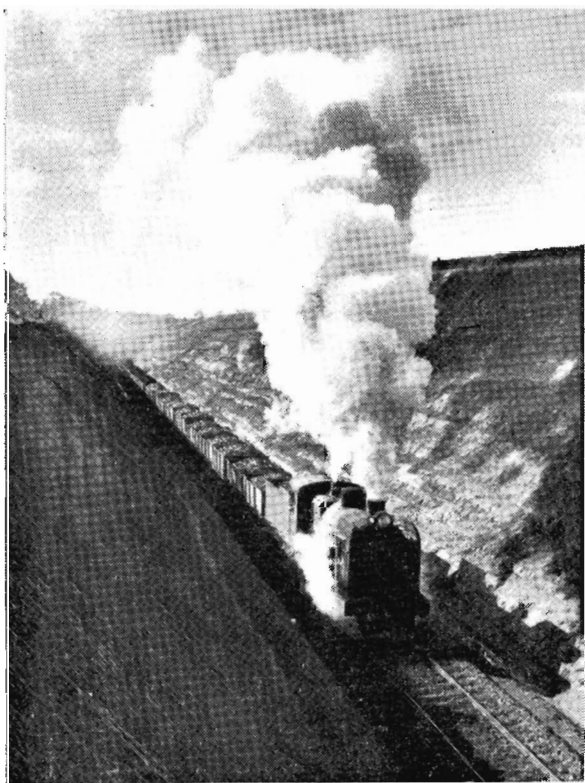


**TRACTION MOTORS:** Each of the six motors has a weak field rating of 402 horsepower. The motors are axle hung and nose suspended from the bogie frames. They drive the axles through resilient spur gears mounted on the axles. Ventilating air is carried by ducts which connect each blower with the three motors at that end of the locomotive.





**YALLOURN MARSHALLING YARD:** One of the first steps taken to cope with the increased brown coal and briquette traffic was the establishment of a new gravity marshalling yard at Yallourn. A new line, a little over five miles long, with a maximum grade of one in 110, will connect Yallourn with Moe. The railways by 1959-60 may be called upon to transport a yearly output of more than three million tons of briquettes and brown coal to Melbourne. The prospective tonnage from the Morwell briquetting factories will involve an increase of seven trains daily—from 14 to 21 in each direction.



**COAL TRAIN ON NEW LINE:** The regrading and duplication of the line between Yarragon and Longwarry involved 850,000 cubic yards of excavations and fillings, 112,000 cubic yards of ballast, 80,000 sleepers and 5,300 tons of rails.

## LATROBE VALLEY DEVELOPMENTS

THE recent statement by State Electricity Commission experts that huge deposits of brown coal in the Latrobe Valley can be worked by open-cut and their prediction that, by 1976, 20,000,000 gallons of petrol a year will be produced from brown coal, underlines the vital part that the Victorian Railways will be called upon to play in the distribution of these vast fuel resources. Lacking distribution, a stepped-up output would be largely useless.

One of the largest projects that the Railways have undertaken for many years, the Gippsland line duplication and electrification scheme, which is estimated to cost over £7 million, is an integral part of the master plan to develop power and fuel at Yallourn and Morwell. The Chairman of Commissioners told the Australian Planning Institute recently that the completed scheme would be a big factor in developing not only the area, but Gippsland generally. Although further progress on the Gippsland line was restricted this year because of the severe curtailment of the Department's loan programme, he hoped that the financial situation next year would enable the work to be pressed on to its completion.

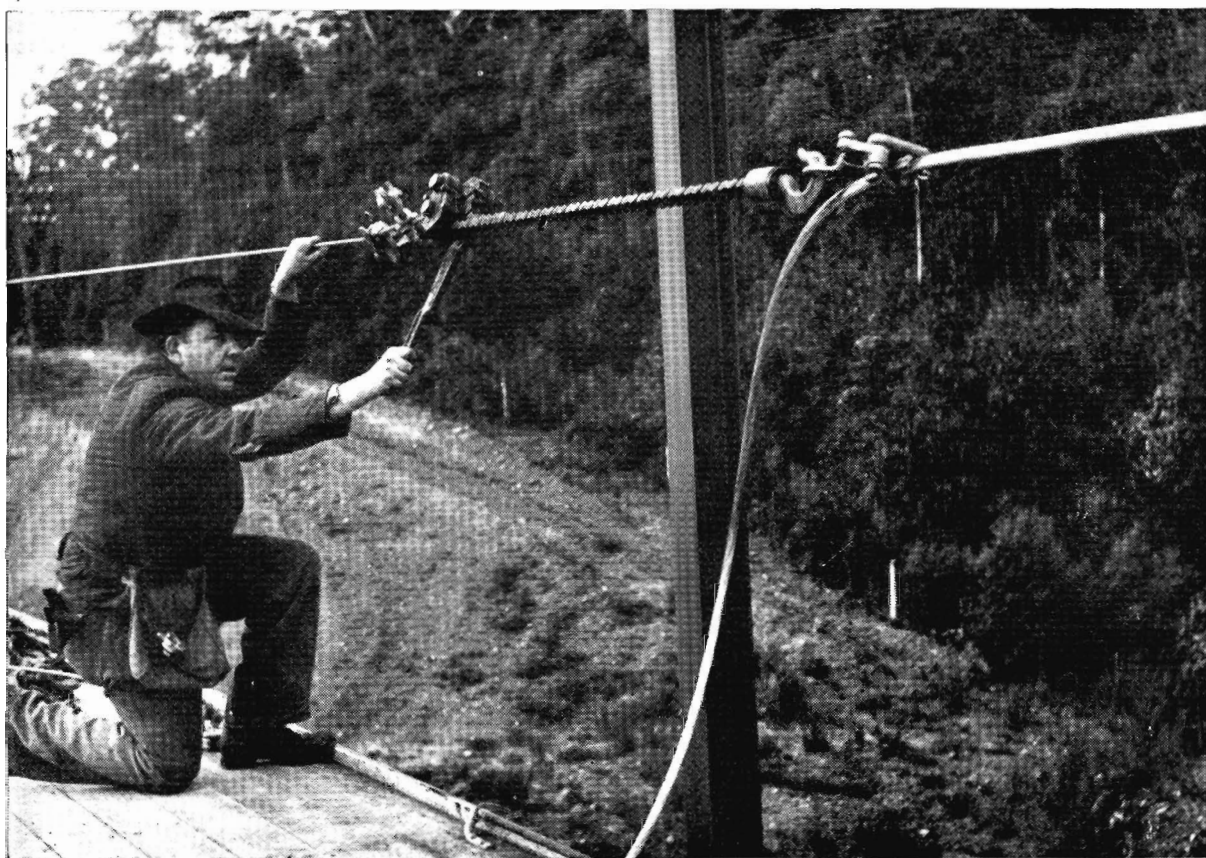
With the elimination of the 1 in 50 grades on the section between Longwarry and Yarragon, the capacity of the Gippsland line has already been greatly increased, and traffic is being more efficiently handled. For example, the through load from Moe to Melbourne for one C or X class locomotive, without assistance at any point, has been increased from 650 to 1,100 tons. The weekly tonnage of brown coal and briquettes alone has increased from 13,000 tons in 1947 to 32,000 tons. Recently a record of 34,000 tons was made.

As the third and fourth briquetting factories are expected to be in production at Morwell by 1957, the S.E.C.'s programme of development has been considerably accelerated.



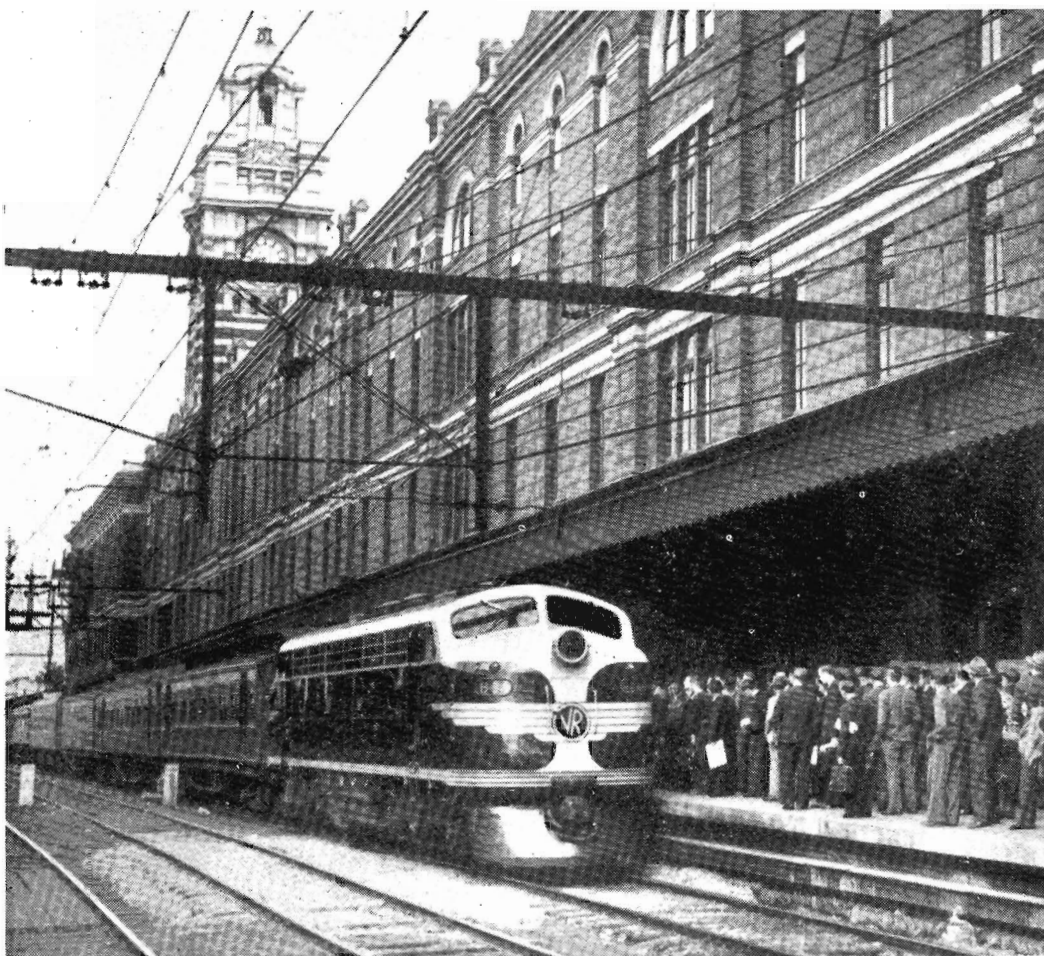


**BALLASTING :** Concurrently with the duplication work, the existing track is being relaid with 107 lb. rails and reconditioned with additional sleepers and ballasting. Power signalling is included in the scheme.

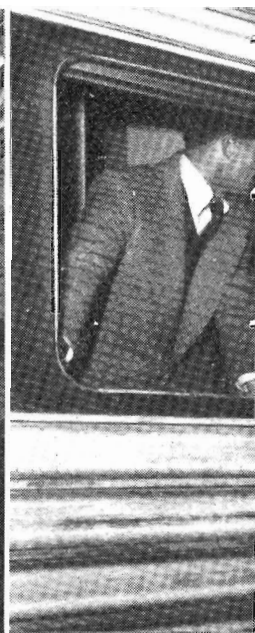


**ELECTRIFICATION :** The materials required for electric traction on the line include about 400 miles of catenary and contact wire, over 200,000 droppers and fastenings, 23,000 insulators, 22 rectifiers, 170 circuit breakers, 2,500 tons of steel for 4,000 masts and overhead structures and 2,300 tons of cement for foundations and buildings. Twelve sub and tie stations have been completed, and 15 others are in course of completion. Structures have been erected over 13 miles of track, and about 11½ miles have been wired between Drouin and Longwarry and six miles between Dandenong and Narre Warren.





**ANOTHER DIESEL SERVICE:** A large crowd gathered at Flinders-st. Station recently to see the first diesel-electric hauled passenger train leave for Bairnsdale. The diesel, which runs daily in each direction between Melbourne and Bairnsdale, has speeded up the service. It includes a buffet car and two air-conditioned cars in its make-up.



**CRICKETERS GO BY** increasingly popular state travel. On the left for Adelaide to play the first Test, on the right side left for Sydney. Their charmingly farewell cricket.

AROUND



**CATTLE FROM TEXAS:** Santa Gertrudis cattle, which are ideal for hot climates because of their immunity to the tick disease, were railed recently from Clarkefield to the Darling Downs, Queensland, property of U.S.A. King Ranch interests. The cattle are a cross between the Zebu and the English shorthorn.



**GIRLS WORK TELEPRINTERS:** communications to and from Headquarters of male telegraphists by operating at Seymour, Benalla and Shepparton.





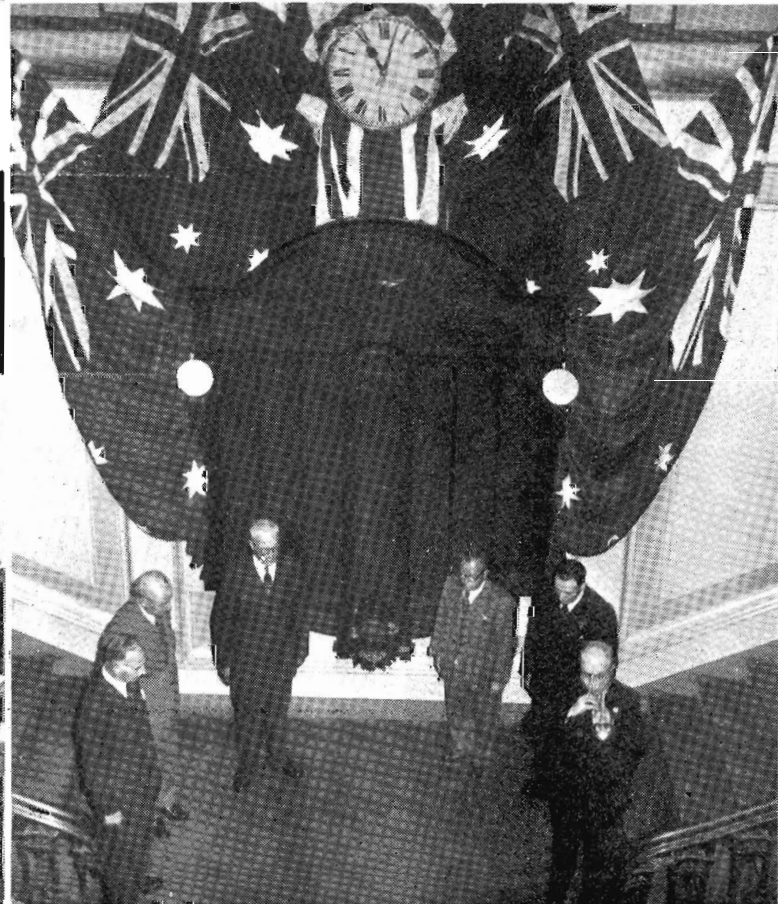
AIN: *Spirit of Progress* and *The Overland* are becoming  
th Australian and international sportsmen for inter-  
me day recently the Victorian Sheffield Shield team  
South Australia, while the visiting South African Test  
op: Neil Harvey (left) and S. Loxton (right) being  
Right: The Springboks wave good-bye to friends.  
far this tour has won them many admirers.



## ID THE SYSTEM



rls are now helping to maintain the flow of railway  
office. They have, to some extent, alleviated the shortage  
e teleprinter machines. Girls also work these machines  
n.



REMEMBRANCE DAY AT HEAD OFFICE: Left to right: The Secretary,  
Mr. N. Quail, Mr. Commissioner A. G. Fletcher, Mr. R. G. Wishart, Chairman  
of Commissioners, Mr. F. Costello and Mr. S. Thomas, of the V.R. Returned  
Servicemen's Section, and the bugler, Mr. L. E. Hanneysee.



## Outsize Trucks

## Level Crossings in U.S.A.

## Slowing Down

## French Diesel Working

## Cinema Coach

*The Victorian Railways News Letter*



## Winter in the Garden

**T**HIS is not about the season, which is not good for gardening, but about the man who is Mr. E. C. R. Winter, clerk in the Accountancy Branch. The caption is apt because Dick, as he is known to so many railwaymen, has, of necessity, spent most of his winter spare time working in his garden.

For he is quite an expert on the espalier method of growing fruit trees and has two splendid specimens, an apple, grafted to bear three varieties, and a pear. Dick planted these two trees in the spring of 1939. Since then he has allowed each to grow only one lateral a year. Training these branches to go just where they are wanted, against a wall or fence, is quite a job. They must be pruned at the right time and in the right way, and they must be kept tied into position during the growing season. But the results justify the effort, as the trees take up so little garden space.

Mr. Winter has five other types of ordinary fruit trees, as well as grapes, passion fruit, loganberries and strawberries. He also grows all the vegetables for his household and has a fernery and flower garden to look after as well. Even this is not enough, for he has still found time to occupy the position of president of the West Preston Progress Association.

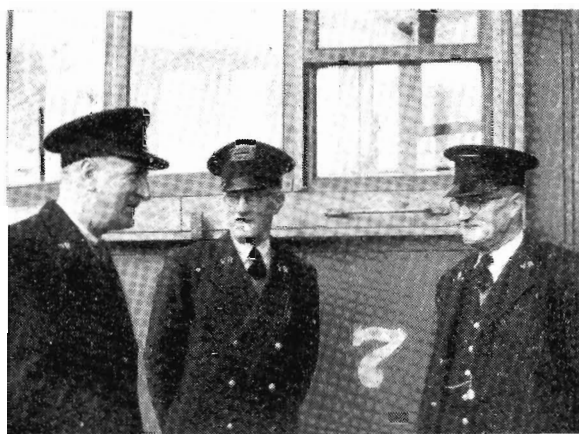


Mrs Winter looks at the pear tree.

## 143 Years Of Service

**M**OTORMAN V. C. A. Fenton, Supervising Motorman H. Malcolm and Motorman J. N. Rawlings, whose combined years of Departmental service total 143, have spent 130 of them on tramway work at the Elwood Depot.

When Mr. Fenton was transferred to Elwood as a lad conductor in 1908 his pay was 2s. 6d. a day, plus 1s. 3d. living-away-from-home allowance. Prominent in union affairs, he has been vice-president and president of the Tramway Division and for 20 years its secretary. He was also on the State branch council of the union for over 20 years. For the past 29 years he has been a steward of the Victorian Railways Benefit Society. He is a past secretary of the Brighton-St. Kilda Tramway Football Club and played in



From left to right: Messrs. Fenton, Malcolm and Rawlings.

(Photo: C. S. James)

the champion team in 1913.

Supervising Motorman Malcolm joined the Department as a lad labourer in the Rolling Stock Branch in 1905. He became a conductor at Elwood in 1910, and was appointed to his present position about 18 months ago. He was with the 3rd Pioneer Battalion in France in World War One, and while on leave in England was a member of the A.I.F. cross country team which ran third in the five miles British Isles championship.

Senior member of the trio, Motorman Rawlings, began as a block recorder at Princes Bridge Signal Box in 1903. He worked in various signal boxes in the Melbourne Yard before appointment to the permanent staff and transfer to Elwood as a conductor. He has had 44 years' continuous service on railway trams, more than 42 as a motorman. Mr. Rawlings is a J.P. and sits on the St. Kilda Court of Petty Sessions Bench. He is a member of the Honorary Justices' Association of Victoria, Secretary of the Honorary Justices, Caulfield group, and probation officer for children at the St. Kilda Children's Court. He is also on the Southern Memorial Hospital Committee. Mr. Rawlings is an authority on the early history of the St. Kilda-Brighton Tramway.



Stationmasters F. Arblaster and J. L. Keary bid farewell to Head Porter G. T. Pope who retired after 41 years' service at Spencer-st.





Signalman L. S. Montiford in Caulfield box. Mr. Montiford joined as a porter in 1910, becoming a signalman six years later. He had two years' service with the First A.I.F. After 36 years in signal boxes, he had just signalled his last train (seen through the open doorway) when this picture was taken. His fellow signalmen and workmates at Caulfield presented him with an inscribed wristlet watch and a tobacco pouch.

### Courtesy Counts

THE moving tribute (at right) to the V.R. sense of service, as exemplified by a woman staff member, is made the more poignant by the footnote added by the writer's daughter.

Stewardess Bradley, whose help was timely, is very modest about it. "It was all in the day's work," she said.

### Customers' Thanks

Commending Lad Porter Neville McCurry, of Glenferrie, who found her purse, containing a considerable sum of money, in a telephone booth near the station.—Miss F. A. Edwards, 51 Spring Street, City,

For prompt action by a train crew member in reporting an early morning fire at the company's factory.—Trojan Limited, Footscray,

"Hats off to V.R. drivers and firemen. I am one of the tens of thousands of travellers who appreciate the railways' efficient services throughout the year."—A non-railway correspondent, who signs himself "Reddie," and who is a regular reader of *News Letter*.

For the prompt dispatch by

rail of some hundreds of tons of mining machinery from Melbourne to Kalgoorlie which enabled the Copperhead Mine to go into early production.—Mr. G. Lindesay Clark, Chairman, Great Western Consolidated.

### Lock and Block Days Recalled

SPECIAL class signalman for 27 years, Mr. George Bignell retired recently after about 45 years' service.

For many years on the Clifton Hill line Mr. Bignell operated the Lock and Block, which was imported from England, about 1899, and, for many years, was considered a masterpiece of block system working. It was subsequently discarded for automatic signalling on the Clifton Hill and other suburban lines. At a farewell gathering, Senior Block and Signal Inspector, Mr. C. H. Saunders, presented Mr. Bignell with a set of carvers and spoons. Among those present were Messrs. Humphrey, Templeton, Lee and Sanders who had worked with Mr. Bignell for many years.

### Sporting A.S.M.

DURING the past twenty years, Mr. R. J. Bowman has been A.S.M. at Victoria Park and, as well, a councillor of the V.R.I. During that period he has also taken a great interest in the various V.R.I. sporting activities. He has been a member of the Sports Committee and secretary of the V.R.I. Football League for many years; he was president of the V.R.I. Cricket Association, of which he is now a life member; and he was Victorian manager of various teams at interstate railway sporting competitions. He was also one of the founders of the Coburg and Heidelberg lines football and tennis clubs.

On his recent retirement from the Department, Mr. Bowman was presented, by his colleagues, with a combined reading lamp and smoker's stand.

Daar Sir,

These lines are prompted by a desire to commend you for

an administration that makes it possible for travellers to enjoy conditions prevailing at the break of gauge at Aulbury.

I am a native of the city of Adelaide and for several years to escape the rigors of a southern winter travel east and north-eastwards blinded recently and in the <sup>8</sup>66th year, naturally one has not the agility of the teenager, in respect of which, Aulbury was always regarded in terms of nightmare but on Friday last 31st ult.

thanks to unforgettably kind and thoughtful service at the hands of your Hostess Bradley from the moment of arrival of the Sydney express until arrival of the "Spirit" in Melbourne, despite many claims inseparable from hertime this loyal servant of your Dept. never for a moment failed and in pausing this tribute I would esteem it a favour if at your top level on my behalf convey expression of sincere gratitude..

Thanking you etc. Yours faithfully F. H. FRITH.

*My father, who lost his sight at 82 attended Mowden College for a year to learn typewriting, to be independent of others in his correspondence. He naturally wishes to be excused any errors which may occur in the above letter*  
A. L. F. R.



## Far From The Iron Curtain

ONE of the most colourful personalities in the Stores Branch, at Newport Workshops, is Russian-born, 55-year-old Nikolai Zubryn. In his youth he was a school teacher in his native town of Kazan, specializing in natural history, mathematics and geography. From 1915-20 he served in the Russian Army, as a first lieutenant. In 1922 he was a railway goods clerk at Kharkov. When the Germans invaded Russia in World War Two he was sent to a camp in Poland, where he was a storeman when the Americans arrived. After instructing displaced persons in various camps in Germany, Mr. Zubryn, getting as far as possible from the Iron Curtain, came to Australia as a D.P. himself. He was working as a storeman at Broadmeadows camp before he joined the Railways.

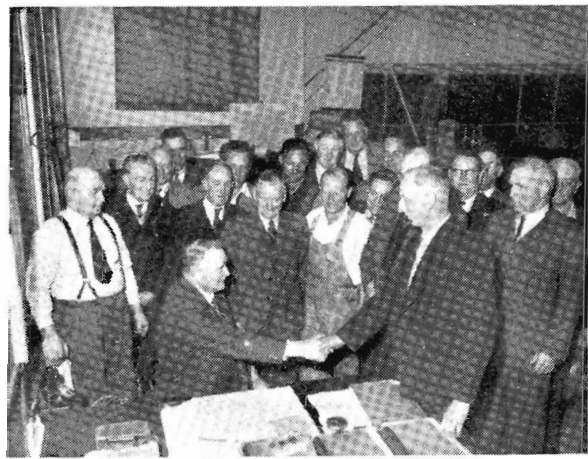


Mr. Zubryn (Photograph: C. S. James)

## Walked The System

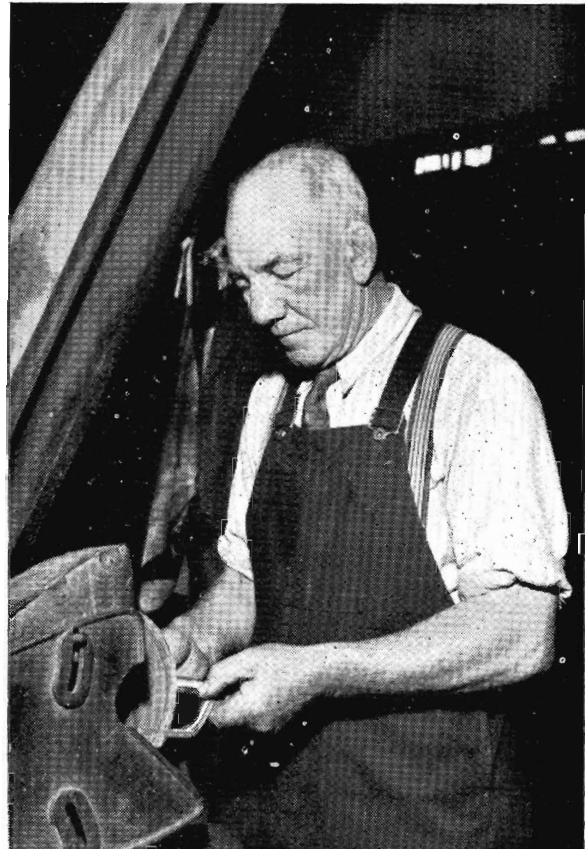
THERE is very little of the railway system that Line Foreman Thomas Henry Fenwick has not covered on foot in more than 40 years as a lineman. He joined the service as a labourer at 6/- a day (the wage is now 38/10d. a day) and became a lineman in 1911. A year later he was a lineman-in-charge, became sub-foreman in 1927 and line foreman in 1947. He never missed a day's work on account of illness. Tom Fenwick's first big job was with the linemen who went ahead of the gangs building the Wonthaggi line. He was one of the first railwaymen to enter the Wonthaggi tent town of those days and he and his mates rode out on the first truck load of coal. He was also in the gang that erected the telephone wires when the Strzelecki line was built in 1922. The country was so rugged that the linemen had to take in their gear and materials on horse-drawn sledges. He was foreman-in-charge of construction and maintenance of telephone and cable installations on the suburban system for many years, and took part in the change over to underground cables.

It was a tribute to Mr. Fenwick that so many of his metro-



Mr. Fenwick (seated) being farewelled

politan and country colleagues attended his recent retirement farewell in the Line Shop, Spencer-st. He was presented by the Telephone and Telegraph Engineer (Mr. A. F. MacLaren) with a rug and bag. One of the most treasured mementoes of his long railway service is the miniature telephone pole, complete with all the tools of trade of the lineman, that was presented to him by his workmates.



Mr. Frank Perry, metal polisher in the electroplating shop at Newport Workshops, retired last month after 47 years' service. He was one of the original members of the V.R.I. physical culture and boxing classes and was boxing instructor for many years. Some of the lads he taught subsequently did well in amateur and professional ranks. Mr. Perry also represented the V.R.I. at interstate boxing and wrestling competitions. He is now president of the V.R.I. Gymnasium Club.



## New Year's Thought

THERE is no job more worth while than to save the life or limb of a fellow man—so, a Happy New Year to all.

## Two Purple Lights

NEVER let the advice given in these pages take the place of your own doctor's advice. It is to help you until you see your doctor.

## What is a Fracture?

A fracture is a break in the continuity of a bone, usually due to injury. There are several types.

1. *Simple*: A single line of break with no damage to adjacent soft parts.
2. *Compound*: In which the skin is broken and the fracture thus communicated with the surrounding air.
3. *Comminuted*: There is more than one line of break and the bone is fragmented.
4. *Complete*: Involves the whole thickness. May be transverse, oblique, or comminuted.
5. *Incomplete*: Does not involve the whole thickness, may be a fissure (crack), "green stick" or depression.
6. *Complicated*: Includes damage to adjacent soft tissues.
7. *Spontaneous*: Very little injury, mostly due to diseased bone.
8. *Ununited*: No bony union after fixation for the usual period.
9. *Impacted*: The broken ends are driven into one another and partly fixed.

## For reception of an accident

WHILE awaiting the doctor's arrival, when he has been called to your home to attend an accident, there are many things that you can do.

1. Have at least one good fire burning, and if necessary the laundry copper filled and lighted. Put on kettles and pots for hot water. Set aside some boiled water to cool in a large basin, covered with a clean towel.
2. Select a well lighted room. Place a table or single bed and two smaller tables clear of the walls.
3. Do not remove curtains, rugs, furniture etc., (harmful dust will rise).
4. Cover the table or bed with blanket, waterproof and sheet in that order.
5. Place linens, napkins, sheets to hand for use if required.
6. On one table place two hand basins, one for soap and water and one for antiseptic hand lotion. Include nailbrush and soap.
7. On the other (larger) table, place three sterile bowls for instruments and swabs. In another bowl place a razor, safety pins and scissors.
8. Roll several big cotton wool swabs in a towel, boil for 20 minutes in saline solution (one teaspoonful per pint), wring out the towel and place unopened in a sterile bowl.
9. A bucket on the floor for refuse.

# FIRST AID to HEALTH

*finis coronat opus.*

\*

Conducted by Dr Max. A. Rees,  
Railways Chief Medical Officer.

10. If plaster of paris is to be used, cover the floor with papers.

11. Don't forget the teapot.

## Food care is important

FOOD should be fresh when bought, kept in suitable storage places, protected from flies and handled with very clean hands and utensils.

Dry groceries may be kept in any good kitchen or pantry cupboard. Perishable things, such as meat, milk, fruit, and vegetables need great care or they may lose much of their vitamin value and become tainted by germs.

Special care is necessary for milk. If not pasteurized and bottled, it should, soon after delivery, be brought just to the boil and then cooled quickly. Keep it in a cool place; protect it from flies and dust.

Fruit and vegetables are best kept in a fly-proofed, well-ventilated, and cool place. Green vegetables keep best if wrapped in damp paper or cloth or plastic sheets.

All food storage places should be turned out daily and kept very clean. It is essential to wash the hands thoroughly before preparing food for cooking.

Never keep bits of unused food unless they can be utilized quickly; it is much better to throw them away than risk them becoming unfit for eating.

Never leave bits of unused food material or crumbs about, as they will attract rats, mice, flies and beetles.

(*Good Health*, S.A.)

## Diarrhoea

IF, in spite of all these precautions, an outbreak of diarrhoea should occur, the method of management (by permission of the Maternal and Hygiene Branch, Department of Health, Victoria) recommended is as follows:

## For children over 2 years of age

Give no food for 12 hours—only *boiled* water to drink and as much as the child wants. Then give next day, barley water, arrowroot, sago, rice or tapioca cooked in water with *no* milk

added. Dry biscuit or toast with *no* butter. Grated raw apple. If diarrhoea subsides, next day quantities may be increased. Some boiled skimmed milk or Nestle's Condensed Milk, 1 part milk to 7 parts boiled water, may be added. Return to normal diet by degrees.

## Recipe for Barley Water

*Ingredients*: 1 tablespoonful pearl barley, 1 pint water.

*Method*: Wash barley well. Place in saucepan with water. Bring to the boil, and boil for 20 minutes. Strain, re-measure, and make up to the original 1 pint with boiled water. Keep cold and covered. *N.B.*, Barley water ferments quickly, so must be made twice daily, and kept in a cold place.

## Sunburn

SUMMER holiday time is sunburn time. We all think that we can take just that extra half hour of sunbaking on the beach, and we all finish with blisters and—girls, beware!—freckles. Sunlight and low humidity—in other words, a fine day at the beach—can ruin a clear fair skin and incidentally a pleasant holiday. If you have a fair skin or red hair you just can't take it. Children should have their shoulders and thighs covered; thin material is sufficient, when they play and paddle on the beach. Several good sun tan preparations are available and should be used by all, but even so, a little burning is a dangerous thing— if you see what I mean.

## Corrections for Ossie's Broken Leg

(See November Issue of *News Letter*)

1. Barry should have placed his own coat *under* Ossie.
2. Five-foot splints were not necessary; and a tomahawk would be needed as well, to cut them to length.
3. The splint should have been padded.
4. Barry should have arranged for a "stretcher" and cover. (It was raining.)
5. Barry should not have disclosed the nature of the injuries in the patient's hearing.

## What Is Wrong?

A good first aider will find four errors or omissions in this story. What are they? The answers will be published in the next issue of *News Letter*.

There was a well worn track and a convenient box at the side fence. Side fences are great places for a mid-morning chat.

"Yes, Mrs. Murphy, it's strange having two now with broken backs. Since Mike's been home from the hospital he's been fretting, like, and him so active before his fall. He's



beginning to wonder now if he's ever going to walk again. He thinks that if he gets the feeling back in his legs he will be able to move them. The doctors said that his break pinched the spinal cord too badly for it to mend. That was a day, fifteen months now, when he fell off the ladder at the station, his mate ran up and grabbed him. He's pretty strong. He had him over his shoulder in a jiffy and carried him all the way to his side car and rushed him to the base hospital. Did it on his own too; wouldn't have no interference."

Mrs. Murphy sighed. "Well, Mrs. Flanagan, when Jim Crooner fell off the stack he got help straight away too. It was a woman. She keeps everyone away and tells him to lie still. Sends someone for hot water bottles and to ring a doctor and the ambulance. She grabs a scarf and ties his ankles together. Then his knees and hips. Someone tried to stop her emptying his pockets, but she soon shut him up. Next thing she has him lifted on to the tail-board of the waggon, and wasn't she fussy too. Jim was groaning and wanted to get on his side, but she made him keep on his back. She had coats and a couple of sheaves in different places for padding.

"When the doctor sees how he's done up, he says; 'Good work, who did him up?' Someone says 'this lady.' 'We'll leave him as he is', says the doctor. You know, Mrs. Flanagan, it might have been a different break from Jim's because they were saying today that in a few months he will be about again and back on the farm."

Mrs. Flanagan was looking pensive. "Yes, Mrs. Murphy, some people are luckier than others. I must get back now and see to Mike; it's time to rub his back with metho."



Joseph Mason

## Man With A Punch

**A** BOXER since he was 15, eight stone flyweight Joseph R. Mason, of the Stores Branch, Newport, had some 25 amateur bouts before he turned professional. He has now claimed the flyweight title. The young boxer's father, the late Mr. Joseph Henry Mason, was in the railways for 14 years, and was a ganger at Bendigo at the time of his death. The railwayman boxer's sister, Nellie, is on the Bendigo buffet car staff, and another sister, Maud, is employed at the Bendigo refreshment rooms. Roy Martin, of the Bendigo bridge gang, is a step-brother.

## Dimboola's Cricket Win

**B** ATTING brilliantly, M. ("Tex") Harris, who was in the team that represented the V.R.I. in the interstate series in Adelaide last year, scored 96 not out for Dimboola V.R.I. against Nhill Reds. The winning run was scored in the second last over of the match. Nhill Reds scored 176 for the loss of three wickets, Rex Burdett, A.S.M. at Nhill, contributing 92 not out. The V.R.I. team replied with two wickets for 184 runs. K. McPhee, who scored 78, was associated with Harris in a partnership that yielded 171 runs. Harris's score included seven fours, while McPhee hit two sixes and three fours.

## Badminton

**B**ADMINTON is well represented on the administrative side at Head Office. Mr. H. R. Brady, personal clerk to the Assistant Chief Traffic Manager, has been president of the Victorian Badminton Association and secretary of the Australian National Badminton Association for 14 years. Mr. W. R. Weisheit, also of the Traffic Branch, is vice-president of both the Australian and Victorian Badminton Associations, and Mr. Bob Gates, of the Rolling Stock Branch, is on the Council of the Victorian Badminton Association. The Governor, Sir Dallas Brooks, who is a patron of the Victorian Badminton Association, saw the recent Australian badminton championship finals played at the Melbourne Town Hall. Two of his aides, Captain Kirwan-Taylor and Lieutenant Weir, are badminton enthusiasts.

## Country Cricket Premiers

**F**IVE teams, Geelong, Bendigo, Seymour, Maryborough and Benalla, took part in the recent V.R.I. annual country cricket week.

The games were played on the turf wickets at Royal Park. The weather was good for the first two days' play, but rain later prevented the completion of the programme. Geelong, remaining undefeated, retained the "D.S.J." Shield. Best batting performances were L. Withers (Toolamba), 124 n.o.; H. Macaw (Bendigo) 80; R. Darcy (Geelong), 65; and C. Hovey (Geelong), 62 n.o. Best bowlers were J. Nankervis (Maryborough), 6-20; H. Kellett (Geelong), 4-21; T. Miller (Benalla), 4-23.

## Golf Carnival

**A** STRONG team of V.R.I. golfers will go to Sydney to defend the Tintara Cup on March 17-25. All Australian railway systems, including Commonwealth, will be represented at the carnival. At a recent social function, Mr. Keith Mackenzie, former Secretary of the V.R.I. Golf Club, was presented with a life medallion.

## V.R.I. Women Athletes

**T**HE V.R.I. Women's Amateur Athletic Club has fielded eight teams this season. The outstanding sprinters at present are Marlene Smith, former junior State champion, and Bernice Kewming. Most improved in the field games section is Lorraine Murphy, who recently covered 32 ft. in the shot putt, and got the best distance with the discus throw. This month the club is sending Charlotte McGibbon and Kit Mears to Ararat to coach the local institute women athletes in field games, and the high, broad jump and hurdles, respectively.

## Lines Lead In Tennis

**N**ORTHERN Lines A grade team was undefeated in the competition for the Dunkling Shield tennis competition when *News Letter* went to press. The Lines' two B grade teams had also not suffered a loss. Two of the players, whose good form is largely responsible for Northern Lines' place at the top of the list, are Keith Williams and Alan Coe. The A grade teams include (besides Northern Lines) Stores, Accounts, Spotswood, North Loco. and Spencer-st. Competing against the two Northern Lines teams in the B grade section for the Pimms Cup are Accounts, Melbourne Yard, Flinders-st. and Jolimont Running Depot. Two very promising players are Irishmen, Tom Campbell (Northern Lines) and Norm McMillan (Stores).



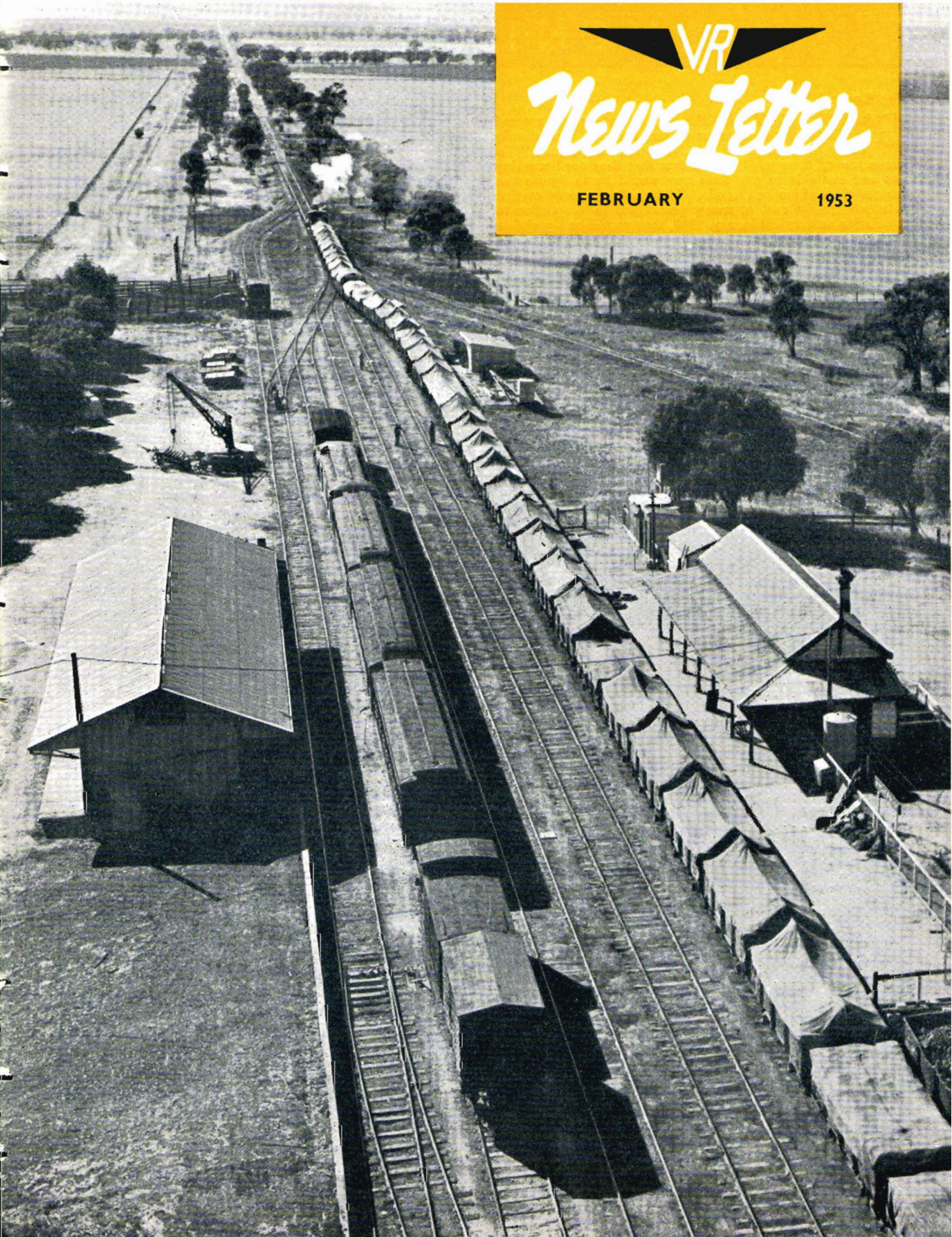
1953

Terminating dates of Pay Fortnights shown in Red.  
 Public Holidays shown thus ○  
 (Good Friday 1954—April 16)

1953

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





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*News Letter*

FEBRUARY

1953



# THE MONTH'S REVIEW

## The Logical View

GRATIFYINGLY, the *Bendigo Advertiser* has entered the lists against amateur economists who periodically decry the worth of the Victorian Railways. "To blame them," it says, "for the fact that they are becoming less and less able to pay their way would be to ignore the most obvious of modern trends. If the railways today carried as much freight and as many passengers in proportion to population as they did in, say, 1910, they would be a veritable gold-mine. Instead, they have been forced to give up the substance for the shadow. The roads and airways have not only skimmed the cream, but taken half the milk."

## Keeping The State Going

THE newspaper expatiates on what the railways daily and gamely do against odds. "While they carry the coal (it says), that keeps industry going; while they haul fertilizers to farmers to keep their farms in production, and generally attend to all the back-breaking tasks of transportation that must be performed if the State is to be kept going—often at unpayable concession rates so that consumer prices can be kept low and a fillip given to exports—road hauliers and air transport operators have been making huge inroads on practically all the Railways' erstwhile profitable lines. And to cap it all, the railways keep a number of non-paying country lines in operation solely to assist development or to avoid leaving settlers stranded. To expect railways to pay their way on simple profit and loss basis on working account is absurd. Losses incurred are of little significance, except in so far as it might be possible to reduce them—as in any other Government Departments—by eliminating waste, if any." And, it might be added, we are all trying to do that. *News Letter* here expresses the appreciation of all railwaymen of the sound and logical attitude the newspaper has taken up. It is a rebuke to the increasingly popular national pastime of "knocking the big fellow" when his luck is temporarily out.

## Nursery Of Government

THE Victorian Railways can almost be said to be a nursery of Victorian Government. In the present Administration there are seven former railwaymen, six of them with Cabinet rank. The latter comprise Mr. Galvin, Deputy Premier and Chief Secretary, Mr. Stoneham, Minister for Agriculture, Water Supply, State Development and Decentralization, Mr. Shepherd, Minister for Education, Mr. Hayes, Minister for Housing and Materials, Mr. J. Smith, Assistant Minister for Lands and Soldier Settlement, and Mr. Scully, Assistant Minister for Electricity and Secretary to the Cabinet. Another former railwayman is Mr. White, member for Mentone.

## Freight Service

THE progressive delivery of new rolling stock, especially diesel-electric and R class locomotives and more goods trucks, and, of course, the improved manpower situation, have helped to secure an important improvement in freight services that the community is already remarking. The Department is now in a better position than for several years past to compete with road competition that is uneconomic and sometimes piratical. A fast and reliable service now moves general merchandise, perishable loading and foodstuffs, between Melbourne and most main line country stations.

The new diesel-electric locomotives have enabled the Railways Departments of three States to reduce materially the transit time of goods between Melbourne and Sydney and Melbourne and Adelaide to what is virtually a 48-hour service.

A feature of the new freight arrangements is the progressive introduction of steel, weather-proof containers for carrying goods between Melbourne and Sydney. They have an approximate capacity of 320 cubic feet which can take 5½ tons. They ensure a minimum of handling and packing. As *News Letter* went to press eight were in service, and delivery was soon expected at the rate of 40 a month, until the order of 200 is completed. Another incentive to the business community to send their goods by rail is the special truck-load rates offered for consignments between Melbourne and Sydney and Melbourne and Adelaide. This, by arrangement with local forwarding agents, gives a door-to-door service.

## Kept to the Rails

A provincial newspaper suggests that if ever the Victorian Railways sought out their most consistent passenger, they could hardly pass veteran tobacco traveller, Mr. George Pullen. Mr. Pullen regularly visits the country to satisfy the needs of smokers. He is 67 and has been on the road, or more appropriately, on the rails, for 45 years. He has covered almost one and three quarter million miles, all by train. It is of more than passing interest that when Mr. Pullen first became a tobacco salesman in the country a small packet of cigarettes cost 3d. and a 2 oz. packet of tobacco, 1/-. Present day prices apparently conform to the upward spiralling principle of smoke.

## Averted A Mishap

BUT for the timely intervention on a recent morning by Mr. J. E. Day, a farmer of Penshurst, the 7 a.m. goods train from Hamilton to Warrnambool would in all probability have been derailed and extensively damaged. A severe storm flooded the track, and ballast was washed away in two places between Tabor and Penshurst. Mr. Day, who noticed the damage, walked along the line and signalled the driver of the oncoming train. The engine was brought to a stop within 100 yards of the washaway. The fireman returned to Coleraine Junction for help and a relief engine was sent to haul the train back to Hamilton. In the meantime, however, the track force did a smart job in temporarily repairing the line with the result that the train was able to travel over the section and continue the journey to Penshurst. An official letter of thanks was sent to Mr. Day.

## Kate's Last Journey

MANY admirers of old locomotives gathered at Victoria Dock recently to farewell T267, better known as *Bucking Kate*. The 68 year old iron horse was dismantled and loaded into the hold of a ship bound for England, where she will be scrapped by a Sheffield firm. T267 was one of 27 engines built by the Phoenix Foundry, Ballarat, for the Victorian Railways in 1884. *Kate* did excellent work hauling mixed trains on light lines for many years before her sale to the Kerang and Koondrook Tramway in 1922. She was the oldest active 5 ft. 3 in. gauge locomotive in Victoria. After the Department took over the Tramway early last year, T267 and other rolling stock were put under the hammer. *Kate* had two contemporary sisters left, Nos. 92 and 94. The former has now been scrapped, but No. 94 will be preserved as an historical relic.

## OUR FRONT COVER

shows a long wheat train passing through Wyche-proof Station in the heart of the Mallee wheat growing country. The photograph was taken from the top of the local silo.



## Wheat

**T**HIS season's Victorian wheat yield is expected to be much about the same as last year's, 42 million bushels, perhaps a little less. An early December estimate by the Department of Agriculture put the figure a couple of million bushels higher. Although excessive rain has ruined the prospects for anything like bumper crops in the Riverina, the Goulburn Valley and the north-eastern areas, Mallee and Wimmera farmers are more fortunate, and their crops will probably be very good. The overall average yield for the State may be high: the Department of Agriculture has estimated it at round about 19 bushels to the acre, but the acreage itself has dropped by about 190,000 since last season. Harvesting, generally, was delayed by wet weather, and carting in did not begin in earnest until about the middle of last month.

## The Big Lift

**C**ARTING in has finished and all wheat, surplus to country elevator or bulk-head capacity, has been transported to the Geelong terminal elevator, to bulk storages at Dunolly and Marmalake, or to flour mills. With more rolling stock and manpower available for its biggest job of the year, the Department is in the best position it has been since the war to handle the wheat yield. As a result, several records were broken. For the week ended January 17, the record number of trucks, 4,889, were loaded; the previous best was 4,492 for the week ended January 21, 1950. On January 14 a new record, of 947 trucks loaded in one day, was established.

For the current season, the shipping programme provides for 30 ships to lift about 10½ million bushels from the Geelong terminal elevator.



**HARVESTING:** All hands are busy during the wheat harvesting season, making sure that the grain is gathered and stored before the weather breaks. Here, the wheat is being removed from the header ready for transport to the railhead.



# MEALS ON WHEELS

**T**HE recent introduction on the Melbourne-Bairnsdale line of a diesel-hauled train, including two air-conditioned sitting cars and a buffet car, has considerably accelerated the service, and, at the same time, is giving a better standard of amenities for passengers.

Buffet cars are not new to the Victorian Railways, but, because of their withdrawal during wartime and the post-war staff shortage which prevented their reinstatement for a number of years, they have been unable to play their full part in railway planned service.

The first of the buffet cars was introduced, in April 1937, on the Melbourne-Bendigo line. It was a converted AE car to which air-conditioning equipment had been fitted. It was, by the way, the first air-conditioned vehicle of its kind in the British Commonwealth. This car proved so successful that the Commissioners decided to build more.

The four new cars incorporated many improvements, one of them being their all-steel construction. The cars, and the whole of their equipment with the exception of the slow combustion kitchen stove, were designed by departmental engineers. The kitchen is an entirely stainless steel job. The stove supplies all the hot water required and the steam for heating the bain-marie, pie warmers, and the milk, tea, and coffee urns.

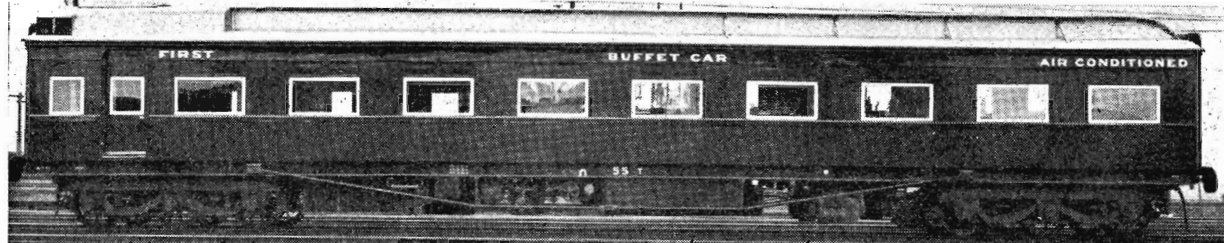


**THE MENU:** For breakfast—cereals, eggs, entrees, cold dishes, fruit. For other meals—soup, entrees, salads, cold dishes, sweets. Tea and coffee, of course, as well as fruit and milk drinks, ice cream, and light refreshments, are served as required.



**PREPARATION:** Waitresses arranging the counter in *Mitta Mitta*.





**PIONEER** : Converted from an AE car, *Taggerty* was the first of the Victorian Railways fleet of travelling snack bars.



**THE KITCHEN** : "Soup for one" being dished in the gleaming, stainless steel kitchen of *Mitta Mitta*.

The layout of the counter was carefully planned to save unnecessary movements by the staff and time-wasting fumbling for cutlery and crockery. These are neatly stacked in separate containers underneath the counter; cups being held in individual spring steel clips, and plates in cylindrical stainless steel containers with a wide slot down the centre for extraction.

Behind the counter are four stainless steel urns, three of them kept hot by steam-heated water jackets, and one holding steam-boosted boiling water for making tea. A coffee tricolator fits snugly on top of an urn, and, after the coffee is placed in it, the required quantity of water is poured through into the urn. A water spreader in the tricolator prevents grains from being washed into the coffee. Other equipment comprises drink mixers and fruit-juice extractors.

The seating consists of raised chairs of modern design along the full length of the counter. Wide windows of shatter-proof glass give an extensive angle of view.

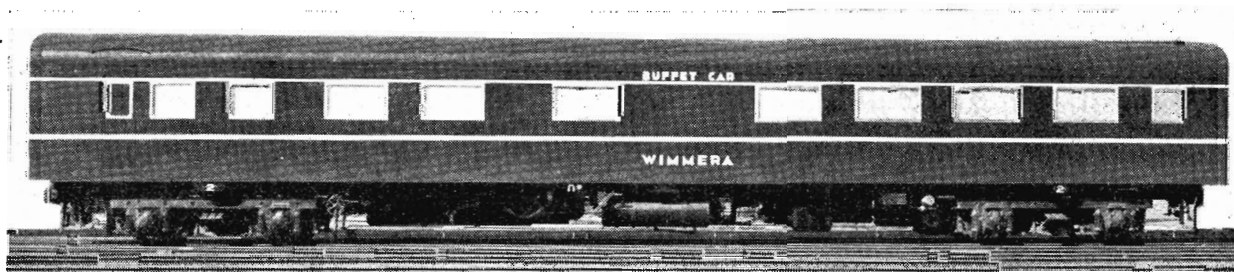
The cars are air-conditioned and heavily insulated against noise and vibration. The springing had to be carefully designed to give the cars a smooth, gliding motion that, even at 60 miles an hour, allows a cup of coffee to be had comfortably.

Shortly after the cars were built, the interest of a Canadian railway administration was aroused by the publication of pictures of the cars in an American magazine. They asked for full constructional details, which, of course, were duly supplied.

Each of the buffet cars is named, the names being selected from those of Victorian rivers. The first was *Taggerty*, then came *Wimmera*, *Mitta Mitta*, *Moorabool*, and *Tanjil*. The conversion of two other AE cars, to be known as *Kiewa* and *Moyne*, was postponed owing to the war.

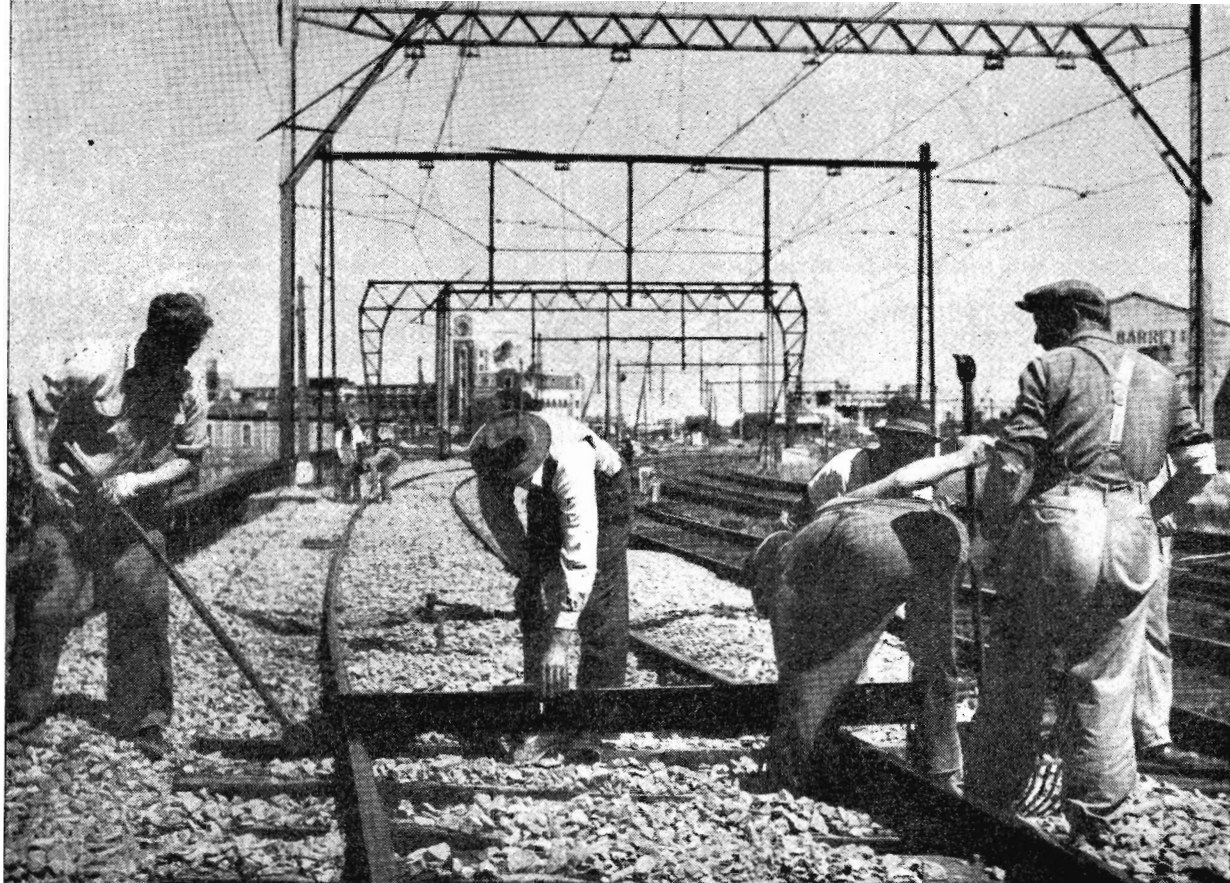
In *Mitta Mitta* and *Wimmera*, the whole vehicle is used as a buffet, but, in the others, part only is so used, the remainder consisting of ordinary sitting compartments. *Taggerty* has accommodation for 18 diners and compartments for 18 sitting passengers; *Wimmera* and *Mitta Mitta* accommodate 27 diners, and *Moorabool* and *Tanjil* cater for 19 diners and 12 sitting passengers.

At present, two buffet cars are used on the Albury express service, one on the Bendigo line and one on the Bairnsdale line. The other is held as a reserve.



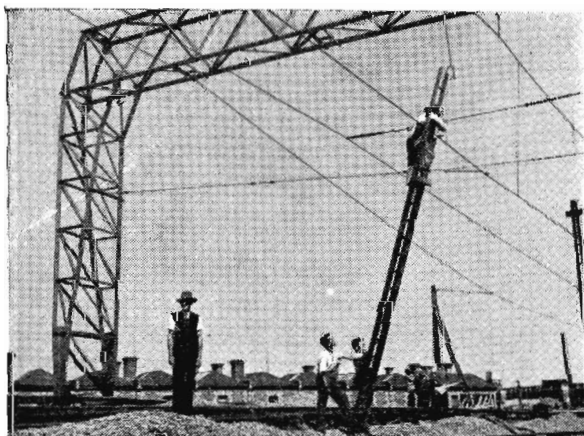
**ALL-STEEL** : *Wimmera*, one of the four all-steel air-conditioned buffet cars developed as a result of the experience gained from the running of *Taggerty*.





**GETTING LEVEL :** The level of the new Richmond-South Yarra tracks is higher than the existing sets. The high leg being lifted with a jack, while Leading Hand J. Craig checks, with the cant board and level, the amount of lift.

## SUBURBAN LINE PROJECTS



**OVERHEAD WORK :** Wires being fixed to a new two-pin arch structure spanning the width of the ultimate six tracks between Richmond and South Yarra.

**A**N additional pair of tracks is being laid between South Yarra and Richmond so that the entrance to the through Caulfield tracks will be at the down side of Richmond, instead of at the up end of South Yarra.

Several years ago when the Cremorne Bridge was rebuilt, room for these tracks was left over the bridge. The work now going on, albeit hampered by unavoidable financial restrictions, is a continuation of the bridge widening. It involved the construction of retaining walls for practically the whole way between Richmond and the bridge, the reconstruction of bridges over Dunn and Balmain Streets, the erection of new overhead structures (mainly pin arches spanning the six tracks) and the necessary plate-laying work.

The first step in the new lay-out was to divert the down Caulfield traffic to a new set of rails on the eastern side, and the actual switch-over took place in the early hours of a recent Sunday morning.

Another high-priority suburban lines project is the duplication of the track between Camberwell and Ashburton. Completed, it will result in improved train running, as the additional track facilities will eliminate the existing traffic bottleneck inseparable from single line working.

Most of the earthworks and bridge construction have been finished, but lack of money has held up plate laying and other work. However, certain minor work, which will ultimately hasten the completion of the scheme, is now in hand. For example, wooden poles supporting the overhead wires, which are standing in the line of the new up track, are being replaced by new steel structures. At the present time a gang is constructing new concrete foundations and steel work for the masts is being manufactured.



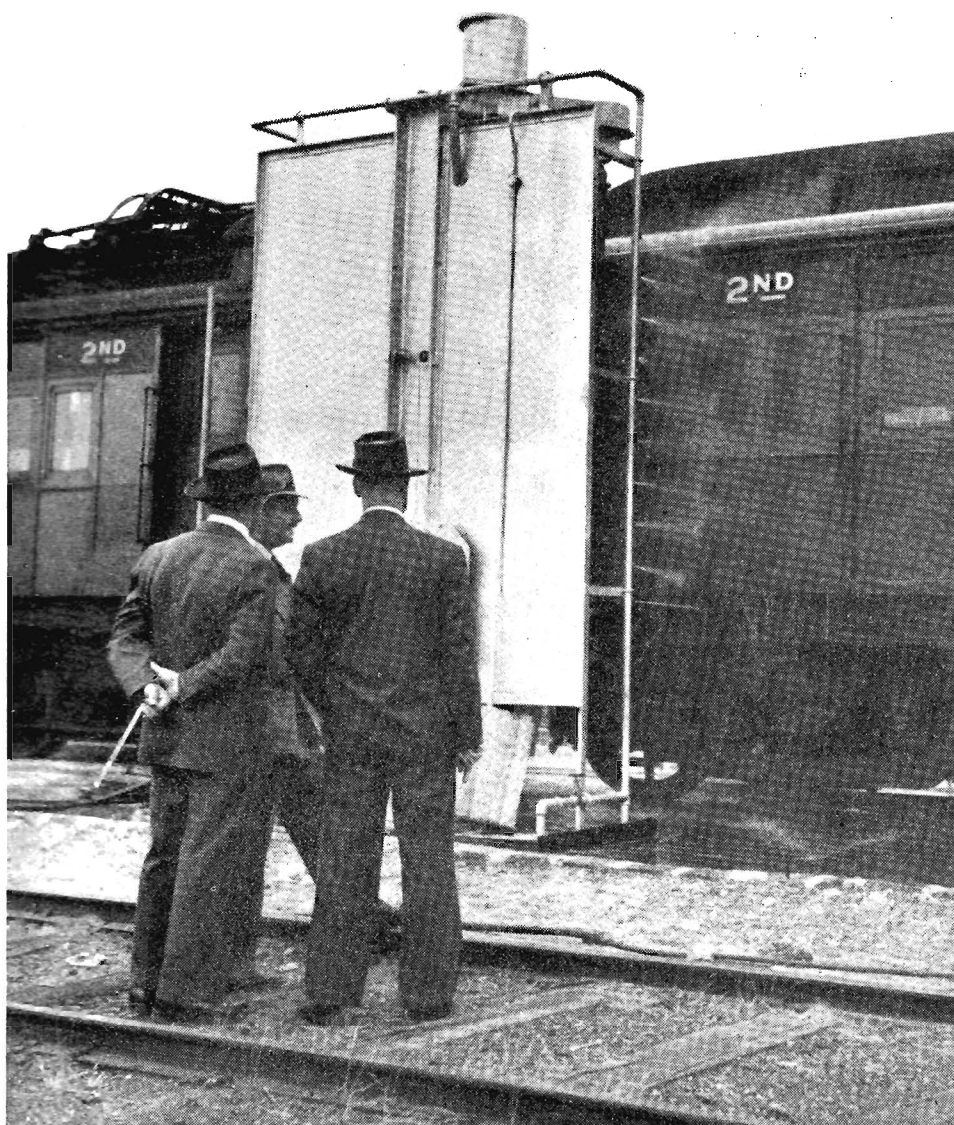


**CONCRETE MIXING :** A gang mixing concrete for the foundations for the new overhead masts on the Ashburton line, near Ashburton station. The concrete is poured into boxes similar to those seen in the background.



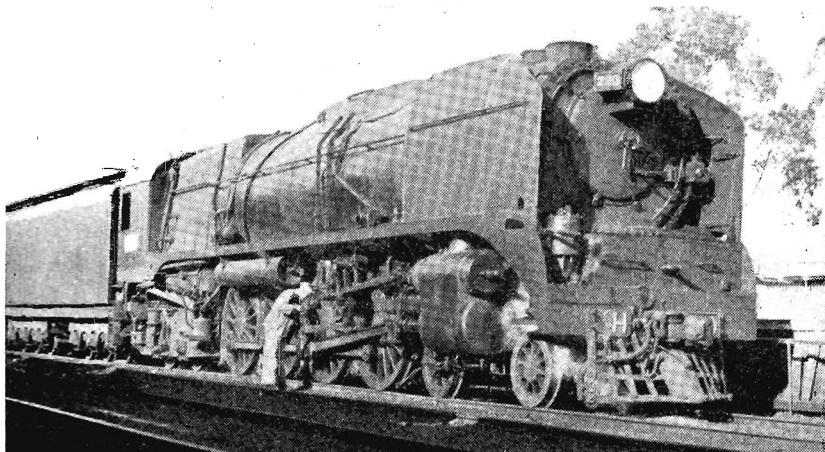
**ASHBURTON LINE DUPLICATION :** Earth moving equipment was used to widen the cutting for the new up track on the Ashburton line. The line of overhead masts in the distance is in the way of the alignment of the new track, and the existing wooden poles are being replaced by new steel structures. If funds are available in the next financial year, plate laying work will then begin.





**HOLIDAY BY THE SEA:** These boys from the Goulburn Valley, were taking a holiday for country lads. Some had never before.

## AROUND SYSTEMS



**CAR WASHING MACHINE:** Initial tests of the experimental car washing plant have shown that, despite external projections, such as hand rails and door handles and recessed doors and windows, all of which the more modern streamlining eliminates, satisfactory results can be obtained with a combination of mechanical process and hand cleaning. Above, left to right: The Assistant Chief Mechanical Engineer (Mr. E. H. Brownbill), Mr. Commissioner O. G. Meyer, and Mr. W. O. Galletly, investigating engineer, inspecting the machine.

**STILL GOING STRONG:** Left—H220 (*Heavy Harry*) pauses at Seymour for engine requirements. On five days a week the giant locomotive hauls 800 tons of goods daily between Melbourne and Wodonga. Since it was launched at Newport Workshops in February 1941, it has had two major overhauls and has travelled more than 800,000 miles.

*Photograph: L. F. Holmes*





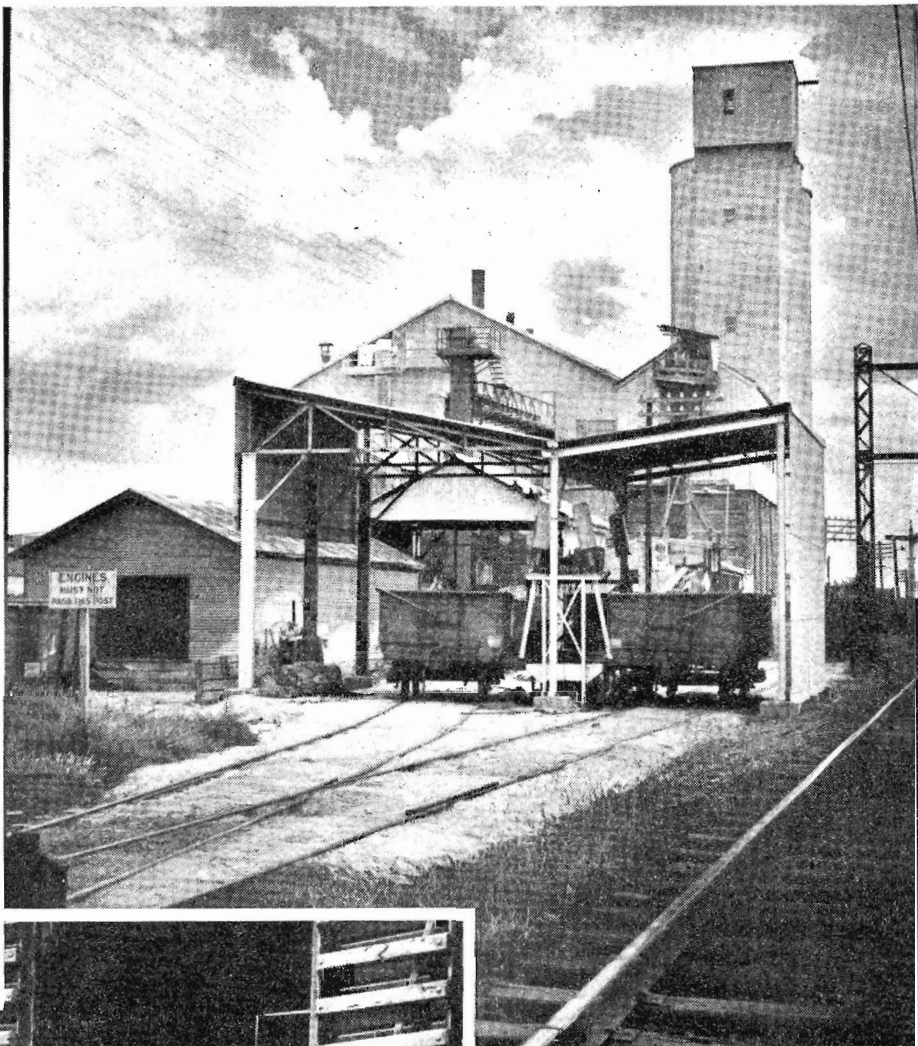
Boys, who arrived in Melbourne by train  
bound for the Lord Mayor's Portsea camp  
er seen the sea.  
—Age photograph

## ND THE STEM

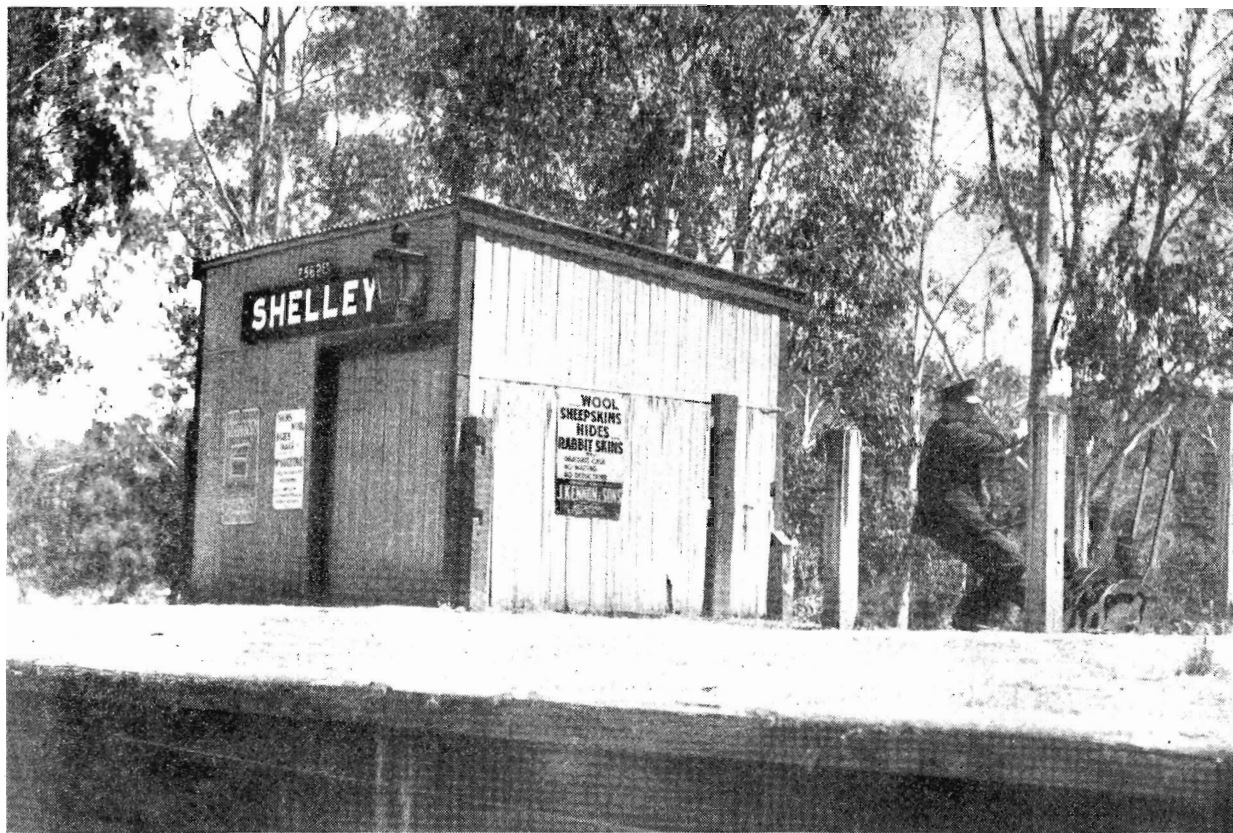


**GYPSUM FOR PLASTER SHEETS:** Completed last year, the silo at the Brunswick Plaster Mills, near the Moreland Station, is 110 feet high and has a storage capacity of 2,500 tons. Plaster produced from the raw material is sold to manufacturers who turn it into fibrous plaster sheets for walls and ceilings. The gypsum railed to this mill provides enough plaster sheeting for more than 100 new homes weekly. From small beginnings, the mill's output has increased so much that it now employs a staff of 40. The branch line on which gypsum from the mill's pits is hauled to the main line at Nowingi was originally blue-printed to terminate at Millewa South, but construction stopped short by eleven miles. The length now used is rented from the Department by the mill for its exclusive use, and an improvised locomotive (a converted truck powered by a diesel engine) hauls the trucks to Nowingi.

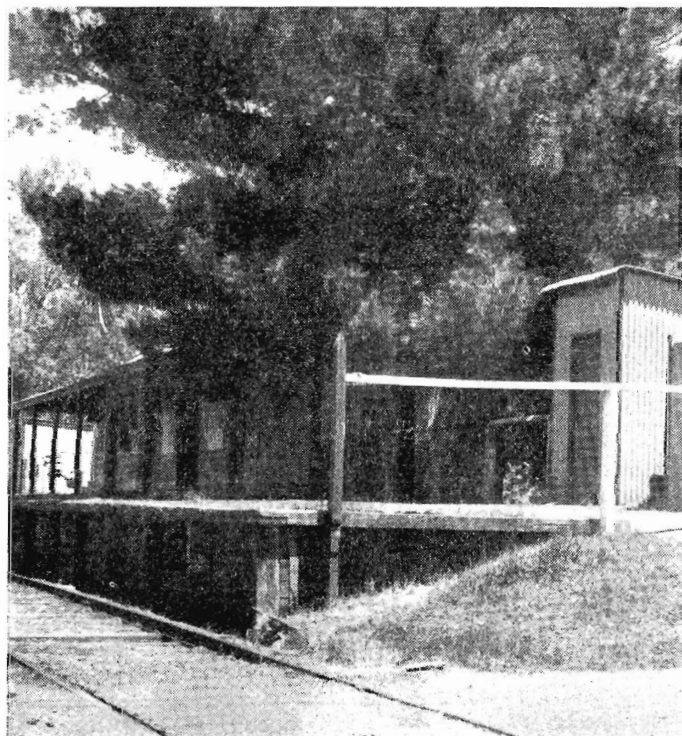
**WOOL TRAFFIC:** With more manpower and railway trucks available, this season, more than 500,000 bales were railed from the various wool growing centres in Victoria from July to the end of the year. The photograph at left shows Western District wool being loaded into a truck at Birregurra.







Van goods shed Porter Z. Sziklas, who is employed as Assistant Stationmaster, is operating signal lever. (Photograph: J. Charnock)



Station buildings (Photograph: J. Charnock)

## AT THE PEAK OF THE SYSTEM

**S**HELLEY, on the Cudgewa line, 2,562 feet above sea level, is the Victorian system's highest station. Officially, it is 235½ miles from Melbourne. Actually it is 236¾ miles away. The deviation of the line between Huon and Bolga, necessitated in 1932 by the construction of the Hume Dam, increased the mileage of all stations from Bolga to Cudgewa by 1½ miles. For calculation of fares and freights, the original mileages have been retained. When the Hume Reservoir is enlarged, it is expected that further deviation will again slightly increase mileages.

Heavy grades and frequent curves are features of the Cudgewa line. There is a long climb up to Shelley from both sides. There are one short section of 1 in 30, several of 1 in 34 or 35, and quite a stretch of 1 in 39. These grades severely limit train loads: for example, a K class locomotive, which hauls up to 1,305 tons in flat country, is restricted to 180 tons on the Cudgewa line.

The line was opened to Tallangatta in 1891, and to Cudgewa in 1921. The traffic consists mainly of live-stock, timber, dairy products and superphosphate. Shelley's total revenue last financial year was £1,547/4/6; 284 tons of goods were carried outwards, and 2,244 tons were brought in. The station is surrounded by picturesque bush, the habitat of wallabies, wombats and kangaroos.



## Pneumatic Buffer

**B** RITISH Railways are to fit, experimentally, 250 13-ton waggons with a new type of oil-pneumatic buffer which is expected to reduce shock to less than a quarter of that sustained with the normal spring buffer. The new buffer is based on experience with aircraft landing gear and relies on the compression of air by oil to cushion the impact. It also has the advantage of reducing the weight of each waggon by about 750 lb. Waggons so fitted will be the first of their kind in the world.

## Radio For Train Passengers

**T** HE Italian State Railways are equipping Rome-Milan high-speed, multiple-unit electric trains with individual radios for passengers, concealed in the head cushions. Transmissions will be inaudible unless the head is rested against the loudspeaker. Passengers will have a choice of three programmes.

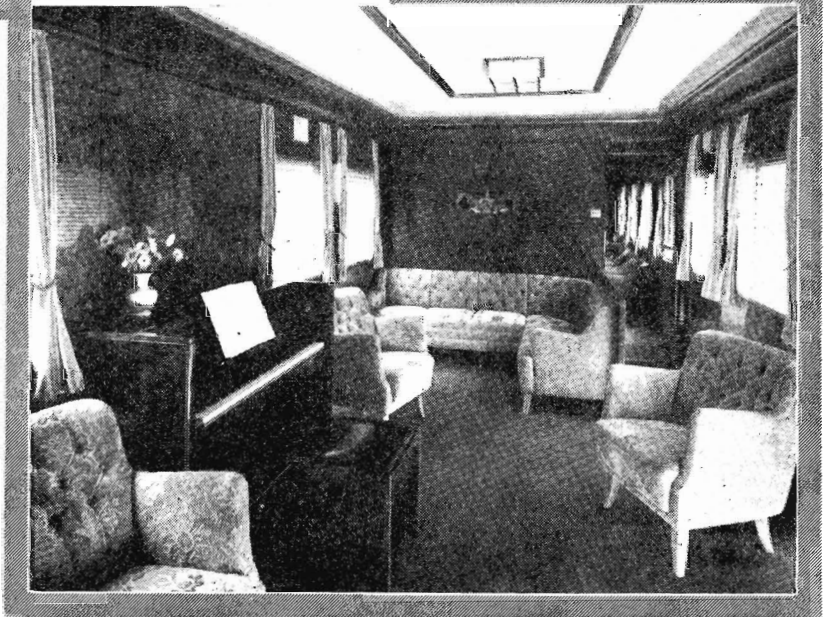
## Commonwealth's New Trains

**T** WO new all-steel, streamlined, air-conditioned trains are now in service on the Transcontinental line between Port Pirie and Kalgoorlie. Each train comprises one power-brake van, two second class sleeping cars, one combined second class sleeping-lounge car, one dining car, one first class lounge car, two first class sleeping cars, and one first class sleeping-observation car.

The first class sleeping cars accommodate 18 passengers in nine two-berth compartments. One of the cars has been extended with a round end incorporating an observation lounge. Two of the second class sleeping cars have eight four-berth compartments for 32 passengers. The other, which has 24 berths, has also been extended to provide a small lounge section, seating 28. The first class lounge car is divided into three sections: smoking compartment, music saloon, and ladies' lounge. The partitions are decorated with pictures of historic castles done in veneer inlay.

All the cars are fitted with venetian blinds hung between the two panes of the double-glazed sealed windows, and operated by a small handle on the wall. The exterior colour scheme is maroon banded with silver below the window line, aluminium roof and black skirt.

The accompanying illustrations show the rear observation compartment and the music saloon.



## German Re-railing Device

**B** RITISH Railways have ordered from Germany re-railing equipment of a novel kind, based broadly on the principle of the motor car jack. Giant hydraulic jacks raise the derailed locomotive or other vehicle to rail level, a crank and chain apparatus hauls it sideways into position, and the jacks are then released so that the vehicle sinks back on to

the rails. If the vehicle is overturned as well as derailed, it is first pulled upright by means of link chains and hydraulic jacks.

The largest of the jacks is capable of lifting 150 tons through 18 inches, by pressure of more than 4,000 lb. a square inch from a self-contained diesel air compressor.

Advantages of the equipment are speed and the avoidance of interruption to traffic on adjacent lines.





Portress Biggin on duty at the suburban barriers, Spencer-st.

## Lynx-Eyed Portress

**P**ORTRESS Shiela Biggin, who has been at Spencer-st. for the past five years, sets a high standard for efficient, conscientious work. Miss Biggin, with a lynx eye for ticket irregularities, detects an average of at least 50 of them weekly at the suburban barrier gates at Spencer-st. Indeed, she tops the station list for spotting people who try to "get away with it." But she treats them very courteously. Her vigilance is responsible for preventing the loss of quite a lot of revenue to the railway coffers.

This far from aggressive, even shy, portress, has been in the railways eight years. She was a machinist in the tarpaulin shop at Newport Workshops and an aircraft worker in a railway annexe during the last war, before starting as a portress, originally at Flinders-st.

## No More Sticks To Pull

**S**PECIAL Class Signaller for 28 of his 42 years' railway service, Mr. Charles ("King") O'Malley retired recently.

He started his signalling career at Wodonga in the days when a signalman was a man of all work. He advanced through the various classes until ultimately he finished in charge of Flinders-st. C Box, one of the busiest special class posts in the metropolitan area. Workmates and former colleagues at Mr. O'Malley's farewell included Messrs. George Raymer, Joseph and Charles Leverett, Tom Mackay, George Ellis and Bob Duncan. Mr. O'Malley was presented with an electric shaving kit.

M.B., B.S.

**A**T the December conferring of degrees at Melbourne University, the sons of three Traffic Branch officers received degrees in medicine and surgery.

Dr. D. G. Brophy is the son of Mr. J. J. Brophy, Assistant Superintendent of Melbourne Yard. As a youngster, he won the under 16 schoolboy tennis championship of Victoria, and later was singles champion of Essendon Tennis Club. In the last war he was a Flying Officer (navigator) in a Liberator squadron.

Dr. K. W. Longton's father, Mr. W. H. Longton, is a telegraphist at Head Office. Dr. Longton was in the Commonwealth Bank before the war, in which he served as a navigator in a Mosquito night fighter squadron. Afterwards he returned to the bank for about 12 months before beginning his medical course.

Dr. W. H. Orchard, the son of Mr. W. N. Orchard, Officer-in-charge of country time-tables, obtained honours in two of the three final subjects. He is a keen swimmer, having swum second to John Marshall in many events. In 1948 he won the 1,500-metre freestyle championship of Victoria. Last year he was in the Australian water polo team at the Olympic Games in Helsinki.



Although threatened with a revolver at point blank range, Mr. G. E. Spencer, stationmaster at Albert Park, put two thieves to flight recently. They were after the station cash, but when Mr. Spencer overturned a box and reached for the door, the intruders fled. The plucky stationmaster, who has been in charge of Albert Park for about three months, was personally thanked by the Chairman. Mr. Spencer was well known as a relieving stationmaster in the Bendigo district.

## Railwayman, Soldier, Sportsman

**L**EADING Hand Interlocking Fitter S. C. (Stan) Thomas, the State President of the Victorian Railways Returned Servicemen's Section, which has a membership of more than 5,000, joined the Department as a fitter in the Signal Shops at Newport in 1912. He enlisted in the First A.I.F. and was in the troopship *Ballarat* when it was torpedoed in the Bay of Biscay.

Mr. Thomas, a good all-round athlete, was in the A.I.F.



swimming team that won a relay race against other service teams in Brussels after the 1914-18 war. He also competed in a 440 yds. footrunning event in Paris. Before he enlisted he was sprint champion of the Melbourne Harriers, and turning professional later he won the Korumburra Gift. Mr. Thomas played football with North Melbourne for a number of years, and after his active playing days turned to the administrative side of the game. He was an association delegate from 1922-1930 and secretary of the Footscray Club for four years. He founded the Footscray junior football team, coached the Sunbury team and was the first secretary of the Footscray Harriers.



Mr. S. C. Thomas (Photograph: C. S. James)

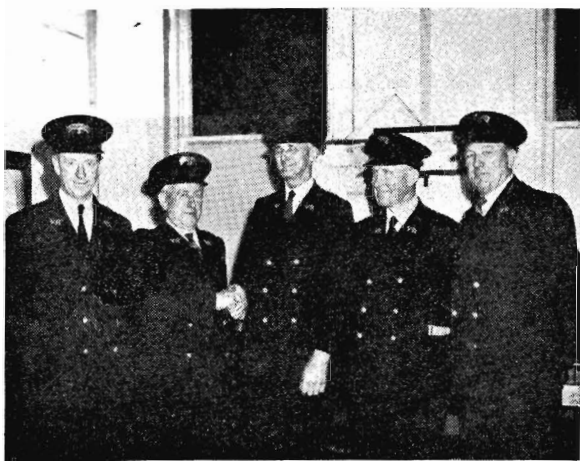


A.S.M. John Joseph Dorgan who retired last month, is one of six railway brothers whose aggregate years of service total nearly 200. He has nine other relatives with many years of service. Mr. Dorgan, who was in charge of Preston station when he retired, joined the Department in 1904 as a number taker in the Williamstown Yard. Later he was a block recorder at A box, Flinders-st. and the Viaduct Junction before going to Princes Bridge as a porter. From there he was transferred to Moonee Ponds as porter and was block recorder at Camberwell before being transferred to Wandin as signal porter. He became an A.S.M. there in 1918. He returned to the suburban area in 1921, and after a period of duty at North Carlton he left before it was closed to passenger traffic, for Bell. He saw out his service on the Reservoir line. This picture shows Mr. Dorgan on duty at the booking window just prior to his retirement.



Poster art has been effectively used by the department in the interests of good relations between railway men and women and the public. A series of arresting posters, *Men of Service*, is on display at stations on the Melbourne suburban system and at the more important country centres. The posters, which have a "key" poster linking them together, are the work of Mr. Harold Freedman, a well known artist and art teacher. They depict a typical stationmaster, signalman, driver, guard, portress, welder, and designing engineer.





A passenger guard for 14 of his 44 years' service, Mr. T. Danaher retired recently. He was injured in the collision between *The Overland* express trains at Serviceton in 1951 and was on light duties before his retirement. Mr. Danaher joined the department as a porter at Beech Forest in 1908. His father, who was a ganger, will be 91 in April. Left to right: Guards W. A. Youens, T. Danaher, H. Mee (Ballarat), A. T. Wright, J. F. Davey.

### Essendon Stalwarts Retire

TWO of Essendon's best known drivers, Messrs. J. O'Brien and J. Dooley, and Guard H. J. Bulled retired recently. Mr. O'Brien had 44 years' service in the Department, 23 as an electric train driver. He was also well known as a steam train driver in the country, having been stationed at Korumburra, Bairnsdale, Yea, Benalla and elsewhere. Mr. Dooley began his railway career in the Tarpaulin Shop at Newport in 1903. He qualified as a steam train driver in 1914, and electric train driver in 1927. He had been at Essendon for eight years. Guard Bulled joined the railways in 1910 and was at Echuca before he was transferred to the

metropolitan area. He had considerable shunting experience before he became a suburban guard in 1913. He had been at Essendon since March 1951.

### Red Letter Day

A party of 17 children, aged 5 to 9, at Glenmore State School at Northcote Farm, near Bacchus Marsh, recently went by train to Spencer-st. on an educational excursion. They were having a practical lesson in rail transport. Some of them had never seen a train before. Afterwards their teacher sent the following letter of appreciation to the Stationmaster:

Dear Stationmaster,

"Thank you for the lovely day you and your staff gave us" is what my children have asked me to say. Actually they prepared a specific list which was practically a recitation of our wanderings: e.g., "thank you for letting us on the big seats that turn round (on the Bendigo train) and for the drink of water there," "thank you for letting us on the engine driver's seat"; and so they have filled the blackboard with their "thank you's." I would like to add to theirs my thanks for the great courtesy and help received—from "our man," No. 17; his successor—the conductor; the cleaner on the parlour car of *The Spirit*; the cafeteria staff; the man in the safe; the attendants at the conveniences; and from all who answered, so readily, our rapid and unceasing questions.

We had a wonderful and unforgettable day. It will live long with these lonely children of mine.—

Yours gratefully,  
L. M. Barnes.

### Customers' Thanks

FOR the "prompt and efficient handling" of five tons of urgently needed spraying chemical which was loaded in Sydney on a recent Wednesday afternoon and delivered to them on the following Friday afternoon.

—Ramsay and Treganowan Ltd., Melbourne.

For the introduction of the diesel-electric locomotive, buffet car and air-conditioned carriages and improved service on the Gippsland line.—*The Greater Gippsland and Snowy Rivers Protection and General Development League, and the Shire of Avon.*

For courtesy and efficiency of Tourist Bureau staff in attending to travel needs "which has taken the worry of Christmas travel right off my mind."—*Miss Norma Norris, Warburton.*

## ★ THE THINGS THEY SAY ★

There is a new fetish—the Standard of Living. So far have we been enslaved to this fetish that when we go somewhere else and see people with light in their faces and beauty all round them, we dare not think them fortunate if, at the same time, we see they haven't very much money.

—*Jacquetta Hawkes*

Liberty is the one thing you can't have unless you give it to others.

—*William A. White*

Prompted by fears that the new weapons of mass destruction might wipe out western civilization, the Pope issued a bull forbidding their use by any Christian state against another, whatever the provocation. The Pope was Innocent II, the date 1139, and the weapon, the newly invented crossbow.

—*Reader's Digest*

Judge a man by his questions rather than his answers.

—*Voltaire*

The world belongs to the enthusiast who keeps cool.

—*William McPhee*

The human soul on fire is man's greatest weapon.

—*Marshal Foch*

February is the month when most little boys develop class hatred.

—*O. A. Battista*

When I ask you a question, say yes or no. Don't just sit there and be unspeakable.

—*Jane Ace*

Perhaps more people would take the straight and narrow path if it weren't so lonely.

—*Kay Ingram*

It is nothing short of a miracle that modern methods of instruction have not yet entirely strangled the holy curiosity of inquiry.

—*Albert Einstein*

People who criticize can rarely create. There are far too many critics today, and I regret being one of them.

—*John Betjeman*

Statistics on crossing accidents prove that locomotives are not afraid of cars.

—*Digest of World Reading*

The housewife's biggest trouble today is having too much week left at the end of her money.

—*English Digest*



The secret of success is constancy of purpose. —Disraeli

### First Aid Examination Results

THE total number of passes obtained in the recent examinations was 679, made up as follows: 1st Year, 390; 2nd Year, 53; 3rd Year, 32; 4th, 6th, 7th, 9th Year and over Proficiency Certificates, 178; 5th Year Silver Efficiency Medal, 15; 8th Year Gold Life Membership, 11.

### Underarm Embarrassment

EXCESSIVE underarm perspiration is undoubtedly a nuisance, but when it is accompanied by an onion-like odour, it can become a source of great distress for the sufferer. This type of sweating has a nervous basis and therefore often occurs when one attends the doctor or when one is at a dance—two strangely opposite causes of nervousness, no doubt—but the fact remains, and something must be done about it.

The cause of the odour is probably bacterial action and the condition is known as Bromidrosis. Girls can buy one of several proprietary remedies, but men are not so keen on shaving the armpits and applying cosmetics. Protection for some days may be obtained by washing the armpits thoroughly with soap and water. Dry thoroughly, then apply the following lotion. Methylated spirit containing 1 part to 200 of Phenol and 1 part to 2000 of Perchloride of Mercury. Dab on the area with a piece of cotton wool, allow to dry, then dust with talcum powder. Comparisons are odourless — if you see what I mean.

### Shock, Haemorrhage and Concussion.

THE differential diagnosis may puzzle a doctor, and always puzzles a first aider.

The table below sets out the essential points: Do not despair, in each case the history signs and the type of injury will show you what is causing the symptoms. If a concussion case has symptoms approaching those of shock and haemorrhage, he will have been badly knocked, and signs of head injury will be evident.

#### SHOCK

##### SKIN

Pale, cold clammy.  
Extremities, ears, etc., livid.

##### PULSE

First slow and weak progressive to rapid and weak, but is of a weak flowing type (because blood vessels are not emptied.)  
Improves with treatment.

##### RESPIRATION

Feeble, shallow and sighing.

##### GENERAL

Apathetic—later confused.  
Symptoms improve with treatment.  
Pupils enlarged, eyes staring.

# FIRST AID to HEALTH

*finis coronat opus.*

\*

Conducted by Dr Max. A. Rees,  
Railways Chief Medical Officer.

### Food Facts

THE health that enables us to enjoy life depends largely on the food we eat. In order to have that feeling of well-being we need to eat the right kinds of food. Foods which are termed "protective" foods are: milk,  $\frac{3}{4}$  to 1 pint daily for adults,  $1\frac{1}{2}$  pints for a child; butter, 1 oz. daily; meat or fish, one serving daily; eggs, 3 to 4 weekly, 1 daily for a child; vegetables, one serving of potatoes, one each of "yellow" and "green," and one of uncooked vegetable daily. Fruit, two servings daily, at least one raw. Whole grain cereals, bread, oatmeal, wheatmeal, porridge, etc. daily. With these as a foundation other foods may be added according to taste and income. I wonder whether Methuselah studied foundation foods and vitamins. It is better to rely on foundation foods than foundation garments.

### Corrections for Mr. Flanagan's and Mr. Crooner's Fractured Spines

(See January News Letter)

1. Joe Bilks did everything wrong and possibly caused the spinal cord to be pinched, with subsequent paralysis. Mr. Flanagan's fate was in the hands of the first fool who reached him.

2. The lady should have asked for blankets, and protectors for the hot water bottles.

3. The ankles and knees should

#### HAEMORRHAGE

##### SKIN

Progressive blanching.  
(depending on rate of blood loss) cold, clammy, ears, etc., livid.

##### PULSE

Progressively rapid and weak, and becomes worse. Collapsible (because vessels are nearly empty between beats). Does not improve with shock treatment.

##### RESPIRATION

Rapid irregular, restless.  
Air hunger.

##### GENERAL

Apprehensive, active.  
Symptoms progressive with rate and duration of haemorrhage. Do not improve with shock treatment.  
Buzzing in ears.

#### CONCUSSION

##### SKIN

Pale, cold, clammy (but not so much as in shock and haemorrhage).

##### PULSE

May be rapid and weak, but not so much as in haemorrhage and shock.  
Tends to become slower later.

##### RESPIRATION

Slow, shallow, but less affected than in shock.

##### GENERAL

Evidence or history of head injury.  
Confusion or unconsciousness.  
Pupils may be unequal.

4. The padding on the tail board was placed under the neck, small of the back, and calves.

### What is Wrong?

A GOOD first aider will find four errors or omissions in this story. What are they? The answers will appear in the next issue of News Letter.

Charlie pulled the whistle handle and opened his regulator. The long wheat special moved ahead out of the little station on the plains. The engine was slipping every few yards and Charlie was busy with sand and regulator. "We're late, now, Jack," he said to the fireman. Suddenly, the train ground to a standstill. "Lord!" Charlie exploded, "what's wrong now? Bob's pulled the tap." He looked back along the train. The A.S.M. had disappeared, and Bob, the guard, wasn't to be seen. "Go back, Jack, and see what's wrong." Jack lost no time. Minutes passed. Charlie looked at his watch and then at Jack who was at the van door. He was calling to the A.S.M. who had emerged from his office, pen in hand. Even in the distance Jack looked excited.

The A.S.M. hurried back to the office, and was out again with a red box. Jack ran back to the engine, looking pale and worried. "Charlie, there's trouble; a tug caught Bob off balance and he fell on to his lamp glass. There's blood all over his left arm and everywhere." Jack's hands and clothes bore this out, "I can't stop it, so I got the A.S.M. to take over," he said.

"Right oh, Jack, give me time to get to the van, then set it back into the platform." Charlie was puffing when he reached the van. The A.S.M., Bob and the van all showed evidence of blood, and it was difficult to say who looked the paler, Bob or the A.S.M. "I just had time to pull the air," gasped Bob, "before I felt crook and nearly blacked out." Charlie was cool-headed. "Here, give me a go," he said. Quickly

(continued overleaf)



**A**CTING Driver V. Cahill, of Ballarat Loco. Depot, was captain of the combined Ballarat team that recently played the South African Test side at Ballarat. Opening batsman for Redan in the local competition, he has the reputation of having a very sound defence and a good variety of strokes. It was not the first time he had played against visiting Test cricketers as he was selected in the Ballarat side that met Hammond's English Test team several years ago. He was also in the V.R.I. representative side in an interstate railwayman's carnival at Sydney. Other Ballarat railwaymen selected to play against the South Africans were Jack Spiers, Stores Branch, and Len Fry of the District Rolling Stock Superintendent's staff. Both also play with Redan. Len is a fast bowler and Jack a good all-rounder. The latter's father, who was a useful cricketer in his younger days, is a former president of the Redan club. In the game against the South Africans, Driver Cahill was run out after scoring 15 in the first innings; the second highest individual score. It was the dogged batting of Cahill, Austin, M. Orr (58 not out), and K. Rosewarne, in the second innings that frustrated the visitors in their efforts to force an outright win.

## Cricket Fixtures

**U**NUSUALLY wet weather has spoilt the cricket season so far, but it is hoped that no further interruptions to the programme will occur from now until the finish of the fixtures for the Commissioners' Cup. Matches to be played this month are: February 3, Melbourne Yard v Flinders-st.; Northern Lines v Newport 'Shops'; February 5, Spotswood 'Shops v North Loco; February 10 and 17, Newport 'Shops v Melbourne Yard, Stores v Spotswood 'Shops; February 12 and 19, North Loco. v Northern Lines; February 23 and March 3, Spotswood 'Shops v Flinders-st., Melbourne Yard v Stores.

## Country Tennis Week

**T**HE first of the season's V.R.I. country week sport fixtures will be held on March 23-27 at the Royal Park hardcourts, where tennis teams from many parts of the State will compete for the Donald Mackintosh Cup at present held by Maryborough. The holder of the singles championship is Ian Zotti, of Seymour, who will be defending his title. Entries for country week tennis close with the general secretary, V.R.I., Flinders-st., on February 16. Country sportsmen will also be in Melbourne for the bowls carnival, April 13-17; billiards tournament, June 8-12; golf, September 7-11; and cricket, November 23-27.

# SPORTS

## Women's Athletic Team On Top

**T**HE No. 1 A grade team of the V.R.I. Women's Amateur Athletic Club is undefeated, so far this season, in open competition. The other eight teams are also doing well. Outstanding sprinter, Marlene Smith, is in such good form that many good judges predict she will defeat Olympic star Winsome Cripps before the track season is finished. Bernice Kewming, 440 yards State Champion, is maintaining the improvement she showed early in the year. The State championships will be held at Royal Park on March 7 and 14, and the club has good prospects of success in several events. Incidentally, Yvette Williams, who won a gold medal at the last Olympic Games, and who figured in New Zealand's New Year honours list with an M.B.E., was a member of the V.R.I. club some few years ago.

## Grimmett Coaches Him

**V**.R.I. librarian, Mr. N. D. Wilson, who is president of the Returned Sailors, Soldiers and Airmen's Imperial League of Australia (Victorian Branch), is justifiably proud of his son Jack, who is a member of the South Australian Sheffield Shield cricket team. In the second innings of the recent game against Victoria on the Melbourne Cricket Ground, Jack, who is a slow left arm bowler, took six Victorian wickets for 98 runs. His victims included Test captain Lindsay Hassett, and Neil Harvey. Before he went to South Australia, Jack played pennant cricket with South Melbourne. He owes a great deal to the coaching of Clarrie Grimmett, who also played for South Melbourne before he left for South Australia to become ultimately one of the most destructive googly bowlers in Test history.

## Fighting Parson

**T**HERE was no more popular visitor to the V.R.I. gymnasium than the Rev. J. J. Tempany, who, at 75, could box, shadow spar and punch the heavy bag with as much zest as the youngsters. Mr. Tempany is remembered with a great deal of affection by many members of the Institute. He was a man of fine character and did so much to advance the interests of lads training in the gymnasium. Because of failing eyesight he discontinued his gymnasium work some few years ago, but kept himself fit at his Alphington home with the punch bag. He always kept a pair of gloves handy to spar with any of his old friends from the V.R.I. who dropped in. On a Christmas

card to Mr. V. Lewis he wrote, "the V.R.I. is a wonderful institution and I pray God's blessings on all those who work under its banner."

## Tintara Cup

**W**HEN, at this time of the year, railway golfers are seen, on practice fairways and domestic lawns, grimly striving to improve their short game, it is a not unreasonable assumption that they will be taking part in the interstate railway golf carnival which, this year, will be held in Sydney from March 17 to 25. Victoria will be represented by 35 men and 18 women. Play will be on some leading courses, including Pennant Hills, Concord, Oatlands and Long Reef. The main events will be the Open Championship (now held by Signalman Alex. Leitch of Ballarat) and the Tintara Cup, a State teams event. The Cup is at present held by Victoria.

The eleven players to represent Victoria in the Tintara matches will be chosen from: L. Barlow (Daylesford), A. Leitch (Ballarat), F. Findlay (Ballarat), E. Hughes (Woodend), J. Morrison (Wangaratta), J. Roche (Numurkah), G. Tolliday (Dimboola), J. Villiers (Murtoa), and K. Anderson J. Barker, R. Doyle, M. Lynn (Captain), R. Rolls, and R. Walker, all from Melbourne. The team will be managed by Mr. R. N. Jones; and Mr. K. W. Mackenzie will accompany them as Institute Representative.

(continued from page 15.)

## FIRST AID TO HEALTH

pulling Bob's head to one side, he put his thumb somewhere near the left shoulder. "There," he said, "now rip his shirt open. Handkerchief please, while I lift this piece of glass out of the cut. Looks as though you and Jack were pushing it in a bit. Now that box. Right, pad here, another on top, another again. Now a decent tie on that triangular."

"Now she's right. Well, Jack's taking her back nice and quietly." He turned to the A.S.M. "Now," he he said, "hop into your office and ring for a doctor. Get some tea made—plenty of sugar—ring Control and see about someone coming on with us as guard and get someone to watch Bob and tighten the pads if he starts bleeding again."

"Yes, mum," said Jack, that night. "I was just a helpless fool. The A.S.M. was worse, I think. Bob could have died, and here we were both in a panic. Charlie told me he qualified about fifteen years ago."



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**News Letter**  
MARCH 1953

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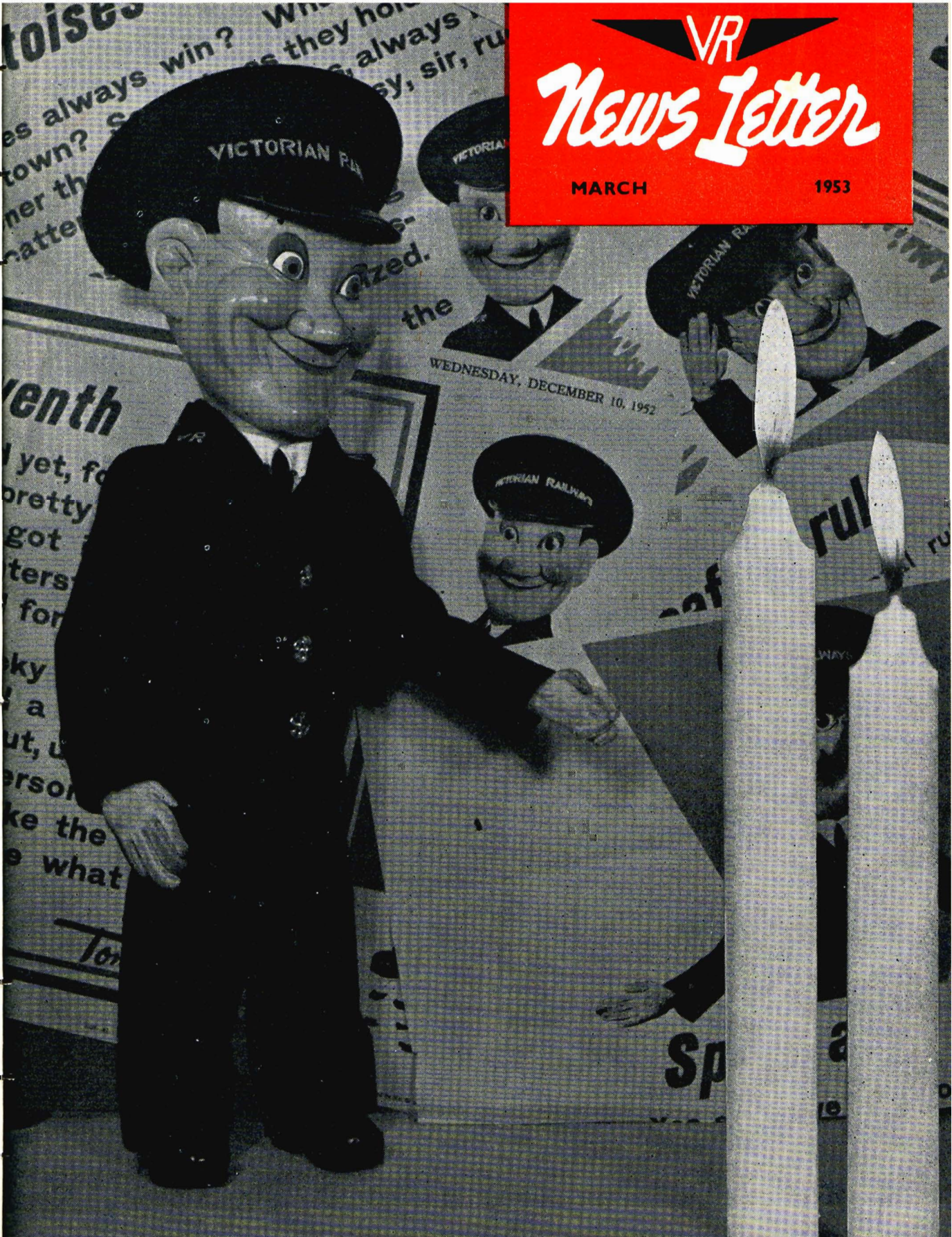
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WEDNESDAY, DECEMBER 10, 1952

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## Record Wheat Lift

THE new diesel-electric locomotives played a prominent part in clearing this season's harvest. Diesels have comfortably hauled as many as 75 vehicles and as much as 2,200 tons, over main lines to Geelong, and congestion has been avoided at Bendigo and other stations. From December 6 to January 31, 26,358 truckloads (about 20,000,000 bushels) were transported to the Geelong terminal, the bulk storages at Dunolly and Marmalake and various flour mills. Although the yield exceeded that of last season, wheat in excess of silo capacity was moved within a shorter period. Four factors contributed to this: newer equipment, more manpower, close co-operation between the Department and the Grain Elevators Board, and excellent work by railway operating staffs.

## Appreciation Appreciated

Appreciation of the efficient movement of wheat has been expressed by the Australian Wheat Board, the Grain Elevators Board, the Victorian Wheat and Wool Growers' Association and other interested organizations. The Chairman and General Manager of the Grain Elevators Board, Mr. H. Glowrey, wrote: "The placing by the end of January of the total number of trucks requisitioned was all the more meritorious when it is realized that the overall truck requirement, during the delivery period and because of the increased yield per acre, had to be increased substantially from the early estimate of 22,982 trucks to a final clearance figure of 26,358. Of this increase some 3,000 trucks were required for placement at short notice in the Bendigo district. The Board is deeply indebted to your Department for the overall effort which made the achievement possible." Praise, indeed; and very welcome in these days of irresponsible sniping.

## Newcomers and the Language Problem

IF the language problem that confronts new Australians is a very real one, the Commonwealth government, with the help of State educational authorities, the A.B.C. and some new Australians themselves are helping to tackle it very realistically. Generally, the European continental has a readier sense of and ear for languages than the Anglo-Saxon, and picks up enough English to get by more quickly than the average Australian in a foreign country gains confidence in its language. An Australian was once sent to occupy an official post in Paris. In time he married a French wife, but even his courting had to lean heavily on a pocket dictionary. Here there is no excuse for any such situation. Tuition in English is organized and offered freely.

The State Education Department will point the way to classes and correspondence lessons, and give booklets to help A.B.C. listeners to follow broadcast lessons. Headmasters of local schools will form classes for six or more aspirants to proficiency in English. The Officer-in-Charge, Migrant Section, University Grounds, Carlton (FJ 1527) deals direct with all inquiries. Railwaymen, therefore, do well to encourage their new fellow-workers in the study of simple English. It may not, at once, teach them the railway vocabulary, but it will lay a very sound foundation for it.

## Septilingual?

A new weekly, aptly called "The Initiative" has made an appearance. It is edited and published by new Australians for new Australians and its editorial policy is, among other things, to encourage the acquisition of fluency in English as a step to better understanding between Australians old and new. Its first number features a letter almost tragic in its comedy of languages, from a

settler born in Russia. The 1917 revolution drove him into Estonia where he found himself without friends, money and language. He found a job as a wood-cutter and was getting proficient in Estonian when further political trouble sent him to Prague, where at the Institute of Technology he had another struggle with language. Within a year changes forced him to Paris, with more job-seeking and the French language to learn. Soon the Latvian government offered him a job in Riga. Another language. The war brought him to Germany and his sixth language problem. In 1949, he arrived in Australia. His letter shows how he has mastered his seventh language difficulty: it is in faultless English. Doubtless there are new railwaymen who can tell much the same story.

## Safety

RAIL transport has high and enviable standards of safety. Only two passengers have been killed on the Victorian Railways in a train mishap in the last 25 years. It is therefore gratifying to discover from recent evidence that similar high standards are being maintained by the department's drivers of road motor vehicles. In the 1951-52 "Freedom from Accidents" competition, conducted by the National Safety Council of Australia, 82 departmental drivers (of 92 entered) gained awards for an accident-free year. Nine of these have completed 20 or more years' driving without an accident for which they could be held responsible, and 22 have had accident-free periods of 10 to 19 years. The vehicles they drive are departmental buses, trucks and cars. It seems that the railway is the safe way, even when it uses the unpredictable roadway.

## The Railway Picnic

THE revival of the Railway picnic, this month, the first since 1941, recalls the spacious days of "monster" trade outings that annually whisked hundreds of families to some delectable spot for a day's disportment. Simple pleasures were the rule, and at their core the billy boiled and children raced and stickied their fingers and faces with interminable toffee-apples. Then, the Railway Picnic was the biggest "do" of them all. The first train would slip out of Melbourne as early as one o'clock in the morning. Picnickers living some distance out would come in by the previous night's last train and enliven the Spencer-st. platform with song and dance until a picnic special drew in.

At a more sedate hour, the first of two specials will leave Melbourne at seven o'clock for this year's picnic. Another will leave Dimboola at a quarter to. The three will converge on Ballarat, which has been chosen, largely because its promoters, the Railways Mutual Benefit Society, calculate that the concurrent Begonia Festival will provide the more sophisticated entertainment demanded by the modern generation of picnickers. They, indeed, expect 2,500 people.

## Happy Returns

TOM Train was two years old on February 21. *News Letter* therefore, thought it not amiss to mark the event by giving him a cover picture to himself. Although, as a railway character, his ambit is necessarily circumscribed by Melbourne and its environs, his weekly precepts and confidences are not unknown farther afield. Even a Bright newspaper recently published a pleasant passing reference to him. Many people have asked whether he has any material substance or is merely an artist's creation. He is very real; in fact, he is made of wood. That maybe, will confirm the view doubtless held already by the very few who refuse to see what, Wednesday by Wednesday, he means. Others, and they are many, will draw satisfaction from the fact that both Tom and his views are at least solid.





A truck containing three containers with freight from Sydney being unloaded by crane at Kirwan's Siding, Melbourne Yard. The containers have an approximate capacity of 320 cubic feet or  $5\frac{1}{2}$  tons weight.

## FREIGHT CONTAINER SERVICE

**P**ROJECTS recently implemented by the Railways to accelerate and increase the efficiency of freight services include a 24-hour country service, a speed up of interstate freight trains, a special and speedy truckload service (in co-operation with forwarding agents) for consignments between Melbourne and Sydney and Melbourne and Adelaide and a steel container service between Melbourne and Sydney.

Forwarding agents have already had eulogistic reports of the special truckload service from firms. One volunteered the information that shoes recently dispatched from Melbourne were on sale in Sydney shops within 48 hours of acceptance for transport.

The new steel container service is attracting considerable attention from consignors. Handling and packing are reduced to the absolute minimum and, as the containers can be locked, the risk of pilfering is eliminated. The freight rate between Melbourne and Sydney for each loaded container is £45. The container is loaded at the consignor's business premises and taken by road to the goods siding, where a railway crane lifts it into an ordinary truck with accommodation for three containers. At the other end the process operates in reverse, and the consignee returns the containers to the railway, either reloaded or empty.

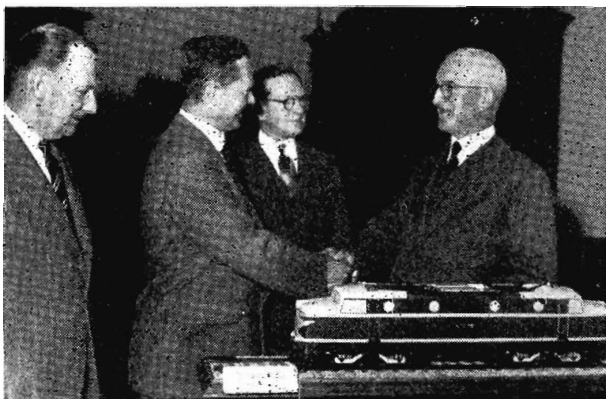
The use of containers is obviously limited by the number available, and demand has, so far, exceeded supply. More, however, are being made.



Steel container being unloaded at Melbourne Goods on its arrival from Sydney.



# L1150 ARRIVES



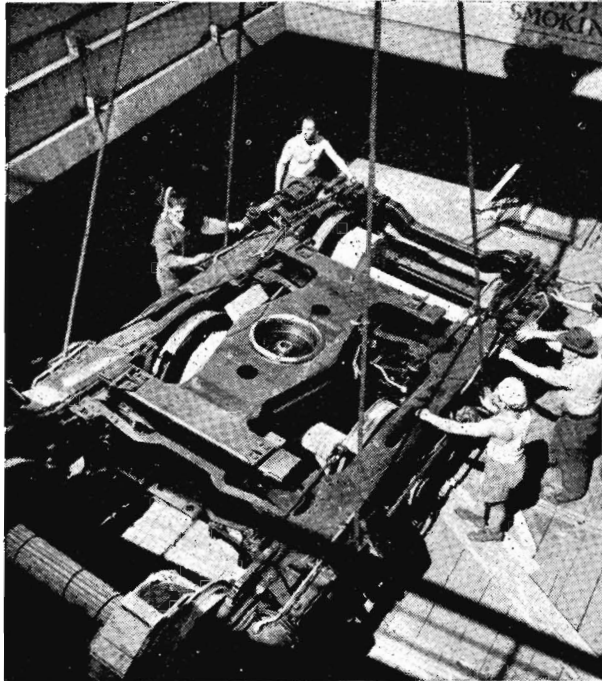
**ON DECK:** The first of the 2,400 horsepower main-line electric locomotives (L1150) arrived in Melbourne, at the end of January, aboard the *Dorset*. The ship also brought the spare bogies and other parts provided under the contract. The bogies, each weighing 24 tons, were carried in the hold, but the 48-ton locomotive body was carried as deck cargo.

Three more of the locomotives arrived during February, and the balance of the 25 ordered from the English Electric Company will reach Melbourne at the rate of two a month.

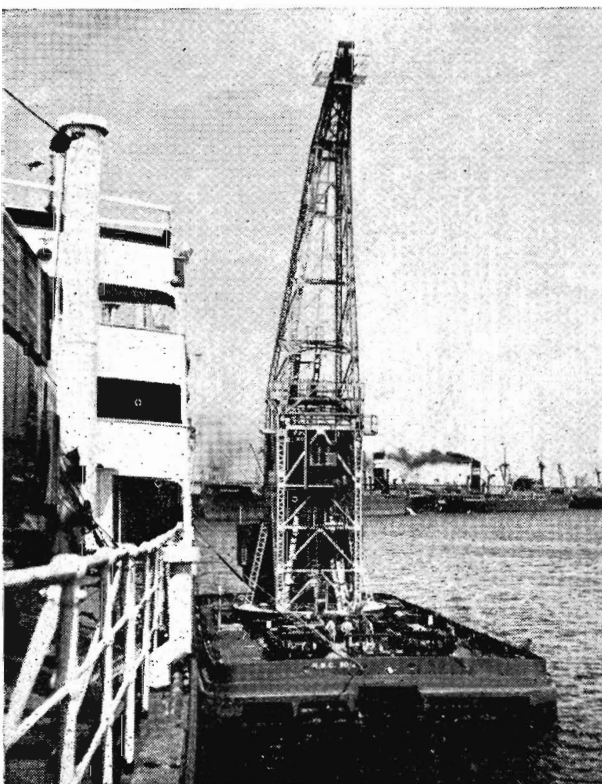
The locomotives will be given trial runs on the Gippsland line as far as Narre Warren. The overhead has been erected on this section and the sub-station at East Dandenong is operating. A test train ran on this section of electrified track last month.

**SCALE MODEL:** At left is a model of L1150 being presented to the Chairman (Mr. R. G. Wishart), by Mr. E. C. Fox, Melbourne Manager of English Electric Company, who is shaking hands with the Chairman. The model is built to a scale of half-an-inch to a foot. Later, it will be exhibited at the Tourist Bureau, in Collins Street, Melbourne.





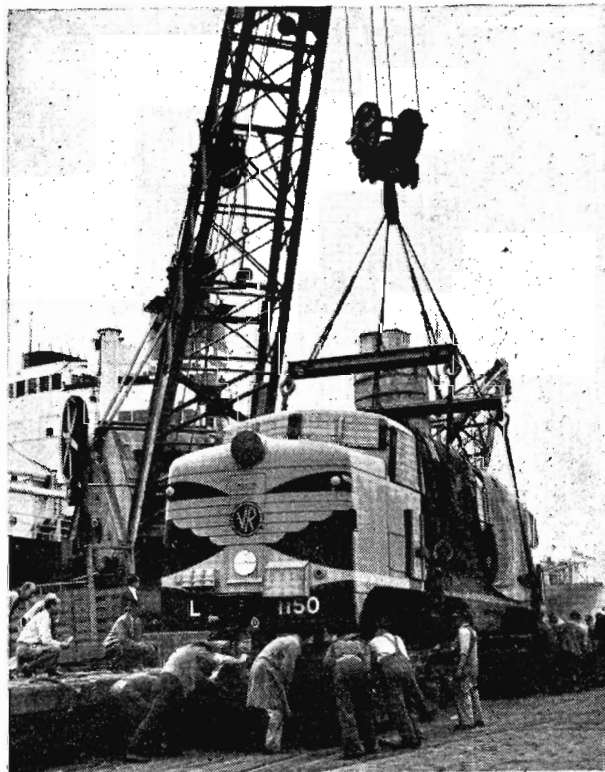
**BOGIES :** The bogies, each of which weighs 24 tons, were carried in the vessel's hold, and the 48-ton locomotive body as deck cargo.



**FLOATING POWER :** When the ship berthed at Victoria Dock to unload general cargo, the bogies were unloaded on the Melbourne Harbor Trust's 40-ton floating crane and towed to No. 16 North Wharf, where there is a 60-ton crane. The following day the ship pulled alongside the bigger crane to unload the body.



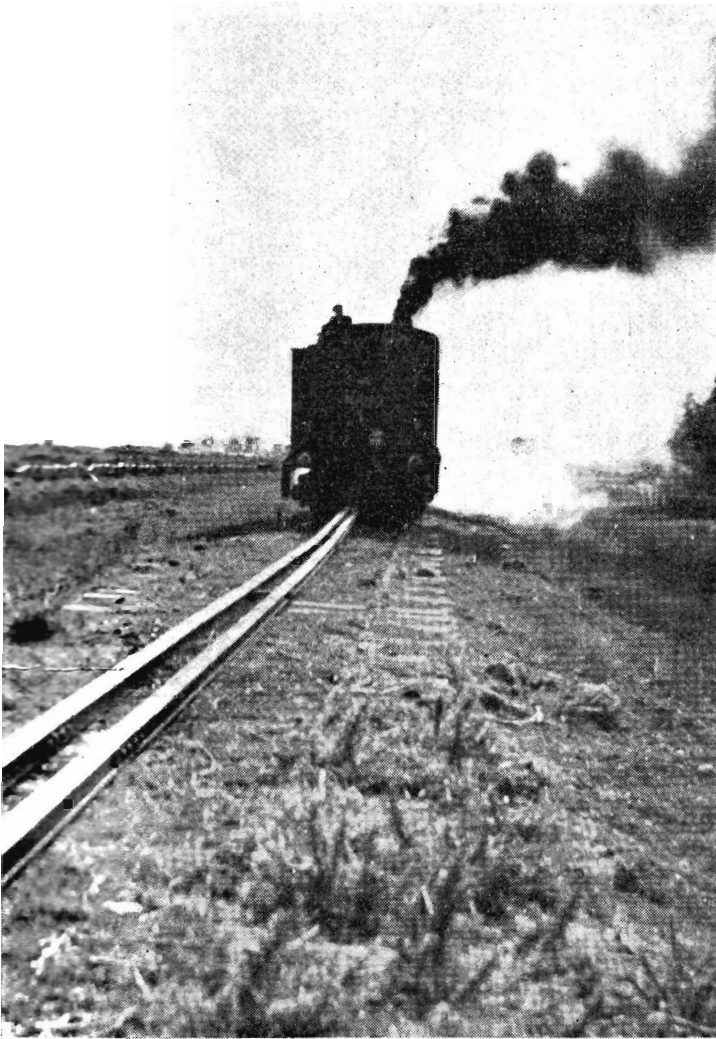
**THE LIFT :** After the locomotive body had been protected with tarpaulins, it was hoisted by the 60-ton crane, swung over the ship's side, and lowered to its bogies which had already been placed in position.



**FITTING :** Here, the bogies are being moved into position for the locomotive body to be finally lowered on them. The next stage was the fitting of automatic couplers and brake hose pipes. Later in the day, an A2 engine towed the electric locomotive to Jolimont Workshops for inspection and testing. At the Workshops, the motors and other electrical equipment had to be dried out after the sea voyage. There, also, pantographs, cow-catchers, steps, and handrails, which had been removed to facilitate handling and shipping, were fitted.



# OPERATION AMPUTATION



**READY:** An unusual picture of an N class locomotive, at the end of the solid track, preparing to tow away the disconnected rails.

**T**HE dismantling, recently, of the section of track between Alberton and Port Albert has severed rail connexion with Gippsland's oldest port, through which, in the early days of the State, boatloads of settlers passed on the way to make new homes.

The 117½ miles of track between Dandenong (where it junctioned with the eastern line) and Port Albert were built by three contractors:

from Dandenong to ... J. Falkingham and

Whitelaw's Track Sons

from Whitelaw's Track... A. O'Keefe

to Toora

from Toora to Port ... G. Buckley and  
Albert Sons

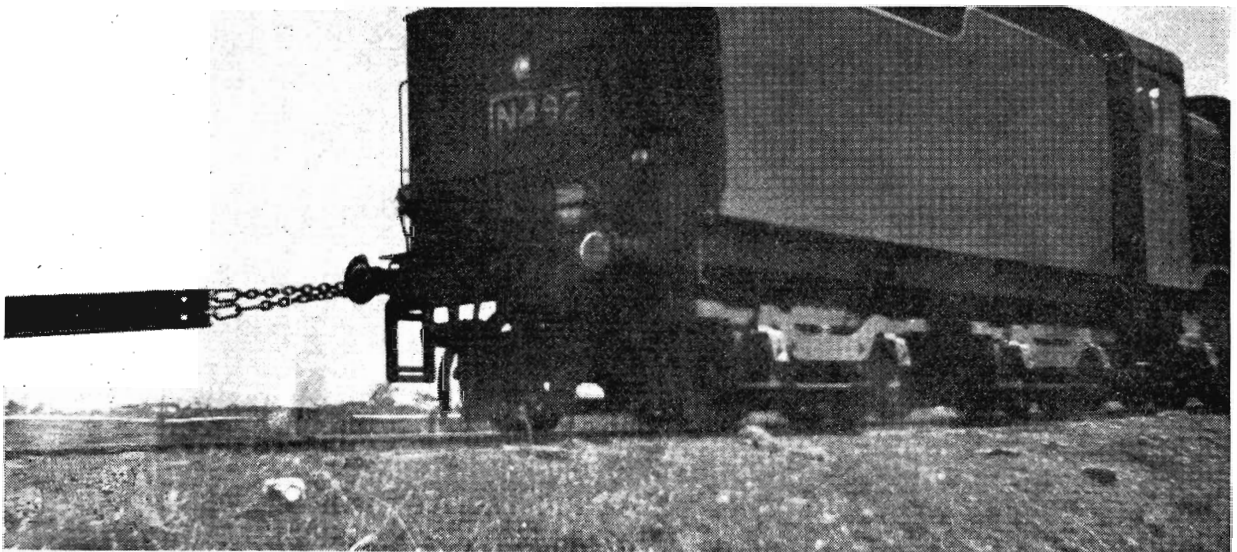
The final section of the line, from Leongatha to Port Albert, was opened for traffic on January 13, 1892. Later, a branch line was built from Alberton to Woodside.

The section from Alberton to Port Albert was closed for traffic on February 2, 1949, after a life of 57 years.

After dismantling the track in the yard at Port Albert the straight stretch of track was handled by a method used only once before. That was on the Bayles-Catani line.

By way of preparation, the inside dogspikes were pulled out, and one bolt removed from every third joint in the rails. At every fortieth rail joint, three bolts were removed, leaving only one in position.

Then, the track at the Port Albert end was completely broken at the fortieth joint. The rails were barred into the centre of the track and rolled upside down. At each third joint (from which a bolt had been removed in the preparatory stage) the two sets of rails were bolted securely together, with a ferrule between them to keep them about 10 inches apart.

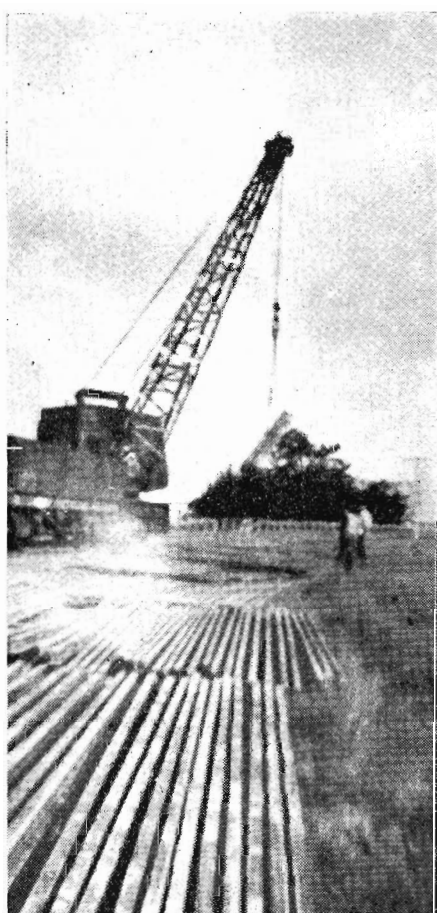


**TOWING:** Coupled to the locomotive with chains and shackles, the rails are towed along the line.





**BREAKING UP :** An impact spanner speeds up the job of undoing the fishbolts to separate the rail lengths. (The photographs illustrating this article were taken by Mr. F. D. Brown, Acting Special Ganger, of Korumburra.)



**DISPOSAL :** The diesel crane loads the rails ready for transfer to other parts of the system.

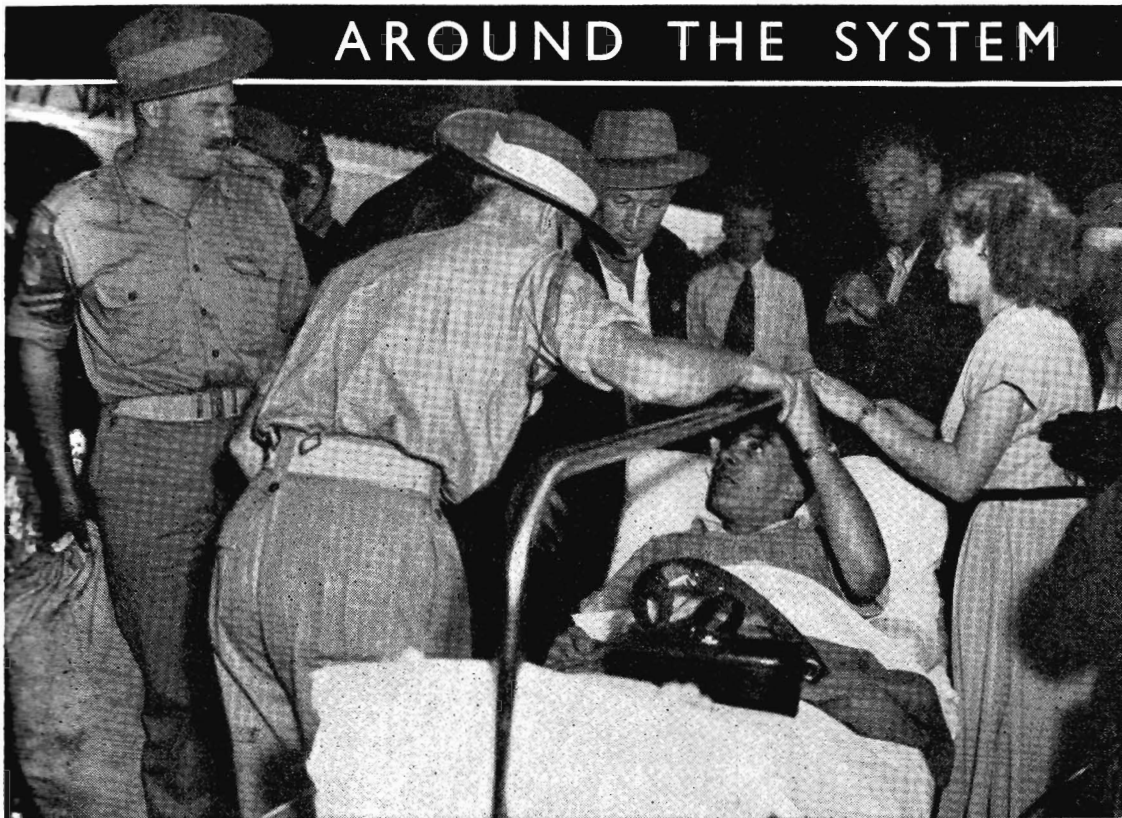
A locomotive (either a K or N class) was then brought up on the solid track and coupled, by means of shackles and chains, to the severed rails. The rails were then pulled by the locomotive to a selected site, near Alberton, and turned out on to skids at the side of the track. Meantime, the next section of 40 rails was broken and the rails bolted ready for the locomotive on its return. This process was repeated until the curve near Alberton was reached. From there on, the rails were broken off in pairs and loaded immediately by crane, the locomotive moving forward one rail length each time.

An impact spanner, worked by compressed air as with a jack-hammer, was used to undo the bolts to enable the removal of the fishplates. The rails were then sorted into stacks and later loaded into trucks by a diesel crane. Concentration of this loading enabled a more economic use of the crane.

The old rails, which had served this corner of Gippsland for 57 years, will now find new uses throughout the system, helping to improve other tracks or, maybe, serving as telegraph poles.



# AROUND THE SYSTEM

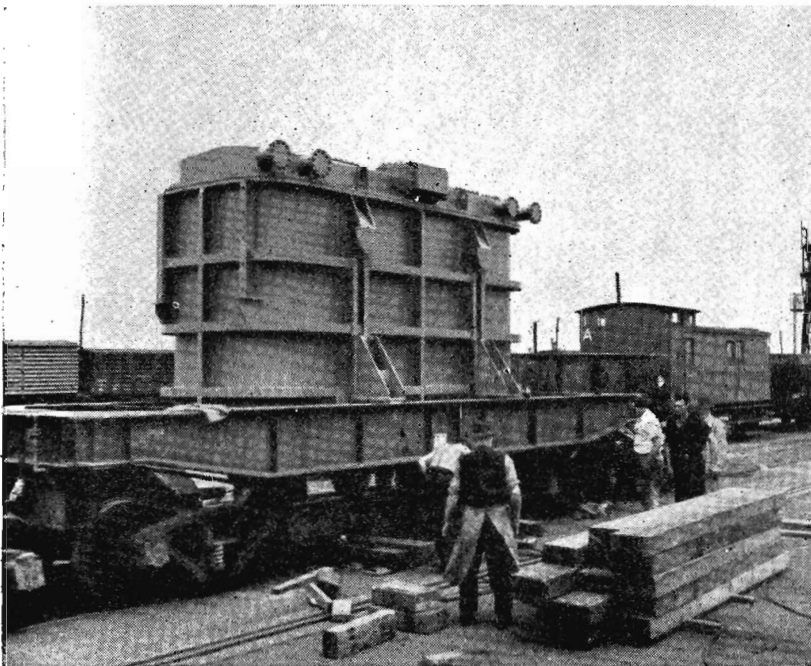


**KOREAN WAR VETERANS RETURN:** 3rd battalion men are greeted at Spencer-st. Station by Private Ken Briggs, who was seriously wounded in Korea. He was brought from Heidelberg Repatriation Hospital.

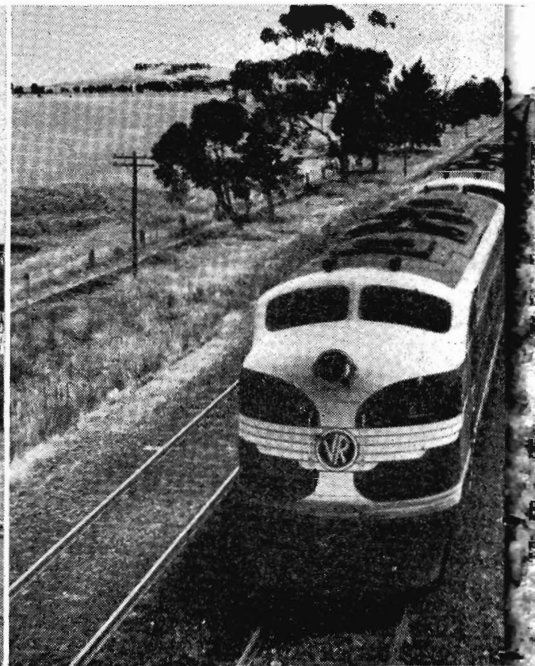


**OFFICIAL VISIT** To the land, Sir John... reach Melbourne... to the Spirit

(Right) **MELBOURNE** Compere "Bil R... Foreman G. Hill...



**BIG LIFT:** This scene at Kirwan's Siding shows rail transport again demonstrating its capacity for a big job by carrying a 68-ton transformer from Melbourne to North Geelong for the State Electricity Commission's new power station.



**DIESEL-ELECTRICS SHIFT HARVEST:** Coupled together, they have regularly hauled 75-vehicle wheat trains, each long, with a load of over 2,000 tons.





The Governor of Queensland, Sir John Lavarack, and Lady Lavarack, in No. 4 State car attached

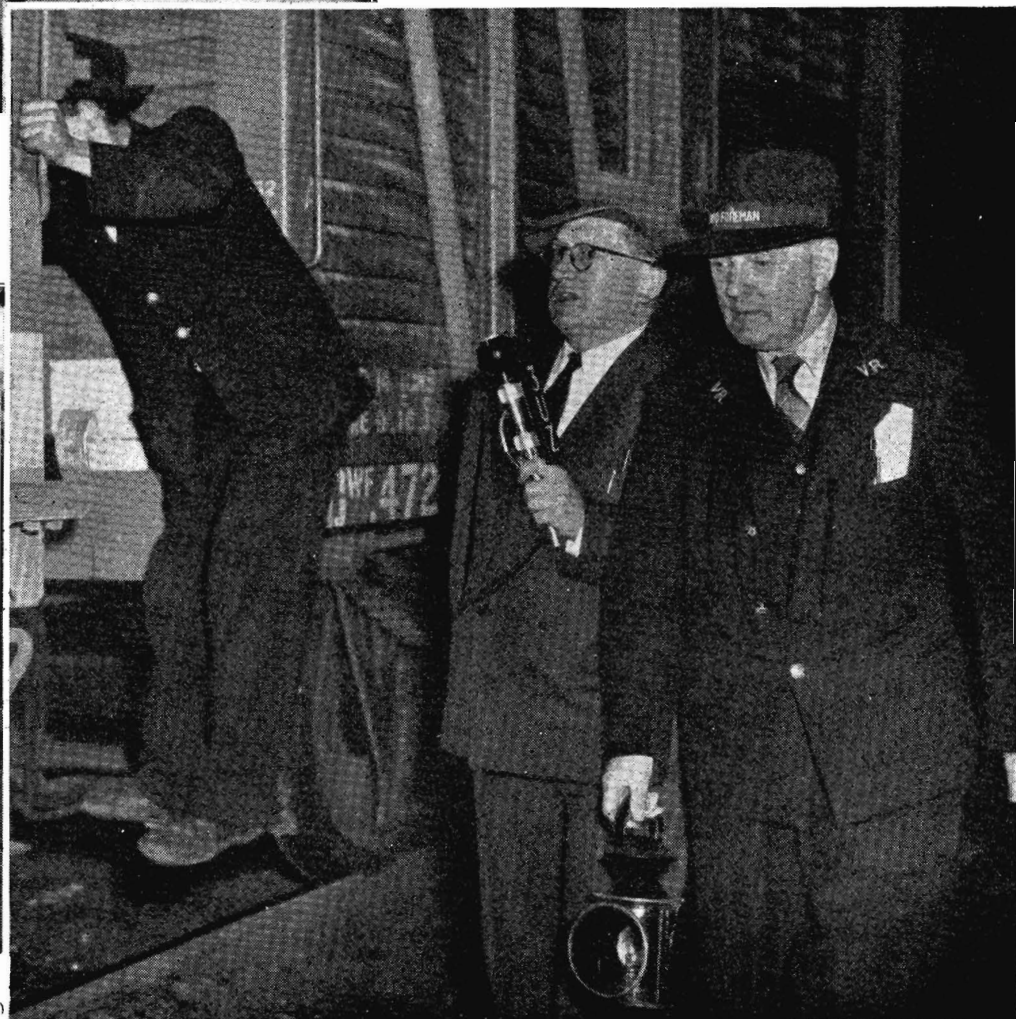
YARD ON THE AIR: Roberts is seen, with Yard describing yard work over 3UZ.



! diesel-electric locomotives  
ch a train is nearly 2,000 feet



FOUR-LEGGED PASSENGERS: Dogs for the Frankston show of the Mornington Peninsula Agricultural Society in a special van attached to the Stony Point train.









## Mr. Brownbill Becomes Deputy Commissioner

**R**AILWAYMEN, besides a large circle of other friends, will extend their sympathy and best wishes to Mr. Commissioner Fletcher who has been compelled to take some months' sick leave. In his absence Mr. E. H. Brownbill has been appointed Deputy Commissioner. Mr. Brownbill has had a wide experience in the planning and management of workshops and also in locomotive operation. His investigations into locomotive design some years ago led to substantial improvements in engine performance and train running generally. He joined the Department in 1925, as an engineering assistant, after a brilliant career at Melbourne University, where he gained the degree of Master of Mechanical Engineering for a 10,000-word thesis on *Improvements to Locomotives of the Victorian Railways*. He is also a Bachelor of Electrical Engineering. Mr. Brownbill, at 35, was appointed Manager of the Newport Workshops, and took over at one of the most important periods in the history of the workshops, that in which Australia's first air-conditioned train, *Spirit of Progress*, was built. In 1937, at the request of the Tasmanian Government, Mr. Brownbill, with Mr. W.R. Price, who was the then Superintendent of Train Services, reorganized many branches of the Tasmanian Railways. Mr. Brownbill was appointed Assistant Chief Mechanical Engineer in 1943. After the Government had, in May 1949, approved the electrification of the Gippsland line between Dandenong and Traralgon, Mr. Brownbill was sent with three other senior officers to South Africa to investigate main line electrification.

## New Head Of Commercial Branch

**T**HE Chief Commercial Manager, Mr. M. Ridgway, has retired. He joined the Department in 1906 as a lad with the Supervisor of Weighing. He went to the Goods Division in 1912 and became Principal Rates Officer in 1933. He had much experience in the work of the branch, including handling the freight contract system and many important rating matters that arose in the last war, before he was appointed General Passenger and Freight Agent when Mr. J. McClelland retired in 1947. Subsequently the Branch became the Commercial Branch and Mr. Ridgway the first Chief Commercial Manager.

Mr. R. C. Burgess, who succeeds him, has derived from a colourful railway career, all the necessary background to fill his new post with distinction. He joined as a porter at Jolimont in 1913 and in the same year went to Melbourne Goods as a messenger. Later, he was acting clerk, way-billing typist and calculator. Actually, he held 15 different positions in Melbourne Goods before he was transferred to the Revision Bureau, Accountancy Branch, in 1927. Five years later he was appointed to the General Passenger and Freight Agent's staff as a commercial agent.

During the last war Mr. Burgess was liaison officer to the Reserve Stocks Committee before he was lent to the American Army in 1942 as Headquarters Movements Officer of Commonwealth rail transport. When U.S. headquarters moved from Melbourne to Brisbane, Mr. Burgess was appointed supervisor of the Rail Accounts Section, Department of the Army. Subsequently he was lent to the Disposals Commission as Consultant on the economic movement of war materials for disposal. Mr. Burgess returned to the Department in 1946.

## Obituary

**R**AILWAYMEN throughout the State will regret the death of Mr. Harry Chellew, the Departmental watch and clock repairer. His family link with the railways began in 1884 when Mr Chellew, senior, was given the contract for all watch and clock repairs for the department. When he retired in 1910, his son, Harry, took over and held the contract up to the time of his death. Although not a railwayman, Mr. Chellew's work was of major importance in helping to run trains on time.

Applications for the return of any private watches which might have been left with Mr. Chellew, should be withheld until probate is granted to his executors.

## Help The Children

**T**HERE are about 900,000,000 children in the world, and nearly half of them are suffering from malnutrition or disease. But for the efforts made as a result of regular United Nations Appeals for Children, most of them would face a life of suffering or an early death.

Railwaymen will have an opportunity, on Thursday, March 5, (when subscription lists will be circulated) of helping to relieve this suffering and, by so doing, foster better understanding with other peoples, especially those of south-east Asia. All donations of £1 and over are deductible for income taxation.

## At The Top of His Form

**F**ORTY FIVE years ago a lad, William Houston, started in the Railway Printing Works, which were then in the Head Office basement. His first job was sweeping the floor in the composing room. Eight years ago he became Printing Manager, and, a few weeks back, Victorian Government Printer. An absorbing interest in printing in all its phases—a study that continued even while he was with the first A.I.F.—brought him to the top of his trade. Mr. Houston has sponsored many improvements that, over the years, have been made to the Printing Works, such as the modern lay out of the shops, the introduction of faster running machines, and a ticket printing plant to safeguard the Department against delay in the supply of those small pieces of printed board that are so vital to a railway system.

The hard years spent amid the clatter of printing machines were not, however, without their occasional leaven of humour. From the days of Edwardian formality and of frock-coated and top-hatted heads of branches, Mr. Houston recalls the visit of an inspectorial party lead by a dignified head. All went well until the party passed through a swing door on their way out, when, to a man, they looked at their hands in dismay. A particularly impish printer's devil had liberally coated the underside of the door handle with sticky, black ink.



Mr. Houston (left) has a final chat with Mr. M. L. G. McKenzie who is now Acting Printing Manager. Mr. McKenzie, who joined the Stores Branch as a junior clerk in 1937, has studied printing, industrial management and industrial safety, at the Melbourne Technical College. For some years he has been one of the Commissioners' nominees to the Junior Chamber of Commerce, and, for a time, was the Chamber's Publicity Officer. Before enlisting in the second A.I.F. he was awarded the V.R. Institute's Arthur Hyland prize for book-keeping.





Well known and well liked by all who have dealings with the Printing Works, Mr. James T. Oakley recently retired after 42 years spent amid the smell of printer's ink. From machine feeder, Mr. Oakley gradually climbed the ladder to the rung of Assistant Manager. A successful cricketer in his younger days, he captained an A.I.F. eleven in England, a Printing Works team in the 1922 Commissioners' Cup, and kept wicket for Caulfield, Port Melbourne and other teams.

Mr. G. Bennett has been appointed to succeed him as Acting Assistant Manager. Mr. Bennett, who was Foreman Printer, has been with the Department for 48 years.

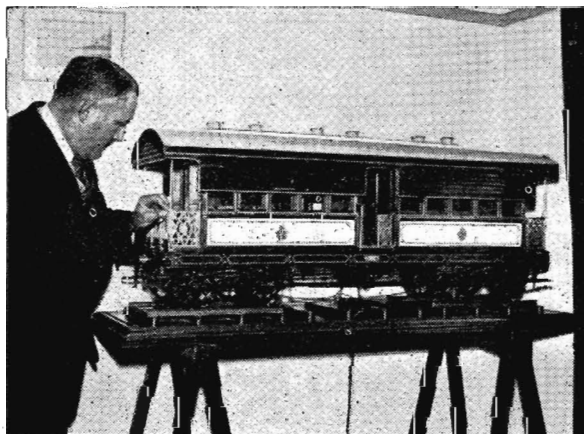
### Railway Chorister

FOR nearly 50 years Mr. A. R. Loveless, senior relieving clerk, Stores Branch, Head Office, has been a chorister.

As a boy he joined the Christ Church, St. Kilda, choir, and remained until his voice broke. Before it settled down into a manly baritone, the Kaiser's war took Mr. Loveless overseas with the 24th battalion, A.I.F., and he was wounded in France. Back in Melbourne, he rejoined Christ Church choir, and subsequently, sang with the choir of St. John's, Latrobe-st., city, until it was disbanded. Afterwards, for 20 years, he was a soloist at St. Paul's Cathedral, the choir during that time including such well known singers as William Herbert and the late Horace Stevens. Although he retired from active choir work about six months ago, Mr. Loveless's fine voice is still heard at occasional gatherings.

### The Indian Way

INDIAN railwaymen have a far more spectacular way of farewelling colleagues on retirement than our departmental custom of sedate speeches followed by a presentation. Mr. A. E. Teal, Assistant Engineer, Electrical Engineering Branch, was on the Power House staff of the North Western Railway, Lahore, Punjab, before joining the V.R. in 1949. He tells *News Letter* that when his father,



Mr. Teal inspecting his father's model.

the late Mr. O. J. Teal, retired as General Foreman of the Carriage and Waggon Department, Rawalpindi, after 37 years' service, he was garlanded at the workshops gate and drawn in a decorated car to his residence. He was then presented with an address of appreciation. After he completed his apprenticeship, Mr. Teal, senior, built a model State saloon carriage. It was exhibited at the Delhi Durbar in 1911 when the late King George V visited India.

### Perfect Picnic

TWELVE hundred picnickers agreed that the North Loco. Social Club put on one of the best picnics of the year at Maddingley Park, Bacchus Marsh, recently. A miniature steam train, merry-go-round, Punch and Judy show, a ventriloquist and clowns delighted the children, and races, dancing and community singing were zestfully enjoyed by grown-ups. For once the cliché was true: a good time was had by all.

CENTRAL 9797



John Hall, Melbourne

P.O. BOX 1891 G

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Lord Mayor's Fund for Metropolitan Hospitals and Charities

INCORPORATED 1890

21st December, 1952.

N. Gossell, Esq.,  
Secretary for Railways,  
Secretary's Office,  
Railway Offices,  
Spencer Street,  
MELBOURNE. C.I.

Dear Mr. Gossell,

It is with very warm appreciation that I write to acknowledge the substantial donation of £331.15. 6. which the staff of the Victorian Railways Department have so kindly contributed to our 1952 Hospitals Appeal.

Let me say at the outset that our Secretary, Mr. Burton, will give careful attention to your direction regarding the earmarking of part of this amount, and that these contributions will be included in our next distribution.

Never before have the needs of our Hospitals been so great or so urgent, and it is indeed gratifying to have such a generous response from the Staff of the Railways Department for this annual effort to assist the Hospitals in their great work of restoring health and preventing sickness.

I would be glad if you would convey to all who contributed so splendidly to the cause of our Hospitals, this expression of sincere thanks from the Committee of the Appeal and myself.

Yours,

With all good wishes for the New Year of 1953.

Yours faithfully,

Lord Mayor,  
Chairman.

Enc.

### Companion Wanted

MR. NOEL HANNAH, junior clerk, Geelong Accounting Office, is contemplating a trip to Mackay, Queensland, early next June, and would like a companion to accompany him. Any *News Letter* reader interested should make contact with Noel at his official address.

### Customers Thanks

FOR the Department's efficient handling of the wheat harvest.—*Lorquon-Netherby Branch of the Victorian Wheat and Wool Growers' Association.*

For the "very great assistance that was rendered by the special trains section, refreshment service and the Tourist Bureau" in connexion with the transport of 3,000 boy scouts to the Pan Pacific Jamboree at Greystanes, N.S.W.

—*The Victorian Branch of the Boy Scouts Association.*

For prompt dispatch and efficient handling of a large quantity of wool which reached Melbourne from Albury two days ahead of expectations, for shipment overseas—*Blue Star Line (Aust.) Pty. Ltd.*



**I**N a letter to the Secretary for Railways, the Chief Commissioner of Police (Mr. A. M. Duncan) has expressed appreciation of the help given by an overhead maintenance gang towards the apprehension of a man who, at night time, had climbed to the top of the overhead structure between Clayton and Springvale.

"My officers," said the Chief Commissioner, "reported that the successful results of the rescue attempt were due entirely to the unfailing patience, tact and coolness of the members of the Railways Overhead Section who attended. These men . . . showed most admirable restraint in dealing with a very difficult situation, and were the means of finally persuading the man to come down and surrender to the police."

Members of the gang were High Tension Lineman A. Angus, Assistant High Tension Linemen C. S. Maker and T. Davies, and Flagman W. Roche. The job was an unusual one, but it was all in the night's work.



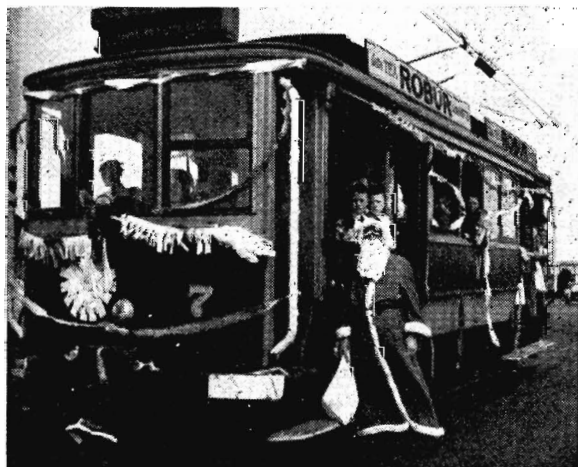
A signalman at Bendigo for 22 of his 40 years' service, Mr. Albert Cecil Scaddan retired recently. In his younger days Mr. Scaddan was a member of the Golden Square fire brigade and played League football with Carlton and, later with Echuca in the Goulburn Valley League. In more recent years he played bowls with Golden Square club. In the above photograph Mr. Scaddan is holding the chiming clock presented to him by his colleagues. At left and right respectively are Signalmen A. E. Lawry and T. W. Treloar of A Box, Bendigo.



A lifetime among the intricacies of goods rates was the lot of Mr. Cyril Mitchell, Bookkeeper at the Melbourne Goods Depot. He has just retired. He started as a junior clerk in the Traffic Branch, in 1905, where he remained except for 12 years spent on freight revision in the Accountancy Branch. Mr. Mitchell has taken a prominent part in first aid work as a lecturer, holder of the gold life membership medal, and a State representative in competitions. It is understood that a good deal of his leisure will be spent bowling with the Camberwell club.



Carmel Marmion, daughter of Mr. J. G. Marmion, storeman-in-charge of the timber section, Spotswood Workshops, and former vice-president of the V.R.I., Maryborough, leaving the church after her marriage to Mr. Keith James Partridge. The wedding reception was held in the institute hall that was once the old refreshment rooms at Maryborough station.



Temporarily abandoning his reindeer, Father Christmas travelled on No. 7, the oldest tram still in service in Australia. The tram was decorated with bunting and streamers for the occasion. With Supervisor H. Malcolm at the controls and 43 happy children on board, the tram made the journey from Elwood Depot to Brighton Beach and back, after which parents and children sat down to a bumper Christmas party organized by Mr. C. Bennetts (motorman), Mrs. W. Ward (conductress), and Mr. C. Hughes (conductor) who, during the preceding six months, had raised the necessary money for it. (Photograph: C. S. James)





Sub-Foreman M. Gardner makes one of his last inspections at Jolimont Workshops just before his retirement. Mr. Gardner joined the railways as a Car and Waggon Builder at Newport Workshops in 1911, where most of his career was spent. A keen soccer player, he represented Victoria in the 1914 interstate matches.



A forceful personality, Mr. W. Stephens, Foreman Blacksmith at Newport Workshops since 1947, retired recently after 41 years' service. He joined the Department as a blacksmith in 1911 and was at Newport for practically all his railway life.



Foreman L. O. Beck, Spotswood Workshops, discusses a job with Blacksmith J. Honey. Mr. Beck, who retired recently, has been engaged in making and repairing signal equipment for over 47 years. He was a good slow bowler in his younger days, and once got 8 for 13 against a Melbourne team captained by Warwick Armstrong.



A cheerful group at the Stores Branch annual dinner, held recently. Mr. L. C. Stewart, Comptroller of Stores, Mr. E. A. Falloon, chairman, and 52 members were piped in to an excellent dinner. Everybody agreed that such functions promoted harmony of every kind. (Photograph: H. Millane)



A happy group at the Christmas party given by the Farnan Social Club in the Northcote gardens. Two years ago, 18 drivers from various country depots transferred to Jolimont as electric train drivers. Houses were provided at Westgarth in a specially made street which was named Farnan Street, after Mr. P. Farnan of the Staff Board, and subsequently householders formed a social club. Last year, the first Christmas party was held. (Photograph: C. G. Baker)



THIS MONTH'S THOUGHT  
**W**E can ruin our own health  
 by drinking to other people's.

## Burns and Scalds

*Dear Little Willie, in the best of sashes,  
 Fell in the fire, and was burned to ashes.  
 Bye and bye, the room grew chilly—  
 But no one like to poke poor Willie!*

**T**HIS is only funny in the abstract.  
 How often we read of a burnt  
 or scalded child; and what  
 of the hundreds that we do not read  
 about?

Burning accidents to young children  
 happen hundreds of times every year  
 in this State. Fire must be guarded,  
 pots on the stove, even a cup of tea  
 on the table **must** be kept out of  
 reach of little, impetuous hands.  
 Young children suffer severely from  
 shock after burns and scalds. Apart  
 from the first distressed cry, children  
 may become dangerously quiet and  
 apathetic when shocked. Every case  
 of scalding or burning in a child  
 should receive early medical care.  
 In the meantime, use only compresses  
 of warm salt and water (one teaspoon  
 to each pint) or monacrin solution  
 if available, to cover the affected area.  
 If clothing tends to adhere to the  
 burnt area—leave it on. Rest the  
 child as much as possible and treat  
 for shock from the onset, and treat  
 every case as serious. When an  
 extensive area is burnt the child may  
 be immersed in a warm saline bath.

## Flowers in the Sick room

**F**OR a patient of any sex or age,  
 fresh flowers always brighten a  
 sick room. They should not  
 be too heavily scented. For one  
 reason, a doctor often uses his nose  
 in diagnosis. Rheumatic fever, dia-  
 betes, acidosis, typhoid fever, diph-  
 theria, and alcohol may all have their  
 distinctive "smells." Now, let's settle  
 an argument. Flowers need not be  
 taken out of a sick room at night.  
 They are harmless.

## The Picnic Lunch

**A**UTUMN is usually picnic time,  
 especially for children; so  
 here is a word of advice con-  
 cerning the contents of the picnic  
 hamper. Sandwiches, usually the  
 basis of the meal, call for special  
 attention. If the weather is hot it is  
 advisable to provide sandwich fillings  
 of the good keeping varieties, avoiding  
 meats such as tongue and sausage, or  
 brawn and other pressed meats which  
 are susceptible to bacterial infection.  
 It is preferable to use cheese, egg,  
 freshly cooked corned meat, freshly  
 bought ham, sliced cold roast, or  
 cold chicken or rabbit. It is often  
 a good plan to open a tin of meat  
 or fish on the spot, just before it is

# FIRST AID to HEALTH

*finis coronat opus.*

\*

Conducted by Dr Max. A. Rees,  
 Railways Chief Medical Officer.

eaten. If cakes are included avoid  
 cream fillings, which may deteriorate.  
 Water, collected from a creek for  
 drinking, should be boiled. Children  
 delight in finding something unusual,  
 so warn them not to explore the berry  
 tree.

Work or school is no picnic, but  
 the same rules apply when you pre-  
 pare the lunch.

## Nice Medicines

**T**HE trend today is to supply  
 medicines in the most palatable  
 form. Even the colour is  
 attractive. A cough linctus is sweet  
 and palatable. Many "nerve" tonics  
 are pleasant to take. As many of these  
 medicines contain small quantities of  
 dangerous drugs they must be taken  
 strictly according to directions. Chil-  
 dren do not realize this and have  
 been known to take excessive quan-  
 tities and to suffer from poisoning.  
 Always keep medicines locked away  
 from children. The bedside bottle  
 of linctus or the bottle of coloured  
 tablets is often forgotten, and may  
 become an object of delight to an  
 inquisitive child.

## What Is Wrong?

**T**HERE are four omissions or errors  
 in this story. Answers will be  
 published in the next issue of *News*  
*Letter*.

Annie bundled the last of the  
 children out of the door, with lunches  
 cut and packed, hair combed, and  
 Bobbie's sock darned. She was nine-  
 teen now and, since Mum had died  
 two years ago, had taken over the  
 home for poor Dad. Annie looked  
 at the dishes. "Here's another day."  
 It helped a bit if she could pretend that  
 the dishes were bowls and instruments.  
 Annie had always wanted to be a nurse  
 and work in the magic calm of a big  
 operating theatre. She had even  
 thought of being a lady doctor. She  
 would have been nursing now if Mum  
 hadn't died. Annie's two favourite  
 books were *Home Nursing* and *First*  
*Aid*.

"Bake-oh." Annie picked up her  
 purse. "Two large, please, baker."  
 Fred handed them out with a shy  
 smile. "Nice morning," "Yes, isn't  
 it—thanks, goodbye." Annie stepped  
 through to the front window. Fred  
 was so nice, she thought as she  
 watched him whistle his horse, toss  
 in his basket and swing on to the cart.

"Oh! dear!" Fred, always so  
 sure, had missed the step and Annie  
 saw the wheel go over his hips. He  
 tried to rise, but fell back on his  
 side, groaning. Annie simply fled.  
 "Fred!" She forgot that she had  
 never called him "Fred." "Fred,  
 lie still please; where's the pain?  
 There?" "Yes." "Don't move  
 your legs like that. Now lie still  
 and let me put this under your knees."  
 Annie had rolled up her cardigan.  
 "Now, Fred, look away a minute."  
 Stockings and apron were off. "Now,  
 let me roll you this way, just a bit."  
 The folded apron was under Fred's  
 hips now. "Now this way, just a  
 bit; now lie still, Fred." The apron  
 made a good broad band round the  
 pelvis. "Yes, Fred, you will soon  
 be all right. Now let me tie your  
 ankles with my stocking. Now this  
 one on your knees. Now the pain's  
 better, isn't it? Just lie there and  
 wait until this car that's coming  
 reaches here."

The ambulance had gone and Annie  
 looked at the dishes. "To think  
 that I took off my stockings out on  
 the road. Whatever will Fred think?"  
 Somehow it didn't seem to matter.

\* \* \* \*

Annie looked at the dishes. "Well,  
 here's another day." Fred was out  
 at the bakehouse with the flour  
 traveller. The children were too  
 young for school, of course, but they  
 were just children—her's and Fred's—  
 and Annie had lots of home nursing  
 and first aid, one way and another.

## Not to be taken seriously

**N**OTE to storekeeper. "Please  
 send out six of sugar, two  
 pounds of tea and a packet of  
 oatmeal. I cannot pay you now as my  
 husband is in hospital. The doctor  
 took out his appendix; also a bar of  
 soap and a dozen matches."

## Corrections for Bob's Cut Arm (See February *News Letter*)

THE brachial artery was cut.

1. The A.S.M. should have ascertained  
 what the trouble was when the train  
 stopped, and should have brought the  
 ambulance box to the van in response  
 to Jack's message.
2. Charlie should have pulled Bob's head  
 towards the injured (left) side.
3. Charlie should have placed his right  
 fingers behind Bob's shoulder, and  
 his right thumb above and behind the  
 collar bone in the hollow of the muscles.  
 Then pressed the thumb deeply down  
 on to the first rib.
4. Charlie should not use a handkerchief  
 while proper dressings were available  
 on the spot.



# SPORTS

## Country Tennis Week

MANY country railway centres will be represented at country tennis week which begins on the V.R.I. tennis courts at Parkville, on March 23, and finishes four days later. The winners of the teams' championship will be presented with the Donald Mackintosh cup. Tennis is one of the most popular sports in the country, and, with the number of first class courts increasing from year to year, the standard of play has shown a noticeable improvement. Better courts and greater facilities to see even Davis Cup stars in action in provincial cities, have not only stimulated spectator interest but have also induced more young men to take up tennis themselves. The big country week in Melbourne is therefore developing into one of the V.R.I.'s most important sports carnivals. There is keen rivalry in singles and doubles events and determination to have the trophies that go with them displayed at the local institute.

## V.R.I. Runner's Success

MISS BEVERLY TERRY, 20 year-old daughter of Mr. Jack Terry, of Elwood Depot staff, is one of Victoria's most promising athletes. She started competitive running at 14 with the Melbourne Athletic Club, and soon she was winning sprint and hurdle races. At Royal Park recently she was runner-up to Olympic star Winsome Cripps in the 100 yards event, and a week later she won the 100 metres and 220 yards sprints and the 80 metres hurdle. With Miss Pat Johnson, a V.R.I. runner, Beverly trained on Mr. Pat King's famous private running track at Albury, used by Stawell Gift entrants. Miss Terry is secretary of the Melbourne Women's Amateur Athletic Association. At one time she was an Australian Air League lieutenant.

## Coaching Guard

SUBURBAN Guard Mervyn James Feehan is a successful trainer of professional footrunners, including a number of young railwaymen. In his more youthful days he was a good sprinter. He won the Lancefield Gift, was placed in a number of other Gifts and once figured in the final of the 220 yards at Stawell. Mervyn discovered two very promising runners while watching a V.R.I. football match some few years ago. They were two young porters, Bernie Haines and Harold Anderson, whose speedy dashes with the ball were impressive. After the



Tom Fitzgerald, on the outside, gets up in a fast finishing burst to snatch a narrow win in the 1953 Austral at North Essendon board track. He is a railway motor omnibus driver at Deepdene Depot. Tom, whose brother Jack, is also an Austral winner, is believed to be the first Melbourne-Warrnambool road race placetter to win the important Austral event. Tom joined the railways as a lad labourer at Newport Workshops in 1927 and has been a bus driver at Deepdene since 1939. Incidentally, Jack Middleton, who is now at Sandringham, was stationed at Deepdene when he also won an Austral. (Age photograph)

game Mervyn got them interested in the footrunning business, and subsequently trained them. Haines won the Maryborough Gift in 1950 off nine yards. World's sprint champion, Barney Ewell, was the backmarker. Anderson won the Bruthen Gift and sprint on one Saturday and on the following Monday won both Bairnsdale Gift and sprint. Bernie Haines is now a goods guard in the Melbourne Yard and Harold Anderson is a first class relieving shunter in the same yard.

Another railwayman to benefit from the expert coaching of Mervyn Feehan is Bob Bates, who is a boilermaker at Newport Workshops. When he was an apprentice, Bob developed into a good middle distance runner under Mervyn's coaching and won at least ten races. As the best professional middle distance runners in Australia compete at Stawell every year, it was a very good performance on the part of the railway runner to finish second in the 600 yards event. Bates is now a League football boundary umpire.

Other outstanding professional runners who owe their success to Mervyn's shrewd coaching are Geoff Dowling, winner of the Echuca and Lilydale Gifts, and Bobbie Woodbridge, who won the 100 yards event at Stawell last year.

Mervyn says that one of the most interesting runners he met was Barney

Ewell. From a study of Ewell's style and training methods and the way he gathered speed from the starting blocks he was able to pass on some very valuable information to the runners he was coaching.

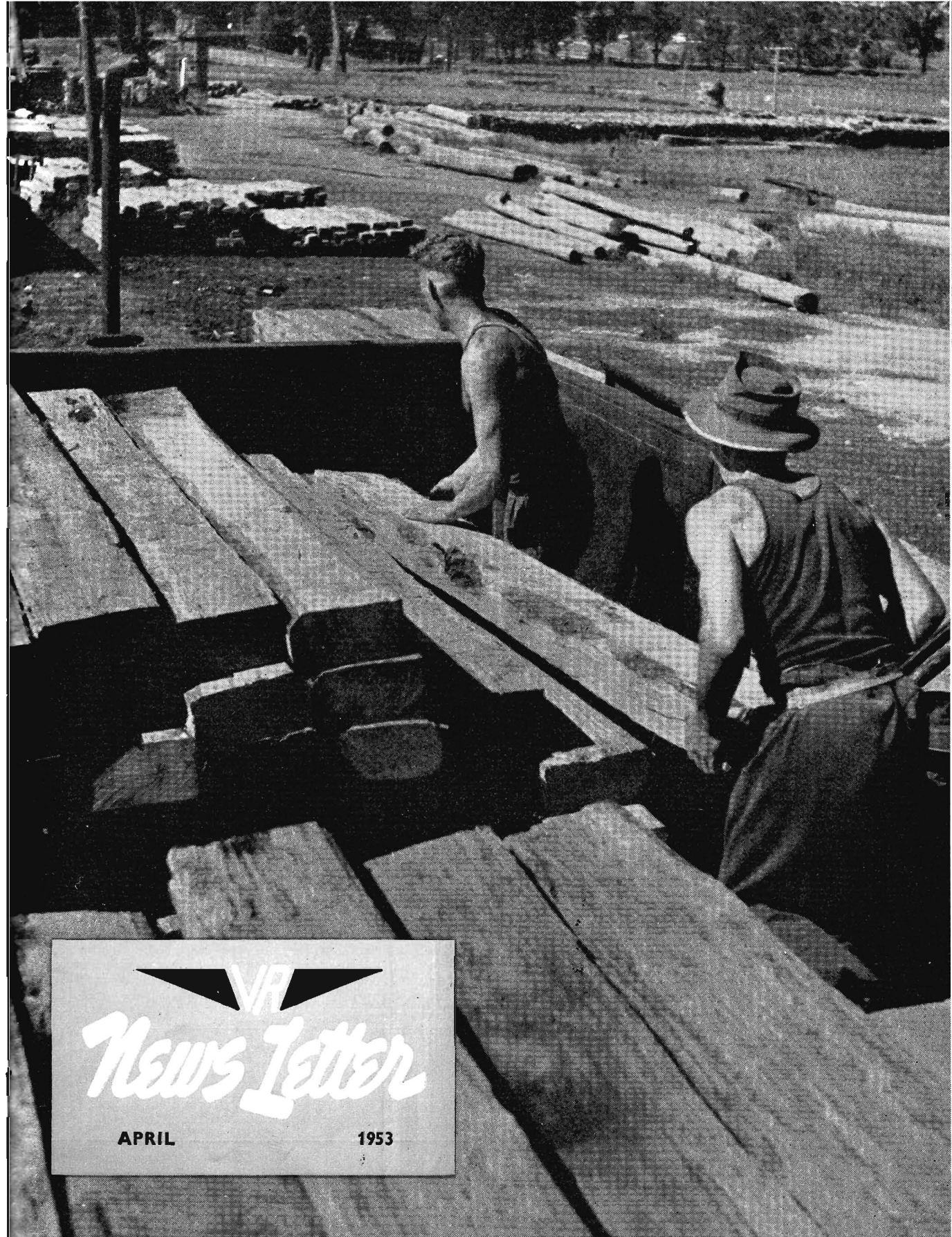
## Country Week Games

COUNTRY week sporting fixtures for this year have been arranged. Tennis will be played on March 23-27; bowls, April 13-17; billiards, June 8-12; golf, September 7-11; and cricket, November 23-27. All the games will be played in Melbourne.

## Bat Tennis at Newport

BAT tennis continues to be Newport Workshops' most popular lunch time recreation. All told, there are five clubs, each with a court. It is generally conceded that the New Erecting Shop club in point of size and consequent financial strength, could justify a claim to be the Wimbledon of Newport. The well maintained ash court of the Accountancy Branch club proves that accounts men are as handy with spade and roller as with pencil and job card. Outstanding singles players at the 'shops are John Dallemoll and Wally Ledwidge. Newport men are proud of their amateur status, and would unhesitatingly reject offers from America. So far, none has been received.





# News Letter

APRIL

1953



## Rail Renaissance

**R**AIL passenger transport is showing unmistakable signs of regaining popularity with the travelling public. Since more coal and staff have been available, the Department has been able to develop its plans, not only to restore curtailed services, but also to run occasional and successful specials for trade, club, and Sunday school picnics and to such events as the Begonia Festival at Ballarat and the Bendigo footrunning carnival. Recently Geelong water-siders went to Ballarat in a special train for their annual picnic, and 1600 of their Melbourne colleagues took two special trains for their picnic at Bacchus Marsh. Special holiday day tours by train have already been run to Wonthaggi and Inverloch and to Colac and the Otways. More are being planned.

The restoration of normal week-end services to Melbourne's suburban system has, of course, given a fillip to passenger figures, but there are other factors at work as well. The gradual intensification of the parking problem, the cost of running a car indiscriminately, the psychological reaction to cleaner and progressively brighter railway carriages and the persuasiveness and pervasiveness of publicity are all contributing to what may well be a back-to-the-trains movement.

## The Amazing Diesel

**B**Y making considerable savings in main-line running times the diesel-electric locomotives have greatly improved both passenger and goods services. Since they have been in service the diesel-electrics have averaged approximately 3,000 miles weekly per locomotive. The overall fuel consumption of each locomotive has been slightly more than one gallon of distillate per mile.

Their efficiency and economy of running is well illustrated by regular performance on the Serviceton run, with both *The Overland* express and fast freight. Two coupled diesels leave Melbourne daily, hauling a 1,300-ton goods train to the border. They return the next morning with *The Overland*. On the outward run they maintain 15 miles an hour up the 1-48 grade of the Inglston Bank, the steepest main-line grade on the system. The round trip of 574 miles is done in 18½ hours, and the fuel consumption for it is below overall average, at about .88 gallons per mile per locomotive.

The diesel's high degree of availability is astonishing. For example, B. 68, one of the latest additions to the fleet, left Melbourne for Bendigo with the 7.20 p.m. goods train and returned with the dawn, hauling the 12.15 a.m. goods. It then ran the 7.55 a.m. passenger train to Wodonga and returned to Melbourne with a train load of fruit pickers bound for Mildura. The same evening it left Spencer-st. for Mildura with the fruit pickers' special, reached Mildura before nine in the morning and returned with the evening passenger train, finally pulling up at Spencer-st. next day 18 minutes ahead of schedule. The diesel did a tour of 1,280 miles, 736 of them in less than 24 hours. This, incidentally, was a 24-hour mileage record for a single V.R. locomotive.

## Super Effort

**F**AR too many users of superphosphate, this season, failed to respond to the appeal by railways and fertilizer manufacturers to order for delivery before Christmas. The Department was thus 48,000 tons down on the previous season's tonnage for the period from July 1 to October 31. From November onwards, however, orders were stepped up and the lag has been overtaken. Indeed the previous season's transport performance, which in itself was extremely good, will be surpassed. Last month a day's loading record, 224 trucks (4,439 tons) was established. All of which speaks volumes for the value of railway team work in overtaking a "let down". But what a pity it is that so many superphosphate users seem unable to help us to help them.

## Praise For Fast Freight Service

**M**ELBOURNE forwarding agents who accept and deliver consignments sent by fast goods trains to and from Sydney and Adelaide say that many consignors have been agreeably surprised at the efficiency of the service, particularly between Melbourne and Adelaide. To find consignments, despatched by the diesel-hauled 2.30 p.m. fast goods train from Melbourne, available for delivery in Adelaide shortly after lunch next day, as has happened, has literally amazed some customers, according to one agent. He added that merchants who handle goods, such as batteries, which have had to be packaged for road transport, are most impressed with the steel container service between Melbourne and Sydney, which eliminates packing costs, and ensures that consignments arrive in good condition and avoids risk of pilfering. When this was written, 59 of the 200 steel containers ordered were in service.

## Diesel Shunters

**T**HREE diesel shunters, which the State Electricity Commission bought for use at Yallourn and Morwell but are not necessary at present because work has been curtailed in the brown coal area, have been hired by the Railways. They will join the Department's fleet of 10 diesel shunters.

The valuable part the shunters play in economical and efficient railway operation is overshadowed to some extent by the record breaking performances of their more glamorous sisters, the diesel-electric main-liners. But, to the railwaymen, whose job it is to sort out and handle traffic in the Melbourne Yard, the diesel shunter, as they say, "is tops". Shuttling to and fro behind the railway scene, breaking and making up trains, the humble shunter, a vital backstage unit, is doing a great job. Each averages 130 hours service a week.

## Communications Speeded Up

**F**ASTER passenger and freight services and a greater volume of traffic, have necessitated commensurately speedier railway communication. The teleprinter service linking Head Office with Seymour, Benalla, Shepparton, Albury and Sydney has been extended to Ballarat, Bendigo and Geelong. The next proposed links are with Ararat, Dimboola and Adelaide. Concurrently with the expansion of teleprinter facilities, telephone trunk line services have also been improved, and the combination of the two greatly extends the network for rapid long-distance communication. It has, of course, resulted in the progressive withdrawal of morse telegraph instruments from roadside stations.

## Station Dining Room Re-Opened

**T**HE Refreshment Services Branch has had a considerable reputation, over the years, for giving the public good food cooked in spotless kitchens. Indeed, a globe-trotting Melbourne newspaper commentator once remarked that he had never tasted anything so succulent as the V.R. sausage and meat pie. Unfortunately, railway catering has been restricted in the post-war years by the shortage of trained staff, but the situation has now improved. It has been possible, for instance, to re-open the dining room at Flinders-st. station for a three course meal and light refreshments. Closed since 1947, the dining room was redecorated before it opened its doors again. Public patronage is good.

## OUR FRONT COVER

shows sleeper cutters loading trucks at Orbost. The Department uses about 350,000 sleepers each year. There are more than 13 million of them in tracks throughout the system.





DIESEL SHOP: General view. The two locomotives are in for their daily check.

## SERVICING THE DIESEL-ELECTRICS

THE new diesel shop at North Melbourne Locomotive Depot has all the mechanical "mod cons" that the powerful, sleek aristocrats of the road need to maintain their reputation for high availability, economy and efficiency.

After its run the diesel is driven to the fuelling point at the entrance to the shop, and while being refuelled is washed. From two 75,000-gallon tanks, about 150 yards away, the oil is pumped through overhead lines to the fuelling point and thence into the diesel's tank. Water for the crew is taken on, and from overhead tanks, the diesel's sand boxes, four on each side, are filled.

With the journey's grime removed from the diesel's streamlined body, the locomotive is now ready for the daily visual inspection. It is driven over the pit inside the shop. The examination includes a check of the electrical gear, engine top deck and brake and bogie gear. At 5,000 miles and upwards the diesel is given an engine examination, and a more intensive inspection of its electrical equipment, generators, traction motors and electrical control systems. Examinations at 5,000 and 10,000 miles are completed within eight hours, and in only 36 hours when the more comprehensive inspections are carried out at 30,000 and 60,000 miles. The work of the diesel maintainers is helped by the shop's fluorescent lighting system and lights set into the walls of the pit enable every part of the undergear of the locomotive to be seen clearly.

Perhaps the most interesting feature of the shop's equipment is the modern drop table. One of the major advantages of the diesel-electric is easy accessibility for the rapid replacement of worn or defective parts, which reduces its time out of service to a minimum. For quick renewal of such

parts as traction motors, wheels and bogies, it is essential for an up-to-date diesel shop to have a modern type of drop table. Drawings of an approved and tested design of drop table, purchased from the Whiting Corporation of America, were amended to suit local conditions, and the drop table was made at Newport Workshops.

When a bogie change is required, the locomotive is carried on body supports, which span the width of the drop table. With the engine securely supported, the bogie is dropped on the table, traversed to an adjacent road and placed in the bogie maintenance section of the shop.

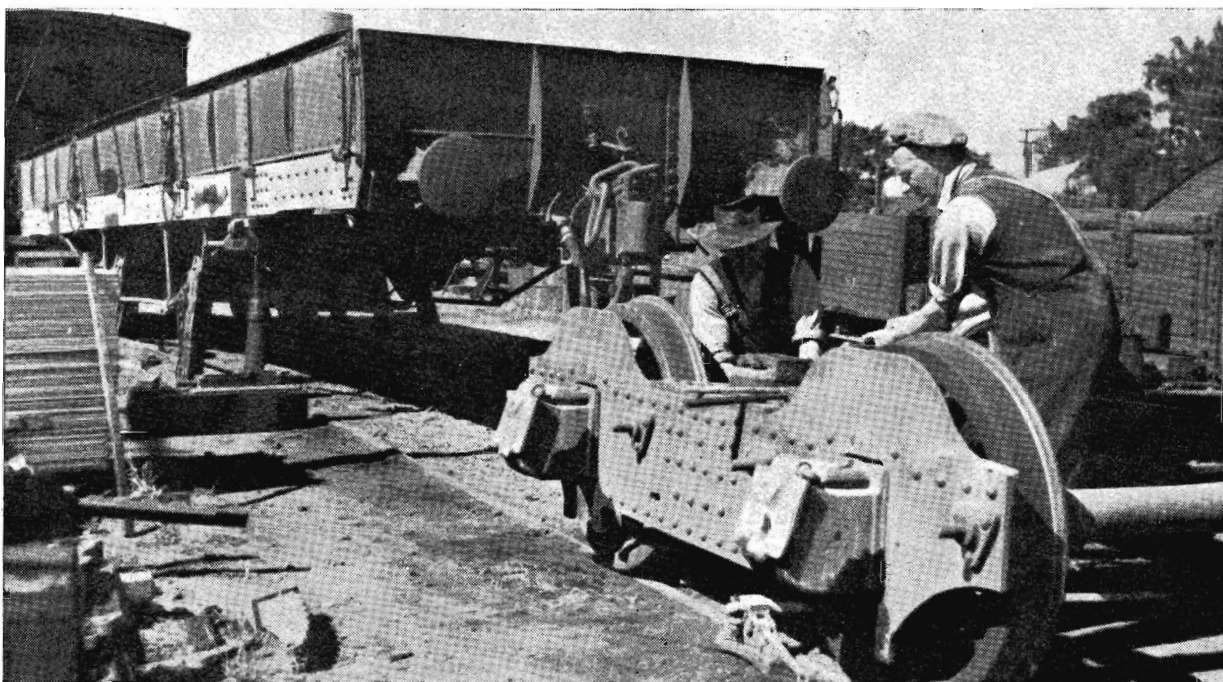
The new bogie is then placed on the table which returns to its original position and the bogie is then fitted beneath the locomotive. There are three roads in the shop, two for the diesel main-liners and one for the shunters.

The Diesel Shop is under the supervision of Chief Foreman A. McIvor who has had 40 years' railway service. He joined the Department as a lad labourer and became an apprentice fitter and turner a year later. He completed his apprenticeship in 1919 and rose to his present position last year. "I have worked among steam locomotives for many years and have a great affection for the old iron horse, but I must say that the diesels are a revelation," says Mr. McIvor.

Like Mr. McIvor, Mr. Frank Jacobsen, Foreman of the Diesel Shop, started his railway career as an apprentice, afterwards becoming an electrical fitter at Jolimont Workshops. Subsequently he was transferred to the electrical section of the machinery and plant shop at Newport. He became a leading hand electrical fitter in 1944 and went to North Loco. as a leading hand diesel maintainer in 1951. He was appointed diesel shop foreman last year. He, too, likes the new diesels.



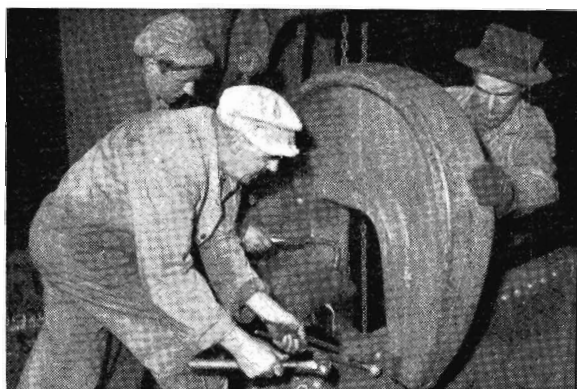
# CRADLE OF THE V.R. LOCO.



**TRUCK REPAIRS:** Bogie of a QN truck being assembled after a general overhaul.



**LOCO SPRINGS:** K class engine springs being made.



**ENGINE MAINTENANCE:** Rivetting the firebox at the foundation ring of a boiler.

THE railway workshops are Ballarat's largest and most important heavy industry. They give employment to about 500 people, most of whom are, of course, skilled tradesmen. The lay-out of the workshops is neat and compact; even so their buildings are spread over more than eight of the total area of 20 acres.

Since its early days Ballarat has been very closely linked with the development of the Victorian Railways. It was in the Phoenix Foundry at Ballarat that the first locomotives in Victoria were built for the Department and before the foundry closed down, it had, between 1873 and 1904, supplied 352.

In 1913, it was decided to establish departmental workshops at Ballarat and Bendigo to build and repair locomotives and other rolling stock. Ballarat North was opened in April 1917, and Bendigo later in the same year. Locomotive construction began during 1919, and by 1922, 13 locomotives (eight D.D.'s and five A.2's) were made at each of these provincial 'shops.

They have become increasingly important now the Department has intensified its drive for more passenger and freight business. Locomotives, cars and trucks needing repairs and maintenance must of necessity be returned to service as promptly as possible. The Ballarat North staff, from apprentices to foreman, are well aware that every locomotive, passenger car and truck returned to the Traffic Branch is a potential revenue earner.

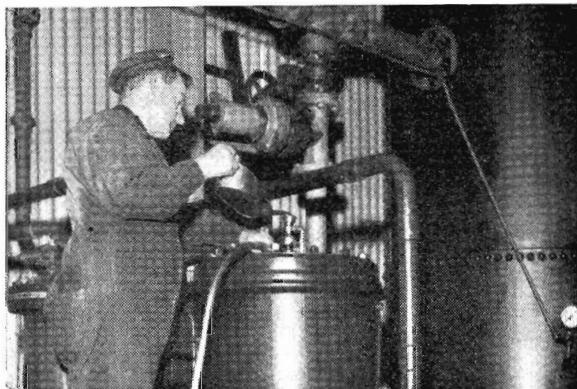
Locomotives and tenders are being overhauled and boilers manufactured and repaired, obsolete engines are being scrapped, both light and heavy repair work is being carried out to trucks, and passenger cars repaired and repainted. A wide range of other work is also in progress. The workshops have proved a valuable adjunct to Newport in providing components for the new construction programme. These include doors for sheep trucks and water treatment feeders for locomotives.

The Manager, Mr. H. W. Harman, is justifiably proud of Ballarat North's good output during and since the last war, and is looking forward to the day when plans for more shop accommodation, now in the blueprint stage, will be implemented.

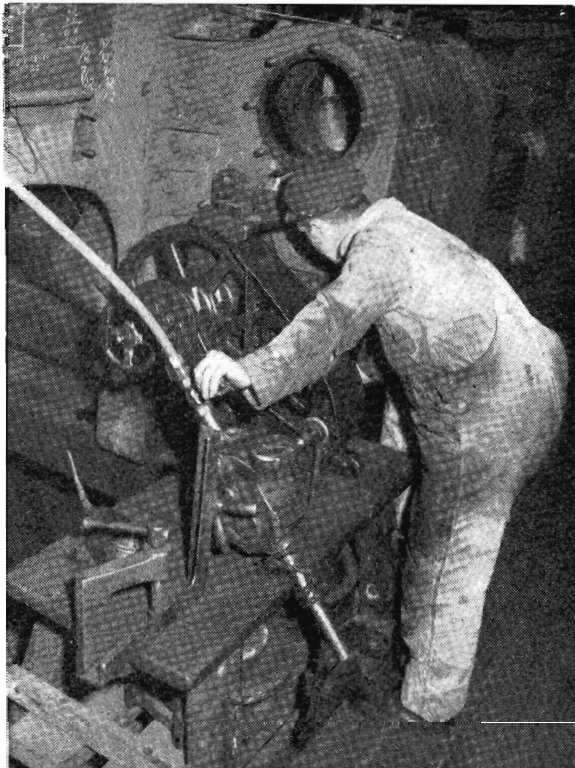


Last year the workshop's staff, despite a shortage of men in some skilled trades, overhauled 33 locomotives and effected light repairs to others. Fifty cars had heavy repairs, including 31 repaints. Forty-four vans came in for heavy repairs, and eight for repainting. More than 100 other vehicles had light repairs.

Because of lack of buildings, some maintenance had to be done in the open, and the progress of the work was sometimes slowed down by wet weather. New building plans provide, among other things, for extensions to the car and paint shop to enable six instead of three cars to be handled at one time. Additional equipment being installed to modernize the shops includes a sanding machine for dressing timber car fittings.



**LUBRICATION:** Oiling an air compressor in the compressor room.



**ERECTING SHOP:** Engine cylinder boring machine in operation.



**LOCO. REPAIRS:** Fitting engine coupled-wheel axle box to journal.



**MAINTENANCE:** Reconditioning a passenger car.

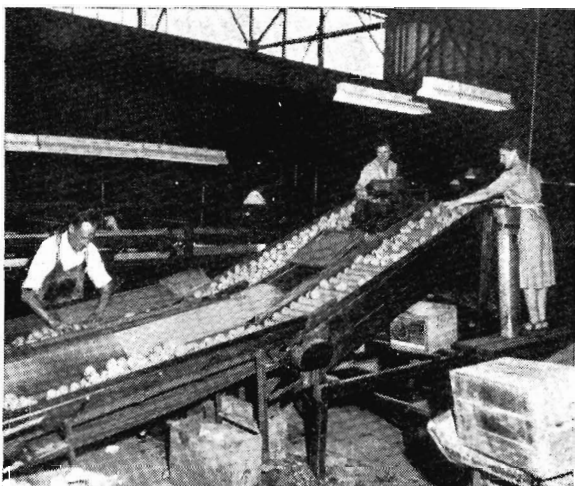


**IN THE SMITHY:** Forging a locomotive component under the steam hammer.





Orchard country. Victoria has 71,746 acres of orchards.



Pears on their way to the inspection tables at a big exporting company's store at Blackburn.



Packing fruit.

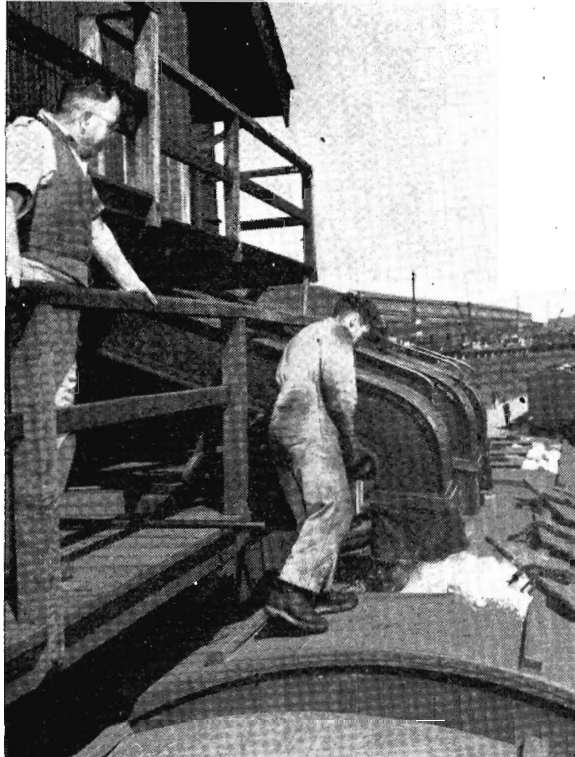
## FRUIT FOR EXPORT

VICTORIA, it is estimated, will export 1½ million cases of fruit this year, chiefly pears, oranges, apples and grapes. Pears are the largest item; they will probably total 700,000 cases. The department's iced trucks for pears and grapes, and louvre trucks for apples and oranges, are important links between growers and overseas markets. Pears, as every housewife knows, ripen and spoil easily. They are therefore chilled in the cool stores to a temperature between 32° and 35°F. Iced railway trucks then carry them to the ships without an injurious rise in temperature. Victoria is the principal pear exporting State.



Wiring cases.





(Above) Icing a truck. Up to 80 trucks a week are used for the fruit traffic. A 15-ton truck's ice tanks hold from 15 to 20 cwt. which lasts about four days. The trucks are well insulated with a 4 to 5 inch thickness of sterilized cow hair between the inner and outer linings.

(Below) Stacking cases in a truck. A 15-ton truck holds 600 cases.



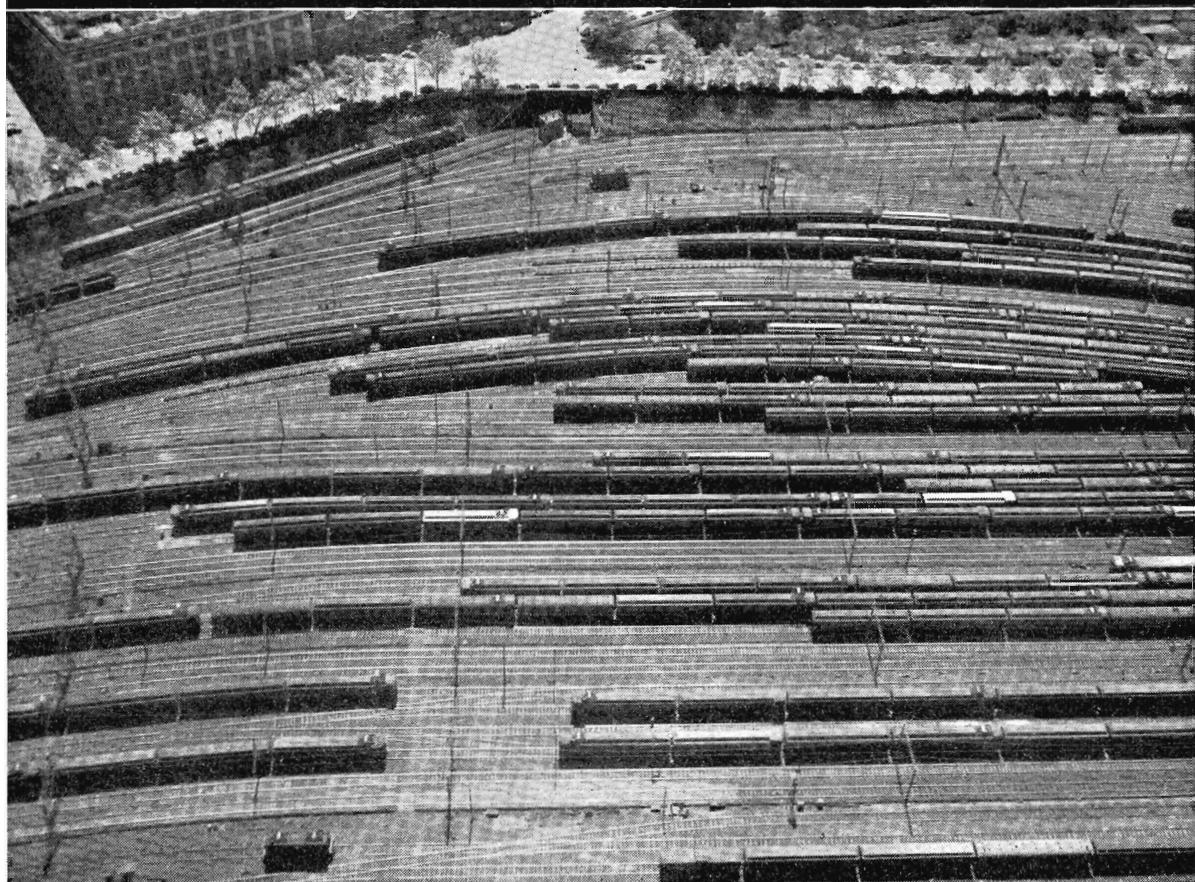
(Above) Loading a truck.

(Below) On the way to a ship's refrigerated lockers. Fruit is shipped to Britain, Malaya, Hong Kong, India and other countries. It helps to pay for much needed imports, and this year it is expected to realize about £3 million.





# AROUND THE SYSTEM



**BIRD'S EYE VIEW:** This unusual photograph of suburban trains in Jolimont Yards was taken by a News and Information Bureau Photographer (Commonwealth Department of the Interior) from a R.A.A.F. helicopter.



**HOME FROM JAPAN:** Major R. Drew (centre), Salvation Army executive, is welcomed by colleagues on his return in *Spirit of Progress*.



**GIPPSLAND LINE TEST:** This train ran recently over miles of newly electrified track between Dandenong and

FIRST  
FIVE:  
the n  
locom  
pared  
shops





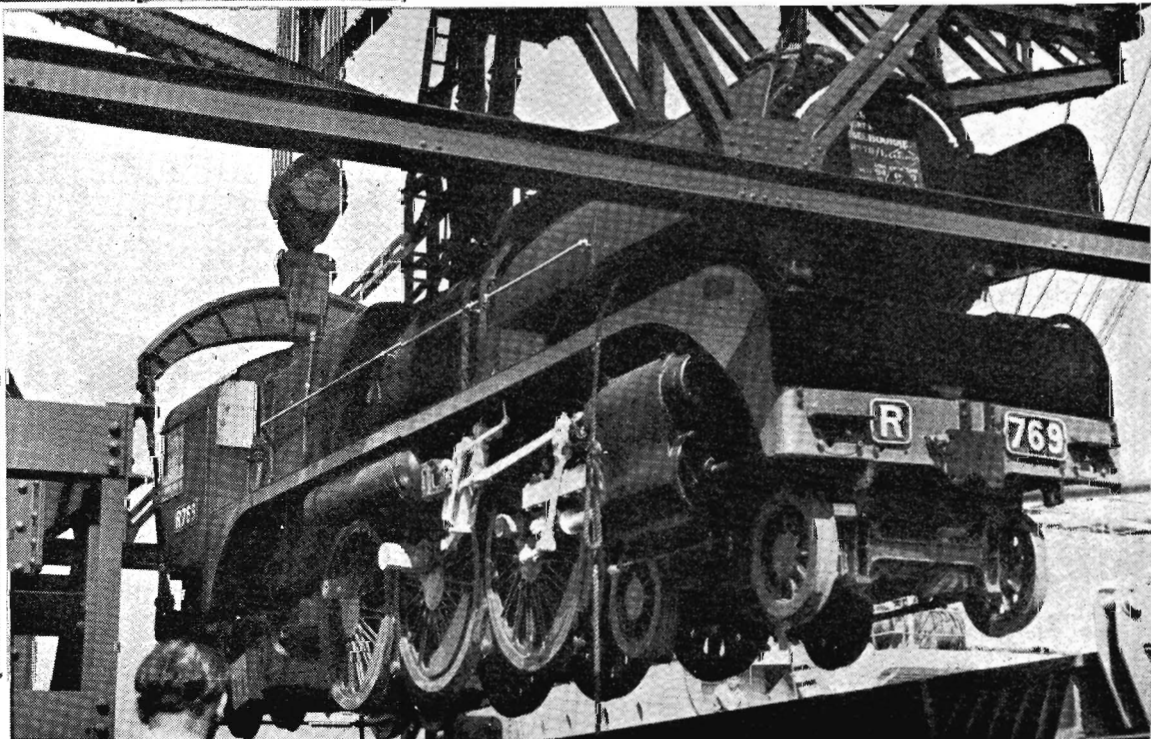
**NEW CITY GUIDES:** The first of these map guides on metropolitan stations is at Flinders-st. It is of great help to visitors.

**THE FINAL R:** (before) R. 769, the latest and final R class locomotive being unloaded from the *Hector* at Nelson Pier, Williamstown.

**TWENTY-**  
50, first of  
electric  
being pre-  
Jolimont  
service.



more than six  
Warren.

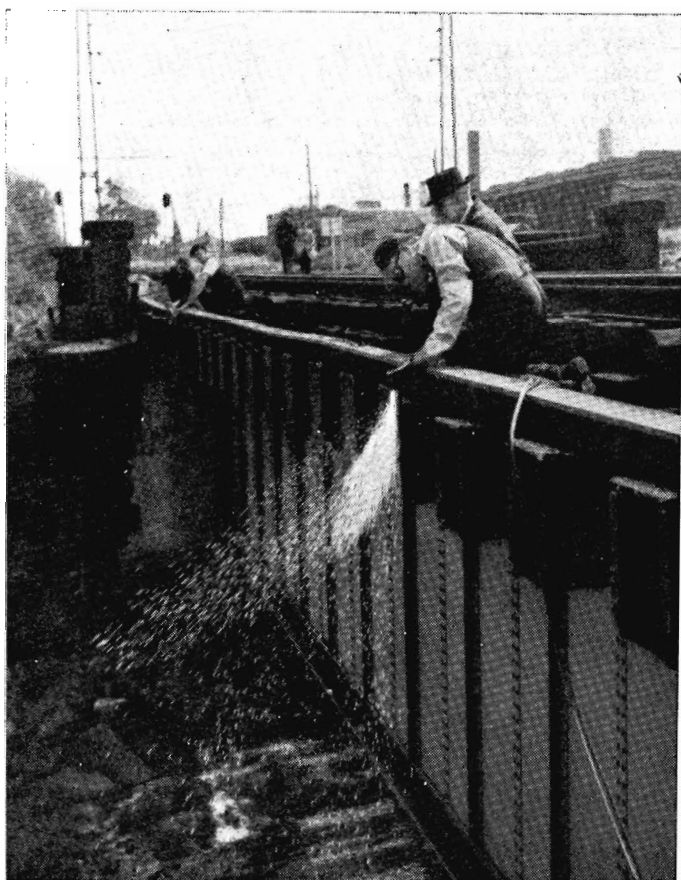






ORIGINAL: This photograph of the bridge in its original condition is from Mr. L.J. Harrigan's collection.

## STONY CREEK BRIDGE



RENEWAL: Workmen cutting off girder end plates.

FOR the second time in its 95 years, the Stony Creek bridge, between Yarraville and Spotswood, is undergoing a major operation to give it yet another sound lease of life. The original box girders are being removed, and the cross girders are being replaced.

The bridge is 5 miles 14 chains from Spencer-st. It was originally erected in 1858 as part of the Williamstown line which had been commenced by the Melbourne, Mount Alexander and Murray River Railway Company. In March 1856, the Government bought the property and interests of the company and took over the building of the Williamstown line. The first government railway in Victoria, it was opened for traffic on January 17, 1859.

The order for the Stony Creek bridge was included in the first batch of contracts issued, in June 1856, by the newly-formed Victorian Railways Department.

The ironwork for the bridge was manufactured in England by Peto, Brassey and Betts for £2,034. The foundations and the bridge itself were built by George Holmes and Company, of Melbourne, for £14,580.

The bridge consisted of two wrought iron box girders, each 92 feet long, 7 feet high, 2 feet 3 inches wide, and weighing 26 tons. The girders were erected on two stone piers 20 feet above high water and provided a clear span of 90 feet. The total weight of the ironwork was about 90 tons.

In 1902, two plate girders were erected underneath the cross girders to strengthen the bridge to take increasing weights of engines and train loads.

When the present rebuilding is finished, none of the original ironwork will be left; only the stonework will remain as a monument to its builders.



# LINE FROM OTHER LINE

## Gauge Widening in South Australia

THE work of widening the south-eastern tracks of the South Australian system to 5 ft. 3 in. has been in hand for some time, but shortages of labour and materials in the early stages have slowed down progress. The first section of the line, between Wolseley and Naracoorte (49 miles), was opened for traffic in February 1950, and the second, between Naracoorte and Kalangadoo (44½ miles), a little more than a year ago. Subject to the necessary finance being available it is hoped to open the 20 miles between Kalangadoo and Mt. Gambier about the end of March or early in April, this year. Meanwhile, and until the work is finished, passengers and parcels are being transported by road between Naracoorte and Mt. Gambier; only goods traffic goes by rail.

## Europe's Fastest Train

SPEAKING in an overseas broadcast, Bertram Mycock, of the B.B.C. said: "The fastest train in Europe belongs to the French. The run from Dijon to Paris is only five miles short of the round 200, and the train does the trip in under two and a half hours. It was scheduled to average 77 miles an hour, and it came smoothly into the Gare de Lyon four minutes ahead of schedule. This was an electric train, and this high-speed run, which is done several times a day, serves to point out the great strides which the French are making in the electrification of their railways."



GOING UP: Passenger train in typical mountain scenery, Central Railway of Peru. This railway crosses the main range of the Andes at an altitude of 15,800 feet. There are 59 bridges, 66 tunnels and 21 zigzags. Half the main line, which is 4 ft. 8½ in. gauge, is curved track sometimes with a radius as low as 100 metres. Maximum gradient is 1 in 23 uncompensated for curvature, and there are long stretches of 1 in 25.

## Auckland Electrification

THE N.Z. Government will start preliminary work immediately to electrify the Auckland suburban lines. It is part of the £20 million development scheme extending from Auckland to Frankton, and the Government intends to carry out the whole of the work as quickly as possible. Construction will be spread over a number of years as material, labour and finance are available.

## Interesting Tests

The Norfolk & Western Railroad is to test a diesel-electric locomotive. This system has hitherto been alone among major American railways in setting its face resolutely against diesel operation in any form. The Norfolk & Western boasts the most economical operation with steam, and with the greatest continuous availability yet known in U.S.A. The reason for the test is that an experimental N. & W. steam-electric locomotive is now under construction, with a water-tube boiler carrying twice the pressure used in a conventional locomotive boiler, and the railroad is seeking accurate figures concerning the relative economy and haulage capacity of its own standard steam locomotives, the latest diesel power, and the new steam-electric locomotive.

## Fire Engine

HERRICK, an Illinois town, is thankful that the Nickel Plate Railroad's freight train was hauled by a steam locomotive on a day recently. A fire threatened the entire business district, and fire-fighting equipment, rushed in from three neighbouring communities, drained all the available water from the town's private wells. The train made an unscheduled stop, and 15,000 gallons of water were drawn from the locomotive tender by suction hoses to bring the fire under complete control. That left the locomotive with about 3,000 gallons to continue its run.



NEW POWER: The first of ten 4,500 h.p. gas-turbine-electric locomotives, ordered by the Union Pacific Railroad, hauling a freight train. The locomotive weighs 248 tons and has a starting tractive effort of 135,000 lb. It burns heavy oil.





No. 1 Gang Antwerp (Dimboola-Jeparit line), winners of the first prize of £75 for the best kept length, with rails of 75 lb. and under, in the Geelong District for the year ended June 30, 1952. Left to right: Repairer G. W. McKay, Ganger J. Shanahan, and Repairers J. C. Lee, A. P. Harrison and A. M. Abbott. Ganger Shanahan has been in charge of the Antwerp length for the past 10 years. The merit board on the motor shows that the gang won the prize for the Most Improved in 1943-44, was first in 1944-45, and second in 1950-51.

## In The Good (?) Old Days

LIFE in railway construction camps 40 years ago, was recalled by Mr. V. J. Wasley who, as Estate Officer Assistant, recently retired. He joined the Railway Construction Branch in 1909 as a junior clerk, and was posted as timekeeper to various line building projects. For a while he was at Ouyen, then a sleeper depot for the building of the line to Murrayville. In those days there was no police station in the town. Law and order were maintained by a stalwart sergeant attached to the construction camp. As there was no lock-up he would handcuff drunk-and-disorderly offenders to a fence until they sobered up. The town lacked a hotel; there was only a shanty that sold wine, of sorts, in minimum quantities of a gallon. To quench thirsts induced by the fierce Mallee heat some of the men travelled long distances to other towns. On one burning summer morning only two, of a group of forty men, answered the whistle's call to work. The others were later found at the nearest hotel, at Woomeelang, nearly fifty miles away. But they were back on the job, next day.

After service overseas in the first World War, Mr. Wasley was transferred to the Estate Office as a draughtsman. He still maintains an interest in R.S.L. activities and is secretary of the 46th Battalion Association. Together with his wife and daughter (who is a stenographer in the Traffic Branch) he is going abroad and hopes to see both the Coronation and the cricket Tests.

## Engine Pit Swimming Pool

SUB-FOREMAN WILLIAM THOMAS O'HAGAN has seen the Ballarat North Workshops expand from practically bare buildings to one of the best equipped shops outside Melbourne. After joining the railways in 1913 as an apprentice fitter and turner at Newport he was transferred to Ballarat as a fitter about four months after the workshops were opened in 1917. The shops saw some strange sights in those days. World War One was in its third year and A.I.F. troops were quartered in the erecting shop. The engine pit had not been used and the resourceful troops took advantage of this to improvise one of them into a swimming pool. Mr. O'Hagan has had extensive workshops and loco-

motive depot experience. Before returning to Ballarat in 1927 he was at Maryborough, Newport, Seymour and Ararat. He was appointed sub-foreman in 1937.

## Buffalo Gorge Tragedy

HIGH praise for the work done by Messrs. W. Marriott, Harry Hodges and Eric Higgins, of The Chalet staff, Mt. Buffalo, in recovering the body of Mr. R. J. Anderson, who was killed by a fall into the Mt. Buffalo gorge, is contained in a letter received by the Secretary from the Chief Commissioner of Police (Mr. A. Duncan). He recalls that the men spent three days on the tragic task of bringing the body from the bottom of the gorge to the road. All possible co-operation, Mr. Duncan says, was given by the management and staff in the very strenuous and dangerous work involved. The Commissioners have added their own commendation in a letter to each of the three men.

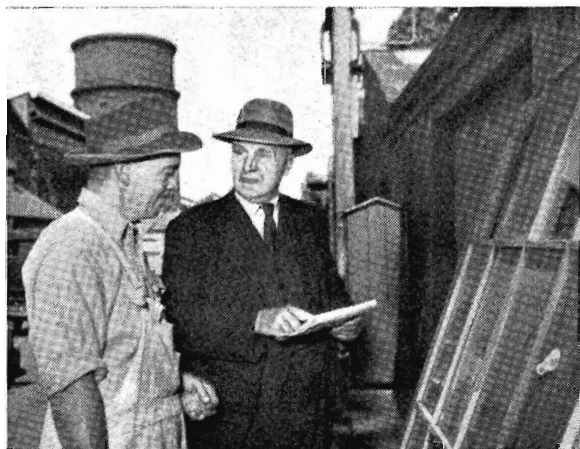
## Limerick Wins Dollar

MR. TOM LOCKHEAD, Sub-Foreman turner at Jolimont Workshops, has won a competition for the best final line to a limerick, conducted by the *Industrial Supervisor*, a safety-first magazine published in America.

The limerick was:  
Superficial was John Henry Pool  
Told his boys to walk safely to school  
But a car hit one kid  
'Cos he did what Dad did  
And Mr. Lockhead's last line was:  
*He followed his footsteps—the fool.*  
And a dollar prize followed that.

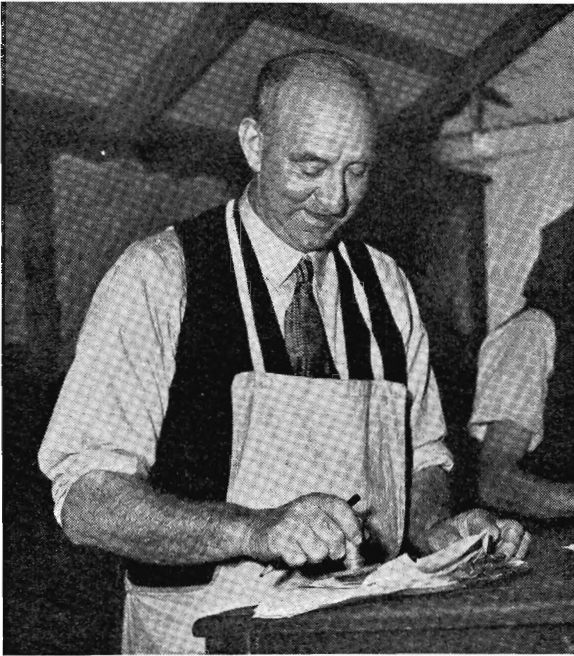
## Station Builder

JOINING the Department as a carpenter at Spencer-st. in 1910, Mr. H. F. Frencham, Way and Works Branch Sub-Foreman at Newport, has watched with interest the great Melbourne residential sprawl. As a young man he helped to build the existing Mont Albert and Sunshine stations in the days of suburban steam traction when today's thickly populated areas were mostly open paddocks. He also worked on extensions to many other suburban stations. At Newport, Mr. Frencham worked on new buildings and additions to various shops. His father, the late Mr. G. Frencham, who died on the eve of his 91st birthday, was a railway apprentice at the old Williamstown 'shops. His brother, Ossie, was a dining car steward for many years, and another brother, Roy, was an electric train driver.



Mr. Frencham (right) on his last day on the job.





Goods Checker H. E. Brown at work in the Melbourne Goods Shed on his last day of service. Mr. Brown, who recently retired, was at Melbourne Goods for 24 years and, prior to that, spent eight years in the Way and Works branch as a repairer. His son, Mr. G. H. Brown, is stationmaster at Nyahwest.



Chief Inspector Sickerdick

### No More Sleuthing

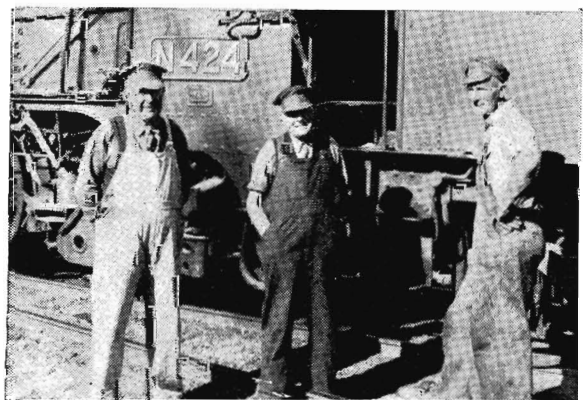
A man who solved many puzzling crimes and unravelled murder mysteries during his career in the Criminal Investigation Branch of the Victoria Police Force, retired from the railway service last month. He is Chief Inspector F. W. Sickerdick. He joined the police force in 1911, and was a uniformed constable at Prahran when he was transferred to Army intelligence shortly after the outbreak of the first world war. Resuming his duties at Russell-st. in 1919, he was the first detective to be attached to the southern district, with headquarters at Geelong. In 1931 Mr. Sickerdick returned to Russell-st. to join the homicide squad. During the last war he was seconded to the special branch, and remained there until he took charge of the Railway Investigation Section ten years ago. Mr. Sickerdick has been especially helpful to many new railwaymen as he speaks six European languages.

### Oversea Mission

MR. J. R. REWELL, Outdoor Assistant to the Chief Traffic Manager and Mr. L. A. Reynolds, Metropolitan District Engineer, are visiting England, Europe and Canada to observe and report on the latest developments in railroad operating. Traffic Branch officers at a recent conference wished Mr. Rewell and Mr. Reynolds a successful mission and a safe return.



Mr. William Hore provides a conclusive demonstration of the impact of study on progress. He joined the Railways a mere four years ago, after active service. As a porter at St. Kilda and part-time conductor at Elwood, he decided that he ought to do better. So he set about gaining his ticket checker's, staff and ticket, electric staff, double line block and first year ambulance certificates. Recently he added his A.S.M.'s ticket. Now he is studying for the S.M.'s examination. At the moment he is a signalman at North Brighton. Mr. Hore served with the A.I.F. for five years.



The longest double-header wheat train to leave Swan Hill during the recent big seasonal rail movement was hauled by N and K class locomotives and comprised 59 bulk wheat trucks and a Z van, a total weight of 1,770 tons. The trucks contained 44,250 busheis. L. to r: Driver-in-Charge J. Clancy, Driver L. Jude and Driver D. Stemmer standing alongside the leading engine.  
—Photograph: W. Stemmer.



Sandridge, 20<sup>th</sup> Dec 1955

For 20 of her 36 years with the Railways, Mrs. W. Toomey has been gatekeeper at the Pakenham-st. railway crossing, Echuca. She is the mother of three girls and eight boys, five of whom are railwaymen. On her retirement recently she was farewelled by station staff, carriers, taxi drivers and other business people who use the railway crossing. They presented her with a wallet of notes.

*This is to certify that Mr Isaac Churchland has been in the employ of the Company as porter at the Melbourne and St Kilda Stations for upwards of about 18 months, during which time he has conducted himself in a satisfactory manner. He leaves the employ of his own free will -*

*[Signature]*

The above reference, written 78 years ago, was sent in by Mr. V. G. Cottrill, Sandringham's stationmaster, who received it from Mrs. Churchland. Isaac Churchland was her late husband's father.

### Prefers Driving To Running

FEW, if any, of the daily schoolchildren passengers from Ballan and other stations in the 153 h. p. diesel rail-car, known along the line as the "shanghai", know that the quiet unassuming second man in the train crew is Neil Cerutti, son of the famous Australian Olympic athletic coach, Percy Cerutti, who brought Victorian middle and long distance runners Landy, Perry and hurdler Weinberg into world class. Neil worked on physical testing in the Commonwealth Aircraft Corporation's metallurgical laboratories for 10 years before he joined the railways. It was while he was doing a shunter's course that he read about rail motor drivers in *News Letter* and decided it was just the job for him. He applied and was transferred to the Rail Motor Depot staff at Spencer-st. for training. Neil is keen to become a relieving man as a step towards regular driving. In one respect he admits that he has been a great disappointment to his father: he cannot run.

## THE THINGS THEY SAY

If you would make a man happy, do not add to his possessions but subtract from the sum of his desires. —*Seneca*

Seeing ourselves as others see us wouldn't do much good. We wouldn't believe it. —*English Digest*

He tried to cross—

As fast train neared—  
Death didn't draft him—  
He volunteered.

—*Sign on American highway  
near a railroad crossing*

A truthful woman is one who lies only about her age, weight and husband's salary. —*English Digest*

Modesty: The art of encouraging people to find out for themselves how important you are. —*Public Safety*

Almost every child would learn to write sooner if allowed to do his homework on wet cement. —*English Digest*

She wore pearls big enough to have oysters in them. —*C. W. Gay*

Half an hour after donning a pair of your golf socks I got a hole in one. —*Customer to Manufacturer*

Footprints in the sands of time aren't made by sitting down. —*English Digest*

Suffering in silence isn't so bad if everybody knows what you're doing. —*Public Safety*

You can't get your head above the crowd without sticking your neck out. —*XYZ*

THERE may be no such thing as the irreplaceable man; but the railroads, beyond argument, are an irreplaceable industry. They, and they alone, can perform the really big and basic hauling jobs—and they can do it swiftly, economically, under all conditions and in all weathers. Every one of us has a stake in them. —*Times-Star, Alameda, California.*



**THIS MONTH'S THOUGHT**  
**N**ATURE, time and patience  
 are the three great physicians.  
 —H. G. Bohn

### Skilful First Aid

**M**R. L. GALE, A.S.M. at Moe, while holidaying in Hamilton, attended a shearer whose radial and ulnar arteries had been severed when a struggling ewe caused the blades to gash his arm. Mr. Gale applied a clean towel and arrested haemorrhage by pressure on the brachial artery. The patient lost very little blood on the journey to hospital, and Mr. Gale's skill was praised by the doctors.

### Little Burns In The Kitchen

**T**HE red triangle is not always the sign of the Y.M.C.A. When it is on milady's forearm it is a sign that she has made brief contact with the iron. A splash of fat, a hot saucepan handle, or an unsuspected hot coal—any of these may cause an hour's stinging pain and a sore red mark for a week.

The little burn in the kitchen may be minimized and the pain relieved by immediately applying Butesin Picrate (Abbot's). A tube from your chemist should be kept in a handy place in the kitchen.

### Keeping It Down

**A** youthful figure is often what a woman gives when asked her age. If you are willing to admit you are overweight, and have sufficient will-power, the following diet may help you to get into last year's evening frock.

#### Breakfast

Fresh fruit or fruit cooked without sugar.

One egg (not fried) or a grilled chop or steak.

One thin slice of wholemeal bread or toast.

Butter from the daily ration.

Tea or coffee, with milk from the ration.

Morning tea or coffee (no sugar).

#### Lunch

A serving of lean red meat, poultry, rabbit, kidney, liver or boiled or steamed fish (no sauce).

A large vegetable salad.

Fresh fruit (or cooked without sugar).

One slice wholemeal bread. Butter from ration.

Cup of tea without sugar.

Afternoon tea with one plain biscuit.

#### Dinner

Clear soup or Marmite, Bonox or Vegemite.

Helping of lean meat or fish (as for lunch).

Two large servings of vegetables (except peas, broad beans, swedes) mainly greens.

One small serving of potato (boiled,

# FIRST AID to HEALTH

*finis coronat opus.*

\*

Conducted by Dr Max. A. Rees,  
 Railways Chief Medical Officer.

steamed or baked in jacket).

Fresh fruit, or cooked without sugar.

Half slice wholemeal bread. Butter from ration.

#### Daily Ration

One pint milk (preferably skimmed).

One ounce butter.

Saccharine for sweetening if desired.

#### Do Not Eat

Fat, fried food, cream, sausages, sauces, gravies, cakes, pastry, puddings, jam, jelly, sweets, fruit in syrup, ice cream, porridge, biscuits, macaroni, rice, sago. No soft drinks, wine, spirits or beer.

### What Is Wrong?

**A** good first aider will find four errors or omissions in this story. What are they? The answers will appear in the next issue of *News Letter*.

John was tired. He opened the door to find his wife busy in the kitchen. "Hullo John", said Mary, "how's tricks?"

"Pretty dry, Mary. We've had a hard day relaying that section near Mininera. How's the teapot?"

"I've put the jug on, John. It should be boiling soon".

Mary walked across to the electric jug. "I think that wire must be loose, the water doesn't seem to be boiling properly. It's somewhere here at this end I think—oh!" Mary shuddered and gasped. One hand was on the chimney, the other rigid on the plug. A choking cry, another convulsive shudder, and Mary fell doubled up. The jug crashed to the floor, and hot water poured over Mary's ankles. John had sprung to his feet but the table was in the way and he was too late to catch her.

"Gosh, Mary, are you hurt?" He was by her side now. "Are you hurt? Why don't you speak? Mary! Mary! say something! Gad, she's not breathing! What do I do? Do I turn her on her face? Yes, artificial respiration—that's it. Push on the back. Oh, Mary darling, how fast do I pump? I wonder if it's the ribs that are pushed down—or is it a sideways push?"

There was a step on the verandah. "Hi, John, how about a pot at a couple of rabbits before—"

"Bill!" screamed John, "come here quick, for heaven's sake." Bill was in the kitchen like a shot. "What's wrong, John? Hey! get away from there you goat, that's wrong. Here like this, just above the hips, hands together, fingers pointing, thumbs touching, turn her head sideways, press down . . . one, two, . . . release . . . one, two, three . . . down . . . one, two, loosen her collar John . . . one, two, three".

John was crying now, "Bill" he choked, "you can save her. Bill..." "Steady, John, she'll be right. I can feel her chest moving now. I think she's—". Mary was trying to breathe, there was no doubt about it, and Bill quickly synchronized his pressure and release with the natural movements . . .

Mary was in bed with saline dressings on her ankles and feet, her head raised on two or three pillows, John was helping her to manage a cup of hot, sweet tea. Bill was in the kitchen getting a scratch meal. John was talking quietly to Mary . . . "and when I get my certificate and my two quid, I'll spend it on a toy engine—or will it be a doll? for the kid. What a fool I was, Mary. I nearly lost you—and the kid—darling".

### High Honour For First Aider

**A**n active first aider for his departmental life of more than 26 years, Mr. Frank O'Brien, acting boilermaker, of Newport Workshops, was honoured recently at Government House with the award of Serving Brother of the Venerable Order of St. John of Jerusalem. Mr. O'Brien has been successful in both individual and team events, winning the senior individual and the Dux medal in 1943. He has been Superintendent of No. 2 Corps, Newport Workshops, since 1940 and is at present teaching in the workshops area. During the last war he was warden and instructor in first aid at air raid precautions classes. He has also been a member of the St. John Ambulance Brigade for many years and is corps officer in the Footscray district. Mr. O'Brien's son, Robert, is in his second year as an apprentice compositor at the railway printing works.

### Corrections for Annie and the baker (See March *News Letter*)

1. Fred would not have moved his legs unduly because of the great difficulty and pain in doing so.
2. Annie should have checked with Fred for pain and discomfort when tightening the broad pelvic bandage.
3. Annie should have warned Fred not to void urine.
4. She should have provided warm covering (she wore a cardigan).
5. The ankle bandage is a figure of 8.



## Cricket Finals

**R**AILWAY cricket finals were in progress when *News Letter* went to press. The contestants for the Commissioners Cup were Flinders-st., Newport Workshops, North Melbourne Locomotive Depot and Spotswood Workshops. The season was spoilt to some extent by wet weather which interrupted early matches, but when summer did arrive to convert sodden turf into conditions ideal for quick scoring batsmen and fast bowlers, the standard of play improved immediately, and the competing teams settled down to an interesting struggle for the Department's coveted trophy. The final matches will be commented on in the May issue of *News Letter*.

## Football Again

**W**ITH the end of the cricket season, the attention of railway sportsmen will now be directed to football. It should be an even more successful season than last year's. The interstate railwaymen's carnival will be held in Perth in September and metropolitan and country footballers will be keen to strike early form to catch the selectors' eyes. Outstanding in last year's games was the performance of Newport Workshops in reaching the grand-final and fully extending the stronger and more experienced North Loco. team in the struggle for the premiership. Newport's performance was a triumph for youthful exuberance and enthusiasm. The team was comprised wholly of apprentices, some of whom, beginning with very little knowledge of the finer points of the game, developed into really good players. There were five teams in the competition last year, but the V.R.I. Football League secretary, Jack Evans, hopes there will be more and even a record number this season, and believes that Newport's meteoric rise may be an encouragement. Games are played on good turf at the Royal Park ovals each Tuesday and Thursday afternoons weekly. Incidentally, the League has vacancies for qualified field umpires. Teams and umpires considering linking up with the V.R.I. Football League should get in touch with Jack Evans at the Institute.

## Country Bowls Week

**C**OUNTRY railway bowlers from all parts of Victoria will invade Melbourne for the big tournament which begins on April 13 and finishes four days later. The game, which Drake made so famous, is becoming increasingly popular in the country, and the standard of play has

recent years. In addition to teams, pairs and singles events, a test match has been arranged (four fours) between metropolitan and country players, and a keen struggle is predicted. Nominations were invited for the metropolitan team, but the country representation will comprise the four semi-final teams that take part in the four competition. This, if anything, should give the country bowlers a slight advantage in developing an understanding and combination. If they fail it will not be because of faulty tactics.

## Is Hockey Coming Back?

**V**.R.I. games organizers believe that hockey, popular in the railways some few years ago, will gain many followers now that the hockey club is flourishing again. Club members are practising hard, and many old and new players are showing flashes of form on the training track at Ormond Park, Ascot Vale. The club is seeking not only experienced players, but also beginners who are promised the best of tuition. Intending players are asked to get in touch with the Sports Secretary (Mr. R. Kydd) at the V.R.I. (Auto. 1109).

## Table Tennis On Again

**R**AILWAY table tennis players have welcomed the re-formation of the V.R.I. Table Tennis Association. There are indications that the game will soon be as popular as ever with railwaymen. They are looking forward to the carnival to be held in Adelaide, July 5-14, and the prospects of an interstate trip are likely to attract new players and spur the experienced ones. Intending players are asked to get in touch with either Mr. Roy Kydd (Auto. 1109) or Mr. W. Colwell (Auto. 1707) who will give them details of the association's programme for the year.

## Social Golf

**T**HE annual meeting of the V.R.I. Golf Club will be held at the Institute on Friday, April 24, at 8 p.m. This is one of the most successful social sporting clubs in the V.R.I. Sunday trips are arranged throughout the year to the nearer country golf links, and mid-week games are played at the Albert Park golf course.

## Narrow Billiards Defeat

**R**AILWAY billiardists went close to winning the grand-final of the Brighton and District Amateur Billiards Association's tournament recently. The V.R.I. Club defeated St. Kilda by nine games (643 pts.) to three (591 pts.) in the preliminary final, but was defeated by this team in the grand-final by seven games (676 pts.) to five (581 pts.)

**O**NE of the outstanding athletes at Ballarat North Workshops is 6ft. 2in., 13 stone, Alf Bolt, car builder, of Creswick, who joined the 'shops' staff a year ago. He has been running professionally for six years and had only moderate success until this track season when he surprised even his warmest admirers with a series of wins. He won a double at Talbot, the 75 yards sprint and the Gift, and had a triple success at Nyah, where he won the 75 and 100 yards events and the Gift. At Kyneton he deadheaded in the final of the Gift, but won the run-off and scored yet another Gift win at Warragul. His minor placings included second in the Bacchus Marsh Gift and fourth in the Heidelberg Gift. He also finished a close fourth in the Daylesford Gift which was won by Gerald Hutchinson, Victoria's champion sprinter. Alf's remarkable run of success is all the more meritorious for his self-training. Under an experienced trainer he might still improve by several yards. During the winter he plays football with Smeaton in the Clunes League. With his pace and strong physique, Alf would make a top grade Victorian League footballer, but League scouts will have little success in trying to sign him up. He is too happy at Ballarat in the congenial company of the railway workshop.

## Girls Do Well

**W**HEN the Victorian Women's Amateur Athletic Association track season finished recently, the V.R.I. No. 1 team in the A grade section headed the list, and No. 2 team was in third position. B and C grade teams finished second, and D grade just missed the final four on percentage points. For the first time for many years, the V.R.I. junior teams failed to reach the four. This was mainly due to the youth of the competitors and lack of experience. At Ararat, where the V.R.I. girls gave a demonstration of the high jump, broad jump, javelin and discus throwing and shot putt, Miss G. Johnson won the 100 yards event in the good time of 11.4 seconds.

## Bendigo Bowlers' Success

**W**EB HAMILTON, checker, Bendigo Goods, and Trevor Jenkins, driver, Bendigo Loco. Depot, were members of a South Bendigo four bowls team which recently won the Victorian country fours championship. It was the highest bowls honour Bendigo had gained for years. Web Hamilton led a rink for Victoria against Tasmania last year, and Trevor Jenkins was in the V.R.I. team that competed in the bowls carnival in Brisbane last year.





VR  
*News Letter*

MAY

1953



# THE MONTH'S REVIEW

## L1150 Makes The Grade

THE recent test of L1150, the first of the Department's 25 2,400 h.p. electric locomotives, on the 1 in 50 grade of the Glenroy Bank, between Pascoe Vale and Glenroy, was highly successful. Hauling the dynamometer car and goods trucks, which brought the trailing load up to 608 tons, the locomotive, from a standing start, exerted a drawbar pull of 40,000 lb. In a distance of 1,800 feet, the locomotive attained a speed of 19 miles an hour and accelerated to 30 m.p.h. before reaching the top of the grade. The drawbar pull was maintained above 30,000 lb. throughout the increase in speed.

To test the dynamic brake on the down grade, the tonnage of the test train was increased to 1,100. The brake was then used with a retarding force of about 45,000 lb., and a speed of 32 m.p.h. was maintained without the use of the air brake. The test proved satisfactory in all respects, the locomotive's performance completely fulfilling theoretical expectations.

These locomotives are believed to be the first in the world with such a powerful rheostatic dynamic brake. Efficient brake power has always been of major railway importance and the Department has progressed with the times. It is a far cry from the trains of 1862 when weights were added to waggon brake levers, and brakes were pinned down on some goods waggons going downhill. The weight of both passenger and goods trains was then strictly regulated according to brake power. In those days the descent of some heavy grades was an adventure for train crews, particularly in wet weather.

## The Gippsland Line

PROGRESS continues at a reduced tempo on the duplication and electrification of the Gippsland line. When this was written about 14½ miles of track had been wired between Warragul and Longwarry and 7½ miles between Dandenong and Narre Warren. Four miles of catenary wire had been erected between Nar Nar Goon and Tynong. The duplication and regrading of the Longwarry-Yarragon section is complete, except for work on stations and some minor jobs. On the Officer-Tynong section, the earthworks are almost completed and the remainder of the work is in progress. Structures have been erected between Pakenham and Nar Nar Goon for the new down track and structural work is finished between Nar Nar Goon and Tynong. The new down track has been laid, ballasted and brought into use as a single track between Nar Nar Goon and Tynong and the original track is being relaid for the new up track. Platelaying is completed, except for junction at Tynong. Also, platelaying has commenced from Pakenham towards Nar Nar Goon for the new down track. Seven of the 25 2,400 h.p. electric locomotives ordered from the English Electric Company have been delivered, and the others are expected to arrive at the rate of two a month. The first electric train is expected to run between Dandenong and Warragul towards the end of the year.

## Conferences

THE first steam passenger train from Melbourne to Queenscliff since 1941 left Spencer-st. recently with a large party of Australian Natives Association delegates bound (with wives and friends) for their annual conference. Polished and glistening, R704, the engine that "stole the show" at the Glasgow section of the Festival of Britain exhibition, hauled the train. On the smoke box was a large decorative disc displaying the Australian coat of arms and the lettering "A.N.A. Conference." The train was joined at Geelong by Western District delegates who swelled the party to more than 300. From Geelong to Queenscliff the train was hauled by the N class engine that took the Jubilee Train around Victoria.

Shortly after, the railway also played host to delegates of another conference, that of the Institution of Engineers (Australia). They downed agenda papers for the day to travel on the diesel-hauled Bairnsdale express to inspect the State Electricity Commission's projects in the Latrobe Valley. Railway duplication and electrification work held special interest for them.

## Accommodating

THE TOURIST BUREAU has long adopted the legendary French attitude to meeting a request. If it is difficult, it is done already: if it is impossible, it will take a little longer. The constant request for accommodation poses a problem that is seldom easy and as seldom unsolved, however complicated or unusual. Mr. R. G. Caddell, tourist officer at Ballarat, was recently asked by the Begonia Festival organizers to arrange a night's accommodation in Melbourne for the three drivers and four horses of a Cobb & Co. coach and the coach itself, all within mutual hailing distance, so that the whole cavalcade could make an early start the following morning on its customary publicising journey to Ballarat. Mr. Caddell immediately passed the request to 272 Collins-st. Resourcefulness did the rest. The suburb of Newmarket was persuaded to rise to the occasion with shelter and comfort on a bed and breakfast basis, including good quality oats for the horses. Incidentally, Mr. Caddell himself had no small problem in helping to accommodate visitors to this year's Festival. His pre-prepared list of all private householders willing to take guests was, however, a solid standby. Ballarat estimated that it had up to 50,000 visitors during the ten days.

## Penny-a-Mile Wise

MR. L. A. PUNCH, of Silver Street, Eltham, has again proved that rail travel is the cheapest form of transport. Last year he bought a first-class fortnightly all-lines ticket for use on the V.R. system and travelled 3,353½ miles for little more than three farthings a mile. Mr. Punch so enjoyed the moving panorama of Victoria from a carriage window that he decided to do it again, this time with his 13-year-old daughter. His all-lines ticket cost him £12.5.0 and his daughter's, half that sum. He travelled 3,628 miles on an extensive tour of the system, and, he says, enjoyed every minute of it. His itinerary worked out at slightly less than a penny a mile.

## Special Transport For Show Cattle

OWNERS of cattle sent from Melbourne to Sydney for the N.S.W. Royal Show and brought back in special trains expressed themselves as extremely pleased with the Department's arrangements. Hitherto Victorian stock has been brought back from the Sydney Show in batches, over a period of 10 to 14 days. This year, special diesel-hauled trains were provided by both N.S.W. and Victorian Railways, in co-operation, to enable all the Victorian stock to be sent back together. The cattle were comfortably bedded down in straw and were protected against the weather with tarpaulins. A special car was also provided for attendants to travel with their valuable charges. Cattle bound for Mt. Gambier and distant parts of Victoria were detrained and fed and watered in Melbourne, before the last stage of their journey. Incidentally, one of the Victorian bulls railed to Sydney fetched the record price of 5,400 guineas.

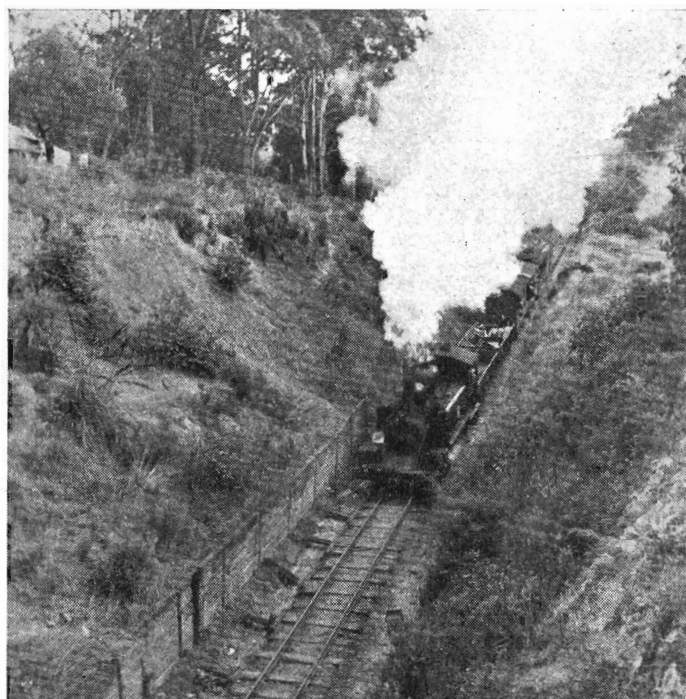
## OUR FRONT COVER

This photograph was taken at Ballarat Workshops. The smoke box undergoing its cleaning is that of an A2 locomotive.





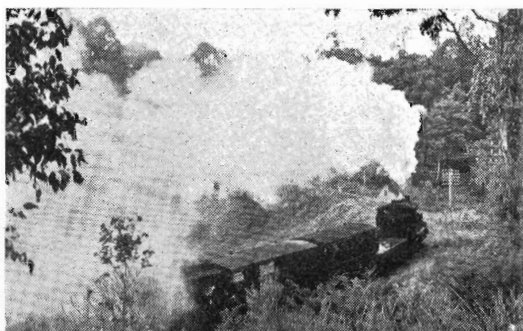
Passengers get a delightful view of the hills as the train crosses the trestle bridge between Wright and Cockatoo.



Approaching the bridge at Upwey.

## PUFFING BILLY

THERE is no more popular attraction for children during school holidays than a ride on the 2 ft. 6 in. Upper Ferntree Gully-Gembrook narrow gauge line, or for grown-ups who appreciate some of the most beautiful scenery in the Dandenong Ranges. It was, as always, well patronized during the recent Easter holidays. The line has many steep grades, the maximum being 1-30. From the foothills of the ranges, the tiny train climbs to a height of 1,057 feet. Holiday trains consist of up to 9 cars and a van, and the average speed is about nine miles an hour.



Between Clematis and Emerald.



# THE RAILWAYS CAN DO IT

*THAT railways, by virtue of their intrinsic ability, must remain the basic form of transport is both the contention of the railwayman and the opinion of the sober-minded commentator. How the railways have become more modernly equipped for freight transport and why competitors should not be allowed to carry freight at all, on parallel routes, are discussed in these two articles from the railway point of view and that of the outside and disinterested observer.*

By R. G. WISHART, M. Inst. T.

Chairman, Victorian Railways Commissioners

From the

*Oakleigh and Caulfield Times*

THERE is a great deal of misapprehension and irresponsible talk concerning the action being taken by the Transport Regulation Board in regard to certain types of road transport. There have been suggestions of new regulations, cancellation of licences, and so on, which are entirely without foundation. All that the Board is doing is to withdraw a number of temporary goods permits which have been in existence over a period when, because of post-war shortages of motive power, trucks, coal, staff, etc., the railways were unable to satisfactorily handle the traffic offering.

The Board is not adopting any new policy; it is simply giving effect to the provisions of the Transport Regulation Act which, *inter alia*, requires it, before granting authority for road transport, to have regard to the adequacy of existing transportation facilities. What most people fail to realize is that more than 60,000 full term "as of right" goods licences (i.e., licences granted automatically for carrying freight within prescribed limits of goods or area) as well as more than 2,000 full term discretionary goods licences, issued by the Board, are not affected in any way. Furthermore, at the time of issue it had been made perfectly clear to the holders of the permits now being withdrawn, that they were only temporary and were subject to revocation when railway capacity improved sufficiently to enable the traffic to be handled by rail.

With the progressive delivery of diesel-electric and other modern locomotives, additional trucks, and a vastly improved staff situation, the Victorian Railways are in a position to handle efficiently far more traffic than they are at present carrying. Overnight deliveries are now available between Melbourne and country towns where there is a daily service. Freight services with delivery in less than 48 hours are also available in both directions between Melbourne-Sydney and Melbourne-Adelaide. Special truckloads rates are obtainable by forwarding agents, who provide a door-to-door service between the capitals.

Special weatherproof steel containers with a capacity of 320 cubic feet and carrying approximately 5½ tons have been introduced for goods traffic between Melbourne and Sydney. They provide fast and secure door-to-door transport for a wide variety of goods, and as they can be locked the risk of pilfering is eliminated.

Although railway freight rates have been increased recently, service is still being given at less than cost, as the full amount of the huge and uncontrollable increases in expenditure has not been passed on to rail users. In the current financial

ENCROACHMENT on the legitimate transport trade of the Victorian Railways has become tremendously intensified in recent years through the operations of the road haulage and air transport services, with the result that a great volume of freight which normally belongs to the railways and upon which the Railway Commissioners rely for the economical working of Victoria's premier transport service, has been filched with consequent substantial drainage of railway finances. It is time that corrective action be taken to preserve that trade to the railways and that the people of Victoria should regard the development in its proper perspective.

There has been no greater influence upon the incentive to State settlement, development, and prosperity than the functioning of the State Railways. From the laying down of the first railway lines the service has been operated and expanded with vision, courage, and zealous enterprise. The railheads became the spearheads of rural settlement, expanding productivity, and profitable decentralization, until today the whole of this wonderfully productive State has become cobwebbed with the vast railway system that radiates from Melbourne to the remotest sections of the interior, to the Murray, and the furthest State boundaries. The unexcelled enterprise of our railway builders of the past has opened up the whole of Victoria until, taking the stratospheric view, one may perceive the vast engineering accomplishment, the dispersal of population, the establishment of thriving provincial centres and townships serving the agricultural, pastoral, fruitgrowing, dairying, poultry-raising, mining, and forestry areas upon whose productivity and well-being depends entirely the economic, financial, industrial, and social stability of every section of the Victorian community. The funds to make that tremendous State-wide project possible and to develop and expand it over the years under the splendidly efficient supervision of the Commissioners and their staffs, came from the people, metropolitan, provincial, and rural, the railways have so faithfully served.

Is it not time, therefore, that any dislocation, lessening or interference with that State-owned transport system be recognized as an onslaught against the people by organizations whose aim is not the benefit of the State or the safeguarding of one of the State's most important and influential assets, but to reap rich rewards with scarcely any risk and certainly no background of service. Like vultures, they pick the eyes out of their victims by catering for luxury freight and neglecting the heavier, less payable freight which they ungallantly leave to the railways. Theirs is a ruthless competitive war warranting vigorous condemnation by all who realize what the preservation of the railways means to the people as a whole.

Victoria must be on its guard against the depredations of land and air haulage marauders who have the unconscionable

*Continued on page 5 Column 1*

*Continued on page 5 Column 2*





The Chairman at the controls of the first of the new main-line electric locomotives.

—Age photograph.

year, by comparison with 1946/47, the higher cost of wages and materials will involve an increase of over £18½ million in working expenses, while increases under uncontrollable headings, such as superannuation, payroll tax and long service leave, add another £1½ million, or a total of approximately £20 million.

The additional revenue in 1952/53 from the increases which have been made in railway fares and freights in the same period is of the order of £17½ million, or £2½ million less than the increase in costs. To that extent, plus the provision for overtaking some of the arrears of maintenance and renewals which accrued during the war years the rail user is obtaining service for less than cost.

For the great bulk of the traffic carried by rail, about 9 million tons a year, the average freight charge is approximately 3½d. per ton mile, which is far less than the cost of road transport. Moreover, many commodities essential to the State's economy are carried in bulk at a very low average rate, as examples: fertilizers at 1.70d. per ton mile, bulk wheat at 2.34d. per ton mile, coal and coke at 3.09d. per ton mile.

The railways, as always, are still indispensable to the development of the State. They, too, are common carriers; ready and willing to carry goods of whatever type and quantity are offering. They are at the service of the community.

temerity to invade the people's preserves in the matter of transportation.

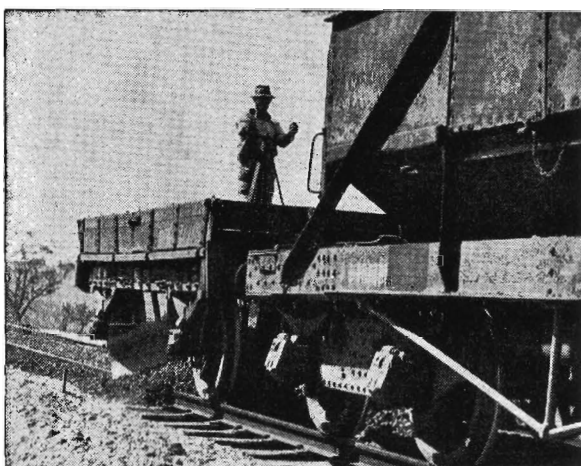
They have contributed nothing to the establishment of the railway network. They have contributed precious little to the building of the roads upon which they now carry on their nefarious State-robbing activities. They would never dream of following the railways' generous example of continuing to work unpayable routes or lines which serve remote areas and without which hundreds of people, mostly primary producers, would be forced to evacuate their holdings. On the other hand, the road hauliers feed on the safe, luscious, voluminous freights they can easily acquire, principally on cut rates, and neglect areas which "do not pay." Their parasitical enterprise has no roots in community prosperity or in State progress and development, or in the State's financial and industrial stability.

The Victorian Railways have passed through a critical decade. The war and its aftermath brought almost insuperable problems, but the railways have continued to carry out its obligations to the people and the Government. With the full confidence and co-operation of the people they have so valiantly, loyally, and efficiently served in the past and, for whose comfort, convenience, and general well-being they are today catering so well, they will remain the State's greatest asset and will continue to be the spearhead of the State's progress, enterprise, and prosperity.

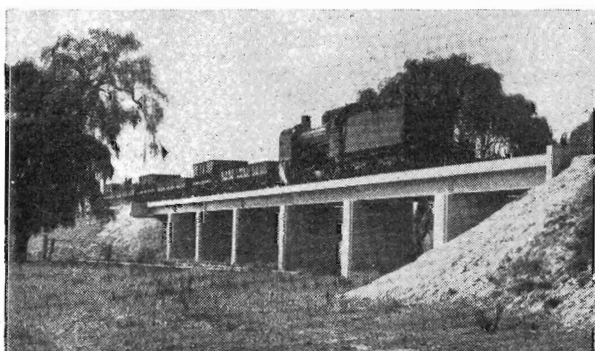




**PLATELAYING:** Gang gauging and spiking 94-lb. track at the head of the road, about  $\frac{1}{4}$  of a mile from Yallourn marshalling yards. Welded 135-ft. rails and sleepers are hauled by rail-tractor from depot.



**SPREADING BALLAST:** Plough attached to N truck spreading metal to rail level.



**NARRACAN CREEK BRIDGE:** Besides this rail bridge, four overpass road bridges have been built on the line.

## MOE SPUR LINE

**T**HE new spur line, which branches from the main Gippsland line at Moe and connects with the new marshalling yards at Yallourn about five miles away, is nearing completion.

It will be used in place of the existing route from Yallourn to Moe, via Herne's Oak and the Haunted Hills. It has grades of 1 in 110 for "up" traffic, compared with the 1 in 50 on the Herne's Oak route.

About  $1\frac{1}{2}$  miles from Moe the new line crosses the old Melbourne-Sale coach road, and passes close to the Newborough township. Four miles from Moe, it skirts the Latrobe river, where the embankments are 70 feet high, and passes through a cutting 50 feet deep. Excavations in this area disclosed the presence of high-grade brown coal deposits that are reported to be of considerable thickness.

Incidentally, overpass road bridges have been provided at intersecting roads; consequently, the spur line has no level crossings.



**WHERE THE LINE BEGINS:** View from near Moe Junction.

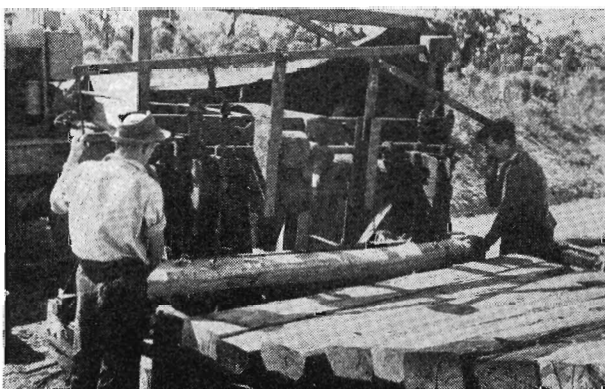




**STACKING:** Bored sleepers ready for plate laying.



**EARTHWORKS:** Tipping material on bank near Latrobe River.



**BORING:** Sleepers for the line being bored by machine



**EXCAVATING A CUTTING:** Steam shovel and front-end loader at work



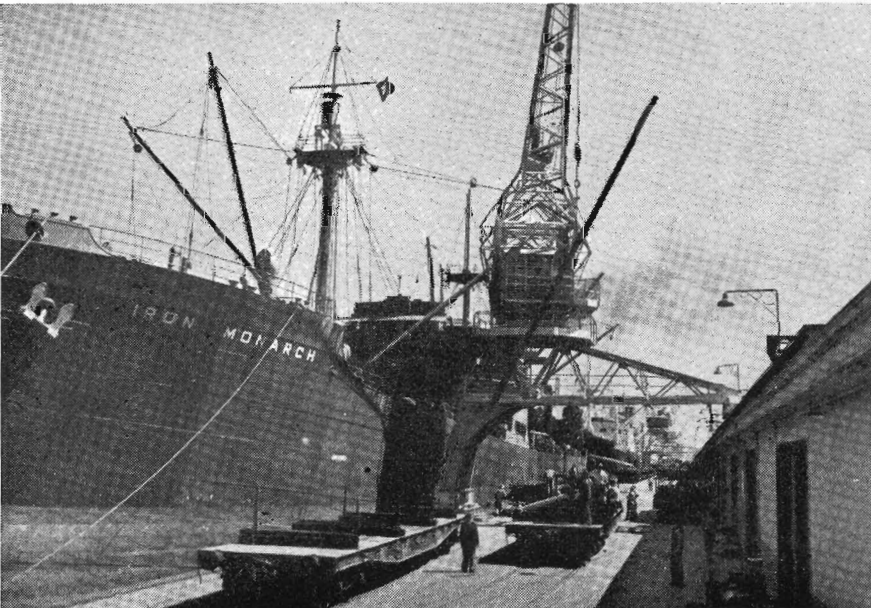
**BALLAST:** Discharging a QN truckload.



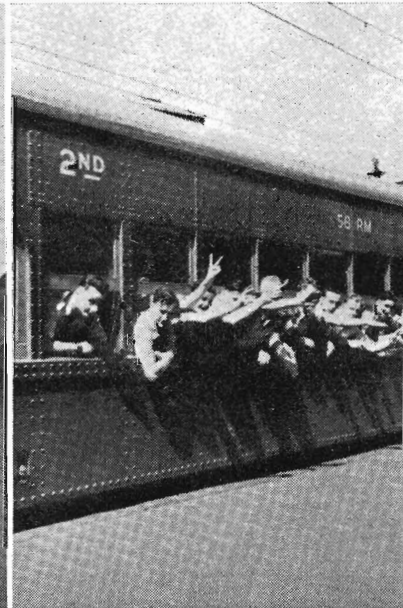
# AROUND THE SYSTEM



**L. 1150's TEST :** The first of the V.R.'s 25 2,400 h.p. electric locomotives, which will ultimately be used on the Gippsland line, commencing a recent test, from a standing start, up the 1 in 50 grade of the Glenroy Bank.



**RAILS FOR V.R. :** 45-ft. rails from Newcastle being unloaded at Victoria Dock. They will be welded into longer lengths for replacement jobs.



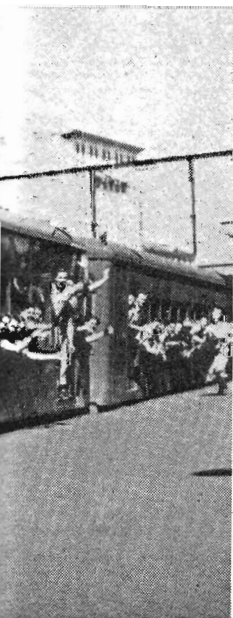
**TROOPS FOR KOREA :** The 2nd Battalion arrives at Spencer-st. to

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CONFERENCE : Delegates of the R engine of their train to Geelong. An took the train on to off, where the Natives meeting.



of the Royal Austral-  
port in a city march.

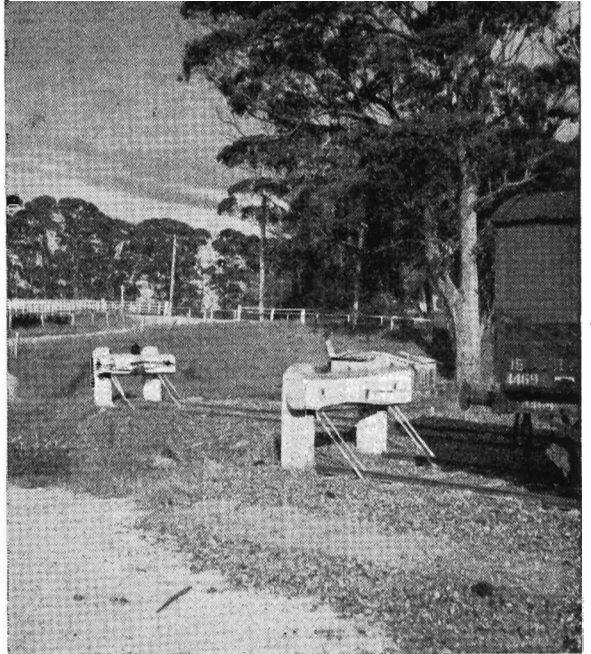


U.S.A. OIL MAGNATE : Captain O. P. Cottrell reaches Melbourne by *The Spirit*.



PRIDE OF THE DIESELS : B. 60, *Harold W. Clapp*, getting the finishing maintenance touches at the diesel shop, North Melbourne Loco. Depot, before leaving on a fast goods run to tot up its first 100,000 miles.





End of the line

## EAST END

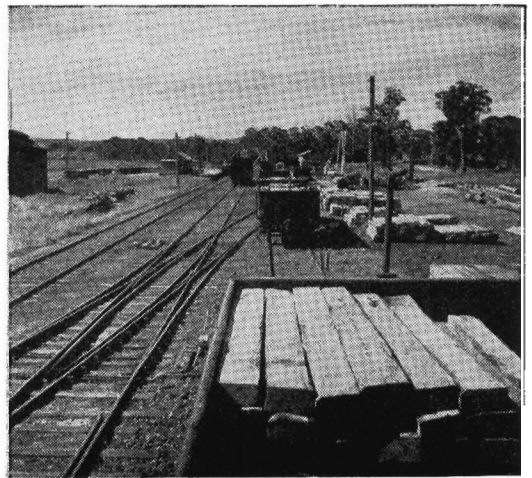
THE distinction of being the most easterly station on the Victorian system belongs to Orbost, 230½ miles from Melbourne, *via* Maffra. Its name derives from a pastoral station which had been named by its owner after his uncle's home at Orbost in the Isle of Skye. The Bairnsdale-Orbost section of line, which is used for goods traffic only, is 60.24 miles long. It was opened on April 10, 1916. Last financial year Orbost's revenue totalled £63, 895/5/1d.; 23,036 tons of goods and 1,085 head of live-stock were carried outwards and 7,846 tons and 162 head inwards. The main traffic is timber, live-stock, and agricultural produce, notably that from the Orbost river flats.

These famous flats, built up over the years from silt brought down by the Snowy River, cover about 32,000 acres and are said to be the richest in Australia. They are valued at from £60 to £160 per acre. The principal crops are peas, beans, and maize. Dairying and cattle fattening are also carried on. The average yield of beans is 40 bushels an acre, and maize, 80 bushels. Up to 120 bushels an acre of maize have been grown.

From this district the Department gets most of the 300,000 to 400,000 sleepers used annually, as well as bridge piles and other timbers.



Loading maize



Station yard



## Chicago Station Skyscraper

THE first ground was recently broken in preparation for building a 41 storey skyscraper which is to rise 600 feet above the Randolph-st. station of the Illinois Central Railroad in Chicago. The building will be carried on 260 caissons, which will be sunk 150 feet to rock foundations. All the work will be done without interruption to the electric train services through the station. It is expected that the occupation of the completed building by tenants will bring a considerable increase of season ticket traffic to the station.

## Clean Sweep

BRITISH RAILWAYS are to carry out trials with an American mobile track sweeper, which saves considerable labour in sweeping up cinders, stones and other materials dropped in railway sidings. The machine can be driven by one man, and is powered by a 100 h.p. petrol engine. It is mounted on six rubber-tired wheels which enable it to travel astride, alongside, or across the railway track. The material can be swept into a scoop at the rate of five cubic yards a minute by means of a series of blades working in an endless chain, and then loaded into waggons by a system of conveyor belts. In many of the larger railway yards, between 1,000 and 2,500 tons of materials have to be removed annually by hand, usually on Sundays.

## Railway City

CIUDAD FERROCARRILERA (Railway City) is being planned to house some 20,000 railwaymen and their families on land adjacent to the new Valley of Mexico railway terminus in Mexico City. A minimum of 5,000 houses will be erected, of individual type but constructed in series, possibly with prefabricated units, to lower costs. The homes will be sold to railway workers on a long-term payment plan, and at cost.

## Burlington "Gallery" Coaches

THE double-deck, or "gallery," coaches introduced by the Chicago, Burlington & Quincy Railroad for Chicago suburban passenger services have proved so successful that ten more are on order. Each car is 85 ft. long and seats 148 passengers. Those on the upper deck sit on either side of a central well, in "galleries" which give the cars their name.

The advantages from the railway operating point of view lie in reduced length (which requires less storage

space for the trains in off-peak hours) and in the weight of trains in relation to their passenger capacity. The measure of public appreciation is seen in an increase of 7.76 per cent in the number of suburban passengers carried by the Burlington in 1951, compared with 1950, and 9.94 per cent in revenue from season tickets.

## Problematical Improvement

AN American railway public relations officer had occasion recently to check over the year's losses from horses, cattle and pigs being killed on the right-of-way. All the owners of the slaughtered animals had very expensive ideas about compensation. After studying the list, the officer finally remarked: "It strikes me that nothing in the world improves the breed of livestock so much as crossing it with a diesel locomotive."

## Campaign to Conserve Cups

A national campaign is being planned in Britain by the Hotels Executive to reduce loss and breakage of refreshment room cups, of which about 10,000 now have to be replaced daily, at a cost of more than £95,000 a year. The Executive does not propose to extend the use of waxed paper cups; they are not popular with travellers.

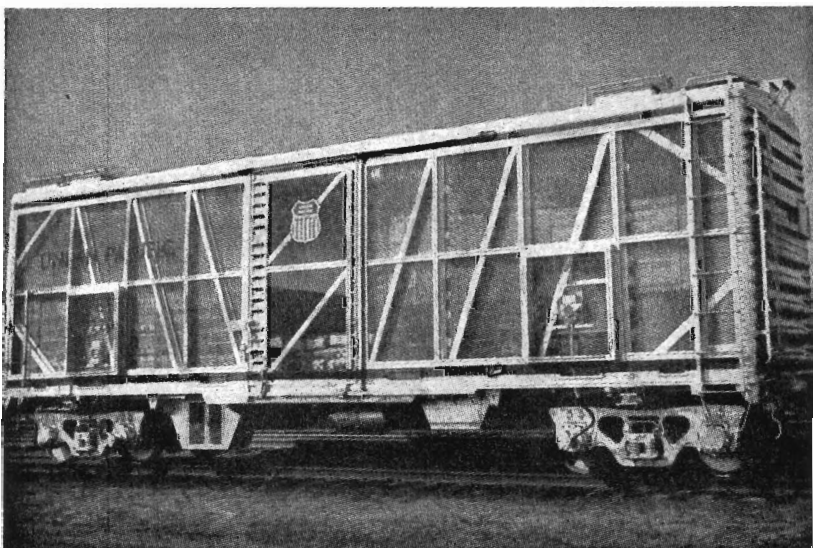
## Decline Of Steam In U.S.A.

ORDERS were placed in America, during 1952, for 1,999 diesel-electric locomotive units, 15 steam, 10 electric and 15 gas-turbine-electric locomotives, one diesel-

hydraulic and two hydraulic locomotives. These include export orders for 182 diesel-electric units. As from November 1, 1952, there were 16,606 steam locomotives and 14,354 diesel-electric locomotives (comprising a total of 20,220 units) on the railroads of America. In freight service, steam does only 36 per cent of the locomotive mileage. Diesel does 61.5 per cent. On the basis of gross ton-miles, however, the diesel is doing 66.5 per cent. of the work in freight service. In passenger service, the use of steam locomotives had declined to such an extent that the diesel is now doing 71 per cent. of the work, and in switching service, 78 per cent. During the year, 5,742 obsolete steam locomotives were removed from registers and replaced by 2,425 diesels.

## Modern Freight Handling

CO-OPERATING in the city's waterfront modernization plan, and encouraged by expanding freight business, the Santa Fe Railroad Company, U.S.A., has constructed a new freight house near the waterfront in San Francisco which uses a modern communication and centralized checking system to promote close supervision and control. It is equipped with an overhead two-way conveyor for the transmission of waybills between the dock office and the main office. The new "towveyor" system that has also been installed moves freight quickly from one part of the freight house to another, while other mechanical equipment can handle heavy shipments.



**CLAIMS PREVENTION:** This car is used by the Union Pacific Railroad to show its consignors the effects of bad loading and its staff the effects of rough shunting. The side of the car is made of plexiglas. A somewhat similar car is used by the Southern Railroad in its claims prevention campaign.





Mr. Churchett and his wife in the garden.

## Prize Winner Ganger

**G**ANGER L. R. CHURCHETT, of Murchison, who retired recently after 40 years' service, rarely missed a mention in the competitions for the best kept lengths and departmental residences. From 1923-52 he gained five firsts, one second and three thirds in the former contest; and, from 1937-52, in the latter, he won six firsts and three seconds and once divided both first and second prizes.

Joining a special platelaying gang at Woomelang in 1913 as a supernumerary labourer, Mr. Churchett went, in turn, to Hattah, Lascelles and Ouyen before appointment to the permanent staff in 1920. He became a ganger in 1924 and was transferred to Gredgwin. Subsequently he went to Girgarre, with his wife as caretaker, and to Murchison. A keen gardener, Mr. Churchett spent a great deal of time in beautifying departmental residences. It was a fitting climax that, in his last year of service, he won both first prizes in the best kept lengths and departmental residence competitions.

A good athlete in his younger days, Mr. Churchett won many trophies at footrunning, football, cricket and rifle shooting. Now he plays bowls.

## Inasmuch

Patients at the Children's Orthopaedic Hospital, Frankston, had their annual treat recently from the Victorian Railways Auxiliary. A concert party entertained the cheery little inmates, and each child was given sweets, ice cream and fruit. Everybody agrees that money subscribed to the special fund by workshops' staff is being well spent on this charity. The matron of the hospital thanked auxiliary members and the boys and girls added particularly lusty musical honours.

## Rollo's Band

**M**R. GEORGE (ROLLO) ROLLINSON'S band is in great demand at Newport Workshops, these days.

It consists of seven pieces, including mouth-organ, ukelele and whistles. Lunch hour concerts are given in the wheel section of the erecting shop and in other parts of the 'shops, and the band often adds harmony to farewells and social functions. Recently, Rollo's unusual combination took part in a radio audition. The band received a two-gong rating, a certificate of merit, and 10/6 which they handed to the secretary of the Workshop's Auxiliary of the Orthopaedic Hospital, Frankston.

## Printers' Picnic

**I**NIGO JONES, the Queensland weather prophet, assured the organizers of the Railway Printing Works Welfare Association's picnic of perfect conditions for their annual outing at Keast Park, Carrum, recently. His prediction came true, for the day was ideal for the programme of foot-races, a treasure hunt, and a beach sand castle competition for the children. George Sear won the Printing Works Handicap and Helen Coulthard, the ladies' race. More than 200 people were there. Mr. Kevin Baker made his debut as picnic secretary.

## 46 Years With Same Gang

**F**OR 46 years Skilled Labourer P. J. (Jim) Doyle, has worked with the Cart Roads Gang at Spencer-st.

During that time he has served under 15 different gangers. Incidentally, Mr. Doyle has been ambulance officer to the Geelong League Football Club for 42 years and is also treasurer of the Victorian Football League Trainers' Association.

## Commercial Branch Retirement

**A** well known railwayman who recently retired was Mr. W. H. Conroy, who was Principal Fares Officer since 1947. Beginning, nearly 47 years ago, as a junior clerk in the then Transportation Branch he was a booking clerk for 15 years, including six years at the Tourist Bureau. In 1921 he was transferred to the Commercial Branch. Mr. Conroy has left for a trip to Western Australia.



The marriage of Miss Lois Allwood to Mr. David Dossor was definitely a railway wedding. The bride is a typist in the Traffic Branch at Head Office, her father a Railways investigation officer, the bridegroom a group clerk at Cheltenham, his father A.S.M. at Mentone, and his brother, Don, is in the road foreman's office at Oakleigh. And, at the reception, almost every other guest was in the Department.



### Their Last Shift

EQUIPMENT EXAMINER Harry Walker retired recently after 43 years' service. He had considerable country and metropolitan experience before he was transferred to Jolimont, in 1921. Another recent retirement was that of Fitter's Assistant L. J. Vincent who came to Jolimont in 1938. For about 15 years he was a member of the Flinders-st. Yard emergency squad. Messrs. Walker and Vincent were presented by Sub Foreman McCarthy with a gold wrist watch and a mantle clock, respectively. Mrs. Vincent was given a hand bag.

### V.R.I Theatrical School

ONE of Melbourne's best known teachers of speech and drama, Miss E. Holyoak, has been engaged by the V.R.I. to run the Institute's new theatrical school. She recently spent 18 months in London studying dramatic art, psychology in education, speech training and the production of plays at leading colleges. She studied under Dr. H. Lowery at Trinity College of Music and attended lectures by Dame Sybil Thorndyke, Christopher Fry, J. Martin-Browne, William Morris and producer Peter Brook, and attended poetry readings by Peggy Ashcroft, C. Day Lewis and Dr. Edith Sitwell. Miss Holyoak also studied play production and adjudication under the London



Mr. Hocking's last day on the job

Geelong and other choral society festivals in Victoria. For three years he was conductor of the Lydiard-st. Wesley Church choir. Since he gave up competitive singing, Mr. Hocking has been very successful in training singers and choirs. One of his proteges, Leslie Robertson, clerk in the Accountancy Branch, Ballarat, is a Sun Aria finalist. Mr. Hocking trained a male choir at Ballarat for many years, and a girls' sextette. The sextette won three competitions at South-st. and several times filled minor places. Apart from two years at Melbourne Goods, Mr. Hocking spent all his railway life at Ballarat.



Miss Holyoak

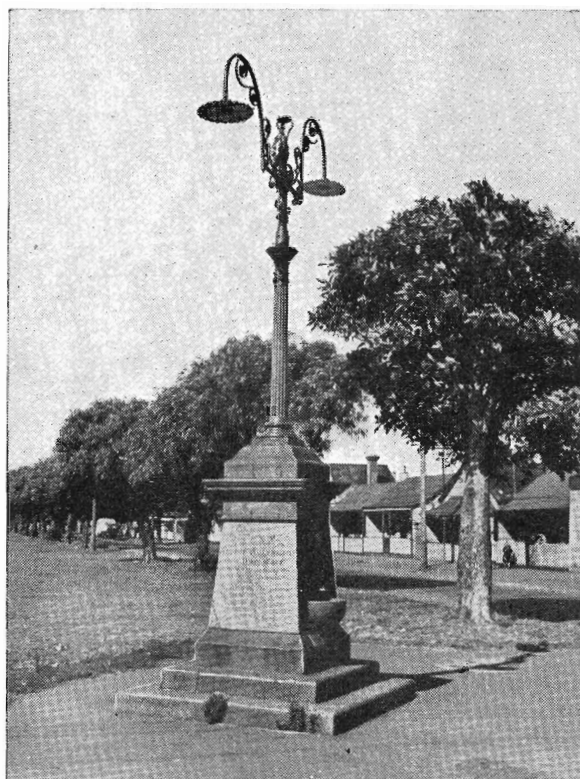
producers, Osmond Raphael and Margaret Leona (tutor to the Old Vic. school).

There are vacancies in the V.R.I. school for students of all ages, in voice production, dramatic art, public speaking, history of drama and of poetry, history of costume, mime, play production and movement. Miss Holyoak has a great deal of understanding and experience in dealing with nervous children, and she can help New Australians in difficulty with the English language.

The Council of the Institute regards the new theatrical school as a stimulant to the cultural life of members and their children. Miss Holyoak, who is at the Institute every Friday from 4 p.m. to 7.30 p.m., will be glad to answer inquiries and talk to intending members.

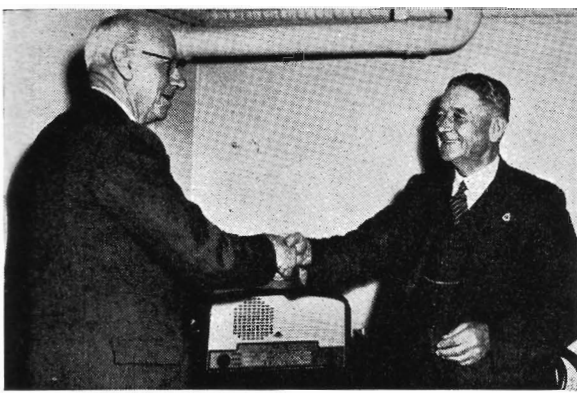
### Golden Voice

GOODS SHEDS FOREMAN Edward Hocking, the "golden-voiced railwayman of Ballarat," retires next month. He has had a brilliant singing career. He is a Sun Aria winner and a South-st. competition champion, and his tenor voice also won him many successes at

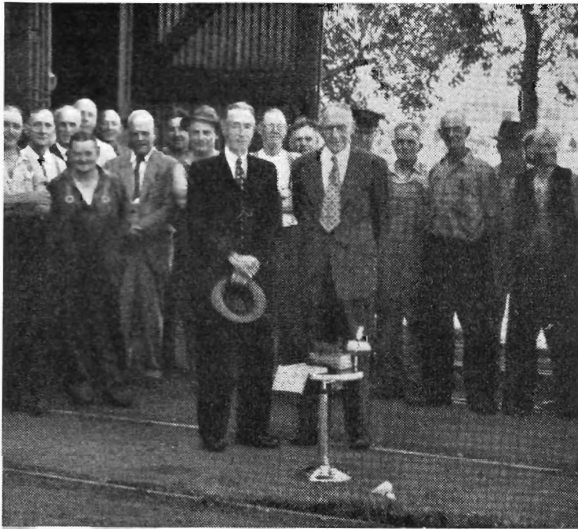


The memorial to railwaymen at Graham station. It honours Driver Frederick William Maskell and Fireman James McNab, who lost their lives in the Windsor accident, 66 years ago this month. It was erected, in 1890, by public subscription and under the patronage of the Mayor and Councillors of the Borough of Port Melbourne. So far as *News Letter* is aware, it is the only monument in Victoria, apart from War Honour Rolls, commemorating railwaymen.





Works Foreman Norman Lance Horley, Flinders-st. No. 1, being farewelled by Works Inspector M. Higgins who presented him with a wireless set and a fountain pen and propelling pencil for Mrs. Horley. Mr. Horley, who had been works foreman since 1947, joined the railways in 1910 as a supernumerary carpenter. His most vivid memories are of the 1934 Gippsland floods and the 1946 Bendigo district fires when bridges and culverts were destroyed and had to be restored. Mr. Horley had the reputation of repairing bridge damage in the minimum of time, so as to get trains through.



Mr. Warde (left) farewelled by Mr. James. —Photograph C. S. James

#### Elwood Veteran Retires

FOR all but three of his 43 years' service in the railways, Mr. E. L. Warde, Tramway Foreman, was stationed at Elwood. He came to the railways from the old North Melbourne Electric Tramway and Lighting Company when the output of the Spencer-st. power house was increased. Mr. Warde was transferred to Elwood in 1913 and became leading hand, car shed foreman and tramway foreman when the Sandringham-Black Rock line was opened. On behalf of the Elwood and Sandringham staffs, the Manager of Jolimont Workshops (Mr. H. F. James) presented Mr. Warde with a smoker's stand, a set of pipes and a pouch.

#### Lad Porter To Newspaper Executive

MR. KEITH S. CAIRNS, Chief of Staff of *The Sun News-Pictorial*, and manager of *The Sun Youth Coronation Contingent* of schoolboys that recently sailed for Britain, spent the first few years of his working career as a lad porter in the Department. He was stationed at Darebin, and Mr. W. Ryan, now stationmaster at Moreland, who was then living at Darebin, remembers him well as "an energetic and studious lad who quickly gained his departmental certificates and then studied shorthand at the Institute."

#### Obituary

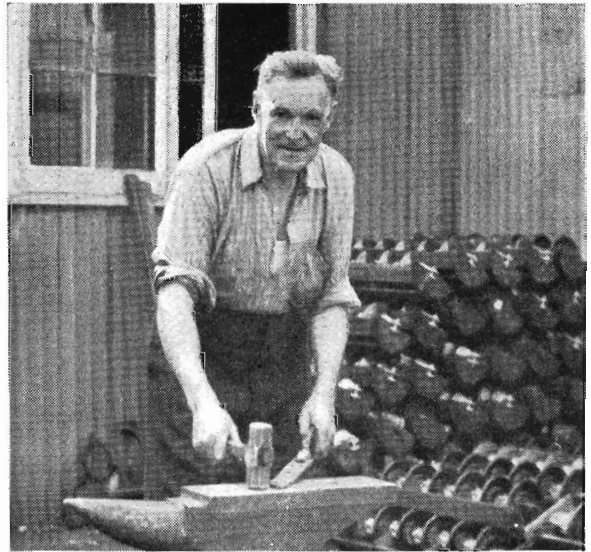
MR. ISAAC TAYLOR, former stationmaster who died recently at the age of 89, joined the Department in 1888 as a porter at Kew and was appointed S.M. in 1914. He relieved at many stations on the system and, on retirement, was stationmaster at Werribee.

#### Customers' Thanks

FOR help and advice given by Mr. W. Sherriff, Tourist Bureau Officer at Mildura, in arranging tours. "Nowhere have I met a more helpful or courteous gentleman than Mr. Sherriff, whom I have consulted on many occasions about tours I wished to make."

—Miss E. Collard, 40 Walnut-ave., Mildura.

For courteous assistance given by Traffic Branch staff to organizers of the recent waterside workers' picnic at Bacchus Marsh, "which greatly contributed to the success of the function".—Mr. K. J. Owens, picnic secretary.



Blacksmith Walter Tonkin of the Electrical Depot Workshops on his last day at work after 44 years' service. He was at the workshops for nine years. During the First World War, he served with a railway unit and was on the troopship *Ballarat* when it was torpedoed in the Bay of Biscay.

Photograph: S. C. Whalley.



Boilermakers Fred Pyke (left) and Frank Murphy of the butt welding section at Spotswood Workshops both retired on the same day. Mr. Pyke started with the Department in 1915, Mr. Murphy in 1920.



**E**NTHUSIASM is the genius of sincerity. No victory is accomplished without it.

—Bulwer Lytton

## Take Care Of Those Feet

**"H**ER tiny feet, like little mice, came peeping in and out." That was written in the crinoline days, and the advice that follows could well have applied even then.

Housework, shopping and prolonged standing constitute the modern lot of the average housewife. Overload and (just quietly) overweight take their toll of the feet, which were not designed for the abuse we give them, intentionally and unintentionally. Sound feet will stand a certain amount of abuse, but there is a limit.

The wear-marks and contour of an old shoe show the effects of the foot in action. The shoe moulds the foot and the foot moulds the shoe. Women, bless them, are the victims of shoe designers and vanity. The foot collapses or capsizes, pressure points occur and corns, callosities and bunions follow.

If the shoe is too short or if the toes are driven down, the toes are contracted and corns follow. "Peep toes" are not the remedy. They do not allow the toe to grip in walking, and give the big toe the pre-bunion turn. While the heel bears most of the body weight, the toes are for propulsion. Most men, if consulted, would vote for the attractive grace of the tennis court or beach rather than the short mincing gait.

Shoes should fit the foot. (Young children may require a new size every two or three months.) Court, or single strap shoes for best, will not do much harm. For work and daily use, nurse's type shoes are ideal with their broad heel, laced upper, ample width and ample toe cap with a block stiffener. Look after the big toe and the rest of the foot will look after itself.

Did we mention stockings? The stockings should be free and not constrict the foot in any way. In their own way they can, if too short, flex the toes and cause corns. To be sensible it is not necessary to be dowdy: "snappy" shoes at a dance

# FIRST AID to HEALTH

*finis coronat opus.*

\*

Conducted by Dr Max. A. Rees,  
Railways Chief Medical Officer.

will be forgiven by the strictest critic, but not for the house and work.

## To Remove Adhesive Strapping

**T**HE tough patient usually prefers to have his strapping removed by means of two or three strong sweeping pulls. When that is done he is surprised to find that his skin (but not his hair) is still there.

When a wound is present, when the plaster is over a painful spot, or in the case of children, it is preferable to use petrol or ether. Keep away from a naked flame, and swab the petrol over the strapping before it is removed. This usually leaves adhesive substance attached to the skin, but this is easily removed by wiping with petrol.

Finally, wash the part with warm water and soap, dry thoroughly and swab with methylated spirit. If new plaster is not to be applied, dust with talcum powder.



Mr. Commissioner O. G. Meyer presenting Miss Marie Dwyer (Commercial Branch) and other young railwaywomen at Head Office with first year first-aid certificates. Altogether 762 awards were made throughout the system, including 32nd year certificates to Mr. L. Kuffer, of Maryborough, and Mr. H. Byron, North Melbourne Locomotive Depot.

**M**ANY toadstools are non-poisonous, but unless expert knowledge is available they are best avoided, and only the common field mushroom should be eaten.

The symptoms of poisoning vary, and any or all may be present. They are: nausea, retching, vomiting, salivation and later purging and sometimes delirium. The vomitus may contain streaks of blood. The patient is thirsty, collapsed and pale.

Send for a doctor and tell him why. In all cases give an emetic of salt and water and subsequent drinks of bicarbonate of soda (two teaspoons to the pint of tepid water). When the vomited matter is clear, give a dose of castor oil. If it is available, give one or two teaspoons of powdered sieved charcoal mixed with a little water.

## What Is Wrong?

**T**HERE are four omissions or errors in this story. Answers will be published in the next issue of *News Letter*.

Dancing, laughter and song were all that mattered until, suddenly, there was a crash from the kitchen, then a scream. A woman's voice cut into the singing. "Quick, quick, help me with Mrs. Jarnor!" The little country hall was filled. Happy faces, a good orchestra, shimmery frocks, a starry night—and now this. There was a confused rush to the kitchen which was quickly filled with anxious dancers. Mrs. Ilkes and Mrs. Jones were there, as usual, getting the supper ready for the young folks. Mrs. Jarnor never failed them. She knew where the extra sugar was, and was

already on a chair to reach it from the top shelf. A slip and a fall, and the sink corner met Mrs. Jarnor's head. "Oh, dear, dear," fluttered Mrs. Ilkes, "look at her poor head, the way it's bleeding, and I can't make her speak, oh dear." Help came from everywhere. "Slap her face." "Sit her up." "Get cobwebs and burning feathers." "Give her brandy."

Mr. Polk, the M.C., was a masterful man. "Here, leave it to me. Lay her down. Get me hot compresses and brandy. Hot compresses are what she needs." Mr. Polk's sister-in-law was a nurse. He knew what to do. The

(continued overleaf)



# SPORTS

## Premiership Win At Last

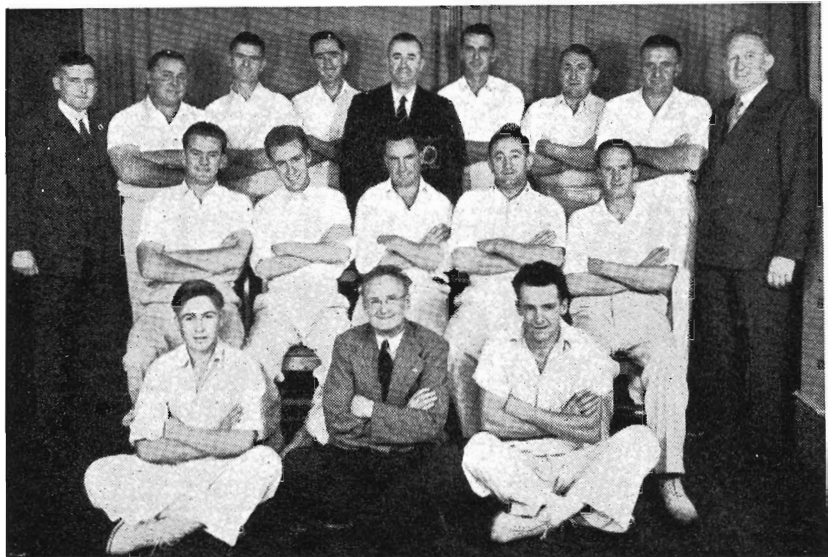
IN one of the closest finishes in the history of the competition, Flinders-st. defeated Spotswood 'Shops by four runs in the final of the V.R.I. Cricket Association's competition for the Commissioners Cup. L. Hill, 31 not out, and G. Ross, 23, were top scorers, and the best bowler was W. Lusby who took four wickets for 40. L. Hill's 3/38 and J. Gleeson's 3, 34 were other good bowling efforts. Best with the bat for the runners-up were R. Durant, 42, and J. Carson, 33. W. McMillan and B. Neylon bowled consistently well and deserved their good figures of 4/54 and 3/43, respectively. Some good cricket was also seen in the semi-final matches in which Flinders-st. defeated Newport 'Shops. J. Williamson, 92, and S. Jones, 82, batted brilliantly and W. Lusby troubled all the Newport 'Shops batsmen with his accurate bowling. His figures read 5/36. N. Turl, 32 and W. Blackmore, 18 did best with the bat for Newport 'Shops, and R. Jenkins, 5/92, and M. Merry, 2/39, were the most effective bowlers. Spotswood 'Shops had a comfortable win over North Loco., scoring 128 runs, to which their opponents replied with 109.

It was Flinders-st's. first cricket premiership. In the 1947-48 season the team was defeated in the final by Electrical Engineers by only three runs.

## Keen Fight For Tennis Trophies

AS the tennis season draws to a close the Dunkling Shield and Pimms Cup competitions have entered an interesting stage. The finals will be played at Royal Park on May 15. When this was written the likely finalists for the former trophy were Stores, Northern Lines, Accountancy Branch and North Loco., while Northern Lines No. 1 and 2 teams, Accountancy Branch, Jolimont Running Depot and Flinders-st. appear certain to figure in the Pimms Cup contest. The annual championships held at Royal Park recently were keenly contested. Ron Carmichael, Morwell, defeated R. Hasenbank, Warragul, in the singles final, and Reg Mayberry, Ballarat, and Percy Walter, Warragul, retained their doubles title, defeating Ron Carmichael and Jack Trevena, Stores Branch.

Stores Branch tennis players made their annual visit to Wodonga recently and played a series with the local team, which in the local competition this year was defeated in the final by only eight games. Wodonga players owe a great deal of their success this



Flinders-st., winners of the 1952-53 cricket premiership.—Back row: F. J. McCloskey (president), S. Jones, G. Ross, L. Hill, W. J. Crowe (secretary), G. Chaplin, J. Williamson, W. Bruton, W. Clanchy (scorer). Centre: J. Gleeson, W. Lusby, H. Matthews (cpt.), J. Allen (vice-cpt.), J. Fisher. Front row: J. Mitchell, A. Driver (property steward), H. Willaton.

season to the excellent courts prepared by Harold Aitchison and his band of tennis enthusiasts. The V.R.I. Tennis Association also sent a team to Maryborough recently on a week-end visit. The local team defeated the visitors in a closely contested match. More of these country visits are planned for next season.

## First Premiership in 23 Years

THE V.R.I. Amateur Athletic Club won its first premiership in 23 years recently when it easily defeated Sandringham in the Victorian Amateur Athletic Association's E pennant grade. In the grand-final, the team, which is captained by V. Coffey and coached by G. Bridle, won seven of the eight events contested and filled all three places in the 100 yds. race. Outstanding performances were those of F. Coffey, who won the 100 yds. in 10.2 seconds, D. Hillberg, who equalled the club's high jump record with a leap of 5 ft. 6 in. and G. Bridle who got within 18 in. of the discus record with a splendid throw of 97 ft. 6 in. During the season B (Peter) Cheah set a new club record for the 120 yds. 3 ft. hurdles, with the time of 16.2 seconds.

(continued from page 15.)

## FIRST AID TO HEALTH

crowd was troublesome, but Mr. Polk liked a gallery. "Now slap her face and bring her round."

There was a movement at the back door. Tommy had a job to get there but he soon reached Mr. Polk, quietly took him by the collar and said:

"stop; don't you dare slap her; now please get away. Here, Mrs Jones, get some hot bottles at her feet and body. Harry and Ian get everyone, yes, everyone out of the kitchen and open the windows. Get a couple of pillows for her head. You, Snowy, go over to the store and get me some ice for her head, and ask the store-keeper to ring for the doctor to come out, and for an ambulance. Get me a wet handkerchief to wipe the blood from her ear. And you, Mr. Polk, once and for all leave Mrs. Jarnor alone."

Mrs. Jarnor's flushed face and stertorous breathing had told more than she could have if she had been conscious, poor woman . . . .

Mrs. Jarnor is about again now, and, no doubt, she will boss the kitchen again, next winter.

Mr. Polk will still be a good M.C. and Tommy will still be a good first aider.

## Corrections for Mary's Electric Shock

(See April News Letter)

1. Strictly, in Mary's state of health, Holger-Nielson or Sylvester's method of artificial respiration should be used.
2. Bill did not re-arrange Mary's position on the floor. John had no knowledge of the correct one.
3. John should have turned off the switch.
4. Mary should not have been raised on two or three pillows. Shock, following electric shock and burns, demands that the head should be left low.





VR  
*News Letter*

JUNE

1953



# THE MONTH'S REVIEW

## Railway Minded Royalty

IN this Coronation month, *News Letter* appropriately selects for its front cover a photograph, in a railway setting, of Her Majesty Queen Elizabeth and the Duke of Edinburgh. It was taken by the National Film Board of Canada when, as Princess Elizabeth, the Queen toured Canada with her husband in 1951. They crossed the continent by train, aircraft, ship and motor car, but many hundreds of cameras seemed to indicate that the Royal couple's happiest moods coincided with comfort and relaxation in the sumptuous train. Both the Queen and the Duke accepted with alacrity more than one invitation to the cab of their diesel-electric locomotive and, for short spells, took over the controls. Altogether, they covered 3,460 miles by train. Next year, the Queen and the Duke on their visit to Victoria will use the Royal train over a section of the State. None will welcome them more enthusiastically than 28,000 railwaymen and railwaywomen who, this month, take sober thought of the solemn rites in which the second Elizabeth will dedicate herself to the highest service of all her peoples.

## Recruitment Bonus

VITAL equipment maintenance must go on; and if it is to go on in railway workshops, the Department must have 250 more tradesmen at once—blacksmiths, coppersmiths, fitters, boilermaker-welders, turners and iron machinists. That is why the Department has revived the recruitment bonus scheme. One pound is now paid to any railwayman, active or retired, who is responsible for getting tradesmen in these categories to join the railways. There is one proviso: the new recruit must complete six months' continuous service. The bonus also applies to the nominators of new junior clerks and porters who are also wanted. Nominations must be sent to the Secretary for Railways either before or with the actual application by the recruit for employment, whether he applies on paper or in person.

## Misapprehension

IN a widely published article (it appeared in last month's *News Letter*) and, more recently, in an important address to the Chamber of Agriculture Convention, at Bairnsdale, the Chairman of Commissioners, Mr. Wishart, has done much to dispel popular misapprehension (and the effect of wild talk) about what the Transport Board is doing to rationalize the road carriage of goods. He has made it abundantly clear that less than a hundred temporary licences, issued while the railways, from one untoward cause or another, could not cope with their legitimate traffic, are being withdrawn; and that the licensees concerned well knew that these permits would cease the moment the railways regained their capacity. That there are 62,000 other and unaffected licences in the State for taking goods by road amply indicates the foolishness of suggesting that the Transport Board and the Railways are ganging up against road hauliers as a body.

## The Logical View

IN this context, the Transport Regulation Board's last annual report is illuminating. Pointing out that the road-rail controversy needs to be seen in its proper perspective, it says: "all but a fraction of the vast fleet of motor vehicles is engaged in functions which are the indisputable sphere of the motor vehicles alone, and, so far as movement of goods is concerned, operates within the considerable freedom permitted 'as of right'. The controversy, therefore, relates to a comparatively small proportion of the total motor vehicle fleet which is on the border line or frontier of road transport function."

This frontier is defined as embracing predominantly long-haul goods transport and longer distance passenger carry-

ing to a minor degree. Certain cross-country and short hauls are the undisputed sphere of the road operator, to which must be added the specialized haulage of bulk tankers and refrigerated units; but the longer distance movement of ordinary traffic tends to be the concern of the railway. This tendency is greater in, for instance, Australia and South Africa than in more densely populated countries of higher industrialization. Sheer economic necessity will, in the last analysis, continue for some time to dictate the conservation to the railways of the longer distance haulage of goods.

## Sunday Trains Again

THE restoration of Sunday excursion trains to and from the country has more than justified itself. The start, distracted by a rainy Sunday and the impact of Anzac week-end on normal public habit, was only promisingly successful; but the promise has since been amply fulfilled, the approach of winter notwithstanding. Among various sources of patronage, hiking clubs, of which there are about 20 in Melbourne alone, may well figure, since trains are admittedly the most suitable vehicles to get them to and from their starting points. Already hikers have appeared on the restored Sunday suburban trains to the hills. The Department, through the Tourist Bureau, has linked up with the Federation of Walking Clubs, and a metropolitan daily pictorial newspaper has joined in with a weekly feature on hiking.

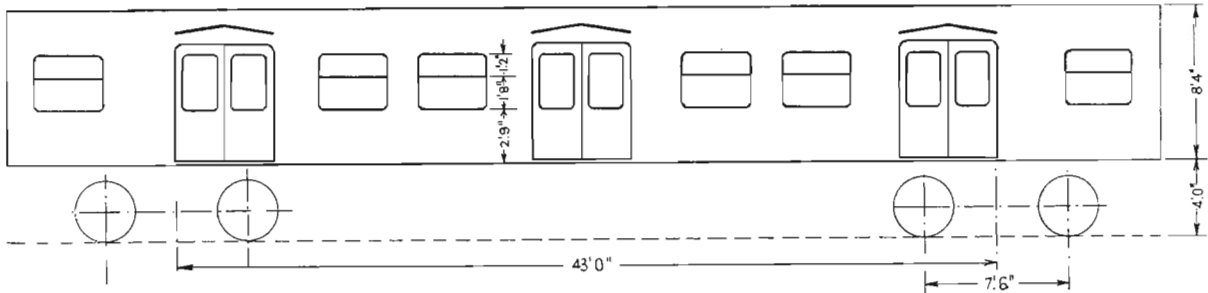
## Cattle From Cudgewa

ONE of the biggest movements of live-stock for many years on the Cudgewa line took place recently when the Department was called upon to provide 94 trucks to bring cattle from Cudgewa and other stations on the line for a Wednesday sale at Newmarket. The heavy grades on the Cudgewa line limit to 12 the total number of trucks that can be taken out of Cudgewa station on any one train to Shelley (the highest station on the Victorian system). Again, the total engine load from Shelley to Wodonga is 21 trucks, and to clear the total loading from Cudgewa, it was necessary to run two switch trips from Cudgewa in order to build up the full trains at Shelley. To handle this unusually heavy traffic, three specials were used from Cudgewa to Wodonga. One of these was double-headed out of Tallangatta. In addition, some live-stock was carried on the ordinary train from Cudgewa. The live-stock loading of the first special was hauled by the fast goods train that left Wodonga at 9.25 a.m. on the Tuesday, and the loading from the second and third special trains from the Cudgewa line left Wodonga for Newmarket by the 11.10 a.m. and 12.30 p.m. fast goods on the same day. Live-stock hauled by the first fast goods arrived at Newmarket on Tuesday night and the other two on Wednesday morning, all in time for the opening of the sales.

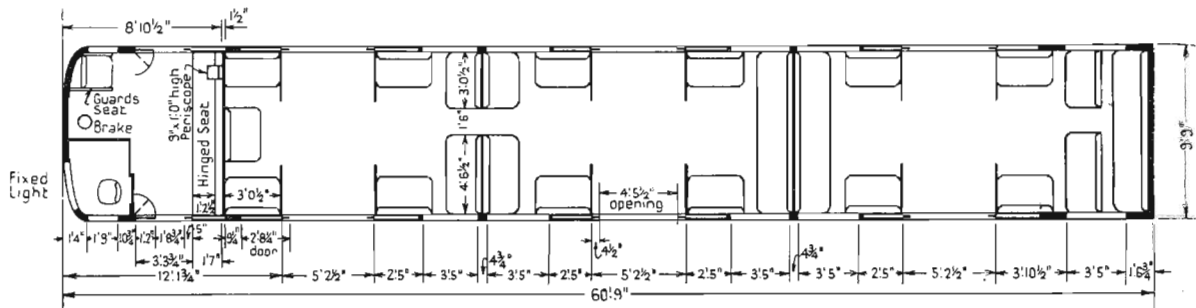
## V.R. Posters In Korea

SOME of the attractive tourist posters that have brightened our stations have been used to good effect in the air-crew and ground-crew clubs of No. 77 R.A.A.F. Squadron in Korea. The squadron, which has distinguished itself on numerous occasions and has earned decorations for several of its members, operates from the large United Nations' base at Kimpo. Recently, members decided to renovate the buildings of their two clubs and sought some suitable posters from the Department to decorate the walls. Judging by the squadron's letter of thanks to the Commissioners, the posters have created a fine impression. "They have vastly improved the appearance of the clubs, boosted the morale of our members and have agreeably surprised other United Nations forces who had no idea that there was so much scenic beauty 'down under'," says one of the club's secretaries.





Elevation of new three-door type of suburban trailer car.



Floor plan of new type of motor coach, with seating lay-out

## NEW SUBURBAN TRAINS

THE Government has approved the purchase of 30 new suburban trains (210 carriages) at a cost of over £6 million. The new trains are expected to be in service early in 1955. The Gloucester Railway Carriage and Wagon Company, of England, will supply 90 unassembled motor carriages, Martin and King Pty. Ltd. will build 120 trailer carriages at their Westall (Victoria) works, and Bradford, Kendall, Ltd., of New South Wales, will construct 420 bogies for the complete trains. Victorian Railways Workshop staff will assemble the motor coaches and install the electrical equipment. The £6 million contract price includes the cost of the requisite electrical equipments which will be supplied by the English Electric Company.

The need for new rolling stock to replace existing obsolete swing-door and Tait-type cars was stressed in the Commissioners' last annual report. Existing electric stock consists of 890 cars, which is equivalent to 124 trains. At June 30 last, 323 cars were over 40 years old, 176 being over 60 years old. The accepted economic life of passenger stock is 35 years and, on this basis, 587 cars, equivalent to 84 trains, are due for replacement. Not only is their age and poor condition involving excessive maintenance costs, but, as the annual report says, the condition of the electrical equipments is also becoming a problem.

The world-wide trend in designing suburban passenger cars, with due regard to peak loading conditions, will be followed in the new V.R. stock. During peak travel hours it is impossible to provide seats for all passengers; therefore provision has been made to give both seated and standing passengers the maximum comfort possible in the circumstances. The existing seven-car train has a peak loading capacity of 1,056 passengers, compared with the new train's 1,325.

Basically, the new cars will be similar in internal arrangement to the experimental BT class trailer which has been running on the suburban system since August 1950, to test public reaction. Although required for operating on existing 5ft. 3in. gauge tracks, the new stock, as with all new rolling stock built during the past 25 years, is designed for ultimate conversion to standard 4ft. 8½in. gauge. The body framing and

shell will be an integral welded steel structure. Automatic couplers will be fitted.

The tentative design provides for all inside surfaces of the car bodies to be insulated against heat and cold and to eliminate external track noise. The foundation floor sheets of corrugated steel will be covered with a layer of cork, or other insulation, and a ½in. sheet of hardboard covered with rubberized linoleum. Wall ends and ceilings will be treated with insulating materials. Internal partitions will be constructed of light metals and panelled with durable insulating materials. Side windows will be not less than 2ft. 10in. deep and fitted in metal frames to give a nearly flush exterior surface to facilitate mechanical washing. Windows will be in two sections, with a fixed lower half and an opening upper section, all of toughened glass. The driving compartment front windows and lights in all passenger doors and anti-draught screens will be of armour plate glass. Side windows will be fitted with roller blinds. Aluminium, or other light-weight metals, will be used for interior fittings to reduce weight.

Seating will be upholstered in both first and second class compartments. The doors will be hand operated, sliding type, in two sections, with a fixed window in each section. Both sections will open simultaneously when either is pulled. There will be three pairs of doors in each side, generally similar to those of the experimental car. Grab rails and stanchions will be provided in doorways.

With the exception of the driver's and guard's compartments, all lighting will be fluorescent, arranged in longitudinal troughing. The driving ends of motor cars will be equipped with a full set of electric route marker lights and an electric headlight. Rotary-type roof ventilators will be fitted. Special attention has also been paid to the ventilation of the driving and guard's compartments. A guard's periscope will replace the existing raised canopy. Inter-communication between driver and guard will be provided by an electric bell system, with sign switches above the doors of the guard's compartment.

Like existing equipment, the basic unit will be a four-car block of two motors and two trailers, with an additional unit of one motor and two trailers for attachment at peak periods.

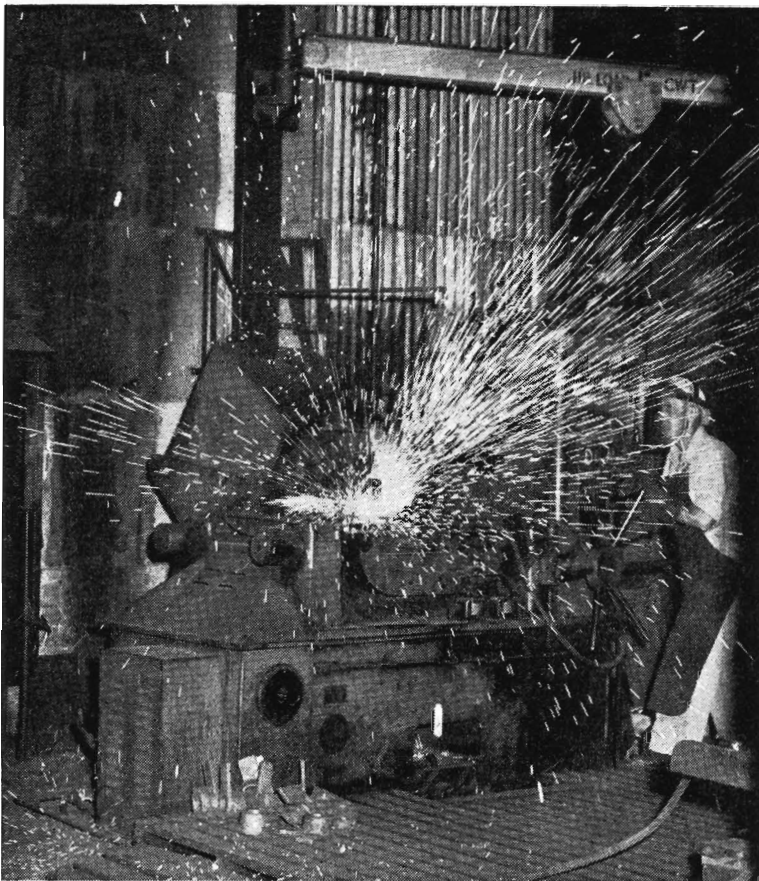


# THE MACHINE AGE

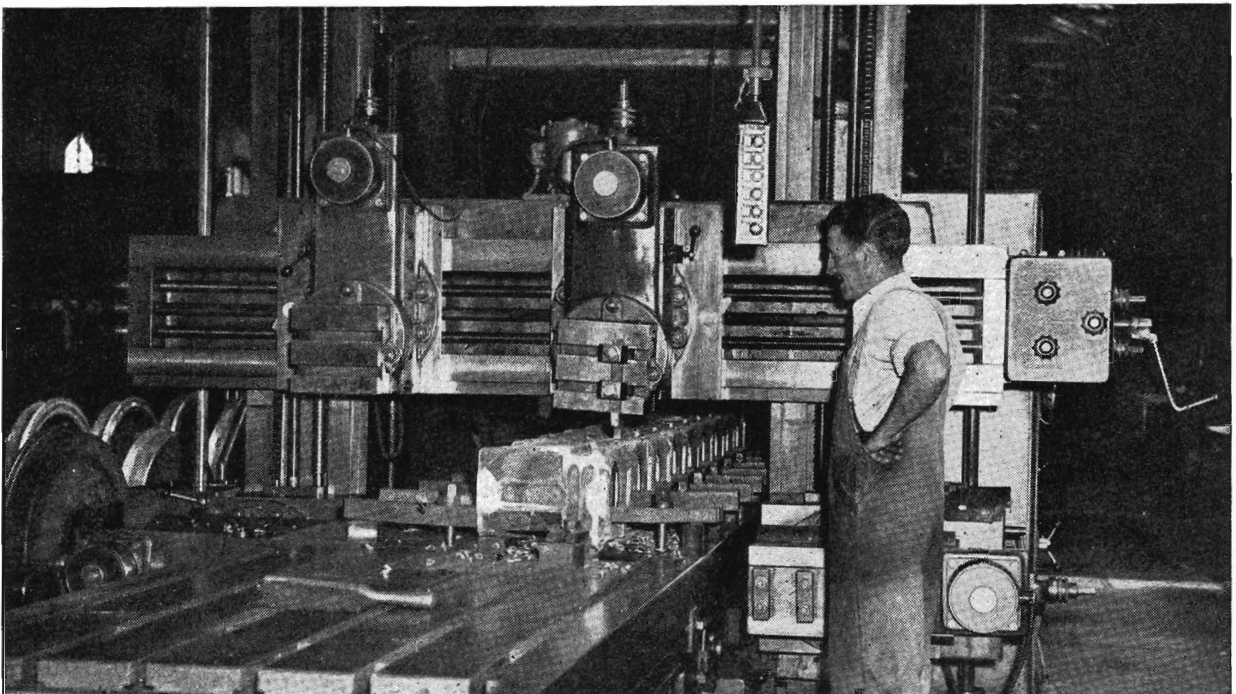
**M**ODERN conditions demand a modern plant; consequently a railway system, like any other industry of wide ramifications, must be constantly improving its methods and its tools of trade. To keep abreast of progress in machining, the Victorian Railways are continually reviewing the pool of machine tools at Newport and other Departmental workshops and new machines are bought whenever money is available. But for these valuable high precision machines, the Department would be seriously handicapped in keeping pace with maintenance requirements, so vital to the efficient operation of a modern railway system.

Latest type machines that have been installed at Newport give a greater degree of accuracy, make work easier, and improve production times. The machines range in price from £1,300 to £13,000.

The machine, shown below, has reduced the time for machining waggon axle boxes by one and a half hours. That shown at the bottom of the opposite page has two tool heads operated simultaneously. It has almost halved the cutting operation time. The thread milling machine provides another striking example of how production can be accelerated. It used to take about four hours to screw-cut a suburban car coupling nut by lathe. The latest type of machine does it in about 25 minutes.

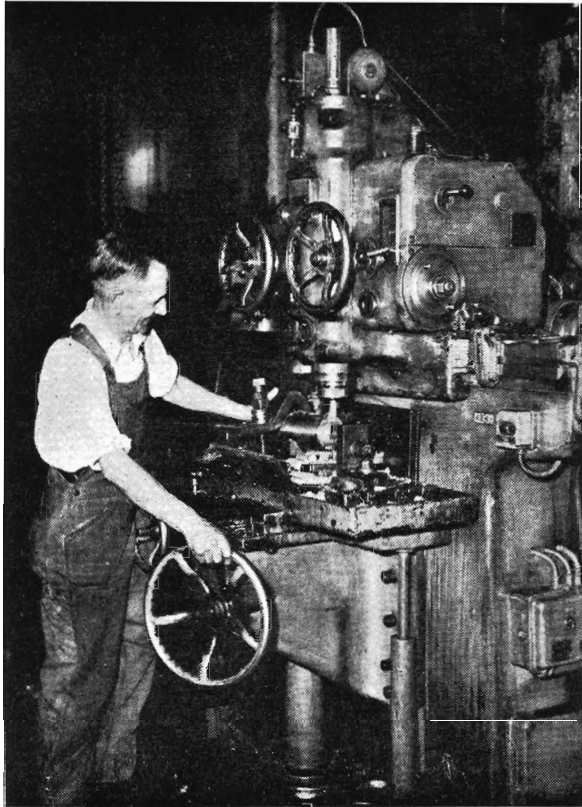


**FLASH BUTT WELDER :** Welding the long handle to the eye-end of a truck handbrake lever.

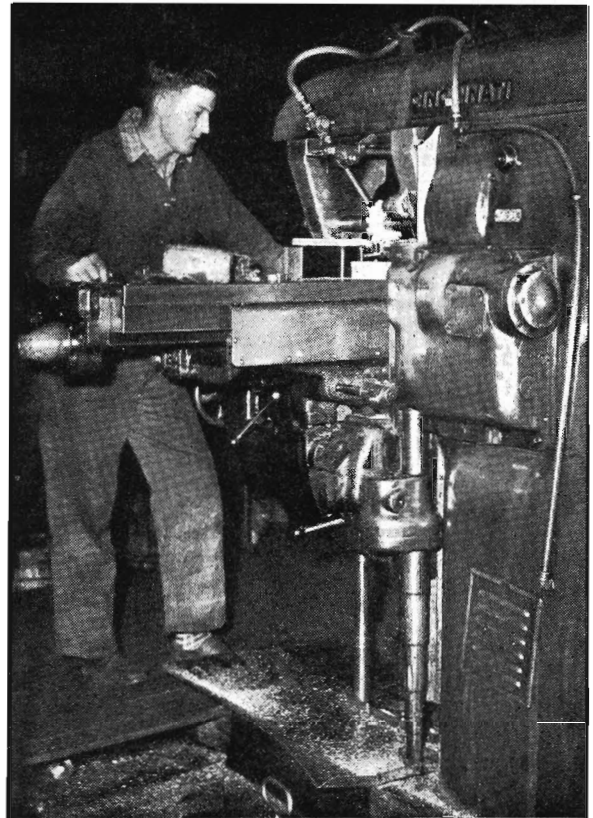


**SPIRAL ELECTRIC PLANING MACHINE :** Machine honing faces in L waggon axle boxes.

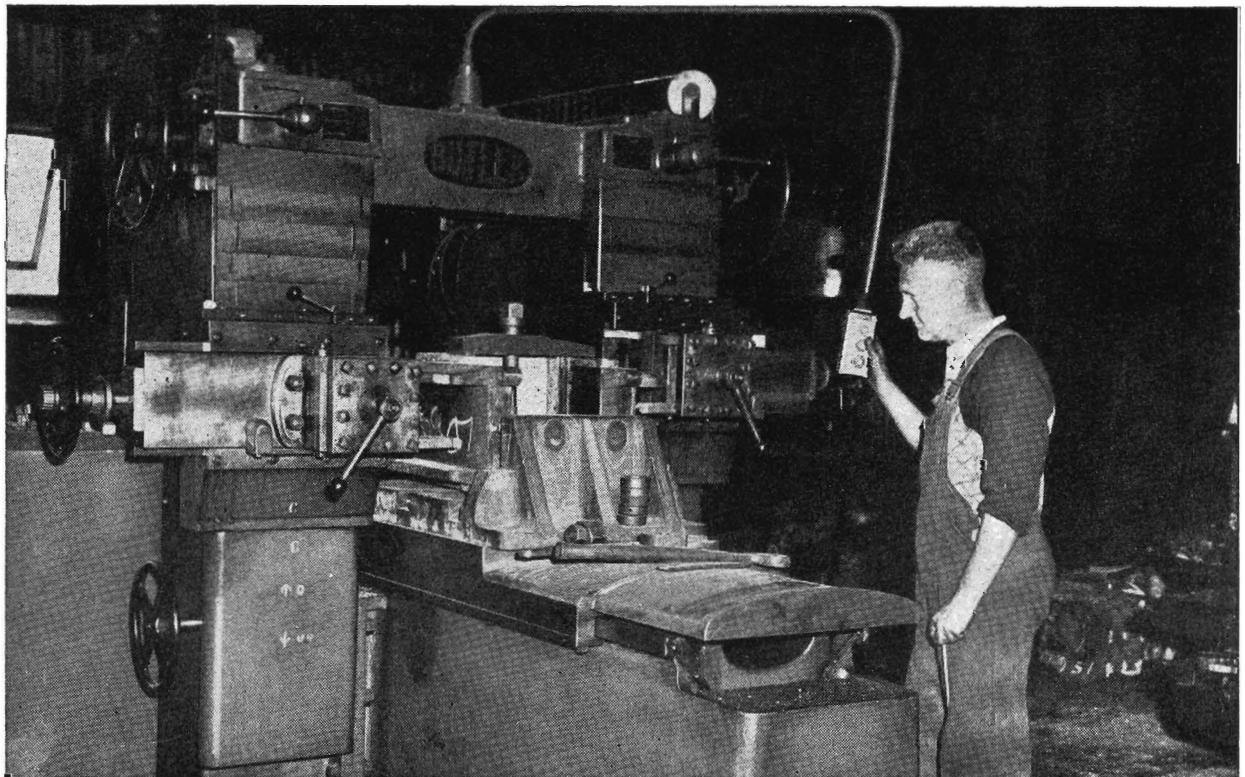




**MILLING MACHINE :** Slot drilling.

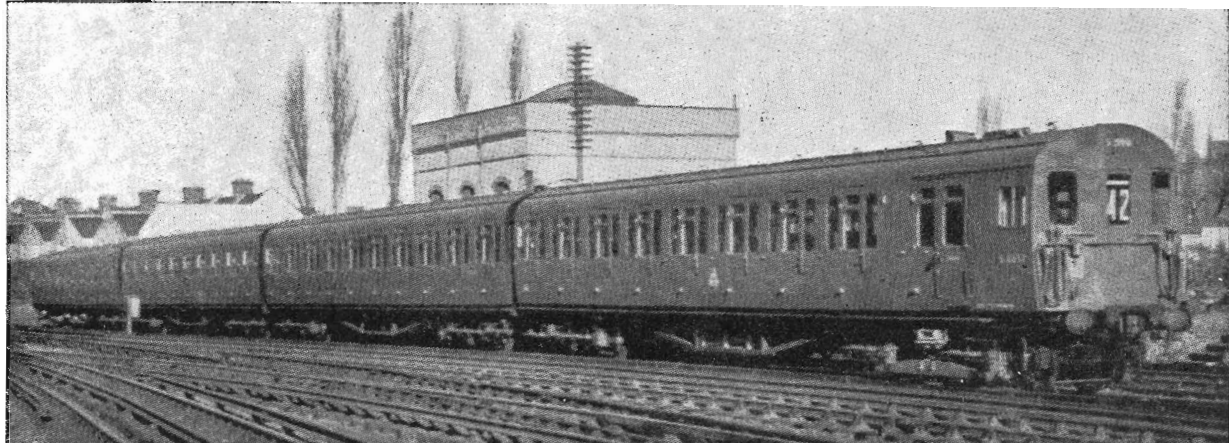


**HORIZONTAL MILLING MACHINE :** Ensures high precision work.



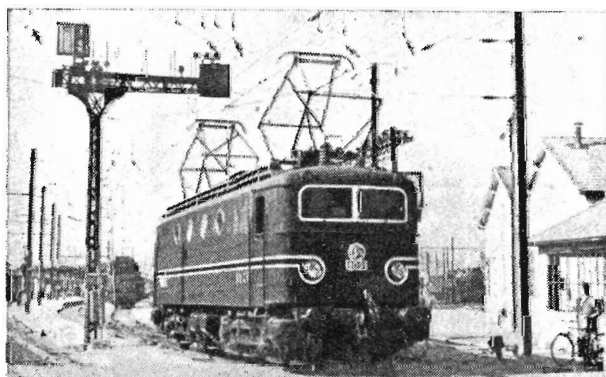
**MODERN PLANING MACHINE** Planing H class locomotive axle boxes.





**BRITAIN:** Southern Region suburban multiple unit train fitted with standard electrical equipment applicable to two or four car units and to either suburban or express type stock.

# WORLD REVIEW OF RAILWAY ELECTRIFICATION



**FRANCE:** Alsthom Bo-Bo rectifier locomotive for use with 50 cycle electrification between Aix-les-Bains and La Roche-sur-Foron. The locomotive has a continuous rating of 2,600 h.p. at 37 m.p.h., corresponding to a tractive effort of some 26,500 lb.

**R**ECENT developments in Australia, in connexion with the Gippsland line, the Brisbane suburban system, and the N.S.W. line over the Blue Mountains, have brought railway electrification very much into the news. This summary, prepared by Mr. J. Kopicka, assistant engineer, Electrical Engineering Branch, will give readers an idea of the extent of electrification in various parts of the world.

The table below shows that Europe has more than half the world's electrified lines.

In mileage, Sweden occupies first place in Europe with 3,660 miles of electrified lines, out of a total railway mileage of 10,380; that is to say, 35% of that country's mileage is electrified.

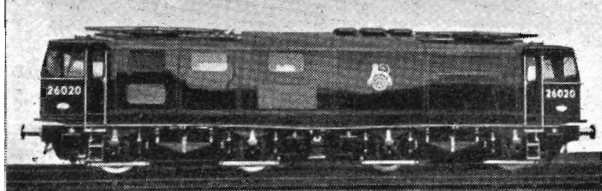
Italy is second, with 3,500 miles electrified (34.3%) out of a total of 10,300. Switzerland, third, has 2,630 miles electrified (80%) out of a total of 3,280. According to the latest reports, electrification is still expanding in Switzerland which, today, has 97% of its lines electrified.

Sweden, Italy and Switzerland together have 55% of Europe's electrified lines. France, Germany and Great Britain occupy fourth, fifth and sixth places in Europe, respectively. The United Kingdom has 936 miles of electrified lines (5.3%) in its total of 19,600 miles of railway

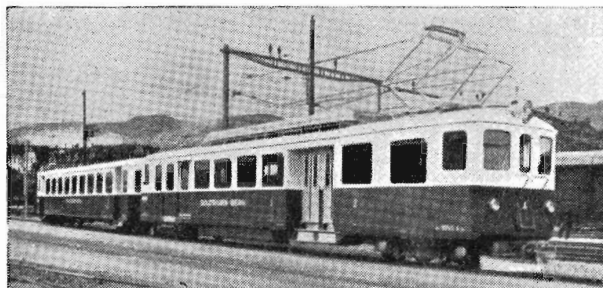
**Mileage of Railways at December 31, 1950**  
(Countries without electrified lines are not included)

Continent	Mileage of Railways	Electrified Lines		
		mileage	percentage	percentage of world total
Africa ... ..	17,780	2,595	14.6	8.6
Asia (with Russia) ... ..	130,742	3,858	3.0	12.7
Australia ... ..	31,452	538	1.7	1.8
Europe (excluding Russia) ... ..	145,075	17,785	12.3	58.4
North America ... ..	278,497	4,264	1.5	14.0
South America ... ..	69,420	1,367	2.0	4.5
Total ... ..	672,966	30,407	4.5	100.0

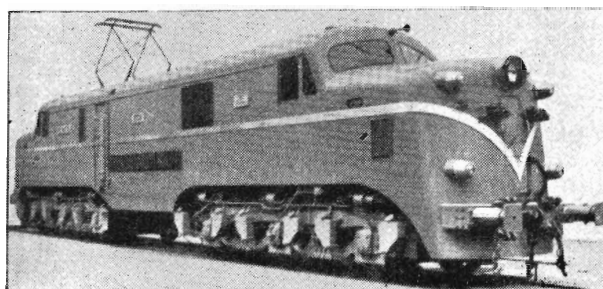




**BRITAIN:** A mixed traffic Bo+Bo locomotive used for freight haulage between Wath and Dunford Bridge.



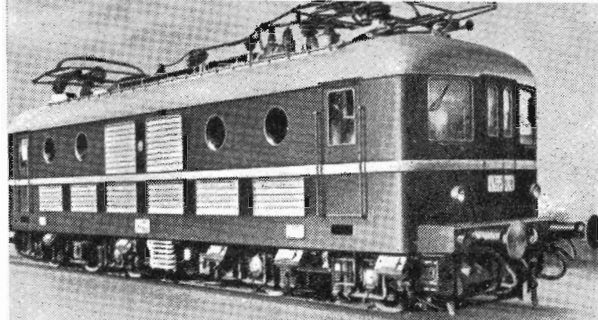
**SWITZERLAND:** Motor coach and trailer for operation on sections of the Solothurn-Berne system electrified at three different voltages, 1,200 v., 850 v., and 600 v.



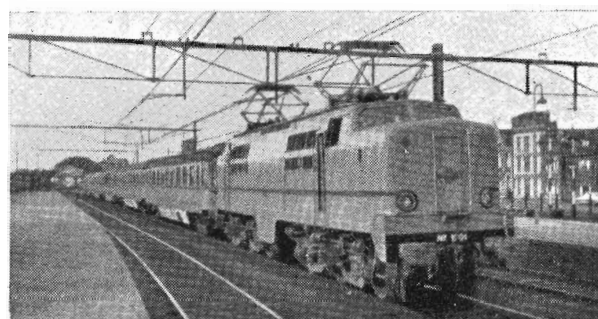
**SPAIN:** The first of 60 Co-Co 3,600 h.p. 3,000 volt direct current locomotives being built in Britain. They have a continuous tractive effort of 30,500 lb. at 36 m.p.h.

which includes the largest single system (the underground and tubes of London Transport) in the world.

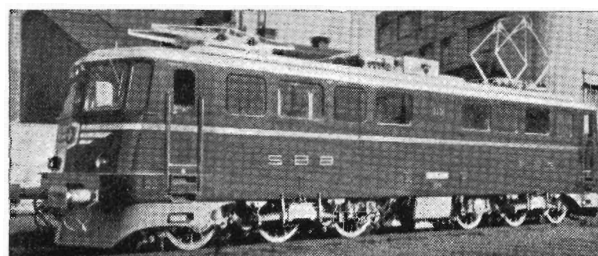
In the United States of America, the question of railway electrification is being discussed with growing interest. Diesel oil prices are increasing and, at the same time, production costs of electric power are falling, so that electric traction is increasing its economic advantage over diesel traction where heavy density of traffic warrants its installation.



**HUNGARY:** Single phase to three phase converter locomotive on the Kando system: the wheel arrangement is Bo-Co. These locomotives will haul freight trains of 1,476 tons up a 1 in 250 gradient at a speed of 46½ m.p.h. and will handle 738 ton passenger trains at their maximum speed of 77½ m.p.h.



**NETHERLANDS:** One of the 25 Co-Co locomotives, of American design, for mixed traffic. The locomotive has a continuous rating of 3,000 h.p. at 45 m.p.h. and a maximum speed of 87 m.p.h.



**SWITZERLAND:** The latest additions to the Gotthard line motive power are two of these 122 ton 6,000 h.p. Co-Co locomotives. The Gotthard line has numerous and long tunnels and continuous curved grades of 1 in 37-40. Overhead line current is the Swiss standard 15 kV, 16.6 cycles, single phase.



**U.S.A.:** Pennsylvania Railroad's rectifier locomotive with 2 (Bo-Bo-Bo) wheel arrangement. Two units are coupled to form a 6,000 h.p. locomotive. They are suitable for existing low frequency or for industrial frequency single phase systems.



# AROUND THE SYSTEM



**THERE ARE POTATOES :** Consignments for Melbourne being loaded at Thorpdale in Gippsland.



**OFF TO THE ZOO :**



**ON THE TRACK :** A gang on maintenance work at Neerim on the Warragul-Noojee branch line.



**FROM MILLS**





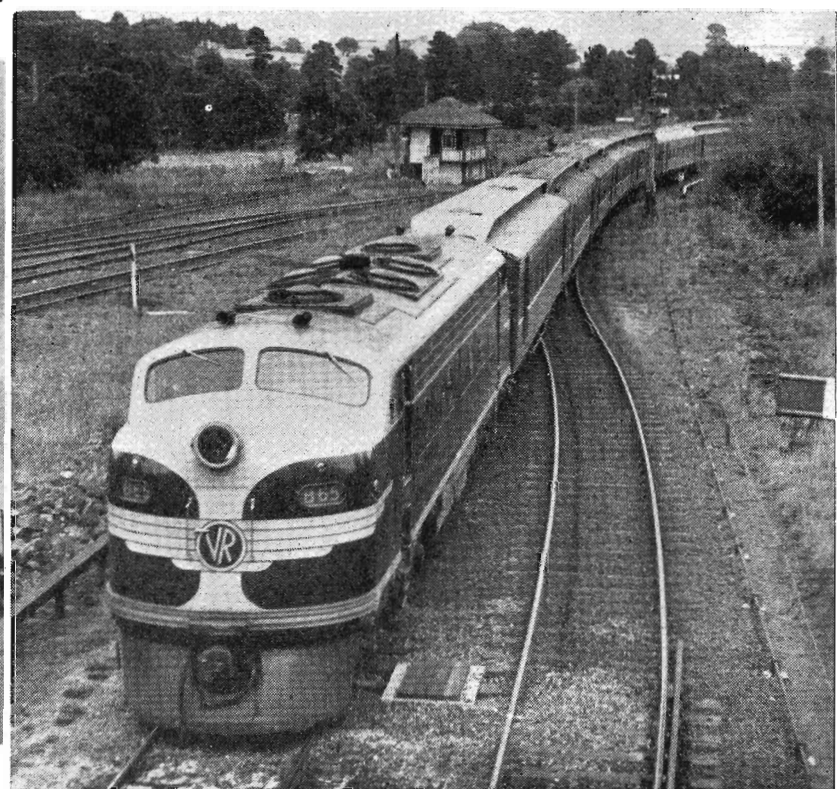
Primary school children detraining at Royal Park.



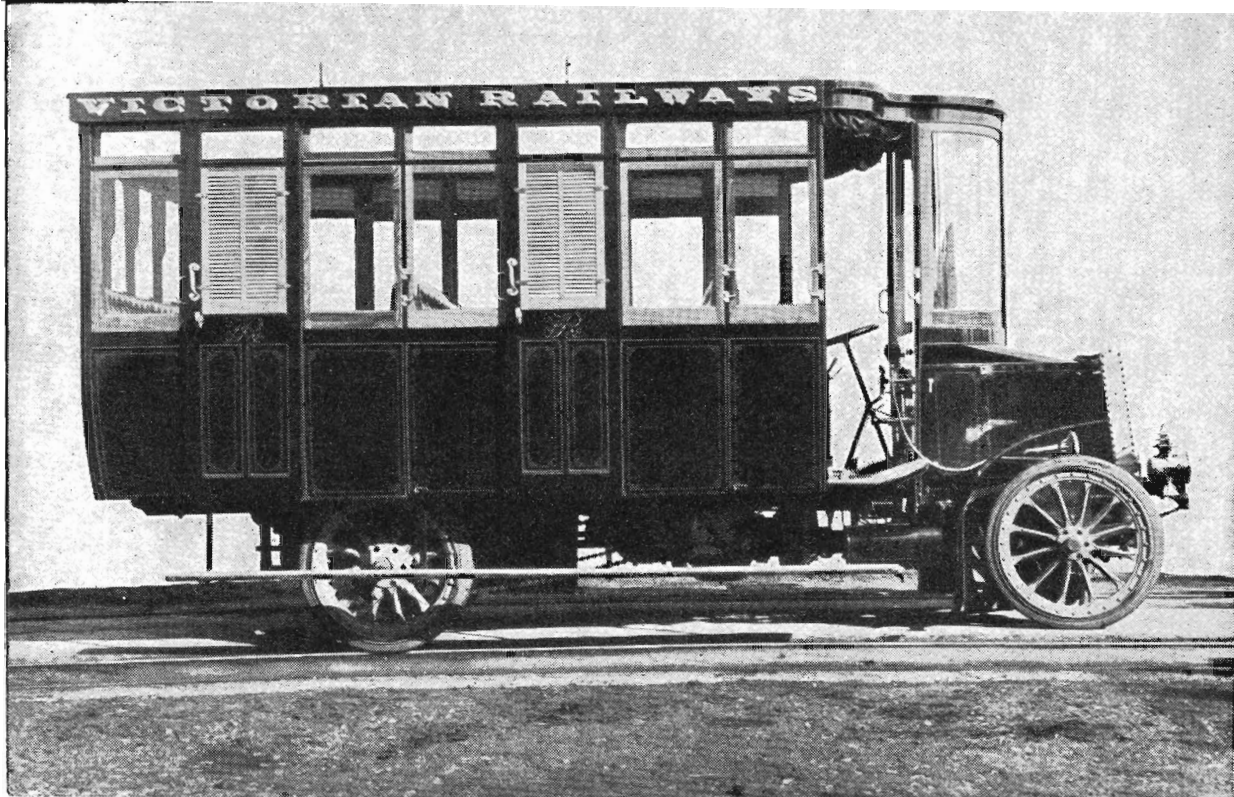
**L. 1150 GETS TO WORK :** Hauling a goods train to Dandenong.  
**THE GIPPSLAND EXPRESS :** (Below) Passing through Warragul.



MELBOURNE: Loading timber at Heyfield.







One of the V.R. buses which ran the first bus service in the State.

# VICTORIA'S FIRST BUS

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

THE introduction of motor buses in Victoria dates from December 1905, when the Victorian Railways inaugurated a service between Prahran and Malvern. This is believed to have been the first application in Victoria of self-propelled road vehicles for public passenger traffic.

Arising from parliamentary discussions on the possibilities of electric traction for Melbourne suburban railways, and the efforts of Thomas Bent to have electric tramways built, F. E. Bradford, an adviser to the Government on electrification and an advocate of tramways, recommended that further tram lines be built. The Railways Standing Committee was averse to this, and eventually, the Government decided to test patronage in a selected area for motor omnibuses.

The route chosen lay between Prahran railway station and Malvern town hall, by way of Greville, Chapel, and High Streets, a distance of about  $2\frac{1}{2}$  miles. Six kerosene-fired steam-powered Chelmsford buses were imported from England in 1905. Special bodies, each seating 24 passengers, were built at Newport Workshops. The maximum speed of the vehicles was 20 miles an hour.

On Friday, December 1, 1905, the service began, when No. 1 bus left Prahran station at 6.29 a.m. for Malvern. As patronage increased during the day, five vehicles went into running. One hundred and fifty four trips were made,

the last leaving Prahran at 11.44 p.m. On Sundays, the first run commenced at 1.28 p.m. for Malvern town hall. Buses were timed to meet all trains arriving at Prahran from Melbourne. This schedule, however, was not maintained owing to mechanical faults developing in the buses.

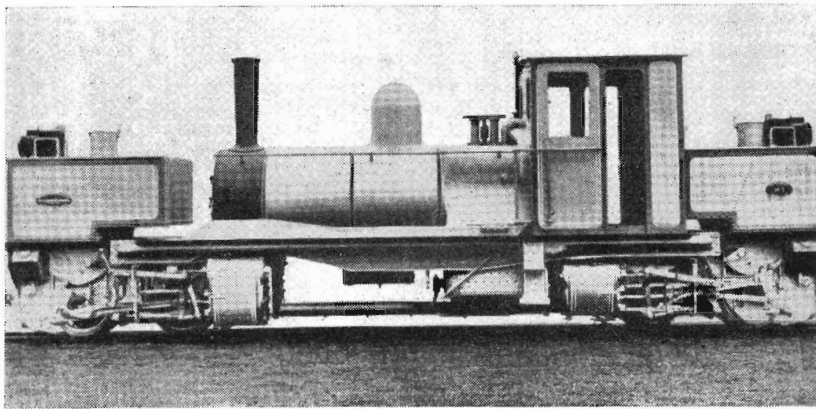
The buses were withdrawn about the middle of June 1906, and the service was abandoned. The novelty of motor transport had worn off so far as the local residents were concerned. The continual irregularity of running schedules due to mechanical troubles diverted patrons to the comparative reliability of competing horse-drawn conveyances. The Premier himself had been inconvenienced one evening at Prahran by the late arrival of a bus which had developed a fault.

For their approximate period of seven months' service, the buses carried a monthly average of 56,000 passengers.

After the closure of the route, the vehicles were stored at Newport Workshops. They were later used for an emergency service between St. Kilda and Brighton, in March 1907, following the destruction of the entire tramway rolling stock in the Elwood Depot fire on March 7. The buses were later written off and sold, in 1911.

Such was the end of Victoria's pioneer effort in road motor transport, begun at a time when a journey by motor car from Melbourne to an outer suburb was an adventure.





Early in 1910, the Tasmanian Government Railways bought two unusual articulated locomotives for the North-East Dundas 2 ft. gauge railway, which has grades of 1 in 25 and curves of  $1\frac{1}{2}$  chains radius. Classed as K, these locomotives had the 0-4-4-0 wheel arrangement and, built to the patented designs of Mr. H. W. Garratt, were the forerunners of this type of articulated locomotive. They remained in service until 1929 when the first of them was returned to Manchester, England, to be erected as a showpiece. A plaque made from Tasmanian wood in the form of a map of Tasmania gave details of its performance.

## Gas-Turbine Loco. Developments

THE Union Pacific Railroad, U.S.A., which already has in service or on order ten gas-turbine electric locomotives, has ordered a further 15 units of the same type. A new experimental American gas-turbine design is a 4,000 h.p. unit, which has now undergone tests on the Pennsylvania, Missouri-Kansas-Texas, and Chicago and North Western lines. The most exacting tests were on the Pennsylvania railroad, where the locomotive handled express passenger trains of 26 to 29 passenger coaches over a total distance of 7,100 miles.

## Diesel-electric For Paris Ceinture

THE French National Railways have ordered 20 double six-wheel bogie diesel-electric locomotives, each with a Sulzer twin-bank engine of 2,050 b.h.p. maximum output, for handling all the heavy passenger and freight transfer traffic over the Grand Ceinture lines that connect the various Paris terminal stations.

## Dust Nuisance

IN coaches modernized for the General Roca Railways, Argentina, the dust nuisance has been overcome by a regulated air system for sleeping and dining cars. Two electric fans in each coach take in air from outside and pass it through two filters, one wet and the other dry, distributing it afterwards through a central conduit to each compartment. This, and the use of double windows, effectively keep out dust, particularly as the air pressure inside the coach is slightly higher than that outside. Electric heating for winter services has also been installed.

## Paris Prefers The Underground

THE underground Metro was the transport most largely used by the Paris public in 1952, according to official figures. The number of Metro passengers rose to more than 3,000,000 a day, compared with 2,300,000 on the buses.

## Stainless Steel Coaches

THE passenger rolling stock building programme of the French National Railways includes 200 vehicles for express trains, 36 of which are to be first and second class coaches of stainless steel. This

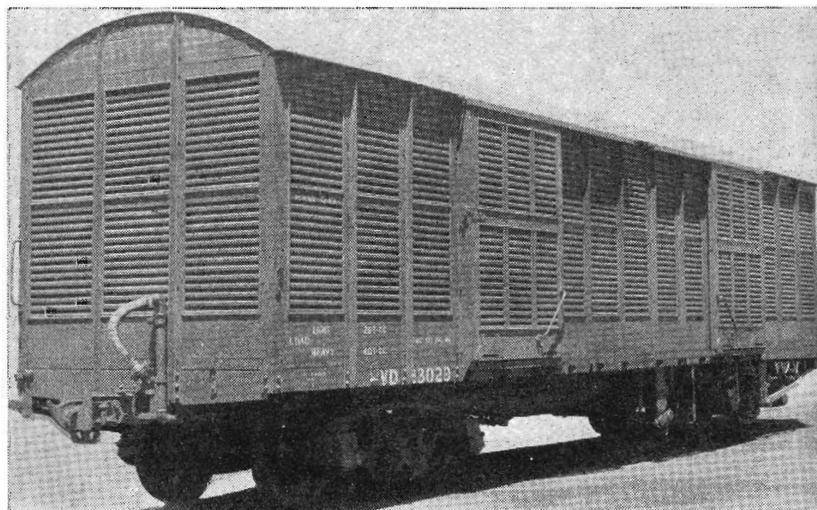
steel needs no external painting and, therefore, reduces maintenance costs. At the same time, the components of the coaches can be of reduced cross-section, so that the frame of an 18-8 steel coach weighs about three tons less than one of standard construction. A composite stainless steel coach of the new series weighs 33 tons. Deliveries of these new vehicles began in June 1952, and the first of these have been placed in service on the French section of the *Golden Arrow* between Paris and London. Later, units will be divided between the Paris-Bordeaux and Paris-Strasbourg services. The second class coaches, with bar compartment, will be used on the Paris-Metz run.

## Cuba's Railways

CUBA has no fewer than 189 separate and distinct railroads comprising altogether 10,404 miles of track. They range from a few thousand feet to hundreds of miles in length, the largest system on the island having 1,381 miles. Most of Cuba's common carrier railroads are standard gauge, 4 ft. 8½ in., although many of the sugar mill lines are of 3 ft., and 2 ft. 6 in. gauge.

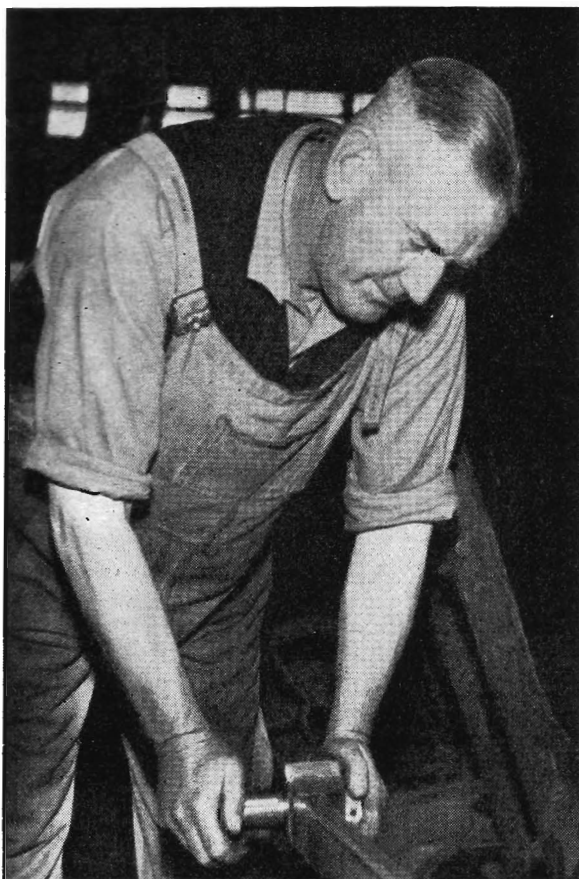
## First U.S.A. Patent

THE first patent in the U.S.A. was issued for a railroad invention, on July 13, 1836. The device helped to increase the power of steam locomotives and prevent their wheels from sliding. John Ruggles, U.S. Senator from Maine, received the patent.



The Western Australian Government Railways Commission's new standard 36 ft. frame bogie louvered wagon, which has a cubic capacity of 1,730 cubic ft. and a light and heavy rail load of 26 and 40 tons, respectively. Two standard bogie underframes are provided, one of 36 ft. for medium side open waggons and the other of 42 ft. for covered waggons of the V.D. type, 180 of which are being built. The 42 ft. underframe will also be used for flat top and cattle waggons. The bogie truck, with a 5 ft. 6 in. wheelbase and cast steel diamond frame with snub control spring, is standard to all freight bogie stock and locomotive tenders.





Mr. Calnin fitting motion gear.

## 'Shops Personality Man

ONE of the most colourful personalities at Ballarat Workshops is Fitter Maurice Calnin, who has been there for 33 years. He joined in 1919 as a fitter and helped to fit Walschaert gear to the first batch of A2's there. He has always taken a keen interest in the social and community life of Ballarat. He is a Justice of the Peace; he has helped to raise large amounts for government loans; and, as a special district warden in the last war, he helped to plan the evacuation of civilians in the event of emergency. In 1942 he unsuccessfully contested Ballarat, in the Labour interests, in the Legislative Assembly elections. Mr. Calnin has also been prominent in Ballarat sporting circles. He rode, drove and trained trotters, and with Sim's Picture won many races. He played in a combined Ballarat team against Arthur Gilligan's English Test side, and played off a low mark with the Wendouree Golf Club. He was also in the first interstate railway golfers' team to visit Sydney. Apprentices, in particular, at the 'shops appreciate his guidance and sage advice.

## Good Training

MR. Alan Graham Langton, newly appointed director of industrial development in Tasmania, began his career as an apprentice fitter and turner at Newport Signal 'Shops. He resigned from the Department, in November 1944, to become head of the department of management of the South Australian School of Mines and Industries.

## Benalla Signalmen Retire

IN the retirement, within a month of each other, of Signalmen F. Cook and H. Williams, Benalla "B" Box has lost two of its best known personalities. Joining the Railway Construction Branch in 1909, Mr. Cook worked on the Beech Forest-Crowes line and later helped to lay rails from Gheringhap to Maroonah. He transferred to the Way and Works Branch in 1913 and was at Derrinallum, Armytage and Winchelsea before joining the then Transportation Branch in 1921. After a short period in the Geelong Goods Shed he was appointed signalman at North Geelong. From there, he went to Benalla in 1927.

In his younger days Mr. Cook was a member of the Geelong and Benalla fire brigades; he holds the fireman's long service badge. In retirement he will spend more time decorating his grotto well and odd corners of his home with designs wrought in broken china and other bits and pieces. The well, which is a show-piece, has been visited by more than 3,000 people, some from overseas.

Mr. Williams joined the Department as a porter at Flinders-st. in 1911. He was appointed signalman at Sale in 1914, and, seven years later, at Benalla. Always keenly interested in V.R.I. affairs, he used his fine tenor voice at functions to raise money for the new institute building. Both Messrs. Cook and Williams were presented by their colleagues with wallets.

## Coincidence

WHEN Mrs. S. McCormick and Mrs. I. Merrills chummed up during a voyage of the *Georgic* to Australia, they could not foresee work together in the Victorian Railways. But so it is. They are conductresses on the St. Kilda-Brighton railway trams. Mrs. McCormick, who is from Shropshire, studied domestic science, and, during the last war, worked in Government controlled restaurants for war workers. She was in Coventry during some of the worst air raids. When she arrived in Australia she was appointed supervisor of catering at the British migrants' hostel at Geelong. She resigned to become a portress at Flinders-st.

Mrs. Merrills, who is a native of Leeds, Yorkshire, was a stenographer with a Leeds firm of accountants and then secretary for nine years. She was a stenographer with a Melbourne firm before joining the Department.

Both these young women, who win admiring glances from tram travellers because of their well-groomed appearance, like their jobs.



Mrs. Merrills (left) and Mrs. McCormick paying in.



**S**PONSORED by the Hamilton Railway Social Club, a special Sunday excursion train, the first of its kind to run in the district for 16 years, recently took about 700 adults and children to Portland for a picnic. As Hamilton is the centre of a big network of road services there was much public interest in how a picnic train would succeed. It was regarded as something of a challenge to the railways to show that "we can do it." The Hamilton railwaymen not only did it, but did it so well that the local press gave special prominence to the train in its news columns and pointed out that its success was definite proof of the abiding popularity of train travel among the masses and particularly among youngsters. At the picnic, itself, the traditional good time was had by all. Only £2 in cash was needed to advertise the excursion train. Railwaymen did the rest by word of mouth, throughout the countryside.

### The Spirit's Head Waiter Retires

**A**WAITER on *Spirit of Progress* from the day it went into service in 1937, Mr. H. W. C. ("Tich") Snow, who became the famous blue train's head waiter about a year ago, was well known to Governors, Prime Ministers, Cabinet Ministers and men and women who made headlines. Cheerful, smiling, and the complete antithesis of the Cassius who was credited with a lean and hungry look, Mr. Snow had the sort of engaging personality that attracted customers to the train, and, in particular, the dining car. Of the famous people he met travelling none appealed to him more than Dame Nellie Melba. She was not easy to please, but she was always appreciative of any little thing done for her by the train crew. That, of course, was in the days of the old *Sydney Limited*. Melba did not live to travel on *The Spirit*.

Mr. Snow had a good deal of railway experience before he was transferred to *The Spirit's* staff. He had been a waiter on the Sydney and Adelaide expresses in 1908 and a steward on the Mildura train. He left the Department in 1919 to go into business and returned in 1936. In his earlier railway years he waited on parliamentarians who went to Terowie, South Australia, when the first sod was turned for the Trans-continental line, and he was waiter on another train that left for Yallourn for the official opening of the brown coal field. Mr. Snow recalls that when he first joined the Railways he was paid 36/- a week and had to supply his own uniform.

His hobbies are doing things about the house and breeding canaries. With his Roller birds he won 12 blue ribbons and more than 60 other prizes. He sold his collection for over £300. He now breeds yellow canaries.

### Thanks

**A**T a social organized by district farmers, Wycheproof railwaymen were thanked recently for their work in the last wheat lift.

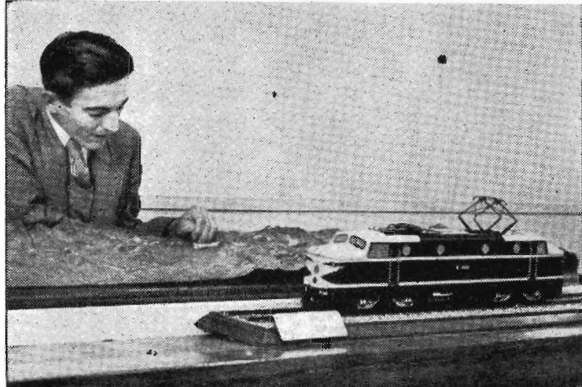
For the courtesy and efficiency of a member of the staff of the Lost Property Office, Flinders-st. Station, in recovering a bag left behind in a suburban train, Mr. C. J. Raith, 76 York-st., Prahran, records his appreciation.

Signalman K. Lambden, Lilydale, expresses thanks for the return of a postal note and stamps that were inadvertently left in a book sent back to the V.R.I. Library.

### Obituary

**V**ICTORIAN railwaymen send their condolences to their South Australian colleagues on the death of Mr.

R. H. Chapman, South Australian Railways Commissioner. Mr. Chapman, who was 63, was an able engineer, a practical railwayman and an outstanding administrator. A son of the late Sir Robert Chapman, he was educated at St. Peter's College and later at the University of Adelaide. As Chief Engineer, he supervised the rebuilding of all South Australian railway bridges, station yards and locomotive depots and the gauge widening of the 220 miles of the western system. He was also in charge of the construction of Finsbury munition works, including the installation of machinery and electrical equipment. He travelled widely abroad to



Assistant Engineer Brian Kimber, Electrical Engineering Branch, Flinders-st., studying the relief map of the Gippsland line which he made in his spare time. The landscape painting was done by the Department's commercial drafting section. In the foreground is a model of the new electric locomotive, made by the English Electric Company and presented to the Department.

study railway maintenance and construction. He was appointed to the South Australian Railways in 1923 to design and build the railway bridge at Murray Bridge. Mr. Chapman, as a captain in the Royal Engineers, did four years of railway construction work during World War One.

### Printers' Welfare Fund

**F**OUNDED some 20 years ago, the V.R. Printing Works Welfare Association is regarded as one of the best organizations of its kind in the Department. Open to all male staff over 18, members contribute 6d. from their fortnightly pay envelopes into a pool to provide presentations to retiring employees, wedding presents, sickness benefits and a wreath in the event of a death in the member's family. If a contributor has 20 years' railway service he receives a fifteen guinea presentation, and if less, a proportionate amount. The minimum is two guineas. Two fifteen guinea



Repairer B. Weeks holding a 5 ft. 5 in. brown snake which he killed on the track between Elmhurst and Amphitheatre. He killed a 6 ft. snake at the same spot some time ago.





A signaller for all but one of his 33 years' service, Special Class Signaller W. R. Webster retired recently. In this picture he is seen on duty for the last time in the Newport signal box.

presentations have been made this year. Every year the association organizes a picnic, a Christmas treat and a special outing, for which money is raised separately. The Welfare Association is run on democratic lines. Each year a president, vice-president, a secretary-treasurer and a committee of six are elected to administer the fund.

### The Wright Way

THERE was a family reunion at Spencer-st. Station recently when *Spirit of Progress* arrived and Guard A. T. Wright, who was retiring after 45 years' service, was met by four of his brothers, James, Ernest, Herbert and Leslie. All but the latter, a goods guard at Dimboola, are retired railwaymen. James and Ernest were passenger guards and Herbert was an electric train driver. Another



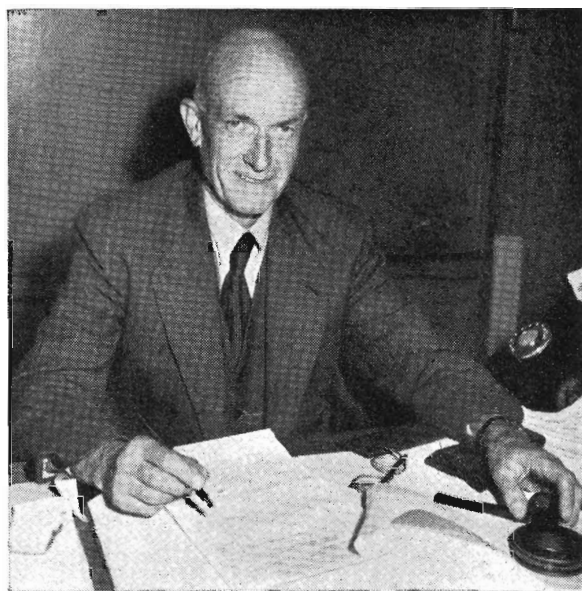
Mr. Wright being farewelled by his brothers.

fireman when he enlisted in the A.I.F. in World War One, died of wounds received on Gallipoli. He was the seventh son in the Wright family, hence his name. Although Mr. Wright, their father, was not a railwayman, most of his business as a carrier was done with the Department.

Guard A. T. Wright, who joined the Railways as a lad porter at Dimboola, became passenger guard in 1937 at Ballarat, after years of experience as a goods guard. He worked on all the main line country and interstate trains.



Five retired railwaymen who returned to bid farewell to their colleague, Electrical Fitter J. Crosby of the Electrical Workshops, are in this group: from the left: Messrs. H. Dunning, S. Sneezby, W. Crymble, J. Crosby, W. Waldron and W. Clark. Mr. Crosby retired after 31 years' service, most of it at the Electrical Workshops. Photograph: S. C. Whalley



For 15 years Stores Branch Chief Clerk at Head Office, Mr. H. D. Agg retired recently after 48 years' service. He joined the Department as an order clerk in the old Store Yard, Spencer-st. It was not long before he was climbing the ladder of promotion. From the Bookkeepers' Division he became shipping clerk, and later, as Assistant Stores Inspector, he had the responsible task of taking over and valuing the stores of the Deniliquin-Moama railway line. He was Storekeeper at Newport when he was promoted to Chief Clerk of the Stores Branch. Mr. Agg's breezy manner and keen sense of humour won him many friends. A large number gathered to bid him farewell and support the Comptroller of Stores, Mr. L. C. Stewart, who presented him with a gas stove and a collection of sketches and topical jokes to remind him of a pleasant and successful career.



## Arsenical Poisoning

**W**EED KILLER, sheep dip, Paris green, foot rot solution, arsenate of lead horticultural spray—any of these may be the cause.

The earlier the symptoms appear the more severe is the case. The symptoms are: dry mouth, burning pain in the mouth and stomach ("hot coal" in stomach) purging, cramps, shock, sometimes vomiting (may be blood stained). Immediate measures are:

1. Emetic of two teaspoons of salt in tepid water. Continue until vomitus is clear.
2. Send for a doctor (and tell him why).
3. Give milk, eggs, olive oil, ice to suck for thirst.
4. Hot water bottles for shock.

Keep these substances locked away (mothers-in-law please note).

## The Common Cold

**N**OW, don't say "Huh! : if a doctor treats a cold, it gets better in a fortnight, but if left to itself it lasts for fourteen days." WE have heard that one.

But have you heard these ones:

1. Infection is carried from the sick to the healthy by the secretions of the nose and throat; by coughing, sneezing and close talking. The germs enter the victim's body through his nose and throat, not through wet feet or a draught.
2. Overcrowding in trams, buses, entertainment halls, and trains is an important means of spread.
3. It takes about 48 hours from the time the germ enters the body for the illness to appear.
4. No drug appears to have any specific influence in preventing colds: not even aspirin and whisky.
5. The dangers which may arise are in the complications. These are mainly infected sinuses, bronchitis, middle ear inflammation and deafness, laryngitis and sore eyes. And here is where the doctor comes in—and see that he does.
6. For treatment: go to bed in a room by yourself, and stay there for two or three days. Use a suitable receptacle containing a little phenyle to receive sputum. Use old rags for the nose and place them in a paper bag for burning. Never blow the nose hard, or you may force infected secretions into dangerous places.
7. Finally, be a sport and don't go near others and spray them with your wretched germs. Keep out of crowds, and do not go near people when you talk to them.

# FIRST AID to HEALTH

finis coronat opus

## First Aid Demonstration

**A** SUCCESSFUL demonstration of first aid methods was recently staged by the Railways 1952 State championship team (Accountancy Branch, Head Office), during a sports meeting at the Numurkah Showgrounds. Mr. W. Bowe, one of the Ambulance Officer's assistants, gave a running commentary over the public address system. Working in front of a crowded grandstand, the team attended to a "patient," suffering from fractures, haemorrhage and shock, who had been found lying unconscious on the road after being struck by a hit and run motorist. The first aiders worked first as a team and then as individuals. Demonstrations were also given of snake bite treatment, of two different methods of artificial respiration and of correct method of lifting a patient without aggravating injuries, the extent of which at the time is unknown. Mr. Bowe explained that the equipment used by the first aiders was the standard type carried in all country passenger trains.

An interesting sequel to the demonstration was a letter to the Secretary by Mr. J. S. Ball, organizer of the Numurkah Ambulance Committee. "Apart from the educational value of the demonstration, I learned that many of the spectators were quite surprised to know that the Victorian Railways had such an efficient first aid organization," he wrote.

## What is Wrong?

**T**HERE are two omissions in this story. Answers will be published in the next issue of *News Letter*.

Port Phillip can be treacherous. A southerly had come up from nowhere, and the little boat and its occupants were being showered by spray as they neared Mornington. Not that it mattered, anyway. Tom, Dick and Harry had a good basket of big fish. Good schnapper from the channel, too. The engine was reliable

and they were nearly in to the breakwater. This was the way to get fish. Not like the old man sitting on the end of the pier there. Didn't see how anyone could sit like that all day for a couple of flatties. The fish were nearly all cleaned now, "Stick your knife in that big one's head, Tom," said Dick, "he's too lively to gut." The knife was sharp and Tom had a stab at it. It happened in a flash. A quick lurch and Tom fell. The knife, intended to give the fish its *coup-de-grace*, descended instead into Harry's right thigh. To say that the wound bled would be an understatement. Blood simply gushed from the wound, and the situation quickly became desperate. Harry grabbed at his blood soaked trousers. Tom dropped his knife and moved to help him. Dick, not knowing what else to do, remained at the tiller. The old man on the pier was on his feet. "Do exactly as I tell you," he called and moved along the pier with the boat. "You, put the palm of your right hand *inside* his thigh. Slide your hand up until the web of your thumb presses on his groin. Now press your right thumb down on the centre of the fold of his groin. Can you feel the pulse beating there? Well, press it down hard on the pelvis bone underneath. Now get your left hand on the hip bone and press your left thumb down on top of the right one. Have you got it?" Tom obeyed every move. "Yes." He was excited, but he knew that he was on the right spot. "Yes, I'm sure I've stopped it." The old bloke eased in. "You, lad," he said to Dick, "tie up the boat and telephone for a doctor and an ambulance and warn the hospital that there is a severed femoral artery coming in." "Hang on to that pressure there lad." He was busy with the knife, half a net float, folded handkerchiefs and some heavy cord. He applied a tourniquet and local pressure pads in a business-like manner, looked at his watch, and turned to Tom. "Now ease up that pressure, lad, but be ready to re-apply it. Yes, yes, now go to his head and keep him still. The ambulance shouldn't be long."

## Corrections For Mrs. Jarnor's Fractured Skull

(See May *News Letter*)

1. This was a clear case of fracture of the skull involving the base.
2. Tommy should have taken steps to stop the bleeding from the scalp, in this case, by ring pad pressure.
3. It was essential to have a **clean** handkerchief to mop blood from the ear.
4. Clothing should have been loosened.
5. The message to the doctor should have indicated the type of injury.



# SPORTS

## Record Entry For Bowls Week

ONE hundred and ten bowlers, the largest number in the history of the competition, took part recently in Country Bowls Week in Melbourne. Except for showers during the morning on the final day's play, the events were decided under perfect conditions at Middle Park, St. Kilda and Windsor greens. Twenty eight teams competed for the fours championship which was won by Seymour No. 1 from Seymour No. 2. There was an entry of 55 pairs for the championship won by Messrs T. Jenkins and F. Snell (Bendigo), from R. Earles and J. Stevenson (Wodonga). There was a keen fight for the single championship which attracted an entry of 110. After the elimination rounds had been decided, W. Garrett (Donald), J. Hewitt (Shepparton), A. Black (Ballarat) and A. Owen (Bendigo) remained to contest the semi-finals. The championship cup was won by J. Hewitt from A. Owen. Six rinks, representing the combined country visitors, were matched with six rinks drawn from members of the V.R.I. Social Bowls Club. This interesting test match was won by the city players with a margin of 36 points. Trophies won during the week were presented by Mr. Deputy Commissioner Brownbill at a social function after the final day's play.

## Maryborough Tennis Champions

FINE weather also favoured Country Tennis Week in which 66 players competed. The teams championship and the Donald Mackintosh Cup, for which 16 teams entered, was won by Maryborough from Wodonga by four rubbers to two. Tennis of a high standard was seen in the open singles championship, won by Ian Zotti (Yea) who was taken to three sets by Ray Dean (Maryborough), the scores being 6-2, 4-6, 6-4. Ian Zotti completed a fine double by winning the Railway Singles Championship from Frank Jones (Little River), 6-4, 6-2. Maryborough and Zotti were successful in the same championship events last year. The trophies were presented by Mr. Deputy Commissioner Brownbill.

## Football Kicks Off

FIVE football teams are competing this year for the Commissioners' Cup. They are Loco., Yard, Spotswood 'Shops, Newport 'Shops and Northern Lines. The matches are played every Tuesday on the McAllister and Ransford ovals at Royal Park, beginning at 2.45 p.m. The games are expected to be keenly contested as players are striving to



The Albert Park—V.R.I. Bowling Club team which had a very successful season and won the Division 4 Pennant in the recent R.V.B.A. pennant competitions. Only three games were lost in sectional play, and the total points for the season were 635, a figure that has been rarely exceeded in those competitions. Back row; (left to right) Messrs. R. W. Anderson, J. Collins, J. Rogers, E. Miller, G. H. Bennett, R. Dawson, L. F. Wright; centre row; F. S. Kent, B. Fitzgerald, A. Rademacher, H. T. Gale (Secretary), J. Baird, W. J. Adams, H. Watts; front row: L. Munden, C. Gadsby, G. Anderson, L. J. Williamson (President), L. Lehman, C. Allen, C. Donovan.

earn selection in the team that will represent Victoria in the Australian Railways Institutes' Football Carnival at Perth in September. The fixtures for this month are: June 2, Newport v. Spotswood, Loco. v. Yard. June 9: Spotswood v. Loco., Northern v. Yard. June 16: Newport v. Yard, Northern v. Loco. June 23: Spotswood v. Northern, Loco. v. Newport. June 30: Northern v. Newport, Yard v. Spotswood.

## Clerk's Gift Win

BREAKING a run of bad luck in big professional footracing sprints, popular W. X. ("Bill") O'Brien, clerk, in the Senior Timekeeper's Office, Way and Works Branch, North Melbourne, won the recent Lilydale Gift off the 5¼ yards mark. When Bill first began running about five years ago he was a half miler and he won three or four races over this distance. He then switched to 220 yds. races and gained minor places in events over these distances at Stawell and Bendigo. The stamina he developed in middle distance races gave him success generally as a sprinter and strength at the finish of the Lilydale Gift to snatch a narrow win with its £500 prize money. Bill's many supporters confidently expected him to win an important Gift, as he finished fifth in the Stawell Gift three years ago and ran third in this year's Bendigo Thousand. Bill's father, the late Jim O'Brien, was an engine driver, and his brother Tom is a driver at Yea.

## Table Tennis

MELBOURNE Yard (three teams), Electrical, Rolling Stock, Newport Accounts, Newport Rolling Stock, Signal and Telegraph and Refreshment Services Accounts have entered for this year's V.R.I. Table Tennis Association's competition, which began in April and will end on Monday, October 5. A feature of this year's registrations is the number of New Australian railwaymen, and their participation is expected to raise the standard of play. The best players will be selected to represent Victoria in the Railway Institutes' interstate table tennis carnival in Adelaide from July 5-14. The Victorian Table Tennis Association championships will be held from July 27 to August 7, and the V.R.I. Table Tennis Association championships between August 17-21.

## Began With Street Cricket

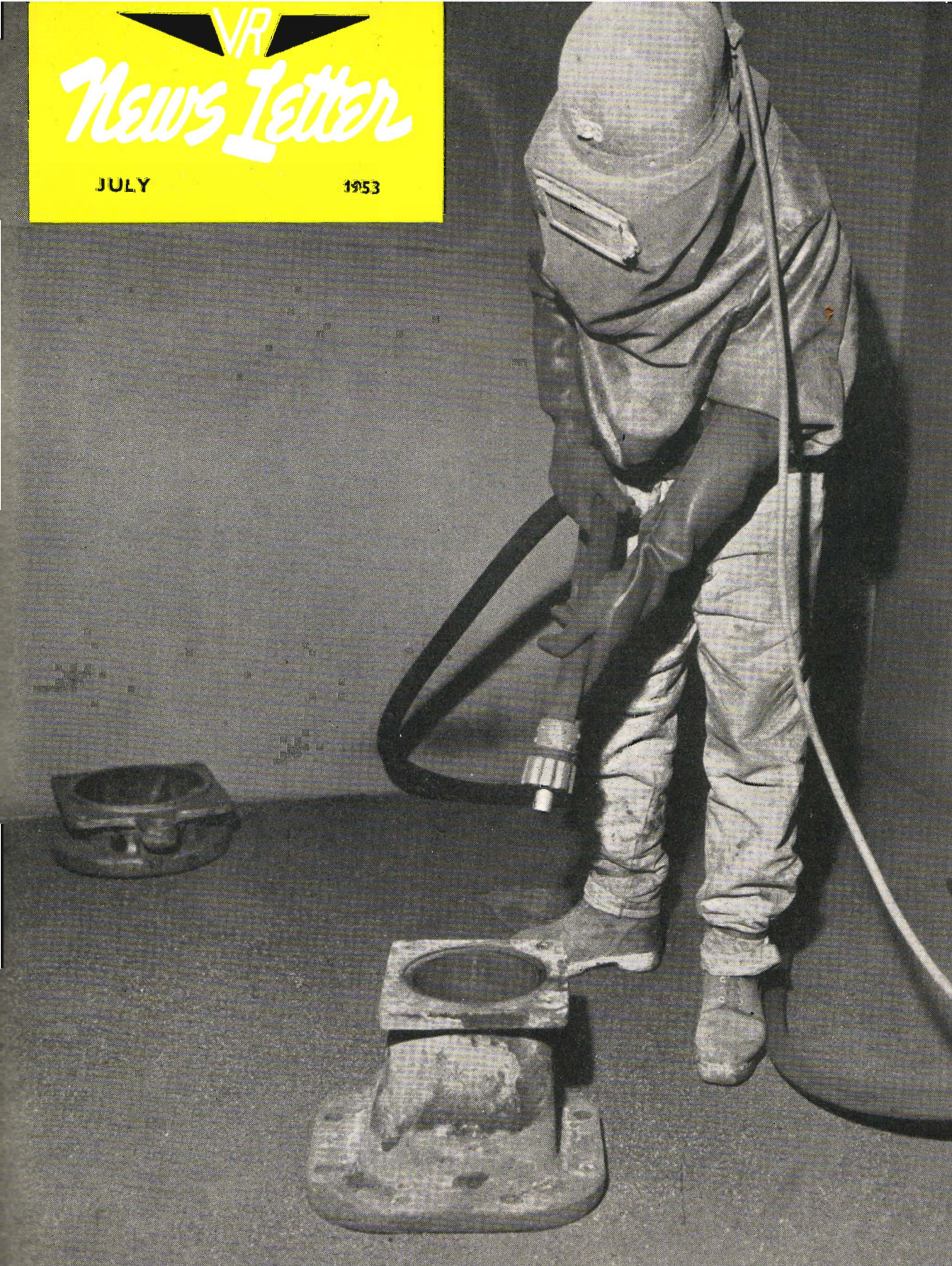
LIKE many other promising young cricketers, Neil Turl, 18 year-old Newport Workshops cricketer who has played with the V.R.I. team in an interstate railway carnival, learned how to hit a ball by playing with an improvised bat and stumps in a suburban street with other boys after school. He was only 11 when he had his first game with Thornbury Presbyterian team in the Northcote-Preston Churches competition. From there he graduated to the Fitzroy fourth eleven, and, four years later, the firsts, after having scored 150 runs in four excursions to the batting crease.



# VR *News Letter*

JULY

1953





## Royalty in Photographs

THE State Government, through the agency of the Railways Department, is bringing to the country people of Victoria a very fine collection of photographs illustrating the life of Queen Elizabeth which will revive all memories of the coronation. The photographs, which have been lent by Viscount Kemsley, are in a specially fitted blue and gold car, upon the outside of which is painted in gold and red lettering, "Royalty in Photographs." Also in the car are replicas of the famous Crown Jewels lent by the Public Library. The car commenced a five month's tour of the railway system on June 15. This month, the mobile photographic display will be at Ouyen, Mildura, Underbool, Maryborough, Castlemaine, Bendigo, Ultima, Manangatang, Wycheproof, Sea Lake, Korong Vale and Kerang.

## The First Million

THE Department's fleet of diesel-electric locomotives (which now numbers 15) continue to set new standards, B. 72 being the latest to enter the record breaking class. Last month, this locomotive established a new ruling grade load performance by taking 1,016 tons from Benalla to Albury, the heaviest load ever hauled by a single locomotive over this section of the north eastern line. The big mileages registered by the diesels underline their high rate of availability and dependability. For example, B. 60, *Harold W. Clapp*, the first of the fleet will, when it celebrates its first birthday this month, have run at least 166,000 miles. B. 63 is also building up mileage rapidly. It went into running on October 7 last, and, by the time it has completed 12 months' running, its estimated mileage will be about 180,000 miles. Five of these diesels have now exceeded 100,000 miles. Last month the combined figure for all diesels passed one million miles, a truly outstanding performance.

## Superphosphate Again

THIS is the month in which the Department launches its annual campaign to remind users of superphosphate of the wisdom of ordering for early delivery before Christmas. When this was written the 1952-53 season's traffic was entering its final stage. About 484,600 tons had been moved by rail, compared with 465,866 tons for the year 1951-52, an increase of more than 18,700 tons. Two of the best performances were registered in February and March when 70,880 and 79,651 tons were raised. The respective targets were 55,000 and 70,000 tons. It is, of course, of much greater importance to reach the July, August and September targets.

## C1 Was Al

IN Ararat's Coronation Day procession of decorated floats, the most popular with the younger generation, and also with many not so young, was the float entered by the Ararat Locomotive Social Club which has always played a leading part in local activities. The loco men naturally decided on a railway background for the float and borrowed the Department's model of engine C1 and a wide range of railway posters including the prize-winning *Men of Service* series. Members of the club arranged and decorated the float and the result was highly effective. The model was mounted high on the float and surrounded by flags, streamers and railway posters of all types. As it progressed through the streets, the engine poured smoke from its chimney, and with wheels revolving and siderods and pistons working, the model looked very much like the real thing. Several members of the club, armed with oil feeders, kept the bearings lubricated and took turns to keep the wheels revolving. Incidentally, at the head of the procession was Fitter David Montgomery, who is serving his fourth term as Mayor of Ararat.

## Mammoth Freight

A most interesting freight movement recently was the transport by special trains of two 105 ton stators from the Newport Power Station to Yallourn. The stators were lifted by crane on to a special transporter wagon. As this vehicle is not fitted with brakes, three Q.R. waggons and two vans were added to the train to provide the necessary braking power. Because of the exceptional width of the special wagon the adjoining line had to be clear of traffic all the way from Melbourne to Yallourn. The train's speed was limited to 12 miles an hour, except at crossings, turnouts, station yards and unprotected level crossings when speed was reduced to five miles an hour.

## Merely a Suggestion, But . . .

SUGGESTIONS are in the air again, as the inset to this month's *News Letter* itself suggests. An idea, of course, is always worth considering, however insignificant it may seem to the suggestor, who, perhaps, has to struggle hard with his diffidence before he sends it in. Quite recently, a very simple one was submitted to the Commonwealth Public Service Board who thought so highly of it that they passed it on officially to all other Departments, Commonwealth and State. *News Letter* itself has already profited by it. And all it does is to point out that stains from leaking ball-point pens can be quickly and inexpensively removed by the application of a few drops of turpentine. One's mind immediately envisages savings on laundry, suit cleaning, the retyping of smudged letters and forms and a dozen other things. Now why didn't some railwayman think of it?

## The Modern Way

OLD steam locomotive drivers in retirement, who used to get their "cuppa" on the job by thrusting a billy of water on the end of a steel bar into the firebox, could hardly have envisaged the day when a driver would be able to boil water for his tea in an electric kettle. Yet, so it is. Electric kettles which are being installed in the cabins of diesel-electric locomotives and hot plates in the diesel shunters, are the latest railway staff amenities. It must not be thought, however, that the comfort of steam loco drivers has been overlooked. At selected stations throughout the system they have the use of hot water urns at the meal-time break for tea making, and, of course, a particularly thirsty driver may still follow the traditional custom of the firebox.

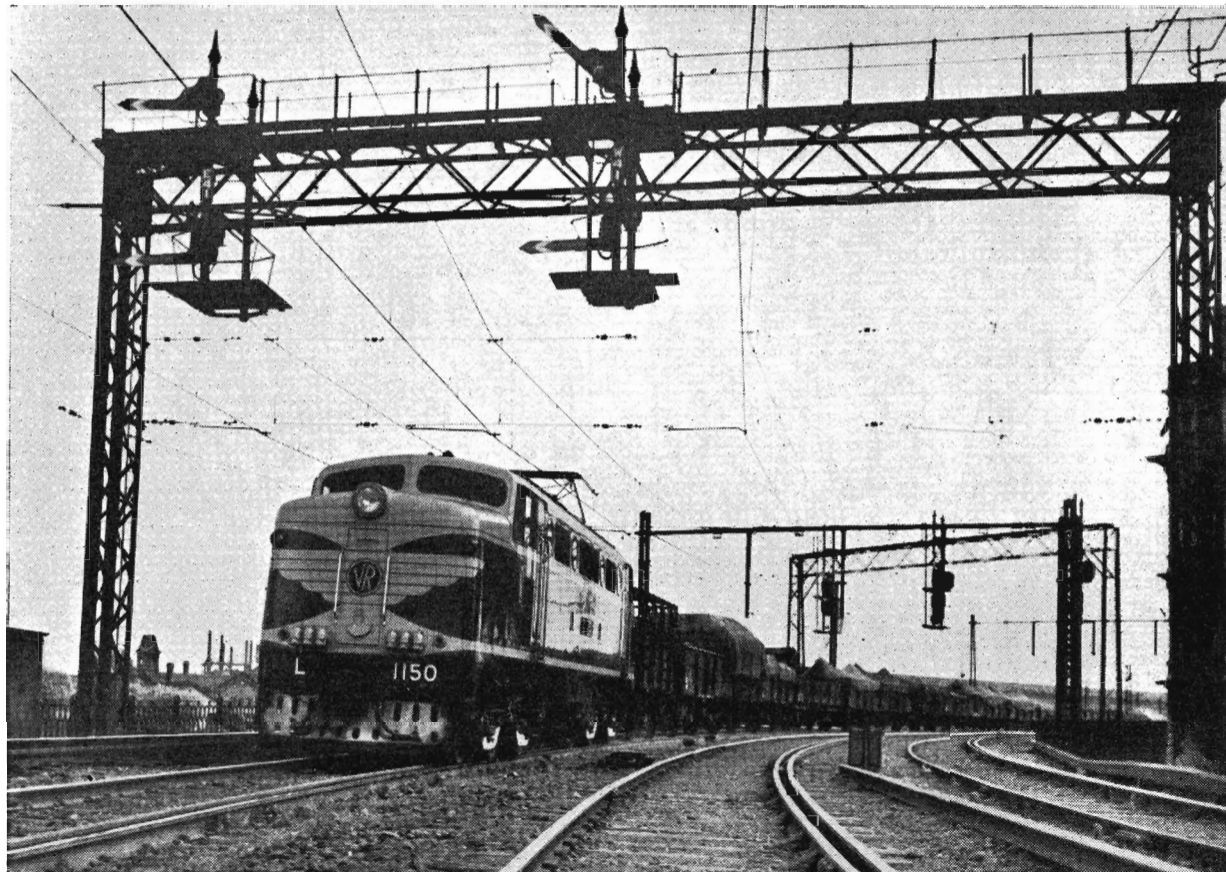
## Prize-winning Posters

THE series of railway posters, *Men of Service*, now appearing at stations on the Melbourne suburban system and at the more important country centres, has been awarded first prize in the single sheet section of the 1952 poster award conducted by the Outdoor Advertising Association of Australia. The designs, which have a key poster linking them together, are the work of Harold Freedman, a well known artist and art teacher. They depict a typical stationmaster, signalman, driver, guard, portress, welder, and designing engineer.

## OUR FRONT COVER

shows a shot-blast operator at the Ballarat North Workshops decarbonizing a locomotive blast pipe in the shot-blast cubicle. The helmet and special clothing, which give the operator the appearance of a deep-sea diver, are worn as protection from dust.





*L1150 hauling a goods train around the viaduct.*

## POWER AND SPEED

TESTS of the first of the *L* class main-line electric locomotives have shown their remarkable power and speed. Pending electrification of the Gippsland line, the tests have, of necessity, been restricted mainly to suburban electrified lines, but the results are indicative of the savings in running times that the *L* class locomotives can make.

A comparison of their performances with those of the steam locomotives is illuminating. On a test run to Broadmeadows, *L* 1151, with a load of 580 tons (59 vehicles, mainly sheep and cattle trucks) was running at 38 miles an hour at the bottom of the 1 in 50 Glenroy Bank. At the top of the bank its speed had only fallen to 33 m.p.h. An *S* class steam locomotive hauling *Spirit of Progress*, with a similar tonnage, attains 50 m.p.h. at the bottom of the bank, but its speed falls to 15 m.p.h. by the time the top is reached. Again, *L* 1150, with a load of 608 tons and from a standing start at the foot of the bank, accelerated to 30 m.p.h. before reaching the top of the grade. Returning, *L* 1150 held a load of 1,000 tons at 32 m.p.h. on the down grade solely with its powerful dynamic brakes. Its air brakes were not used. The dynamic brake in U.S.A. has resulted in tremendous savings in the wear of brake blocks, with a consequent saving in replacement costs. So far as experience with *L* 1150 indicates, a similar result here is likely.

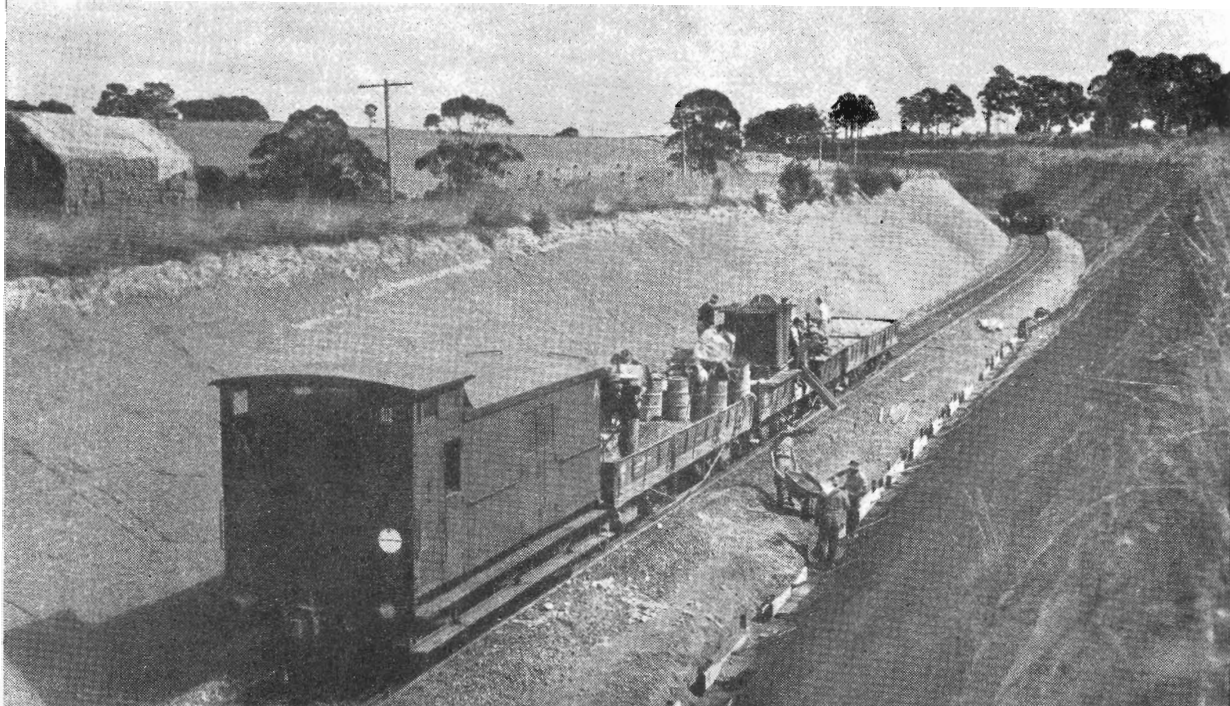
The speed of the *L* class locomotives on goods trains is such that they can be handled through suburban traffic without delaying passenger trains. For instance, the running time from Dandenong to Oakleigh for an *X* class steam locomotive hauling 1,100 tons is 35 minutes: for an *L* class with the same load it is only 18 minutes.

On a trial solo run from Caulfield to Frankston, *L* 1151 ran at the speed limit of the track, 60 miles an hour. The riding and operation of the locomotive were excellent. This run created much local interest. When the locomotive's horn was sounded, school children and many grown-ups rushed out to see what it was. Wherever the locomotive stopped it became the centre of attraction.

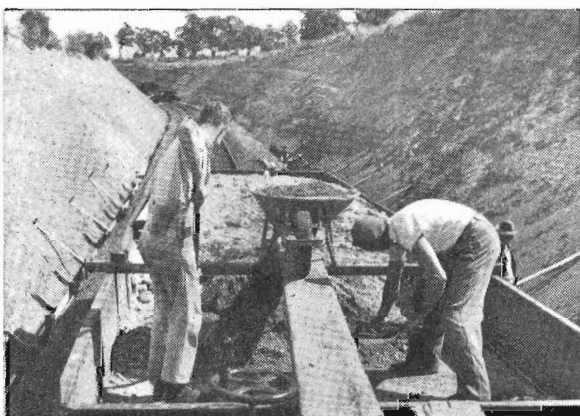
When they began hauling the Warburton-Healesville Sunday excursions trains to Lilydale, *L* class locomotives achieved the distinction of being the first electric locomotives in Australia to haul main-line passenger trains.

Nine of the 25 *L* class locomotives ordered from the English Electric Company had, when this was written, arrived in Melbourne. They are being thoroughly tested on suburban goods work and are also being used to train drivers. Electric trains are expected to run to Warragul by the end of the year. By that time, more locomotives and a body of well-trained drivers to handle them will be available.

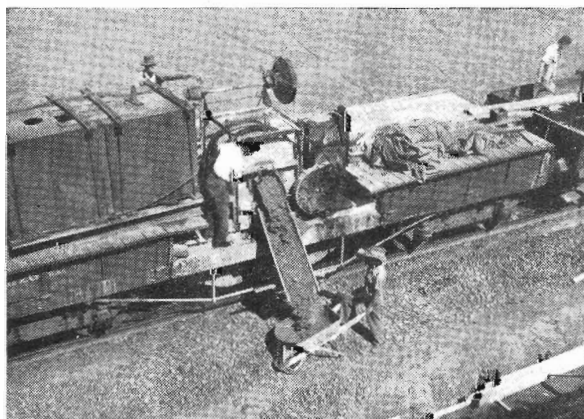




**CONCRETING:** A new concrete drain is being constructed at the base of a cutting about three miles from Warragul.



**LOADING:** The aggregate being loaded into the barrow before going to the mixer.



**TIPPING:** The mixed concrete is tipped into a barrow.

## CONCRETE TRAIN

**T**HE Way and Works Branch concrete plant train is usually brought into service for extensive concreting work in inaccessible places. It generally consists of a locomotive hauling a QN truck, containing a motor driven mixer, water tanks, QN trucks loaded with cement, screenings and sand, and the usual van at each end; the number of vehicles being dependent, of course, on the size of the job to be done.

The train in the above picture is working on drain construction on the Gippsland line.

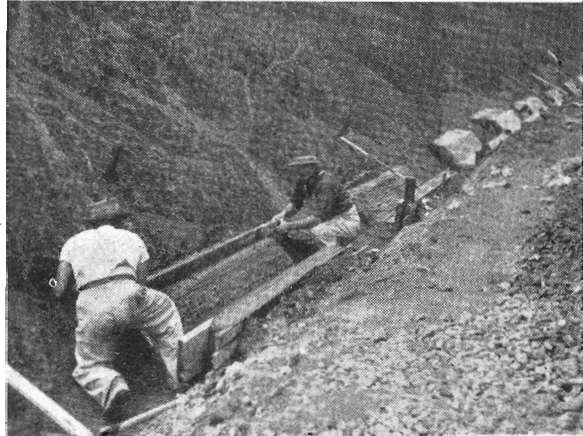
At the base of a cutting over 50 feet deep, about three miles on the up side of Warragul on the main Gippsland line, a team of 35 workmen, under the supervision of a works ganger and a special ganger, are constructing new drains which will collect water flowing down the steep slopes of the cutting during heavy rainfalls and prevent seepage occurring under the formation of the line. The drains are to be each about one mile in length. Some 20 chains have already been constructed.

Concrete mixed on the plant train has also been used in certain difficult situations for the foundations for the overhead structures required for the electrification of the Gippsland line and for pouring the foundations for the overhead structures spanning the additional pair of tracks that have been laid between South Yarra and Richmond. The train is at times used by special gangs engaged on replacement and maintenance work on the suburban system.





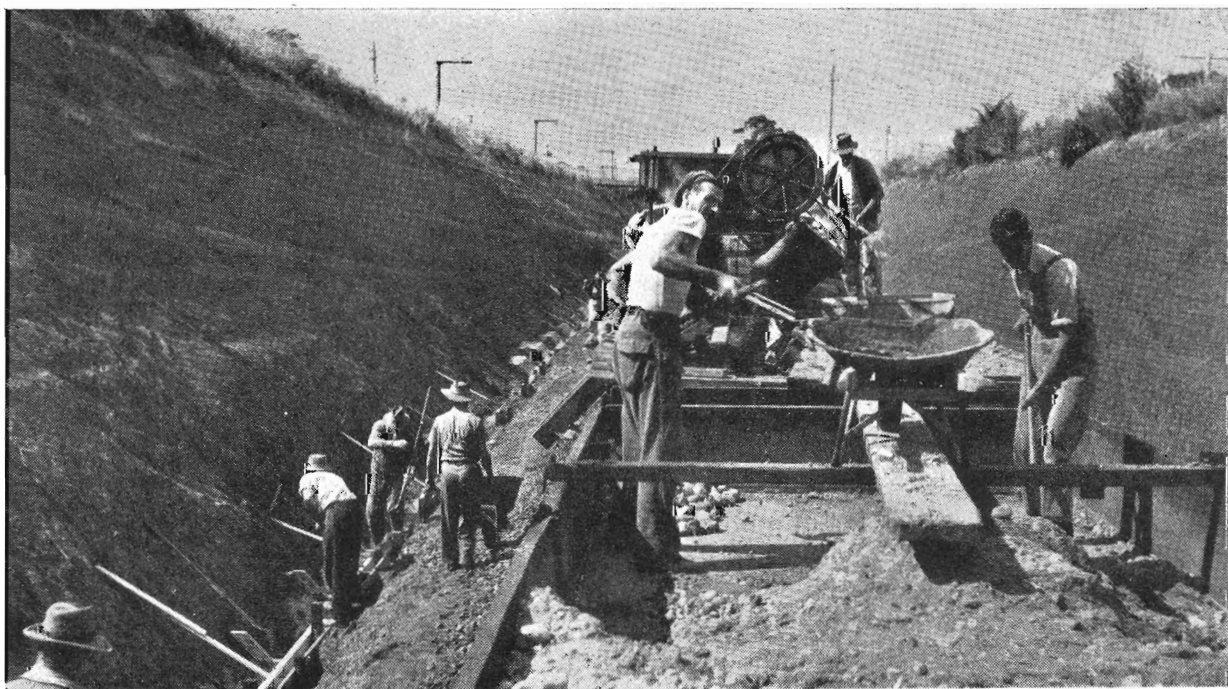
**LEVELLING :** The mixed concrete poured into the form work is being levelled and finished off. The plant train, on which the concrete was mixed, carried two 400 gallon tanks of water, about 300 gallons of water in drums, 100 bags of cement, and 40 and 20 yards of screenings and sand, respectively.



**STRIPPING :** After the concrete has set the form work is removed.



**SUPPLYING :** Another barrow load of concrete for the drain.



**PRODUCING :** The mixer produces about five cubic yards of concrete an hour.



# RAILWAY PROVEDORE

**N**ERVE centre of the Refreshment Services Branch is Central Store, the distributing point for the great bulk of stores and equipment purchased and issued to refreshment rooms, fruit and drink stalls, workshops' canteens, hostels at Newport, East Melbourne and Spencer-st. and The Chalet at Mt. Buffalo National Park. It is a big catering business. In a recent financial year the value of the goods issued amounted to £376,000.

The stores contain a wide range of groceries, tobacco, cigarettes and confectionery and other commodities, all of which are stacked with a neatness and ready accessibility to impress the most fastidious housewife. Stores and equipment that are required in the country are loaded into a motor lorry and taken to the Melbourne Goods Yard for railng. A special truck is used for the delivery of fruit and soft drinks to the Flinders-st., Princes Bridge, and Spencer-st. station stalls.

Each week on Tuesdays, Thursdays and Saturdays, purchasing officers attend the Victoria Market at 4 a.m. to buy large quantities of fresh fruit and vegetables for the various refreshment rooms throughout the system and the Dining Car Depot.



Stores checked and ready for sending away to refreshment rooms.

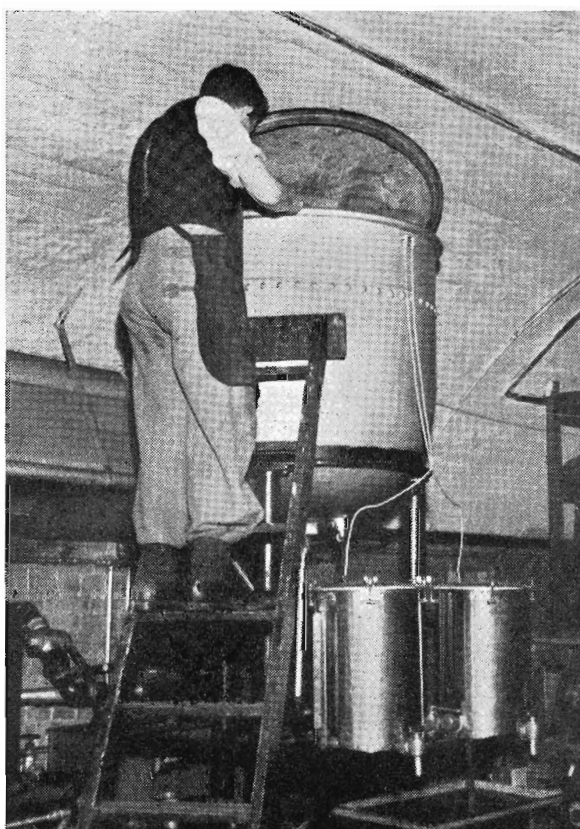


Checking and packing confectionery for country refreshment rooms. Perishables go by early morning train.

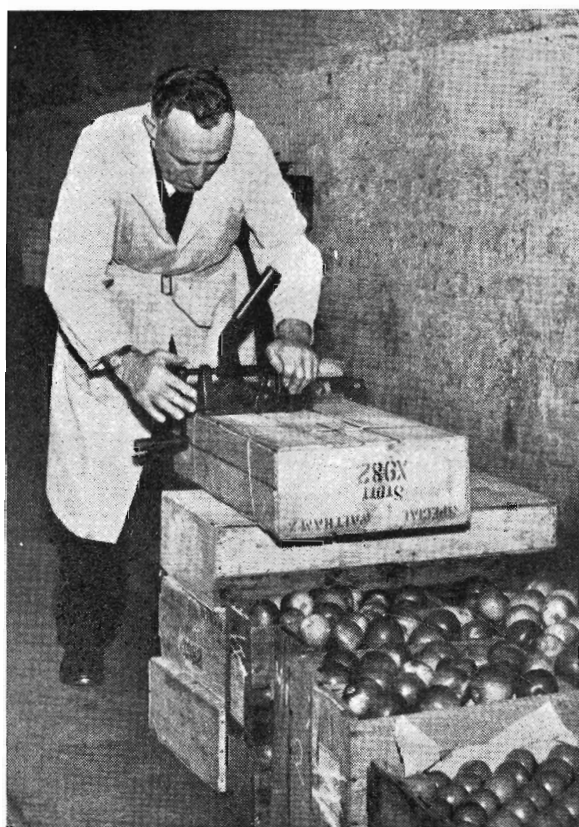




Loading stores for The Chalet, Mt. Buffalo National Park. They go to Melbourne Goods Yard for railings.



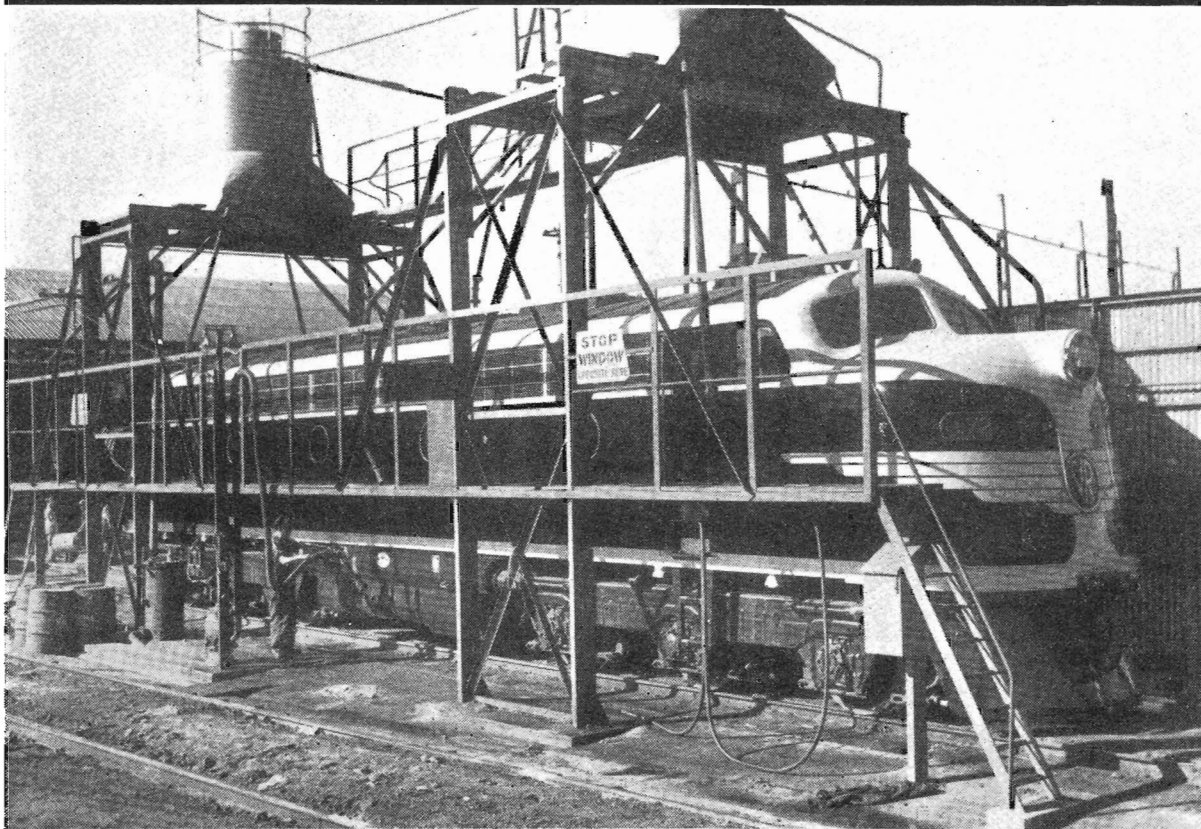
Syrup for fruit drinks is poured from this vat into jars;



Wiring cases of fruit for country refreshment rooms;



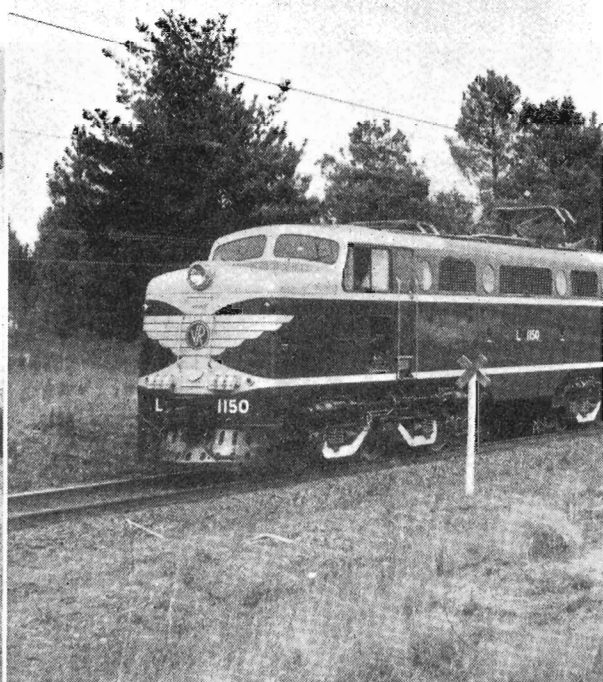
# AROUND THE SYSTEM



**FUELLING:** A diesel-electric locomotive being fuelled at the washing and servicing platform at the new Diesel Shop, North Melbourne.

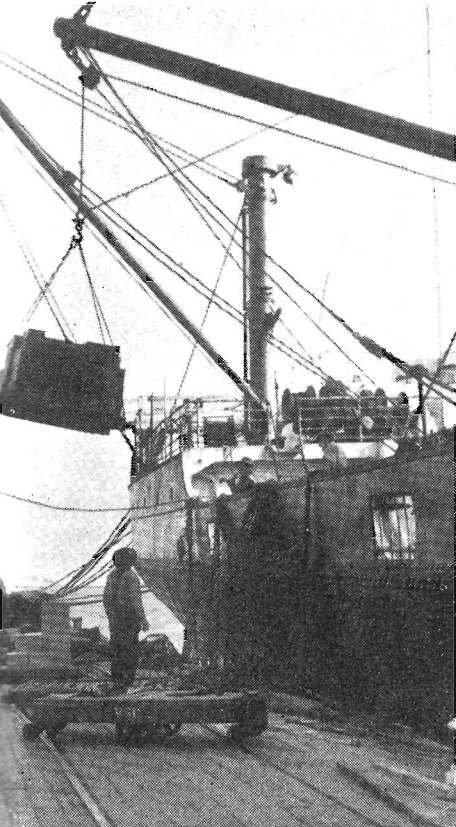


**WEEDING:** Gang removing weeds from a track in the Orbost yard.

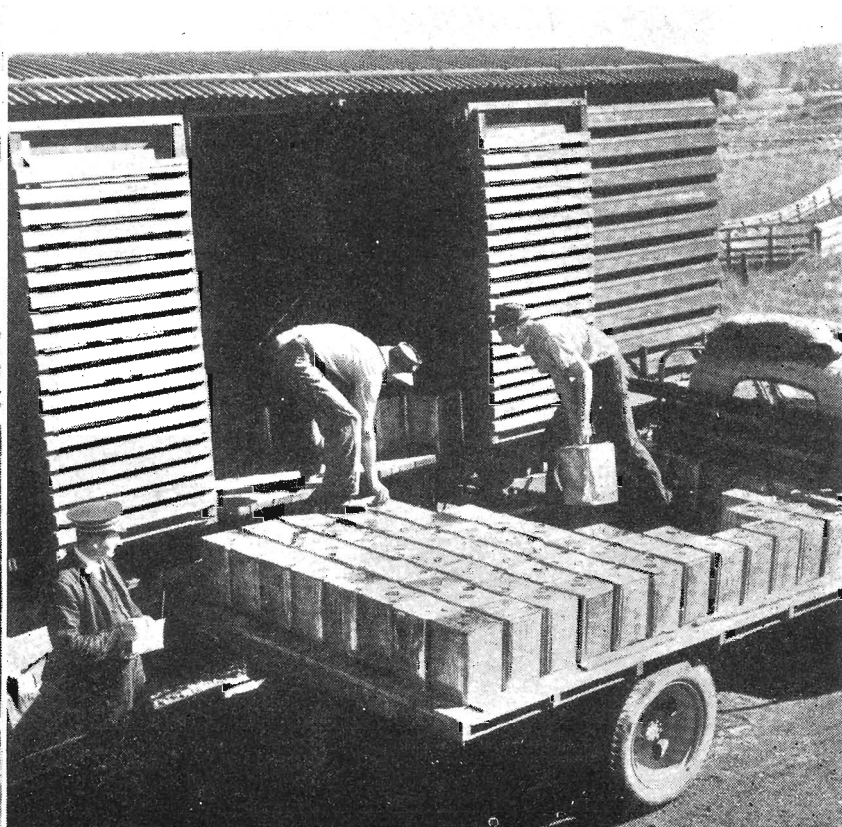


**SUNDAY EXCURSIONS:** The electric locomotive hauled Hea

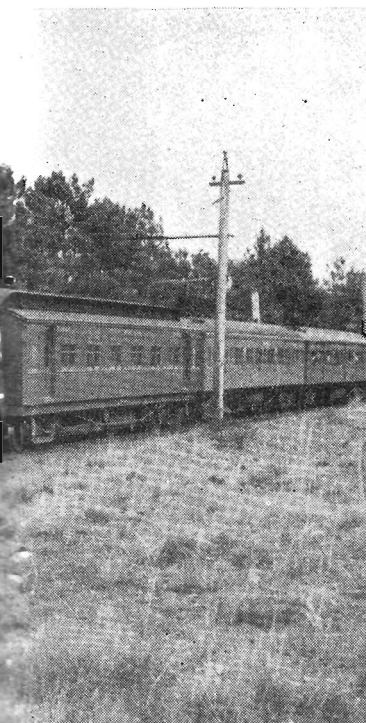




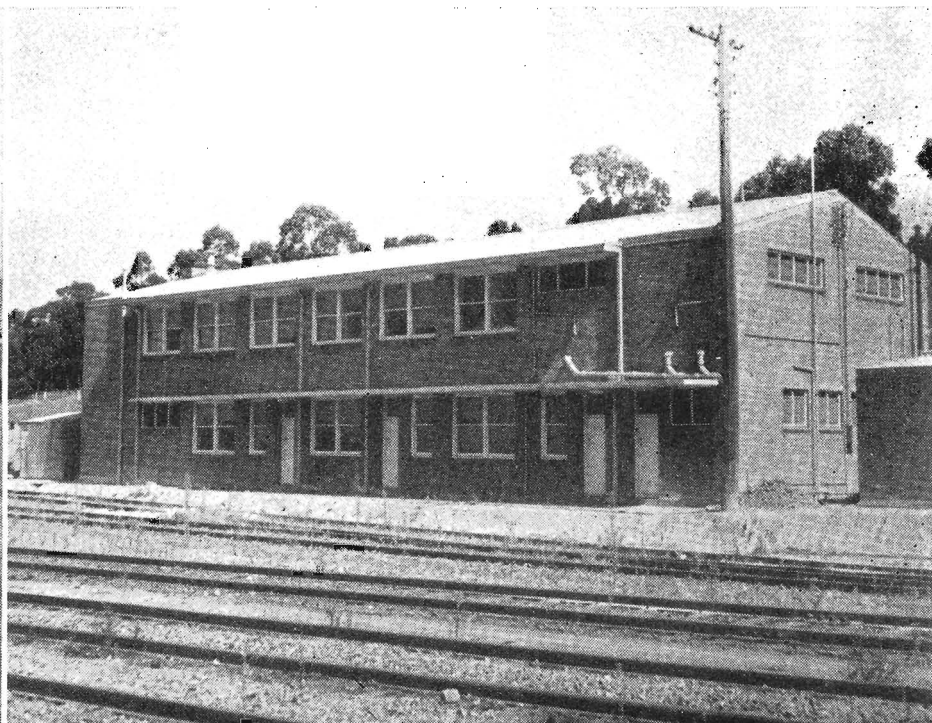
TRUCK TO SHIP: Dried fruit for the U.K.



HONEY FOR MELBOURNE: Honey produced in the Bruthen district being loaded.



-Warburton train at East Ringwood.



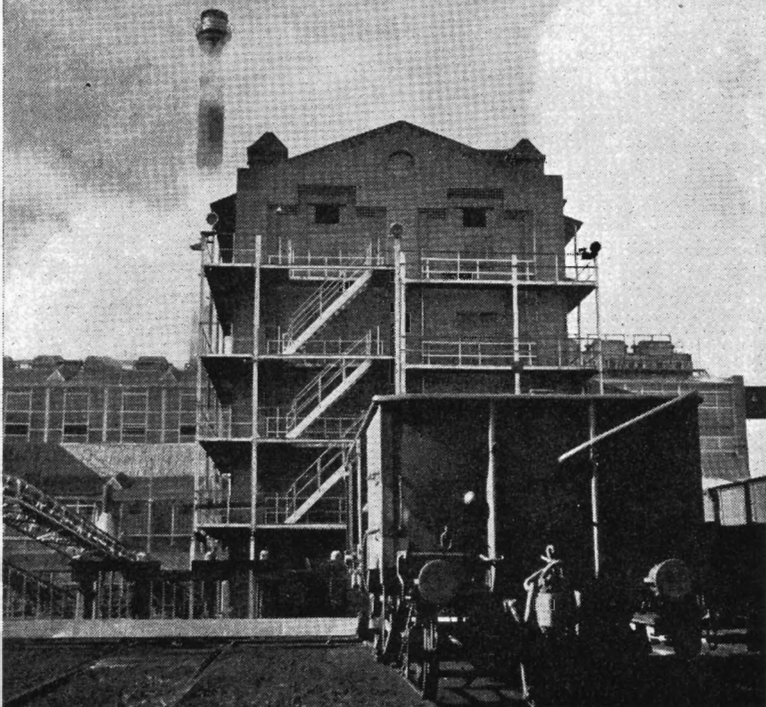
YALLOURN MARSHALLING YARD: New joint administrative offices for the V.R. and S.E.C.



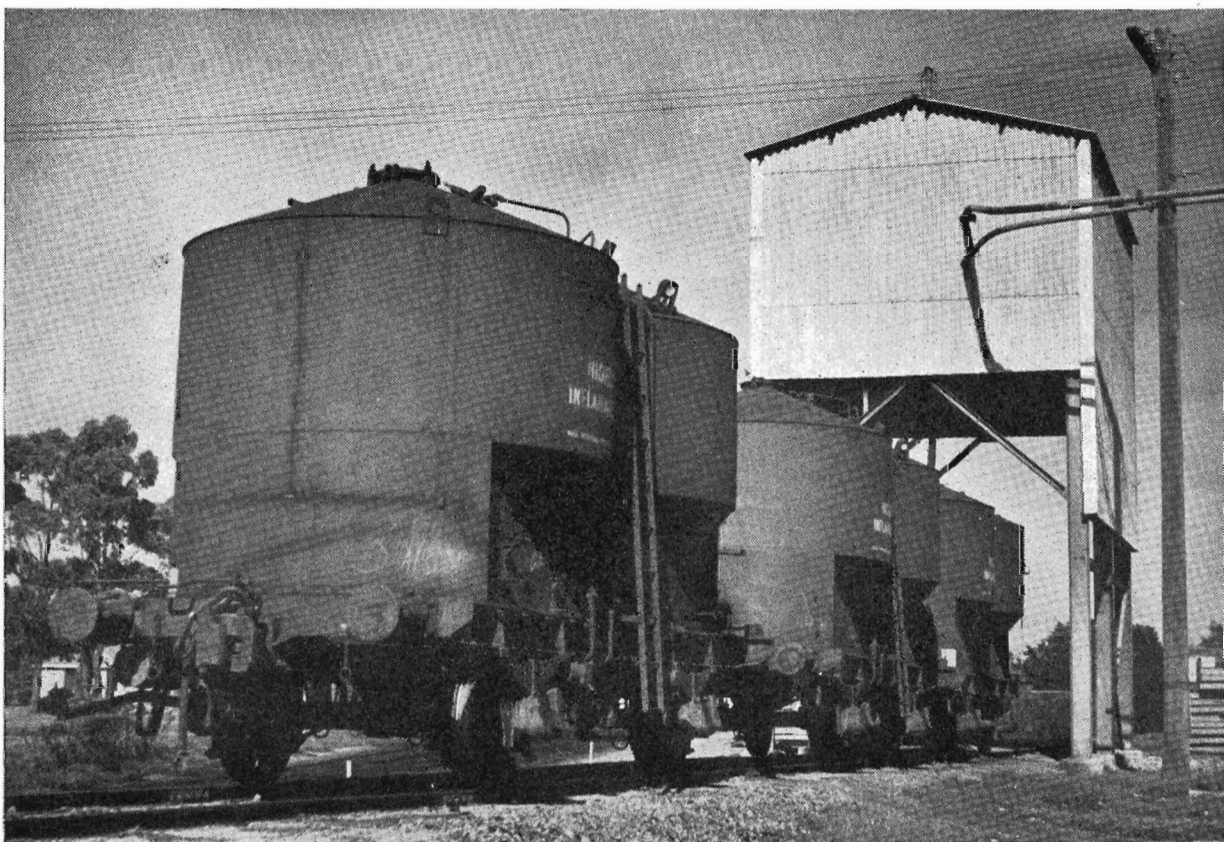
# BROWN COAL DUST

THE installation of the second set of brown coal firing equipment to one of the Department's R class locomotives at Newport Workshops is expected to be completed by the end of this year. When the engine is ready to burn brown coal dust and goes into service with X 32, which has been using this fuel successfully under general service conditions for 3½ years, the two locomotives will use up to 28 tons of brown coal dust a day. Brown coal dust collecting facilities provided by the State Electricity Commission at Yallourn will ensure the availability of this quantity of fuel.

In three briquette making factories at Yallourn, similar to that shown in the photograph (left), fine particles of brown coal dust are collected by electrostatic precipitators and are pumped by compressed air to the filling station (below). The dust is then fed by gravity into the hatches of CK waggons. From the conical bottom of these waggons the dust is fed by compressed air into the locomotive's bunker. The engine fuelling operation now takes from 30 to 60 minutes, but it should be reduced to about 10 to 15 minutes when the overhead bunkers are provided.



One of the three briquette factories at Yallourn from which the coal dust is obtained. Below: CK waggons at the fuelling point.





## British Railways

ACCORDING to British Railways' latest *Facts and Figures*, they were the first railways in the world and are now the busiest. They run 40,000 passenger and goods trains daily, carry nearly 3,000,000 passengers daily and nearly 1,000,000 tons of freight each week day. They operate the world's largest suburban electric train system, without taking into consideration London Transport's underground lines. Their daily revenue is over £1,000,000. By way of comparison, British Railways carry nearly twice as many passengers as all Class I railroads in U.S.A. combined. Passenger mileage is also more than on any other European railway system. British trains cover more mileage than those of any other European country and more than three times the mileage of all Canadian trains together. They also run more miles per head of population than any other railway in the world, except the Swiss railways. Britain has more railways to the square mile than any other country, Belgium excepted.

## Toronto Underground

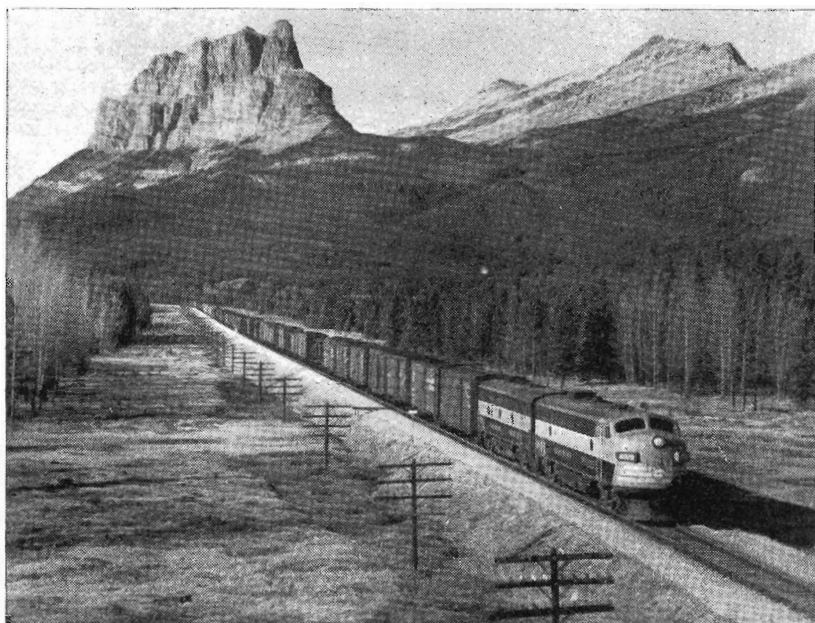
CONSTRUCTION of the 4½ mile rapid transit line for the Toronto Transportation Commission is now more than 80 per cent. complete. It includes two and one-third miles of underground line, the first in Canada, and the whole of this has been finished. The works remaining are open-cut excavation, street over-bridges, stations, store-yards, workshops and permanent way. Some 3.88 miles of the total 9.56 miles of track have already been laid, and it is expected that the whole undertaking will be completed and ready for opening early in 1954. Total estimated cost is \$48 million, including \$8 million for rolling stock.

## South African Coal Traffic

THE South African railways moved 24,854,853 tons of coal by rail from the mines in 1952. This was an increase of 1,784,909 tons over the previous year.

## Faster U.K. Trains

SUBSTANTIALLY faster long distance passenger expresses are the main feature of British Railways' summer timetables this year. This speed-up will cover a wide range of important routes, including London and Scotland by the principal day services, London and Birmingham, the west of England, south Wales, East Anglia and Manchester-Liverpool. The accelerations are due to main line track improvements, with a smaller number of speed restrictions on many routes. A maxi-



Canadian Pacific diesel-electric freight train in the Canadian Rockies. In the background is the five-peak mountain officially named Mt. Eisenhower during the last war when the President held five-star general's rank

—Canadian Pacific Railway Photograph.

mum speed of 90 m.p.h. is now permitted, for example, over the greater part of the West Coast route to and from Scotland, and over 120 miles of the East Coast route. *The Elizabethan* will do the 392½ miles from London to Edinburgh in 6½ hours at an average speed of over 58 m.p.h. —22 minutes faster than last year.

## Booking Bother Banished

CONTINENTAL visitors to Britain this Coronation year were able to buy in their own countries, before starting their journey, nine-day guest tickets allowing unlimited journeys over the British Railways. Another facility offered to visitors was the travel unit scheme whereby visitors could buy in advance, in their own countries, 500 miles of rail travel at a cost of the equivalent of £6, 1st class, or £4, 3rd class (children half rate).

## C.N.R. Training Course

A staff training scheme, open to promising junior officers of the Canadian National Railways, began in June. Candidates are enrolled for a six weeks' course. The first part gives a broad perspective of the C.N.R. operations, and the place of railways in the Canadian economy. The second part consists of a three week's University course, covering the principles and practices of organization, adminis-

tration and control, common to industrial management generally. For part three of the course, candidates study the application of general management principles to the particular problems of the C.N.R. Throughout the course other attributes of a good executive are encouraged: the ability to think analytically, speak effectively, and write with clarity.

## Communications Modernized.

MORE new communications equipment and miles of circuits, were installed by American Railroads in 1952 than in the previous year. They included telephone train dispatching on 2,447 miles, building 7,101 miles of pole line and replacing 19,347 miles of copper wire. New mileage of long distance telephone circuits totalled 50,909 miles, telegraph circuits 113,417 miles, and printing telegraph circuits, 175,696 miles. Many of these new circuit miles were derived from carrier, which is a form of high frequency energy, superimposed on existing line wires. Television made its debut on American railroads last year. They also made their second installation of microwave. Outstanding in communications, last year, was a further advance in the system of making calls in either direction, between moving trains and the dispatcher.





Mr. Thorpe at work on *News Letter*.

## Setting a High Standard

**A**PPRENTICE Compositor Charles Thorpe, of the V.R. Printing Works, won the 1952 John James Penrose Scholarship "for his practical work being of the most outstanding merit and excellence." This scholarship is open to all apprentices in the trade.

He also won the Thomas Lothian Award for 1952, also open to all printing apprentices. This award is based on the setting of a cover jacket for a classic novel. The winning entry is used for publication of the novel, so that Charles will, as Tom Train might say, have volumes speak for him.

Charles, who came from Bairnsdale to join the Department, will finish his apprenticeship this year.

## Art in The Workshop

**N**ORTH BALLARAT workshop tradesmen, who as artisans derive satisfaction from creative effort in the industrial field, had their lunch-hour break brightened recently by the introduction of another and aesthetic form of art. An exhibition of oil paintings at the workshops was arranged by the National Gallery of Victoria in conjunction with the Council for Adult Education. Much interest was evinced in the landscape paintings, the work of English and Australian artists. Mr. Gilbert Docking, education officer of the National Gallery, pointing out that the paintings were not solely the work of contemporary artists, said that one of them was done 167 years ago.

The exhibition, he thought, should encourage country artists. Later this year their paintings or sculpture would have a chance of being included in National Gallery exhibitions of country artists' work which would be taken on a tour of the provincial cities and towns.

## Colombo Plan Visitor

**M**R. ZAKIB ALI KAHN, Assistant Comptroller of Stores of the Pakistan Railways, came to Australia recently, under the Colombo plan, to study railway storekeeping methods and systems; particularly those in Victoria, since they enjoy an almost international reputation. In a subsequent letter to Mr. Jenkyn, Stores Inspector, in which he describes Spotswood as "a modern, well-kept and well-manned storehouse," he says, "you have something

of which you can boast—and me, too, for having seen and benefited therefrom. I assure you that my visit to your Department and your State has been of tremendous value to me both professionally and culturally. I saw and learned much and am going back to my home country an individual more refined and more educated in every way. It would not be far wrong to say that I am leaving as a 'conquered' man, bemused under Australian kindness and goodwill. God Bless you all in this land of honey and sunshine."

There is no question that the Colombo plan is, in its unobtrusive way, doing a great deal of good both in pooling technical knowledge and breaking down isolation. Another student from Pakistan is coming to Victoria shortly to examine the technique of railways public relations.

## Obituary

**T**HOSE railwaymen who knew Sergeant Keith Foran, Royal Australian Regiment, Australian Regular Army, were shocked to hear of his death in action, in Korea, after being in the line for only a few weeks. Keith was a messenger on the Public Relations and Betterment Board staff before his transfer to the Tourist Bureau as an inquiry clerk. Always keenly interested in the Citizen Military Forces, he resigned from the Department to join the regular Army.

## Sea To Rail

**S**ENIOR Block and Signal Inspector for 17 years, Mr. C. H. Saunders retired last month after 43 years' service. Before he became a railwayman in 1910, Mr. Saunders was a ship's fireman. He was in the crew of the *Geelong*, a 10,000 ton steamer which made regular passenger trips between the U.K. and Australia. He also worked on the *Wareatea*, which traded between Melbourne and Tasmania. Built in 1883, it was scrapped outside The Heads in 1945. His last trip to sea was on the *Cooleyanna*,



Mr. Saunders.



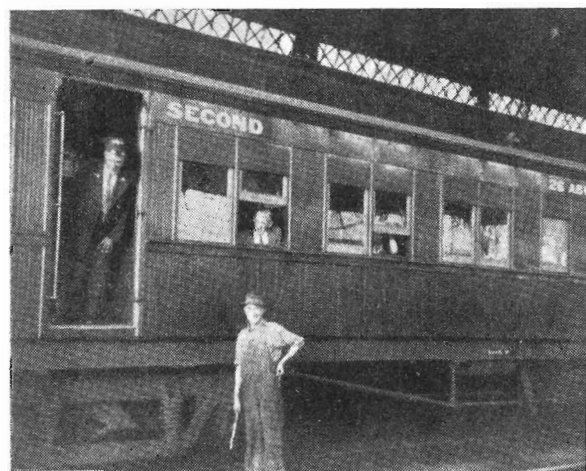
a passenger and cargo ship, trading between Melbourne and India and the Pacific islands.

On his discharge, Mr. Saunders joined the railways as a porter at Princes Bridge in 1910, the last year in which country steam passenger trains left from this station. Early he developed a keen interest in signalling. He joined spare time classes at the V.R.I. and soon qualified in it. As a signal porter and, later, as a relieving signalman, Mr. Saunders, gained considerable knowledge. He became class 1 signalman at North Fitzroy in 1925 and, later, as a special class man, he worked at Flinders-st. A box. He had experience as block and signal inspector in every district before promotion to the senior position in 1936. He succeeded another well known signalman, Mr. A. E. Colson.

## Monuments to Railwaymen

**C**OMMENTING on the monument to railwaymen pictured in the *May News Letter*, Mr. E. E. Pescott, Chairman of the State Relief Committee and a keen student of Australian history, writes to say that there is a freestone monument, embellished with railway carriage wheels, in the Geelong Eastern Cemetery. It commemorates Henry Walters, locomotive superintendent of the Geelong and Melbourne Railway Company, who, at the official opening of the line, was knocked off the engine and killed. (*News Letter* of course, referred, by implication, only to public monuments).

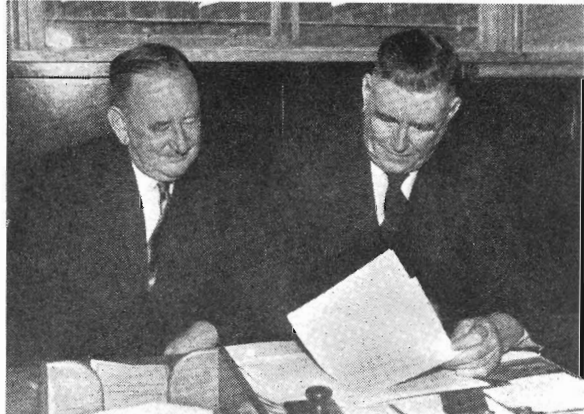
This monument, Mr. Pescott says, is almost a crumbling ruin overgrown with weeds. He has often thought that, if railwaymen are historically inclined, they might like to restore the monument. Mr. Roy Holden, 19 La Trobe Terrace, Geelong, knows all about the stone and would, Mr. Pescott feels sure, be glad to show it to anyone who might be interested.



Train Examiner A. Ferguson — Photograph: D. O'Donnell

## Tested His Last Train

**T**RAIN Examiner Allan Ferguson, who retired recently at Geelong after 42 years' service, was very well known in the country. He joined the Department as a blacksmith's striker at Newport Workshops in 1911 and, after five years there, was transferred to Korumburra, where he remained for 10 years. After a brief term at the Car and Waggon 'Shops at North Melbourne as a fitter's assistant, he was transferred as a train examiner to Geelong in 1926. Later, he became a running gear repairer at the Geelong Loco Depot. Resuming train examiner's duties, he was appointed to the relieving staff and worked at Ararat, Hamilton, Murtoa and Dimboola. He returned to Geelong last year and remained there until his retirement. In his younger days, Mr. Ferguson was a good footballer. While he was at Newport he played Association football with Williamstown and, during his 10 years at Korumburra, played with several district sides and was coach of the Ruby team.



Mr. A. A. ("Bert") Carter, Storekeeper at Newport Workshops, who had over 40 years' service in the Stores Branch, retired recently. He joined the Department as a Clerk in the then Transportation Branch and was in the Outward Parcels Office, Spencer-st., and relieving clerk on the suburban system and in the Ballarat district before transferring to the Stores Branch. Mr. Carter held various positions at Spencer-st., Laurens-st., and Spotswood before his appointment as Prices Investigation Officer. He then became Storekeeper at Newport Workshops. Mr. Carter, who had a wide circle of friends in the Department, was farewelled by his colleagues at Head Office and presented with a wallet of notes by the Comptroller of Stores (Mr. L. C. Stewart). Later, he was the guest at a convivial gathering at the V.R.I. Mr. A. R. Loveless (left) is acting Storekeeper.



Suburban Guard George Williams, of Brighton Beach, who retired recently after 40 years' service, was one of those Men of Service of whom the Department is justifiably proud. His was not a spectacular railway career, but he did his work conscientiously and to the best of his ability, and so earned the respect of both superior officers and workmates. Mr. Williams joined the Department as a porter at Morwell and was a suburban guard and goods guard at Upper Ferntree Gully in 1919. He was at Mordialloc and Sandringham before going to Brighton Beach in 1942. A keen golfer, Mr. Williams was a member of the Dimboola, Nepean and V.R.I. golf clubs and a former member of the Sandringham Anglers Club.

Photograph: C. S. James





Mr. H. Bennett, Helio Machinist, Photography Division, of the Way and Works Branch, who retired recently, being farewelled by his colleagues and presented with a travelling rug. Mr. Bennett came to Head Office from Spotswood Workshops, and, after working in the Plan Room for a number of years, was appointed to the position he held at the time of his retirement.

### We Pay For News

**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:

Unusual hobbies.

Railway men and women who do something important in civic affairs.

Outstanding sports and games records.

Exceptional loadings handled.

Examples of outstanding railway service.

Ordinary social items, although acceptable, are not paid for.

### Customers' Thanks

**F**OR successful transport by rail of stud stock to the Sydney Royal Show.

—Beef Cattle Herdsmans' Association of Australia

...

For efficiency and courtesy shown by the Railways in transporting some 360 Seymour High School scholars in a special train to Numurkah for school sports. "To leave Seymour on time and arrive at our destination after loading about 500 children at Shepparton was in my opinion a splendid achievement. Our carnival was able to start on time and run to schedule. Please convey to all concerned my warmest appreciation and congratulations on a splendid job well done."—Mr J. A. Mollison, Headmaster of the Seymour High School and president of the North Eastern District Secondary School Sports Association.



Fitter W. L. Cron is farewelled, on retirement, by his son Walter, who is an apprentice fitter and turner at the Train Lighting Depot. Mr. Cron has had 42 years' service, most of it as a maintenance fitter at North Melbourne workshops.

## ★ THE THINGS THEY SAY ★

If you work for a man, in heaven's name work for him. If he pays you wages that supply your bread and butter, work for him; speak well of him; stand by him and stand by the institution he represents. If put to a pinch, an ounce of loyalty is worth a pound of cleverness. If you must vilify, condemn, and externally disparage, why not resign your position and, when you are outside, damn to your heart's content? But as long as you are part of the institution do not condemn it. If you do, you are loosening the tendrils that hold you to the institution, and with the first high wind that comes along, you will be uprooted and blown away in the blizzard's track, and probably you will never know why.

—Elbert Hubbard

In case you find a mistake in this paper, please consider it was put there for a purpose. We publish something for everyone, and some folks are always looking for mistakes.

—Isabella County Republican, Mich. U.S.A.

We judge ourselves by what we feel capable of doing; others judge us by what we have done.

—Longfellow

Man was created somewhat lower than the angels, but to him the Creator gave the right to plan his own life, to dare his own adventure, to earn his own reward so long as he does no harm to his fellows.

—Herbert Hoover

Tact is the ability to shut your mouth before somebody else wants to.

—Chicago Tribune

More wives would learn to cook if they weren't so busy trying to get meals.

—Franklin P. Jones

A sense of humor is the oil of life's engine. Without it, the machinery creaks and groans. No lot is so hard, no aspect of things so grim, but it relaxes before a hearty laugh.

—G. S. Merriam

From contemplation one may become wise, but knowledge comes only from study.

—A. Edward Newton

Our principles are the springs of our actions; our actions, the springs of our happiness or misery. Too much care, therefore, cannot be taken in forming our principles.

—Phillip Skelton

Under capitalism, Communists fight for the eight-hour day. But here capitalism has already been overthrown, so the eight-hour day is no longer needed. What was once revolutionary has become reactionary. Not only eight hours a day of the workers' time but their entire lives belong to the state.

—Prime Minister Zabotocky of Czechoslovakia



**T**HIS MONTH'S thought  
feble up, but to support him  
after. —*Timon of Athens*

### A Home First-Aid Kit

**T**HE following articles are recommended to make up a home first aid kit. They should be kept in a dust-proof box or tin and unopened, except in case of emergency.

1 oz. boracic acid (boracic lotion one teaspoon to a pint of warm water).

4 oz. Dettol

Dilutions—1 teaspoon in  $\frac{1}{2}$  pint = 1%

1 tablespoon in  $\frac{1}{2}$  pint = 5%

2 tablespoon in  $\frac{1}{2}$  pint = 10%

(all approximate)

Wounds —5 to 10%.

Hands —1% (in spirit) for rapid disinfection.

Instruments—To sterilise, use pure, then rinse.

1 oz. permanganate of potash.

2 ozs. sal volatile.

For faintness give 1 teaspoonful in a little water.

10 tablets Monacrin.

2 tablets dissolved in  $\frac{1}{4}$  pint of water as a dressing for burns. (= 1/1000 solution)

Roller Bandages

2 each of 1, 2 and 3 inch open weave.

2 of 2 inch firm calico.

1 crepe bandage.

2 triangular bandages.

1 roll of 1 inch adhesive plaster.

1 card assorted safety pins.

1 packet plain lint gauze.

1 packet plain lint.

1 lb. cotton wool.

The following articles should be kept apart for home nursing emergencies :

Small tin Kaolin Poulitice, A.P.C.

tablets, Dexasal, ant-acid powder,

methylated spirit, pearl barley,

arrowroot, sago, rice, Vegemite

or Marmite.

### Heart Facts

**T**HE heart is a hollow muscle consisting of a double pump, one of which sends blood to the lungs, the other to the body tissues. Each side of the heart holds a little over two ounces of blood, and since the heart contracts about 75 times per minute, this means that 160 ounces, or about one gallon of blood passes through every minute. This means that about 60 gallons every hour, 1,440 gallons every day, 590,000 gallons every year is pumped by each of the ventricles, making the total work of the heart for the year 1,180,000 gallons. Think of

# FIRST AID to HEALTH

★

*finis coronat opus*

the work done by the heart in a lifetime!

The stream of blood leaving the heart travels 621 feet a minute, 7 miles an hour, 168 miles a day, 61,000 miles a year. No man, probably, has ever travelled as far as his own blood.

For the blood to make the entire double circuit—(heart - lungs - heart-tissues and back to the heart again)—requires about 23 seconds.

### Have You Had A Good Breakfast ?

**I**F you are one of those people with no time for breakfast, have you ever stopped to think why you have that "empty" feeling about 10 o'clock, and difficulty in coping with the morning's work?

Start the day with a good breakfast (an important meal), eaten without haste. This will help to overcome that desire for a large morning tea, which usually consists of much carbohydrate (starchy) food not good for the waistline.

Food in the morning has a definite effect on digestive activity. It stimulates the movements of the digestive tract, thus maintaining muscular tone and aiding regular elimination.

Breakfast can be a very simple meal, too. Eat cooked or raw fruit (grapefruit is an excellent appetiser) and cereal with milk. Follow with an egg or other hot dish, toasted wholemeal or white bread, butter, marmalade or honey, and coffee, cocoa or milk.

The quantities of food needed by adults vary with the type of work they do. Manual workers need more than office workers.

The needs of the adolescent are even greater than those of the adult. Extra protein, minerals and vitamins are needed for growth; hence they should get extra protective foods, especially milk and fruit.

The child trained in good food habits will be the healthy adult of tomorrow.

So, what about setting the alarm 15 minutes earlier tomorrow and see

new ideas. Cover your head and your face will feel after taking time for an adequate breakfast.

### What Is Wrong ?

**T**HE old truck was running well and the hum of the engine was like music to Nobby, even if the ladders and coils of wire and the few odd shovels were supplying a little too much tympany.

The two linesmen, Nobby and Les, were looking forward to a good tea and a big warm fire when they reached home. "It's keeping dry, Les, and it looks like another frost tonight. Hey! Is this bloke up the road wanting a lift, or is he flapping his arms to keep warm?" Nobby brought his truck to a stop.

"Per piacere, venite presto 'Pleass come; Alberto, he ver' bad;" Nobby and Les quickly followed the excited Tony to the gravel pit, and soon learned that Alberto had been extricated after having been practically buried by a fall of overhang. Underneath its powdering of dust, Alberto's face was pale and clammy, and an ugly bruise, from which blood was trickling, showed on his forehead. His bare arms and shoulders were dappled with gravel rash. Everyone was excited except Alberto, who was, apart from an occasional moan, very quiet and apathetic. Occasionally he would move his arms and legs a little, as though he were uncomfortable. No doubt he was, as gravel is not exactly a bed of roses.

Nobby acted quickly. "Les, get our overcoats out of the truck, and a couple of bags. Now, you blokes, let me have a couple of coats." Nobby did a quick check. "Pulse not too good . . . pretty weak . . . breathing shallow. Pupils? Both enlarged." Nobby marshalled his assistants.

"Come on, Berto, we'll just roll you over and get these coats under you. Now, a few on top. You, sport, get those hot stones from where you boiled the billy and pack them around his legs, and a couple at his side, and, Les, tap into the line and get an ambulance out."

By the time the ambulance arrived Nobby was able to report that Alberto's pulse was improving, and that he was able to talk to them, although he was still a bit confused about things.

1. What was wrong with Alberto?
2. What did Nobby forget.

### Last Month's "What Is Wrong"

**T**HERE were no faults in this story, but the old man on the pier would have done better had he told Tom to kneel, facing Harry, and later to place his (Tom's) hand on the hip, palm down.



# SPORTS

## Golf Carnival

**N**EW South Wales defeated Victoria in the recent interstate golf carnival in Sydney, 7-4, and will hold the Tintara Cup for the next two years. In the heats, Victoria defeated Queensland and New South Wales accounted for South Australia. In the Australian singles championship, Alex Leitch, of Ballarat, was beaten by only one stroke by R. Hetrich, of Queensland. The Victorian had held the title. At the recent annual meeting of the V.R.I. Golf Club, the president, Mr. F. E. Findlay, was re-elected unopposed. Messrs. Fitzpatrick, Morcombe, McNamara and Walker were elected vice-presidents; Mr. M. Lynn, captain (unopposed); Mr. R. Jones, secretary; Mr. J. Fulford, assistant secretary; Messrs. Andrew, Taylor, Perkins, McDonald, Cummins, Orr, committee; and Mr. K. W. Mackenzie, treasurer.

## High Flier

**O**NE of the most brilliant high marks in the Victorian Football League is Bill Scanlon, clerk at Toorak, who will be playing his eleventh season in League ranks, this year. Bill and his brother Frank played with Melbourne in 1943. In six years with the Demons, Bill played some grand football, and had his kicking equalled his marking skill, he would have developed into a champion centre half back. In 1949 he was granted a clearance to Footscray, and, under the tuition of Charlie Sutton, the Bulldogs' enthusiastic coach, his kicking improved to such an extent that he became a regular member of



Bill Scanlon Photograph: A. Cukielewski



Seymour No. 1 team winners of the country bowls week teams' championship event. Left to right: L. Chapman, J. Quick, D. Shields, A. Cowling (capt.).

the side. Last season Bill was used in the ruck and, when off the ball, was spelled in the forward pocket. In more than one game, his high marking in the packs and strong, rugged play turned the scales in Footscray's favour in a tight finish. In the summer months Bill keeps fit by playing basketball and volley ball and using the V.R.I. gymnasium. He is 6 ft. 2 in. tall and weighs 13 stone 10 lb. Bill, at 15, joined the Department as a junior clerk in the Traffic Branch. From Head Office he went to Elsternwick and, after being at Flinders-st. for about two years, he joined the Air Force during the last war as a trainee wireless operator. Afterwards he was stationed at Flinders-st. as a booking clerk. He has been at Toorak for the past five years.

## Interstate Football

**T**HE V.R.I. team to represent Victoria at the railways' football carnival in Perth, Western Australia, in the first week of September will be selected this month. The team will be announced in next month's *News Letter*. The Victorians will leave Melbourne for Perth on August 27. Western Australia, South Australia, Victoria, New South Wales and Commonwealth will be represented at the carnival. In the local competition the most improved team is Northern. On present form, they have excellent prospects of contesting the grand final. Fixtures for this month are Newport 'Shops v Northern Lines, and Spotswood 'Shops v Yard, July 7; Yard v North Loco, Spotswood 'Shops v Newport 'Shops, July 14.

The first and second semi-finals will be played on July 21 and 28, respectively.

## Table Tennis Carnival

**T**HE following will represent Victoria at the Railways Institute's Table Tennis Carnival in Adelaide from July 5-15: L. J. Evans (Institute representative), P. Constantinides (Stores, team manager) W. Sheehan (Traffic Branch, capt.), W. G. Lawrie (Electrical), N. B. Macnoe (Electrical), P. Riemeris (Traffic), T. Irvine (Way and Works), M. Feehan (Stores), D. Matthews (Stores), K. O'Shannassy (Commercial).

## Champion Cyclist

**I**F Ian Brown, assistant surveyor in the Railway Construction Branch at Head Office, continues to improve as an amateur cyclist it is quite possible that he will be representing Australia in the 1956 Olympic Games. Although he has been racing for only about three years he has won two Victorian 10-mile track championships in successive years, and this year was first past the post in the Australian 10-mile championship. His latest success was the scratch event at the Essendon board track. Ian was also a member of the Victorian team which won every event, but the junior five-mile, at the Australian championships held at Hobart this year. Ian's work as a surveyor takes him into the country a great deal and consequently he is unable to train regularly on city tracks. However, he overcomes this difficulty by taking his racing machine with him and training on the roads after work.





VR  
*News Letter*

AUGUST

1953



# THE MONTH'S REVIEW

## Steel Containers Popular

THE Department now has 122 of the 200 5½-ton steel containers ordered. They are becoming increasingly popular on the Melbourne-Sydney route, to which, so far, they have been limited. Although, in conjunction with forwarding agents or firm's own vehicles, they give what is, in fact, a door-to-door service, firms and companies are singing their loudest praises to the protection these containers give to their goods. Two letters recently received by the Chief Commercial Manager bear this out. The first, from the Carlton and United Breweries, quotes a message from a Sydney firm to whom they sent three containers full of bottled beer which "unpacked in perfect order with no breakages whatever in transit." The message went on: "under these circumstances we feel that an insurance cover is not necessary and we shall be glad if you will discontinue declaring our rail consignments with our insurance company." This, of course, is a point that, for once, a railway customer has made before the railway publicity organisation thought of it. The second letter is from John McIlwraith Industries Ltd. They admit having tried out every form of transport to Sydney for their goods, and say that each—sea, road and pre-container rail—caused them considerable concern in regard to cost, losses in transit and uncertainty of delivery. Now that containers are available "our losses have entirely disappeared. Our goods, freighted in the steel containers, reach our customers in excellent condition." The firm wants to know when the same service to South Australia is likely to start.

## Reckless Drivers

FLASHING light signals seem little deterrent to many careless and risky drivers. Beating the train over a crossing tends to become almost a game to them, near misses notwithstanding. Even gates sometimes fail to halt mad careers; they merely appear to stimulate an urge to beat their closing, as the toll of motor damage to gates proclaims. And there are still instances of motorists hitting the middle of an engine on an open crossing. Waves of emotionalism that sometimes follow a mishap or fatality evoke loud demands for this or that device to be added to the usual approach warning signs deemed by experts to be adequate for the normal and careful driver; "but," as a provincial newspaper recently said after eight vehicles had dashed over a local crossing while bells were ringing and lights flashing, "it makes one wonder sometimes whether, even if every conceivable form of safety precaution were adopted on our roads, accidents would be averted. Some people simply refuse to realize that warning signs and signals are erected for their benefit, and then they wonder why so many accidents occur."

## New Paving Test

FLINDERS-ST. STATION, one of the world's busiest railway terminals, is, admittedly a most appropriate place to try out any new form of paving calculated to withstand the wear of countless feet. A stouter than usual surface is claimed for rubberised bitumen. It is said to have a longer life than ordinary bitumen paving, to be more resilient, less affected by temperature changes and to have a better skid resistance. To test these claims, the Department in conjunction with a firm handling the product, is experimenting with rubberised bitumen on two sections of the Swanston-st. concourse ramp leading to numbers six and seven platforms and on the street side of the main barrier gates. The new paving has been laid in four sections to alternate with orthodox bitumen surface so that relative wearing qualities may be readily apparent. Like ordinary bitumen the rubberised bitumen is applied at a high temperature and is then rolled. A great deal of it has been used in Britain and America. It is an Indonesian product.

## Steel Sleepers

TIMBER for the best sleepers used by the Department normally comes from the iron bark, grey box and red gum tree growing districts, but it is difficult to get enough nowadays. Latterly, the Railways have been obliged to supplement diminishing supplies with less durable silver top and stringy bark. The sleeper supply position has also suffered from the shortage of experienced timber getters who seem to have found other and less arduous jobs in the industry.

To improve the situation, the Department has been accepting sawn timber sleepers and has now established its own sleeper cutting project at Nowa Nowa. Another important step to cope with the sleeper replacement programme was to import 200,000 steel sleepers from abroad. The New South Wales Railways have done the same. The steel shortage here prevented Australian firms tendering, and since Britain has banned steel export for the same reason, the only tenderer was a French manufacturing company whose tender was accepted.

The first shipment of steel sleepers has now arrived. They will be used mainly in the north and north-west parts of the State where they are best suited to climate. They will also replace deteriorated timber sleepers in other sections of the system.

## Mr. John Elliot

MANY Victorian railwaymen, especially those who are members and associate members of the Institute of Transport or who are taking Institute courses, will join in congratulating Mr. John Elliot, Chairman of the British Railways Executive, on his election to the presidency of the Institute for 1953-54. Mr. Elliot, who came to Victoria in 1949 at the request of the Government to investigate and advise on rail and road transport here, established himself in the highest personal regard of railwaymen, with some of whom he still maintains correspondence. Such links as this are profoundly important to the progressive consolidation of the British Commonwealth quite apart from the widening of channels for the exchange of technical ideas.

Educated at Marlborough and the Royal Military College, Sandhurst, Mr. Elliot was gazetted to the 3rd Hussars in 1917, and saw considerable active service. He joined the British Southern Railway in 1925 and became General Manager in 1947. On the unification of British Railways, three months later, he was appointed Chief Regional Officer for the Southern Region, and two and a half years ago succeeded to the highest executive post in the administration of Britain's immense and complicated railway system. He is an Officer of the French Legion of Honour and holds the American Medal of Freedom, with Bronze Palm, for service to the U.S. Armed Forces during the last war.

## Rail Cavalcade

A DISPLAY unit, Cavalcade of Victorian Railways, will be one of the features of the Back-to-Echuca Week in October. About 20 feet long, eight feet high and three feet deep, the unit depicts the progress of the Railways and their influence on Victoria's century of development. The Echuca station will be decorated with bunting and floodlit.

## OUR FRONT COVER

shows a clerk filling one of the ticket tubes at the main booking office, Spencer-st. station. Each tube contains 108 tickets and the cabinet holds more than 200 sets of tickets. More than one and a half million tickets are sold at Spencer-st. yearly.



# ROYALTY IN PHOTOGRAPHS

FOR the second time since the war the Victorian Railways have been the chosen vehicle of the State Government to bring to the people of Victoria an outstanding exhibition. Two years ago, it was the historical and art display carried on the Centenary-Jubilee Train: today it is a first-class collection of photographs illustrating the life of Queen Elizabeth. The photographs, which have been lent by Viscount Kemsley, were shown for a short time at the National Gallery, Melbourne.

The display is travelling in a specially fitted blue and gold car emblazoned, in red and gold lettering, with the words, "Royalty in Photographs." This car, a BPL, is similar to those used on the Jubilee Train.

A selection of 32 of the photographs, together with replicas of the royal insignia lent by the Public Library of Victoria, are attractively mounted in the car. It is an interesting point that the replica of the jewelled sword of state is the one actually used during rehearsals for the coronation of King George VI.

The car began its five months' tour of the State with an official opening ceremony at Ballarat. It will cover about 4,000 miles, visiting the major provincial cities and towns and many smaller ones. The car will be hauled to its successive stopping places by ordinary passenger or goods trains.

The intention of the Government is that as many country people as possible should have the opportunity of seeing the display. The Education Department is making special arrangements for school children to visit the car.

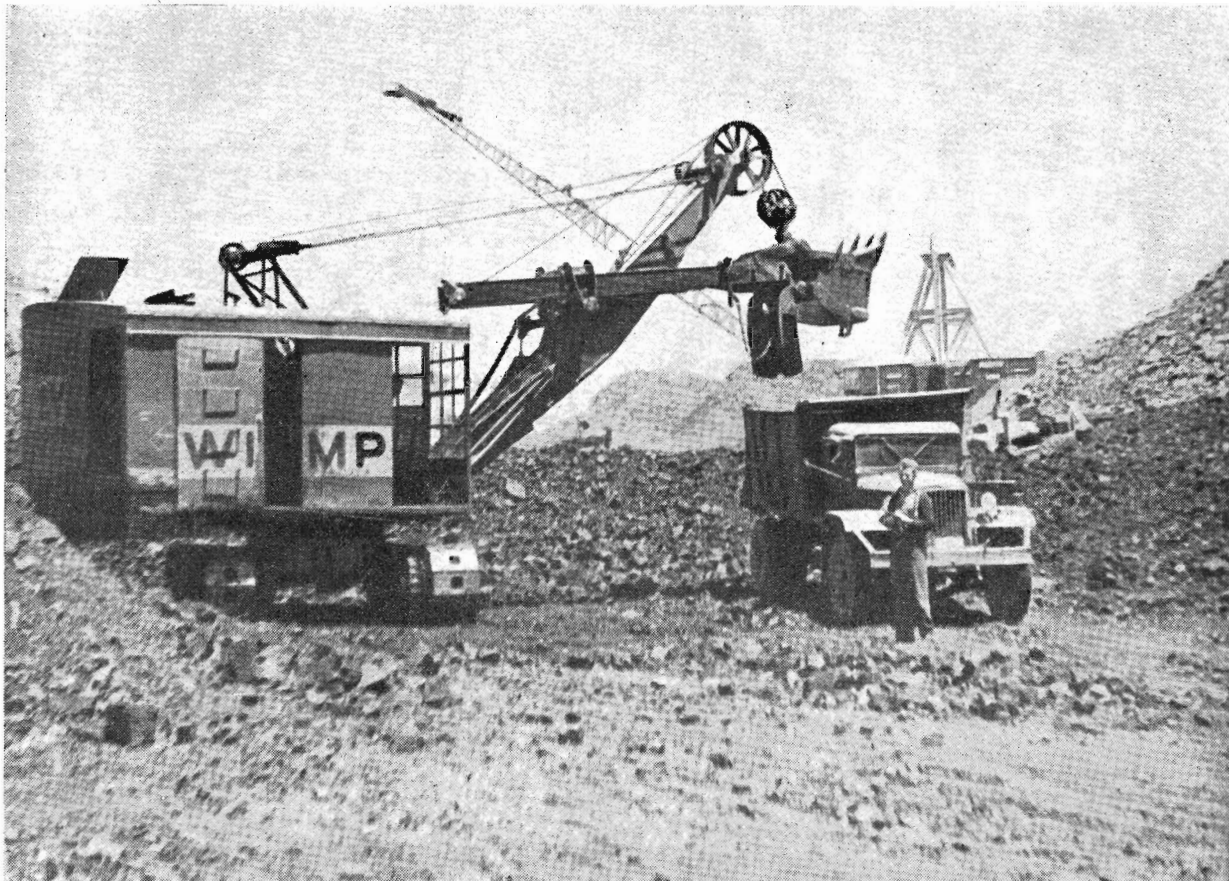


Mr. N. G. Wishart, secretary of the Cabinet Coronation Committee (left) and the Hon. P. L. Coleman, M.L.C., Minister of Transport (right) inspecting the display of photographs. In the background are (left to right) Messrs. J. A. Schmidt, Dudley-st. Car Depot Foreman, and W. P. Hambridge, Officer-in-Charge of the Car Section of the Rolling Stock Drawing Office, both of whom were actively associated with the preparation of the carriage.  
—The Age photograph



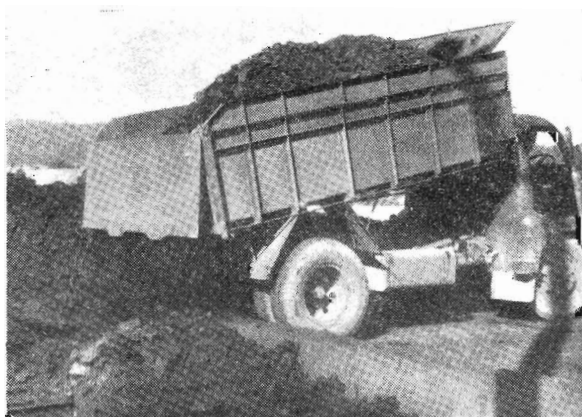
Members of the staff of the Public Library Research Branch arranging the replicas of the royal insignia.





Digging and loading coal at the open cut mine for transport to the washery.

## WASHED COAL



Discharging coal into the washery bins.

THE scarcity of Maitland coal, which has persisted since 1940, has forced the Department to use many inferior and expensive coals as locomotive fuel. These have included Lithgow, Newcastle borehole and coal imported from India and South Africa. The Lithgow and borehole coals have a high ash content of up to, and sometimes more than 20 per cent., and the grading ranges from large lumps to very fine coal.

As coal quality deteriorated, train running, because of delays from poor steaming and frequent fire cleaning, became less reliable.

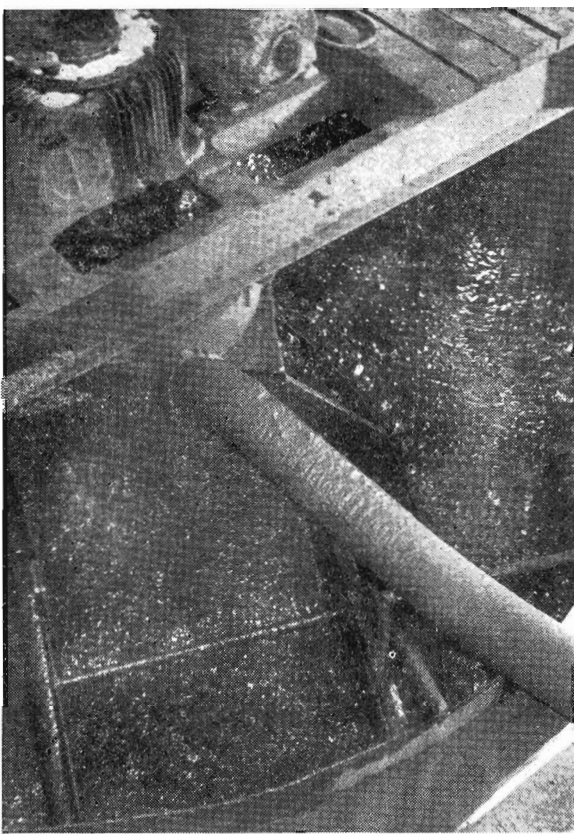
About 12 months ago successful trials were made with a Lithgow coal that had been washed and graded at the N.S.W. Mining Company's plant. The company gets its coal from open-cut mines.

This is how it is washed : it is first crushed and the fines (material below  $3/16''$ ) are extracted by screening. It then goes through a bath of heavy liquid, in which the coal floats and any stone drops to the bottom. The object of the process is to remove all the free stone, and by so doing, the ash content of the coal is lowered from about 20 to 14 per cent. The coal is then graded into cobbles and smalls. The cobbles ( $4''-1\frac{1}{4}''$  size) are reserved for locomotive use, and the smalls ( $1\frac{1}{4}''-3/16''$ ) are used at power stations.

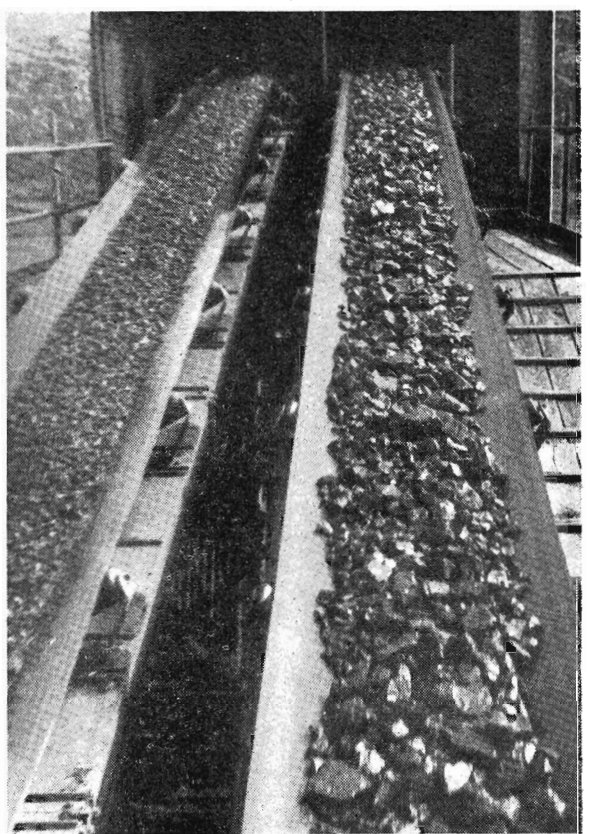
An important characteristic of this coal is its uniform quality and grading. It is also a hard coal capable of withstanding handling without breakage. It is, therefore, loaded on the engine in much the same condition as it was when it left the washery.

The N.S.W. Company's washing plant is capable, at the moment, of treating about 10,000 tons of coal a week. At present, all the coal bought by the Department (except Wonthaggi coal) is washed Lithgow coal.





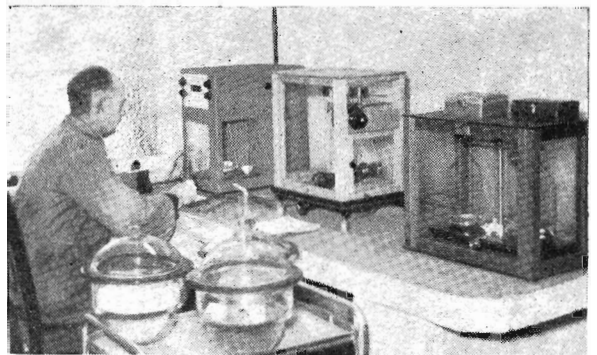
Bird's eye view of the washery bath, 20 ft. in diameter. Coal lumps can be seen floating on the surface.



Washed and graded coal. (Left) power station coal. (Right) locomotive coal.



Rejected stone extracted from the coal on the belt.  
*Photographs : N.S.W. Mining Company*

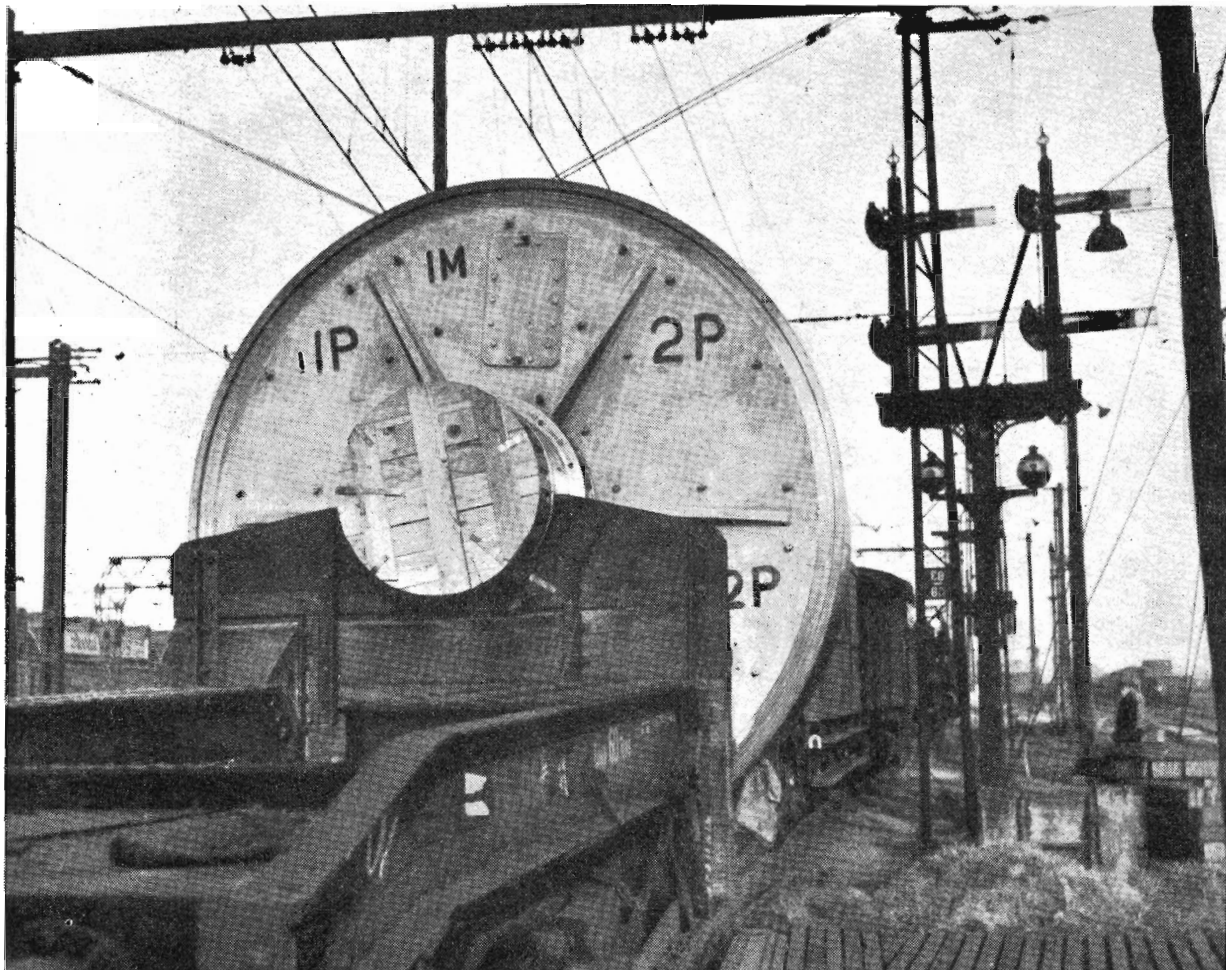


Uniformity of output is ensured in the laboratory.



Train pulls into the washing plant for another load of washed and graded coal.





Made in Bendigo for a Dandenong carpet company, this huge drum was transported on a special waggon.

## SPECIAL LOADINGS

**A**LTHOUGH they naturally create problems, consignments that are either too heavy, high or wide for normal rail transport provide no dimensional dilemmas for the structural section staff of the Rolling Stock Engineer's division. For railwaymen are versatile, resourceful and masters of improvisation, and readily accept most challenges thrown out in the field of transportation. "The railways can do it," they say.

Special loading comes within the category of consignments weighing 50 tons and upwards. In certain cases a special transporter and train is required to haul them. The transporter can be adapted to cope with the dimensions and weight of the consignments to be railed. Sometimes, it is necessary for the main frame of the transporter to be lifted and lowered over the consignment. This was done in handling a 68 ton transformer which was sent from Melbourne to Geelong. A gantry crane lifted the hollow rectangular shaped frame over the transformer and the process operated in the reverse at the unloading point.

Out-of-gauge loading bristles with difficulties, many of which are encountered on the suburban electrified system. Excessive height of consignments is a big problem here because of the overhead, particularly at what are known as the "pinch points," where the margin of clearance is very

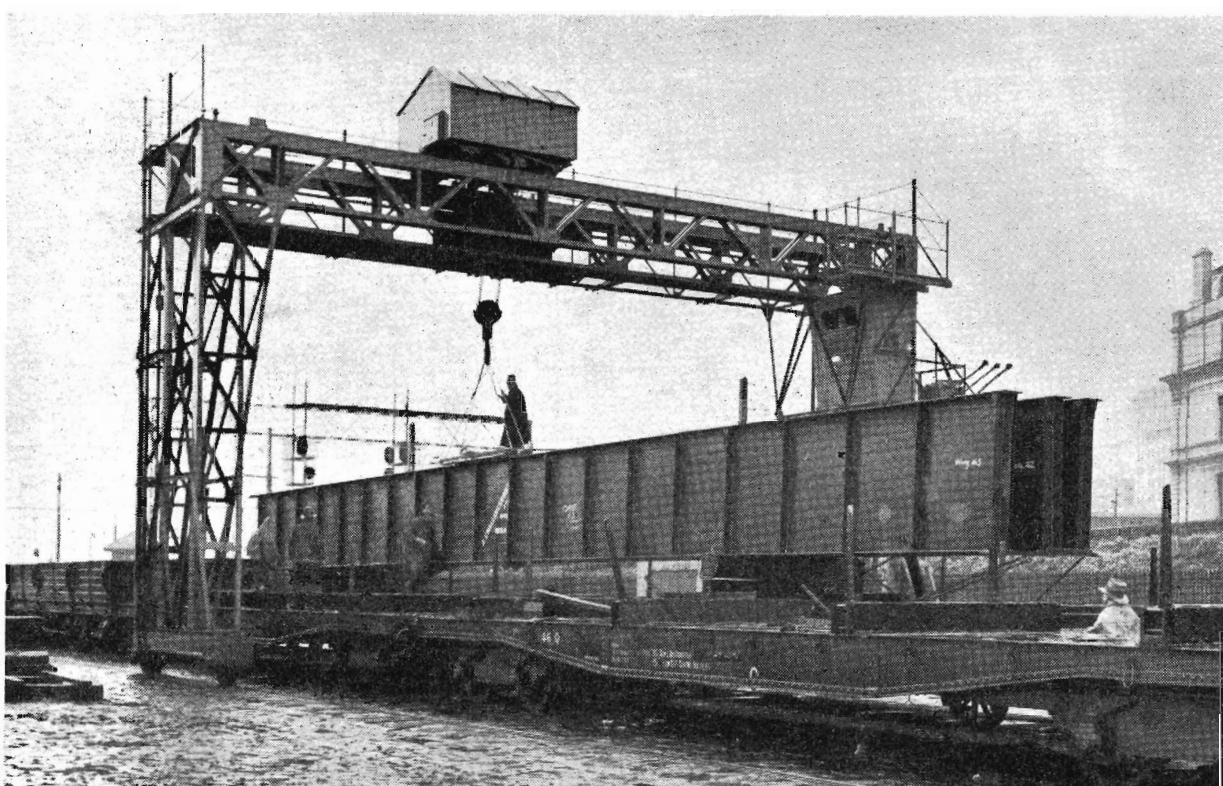
fine. On occasions, power is switched off and the overhead lifted to enable an unusually high consignment to pass safely.

One of the big jobs done by the structural section recently was to prepare the transportation of a State Electricity Commission 50,000 kilowatt alternator stator, weighing 105 tons, from the Newport Power Station to Yallourn. Because of the excessive width of the stator, it was necessary for adjoining tracks to be freed of all rolling stock to give the special train hauling the stator a clear passage. The route was also previously surveyed to determine whether the transporter had sufficient clearance above the copings of platforms. Where necessary, the rail track was raised.

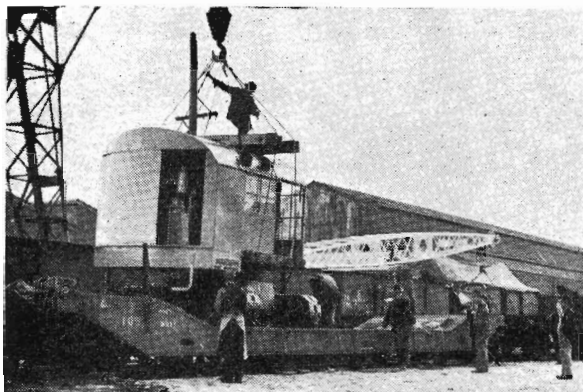
Other interesting special loading assignments carried out over the years by the structural engineers have included the transport of steel girders for the Cremorne, Joyce's Creek, and Spencer-st. bridges and the despatch of Macarthur and Garratt locomotives to Adelaide and Brisbane, respectively. The various parts of the dismantled Macarthur locomotives were loaded on specially adapted vehicles at Bandiana and sections of the Garratts, which were assembled at Newport Workshops during the last war, were mounted on special bogies.

Some special loadings involve the movement of heavy electrical equipment and pass over the suburban system at week-ends after the last trains have run.

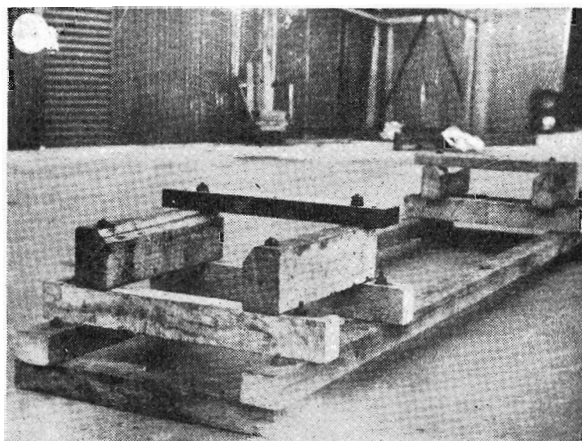




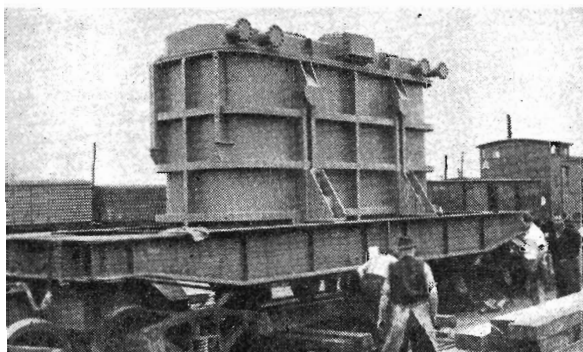
Loading two Q waggons with girders for the Cremorne bridge.



A dragline shovel on a QB waggon.



A loading bolster mainly used for large drums.



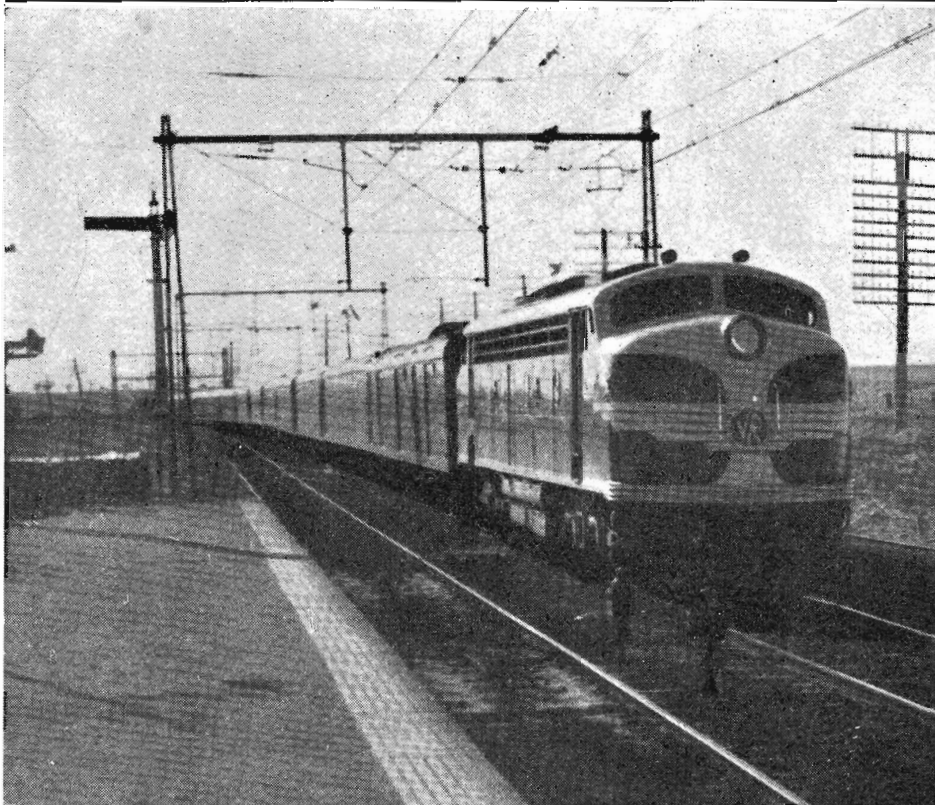
A 68 ton power station transformer on the transporter waggon.



Even large boats are carried by rail.



# AROUND THE SYSTEM

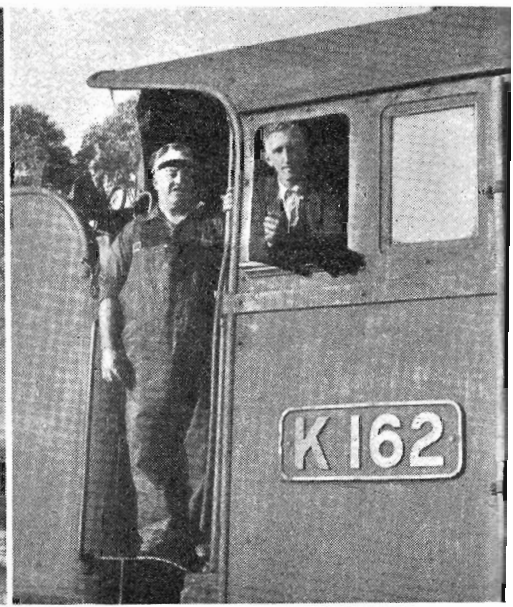


**B68'S TEST:** For the first time a diesel hauls *Spirit of Progress*.—*The Age* photograph



**MEN OF SERVICE:** The Loco "stole the show" in Ararat's Co Standing is the Mayor, Railway

**THE STEEL AGE:** (below, right) Unl of 200,000 steel sleepers ordered replacement use, mainly on the were imported from France.



**LAST TRAIN:** Train services on the Yarram-Woodside line were suspended recently. (left) K162 hauling the last train (right) The train Guard G. Edwards, Fireman S. Aston.—*Photographs: A. Lyell (train), J. Buckland (crew).*



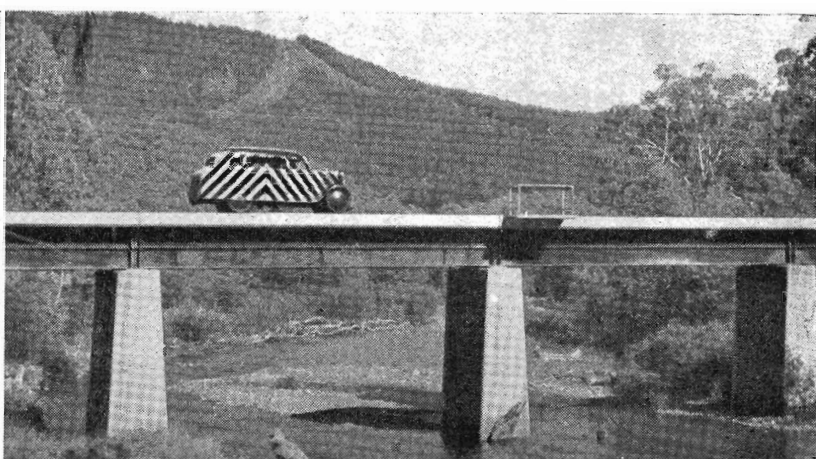


ve Depot's display  
tion Day procession.  
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Photograph: G Patford

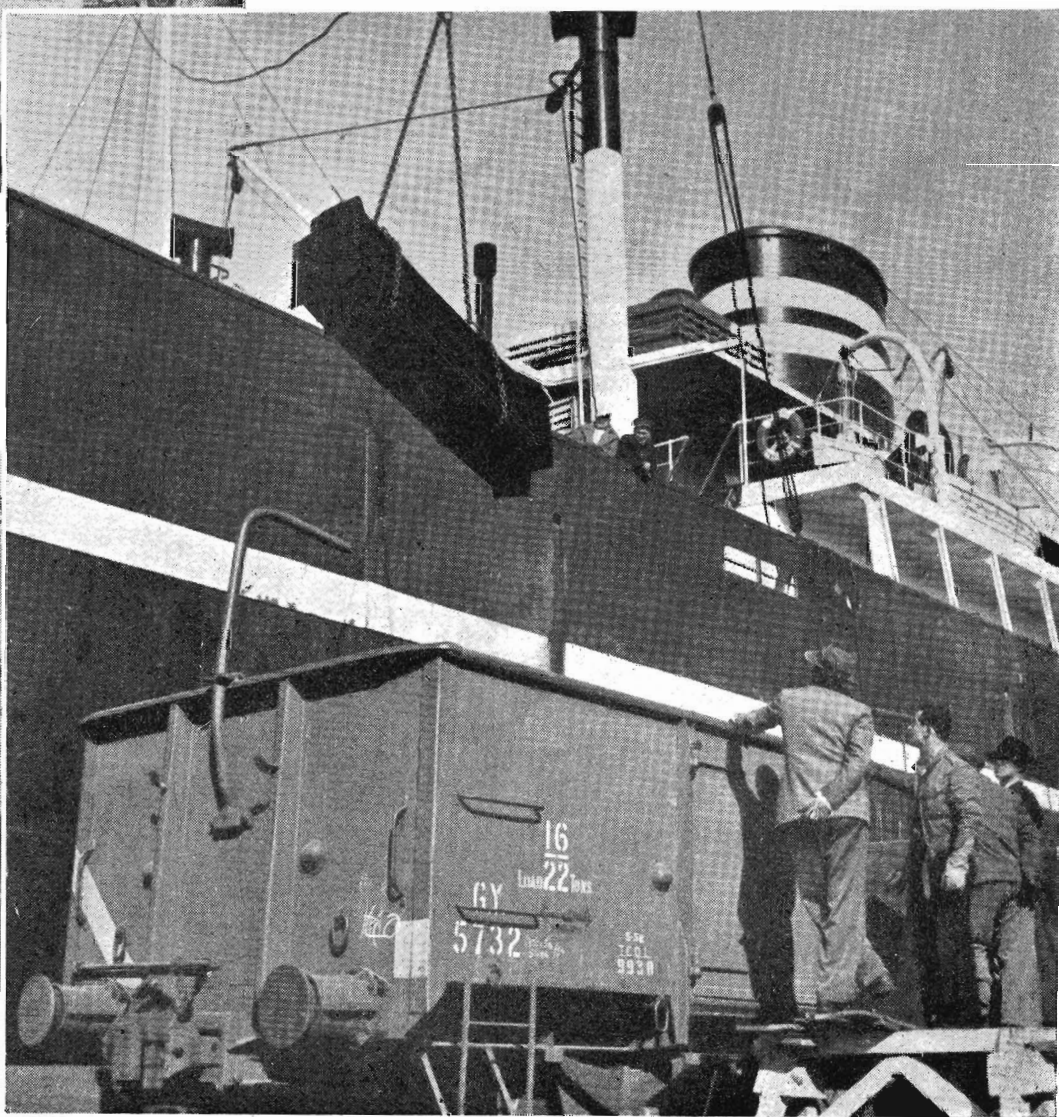
ing the first shipment  
the Department for  
-eastern line. They



Driver H. Shearer



ON TOUR: District officers crossing bridge, near Bright.—Photograph: W. Larsen







Loading explosives into a powder van for despatch to the country.

## POWDER VANS

**T**HE Department has decided to build at Newport Workshops 20 new P (powder) vans to replace those which have long passed their economic life and to cope also with the increasing demand for this special type of vehicle for the carriage of explosives.

At present there are nine P vans in service. Some were constructed as far back as 1873. A number of bodies of the very old wooden louvred wagons have been condemned, but the steel underframes, auto coupled, are still serviceable, despite the thousands of miles they have travelled.

The new and modern type of vans to be built on these under frames will incorporate all the latest improvements

recommended by experts for handling and moving explosives by rail. The bodies will be highly resistant to the penetrating power of the stray bullet, fired, perhaps, from the pea rifle of a mischievous boy.

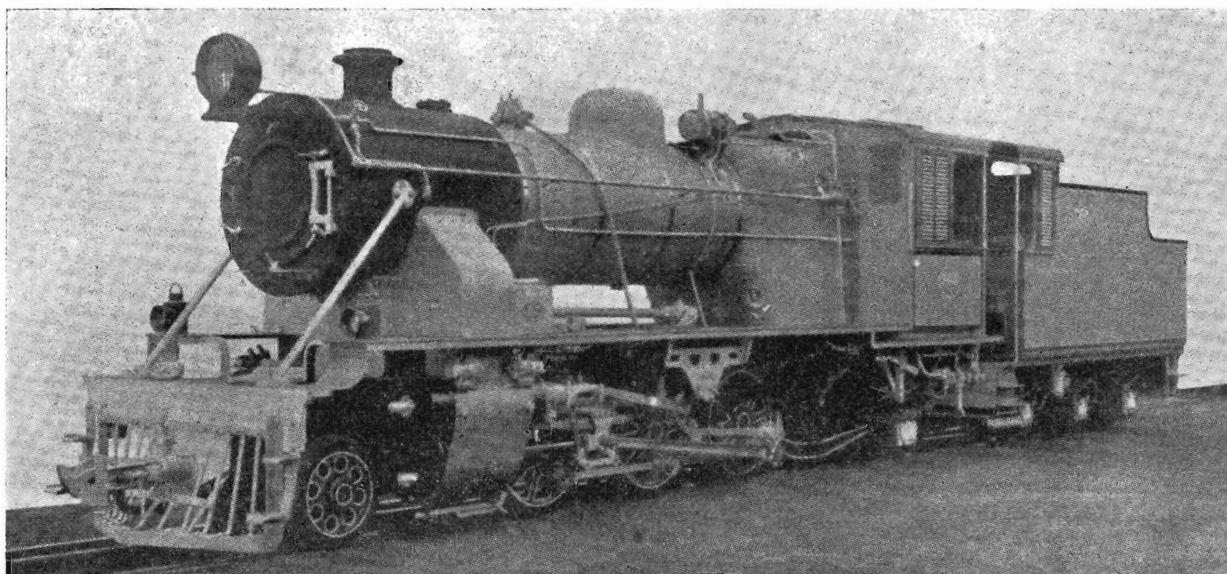
Insulated against heat and sealed against dust and grit, the new vans will be as fire-proof as possible. One safety measure taken is the galvanized sheathing underneath the floor to counter sparks that on occasions may fly upwards from brake blocks. Side wall battens will enable consignments of explosives to be lashed in such a way as to prevent shifting during transit. Each new van will have a carrying capacity of six tons net explosive content.



A consignment of explosives being wheeled to the loading point.



# LINEs FROM OTHER LINEs



Metre gauge locomotive for India. Ten of these were recently built by Robert Stephenson & Hawthorns Ltd. for service on branch lines laid with 41½ lb. rails on which axle-loads heavier than eight tons are now permitted. Cylinders (2) are 12½ in. diameter by 22 in. stroke, coupled wheels are 3 ft. 7 in. dia., working pressure is 210 lb. per square inch, and tractive effort at 85% boiler pressure is 13,700 lb. The total weight of engine and tender in working order is 63 tons 9 cwt.

## More Gas-Turbines in U.S.A.

A significant locomotive development in U.S.A. is apparent from an order by the Union Pacific Railroad on General Electric for 15 additional gas-turbine-electric locomotives. After the first demonstration unit had run experimentally for some time, the Union Pacific ordered ten of this type, four of which have still to be delivered. It is a tribute to the success of gas-turbine operation that already the first order has been expanded to 25 units, at a total cost of some \$14 million.

Another gas-turbine-electric locomotive, of Westinghouse design, is now in service in U.S.A. and has been working over six different railways since it first took the road in May 1950. The labour and cost entailed in developing this new type of motive power have been tremendous. Westinghouse Company spent three years and roughly \$2 million before its first gas-turbine entered service.

## Railway Cooking Centralized

A central kitchen to supply all restaurant and buffet cars and station buffets in Dublin is to be constructed at Kingsbridge Station, Dublin. In winter, meats, soups, minces, sweets, and other hot meals served on dining cars will be cooked or part-cooked. In summer all food will be fully cooked at the central kitchen, and hygienically packed in cellophane for the buffet cars. Fried dishes and grills will continue to be cooked on trains.

## Standardizing Tools

THE possibility of standardizing more than a hundred different kind of tools, such as shovels, hammers, tampers and spanners, of which more than a quarter of a million are now in use by the permanent-way staff, is being investigated by British Railways. Some designs have already been agreed in principle, and are being tested out by the 50,000 track men in the various Regions before final decision is taken. Fewer kinds and types of permanent-way tools would, it is contended, cut costs and greatly reduce the number of spares now necessary to hold in stock.

## Diesel Orders In U.S.A.

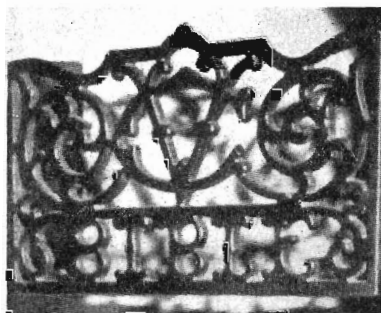
OF recent orders for diesel locomotives, the largest is that of the Chicago and North Western, for 101 units, comprising 11 of 2,250 h.p. for passenger service, 69 combined road-shunters of 1,200 to 1,600 h.p., and 21 yard-shunters. The Atchison, Topeka and Santa Fe has ordered 97 units; the Chesapeake and Ohio, 45 units; and the Great Northern, 37 units. Orders for diesels during February 1953 totalled 337 units.

## C.N.R. Mobile Museum

THE Canadian National Railway has finished, and will display this summer, what is said to be the only mobile museum in the world. It consists of three locomotives and six cars, which are themselves museum pieces, and it will contain

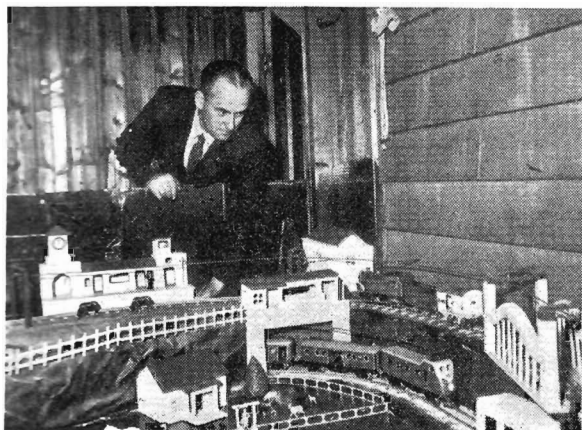
hundreds of exhibits related to railroading in Canada from 1836 to the present. The train will be used for centennial and similar celebrations.

The authenticity of equipment, furnishing and mementos displayed has been established by research extending over the past three years. Mogul No. 674 of 1899, the oldest locomotive still operating on C.N.R., will haul the train. Other motive power will be wood-burner No. 40, dating from 1872, and a saddle-tank switcher of 1894. The train includes old dining, sleeping, and sitting cars, all restored to their original appearance, and three baggage cars of 1866, 1877, and 1879 vintage, to be used for museum halls.



This brass bible rack was standard equipment in Central Vermont coaches a century ago, when the Vermont legislature decreed that conductors must read a portion of scripture to passengers travelling on Sunday. It will be among the permanent exhibits in the C.N.R. mobile museum.





Mr. Peterson operating his model trains

## Model Electric Railway

A model railway with a difference was the aim of Mr. F. Peterson, sub-station electrician, when he decided on building 100 feet of track around his sleepout. It was, naturally enough, an electric railway, but, unlike most model sets in Australia, it uses overhead wiring and not the third rail or studded-sleeper system. Mr. Peterson was told that the overhead system was more difficult to build, but that merely stimulated his efforts. He found that, by using overhead wiring, his trains could negotiate 2 ft. 6 in. curves as against the normal 4 ft. 6 in., because pressure of the overhead wires helps to keep the locomotive on the track and prevent it from toppling over.

The track consists of a double loop with a flyover to obviate crossings. It also has two gradients (1 in 5 and 1 in 4), a tunnel, three stations of ultra modern design, and a partly completed marshalling yard.

Rolling stock consists of two trains. There is, of course, an electric locomotive, sitting car and observation car, but he also has a steam locomotive with an open truck and a goods van. Mr. Peterson also has a suburban car chassis to which can be fitted the electric motor.

The electric locomotive, which is reversible, has a speed of up to 9 miles an hour. The bogies, which are of standard pattern, have a centre contact normally used for the third rail, but Mr. Peterson has so arranged the mechanism that, in the event of a derailment, this contact sets a bell ringing.

Besides building and operating his model railway, Mr. Peterson spends a lot of time in making toys for his kiddies.

## By Train to the Stars?

THERE would seem to be some affinity between railways and the abstruse problems of astronomy, to judge by the membership of the Astronomical Society of Victoria. This year's president is Mr. J. C. Hewitson of the Railway Telegraph Office, the treasurer is Mr. V. E. J. Terrell (Accountancy Branch) and the lanternist Mr. W. G. H. Tregear (Way and Works Branch engineer). Last year's president was Mr. H. Byrt of Jolimont Workshops, who is still a member of the Council. Mr. W. J. Vickery of the Architects' Drawing Office is another railway member of the Society.

## Hospital Train Days Recalled

A railwayman known to many servicemen in the last war has retired. He is Mr. C. P. H. Holbrook, stationmaster at Heidelberg for more than 17 years. During the first two years of the war Mr. Holbrook saw many hospital

trains arrive at Heidelberg with wounded from the Middle East and the Pacific Islands. The biggest came from Port Adelaide with wounded from New Guinea and Darwin and a large number of civilian refugees from the near and far east who were evacuated when the Japanese southward drive gathered momentum. Mr. Holbrook, who was a member of the first A.I.F., took a personal interest in the welfare of the wounded diggers and arranged for a portable ramp in the goods siding to help the walking wounded.

Mr. Holbrook joined the Department in 1910 as a supernumerary porter at Bendigo. One of his most treasured possessions is his railway appointment document, signed by the Superintendent of Station Service, Mr. C. Macaw. He served in various parts of the State as a relieving porter before he became an assistant stationmaster at Carisbrook and later stationmaster at Underbool. He went to Heidelberg in 1935.

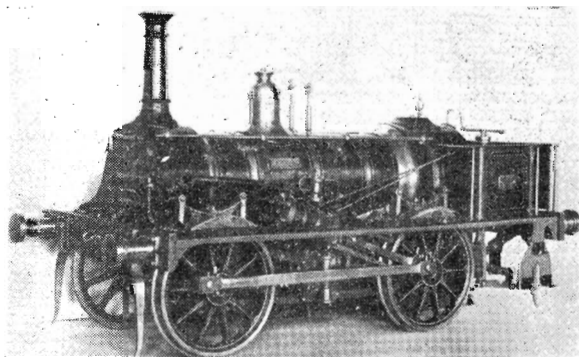
## Service

THE old station office at Newtown in the Ballarat district is being demolished. It was an important junction in the early days and had an interlocking signalling frame of 40 levers, with a stationmaster and assistant stationmaster on the staff.

One of Newtown's oldest residents tells a story of a man who was driving a pony and gig to Skipton and, deciding that the journey was too far, inquired at Newtown for rail transport for the outfit. There were no horse trucks or empties on the train, but the resourceful station staff, imbued with the spirit of service at all costs, put the pony in the guard's van and the gig on top of some other loading. The customer was delighted with the arrangement.

## Obituary

NEWS LETTER joins in sympathy with Ballarat railwaymen on the recent death of Bricklayer Harry Sligo who joined the Department in 1920 after returning from active service with the A.I.F. in the 1914-18 war in which he was wounded four times and awarded the Military Medal. The large number of railwaymen who attended the funeral included many of Mr. Sligo's war-time comrades.



The Commissioners have lent to the Museum of Applied Science this beautifully made scale model of an 0-4-0 well tank locomotive. It will form part of the general railway section at the Museum. The original locomotive, built by Robert Stephenson and Company, was imported by the Melbourne and Hobson's Bay Railway Company for shunting at Sandridge Pier (now Port Melbourne). It was known as a pier donkey. The model was built by a Mr. Satchell, of Langland's Foundry, Melbourne, in 1868. It was presented to the Department, in 1938, by Professor W. N. Kernot, a former Dean of the Faculty of Engineering at Melbourne University.

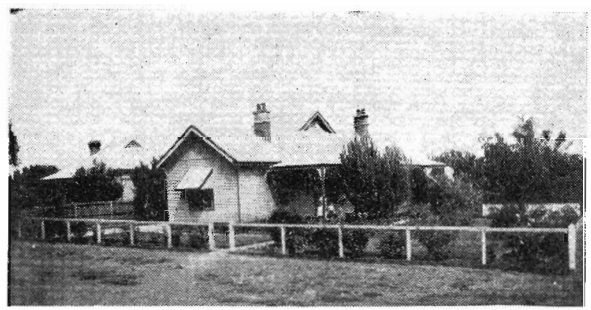


### Station Romance

**B**EFORE her recent marriage to Porter R. A. Bird, Portress Gladys Hodson, was presented by Assistant Stationmaster J. H. Brooker (in the absence on leave of Stationmaster E. R. Davis) with a biscuit barrel and a hall mirror. They were the wedding gifts of staff on the Essendon-Broadmeadows section with whom the couple were highly popular. Portress Hodson had been at Essendon since 1948 and her husband, for about a year.

### Ballarat Farewell

**M**R. MAX W. LEPP, who has been transferred from the Way and Works Office at Ballarat North to Head Office, was recently farewelled by his Ballarat colleagues and presented with an alarm clock. Mr. Lepp joined the service as a junior clerk in the Ballarat District Engineer's Office and later transferred to the Road Foreman's Office. Before that he was at Maryborough and Ouyen. A keen baseballer, he took part in the Victorian provincial baseball championships last year and was selected in the All Star team.



Mrs. Thelma Gansberg, of Newport, who went to stay recently with Assistant Stationmaster S. Croughan and his family at Hattah in the Mallee, was so impressed with the departmental residence, that she took this photograph and sent it to *News Letter*. Mrs. Gansberg felt that the appearance of the house and its surroundings ought to be recorded. It was definite proof, she said, that things would grow in the Mallee, with such attention as Mr. Croughan had given them.

—Photograph: Mrs. T. Gansberg



Mr. McConnell.

York and had an honorary citizenship of that city conferred on him. Mr. McConnell also represented the Australian National Publicity Association and the Australian Government Tourist Bureau at the Pacific Area Travel Conference at Honolulu, in 1952. He is well known throughout Australia and America and respected by a wide circle of friends on both sides of the Pacific. His last job in the Department was to plan and conduct a tour of forty Resonians to the B.H.P. Company's Newcastle steel works and the Hawkesbury Agricultural College.

At a farewell at the Bureau, the Secretary, on behalf of the staff and Head Office colleagues, presented Mr. McConnell with a car wireless.



Stationmaster at Armadale for more than 20 years, Mr. E. F. Edbrooke retired recently. He joined the Department as a junior clerk in 1905 at Essendon and was transferred to Flinders-street, just before the present station was completed. He was appointed stationmaster at Dunkeld and was at various other country stations before he returned to the suburbs at Hawksburn. In 1932 he was transferred to Armadale, where he remained until his retirement.

### Mr. McConnell Retires

**I**N his 24th year as Manager of the Victorian Government Tourist Bureau, Mr. W. T. McConnell retired last month. He entered the Department in 1907 as a truck recorder in the Ballarat Yard, after he had finished school at Grenville College, Ballarat. Early he took a keen interest in train running. As a young man, he gained stationmaster's certificates and was given control of a station, in 1914. He travelled very widely over the system before he was promoted to traffic inspector in 1918. He was, in turn, a member of the Betterment and Publicity Board, and Chief Train Dispatcher before he was appointed Manager of the Tourist Bureau in succession to Mr. Roy Gollan (who subsequently became Australian High Commissioner to India) in 1929.

Mr. McConnell not only knew Victoria well, but had a better knowledge of Australia generally than most people have. His travels on tourist business took him from Cairns to Perth, from Adelaide to Alice Springs and Darwin and Melbourne to Tasmania. He also acquired a reputation as an authority on international tourism. He represented Australia at the Golden Gate Exposition in San Francisco in 1938, and was manager of the Australian Pavilion at New York's World Fair, in 1939. He was presented with a silver medal for distinguished service to the City of New



## Customers' Thanks

FOR railway co-operation in the transport of fruit pickers to and from the Sunraysia, Robinvale and Mid-Murray districts, and in particular for the courtesy and help of the Superintendent of Train Services, Messrs Ogilvie and Kenny of that section, Mr. McDonald of the Commercial Branch Passenger Division, Mr. Arblaster and relieving stationmasters and staff at Spencer Street, staffs of intermediate stations, and especially staffs at Mildura and Red Cliffs.

—N. J. O'Heare, Regional Director, Dept. of Labour and National Service.

For speedy and safe delivery by rail, to country clients, of over one thousand pre-Easter packages of fish valued at more than £5,000.

—Processed Fish Distributors Pty. Ltd., Brunswick.

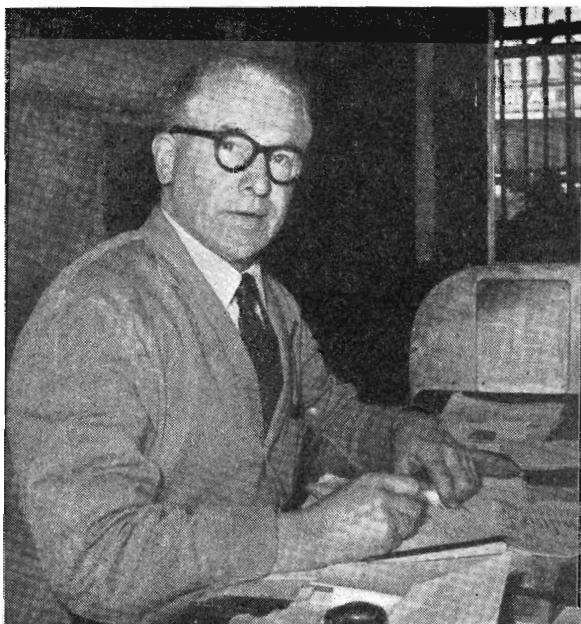
To the staff at Flinders-st. for recovering a book left in a St. Kilda train.

—Captain H. M. Pickering, Albert Park Barracks.

## "Quartermaster" Says Farewell

WHEN, as a member of No. 3 Motor Transport Company of the first A.I.F. in the Kaiser's war, Mr. Arthur Wilkinson kept quartermasters well supplied with stores he did not foresee himself as virtually a "quartermaster" in Victorian Railway service. This month he retires as storeman-in-charge of the Refreshment Services Branch Central Store, Flinders-st., after 33 years' service. In that time he has supervised the packing and dispatch of a vast quantity of goods from ambulance sledges to baby chairs. His boundless energy, efficiency and cheerfulness will be greatly missed in the branch.

Mr. Wilkinson first drove a car in 1910, in his native Cheshire. In Australia two years later, his first job was private chauffeur to Mr. Fred Craig, of the well known firm, Craig, Williamson. Subsequently, he drove a truck for a Richmond engineering firm before joining the Refreshment Services Branch as a driver in 1920. "In those days Central Store had only one vehicle, and it was a T model Ford," says Mr. Wilkinson. "I drove it thousands of miles around the city and suburbs and in 13 years I never had an accident for which I was held responsible." Mr. Wilkinson was promoted to acting storeman-in-charge in 1933, and two years later storeman-in-charge.



Mr. Wilkinson.



Left to right: Garry Day, of Scotch College, and Barry Dunn, of Caulfield Grammar School, who helped Fireman Ian R. Barkla to erect a new cross over the grave of Jerry the dog who became famous because of his habit of chasing the narrow-gauge Ferntree Gully-Gembrook line train. The original cross was destroyed by fire.

## The Hog and The Train

WELL known to the older generation of railwaymen as stationmaster at Essendon and station accounts' instructor at the V.R.I., Mr. E. T. Halley had a great fund of amusing railway anecdotes. One of his best (and he avers its truth) concerned a farmer who, driving home, was dismayed to see his prize hog wandering through an open cattle gate on the railway line, in the path of an approaching train. Resigned to the death of his hog, the farmer sat down and wrote the following to the then Minister of Railways, Mr. Thomas Bent, who subsequently became Sir Thomas Bent and Premier of Victoria.

*My razorback strolled on your track  
This most unhappy day,  
Your 49 came down the line  
and knocked his life away,  
'Twas not my fault,  
The hog you see,  
Strolled in a cattle gate;  
So kindly send a cheque along,  
Your debt to liquidate.*

Back came the reply:

*Our 49 came down the line  
and killed your hog you say,  
But razorbacks, on railway tracks,  
Are simply in the way.  
I much regret I cannot send  
The cheque for which you pine,  
Go plant the dead,  
Raise o'er his head,  
Here lies a foolish swine.*

But the swine had not been so foolish, after all. He stopped on the edge of the track, and then wandered into a neighbouring farm where, some days later, he was discovered and returned to his rightful and joyful owner.



## The Month's Thought

*YESTERDAY is dead. Forget it.  
Tomorrow does not exist. Don't  
worry. Today is here. Use it.*

### Planning the Menu

**T**HE children will be home in a few minutes—what am I going to give them for lunch?

Perhaps the housewife has never thought about writing a menu. Just think what an advantage the written menu will be when making up your shopping list. You will be able to make up a week's list of non-perishable foods, leaving only the perishables such as fruit, vegetables, meat, etc., for more frequent ordering.

It will also leave your mind free for other things instead of worrying at the last minute about food for the next meal.

Important points to be considered in meal planning are: (1) Nutritive value of foods. (2) Cost. (3) Palatability and appearance. (4) Digestibility. (5) Availability of foods. (6) Time and labor in preparation. (7) Cooking space.

Every wily housewife aims to shop where she will get the best value for her money. If money is limited, it is well to remember that the "protective" foods should be given priority, any surplus money being used for extra milk and fruit.

Only too often do we see children at lunch hour spending on sweets the money which should be more wisely used by the parents to provide the essential foods.

If the food is to be enjoyed, as indeed it should be, it must not only be palatable but attractive in appearance. These two factors are also important aids to the digestion of food.

The right combination of colours, for example, red, green, yellow and orange in a salad, does much to attract the eye and appeal to the palate.

At some time or other, you may have experienced a feeling of discomfort after a meal. Perhaps the meal consisted of too many fatty dishes—fried foods followed by pastry or other rich sweet—the result of poor meal planning.

Don't overtax those precious digestive organs to the point of causing a chronic indigestion.

Always make the most use of the foods which are in good supply. They are usually cheaper and better than the foods out of season.

To the busy housewife, particularly one with a family of small children, time and labour spent in the preparation of foods are other factors to be considered.

Never plan for the same meal two dishes which require a lot of preparation. If one is complicated, make the rest of the meal simple.

Why not give the written menu a trial?

# FIRST AID to HEALTH



*finis coronat opus*

### Ten Commandments For Fractures

1. Treat them where they lie.
2. Support the fracture. Shock is caused by injury and made worse by bad handling.
3. Bring the fragment which can be controlled into alignment and rotation with the fragment which is fixed.
4. Stop haemorrhage, treat shock and splint the injury.
5. Include in the splint the joint above and the joint below the fracture.
6. Allow no painful points of pressure on any splint. Pad it well.
7. If in doubt, treat as a fracture.
8. Do not attempt to wash or clean protruding bone.
9. Watch fixation apparatus constantly.
10. A fracture properly aligned and fixed is relatively painless.

### A Healthy Scalp

**V**ERY few people are entirely free from dandruff, or "scurf." It shakes on to the coat, lodges in the brush and comb (including the barber's) and is unpleasant and unsightly.

There is a dry type with falling scales, and the greasy, crusty type.

For the dry type the hair should be shampooed once a week, the purpose being to remove all dust, germs and dead skin cells. Use warm (not too hot) soft water and a reputable scalp soap or tar shampoo. Rub the lather well into the scalp with the finger tips. Rinse with plenty of fresh water. Dry with a soft towel and again massage the scalp.

The resulting dryness may be overcome by applying a little toilet lanoline to the scalp. Part the hair over all areas and apply the lanoline to the scalp with the fingertips. In cold weather warm the lanoline for easier application.

If the dandruff is of the greasy type, wash the hair at least twice a week at first, later lengthening the interval. Use lanoline to follow.

## Thoughts on Baldness

**M**EN wear firm hat bands. Men set their hair with oils, dressings and water, and so deprive each hair of its natural ventilation. Men cover their hair more often than women.

We see plenty of bald doctors and chemists. After all, if we knew the answer to this one, we should not be contributing these notes.

### Last Offices :

**I**T is the responsibility of a doctor to pronounce life extinct, but circumstances may arise, in a remote area, or when death is expected, when the relatives may be asked at what time death took place.

The signs are: breathing may be spasmodic and then cease. The pulse is absent and the heart beat not felt. On cessation of circulation, the appearance changes and the darker blood settles in the lower parts of the body, and there may be blotchy cyanosis. The surface of the eye presents a dull, toneless appearance. The pupil dilates, and if touched, feels soft and the lids fail to flinch.

After death, close the eyelids and apply pads of wet cotton wool. Close the mouth by means of a bandage under the chin and arrange the lips in a natural position. Straighten the limbs. One hour later wash the body with hot water and soap. Plug the rectum and nostrils with cotton wool. Tie the ankles, brush the hair. If necessary, shave the face. Dress the body in a shroud, or fold in a sheet.

### What Is Wrong?

**A**LIGHT rain was falling. Curly had two lambs in the back of the utility already. That was not so good, as he had only done the swamp paddock, and still had to look at the ewes in old Jim's territory. That was easier on horseback because of the stones, but old Jim had neither the desire nor the ability to ride just now.

For thirty years Jim had lived in the boundary rider's hut out there, and this time had chosen lambing time for one of his drinking bouts. Curly could see the smoke from Jim's chimney showing over the rise, and soon the hut came into view. Curly's eyes widened, and his foot went down on the accelerator. This was no chimney smoke . . . .

Curly flung open the door of the hut. The smoke was dense, but no flame was visible. Curly bent double, held his breath and groped his way to the bed, from which thick smoke was pouring. In a few seconds he had Jim outside and quickly removed his smouldering coat and shirt. Jim's face was livid and he was gasping and struggling for breath. His grateful lungs gulped the fresh air. Curly quickly applied Silvester's artificial

*(continued overleaf)*



# SPORTS

## Football Carnival

THE following team has been selected to represent Victoria at the railways' football carnival in Perth from August 29 to September 8.—P. R. Sharpe (North Loco., capt.), J. M. McPartland (Melbourne Yard, vice-capt.), M. Barker (Northern), J. Bowen (Newport), K. J. Doran ('Shops), B. T. Gibson (North Loco.), A. G. Johnson ('Shops), R. Kitchen (Northern), H. Leigh (Northern), J. Lloyd (North Loco.), D. J. Morelli (Northern), I. Martin (Northern), W. Mitchell (North Loco.), H. Tullett ('Shops), P. Wilcocks (Newport), J. McWhirter (Northern), D. Roberts ('Shops), R. M. Ross (Northern), J. Silva (Newport), D. Smith (Northern), R. G. Richards (Northern), R. G. Carmichael (Bendigo), R. Matthews (Geelong). The team will leave for Western Australia on August 27.

## Fencers Do Well

EIGHT V.R.I. fencers were included in the Victorian team of 24 that took part in the recent Australian championships in Sydney. Although Miss B. Mackins lost the ladies' foil title she did remarkably well against strong N.S.W. opposition. Dr. A. Martonffy won the men's sabre event for which there was a very large entry. It was a tribute to the V.R.I. team that the club captain, Mr. E. Szakall, of the Institute staff, was selected to lead the Victorian team. The Victorians finished fifth in the men's foil, fifth and sixth in the ladies' foil, fifth and eighth in the epee, and first, third and sixth in the men's sabre.

## Accountancy's Tennis Win

A highlight of the V.R.I. Tennis Association's season was the defeat by the Accountancy Branch team of Stores Branch which had held the A grade Dunkling Shield for the past four years. The winning team comprised Ken McIver, Des Caven, Ron Jones and Frank Cadan and every one of these experienced players pulled his weight. In the B grade competition for the Pimms Cup, Northern Lines No. 1 team defeated Jolimont Running Depot. The winners are to be congratulated on their cup victory, especially as Jolimont's performance was most meritorious. The latter were within an ace of winning the Nathan and Wyeth trophy in their first year in the competition. Northern Lines were represented by Fred Booth, Jack Thompson, Tom Campbell and Wally Nash. Incidentally, Wally Nash is a most promising Hawthorn League footballer. The winners received their trophies from Mr. Deputy Commissioner Brownbill at the



Although only two centres, Bendigo and Seymour, competed in country billiards week, the tournament was a success. The standard of play was high, and the events were keenly contested. Bendigo won both the teams' billiards and snooker championships. Both single-handed championships were won by Les Williams, of Melbourne. Frank Tully (billiards) and H. McCaw (snooker), both of Bendigo, were runners-up. In this picture, Mr. Deputy Commissioner Brownbill is seen presenting the snooker championship cup to Mr. L. Salter, captain of the Bendigo team.

annual presentation night at the V.R.I. The Australian Railways Institutes' tennis carnival will be held in Adelaide from March 30 to April 9 next year. All railway players in the metropolis and country are eligible for selection in the team to represent Victoria. An all day American tournament (sealed handicap) will be held by the association on Sunday, August 2.

## Football Finals

THE final of the V.R.I. Football League's competition will be played on August 5 and the grand-final on August 12. At time of writing Northern had won six out of seven games and was on top of the League ladder, followed by Newport 'Shops, Loco, Spotswood 'Shops, and Melbourne Yard. It has been one of the most evenly contested seasons in the history of the competition.

## Ballarat Cyclist

A CYCLIST from the age of 15, Norman Oaff, fitter in the Erecting Shop at Ballarat North Workshops, is very well known in the country as a successful wheelman. His most important success was his Melbourne—Ballarat road race in 1947. He finished second in the Colac 50 miles event and 10th in a field of 170 in the Midlands tour of 1947. With Clem Hewett, a railway fitter, Norman founded the Ballarat professional cyclists' club. As there are so many good cyclists in the

railways, he believes that a big amateur and professional road race from Melbourne to one of the Department's country workshops could be organized with success as a sponsor would not be difficult to find.

(continued from Page 15.)

## FIRST AID TO HEALTH

respiration until Jim's breathing became slower and more regular.

Another trip into the hut and what remained of the bedding was thrown outside. Two more trips sufficed to open the window and get a clean shirt, a towel, a bowl and salt.

Old Jim's right arm and the side of his chest were showing nasty burns and Curly applied saline dressings. By this time the smoke had cleared and Curly added coats and a spare blanket to warm up the now shivering Jim. Soon he had him well wrapped in the utility and headed for the home-stead.

As a good first aider, would you have done the same? The answer will appear in next month's *News Letter*.

## Corrections for Alberto in the Gravel Pit (see July *News Letter*)

1. Shock and possibly mild concussion.
2. Nobby forgot :  
(1) To reassure the patient.  
(2) To cover the hot stones.  
(3) To put a dressing on the head wound.
- (4) To state, in his message, the nature of the injuries.





# News Letter

SEPTEMBER

1953



# THE MONTH'S REVIEW

## The Condition of Tracks

**A**LTHOUGH the overall condition of tracks has not improved since the war, because of recurrent shortages of supplies and manpower and more recently lack of finance, the present Victorian standard compares reasonably well with that abroad. Both here and overseas, of course, individual tracks vary considerably. The standard of maintenance is variable, according to the extent, nature and speed of the traffic on them. For light traffic lines, 60lb. rails with gravel ballast are common, and for more heavily used lines, 75, 80, 94, and 107 lb. rails are laid, sometimes with gravel ballast and, on more important lines, with broken stone. In Victoria it has been the practice for many years to relay track only with long welded rails. Abroad, this is not general and only of comparatively recent adoption by some systems.

In Victoria two sets of prizes are awarded each year in each district. Points are allotted for line, top, ballast, fastenings, condition of side widths and improvements. The prize money for the best kept lengths has again been increased by the Department. For the year ended June 30, 1954, awards will be £98 for first, £52 for second, £26 for third, and £52 for the most improved.

The prize money for the best kept and most improved Departmental residences this year has also been increased. It is as follows:—Best Kept Departmental Residence: 1st, £9; 2nd, £4.10.0. Most Improved Departmental Residence (with piped water supply): 1st £6.5.0; 2nd, £3. Without piped water supply: 1st, £6.5.0; 2nd, £3.

## Traffic and the Housing Problem

**T**HE Department's decision to build a new platform at Eastmalvern station and lengthen those at Holmesglen, Jordanville, Mt. Waverley, Syndal and Glen Waverley to accommodate seven car trains at peak hours underlines the post-war trend in suburban passenger traffic. Before 1939 the busiest suburban stations were St. Kilda, Footscray, Essendon, Caulfield and Elsternwick, but most passenger journeys are now made from Box Hill, Oakleigh and Sandringham, each of which exceeds the three million mark annually. Substantial traffic increases have also been recorded at stations on both lines beyond Caulfield and at Hampton. Nowadays, there are fewer passenger journeys in the inner suburban areas, and this is largely attributable to competition from trams and the increase of private cars. The new train traffic trend has been mainly brought about by Housing Commission settlements and high land values forcing potential private home builders to go further afield in search of cheaper building blocks. It is a point of interest that the Frankston line is the only one in the suburban system with a group of ten consecutive stations each with more than a million passenger journeys a year. The busiest in the section is Bentleigh with more than two million passenger journeys a year.

## Busy Dried Fruits Traffic

**T**HE Australian dried fruits industry since 1946 has had some adverse seasons with crops averaging only 62,000 tons. This year, however, with favourable weather, the harvest promises to be nearly a record with 98,000 tons. The output of most growing States, including Victoria, is well above average. This year's total exportable surplus will probably be about 76,000 tons, of which 60,000 will go to the U.K. and the rest to Canada and New Zealand. The Victorian Railways were kept busy recently transporting export dried fruits to the seaboard. The motor vessel *Kaikoura* took one of the biggest shipments, 3,790 tons, valued at over £500,000, to the U.K. It was brought in 250 truck loads from the Mildura and Woorinen-Nyah West areas. At one stage of the loading 20 trucks were lined up alongside the ship.

## Best In The Long Run

**T**HE Department's decision to revive experimentally the carriage of race horses by rail recalls the popularity of the railway horse-box in pre-war years when many successful owners and trainers accompanied their horses by train to metropolitan and country race meetings. In a comparison with road transport for this special class of traffic, the rail horse-box possesses obvious advantages. It is more comfortable and safer. Particularly is this the case these days when congested highways have considerably increased road hazards. Drivers of road floats, no matter how careful they are, are forced at times to brake suddenly, and on long journeys to country courses there are sharp curves to be negotiated and steep hills to be climbed and descended, all of which places a strain on the animal's legs and tends to induce fatigue. On the other hand, the rail journey is smooth and comfortable with the result that the horse arrives at the course fresh and in a fit condition to give of its best. One can appreciate, therefore, the remarks of an official of the Victorian Trainers' Association: "We are all in favour of bringing back the railway floats."

## Community Farming For Hospital

**I**NSPECTING the Sea Lake district recently, the Commissioners were most impressed by an example of community effort in raising funds for the local Bush Nursing Hospital. On the property of Mr. A. V. Hart, 314 acres were being plowed for sowing next year. Mr. Hart has taken in the Hospital Committee as share farmer for the next twelve months for this part of his farm, and farmers from up to 15 miles away had come with their tractors to help with the ploughing. Intense activity was going on, with 29 tractors and ploughs at work turning over the land at the rate of an acre a minute. About £45,000 worth of tractors and implements were on the job. Ladies, too, were in force, grilling chops and steak and providing refreshments for the workers. Four more operations will follow ploughing, and all will be done in the same co-operative way. Next spring and autumn, the ground will again be worked, seed will be sown in May or June, and the crop will be harvested and carted in the following summer. Other farms in the district have been doing all this in the past few years. Last season, three farmers made more than 600 acres available, all told, on a similar basis, and the Bush Nursing Hospital funds benefited by more than £6,000.

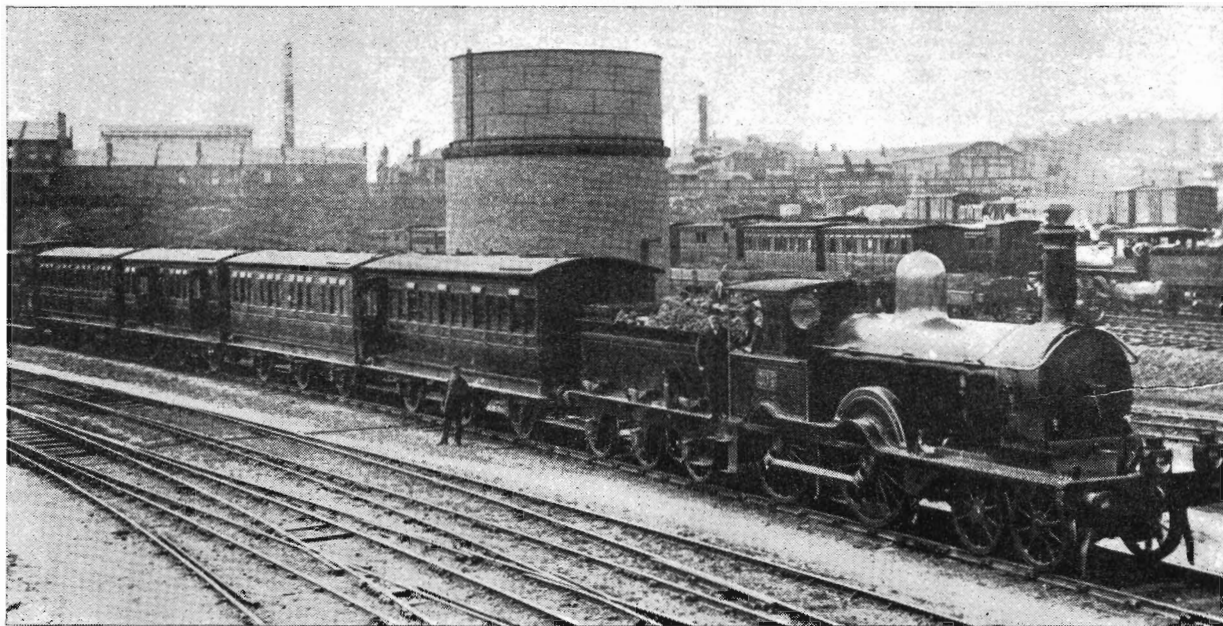
## Jury Service

**U**NCERTAINTY about the law relating to railwaymen and jury service is cleared up, once and for all, by an unequivocal official statement. All railwaymen are exempt, but if their names, by some mischance, are on the list they are liable to be called upon. To avoid complications, therefore, railwaymen should tell the police or officials who are compiling the jury list, and who may call at their homes, the nature of their employment. As an additional precaution, they should also check the jury list which is exhibited at court houses, post offices and municipal halls early in March, each year. If a railwayman finds his name on the list he should apply at once to the Special Court of Petty Sessions for its removal. Should any railwayman get a summons to serve on a jury, he should immediately hand it to his superior officer, so that the Department can arrange for his exemption.

## OUR FRONT COVER

shows a 9ft. log being sawn into sleepers in the bush at Nowa Nowa, where the Department has its sleeper cutting project. An engine driven mobile circular saw is in use.





The Sydney Express of 1885, hauled by an A class locomotive.

## SEVENTIETH BIRTHDAY

*Seventy years ago, last month, the Melbourne-Sydney express train service was inaugurated. It was hailed by travellers as an immense step forward. Further improvements over the years have been brought about by such factors as heavier rails, better cars, more powerful locomotives, and, of course, Spirit of Progress.*



*Spirit of Progress* crossing the River Murray bridge.

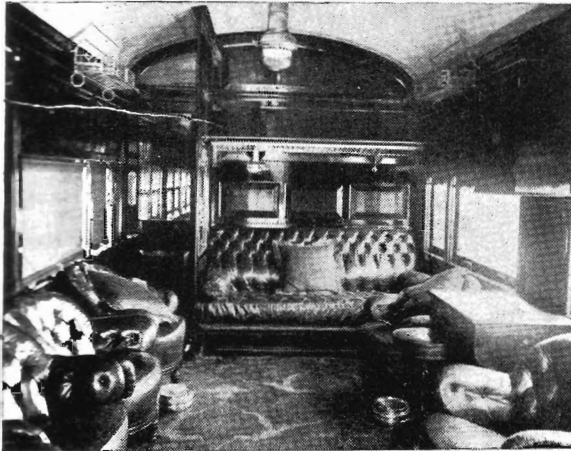
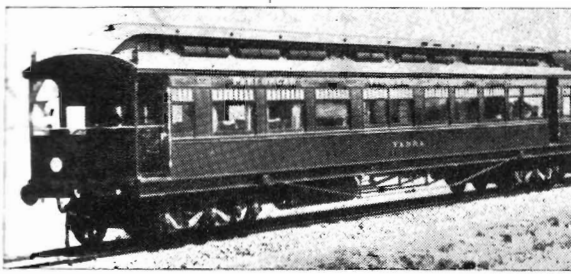
ALTHOUGH the line from Melbourne to Wodonga was opened on November 21, 1873, it was nearly ten years before it was extended to Albury. Meantime, passengers had to travel by coach between the two railheads. On June 14, 1883, the gap was closed. Through passengers had to leave Melbourne at 6.10 a.m. (Monday to Friday). The train arrived at Albury at 1.38 p.m. (2.3 p.m., Sydney time; Melbourne and Sydney times were different in those days). The connecting train left Albury at 3 p.m. and arrived in Sydney at 7 o'clock the following morning.

On August 21, 1883, an express service between the two capitals began. According to the official time-table of the day, "an 'express' train, first class only, leaves Melbourne daily (except Saturdays and Sundays) for Albury at 4.55 p.m. and arrives at Albury at 10.48 p.m. (Sydney time 11.13 p.m.). Leaves Albury at 11.45 p.m. and arrives at Sydney at 1.45 p.m. next day." In the reverse direction, passengers left Sydney at 5 p.m. and arrived in Melbourne at 12.52 p.m. next day. Sleeping cars were attached to the New South Wales trains.

The early cars on the Melbourne-Albury run were of the old compartment type, and it was not until 1897 that corridor cars appeared. These were the AV and BV classes, and, as the Annual Report for that year said, they were "fitted with Pintsch's gas," then an innovation.

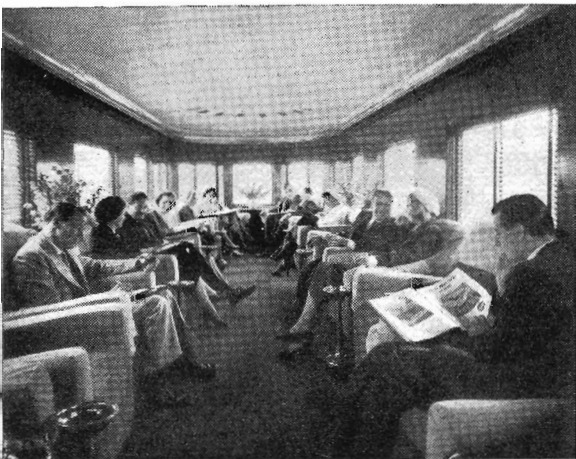
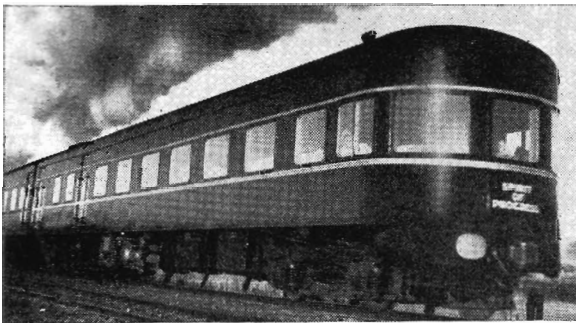
In 1907, AVE, BVE, and ABVE cars (later known as AE, BE and ABE) and a parlour-observation car became standard equipment for the *Sydney Express*. A dining car, with the kitchen in the centre and separate saloons accommodating 24 first-class and 18 second-class passengers respectively, was





A contrast in exterior appearance and interior comfort. One of the original *Sydney Express* parlour cars, *Yarra* (above) and the present day parlour car of *Spirit of Progress* (below).

The rounded end of the present car, and its modern fittings and furniture, give it an air of spaciousness which the older cars lacked.



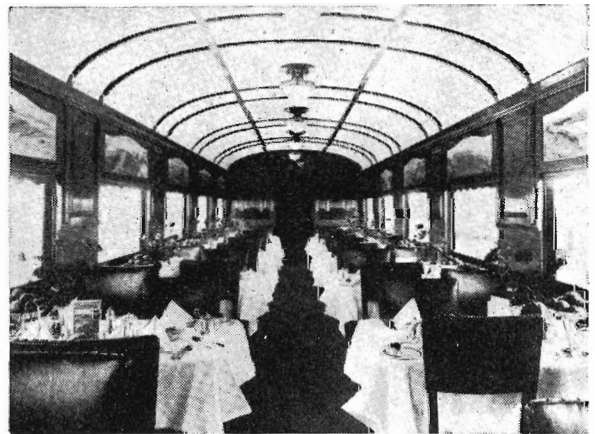
introduced in 1908. This was the first Sunday express service between Melbourne and Sydney was introduced. The train carried only interstate passengers. Another important innovation was the automatic staff exchange apparatus which, on October 25, 1926, made faster schedules possible.

On August 9, 1925, the first Sunday express service between Melbourne and Sydney was introduced. The train carried only interstate passengers. Another important innovation was the automatic staff exchange apparatus which, on October 25, 1926, made faster schedules possible.

Motive power for the *Sydney Express*, later known as the *Sydney Limited* when compulsory seat booking was introduced, was originally the B class locomotive. Then followed, in turn, the A, new A, DD, and A2. In 1928, the first S class locomotive took over the job. When three other S's were built, they all shared the hauling of the *Sydney Limited* and the *Albury Express*. Besides obviating double-heading, they cut the scheduled time of the *Sydney Limited* by 30 minutes on the down journey and 25 minutes on the up.

A new time-table introduced in 1935 reduced the running time by eliminating all stops except Seymour. Non-stop running was introduced in September 1937 with a further saving of time.

On November 23, 1937, *Spirit of Progress* began its career and, like a famous character, is still going strong. And, as Tom Train would say, *The Spirit* moves. With a maximum permissible speed of 70 miles per hour, it averages 49.7 m.p.h. on the down journey and 53.2 m.p.h. on the up, giving it pride of place as Australia's fastest train.

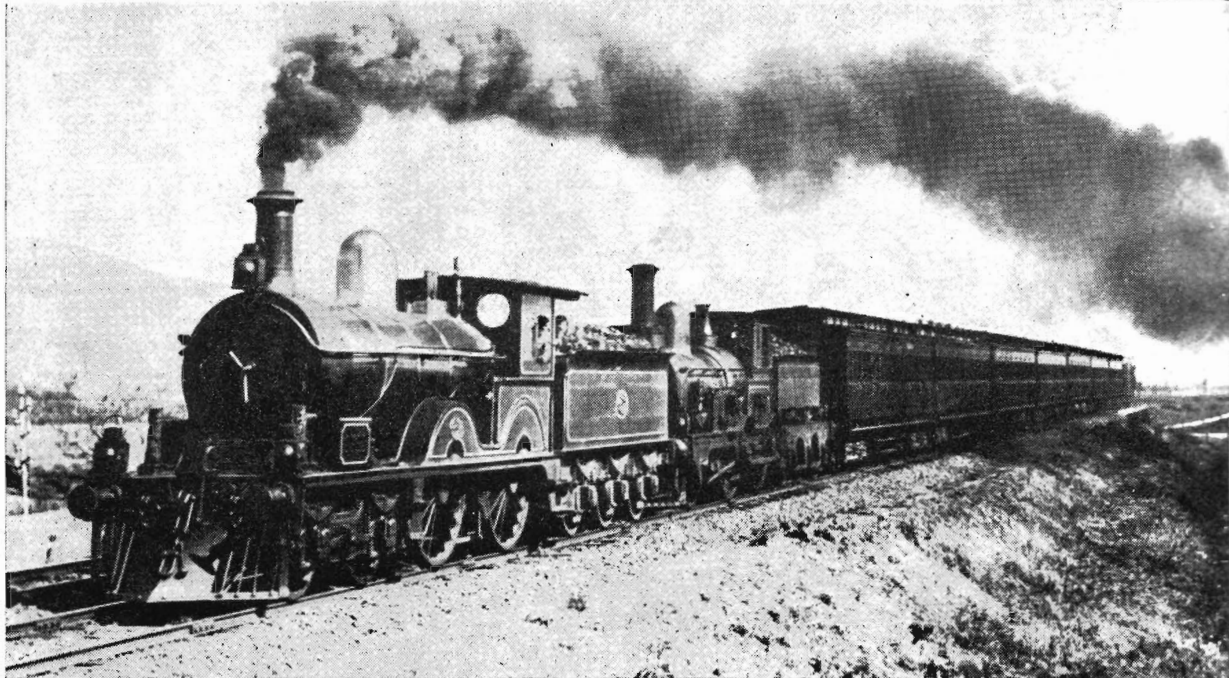


The first all-steel dining car, *Avoca*.

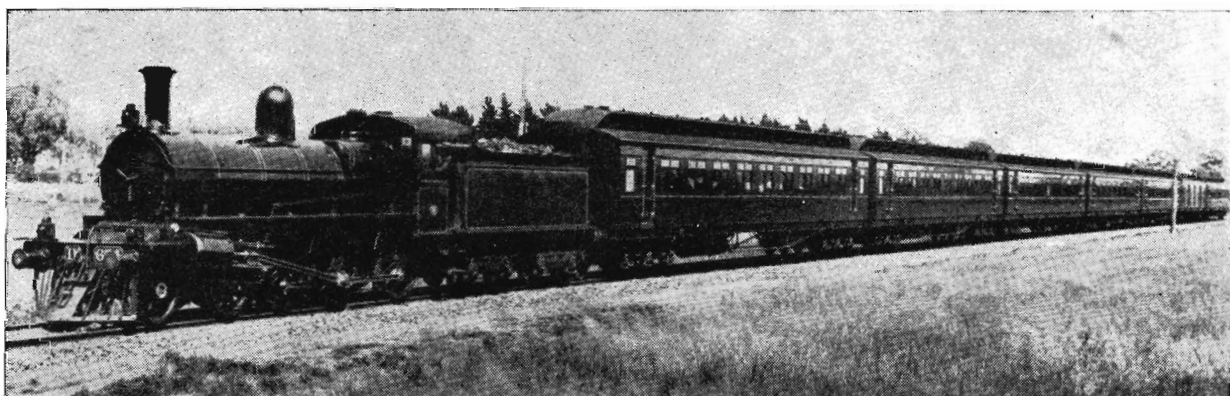


Dining car of *Spirit of Progress*.

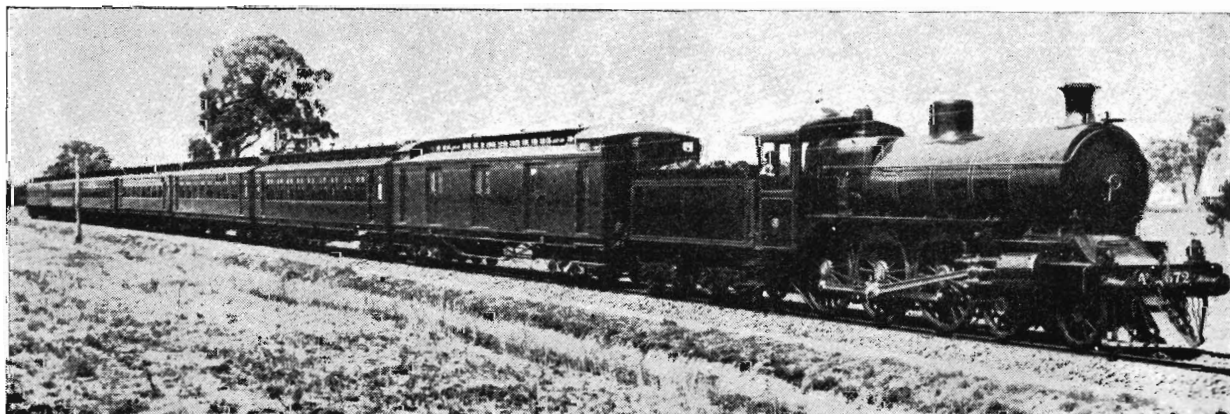




New A class and B class locomotives take the *Sydney Express* of 1889 up the Glenroy Bank.

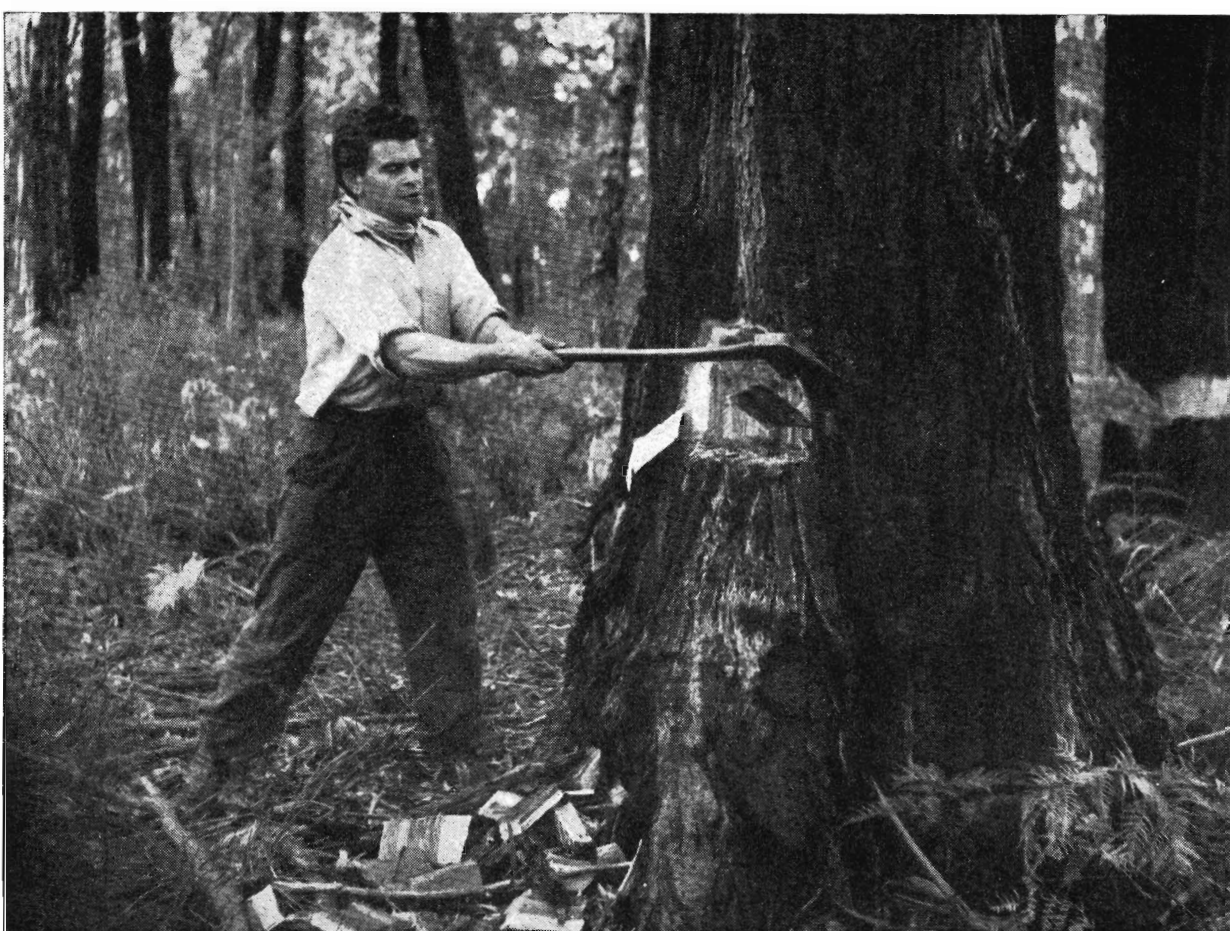


The new AVE and BVE cars of 1907, headed by a DD locomotive.



A2 572, the first of its class, hauling the *Sydney Express*.





The first stage of tree felling in the bush at Nowa Nowa: an axeman cutting a scarf which influences the direction of the tree's fall.

## OPERATION SLEEPER

**T**HE Department's sleeper cutting project at Nowa Nowa has shown what can be done with mechanization. Encouraged by its success, some local sleeper cutters have bought mobile saws, similar to those used by the Railways, to increase production.

Before the last war most railway sleepers were supplied by timber hewers who camped and worked in the bush. Since then, however, timber workers have been reluctant to hew sleepers, with the result that the Department's intake has been seriously short of requirements for track maintenance and new works.

So that supplies could be stepped up, and to demonstrate the use of simple plant, Way and Works Branch officers have developed mechanical aids to improve the rate of production, simplify the work so that unskilled men can be brought into the industry and, at the same time, lighten the sleeper hewer's work. Various portable saws and mills were examined and finally two commercial types of petrol driven mobile circular saws were selected and modified for sawing sleepers direct from the log in the bush. The Forests Commission made a suitable area at Nowa Nowa, in eastern Gippsland, available for the work to go ahead.

A modern worker's camp, complete with ablution block and hot water service, was built in the station yard at Nowa Nowa, and a team of New Australian railwaymen, practically

all Italians, was trained to use the new saws. Although none had any previous experience of bush work (actually some had never been in the bush before) the New Australians learned quickly, under expert tuition, to master the art of tree felling and making a straight cut along a 9 ft. log.

This is how the sleepers are produced. The selected tree is felled, either by axe, crosscut saw or power driven chain saw. It is then crosscut to the maximum available length. The log, which may be up to 3 ft. 6 in. in diameter and 54 ft. long, is then dragged by a caterpillar tread tractor to a prepared level work-site. The log is cut into 9 ft. sleeper lengths by mobile circular or crosscut saws. The 9 ft. billet length is rolled on to skids ready for longitudinal sawing. The operator marks out the 10 in. x 5 in. sleeper sections on the two ends of the log so that, in cutting, the annular rings will be as parallel as possible to the 10 in. face, and any unsound timber will be excluded from the finished sleepers.

After the top surface of the log is marked with a chalked line, sawing begins from the two outside edges, with vertical cuts as required. Should the log be of a greater diameter than the capacity of the saw blade, the log is rolled over and again sawn from the opposite side to line up with the original vertical cuts. By this means the billet is sawn into 5 in. and 10 in. thick flitches. These are then re-sawn into sleeper widths or thicknesses. The mobile power saws used for

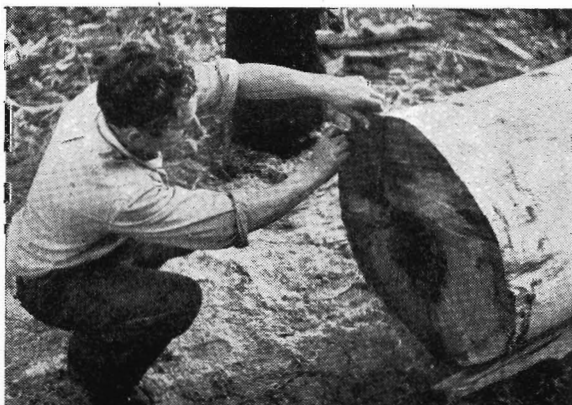




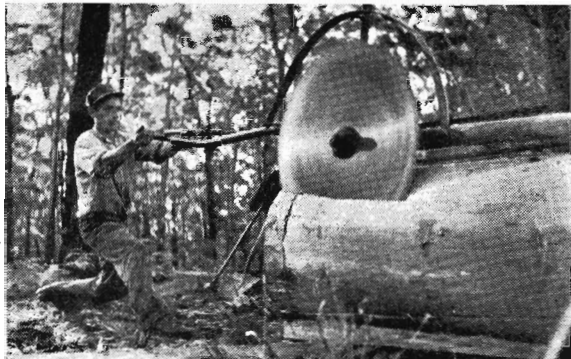
Felled in the bush, a log being dragged by a caterpillar tread tractor to the work site.

The sleeper cutting consist of a chassis mounted on a pair of rubber tyred wheels, with the engine at the rear to balance the 36 in. diameter circular saw at the front end of a long steel pole. The saw is driven by an 8 to 10 h.p. engine through a countershaft and long belts and rotates at 1,000 r.p.m. The operator guides the saw by an extension handle along the pre-marked chalk line with an up and down swinging motion. A full depth cut of 15 in. can be made in green hardwood in about three minutes. The operator is able to free the engine drive from the saw, as required, from the handle position.

The trees selected for sleeper cutting are past maturity and not suitable for sawmilling purposes. Their removal enables the Forests Commission to stimulate the growth of younger and sounder trees.



Marking out sleeper sections before longitudinal sawing.



Sawing billet into flitches from which sleepers are cut. The log, after cutting, has been turned over and is being re-cut from the opposite side.



A billet sawn into 5 in. and 10 in. thick flitches (slab or section of timber.)



Sharpening a cross cut saw in the bush.



# AROUND THE SYSTEM



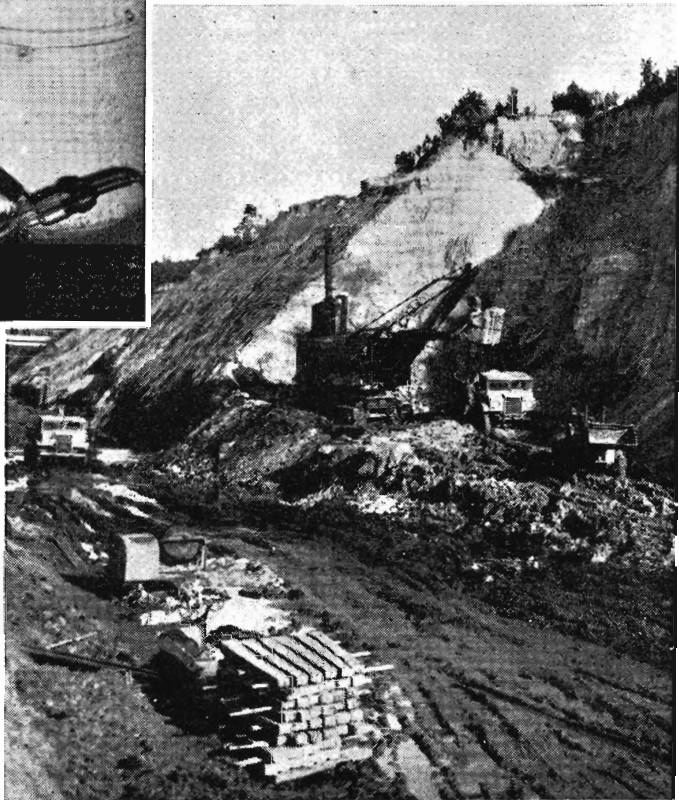
AMENITIES : Diesel drivers like the new electric kettle.



HOME AGAIN : Army girls return from Sydney.



WINTER LEAVE : Sailors at Spencer-st. on the way home.

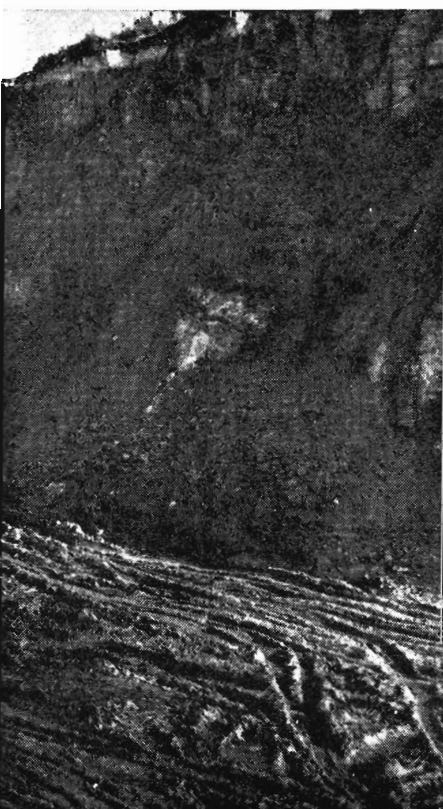


SPUR LINE : Work in progress in a cutting on the Moe s





**RENEWAL:** Points and crossings on the busy section west of Flinders-st. station were completely renewed recently.



line near Yallourn Marshalling Yards.

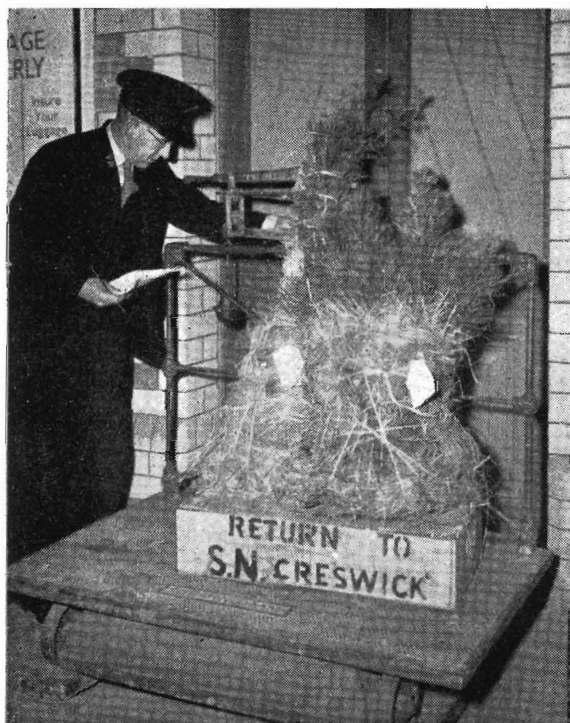


**INDIAN VISITOR:** Mr. D. Jind, a railwayman, inspects a diesel main-liner.





Plants being packed at the State nursery and plantation, Creswick.



Assistant Stationmaster C. J. Britten weighing young pine trees at Creswick station.

## TREES BY TRAIN

**B**IG quantities of logs for Melbourne's match factories, timber for building and case making, pulp for paper, potted trees and shrubs and young pines for transplanting, all of which are produced at the State nursery and plantation at Creswick, near Ballarat, are regularly railed from the local station to various parts of Victoria.

The plantation was established in 1889, together with a small nursery in Sawpit Gully, stock for which was obtained from the Macedon nursery. Planting of Radiata and Corsican pine was continued for many years and gradually extended to outlying areas at Glen Park, Canara and Moores. Another area of 80 acres, planted at Mt. Beckwith in 1916-1918, now yields 73,000 super feet of timber an acre.

In 1910 the Victorian School of Forestry was established and the plantations, which now cover an area of about 3,000 acres, with the nursery, are a valuable training ground for forestry students.

Useful quantities of case timber were produced from locally grown pine for a small saw mill adjoining the nursery. As larger timber areas matured, logs were sold to the timber trade, sales reaching an annual aggregate of about two million super feet. Some of this timber is absorbed locally, and the remainder, about 750,000 super feet a year, is railed to key markets.

The nursery also raises various types of eucalypts, wattles and shrubs for public sale. About 10,000 tubed and potted trees and shrubs leave the nursery annually, and here again the railways play an important part in distribution.



## B.R.'s Diesel Shunters

THE first batch of 25 B.R. standard diesel-electric shunting locomotives are now being turned out from the British Railways' workshops at Derby. They are part of the B.R. plan to provide 573 diesel-electric shunters during the next five years.

These little locomotives, only 29 feet long and with a maximum speed of 20 m.p.h., weigh 50 tons, have a tractive effort of 35,000 lb., and carry enough fuel for 10 to 15 days of almost continuous shunting.

The cab is fully enclosed. It is electrically lit, has adjustable side windows, a hot water radiator, and an electric food warmer. The controls are duplicated on either side of the cab and there is a dead man's pedal device.

## Irish Railway Dieselization

THE Irish Transport Corporation is issuing £2,500,000 5% transport stock to enable it to acquire diesel-electric locomotives, diesel rail-cars and other rolling stock, to carry out alterations and extensions to buildings, to provide workshops, and to buy new plant and machinery. It is estimated that the complete diesel transfer will cost about £3 million over a period of years, but that this expenditure will be repaid in profit on working costs in about five years. On the use of fuel oil alone there will be a saving of almost £1 million, and a further saving of at least £500,000 in maintenance costs. Other economies on rail and road services will save another £500,000 a year.

## "Dome" Cars for C.P.R.

THE Canadian Pacific Railway has placed an order with the Budd Company for 155 new lightweight, all stainless-steel, streamlined passenger cars. Designed primarily for travel between Montreal-Toronto and Vancouver, the cars will cost \$38 million. Deliveries will begin in early 1954. The order includes 18 observation cars of the "Vista-Dome" type, 18 "Vista-Dome" type coaches, 30 day coaches, 71 sleeping cars and 18 diners. The equipment is the equivalent of 15 complete trains.

## General Trend in U.S.A.

FOLLOWING the general trend in U.S.A., the Union Pacific Railroad, which has some highly scenic main lines through the Rockies, has ordered 15 new coaches with upper deck "dome" compartments. Five of these will combine dining accommodation with the domes, and the rest will be used by ordinary sitting passengers. These will be the first dome cars to run on the Union Pacific.



Staff of an express train in Yugoslavia

## Track Sweeper

AN American mobile track sweeper, expected to effect a considerable labour economy in sweeping up cinders, stones and other materials dropped in railway sidings, is to be tried out by the British Railways. The machine can be worked by one man. It is powered by a 100 h.p. petrol engine and is mounted on six rubber-tyred wheels which enable it to travel astride, alongside, or across the railway track. The rubbish can be swept into a scoop at the rate of five cubic yards a minute by means of a series of blades working in an endless chain, and then loaded into waggons by conveyor belts. In many of the larger railway yards between 1,000 and 2,500 tons of material have to be removed annually by hand and usually on Sundays. It is also hoped that the new machine will clear snow from railway tracks. In U.S.A., units of this type have cleared silt from Mississippi flood areas.

## Management Seminar

THE Illinois Central Railroad recently held a two-day management seminar, at Chicago, for 800 senior and junior officers of the railroad. Acting on the premise that a man's judgment is only as good as his information, its management staff were brought together to share the "inside

story" of the company's achievements, its problems and its future. Top officers gave the participants an insight into operations, maintenance, traffic, budgeting, debt reduction, purchases, corporate structure, finance, legal counsel, and personnel and public relations. At the dinner meeting, a well-known parson gave a ringing address on creative living.

One of the objectives of the seminar was to give the participants a better knowledge of one another and the work they all do. Nearly 500 came from more than 100 distant locations to join more than 300 from general headquarters.

## C.P.R. Rail-car Experiment

AN 85-ft. Budd diesel-hydraulic rail-car has been under trial by the Canadian Pacific Railway on the 164-mile line from Montreal to Mont Laurier. It was a severe test, as this line has 1 in 45 gradients, 8½-chain curves, and, in winter, much snow and very low temperatures. The car cut two hours from the six hours or more schedule allowed the steam-hauled passenger trains, and proved itself able to withstand the worst possible weather conditions. Passengers, whose opinions were sought, were enthusiastic. Well advertised, the car trebled ticket sales during its five weeks of work.





John Cassidy, retired railwayman, of Brighton, who recently celebrated his 101st birthday, with his 90 year-old wife, Mrs. Mary Cassidy. Mr. Cassidy, as a young man, came to Australia from County Meath, Ireland, where he had been a railway telegraphist. He had intended to go on to America to join his two brothers there and was, in fact, about to board a ship at Melbourne when he met a Victorian railwayman who persuaded him to join the Department. "I never regretted it, as I not only enjoyed my work in the railways, but it was as a railwayman at Pyramid Hill that I first met the young woman who became my wife," said Mr. Cassidy in broad Irish. He added that it was his life in the railways, mainly in the country, that had kept him in good health and enabled him to live to such a great age. Mr. Cassidy's one regret is that when he was stationed at Euroa he did not buy the 320 acres of land offered to him at £1 an acre. His record shows that in 1889 he was porter-in-charge.

## The Gold Standard

ON a recent visit to Beaufort, Block and Signal Inspector G. Jones, discovered that the first entry in the station's Lost Property book was dated March 16, 1875. It referred to a lady's straw handbag containing £9 in gold, 16/- in silver and a pair of gloves. "The ink used in those days must have been very good, as the entry and others seemed almost as legible as the day they were written," says Mr. Jones.

## 1/3d. a Day Apprentice

FOREMAN Plumber G. A. Stone, of the Laurens-st. Depot, North Melbourne, who retired recently, began his railway apprenticeship in 1905 when a first year trainee was paid 1/3d. a day. As a sewerage and water supply plumber he saw much of the system in his 48 years' service. He helped to put in the first Departmental country septic tank at the Koroit stationmaster's quarters and worked on the original sewerage installations at Flinders-st. station. In the final year of his apprenticeship he was sent to Mildura to put in sewerage at the new station. Mr. Stone thinks that apprentices are very well treated today in both pay and conditions. Better equipment and materials contribute to better and quicker plumbing jobs. Among those who came to farewell him was ex-Foreman Tom Griffiths, who retired about 16 years ago. Mr. Stone is retiring to his new home at Seaford.

## Brown Coal Loco Driver Retires

INITIAL experiments with pulverized brown coal as a locomotive fuel are recalled by the recent retirement, through ill health, of Driver John T. Harder, who was in his 47th year of railway service.

He joined the Department as a lad labourer at Spencer-st. in 1906 and, four years later, transferred to the North Melbourne Locomotive Depot as a cleaner. Subsequently he fired and, later, drove country passenger and goods trains as well as the old suburban steam trains. As a fireman he

was on opposite shifts to the present Superintendent of Locomotive Running (Mr. P. L. Edmonds) on the Port Melbourne line. He saw the first A2's and helped to break in the first batch of N locomotives built at Newport Workshops. Mr. Harder left steam for "sparks" in 1927 and was based on Jolimont until his retirement.

He was selected with Mr. F. Archer, in 1923, to drive A2 and, later C and DD locomotives fitted experimentally with American equipment to test brown coal dust as a locomotive fuel. The tests, which were not completely satisfactory, were supervised by the then Chief Mechanical Engineer, Mr. A. E. Smith and Dr. Herman, the State Electricity Commission's brown coal expert. The former Chairman of Railway Commissioners, Mr. N. C. Harris who, at the time, was Assistant C.M.E., was particularly interested in the experiments and often rode on the footplates of the engines.

Mr. Harder took a keen interest in union affairs. For many years he was a delegate and a member of the executive of the Australian Federated Union of Locomotive Enginemen.

## Circus Driver

KNOWN throughout the Western District years ago as the "circus driver," (he drove Wirth's circus special train so often), Driver A. C. Romer, of North Melbourne Locomotive Depot, retired recently after 42 years' service. On one circus trip, the engine of the first train stalled on the steep grade on the way to Heywood, and a valuable foal, only a few months old, escaped. It was recovered a short distance from the railway line and put into the guard's van of the second special. For that, Driver Romer who was driving the second train, got a pass for himself and his six children to see the show at Hamilton.

Mr. Romer, when transferred to Ararat in 1923, took an active interest in community affairs, and at one time was branch secretary of his union. He returned to North Melbourne, for good, in 1930.

## Obituary

RAILWAYMEN of the older generation will regret to hear of the death of Mr. James D'Arcy, retired yard foreman at Bendigo, who was an indefatigable worker for charity.



Wodonga railwaymen have formed a committee to raise from among the local staff £160 to provide and maintain a one-bed ward in the new district hospital. Railwaymen have always contributed generously to hospital appeals, and the committee feels that a donation of 15/- from every member of the Department at Wodonga will soon be forthcoming. Committee members in the above photograph are: standing (left to right)—A. Reid, T. Moore, C. Whitehand, W. Welch, S. Warnock, A. Reaper, J. Halliwell. Front row: G. Lloyd, V. Snow, A. Elvish, H. Binder, C. Tannock.

—Photograph A. Elvish



**W**INNER of the 1951 award for the best Australian 8 m.m. film, *The Straw Man*, Mr. Terry Stabler, Accountancy Branch clerk, has had further successes; this time in collaboration with Mr. Alan Patterson, of Hawthorn. Titled *Ex Umbra*, and set entirely in an antique shop in Hawthorn, this imaginative film recently won the Melbourne 8 m.m. Club's 1952 award as well as first place in the Western Australian photographic open competition and the 8 m.m. section of Queensland's contest. Made in colour, *Ex Umbra*, uses light and shade effects ingeniously to lend vitality and significance to the figures, faces and antiques in the shop.

A Yorkshireman, Mr. Stabler joined the railways soon after his arrival in Melbourne, more than three years ago. In England he was with a local government authority. Photography runs in the Stabler family. His father, who produced a coloured film of the Gippsland Lakes, won eighth place with it in the 1951 best Australian film competition. Originally with the old London and North Eastern Railway, he is now at Newport Workshops.



Mr. W. Forrest, Signal and Telegraph Engineer (left) presenting Mr. A. S. Emery, draftsman, with a wallet of notes on his retirement. Mr. Emery comes of a railway family. His father retired as shedman at Seymour, his two brothers are railwaymen (the elder a relieving stationmaster and the younger a fitter at North Melbourne Locomotive Depot) and his three sisters were in the Refreshment Services Branch. Two of the sisters later married railwaymen.

### His Last Trip

**O**NE of Essendon's best known electric train drivers, Mr. W. D. Wake, retired recently after 44 years' service. He joined the service as a cleaner at North Melbourne Locomotive Depot in 1909 and later, as a fireman at Essendon, he was in the crew of the last steam train that ran from Essendon to Sandringham. After several years' duty at North Loco. he returned to Essendon and, as a driver, he took the last steam train from Essendon to Broadmeadows. Transferred back to North Loco. he did all classes of passenger and goods train work before becoming an electric train driver at Jolimont in 1930. He was at Essendon for eight years before his retirement.

### Guard's Retirement

**P**ASSENGER Guard Charles King, who retired recently after 43 years' service, was a member of a well known and respected railway family. His father and brother had railway service, and his son is a stower at the Melbourne Goods Depot. Four of his nephews are also railwaymen: K. Mathieson, ganger; R. Thomas, upholsterer, North Melbourne; R. Chandler, electric train driver, Jolimont; and J. Smith, electric train driver, Sunshine.

Mr. King joined the service in 1910 and, a year later, became a shunter in the Melbourne Yard. He later worked at Ararat, Dandenong and Stawell. He became a goods guard at Stawell in 1921 and a passenger guard at Spencer-st. in



## BEST POSTER OF THE YEAR

1953

## First Prize

SINGLE SHEET SECTION

Awarded to *Victorian Railways*  
for *8 Roles Men of Service*

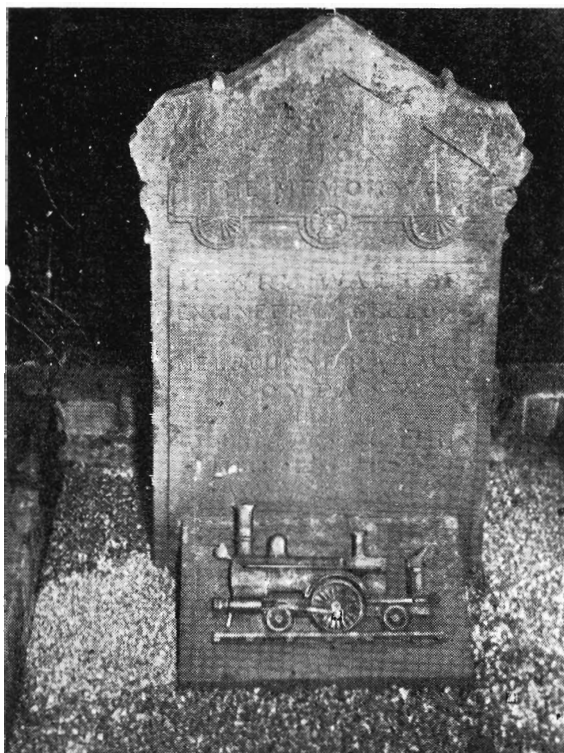
ANNUAL POSTER CONTEST CONDUCTED BY THE  
OUTDOOR ADVERTISING ASSOCIATION OF AUSTRALIA

*Mr. J. H. ...* President *Mr. ...* General Secretary

The Department's eight "Men of Service" posters were recently awarded the first prize for "Best Poster of the Year" by the Outdoor Advertising Association of Australia.

1950. From 1929 to 1943 he was union secretary at Ararat and was a union representative at the A.L.P. Easter conference for four years. He took a prominent part in the organization of the Ararat picnic fund and was a member of the first V.R.I. committee at Stawell.

In his younger days he was a good bicycle rider and foot-runner.



Describing himself as a "lover of the railway," Mr. Roy H. Holden, a Geelong businessman, chanced upon the grave in the Eastern cemetery of Henry Walters, locomotive engineer of the old Geelong and Melbourne Railway Company. It was overgrown with weeds and the only thing visible was the top of the headstone. Mr. Holden tidied up the grave and had the sides of the grave concreted by a local firm. From an illustration in *News Letter* he made a pattern of *Titania*, one of the Company's locomotives, and had the casting done by a local foundry. Henry Walters was killed in an accident the day the Company's first train ran on June 25, 1857.



## Craftsmen

MR. James Satchell, who made the scale model of the 0-4-0 well-tank locomotive featured in last month's *News Letter*, was the father of the late John Alfred Satchell, who, at one time, was foreman of the old V.R. telegraph workshop and subsequently telephone and telegraph supervisor. In 1909, the manufacture of the Department's rail and fishplate gauges was entrusted to Mr. Satchell, and the Commissioners of the day were so satisfied with them that they granted him an honorarium for "meritorious manner in which the work was done." Before Melbourne University had its own workshop, the Department made many of its testing instruments, including much of the apparatus used by the late Professor Lyle. John Satchell joined the Department in 1889, retired in 1933 and died early this year.

Incidentally, James and John Satchell, father and uncle, respectively, of the late Mr. J. A. Satchell, were employed by Langlands Foundry and were both superlative craftsmen. They were responsible for turning the steel pillars in the Collins Street Branch of the E. S. and A. Bank, which are regarded by engineers and architects as a typical example of the thoroughness and skill shown by artisans of the calibre of the Satchell brothers.

## Veteran Loco. Men Retire

TWO Ballarat railwaymen with a combined service of over 80 years retired recently. They were Enginemen's Instructor A. Rands and Fitter's Assistant T. L. Martin, of the Ballarat Locomotive Depot.

Mr. Rands joined the Department in 1913 as a repairer in the Way and Works Branch. Two years later, he became an engine cleaner; from then on he was fireman in 1917, driver in 1937, and night depot foreman at Benalla in 1944. Back in Melbourne in 1948, he was appointed Enginemen's Instructor. He returned to Ballarat, the same year, and remained there.

Many of Mr. Rands's footplate graduates were present at his farewell. Presenting him with a travelling rug and case, the District Rolling Stock Superintendent, Mr. A. C. Embling, recalled that Mr. Rands had driven every type of engine, from the small R class Ballarat-made Phoenix engine to the big, modern types. He was also the first winner of the *Harold W. Clapp* prize for engine working, safeworking and Westinghouse brake working. It was not generally known, added Mr. Embling, that Mr. Rands was awarded the Royal Humane Society's Silver Medal, about 25 years ago,

for rescuing a man from a burning house.

Fitter's Assistant Martin joined as an engine cleaner in 1911 at the Ballarat Locomotive Depot. Except for short relief periods at Daylesford, he spent the whole of his railway career in Ballarat. Appointed engine driver in 1926, he later became the first instructor driver at the Ballarat Locomotive Depot. In 1940 eye trouble obliged him to give up driving and he was appointed fitter's assistant at the depot, where he remained until retirement.

Looking back, Mr. Martin recalls the old R, RY, and DD as the engines of the day when he joined up. Beside them the A class looked a giant and "something to be marvelled at."

Mr. Martin has two railway sons. Mr. J. Martin is a train controller at Seymour, and Mr. L. Martin is a goods guard. A daughter, Mrs. J. Fitzsimmons, is the wife of the assistant stationmaster at Great Western.

Mr. Martin, who was presented with a case and a rug, is a keen gardener and supporter of the Golden Point Football Club.

## Thanks

FOR the assistance given by the railways to the Lord Mayor's holiday camp for country children at Portsea.

—Melbourne City Council Town Clerk,  
Mr. H. S. Wootton.

For excellent traffic arrangements for the Girl Guides Association's Coronation Rally at the Showgrounds.

—Mrs. D. Curtis-Otter, State Commissioner,  
Girl Guides Association.

For courteous and expertly efficient service by a member of the Traffic Branch in tracing and delivering luggage from Sydney.

—Mrs. F. B. K. Stamper, Camberwell.

For the attention and first aid treatment she received from Geelong station staff when she became ill in a train recently.

—Mrs. M. F. Wall, 357 Little Collins-st., Melbourne.

For the special train arrangements for Gippsland Guides and Brownies who attended the recent Coronation Rally at the Royal Showgrounds in Melbourne and for the help and courtesy of station staffs.

—Miss E. M. Jack, Secretary, Warragul Division, Girl Guides Association.

## ★ THE THINGS THEY SAY ★

Individual freedom is our most precious possession. It is to be guarded as the chief heritage of our people, the well-spring of our spiritual and material greatness, and the central target of all enemies—internal and external—who seek to weaken and destroy.

—President Dwight D. Eisenhower

\* \* \*

There is no one who cannot find a place for himself in our kind of world. Each of us has some unique capacity waiting for realization. Every person is valuable in his own existence—for himself alone. In our communities, in our circle of family and friends, each of us can bring to fruition these innate, God-given abilities.

—George H. Bender

\* \* \*

The spark from heaven falls. Who picks it up? The crowd? Never. The individual? Always.

—A. Whitney Griswold

\* \* \*

It is necessary to try to surpass one's self always; this occupation ought to last as long as life.

—Queen Christiana

Too low they build who build beneath the stars.

—Edward Young

\* \* \*

Far better it is to dare mighty things, to win glorious triumphs, even though checkered by failure, than to take rank with those poor spirits who neither enjoy much nor suffer much, because they live in the gray twilight that knows not victory nor defeat.

—Theodore Roosevelt

\* \* \*

God, who is liberal in all His other gifts, shows us, by the wise economy of His Providence, how circumspect we ought to be in the management of our time, for He never gives us two minutes together.

—Francis Fenelon

\* \* \*

He lives on the wrong side of a one-track mind.

—Oscar Levant

\* \* \*

Don't try to be a superman. Just to be a man is sufficient in this world.

—Arturo Toscanini



## This Month's Thought

**K**NOWALLS, like holdalls, must sometimes be sat on before they shut up.

## Artificial Respiration.

**A**RTIFICIAL respiration will be of no avail if there is not an adequate airway. In all cases of apparent drowning it is essential to be sure that the patient's air passages are not blocked by weed or other debris, or by water or froth. A quarter of a minute spent to ensure a clear airway is time well spent.

Suspend a child by his feet, shake him and pat his back. Place an adult face down, raise his hips well up and shake him. In all cases sweep your finger round the back of his throat to remove any foreign substance.

When applying the Holger-Nielson method to young children remember that their bones are soft and immature. For a child aged from two to ten use the finger tips only for pressure. For children under two place the patient's arms by his sides, use thumb pressure only, and only raise the shoulders from the ground in place of the pull upwards of the arms.

## Spring has Cub

**H**AY Fever is with us again—the itchy eyes, the frequent sneezing—and all because of allergy.

Allergy is abnormal sensitiveness to various substances, usually quite harmless to normal people, but which affects susceptible people in many different ways. Hay fever, bronchial asthma, urticaria (nettle rash), pruritis (itching, local or general), gastritis, eczema (including infantile eczema), migraine or serum sickness may occur.

The offending substance may be inspired, e.g. pollens, dust from dried paints, feathers, kapok, horses, cats, or even the aroma of certain flowers. It may be taken as food, e.g. cereal, eggs, shellfish, tomato, or from bites and stings. We had a patient who was allergic to bull ants. Who isn't? But this one really was.

There is a strong hereditary factor present in allergy; there is usually an allergic aunt or grandfather to blame.

The food troubles usually leave us in adolescence. Hay fever and asthma often first arise in young adults. Frequent unexplained colds and bronchitis in children are often the beginnings of asthma in later years.

But do not despair. A lot can be done. The specific substance may usually be identified by simple skin tests, and its removal or avoidance will clear up attacks. For example, if horse dust gives you asthma, keep away from horses; if kapok affects

# FIRST AID to HEALTH

★  
*finis coronat opus*

you, use a feather pillow. But we have yet to find an easy way of avoiding grass pollens which are carried by a strong northerly blowing over the grassy plains.

Several new preparations (anti-histamines) have become available lately and are well worth trying, and, of course, sprig will soon pass.

## Chicken Pox Is No Joke

**C**HICKEN POX is a nuisance sickness. A nuisance because infected children, often too young to understand why, must be isolated from school and from play with others.

Most of us know the child who is at first fretful, off its food, and perhaps feverish. Then come the tell tale spots, first on the trunk, progressing from rose coloured spots to match head blisters, then pustules and finally to scabs. The complaint is highly infectious and is spread by droplets in talking, coughing and laughing, by contact at play, by infected articles, and, worse, the virus can even travel several feet to its next victim. One to three weeks may elapse between infection and the first spot. Apart from isolation, the patient's main complaint is of itching, and scratching must be prevented. A girl's face may be marked for all time, if she is allowed to pick, and so infect a scab.

Keep a child in bed for the first few days and isolate him or her until the last scab has separated without re-forming. This may take up to three weeks. Itching may be relieved by bathing with boracic or calamine lotion or by dusting with starch and boracic powder. Cut the hair if the scalp is heavily infected.

## What is Wrong?

It was getting dark early. The rain had stopped. As they moved slowly northward the heavy fleeces of the clouds were being combed by the trees on the hills. The postmaster lit his lamp and settled back

in his chair near the switchboard. The floods were getting worse. The line to Orbost was down and the river flats were under.

There was a long buzz from the board and a shutter dropped. This would be the Cagleys, old Martha and Bill. They should be safe enough. Their place was on a little rise above the flats. The postmaster plugged in. "Long Valley." "Oh! Mr. Treston!" Mrs. Cagley's voice was excited; "Could you ring the doctor please, Bill's just collapsed on the floor, and he's unconscious. Get him quickly please."

"All right, Mrs. Cagley, I'll get him as soon as I can, but I'll have to send someone to the Three Mile on horseback. Now, hold on just a minute." Treston called to his wife. "Belle, get Hugh to ride to the Three Mile and ring the doctor, and then wait to guide him by the back road to Cagley's. It's urgent."

"Now, Mrs. Cagley," he spoke into the telephone again, "was there any warning of this trouble? He had a headache, did he? Did he call out or struggle? No? Had he been sick? No? Well, if he's put the cows in the top paddock and carted some hay up there, he must have been all right. Did he complain of any pain? Oh, I see, just a tingling or numbness in his leg? Which one? Oh, the left one. How's his colour? Flushed, is he, and his breathing? Sort of spluttering, is it?"

"Now, Mrs. Cagley I want you to just raise his arms and legs a little, one at a time, and let them go, then tell me if you notice any difference. Yes? The right side seems to be a little bit stiffer than the left, does it? Any sign of injury Mrs. Cagley? Did he injure his head when he fell? Good!"

"Now, Mrs. Cagley, make him comfortable on the floor, loosen his collar and waist. Raise his head and shoulders on three pillows and turn his head to one side—well, yes, the left side. Put well covered hot water bottles at his feet and sides, and cover him with a blanket or rug. Keep putting cold compresses to his head. Brandy? Oh, no, don't give him brandy. Hugh will be along with the doctor in an hour or two and you can move Bill then. Ring me if there is anything else, and later on you'd better get yourself a cup of tea. Goodbye."

## Corrections for Curly and the fire in the hut (See August News Letter).

1. Curly should have remained upright when entering the hut.
2. He should have protected Jim from the rain.
3. Artificial respiration was not necessary. Silvester's method was the wrong choice.



# SPORTS

## Table Tennis Carnival

**T**EAMS from Victoria, New South Wales, Queensland and South Australia were represented at the Australian Railways Institutes' table tennis carnival in Adelaide recently. With an undefeated record, South Australia won the championship shield from N.S.W. Although Victoria failed to defeat any of the competing States, the team's captain, Mr. W. Sheehan, was the only player at the carnival to beat M. Hooper, the South Australian champion who won the singles championship and teamed with H. Merritt to win the doubles event. Seeded fourth, Mr. Sheehan reached the singles semi-finals and, with Kevin O'Shannassey, played in the quarter finals of the doubles.

## Wimmera Golf Tourney

**T**HIRTY railwaymen, some from Serviceton, Kaniva, Hopetoun, Warracknabeal, Beulah, Murtoa, Stawell, and Ararat, took part in the fourth annual Wimmera railways golf tournament at Dimboola last month. It was organized by the Dimboola branch of the V.R.I. The weather was perfect and competition arrangements were well handled by the president of the V.R.I. Club (Mr. George Tolliday) and the secretary (Mr. Dave Causon). Curiously, in the four years, so far, of the tournament, the main event, the men's singles championship, has resulted in



Geelong V.R.I. team, winners of the Geelong 1952-53 mid-week cricket association premiership—Back row: Train Examiner J. Hutchinson (scorer), Leading Shunter F. McWilliams, Signalman G. Carter, Train Controller W. Slattery, Driver R. Paley, Shunter J. McLoughlin, Signalman C. Tozer (secretary and manager). Front row: Clerk T. Troughton, Number Taker K. Massey, Guard C. Hovey (vice-cpt.), Driver L. Fogarty (cpt.), Signalman R. Robinson, Train Examiner D. O'Donnell. It was the team's third premiership since entering the competition in the 1946-47 season. Geelong V.R.I., with the assistance of several Loco players, won the Railways Country Week D.S.J. shield in 1952 for the third successive year. It has only lost the shield once in the last five years. Vice-cpt. Hovey, who has made several interstate trips with the V.R.I. team, won the batting average in the local mid-week competition and the batting and bowling averages of the V.R.I. team this season. The Geelong Loco team won a place in the final four in the mid-week contest, but was defeated by the police team in the semi-final.

a tie, and three more holes were played to decide the winner. This year it was won by D. Causon (Dimboola), who defeated J. Villiers (Murtoa) at

the 21st hole. Stationmaster Gough presented a trophy to the winner. The A grade nett event was won by G. Sharp (Dimboola), the B grade by A. Patford (Ararat), the secret 9, N. Edgar (Dimboola) and the winners of the teams event were K. Baudinette (Ararat), N. Edgar (Dimboola), and A. Patford (Ararat). Twenty railway wives took part in the ladies' events. Mrs. T. Herlihy (Dimboola) won the railway championship, Mrs. Deverall (Stawell), the railway nett, Mrs. N. Edgar (Dimboola), open ladies' nett, Mrs. Teschendorf (Dimboola), the secret 9 and Mesdames Teschendorf, Herlihy and Edgar, the teams event. The best gross scores were registered by Mr. Roy Kydd, V.R.I. sports secretary, and Mrs. Laslett (Murtoa).



Left to right—K. McIver, R. Jones (captain), Mr. H. Grice (presenting the Dunkling Shield), D. Caven and F. Cadan. The A grade tennis shield was won by Accountancy Branch.

## Football Finals

**T**HE first and second semi-final football matches for the Commissioners' Cup were decided recently. North Loco. defeated Spotswood 'shops' by 22 points and Newport 'shops' won comfortably by 20 points from Northern Lines. Details of the final and grand-final games will be given in the next issue of *News Letter*, together with the results of the interstate football carnival in Perth.





VR  
*News Letter*

OCTOBER

1953





**INTO THE DAWN.** This photographic study of *The Overland* is regarded as one of the best pictures so far taken of the Melbourne-Adelaide express. It has drawn the special commendation of the builders of the diesel-electric locomotives that haul the train. Besides the modern roomette, *Amulet*, and sitting room, *The Overland* now has an air-conditioned all-steel composite car for first and second class wayside passengers.



## Why Electrify?

**R**AILWAYMEN, both professional and amateur, impressed no doubt by the new L class locomotive have, in recent months, repeatedly posed this question: why, if diesel-electrics have proved themselves so efficient and powerful in dealing with all kinds of big loads, is it necessary to incur considerable capital expenditure in electrifying 84 miles of Gippsland line for the brown coal traffic? The answer is fairly simple, if not readily apparent. At a certain point on the graph of traffic density, electric traction, allowing fully for the capital costs of installation, new rolling stock and running costs, is cheaper than any other form of mechanical transport. That point on the graph is expected to be reached and passed with the planned expansion of output from the Latrobe Valley. Such expansion will, of course, tend to stimulate secondary freight and passenger traffic, as more people are drawn to the Latrobe Valley, more small businesses are built up, and more day-to-day supplies are needed. The electrification of the line, therefore, is an aspect of sound, forward planning on the best economic principles.

## The Superphosphate Problem

**A**T this time, the annual problem of superphosphate crops up, complicated by the annual unwillingness of some farmers to order it when they can get it without delay or trouble, and with cheap rail freight charges into the bargain. The Railways expect to carry, all told this season, 600,000 tons. Of that, they will probably have to move a third in the three busy months of the wheat harvest, and another 150,000 tons in the subsequent three months. That will be the limit of their capacity, after Christmas, when the harvest can still tax rail resources, even with their new engines and trucks. It means that a quarter of a million tons of fertilizer simply must be railed to the country before Christmas, while trucks are plentiful. Railway problems apart, however, it is prudent insurance by the farmer to have his superphosphate on hand at the precise moment he needs it rather than risk delay and (especially if he is some distance from his supplier) the necessity for expensive road transport. That is his share of the overall problem, and railwaymen do well to remind him of it.

## Who Really Saves?

**A**N airway's recent claim that, on a time-is-money basis, air passengers, compared with an equal number of train travellers, saved more than £5 million last year, is discounted a good deal by even casual analysis. Time can only be equated with money during the more or less recognized hours of gainful employment; and a goodly part of those train passengers would be on interstate or long-distance night travel, outside those hours, or on country and suburban pleasure trips. Again, probably at least half of them would be women and children who are not gainfully employed, and, instead of losing money, saved it (as all train passengers do) from much lower fares. Assessing all these factors, plus the hidden cost of large subsidies paid to air lines, it would not be surprising to discover that the airway's assumed boot is really on the railway's foot.

## The Overland Goes Ahead

**T**HE Overland has been further improved with an air-conditioned all-steel composite car, with accommodation for 24 first and 32 second class wayside passengers. Previously, these passengers travelled in a non-air-conditioned car. To improve their lot in this way, Newport Workshops recently converted two first class all-steel cars, that had been used on main lines, into composite cars. Their riding comfort is much greater than those they replace, as their bogies are of a more modern type, with axles mounted on roller bearings. In addition, the cars are better lit and their occupants can relax in *Spirit of Progress* type seats.

## Engine Spotters

**N**OBODY questions the starring role of trains in the life-cycle of the male child. Even when the wheel has gone full circle he is often found still playing with them, more especially when he buys them at Christmas, for his grandson to watch. Realising this dominating interest, a Sydney children's newspaper with a wide circulation is roping its young readers into a fascinating train game. It regularly publishes the picture of an engine and offers a prize of ten shillings to the first spotter who backs up his spotting with the number of the engine, exact time, date and place. At the newspaper's request a photograph of S 302 was recently sent for publication and spotting.

Incidentally, train spotting in England is as popular with children of all ages as square dancing in Victoria. An English schoolboy, now at a Melbourne High School, came to the Rolling Stock Branch recently for some information about V.R. locomotives. An expert train watcher, he proudly displayed a spotter's badge that, he said, had been presented to him by British Railways.

## The Story of the Trains

**T**HE child's almost congenital interest in trains is being exploited in a highly successful way by the Education Department to teach, without tears, geography, health, safety, courtesy, civics and economics. The media are a 16 m.m. film, "Let's Look At Railways," and a film-strip, "Richard Takes a Train Ride." Through them children in more than 1,600 Victorian State Schools will discover, among other things, where trains go, why railways are important and how they promote prosperity, why people should not take risks at level crossings, lean out of windows or throw rubbish through them, and why they should help to keep carriages clean and be courteous to other train passengers. Encouraged by success, the Visual Branch of the Department is making two more strips, one on the transport of passengers by electric, steam, and diesel trains, and the administration, power, marshalling and storage and signalling involved, and the other on goods traffic. The Railways Department is, of course, co-operating with the Education Department in these projects.

## "Layettes"

**R**OOMETTES and twinettes are apt names for the highly popular single and double-berth sleeping cars on *The Overland*, but so far nobody has been able to suggest an entirely suitable name for the aircraft-type reclining chairs in the new sitting cars. Adjustable to a degree, they suit a variety of sitting and reclining postures. One can read in air-chair comfort or sleep in something rather better than chaise-longue ease. "Slumber seats" they are called in America; which, if one makes allowance for the inveterate American habit of using lyrical words in a severely factual context, gets pretty near the mark, with its balance of emphasis on stretching out and snoozing. It was probably this aspect that prompted two smartly dressed young things at the main booking office at Spencer-st., a week or so ago, to ask for two layettes on *The Overland*.

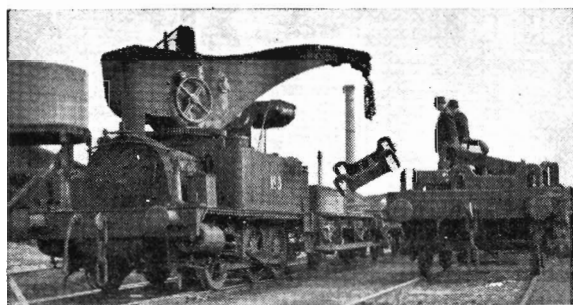
## OUR FRONT COVER

Shows wool being unloaded at Castlemaine for the local woollen mills. This month, wool is being railed from many parts of Victoria for the sales in Melbourne, Geelong and Albury. Most of it will, ultimately, be shipped overseas, but large quantities will go to Melbourne and Geelong and be used later by country woollen mills and scourers.

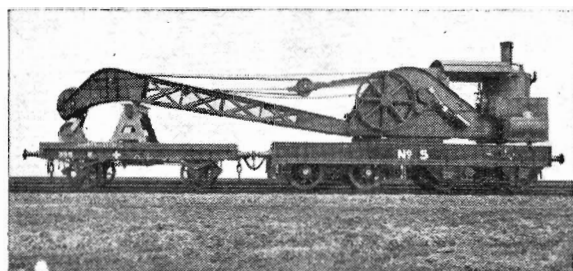




Wheeling an N class locomotive at Newport Workshops. A powerful overhead electric crane is used for hoisting locomotives to enable their wheels and axles to be rolled in.



This shunting crane is used mainly in workshops.



Crane used to re-rail locomotives and trucks.

## CRANE POWER

**T**HERE are comparatively few places around the system where one does not see a crane at work. No railway network could function efficiently without adequate crane power.

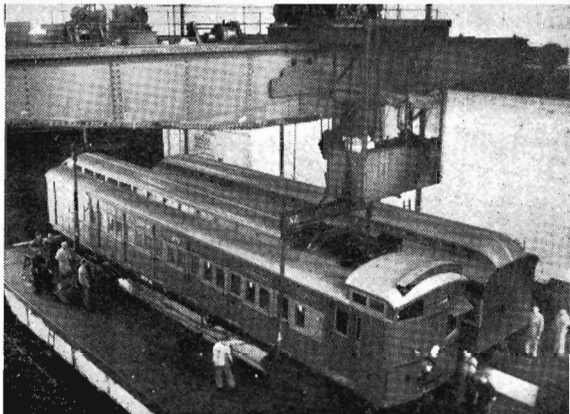
Various types are used for many purposes. Handling goods that are too heavy to be lifted or moved manually, assembling plant, machinery and materials, lifting rolling stock, converters and other heavy electrical equipment—all demand crane power.

Cranes are also used to overcome break of gauge difficulties where Victorian and New South Wales systems meet. Coal, for instance, railed from the New South Wales mines is transhipped into Victorian trucks at Wodonga by transporters (overhead grab-bucket cranes).

There are cranes on rails, too. Even in the best regulated railway systems, mishaps, even if few, sometimes occur. Then, such breakdown cranes go into action to re-rail a derailed locomotive or some trucks. Mobile cranes are also used in the repair and construction of bridges.

During the past few years the Department has increased





An overhead electric travelling crane lifting an electric suburban car at Jolimont Workshops.

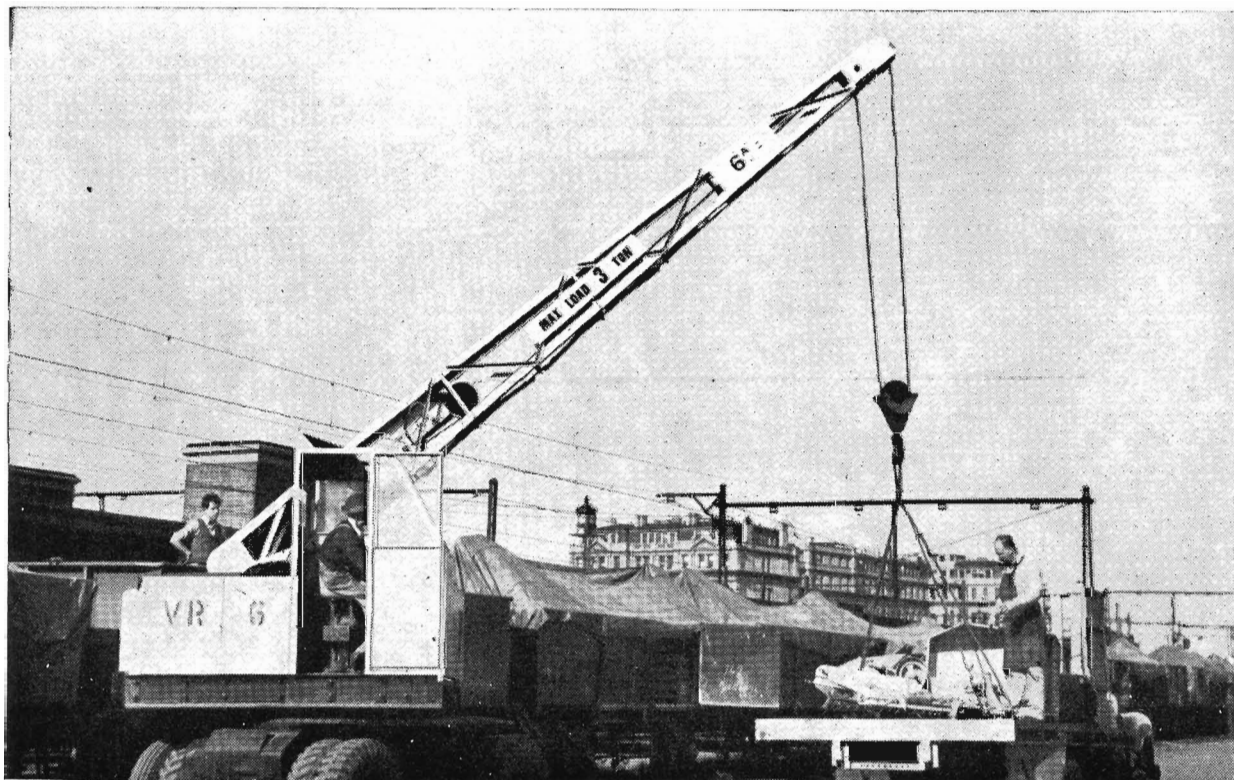
crane power in the Melbourne Yard with the installation of a 30-ton gantry and six, four and three-ton mobile cranes. The expanding Dynon Goods shed area is also to have its crane power boosted; three of the gantries on order (two 4-ton and one 25-ton types) are earmarked for heavy lifts there. More power is being given to important country centres. Ballarat has a new mobile crane, and another is on order for Bendigo.

New cranes now appearing on the railway scene are the first instalments of the approved state wide replacement and modernization programme. It has been decided to call tenders in Australia and overseas for the manufacture and supply of fourteen modern all-steel electrically operated



A 15-ton gantry unloading a motor car at Melbourne Goods.

8-ton derrick cranes and ten all-steel electric-powered five-ton jib-cranes. They will replace cranes that have given very good service over the years, but are now regarded as obsolete. But, the latter will not be scrapped. There is still work for them in country places where only a small amount of light lifting has to be done.



A modern three-ton petrol-electric mobile crane used mainly for goods handling.



# WHY CLAIMS ARE GETTING FEWER

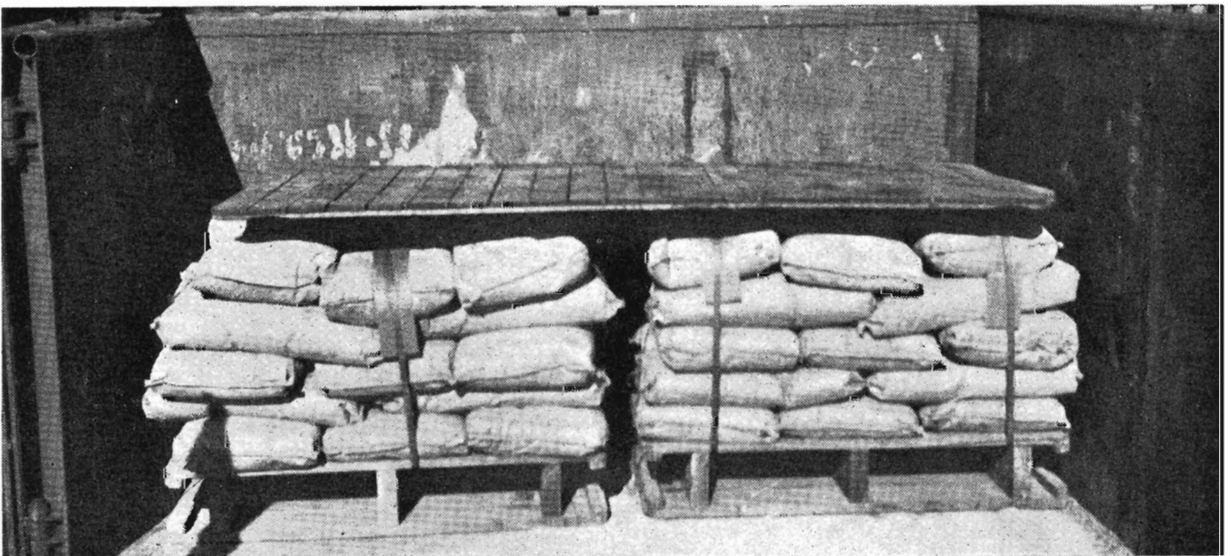
A recent decrease in the number of claims payments for damage underlines among other things an increased efficiency in handling the railway's expanding business. Correspondingly, the records of pilferage and shortages disclose a sharp decline and demonstrate a mounting and commendable effort to safeguard the Department's interests and retain customer goodwill.

Constant efforts are being made to get various types of cases, crates, fibre containers, drums, and casks, standardized, and rewarding progress has been made by the Claims Prevention Officers, despite difficulties associated with the allotment of packing costs between consignor and consignee. Senders are showing a growing appreciation of the service and advice given by the railways on packing problems, and more firms are consulting the Department when they are planning the design of protective equipment.

For example, a South Melbourne engineering firm, which was making a milk processing plant, worth £58,000, for a New South Wales dairying company, recently sought the advice of the claims prevention section on the best method of packing the plant for dispatch by rail. This was gladly given, and, for one article alone, valued at £7,000, a crate was made to railway specifications. Ultimately, the entire plant was loaded in railway trucks and reached its interstate destination in perfect condition.

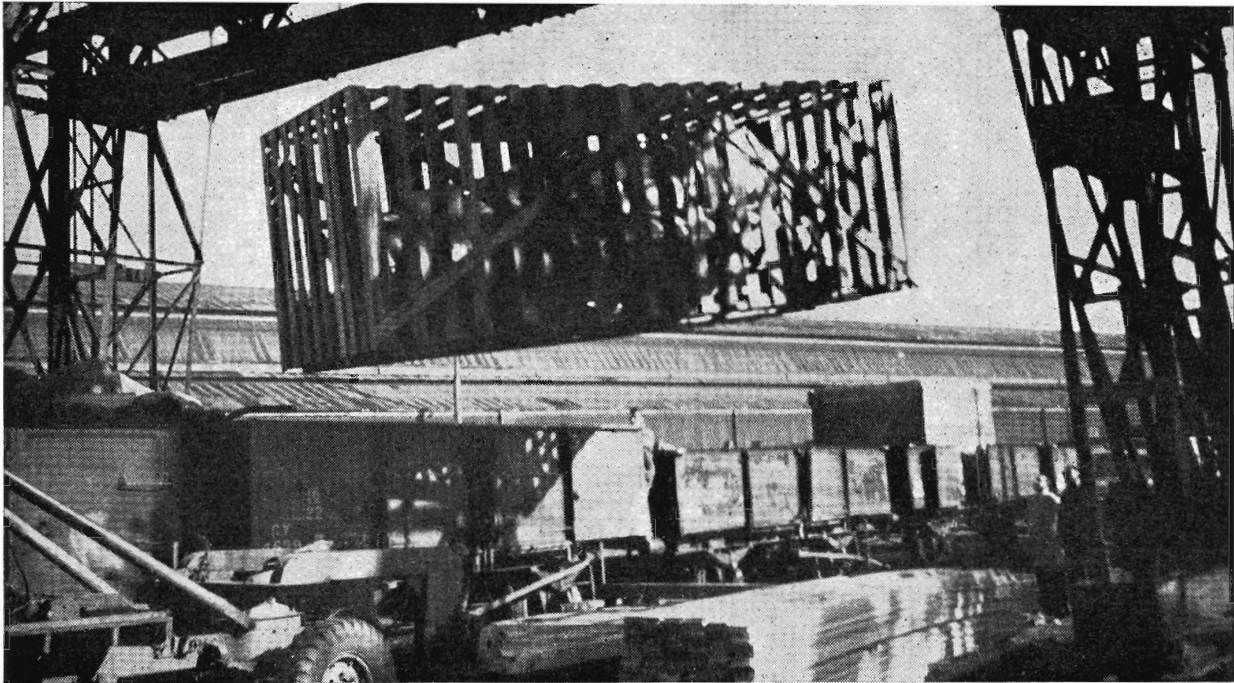


A cement handling method that was tried experimentally to make it easier and avoid damage to bags.

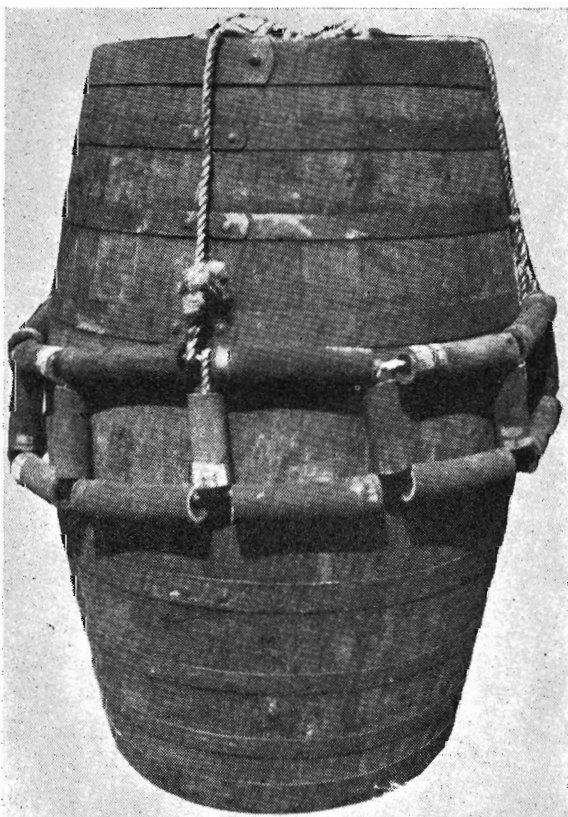


Some large consignors of cement palletised the bags and used a dividing board for a second tier.

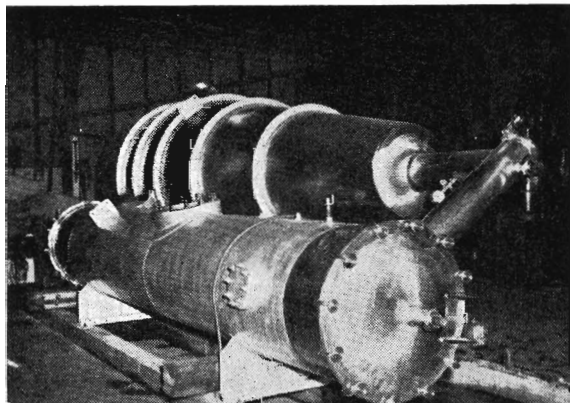




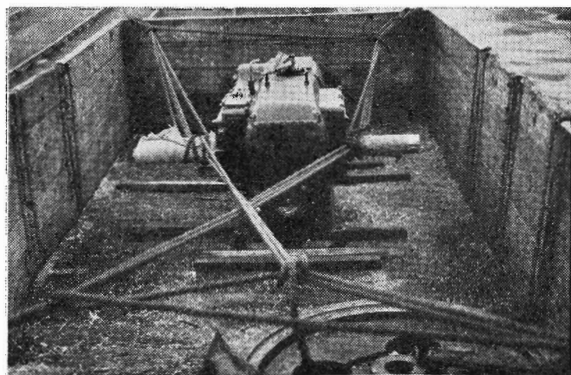
An example of how the Department is assisting manufacturers to crate special consignments which, if not protected, might be damaged in transit. The crated machine is here seen being loaded into a truck at Melbourne Goods.



This wine cask is fitted with rubber buffers made from old Westinghouse brake hose. Although large quantities of wine are now carried in steel tanks, there is still considerable traffic in casked wine.



The crate (above) used to protect this section of a valuable milk processing plant was made to railway specifications.



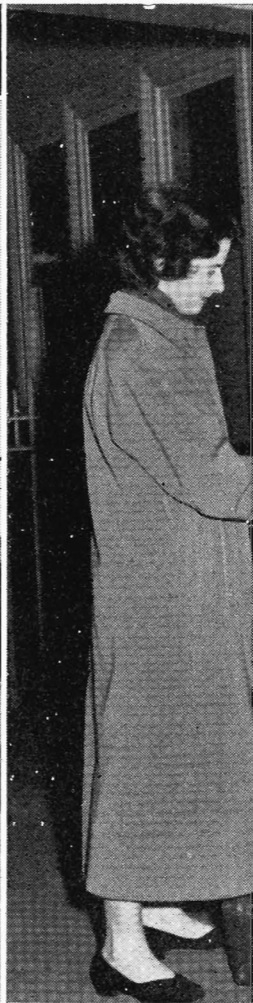
Good example of effective cleating and lashing.



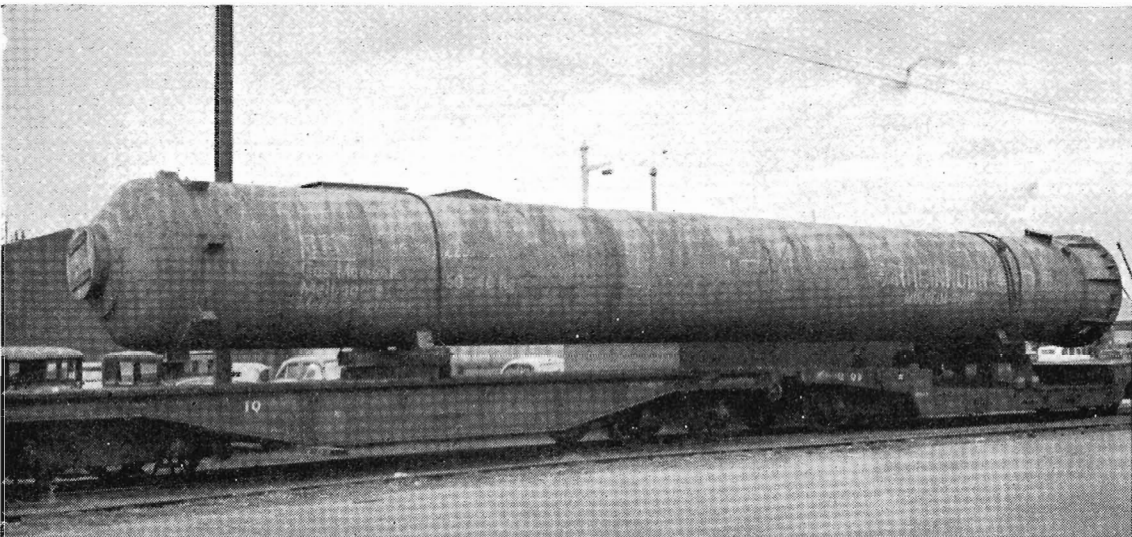
# AROUND THE SYSTEM



**CRANE LIFT:** One of the new petrol-electric cranes imported by the Department at work at Melbourne Goods. The new cranes will help to speed up goods handling.



**SELF SERVICE:** The st., are becoming w

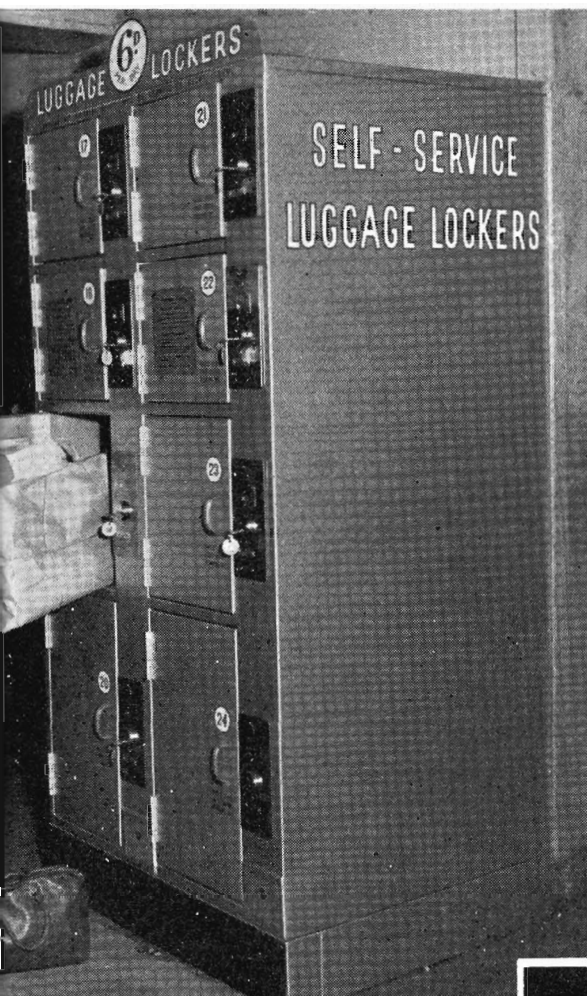


**53-TON HAUL:** This massive German built wash tower for the Lurgi gasification plant was taken from Melbourne to Morwell on two bogie flat top trucks. It was more than 75 feet long.

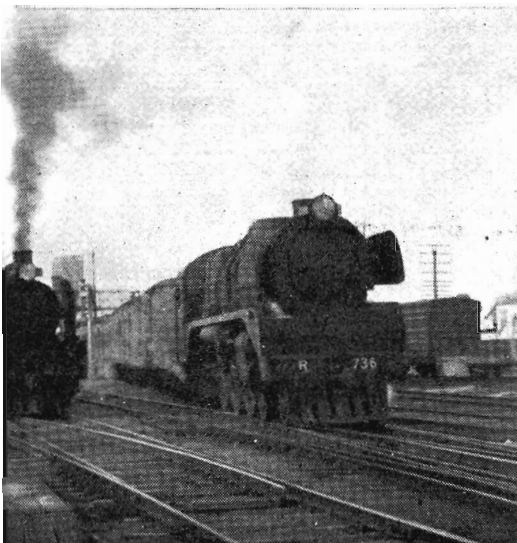


**R OVERHAUL**  
to Melbou





ence-in-the slot luggage lockers, installed at Spencer-  
tronized



With the 1.25 p.m. passenger train from Albury  
R 736 passes an "up" goods at Wangaratta.

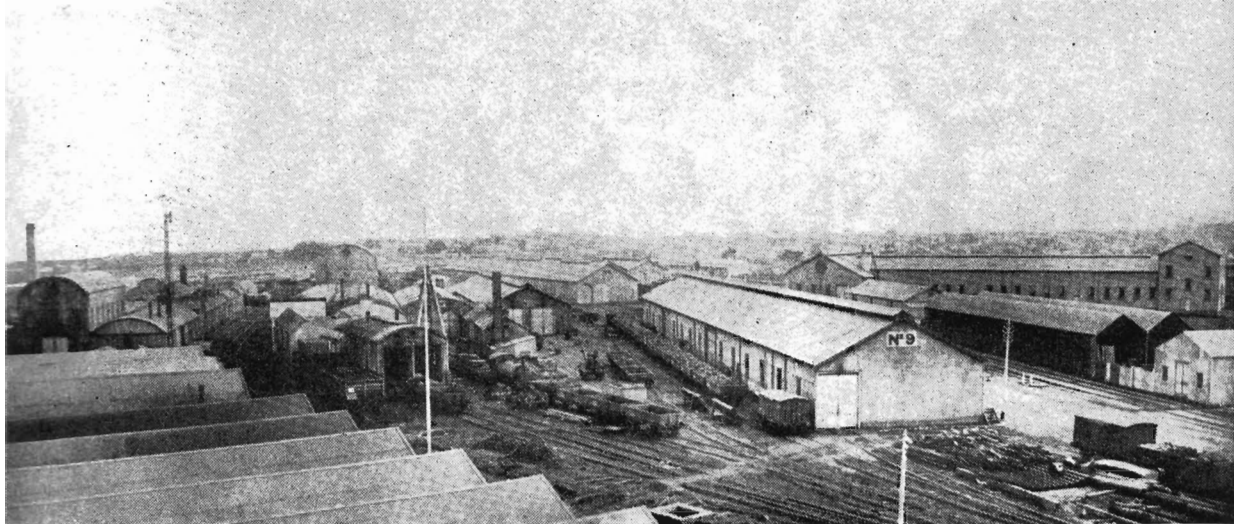


**ELECTRIC LOCOMOTIVE:** L1161 was lifted from the ship by a 60-ton  
gantry. Delivery is now at the rate of two a month.



**BASKETBALL CARNIVAL:** These N.S.W. school girls arrived by *Spirit of Progress*  
to compete in interstate basketball games in Melbourne.





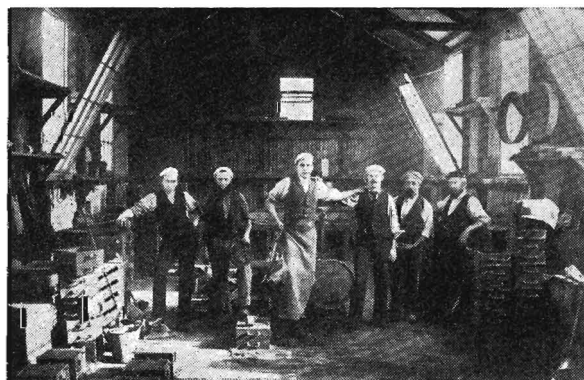
Williamstown Workshops, August 1883.

# THE FIRST V.R. WORKSHOPS

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



A group of car painters



The Moulding Shop

FOUR or five corrugated iron sheds of various sizes were erected at Williamstown in 1858. These were planned as temporary structures for assembling locomotives, carriages and waggons delivered from England, but, with permanent occupation, they became the first Victorian Railway workshops.

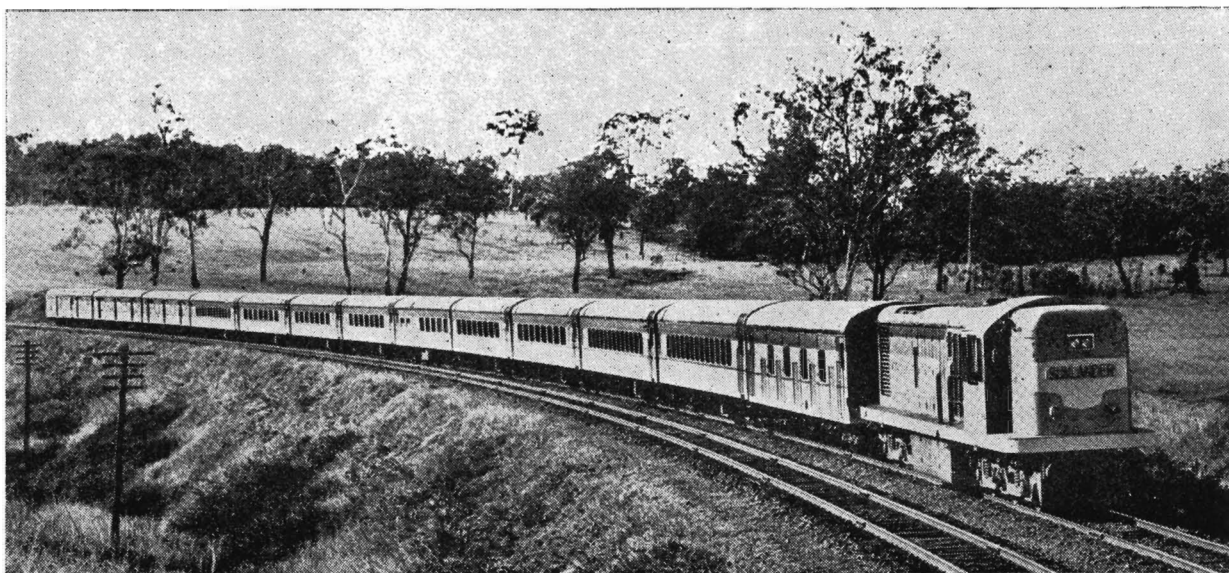
Uncertainty existed about the proposed location of any permanent workshops at that time. Possibly the intention had been to place them at Batman's Hill, Spencer-st., the metropolitan terminal of the Victorian Railways. A workshop and an engine shed were built there in 1858. However, about 1860, a site at Geelong Junction, near where the present oil store is at Newport, was chosen for a general workshops. Foundations for a large establishment were prepared, but a change of Government policy resulted in its abandonment.

As the rolling stock increased and traffic working expanded, additional sheds were built at Williamstown to cope with the extra work. In 1864, the Woodend goods shed was dismantled and re-erected at Williamstown as an engine shed. By 1875, the workshops were a miscellany of nine or ten buildings, the limited capacity of which greatly retarded efficient working.

Complaints made over many years about the unsuitability of the workshops eventually brought about a decision to provide a new depot, at Newport. Construction began in 1885 and the buildings were completed by 1888. Transfer of the staff from Williamstown followed, in 1889, and the old shops were then closed.

At maximum capacity, the Williamstown Workshops employed about 500 men. Seven locomotives were built there; the last, completed in 1879, was displayed at the Melbourne Exhibition of 1880. Also displayed at the Exhibition were two new State cars built at the Workshops. Over the years, a number of carriages and many goods waggons were manufactured at Williamstown Workshops. Many portions of the tower clock at the then G.P.O., Elizabeth-st., were made at the 'shops in 1869.





Queensland Railways' new all-steel air-conditioned train, *Sunlander*, now running on the Brisbane-Cairns route. The train consists of both first and second class sitting and sleeping cars, dining car, and power car, headed by a diesel-electric locomotive. The external colour scheme is dove grey with glacier-blue and bronze-yellow bands, and deep blue-grey roofs. The train was designed and built by Commonwealth Engineering (Queensland) Pty. Ltd., Rocklea, in close collaboration with officers of the Railways Department.

## Names for Locomotives

**A**BORIGINAL tribal names have been chosen by the Western Australian Government Railways for the 48 X class 1,100 h.p. diesel-electric locomotives due for delivery in 1953/54 from British makers.

## Diesel Locos for N.S.W.

**T**HE first of ten 1,000 h.p. diesel-electric locomotives for the N.S.W. Railways will shortly leave the works of Metropolitan-Cammell Carriage and Wagon Company, England. British Thomson-Houston Ltd., as main contractors, have contributed the electrical equipment, and Davey Paxman and Company are making the diesel engines. The locomotives will be used for shunting and hauling heavy freight trains, and, having been designed to operate up to the permissible track speed of 60 m.p.h. may also be used for passenger and mixed trains. Two engines are fitted in each locomotive and they are so controlled that only one need be used for shunting and light loads. The resulting economy is a useful feature of a locomotive with such a wide range of duties.

## Woman's Point of View

**T**HE Chicago and North Western Railroad has appointed a special woman representative who is to spend 90% of her time riding on

the company's passenger trains and reporting on the quality of their service from the woman's point of view. She will confer with conductors, dining car stewards, waiters, chefs, porters, and other train personnel, as well as with passengers, and will be expected to make suggestions for any refinement of service.

## New C.P.R. Suburban Cars

**T**HE first of a \$4 million order for 40 light-weight steel coaches for the Canadian Pacific Railway's Montreal suburban service has been completed by the Canadian Car and Foundry Company. The coach seats 103 passengers in plastic-covered, sponge-rubber seats, and has 3 ft. wide gangways and doors for rapid entrance and exit. The coaches will replace both wooden and steel 76-seat coaches. Equipped with roller bearings, they will enable trains to accelerate more rapidly from the many stations along the Montreal-Rigaud route.

## U.S. Military Locomotives

**E**IGHTY-THREE diesel-electric locomotives of special design ordered by the U.S. Army Transportation Corps are now being delivered from the Alco Works at Schenectady. These are 1,600 h.p. Co-Co type, weighing 240,000 lb. They have been designed to suit gauges of 4 ft. 8½ in., 5 ft., 5 ft. 3 in.,

and 5 ft. 6 in., and for this purpose the axles are long enough for the wheels to be set to any of these gauges. Overall dimensions are: length, 56 ft. 6 in.; height, 13 ft. 6 in.; width, 9 ft. 6 in. Equipment is suited to operation both in great heat and intense cold. Fifteen of the locomotives are to have oil-fired steam boilers for train heating.

## New Rail Travel Centre In London

**B**RITISH Railways have opened in the west end of London a new booking and information office, the "British Railways Travel Centre." The interior is air-conditioned and brilliantly lit, and there is ample counter space and comfortable seating. Equipment includes a projector for showing travel films. An expert staff includes interpreters.

## Loco Pooling System

**T**HE Great Northern Railway (U.S.A.) is considering a scheme whereby railways (the G.N.R. included) which have considerable seasonal variations in traffic, would have a pool of diesel locomotives from which to draw at times of traffic pressure, provided of course, their individual maximum seasonal demands are at different periods of the year. Meantime, the Great Northern is putting its remaining stock of steam locomotives into service when peak traffic exceeds the capacity of its diesels.





Miss Olga Bleiders, a New Australian, who has been on the Albury Express buffet car since 1951, was married recently to Mr. J. A. Trevan, Way and Works Branch clerk. Above: leaving St. Mary's Star of the Sea Cathedral, West Melbourne, after the ceremony.

## Inasmuch—

IN seven years, the Railway Employees' Auxiliary of the Children's Orthopaedic Hospital, at Frankston, has collected more than £5,000. Every pay day, nearly £100 goes to the hospital. Dr. Galbraith, the Medical Superintendent, discloses these facts in a letter of thanks to the Secretary for Railways for the official support that made possible this splendid response to the appeal for funds. Any comment is superfluous; the facts themselves tell and connote all that is necessary. It all began at Newport Workshops. Now regular pay day contributions are made from Head Office staff and other branches of the service.

## "Tappets" Retires

A rail-motor and diesel rail-car driver, who has driven many thousands of miles on country lines without a mishap, retired recently. He is Mr. A. J. ("Tappets") Brennan, who joined the Department as a cleaner at Geelong in 1911, and after graduating as a driver, transferred to the rail-motor fleet, in 1926, at Yarrawonga. He was stationed at various times at the Rail Motor Depot, Spencer-st., Geelong, Deniliquin, Swan Hill, and Numurkah. He was especially well known to travellers on the Benalla-Yarrawonga branch line on which he first drove a rail-motor and, later, a diesel rail-car. A safe and reliable driver and an expert mechanic to boot, he was never happy unless his engine was running sweetly enough to satisfy a meticulous ear for mechanical faults; hence his sobriquet,

"Tappets." As guide, philosopher and friend to the younger men, he will be very much missed. Mr. Brennan says he will probably spend a good deal of his retirement in tinkering with engines and getting them into good shape.

## Diamond Wedding Anniversary

MR. EDWARD MELEN, a retired railwayman, who joined the Department in 1889 as a porter at Moe and, who was well known as a signalman in the suburban area and at Bacchus Marsh and Maryborough, recently celebrated his diamond wedding anniversary. A special thanksgiving service was held at the Argyle-st., Methodist Church, Maryborough, where Mr. and Mrs. Melen have been regular worshippers for many years. Subsequently, a congratulatory cable was read from The Queen and telegrams from the Governor-General (Sir William Slim), Sir Charles Lowe, the Deputy Premier (Mr. Galvin) and the Minister of Agriculture (Mr. Stoneham).

Mr. Melen recalls that when he worked as a signalman in Melbourne he was paid 6/- a day and was on the same pay when he went to Maryborough in 1900. But, in those pre-inflation days money had real value. For example, he said, a loaf of bread cost 4d., eggs were 4½d. a dozen and mutton was 1½d. a lb. Mr. Melen and his wife travelled from Melbourne to Maryborough in a cart, which with pony and harness, cost only £6. They took three days to make the trip. They still use a pony and phaeton to visit their many friends in Maryborough.

Mr. Melen's son, Hartley, is A.S.M., in the Edithvale group.

## Tapped His Last Wheel

A train examiner for 40 of his 45 years' railway service, Mr. L. Pritchard retired recently on account of ill health. He was stationed at Castlemaine for 29 years, and was also at Seymour, Jolimont and North Melbourne. At Seymour he played district league football. The District Rolling Stock Superintendent, Mr. J. Smyth, on behalf of railwaymen and women at Castlemaine, Maryborough and Bendigo, presented Mr. Pritchard with a travelling rug and case.

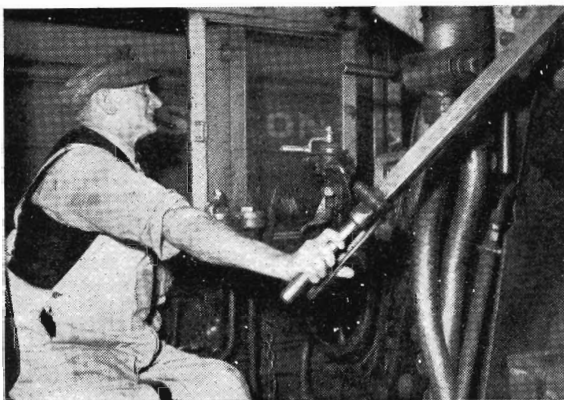


A weighbridge attendant for more than 30 of his 47 years' railway service, Mr. W. A. Pannell, retired recently. He joined the Department as a casual worker at the Warrnambool Goods in 1906. His father, Alfred Pannell, was foreman at the time. He came to Melbourne Goods in 1917 and, three years later, became goods checker. Subsequently, he was a tally clerk at Port Melbourne and Williamstown. After an accident in which he was involved, in 1921, he became attendant at No. 2 weighbridge, Melbourne Goods, and about four years later, at No. 4 weighbridge, from which he finally retired.

As many as 250 vehicles a day have, in busy times, passed over No. 4 weighbridge, says Mr. Pannell. On his last day on the job, many drivers came into the weighbridge to wish him happy days in his retirement.



**W**ORDSWORTH perhaps had somebody like New Australian repairer Sergie Badrice, of Murrayville, in mind when he wrote: "surely never did there live on earth a man of kindlier nature." Recently, the matron of the Murrayville Cottage Hospital appealed for a barber to minister to an elderly pensioner who, distressed by his unkempt appearance, would not eat his meals. After the matron had had several unfulfilled promises of assistances, it was new railwayman Badrice, a former barber, who finally came to the rescue when he heard about the dilemma. The old man was so grateful for his hair-cut and shave that he pressed Mr. Badrice to accept money. But, the latter, declining it, said: "You remind me of my father. If he were in hospital I should like someone to cut his hair and shave him without charge." The incident was later broadcast by a radio station in its "Happy To Know You" programme and gained a guinea prize.



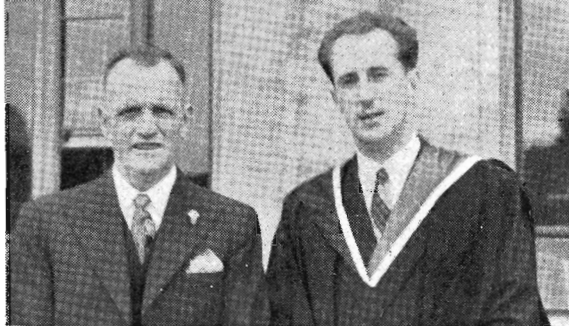
Driver Jarvis brings in his last train.

### Off The Big Wheel

**W**HEN Driver H. B. Jarvis, at the controls of the S class locomotive, *C. J. Latrobe*, brought the Goulburn Valley passenger train into Spencer-st., on time on a recent morning, he finished 45 years of railway service. He joined the department in 1908 as a lad labourer in the Way and Works branch, and was at Nathalia as a repairer before becoming a cleaner at Seymour Locomotive Depot, in 1910, and fireman a year later. He achieved his ambition to become a driver in 1915. With the exception of a few weeks spent at the North Melbourne Locomotive Depot, Mr. Jarvis was at Seymour for 45 years of his railway career. He took a keen interest in union and political affairs. He was thrice chairman of the Seymour branch of the A.F.U.L.E. and was also a union delegate at A.L.P. Easter conferences. Mr. Jarvis was also secretary of the Seymour District's Self Denial Unionists' Relief Fund. A son, Colin, is a driver, at Seymour. The esteem and affection in which Harry Jarvis was held was well expressed by his fireman John Comte: "He was a good mate to all the young fellows at Seymour."

### When Elwood Was A Swamp

**O**NE of the best known personalities at the Elwood Depot, Motorman J. N. Rawlings, who had 45 years' continuous service on the St. Kilda to Brighton Beach line, retired recently. He joined the Department in 1903, as a block recorder at Princes Bridge. His recollections embrace The Broadway, Elwood, as a swamp and with ducks paddling where to-day's prosperous thoroughfare stands. He also recalls the whole of the area from North-rd., to Meek-st., Brighton, and the beach front, as Chinese market gardens. He believes that the first motion pictures produced in Australia were made in a studio in Cole-st., Elwood. They were *The Term of His Natural Life*, *On Our Selection*, and shorts in which railway trams appeared. Depot contemporaries of Mr. Rawlings have always been held in high regard. More than 40 years ago a householder of Elwood

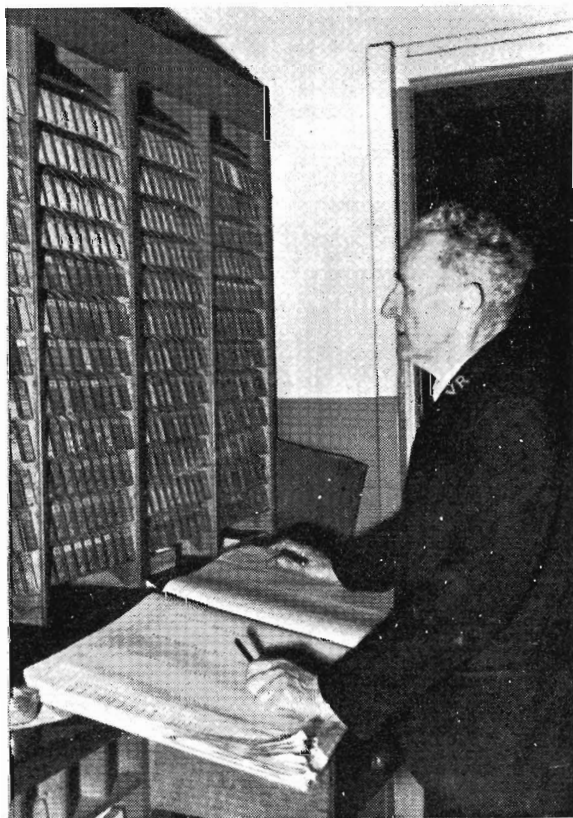


Electric Mechanic William Self, who charges the batteries for the electric trolleys at Spencer-st. station, with his son, Dr. William Arthur Self, of St. Vincent's hospital. The son, who had a brilliant scholastic record and was a good all-round athlete, was a medical orderly in the R.A.A.F. in World War Two. While doing his university course he worked during vacations in the Outwards Parcels Office at Spencer-st. His father, who fought with the 7th battalion, A.I.F., in World War One, was awarded the Military Medal for gallantry at Pozieres.

used to bring a jug of coffee and sandwiches, each morning, to the tram crews.

Mr. Rawlings was a probation officer in the St. Kilda district, and, as a Justice of the Peace, he sat regularly on the Bench at the St. Kilda Court of Petty Sessions. He is secretary of the Caulfield group of the Honorary Justices' Association.

Mr. Rawlings was given a suitcase and travelling rug and a handbag for Mrs. Rawlings.



Assistant Stationmaster J. F. Doyle, of Brighton Beach, who retired recently. A former conductor on St. Kilda-Brighton railway trams, he was appointed assistant stationmaster in 1924. For many years he was on the relieving staff and worked at most stations in the Melbourne suburbs.



## Red Cross Groups

It is little more than a year since Red Cross asked railway men and women to give 3d. a week or 1/- a month to the Society. The response has been reasonably good. Those who replied to the appeal were grouped according to location, and collectors were appointed in each group. In the country, Red Cross branches arranged to establish contact with their local railwaymen.

With the framework of the scheme established, Red Cross is asking for more railwaymen to join in and get their names added to the appropriate group leader's collection list. Many such lists have already expanded, and with them the total railway contribution towards the Society's many community services. The Railways Commissioners early and gladly gave their approval to these groups.

Mr. Jack Rowell, an ex-railwayman himself, is organising the scheme for the Red Cross, and contributors willing, but uncertain what to do, should get in touch with him at Red Cross House, 122 Flinders-st., Melbourne, or by telephone to F.A. 8151.

## Fisherman Fitter Retires

Fitter A. G. P. ("Perce") Withers, who had been at North Ballarat Workshops for 33 years, retired recently. He helped in the construction of the A2 and DD locomotives that were built at the workshops and was a competent and likable tradesman. A keen fisherman, he was presented by his colleagues with a rod and reel, a gladstone bag and an electric iron for Mrs. Withers. "The bigger the fish I catch the greater will be my thanks to my old mates at the 'shops," said Mr. Withers at his farewell in the lunch-hour break.

## Obituary

NEWS LETTER joins in sympathy with the staff of Ballarat North Workshops on the recent death, in a level crossing accident, of Allan Pilven, coppersmith, and John Westmore, painter. They were killed while returning to Ballarat after umpiring football matches in the district. They were very popular young men, and their colleagues and friends mourn their passing.

Elwood Depot staff were distressed to hear of the death recently of Motorman J. T. O'Toole, who had been at Elwood for 16 years. His father, Mr. J. T. O'Toole, senior, is remembered by the older generation of railwaymen as a signaller in various metropolitan boxes.



Viola Parry, L.T.C.L., D.M.S.V., is the new voice production and singing teacher at the V.R.I. She has had encouraging assurances that her classes will be very well attended. Miss Parry's ambition is to maintain the high standard that was set for so many years by the late Madame Gregor-Wood. She is seeking, in particular, fresh young voices (although she is quite eager and willing to teach both young and not so young). Miss Parry's appointment is appropriate, as she comes of a railway family. Her father, after 44 years' service, retired as stationmaster at Prahran. Applicants for Miss Parry's classes should get in touch with the General Secretary of the V.R.I. (Mr. W. E. Elliott). In the above picture Miss Parry is giving a singing lesson.

## Signal Success

THE railway career of the Signal and Telegraph Engineer, Mr. W. Forrest, who retired recently after 48 years' service, is one of those success stories one reads about. Mr. Forrest was trained in instrument and telephone work when he joined the Department as an apprentice in 1905. When the telegraph and signal sections were amalgamated, he became a fitter and learned all about interlocking machines. Then he was appointed draughtsman in the Signal and Telegraph Branch.

In World War One, Mr. Forrest commissioned in the A.I.F., served in both Egypt and France with the signal engineers. After the war he spent nine months with various British railway companies investigating signal engineering practice. He came back to the Department as a draughtsman and, after gaining wide experience in his branch's mechanical and electrical activities, he was appointed Signal Construction Engineer. For a time, he was in charge of the installation of automatic signalling for the Melbourne suburban electrification project. He rose to Maintenance Engineer and, later, Assistant Signal and Telegraph Engineer. In 1944 he was appointed Signal and Telegraph Engineer.

His work brought him in touch with officers of all branches and gave him an extensive knowledge of the system. It, in fact, took him to practically every station in Victoria. He has seen a big advance in signalling and communications during nearly half a century. At many places the manual working of points has given way to power operation and many miles of automatic signalling have been installed. Certain points and signals are now operated automatically by the passage of trains.

Mr. Forrest, who has kept himself well informed of developments abroad, thinks that the Victorian Railways are keeping well abreast of modern railway practice. He cites the improvements that have been made to V.R. communication by the installation of automatic telephone exchanges and the selector telephone system. These, with the recent installation of carrier equipment and teleprinters, have linked remote stations, as well as Sydney, directly with Melbourne.

Naturally, Mr. Forrest is disappointed that his retirement has precluded his participation in the opening of the first section of the Gippsland electrified line from Dandenong to Warragul, early next year, particularly as electrification has involved a big alteration to the signalling system.

Mr. Forrest is a Member of the Institution of Signal Engineers and an Associate Member of the Institution of Engineers in Australia.

## Thanks

FOR the £440.16.3. contribution by V.R. employees to St. Vincent's Hospital new casualty building appeal, following the circulation of subscription lists throughout the service. "Reference to this excellent gesture on behalf of railway employees will be made during our all-day radio appeal."

—Raymond C. Upson, Appeal Director.

For the Department's co-operation in the handling of the recent rice harvest in record time.

—Mr. A. S. Bechng, Manager, Echuca Milling Pty. Ltd.

For the prompt dispatch and delivery of two parcels of shrubs from the State Schools' nursery at Hughesdale to Ouyen. The shrubs were consigned on June 24 and were at the school at 9 a.m. the next day. An hour later they were planted in time to catch the soil in perfect condition as 30 points of rain had fallen.

—Mr. C. D. Gleeson, State School, Ouyen.

For efficient service by the staff at Newmarket station in receiving and dispatching country exhibits at the recent annual show of the Melbourne Bantam Breeders' Club.

—Mr. T. J. Mannion, Secretary, Melbourne Bantam Breeders' Club.



**O**CCURS in industry ; and certain rat poisons.

Symptoms : Mild cases : sore mouth and throat, cough, pain in the stomach, vomiting, drowsiness and headache, followed by convulsive movements.

Severe cases : sore, inflamed mouth, acute stomach pains, vomiting, rapid pulse, stupor, headache and later convulsions.

Treatment : Send for a doctor and tell him why. Use an emetic of two teaspoons of salt to a tumbler of water. When vomiting is established give repeated doses of bicarbonate of soda, one teaspoon to the pint. Follow with a purge of Glauber's Salts.

### Fluorescent Tubes

**T**HERE is danger in a broken fluorescent tube. Many of these glass tubes contain a fine powder, beryllium, which, if inhaled, will seriously injure the lungs. Cuts from a broken tube may be complicated by the presence of beryllium, which acts in a manner similar to phosphorus.

First aid treatment consists of immediate irrigation of the wound with water, preferably warm. After irrigation protect the wound with wet dressings until the patient reaches a doctor.

Old tubes should never be left unprotected on any rubbish dump. A young child has been known to use one as a baseball bat. They should be well wrapped in bagging, placed under water and broken. The fragments, still in the bagging, should then be buried in a safe place.

### Doctors' Bills

**T**HE oftener you see your doctor, the less you pay him. The oftener you see him the less time you spend under him. The answer to that one is, of course, that prevention is better than cure.

Hardly a day passes without the Railways' Medical Officer rejecting a man or a woman because of a disability which was unsuspected.

Undiagnosed disabilities progress, become harder to cure, and will eventually mean more trouble and longer absence from work than those which are taken in the early stages.

An x-ray of the chest will find early tuberculosis, early heart or lung dilatation, hydatid disease or cancer. These can be checked or cured far more quickly in the early stages than later, when they are well established.

Medical examination will find diabetes and cancer of the skin, lip, breast or womb when they are controllable or curable. Rising blood pressure or early heart and kidney complaints can be controlled.

Preventive and curative medicine have made huge advances in recent years. Why not take your share

# FIRST AID to HEALTH

*finis coronat opus*

of these good things? Every man and woman—decidedly every one over thirty-five—should have an annual chest x-ray and general examination. It is a gilt-edged investment and will cost you far less in the long run.

### Shingles

**W**HY do people laugh when they hear that a friend has shingles? It is indeed no joke and can be a long and painful illness.

Because it frequently occurs around the waist line, it derived its name from the Latin : Cingulum, a girdle.

It is commonly believed to be related to chicken pox. A patient with shingles may cause a child to develop chicken pox.

It is a surprise infection. After a few days of unexplained pain, the patient, always an adult, discovers a rose pink area, usually around the lower ribs and on one side only. This quickly develops to blisters and finally to crusts. It occurs less frequently on the thigh, the shoulder, and over the eye.

Pain will demand relief by A.P.C. For local treatment use a simple antiseptic ointment or calamine lotion. As the crusts form, change to starch and boracic dusting powder. In all cases cover with gauze and cotton wool. See your doctor if the rash occurs in old people or if it appears around the eye.

### Dinner in the W.S. Car

**A**braise is often nicer when prepared the night before and then re-heated for the next day's meal. It's not difficult. Try it.

Ingredients : 1 lb. stewing steak, 1 small onion, 1 small carrot, 1 tablespoon dripping, 2 tablespoons plain flour,  $\frac{3}{4}$  pint water, 1 small level teaspoon salt, shake of pepper.

Method of preparation : Cut meat into pieces about 2 in. x 3 in. and sprinkle each side with a little of the seasoned flour. Peel the onion, wash and scrape the carrot. Dice or slice

both these vegetables. Place dripping in frying pan and when a faint blue smoke rises add the meat. When browned, remove meat to a saucepan. Fry the vegetables a golden brown, then add to the meat with water. Place a well fitting lid on the saucepan, bring to a simmering point and simmer for two hours. Blend the remaining flour with a little cold water until free from lumps ; add to the meat. Stir and cook for five minutes.

### Baked Creamy Cereal

1 tablespoon rice,  $\frac{1}{2}$  pint milk, 1 dessertspoon sugar, pinch salt, nutmeg,  
1 level teaspoon butter or chopped suet.

Wash the rice and put it into a well greased pie dish with the sugar, salt and a little grated nutmeg. Pour in the milk and sprinkle the butter or suet over the top. Bake in a very slow oven until the rice is soft and the mixture creamy.

### What Is Wrong?

**T**HE long awaited additions to the country school were well under way. The brickwork was all but finished and the rooms inside were taking shape. For weeks the builders had suffered the petty attentions of schoolboys.

It was lunch time, and Jimmy and Don were exploring while the workmen were lunching in a sheltered corner.

"Hey! Look, Don! There's a bottle of lolly water half full! Let's have a swig. Lime juice and soda". A hurried look around, and Jimmy had up-ended the bottle for a quick mouthful. "No! Don't Jimmy, it might - - ." Jimmy gasped, and dropped the bottle. Here was a tragedy. The new brickwork was receiving its last clean up with diluted spirits of salts. What boy could resist the clear pale liquid in a labelled soft drink bottle.

Jimmy was unable to speak and was doubled up. Don wisely raced for the teacher, who was quickly on the spot. Now Jimmy was reaching and coughing, his mouth was filled with brownish mucous, and his lips and tongue were stained and greyish.

The teacher remained calm, and supported Jimmy with his head held forward. "You, Jones, get the bottle of milk and a cup from my table. Hewison, get a handful of Limil and some water in a bucket."

The workers had arrived by this time. "Bricky," said the teacher, "would you run over to the corner shop. Take one of the boys with you and send him back with olive oil. Then ring the doctor in Ararat, and tell him that a boy has drunk spirits of salts and to come quickly."

The teacher had great difficulty in getting Jimmy to swallow milk

*(continued overleaf)*



# SPORTS

## North Loco's Football Premiership

**A**N epic struggle between North Melbourne Locomotive Depot and Newport 'Shops in the grand-final of the V.R.I. Football League's competition for the Commissioners' Cup was a fitting climax to a keenly contested series of games this season. The teams were very evenly matched, and only the greater strength and experience of the Loco players, together with more accurate kicking for goal enabled them to win the cup and the premiership by the narrow margin of six points.

Kicking with the breeze in the first quarter, Newport 'Shops tried to take the fullest advantage of it by opening out the play and using their pace. The heavier loco' team's counter was to close up the game and make it difficult for their faster opponents to establish an early lead. The tactics were to a large extent successful, as the congested play and bustling efforts of the heavy Loco players forced the 'Shops forwards into hurried kicking.

In the second quarter, North Loco, aided by the breeze, played the right kind of game for the conditions. They went in for long kicking, straight down the centre, and their heavy men in the key positions troubled their opponents. The game was still in the balance at half-time, despite Newport 'Shops having wasted so many scoring shots. On the other hand, North Loco had made much better use of opportunities. Play in the third quarter was fast and vigorous, some of the heavy physical clashes bringing the spectators to their feet. Newport 'Shops continued to kick inaccurately, scoring seven behinds in a row, whilst North Loco scored eight goals straight.

## Last Quarter Battle

The best football of the game was produced in the vital last quarter. Play see-sawed for a time, with neither team able to secure a winning break. At the start of the "time-on" period the scores were level. Then Newport 'Shops forwards made a desperate effort and crashed through the defence lines for a point. After another period of grimly fought, even play, North Loco scored a goal and followed it with a point. With only a few seconds of play remaining and the game still in the balance, Newport 'Shops made another determined attack which, however, only yielded a point and North Loco's defenders repulsed another onslaught on the goal just as the siren sounded, leaving last year's



Benalla V.R.I. tennis team, winners of the B grade section of the Hardcourt Tennis Association's competition. Back row: I. Drew, P. Hyland, E. Plant (capt.), L. Price, R. Bain. Front row: Mesdames Berry, Drew, Miller, Symes, Wapling.

premiers winners of the 1953 title.

Final scores were North Loco, 11-3 (69 pts.), Newport 'Shops 8-15 (63 pts.). Best players for North Loco: W. Mitchell, J. Sharp, A. Jones, H. Casley, J. Branch. Newport 'Shops: A. Dunian, J. Bowen, W. McTaggart, L. Murphy, F. Quaife. Goalkickers: North Loco: Williamson, 3; Mitchell, 2; Knight, 2; James, Marks, Mortenson, Boothroyd, 1 each. Newport 'Shops: Murphy, 3; McTaggart, 2; Dunian, 2; Romeril, 1.

The best and fairest trophy for the season, awarded on the votes of umpires, was won by Des Morelli, of Northern Lines, with 12 votes. Then followed M. Cross, Spotswood 'Shops, 8; J. McPartland, Melbourne Yard, D. Smith, Northern Lines, 7 each; and M. Dunian, Newport, 6.

When *News Letter* went to press, the V.R.I. Football League's team was taking part in the all-Australian railways' carnival in Perth. Five systems, Victoria, South Australia, Tasmania, Commonwealth and Western Australia are competing for the Glick trophy awarded to the team winning the championship.

## Judo Club

**A**BOUT 18 months ago Aubrey Baillie and Keith Nevin formed a ju jitsu class at the V.R.I. to teach the art of self defence. It proved very popular. Later, in response to requests, the instructors started a class for sporting judo (which is a modern and more efficient form of ju jitsu) so that pupils could take part in competitions. A Judo Club is now being formed for affiliation

with the Victorian Council of Judo. Club competitions will be organized and social functions held. Those interested are invited to see Mr. Baillie at the V.R.I. gymnasium at 5 p.m. on Tuesdays or 7.30 p.m. on Thursdays.

## Tennis Preparations

The annual meeting of the V.R.I. Tennis Association will be held at the V.R.I. at 8 p.m. on Friday, October 2. New players for the week-day games at Parkville courts are asked to get in touch with either Mr. H. Jones (1151), or Mr. R. Kydd, V.R.I. Sports Secretary (1109).

(continued from page 15)

## FIRST AID TO HEALTH

and then water to which some lime had been added, but he was firm, and finally succeeded.

.....  
Could you have done more?

The answers will appear in next month's *News Letter*.

**Corrections for Mr. Cagley and the postmaster (see September *News Letter*).**

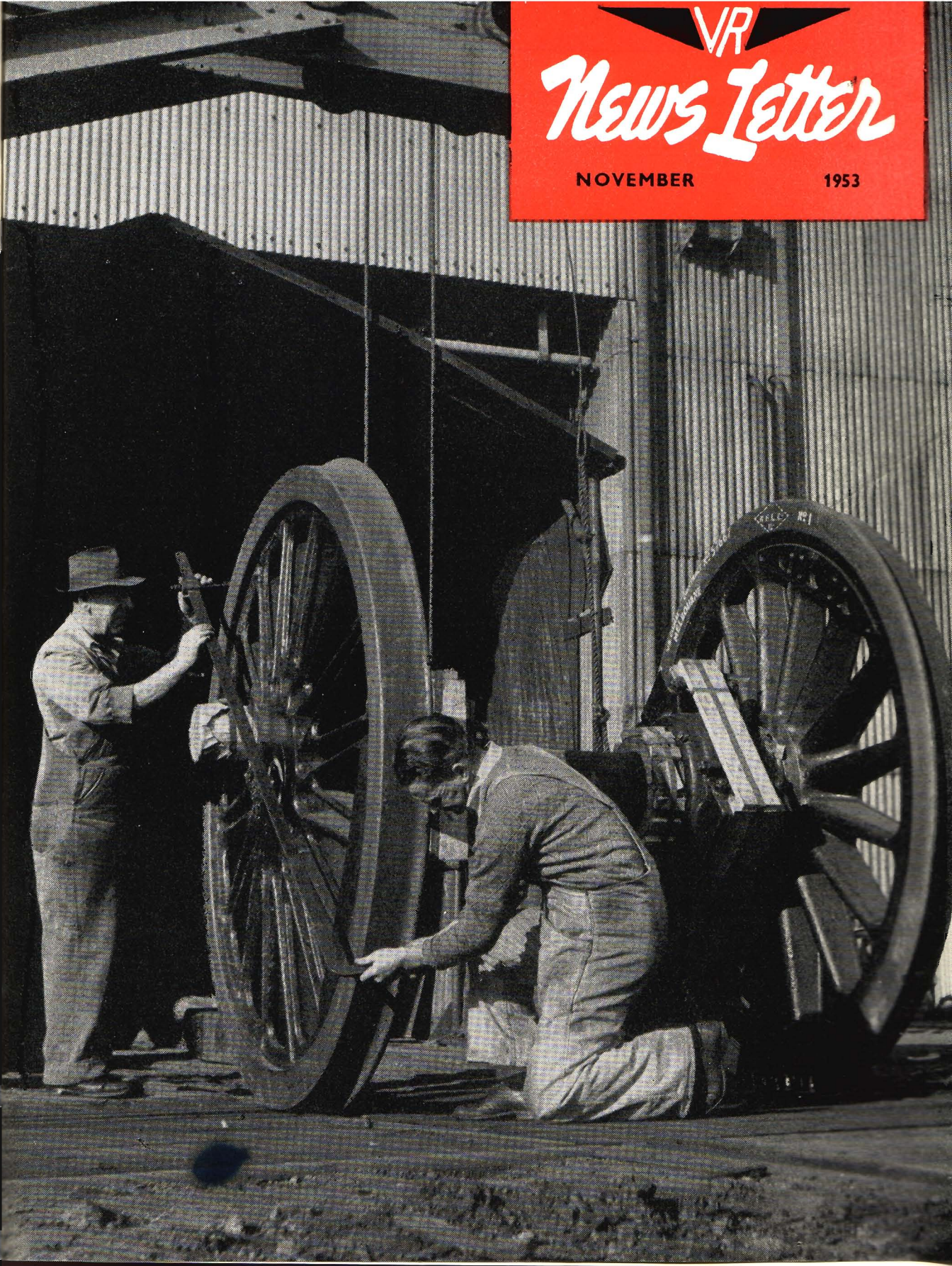
1. Mr. Cagley had apoplexy or a stroke.
2. Mr. Treston forgot four things:
  - (a) to say what was wrong, in his message to the doctor.
  - (b) to ask about eye signs (pupils may be unequal or turn towards the right, in this case).
  - (c) to ask about the pulse (hard and slow).
  - (d) to re-assure and send immediate help (a woman) to Mrs. Cagley.



VR  
*News Letter*

NOVEMBER

1953





## Looking Up

THE V.R. rehabilitation programme, *Operation Phoenix*, which, because of lack of loan money was compelled to hover a little uncertainly in the last financial year, will be able to soar again to a modest height, this year. The allocation from loan funds of £7,800,000 for high priority railway needs is an uplifting current.

The biggest allotment for work is £659,000 for further progress on electrifying the Gippsland line. The first section, between Melbourne and Warragul, is expected to be opened for traffic in April, next year. Duplication of the line will also be accelerated this financial year, £300,000 having been allocated for it. Work will be done mainly on the section between Dandenong and Officer. Expansion of the Dynon Goods terminal facilities to relieve congestion in the Melbourne Yard will absorb £248,000 and the Department's contribution towards the DeGraves-st. subway, including an underground booking office, is £60,000. Covering in existing open areas at North Melbourne, Ballarat and Bendigo Workshops to improve conditions for maintenance staff will cost about £90,000 and up to £4,000 will be spent on improved meal and locker rooms, washing and other amenities at various workshops and depots. The erection of 180 more pre-cut houses in metropolitan and country areas will build up staff to authorized strength and make promotions that have been delayed by shortage of accommodation.

Other projects that will go ahead this year include the rearrangement of the Morwell Yard, the installation of six electric turntables at main country depots and the provision of much needed train crossing facilities at Macleod.

## First J's Here Soon

THIS year's rolling stock programme provides for progress payment for the 60 J class locomotives (an equal number of coal and oil burners), the first of which are expected to arrive in January next year, the construction of four more sleeping cars for *The Overland* (two roomettes and two twinettes), 50 bogie louver trucks, capable of being hauled at express speeds on fast goods trains, and the completion of 100 sheep trucks, 50 refrigerated waggons and 20 powder vans.

All of which certainly points to the conclusion that things are looking up.

## Apprenticeship Drive

WITH a brighter industrial outlook throughout the Commonwealth and the demand for more and more skilled tradesmen, the future of the apprentice is assured. This is being recognized by an increasing number of wise parents and thoughtful youngsters of school-leaving age who are planning their careers. This year the Department is seeking apprentices with even more zest than usual. One hundred and sixty-two are invited to learn a wide variety of trades. Wages now range from £4.16.6 in the first year to £12.1.0 in the fifth. If they have to live away from home they are paid a minimum of £8.7.0 a week and receive special travel concessions. A departmental officer, who visited high and technical schools to talk about the attractiveness of railway apprenticeships, was very attentively listened to and felt that genuine interest existed in a railway career. This is another good augury for the future of the service.

## Institute of Transport

MEMBERSHIP of the British Institute of Transport (Victorian Division) can do much to help promising young railwaymen to equip themselves for more responsible posts in the Department. That is why the Commissioners have given the organization financial support and are encouraging membership. They have extended until June 30, 1954, departmental payment of 75 per cent

of the entrance fees and subscriptions of students and graduates who join up to that date, as well as one half of their subscriptions afterwards.

The four-year course in transport at the Melbourne Technical College covers English, elements of statistics, and transport, general economics, economic geography and modern economic history, law of transport, transport finance and accounting economics of transport, principles of management and transport operation. Those with a general education equal to the intermediate standard, should have no difficulty in qualifying. Fees are £4.10.0 for each of three yearly terms and are payable in full by those undertaking the College course. The College will issue two certificates, one on the completion of subjects 1 to 6 and the second after the full course. The course is of special interest to staff in the Traffic and Commercial Branches and the operating sections of the Rolling Stock Branch.

## S. 301 Being Scrapped

IT was recently decided to scrap any of the four S class locomotives whose cylinders were worn badly enough to need replacement. S 301, better known to *Spirit of Progress* travellers as *Sir Thomas Mitchell*, is the first to be withdrawn from service. It is now being scrapped at Newport Workshops. S 301 had run more than 1,400,000 miles and, with the other three, had helped to build up a combined mileage, at June 30, this year, of more than 5,700,000. All useable parts taken from the scrapped S 301 will be stored and used, if necessary, on the remaining S's while they remain in service. The S class engines were designed by Mr. A. E. Smith, who was Chief Mechanical Engineer from 1919 to 1928. In their original state they were considered models of mechanical grace.

## Coupled Rail-Cars

A special fabricated type of coupler, designed by Rolling Stock engineers, has been made at Newport Workshops for coupling two 280 h.p. diesel rail-cars for running in pairs. Later, it is intended to modify the control equipment of the rail-cars to enable multiple operation to be introduced. In the meantime, two coupled 280 h.p. diesel rail-cars have been run with two crews, when traffic has warranted it, on the Daylesford, Wangaratta, and Wonthaggi lines. Using rail-cars in pairs is, clearly, an economy in train running, especially when the traffic offering has been too much for a single car and not enough for a steam train. Also, it has preserved the popular diesel rail-car service, without interruption, on lines serving country people who have become rail-car minded.

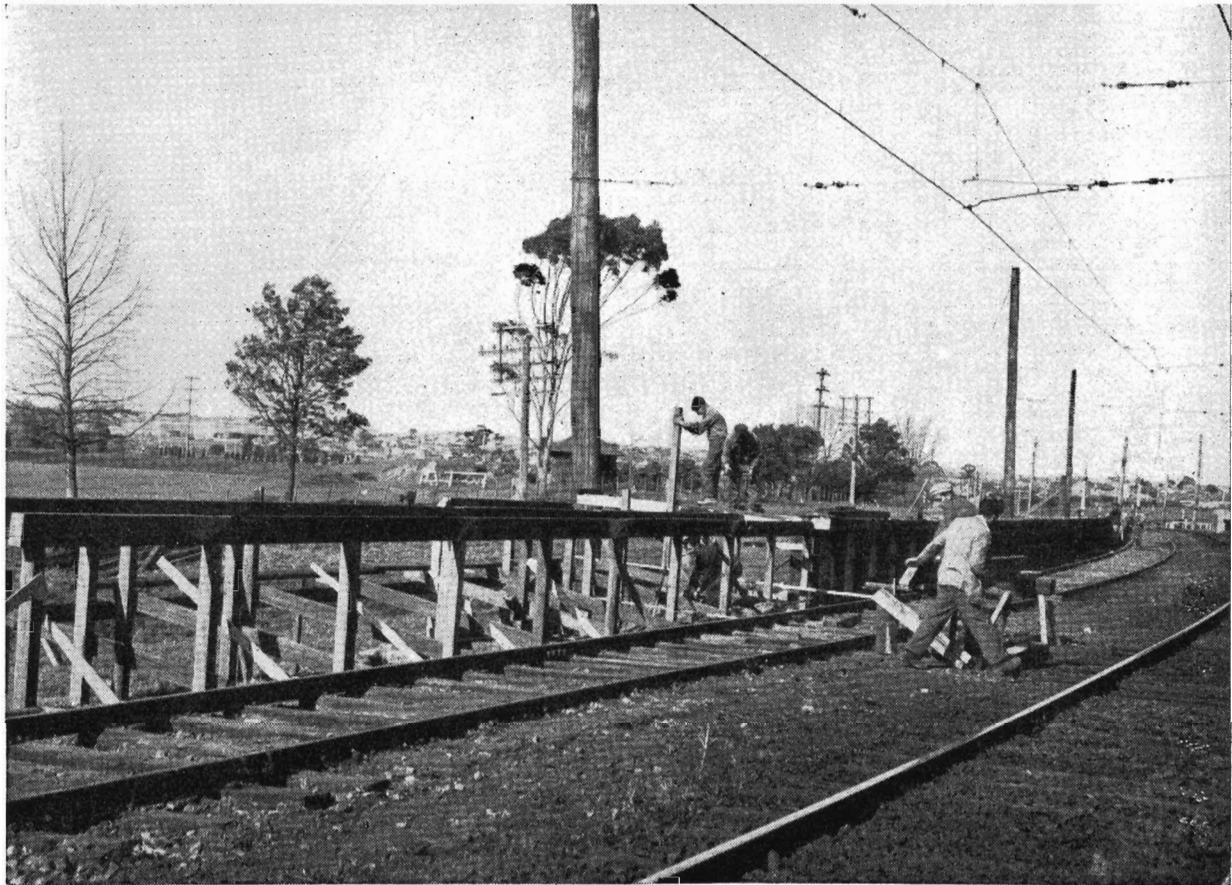
## 35-year Link Severed

WHEN Newport "A" Power Station was taken over by the State Electricity Commission in January 1951, the modernization of the station was still in progress. In the transfer agreement provision was made for the railway staff to finish the second stage of installing one turbo-generator and two boilers. The completion, at the end of last month, of a twelve months' maintenance period on the second boiler ended the Department's connexion with the power station, apart from dealing with a few items of plant not yet accepted from the contractors. The station, built originally by the Department, went into operation in 1918 to generate power for what was then the newly electrified suburban system.

## OUR FRONT COVER

shows a set of R class engine wheel tyres being "sized" outside the Erecting Shop at Newport Workshops. All coupled wheels of an engine must be precisely equal in size.





The new platform at Eastmalvern being built. A section of it is concrete faced.

## THROUGH SERVICE

THE growth of population and settlement beyond Darling (which from 1895 until 1929 had been the terminus of the Burnley to Waverley-rd. line) prompted the extension of the railway through Eastmalvern to Glen Waverley, a distance of six miles. The first part, to Eastmalvern, commenced working on February 3, 1929. The remaining five miles to Glen Waverley opened on May 5, 1930. A through service to Melbourne is now run.

Growth became more pronounced in the post-war years, mainly as a result of large scale immigration, high land values that forced home builders to go further afield for cheaper blocks and a rapid expansion of the Housing Commission's programme for building workers' homes in the outer suburban areas.

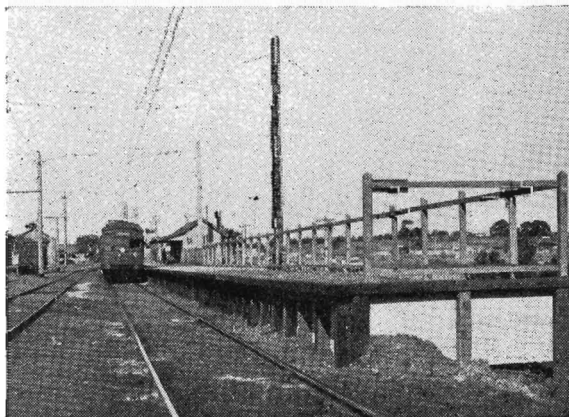
Greatly increased patronage of the Glen Waverley line in recent years has imposed a severe strain on the railway, during the morning and evening peaks. To cope with this, the Department decided that seven, instead of four-car trains were necessary.

Before this could be done, however, a new platform at Eastmalvern had to be built and others at Holmesglen, Jordanville, Mt. Waverley, Syndal, and Glen Waverley lengthened. The new platform at Eastmalvern will enable trains to be crossed at this station and longer platforms at

the other stations will permit through running of 7-car trains.

The new platform at Eastmalvern is 460 feet long. It is earth filled and most of it is concrete faced. The platforms at Holmesglen, Jordanville, Mt. Waverley, Syndal, and Glen Waverley have been extended a further 250 feet, making them all 460 feet.

The improved service, which was introduced last month, eliminates the necessity for Glen Waverley line travellers changing from the local to the through trains at Eastmalvern during peak periods.



The lengthened platform at Glen Waverley, partly completed. This is the terminal station.





Flax Splicer C. Price stacking lashings after they have been checked and repaired.

## KNOWING THE ROPES



Flax Splicers C. Price and E. Neuman bring in a consignment of lashings.

IT is no use looking for sails, or tarpaulins either, for that matter, in the Sailmaker's Shop at Melbourne Goods. There are none; for all the tarpaulins are made and repaired at Newport Workshops. But there are lots of rope, both sisal and steel; for the Sailmaker's shop is the Traffic Branch's central depot for truck lashings, slings and tow ropes.

Every day, all the truck lashings coming into Melbourne Goods are sent to the shop to be checked over and repaired where necessary. Frayed lengths are cut out and fresh pieces spliced in; and then the lashings are ready for further use.

Lashings are supplied, not only to Melbourne Goods, but to all the goods sheds throughout the State, an average of more than 9,000 going out from the shop every month. If there are insufficient reconditioned lashings available, new ones, manufactured at Newport Workshops, must be supplied. New lashings cost 19/6d. each today, so that it is vitally important that the old ones be repaired and kept in use as much as possible.

Any odd pieces cut from lashings, and of no further use for repair work, are unravelled, and the single strands made up into bundles for use, throughout the Goods Sheds, as tie ropes. Practically nothing is wasted. Three flax splicers are kept busy, day by day, on this repair work.

Mr. J. F. Pedelty, who is in charge of the Shop, and





Truck lashings being repaired by Flax Splicers E. Neuman and C. Holman.

another rope splicer between them manufacture and repair all sorts of sling equipment for lifting various goods.

There are special steel wire rope slings to handle the freight containers, tow ropes for tractors, slings suitable for cranes of various capacity, ranging from three to 30 tons, and ropes to tie the "fragile" signs on trucks.

Slings used for lifting car bodies are made of both sisal and steel ropes. The sisal is used because it will not damage the bodies, but, because the fittings on the frames used for the cars will not permit the thick rope to catch on the hooks, wire rope is used for the loops. Again, to prevent damage, the wire rope is covered with rubber piping.

When any station equipped with a crane requires slings or sling equipment, the requisition comes, through the Traffic Stores Officer, to the Sailmaker's Shop. To meet these and other demands, stocks of sisal rope from  $\frac{3}{4}$ " circumference to  $3\frac{1}{2}$ ", and steel wire rope of from 1" to 4" are kept in stock.

As fast as the shop repairs lashings or slings, somewhere throughout the system others are breaking or wearing out. These, in turn, must be repaired or replaced promptly. Trucks and cranes cannot wait.

In an annexe to the main shop, three more men concentrate on making packing material. This is in the form of hessian bags, filled with straw. The straw, which comes in bales, is teased out, and the bags are filled and stitched, ready to be hung on the sides of trucks to prevent damage to consignments. About 5,000 of these packs are turned out each month.

The Sailmaker's Shop is small, but it plays an important part in the safe handling of goods.



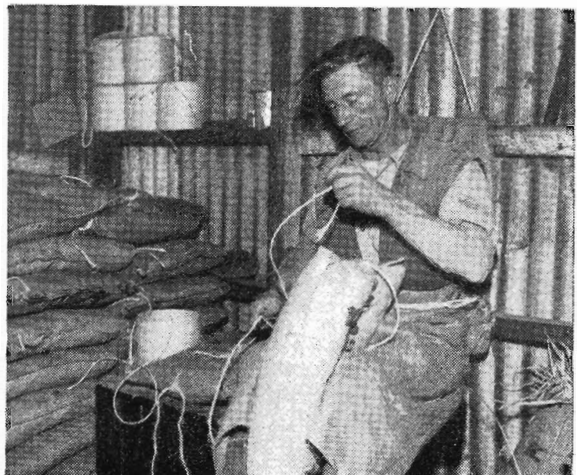
Rope Splicer C. Letham making a wire rope sling for use on one of the many departmental cranes.



Special Labourer E. Gilmore fills hessian bag with straw.

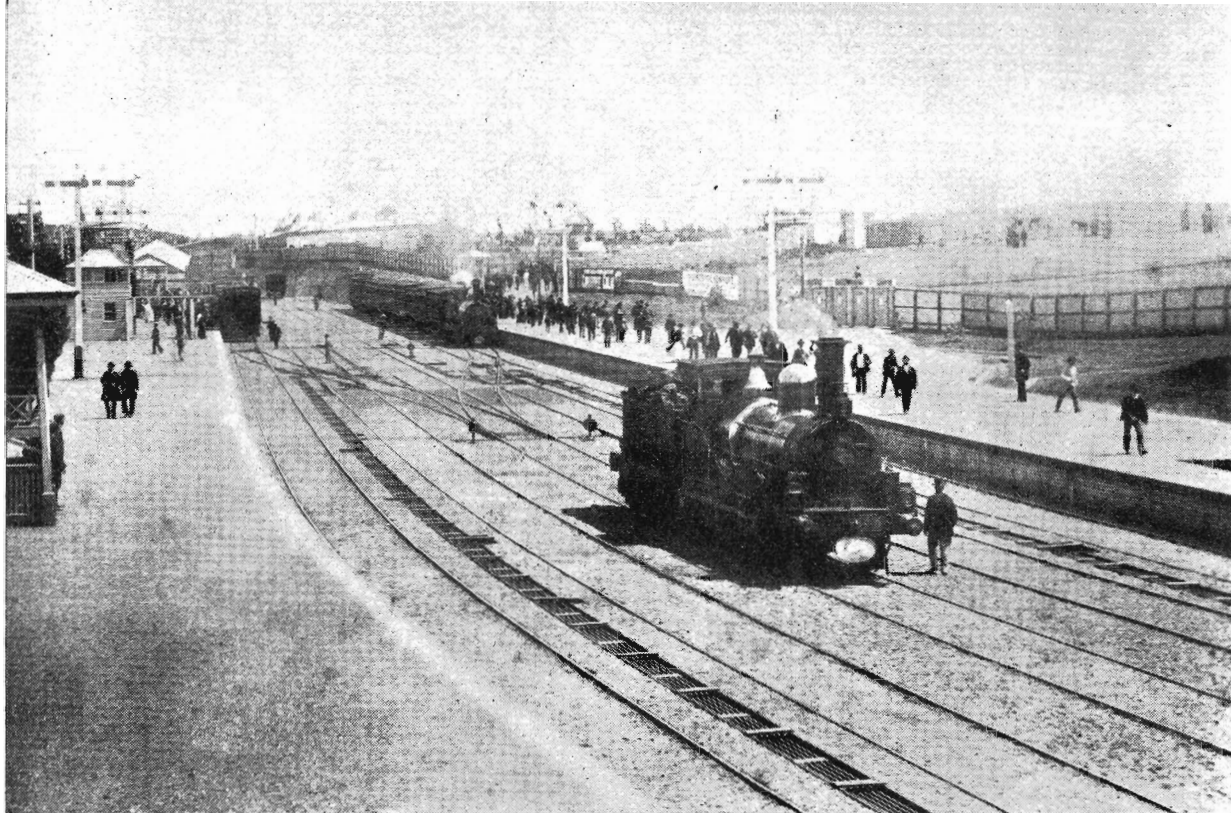


Goods Checker F. White bundles lashings ready for dispatch.



Sewing the straw-filled bags. Special Labourer F. Hodges sews the bags and attaches ropes to tie them to the trucks.





Cup patrons arrive at Flemington racecourse in 1885, *Sheet Anchor's* year. In the foreground is O class locomotive No. 45, built by Robert Stephenson in 1862.

## OFF TO THE CUP

*Sixteen eight-car trains will be used to take racegoers to Flemington on November 3, for the ninety-third Melbourne Cup. In the peak of the traffic a train will leave Flinders-st. every two or three minutes for the racecourse platform. In this article, railway historian, L. J. Harrigan, peeps into the past from which he extracts some interesting facts about the first train service to the course and the origin of the great race.*

**B**EFORE the railway came, people went to the Cup by road and river. Dignified squires and their ladies dressed in the height of fashion travelled to the racecourse in elegant horse-drawn carriages. Their coachmen, resplendent in house liveries and cockaded hats, cracked their whips and forced a passage through the maze of spring carts and drays bound for Flemington. The most pleasant method of transport to the course in those days was by row-boat down the Yarra and up the Saltwater, or Maribyrnong River. It was a slow journey, of course, and one had to set out early to reach the course in time to see the big race. The Melbourne Cup has always been the most important turf event in the Victorian racing calendar. Even in the pre-rail days it was not uncommon for more than 20,000 people to gather at Flemington to see the Cup run and cheer the winning horse and rider past the post.

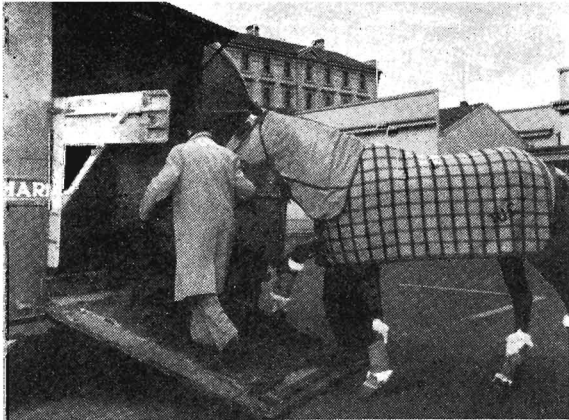
A milestone in the history of Flemington Racecourse was reached in 1860 when a private corporation, the Melbourne and Essendon Railway Company, built a line connecting these two places. A branch line from Newmarket to the old grandstand at Flemington was finished in time to run

trains for a three-day meeting beginning on February 28, 1861. These were the first race specials to Flemington.

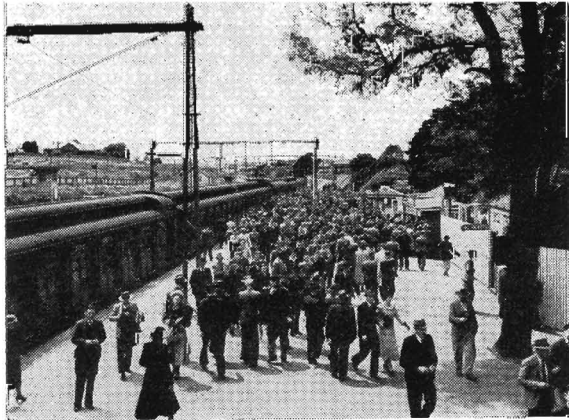
The Victorian Railways first race special trains were run in 1859. These, however, were not to the course itself. They were worked from Spencer-st. to a platform, specially built for racegoers, at the Saltwater River bridge on the Williamstown line. Passengers had to walk to the course.

When the first Melbourne Cup was held on November 7, 1861, the Victorian Railways Department and the Essendon Railway Company competed for traffic. The former ran race specials to the Saltwater River and the latter worked trains right to the course. Owing to financial difficulties, the Essendon Company closed its railway in July 1864. Flemington was deprived of trains until 1867, when the Railways Department bought the line. Track repairs were rushed to bring it into service for a three-day carnival at Flemington at the end of October in that year. Special trains were run at frequent intervals from Spencer-st. to the course. Tickets covering rail travel and admission were a feature of the Cup-day travel arrangements. A first class combined rail and grandstand ticket cost 12/6d., and to the





Interstate Cup candidate, who journeyed to Melbourne by rail, being led into a horse float at Spencer-st.



Racegoers arrive at the racecourse platform. Sixty special train trips to Flemington racecourse platform are usually necessary on Cup Day.

Hill, 5/-. (Today it is 19/9d. for men and 13/9d. for women to the stand, and 9/9d. 1st class, and 9/-, 2nd class, to the Hill).

The Melbourne Cup, which is now ranked among the world's most famous races, had a humble beginning. Promoted by the Victorian Turf Club, the first Cup called for 20 sovereigns entrance fee, 10 sovereigns declared, with a sweepstake of 200 sovereigns added. In those days a sovereign was valued at 20/-. Today its value is £3.12.0.

Watched by an enthusiastic crowd of 4,000 people, Archer, a Sydney horse, won the first cup in 1861 from 16 other starters. Three horses fell and two of them had to be destroyed. In a Cup day comment the Melbourne *Argus*, next day, said: "It was an orderly crowd. The police had little more to do than to enjoy a view of the racing." Incidentally, Archer made history by repeating his Cup win the following year.

Actually, Flemington's first race carnival was a three-day programme, held on March 3-5, 1840. The first horse race in Victoria, however, was run over a course between the present sites of Spencer-st. and North Melbourne railway stations on February 8, 1837. Only two horses ran.



Entering the Flemington racecourse. It is the only day of the year when eight-car trains are used on the Melbourne suburban electric system.



An exciting finish to the great race. Thousands usually leave the course after the Cup and return to Melbourne by trains that run express every few minutes. The record, so far, for Melbourne Cup rail travel was established in 1943 when, during World War Two, service men and women were admitted free to the course.

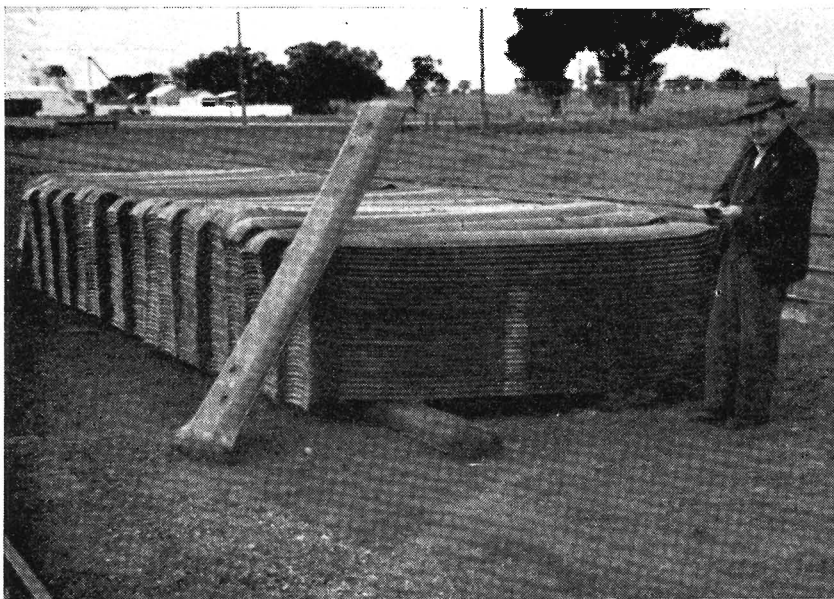
Photograph: The Age.



# AROUND THE SYSTEM



**NEW PAVING :** Sunday travellers tread rubberized bitumen strips at Flinders-st.



**STEEL SLEEPERS :** These will be used as replacements on branch lines.

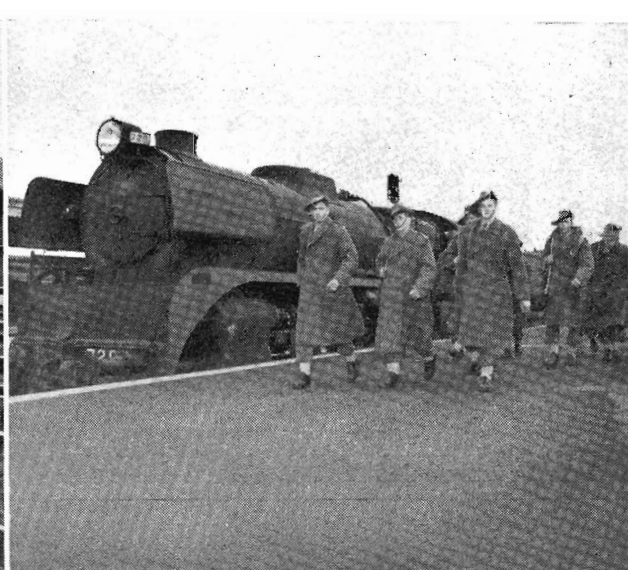


**WOOL TRAIN :** R class engine ha





**TRAFFIC :** B.68 brings in a big load from Yallourn.



**BACK FROM CAMP:** Army trainees reach Spencer-st.



**tons of baled Riverina wool into Bendigo.**



**ON THE RAILS :** Racehorse Winlake arrives at Spencer-st. by train from Albury.





D class locomotive hauling the up goods train across Commissioners' Creek bridge, just out of Yackandandah.

## LINE'S END

THE once-a-week goods train from Beechworth to Yackandandah that brings supplies and equipment to the district's farmers is more than a train to them: it is an institution. As the train travels through pleasant, undulating country, farmers and their families greet the train crew, who, like good railway ambassadors, return their salutations on behalf of the district's good friend; the weekly goods.

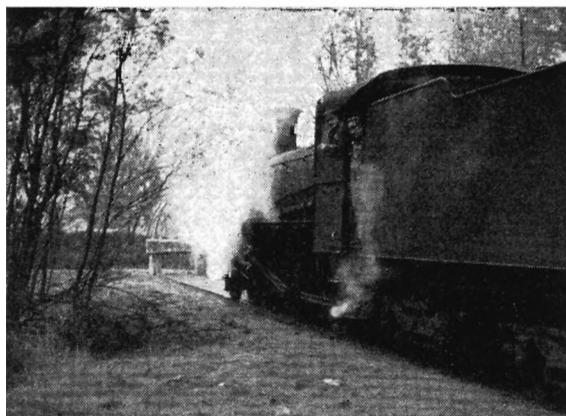
The single track from Everton to Beechworth was opened in 1876 and the section thence to Yackandandah in 1891. The total length of the line is a little more than 23 miles. Between Yackandandah and Beechworth the grades are as steep as any in the system. About a quarter of a mile after leaving Yackandandah, the train starts to climb the 1 in 30 grades for about three miles and then, for about two miles, descends grades varying from 1 in 30 to 1 in 40 as it approaches Wooragee. The ascent from there varies from 1 in 30 to 1 in 47 for about five miles and falls from 1 in 30 to 1 in 96 to Beechworth. The highest point on the line, 1,910 feet, is reached about two miles on the down side of Beechworth.

As a safeworking precaution a train always stops before descending the heavy gradients to test the air brakes, and, if necessary, apply the hand brakes of trucks. These stops

are made on the summit of the grades about two miles on the down side of Beechworth and  $1\frac{1}{2}$  miles on the down side of Wooragee.

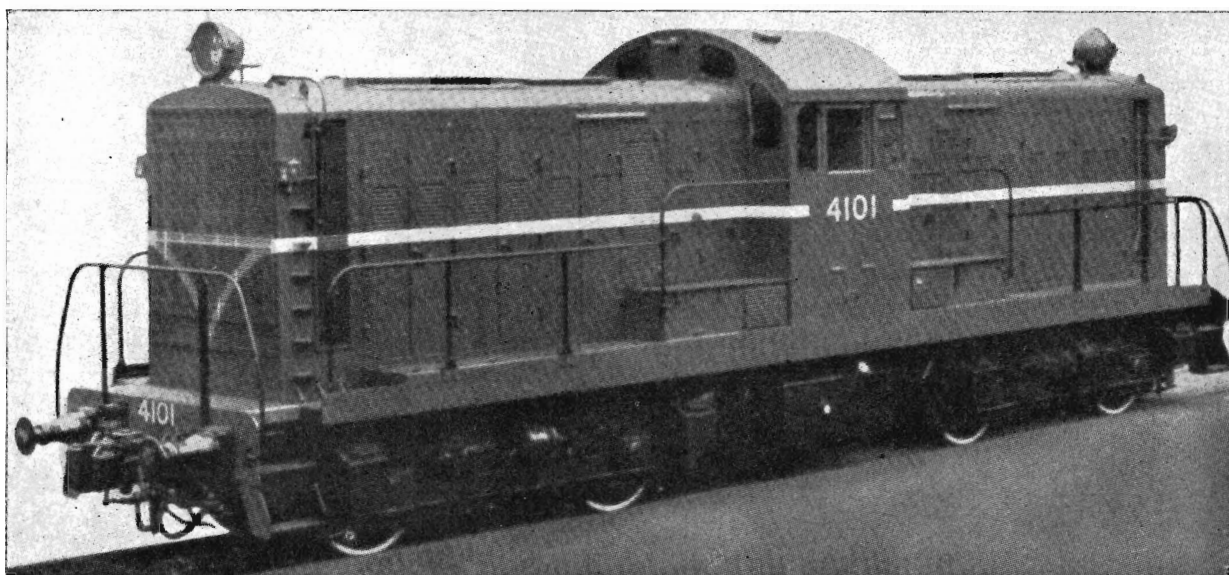
Yackandandah was known to the natives as "Yan-gun-doona," "Yaggun" being the name for country and "doon" a hill. From this pretty little township at the end of a V.R. line, the roads lead out to the beautiful Kiewa Valley and the magnificent mountain country beyond.

*Photographs: W. Larsen*



The end of the line at Yackandandah.





Heavy shunting and freight transfer diesel-electric locomotive for New South Wales Railways. Ten of these are on order. They weigh 80 tons, have a starting tractive effort of 51,000 lb., and a continuous rating of 22,800 lb. at 11½ miles an hour. The locomotives are well suited to heavy train haulage and low speed high tractive effort duties, although they have a top permissible speed of 57 miles an hour and are able to undertake line service if required.

## They Played Their Part

**B** RITISH Railways record, with some pride, their part in the Coronation of Queen Elizabeth II. Millions who watched the procession reached London by train. Over 6,500 ordinary and special train loads of passengers poured into the London termini on Monday and Tuesday, June 1 and 2; inward services from suburban stations started soon after midnight; while 2,000 visitors from Scotland came to London in five *Starlight Special* expresses. Another "passenger" by B.R. was the carpet (three tons of it) used in the Abbey. Railway staff took part in various capacities; as invited guests in the Abbey and in the forecourt of Buckingham Palace; as Territorials or National Servicemen in the procession or lining the route; and as first aid stewards. After the Coronation, special late-night and early-morning trains ran on suburban services.

Over the Coronation period, 834 relief trains, 406 excursion and special party trains, 26 specials for school children, 64 for services' personnel and eight for provincial police were run to and from the capital. Forty-two special trains were run to Southampton for the Coronation naval review. Three special trains took 260 men of all ranks and 154 horses of Household Cavalry who formed the Sovereign's escort for the Royal visit to Edinburgh.

Over 145 of the principal railway stations were decorated for the Coro-

nation and some were floodlit. Special efforts were made to finish painting as many as possible of the scheduled 900 stations before the great day. The locomotives of sixteen of the principal named trains carried Coronation decorations. Some of the trains decorated were *The Royal Scot*, *The Flying Scotsman*, *The Red Dragon* and the *Cornish Riviera Express*.

## Monuments to Steam

**T** HE rapid passing of the steam locomotive from the American railway scene has prompted several railroads to donate an iron horse for permanent display in some public place. The latest to do so is the Great Northern, which has given a veteran Baldwin-built Consolidation engine to the city of Seattle for display in the recreation area of Woodland park. The task of moving the 143-ton locomotive and its tender through city streets attracted children, "like the Pied Piper of Hamelin," according to local press reports.

## Canadian Diesel Mileage

**S** INCE 1943, when diesel-electric shunting locomotives began to be acquired on an increasing scale, the diesel locomotives of the Canadian National and Canadian Pacific Railways have built up a mileage of about one hundred million. Of this, almost exactly half has been in shunting service. Large main-line locomotives date from 1948/49, and the oldest of them now have individual mileages of about 600,000.

## Museum Train

**W** HEN it made its first official stop in the United States at Portland, Maine, recently, the Canadian National Railway Museum train began four "Canadian friendship days" in celebration of the centenary of the first international rail link in the world. The train's trip from Montreal to Portland, Oregon, commemorates the first railway journey between the two cities over the Atlantic and St. Lawrence railroad, now part of the Canadian National's system. The trip has another parallel. Portland won its right to be the American anchor of the first international railway link in a pony express race to Montreal, against Boston in 1847. Two letters from England, each containing railway authorization papers, were sent to the two ports. The first one to reach the postmaster at Montreal won the railway rights. Four white horses brought the Portland letter in to Montreal over the iced-up St. Lawrence river four hours ahead of the Boston team.

## Two-way Radio

A two-way radio system, including walkie-talkie sets, to link all car marshalling operations at Turcot Yards, has been installed experimentally by the Canadian National Railways to speed up freight services. The system permits immediate communication between the yardmaster, his assistants, switching crews and yard foremen.





Polish new railwayman Edward Merta, who is a van stower at Spencer-st., was recently adjudged "Mr. Victoria" for 1953. Only 5 ft. 4 in. tall, and 10 stone, but beautifully proportioned, Mr. Merta came from Germany about three years ago and started in the railways as a porter. For recreation and exercise he joined a ju-jitsu class at the Institute. He owes his rapid physical development to weight lifting.

## First Aid's Progress

**S**UBSTANTIAL increases in the last 12 months in first year first-aid certificate awards are definite evidence that the railway ambulance organization is, as Mr. Commissioner Meyer said at the annual dinner and presentation of awards recently, "going ahead by leaps and bounds." Experienced first aiders, who have never lost interest in the movement, and the increasing number of younger men now taking part in it, warmly applauded Mr. Meyer's assurance to those who had triumphantly returned to Melbourne after success in the annual State competitions at Mt. Evelyn and, those who were planning to win honours next year, that "the Commissioners were right behind the first-aid organization and would continue to support it to the maximum extent practicable." Applause was vigorously renewed when Mr. Meyer announced the Commissioners' decision to grant first class leave passes within Victoria to holders of the gold life membership medallion, provided they sat for the examination each year. Mr. Deputy Commissioner Brownbill put in a good word for the adjudicators who, he said, were not only keen first aiders, but very railway-minded, too. He added that he could not help but be gratified with the competition results, as Rolling Stock Branch representatives had won 10 of the 13 awards.

This year the Victorian Railways are hosts to the representatives of the various State and Commonwealth railway systems at the Australian championships to be held at Mt. Evelyn on November 26. North Loco. No. 3 will represent Victoria and Mr. H. A. Barker, Accountancy Branch, will represent Victoria in the Australian individual event.

## Terminal Stations Lose S.M.'s

**T**HE two big railway terminals, Spencer-st. and Flinders-st., have each lost popular and efficient stationmasters, one as a result of death and the other through retirement due to ill health. Mr. J. L. Keary, who had been stationmaster at Spencer-st. since 1949 and who was to have retired next month, died recently. He had been on sick leave. He joined the Department in 1906 as a lad porter and was a traffic inspector for many years before receiving his Spencer-st. appointment. The transport of show crowds at the Showgrounds station was one of the many special traffic jobs that he handled so capably for many years. Mr. Keary is survived by his wife, three sons and six daughters. The Commissioners and all branches of the service were represented at the funeral which was

attended by more than 500 members of the railway staff. Mrs. Keary, through *News Letter*, would like to thank sincerely all those who sent letters and telegrams of sympathy.

Flinders-street's stationmaster, who has been obliged to retire because of ill health, is Mr. P. J. Nankervis. He joined the Department in 1904 as a junior clerk at Prahran and was at several suburban stations before going to Horsham in 1908. Shortly after he was appointed relieving stationmaster. In 1914 he enlisted in the first A.I.F. and was attached to a medical unit in Egypt for about three years. On his return he went as stationmaster to Frankston and, subsequently was transferred to Daylesford. From there he went to Camperdown and Colac and to Flinders-st. in 1935.

His farewell at the V.R.I. was attended by a representative gathering of railwaymen. He was presented by Train Controller Mr. J. Gingell, on behalf of the Flinders-st. station staff, with a gold wristlet watch and a set of salad spoons for Mrs. Nankervis.

## Flinders-st.'s. New S.M.

**M**R. F. G. Arthur, Flinders-st.'s. new stationmaster, joined the service as a lad porter at Preston, in 1910, when double line working began. He went to Knowsley as an operating porter, and was at Bungaree and Locksley before being appointed relieving stationmaster in 1920. After six years he was transferred to Tatura as acting stationmaster. He became a stationmaster at Werribee in 1936, and, later, he was in charge of stations at Elmore, Donald, Ouyen and Horsham before going to Shepparton, where he remained until his latest appointment.

Mr. Arthur first worked in the suburban area, when the system, of course, was run with steam trains. His transfer to Melbourne is welcomed, particularly by his wife, because she will be able to have her own home for the first time since her marriage. Until now



Mr. Arthur.



will be at Bentleigh. Mr. Arthur's recreations are bowls and golf. In his younger days he played country football.

### Ended In A Perfect Day

**D**OUBTLESS it was a perfect day for Mr. John Noonan when he retired recently. His friends, including Mr. Deputy Commissioner Brownbill, gave him a dinner. Subsequently, Mr. G. F. Brown, the Acting Chief Mechanical Engineer, presented him with a radiogram and a set of records. One of the discs was set going to proclaim to all present that it really was *A Perfect Day* for him.

Forty-eight years ago Mr. Noonan became a railway apprentice at Newport from which he graduated to the Rolling Stock Drawing Office. Active service in the Kaiser's war then claimed him for the 1st Australian Railway Operating Company, and he did well. Back again, as assistant to the Superintendent of Locomotive Running and, later, as a district superintendent, he widened his outlook on the system and made hosts of friends inside and, for that matter, outside the railway fence. In 1934, he went to Flinders-st. as Metropolitan Rolling Stock Superintendent.

A quiet man and methodical, he led men and helped them. They liked working with and for him. He will be missed.



Mr. Noonan.

### Plane John

**M**R. JOHN GALLOWAY, Refreshment Services Branch carpenter, who retired recently, came to Melbourne from Edinburgh, Scotland, in 1910, and, after seeing a great deal of Victoria as an itinerant carpenter, he joined the Central Store staff. A craftsman of the old school, he learned his trade in Scotland in the machineless days when all carpentry was done by hand.

Early in his career in the railways he did maintenance work at The Chalet, Mt. Buffalo, and drove guests there from the rail-head and on sight-seeing trips. Mr. Galloway was just as much at home behind the wheel of a car as at his bench. He had driven cars in his native Scotland when they were regarded as novelties to affright others on the roads. But he avers that it was a common sight to see the legs of a driver protruding from beneath a car that refused to budge.

Mr. Galloway supervised alterations and renovations at the Hotham Heights guest-house when the Railways took it over from the Country Roads Board. He was there when it was destroyed by fire in January 1939, and he supervised its rebuilding. He recalls that, as the guests moved in, the



Mr. Galloway on his last job.

building tradesmen hauled their kits away on sledges across the snow to the Blowhard Hut.

At the Central Store, Mr. Galloway has been responsible for the maintenance of all the furniture and fittings used in the branch's refreshment rooms. The years have dealt kindly with this fine, upstanding Scot (he could pass for a man of 50). His attitude to life avoids worry and keeps the sense of humour his parents had. "They gave me" he says, "the Christian name of plain John, because it would save me a lot of ink in signing my name."



Mr. John Charles Burton, senior clerk in the Signal and Telegraph Division, retired recently after 48 years' service. He joined the Department in 1905 as a junior clerk and, throughout a long railway career, has handled correspondence and reports on signalling and communication installations. His brother, W. J., was for three years in charge of the Goods Audit sub-division of the Accountancy Branch at Head Office. Mr. Burton occupies the highest position that can be given to a layman in the Presbyterian Church, that of Session Clerk. In retirement, Mr. Burton intends to devote more time to church affairs.



**Railway Mayor Re-Elected**  
**M**R. J. R. Cleworth, of the Sandringham-Black Rock tramway staff, has been re-elected Mayor of Sandringham. He has the distinction, possibly unique in Sandringham's civic history, of being the number one citizen of the municipality twice within three years.

### Maryborough Driver Retires

**O**NE of Maryborough's best known and popular drivers, Mr. Edmund Oppy, retired recently after 43 years' service. He joined the Department as a cleaner in 1910 at Donald and became driver at Maryborough 11 years later. At various times he was at Mildura, Ouyen, Woomeelang and Pinnaroo before settling in at Maryborough. At his farewell recently, Mr. Oppy was presented with a case of cutlery. Mr. and Mrs. Oppy, who are keen workers for the local V.R.I., will continue to live in Maryborough.

### Electrification Veteran

**M**R. R. M. Harvey, Electrical Engineering Branch engineer, who retired recently after 34 years' service, got his early engineering experience with the Adelaide Tramways Trust and Electric Supply Company. Early in 1914 he went to England for further experience and joined the staff of the British Westinghouse Company. When World War One broke out he enlisted in the famous Royal Fusiliers, and was wounded in France. After the war he came to Melbourne and, joining the Victorian Railways in 1919, renewed acquaintance with Messrs. Steiger, Archibald and Olsson, former members of the Adelaide Tramways Trust engineering staff, who had also entered the V.R. service.

Those were interesting and exciting days for an electrical engineer. The Melbourne suburban system was being electrified. Plans for it were novel in almost every feature and the engineers had little, if any, previous experience to draw upon. Many problems had to be overcome and new techniques and devices evolved by the staff of the Electrical Engineering Branch. Mr. Harvey worked on sub-station installation and, later, on sub-station and switchgear design.

In 1937, he was appointed engineering member of the Public Relations and Betterment Board, which carried with it the posts of chairman of the Railways Safety Council and

deputy chairman of the Locomotive Fuel Conservation Committees. For 16 years he was the Department's representative on the National Safety Council of Australia, and became senior vice-president. He was also on the State Relief Committee on which he will remain. He represented the Department on the many committees of the Standards Association, particularly those dealing with industrial safety. In World War Two he was lent, part-time, to the Federal Department of Labour and National Service because of his special knowledge of industrial safety. For 10 years he was a member of the Council of the Institution of Engineers, Australia, and has been chairman of its Melbourne division.

A keen hiker, Mr. Harvey was a member of the Melbourne Walking Club and has walked over much of Victoria's less accessible mountain country.

### Work His Hobby

**M**R. E. J. Letcher, who was the first V.R. bookstall manager, has retired. Those who knew him best say that his hobby was his job and his keenness for his work was in no small measure responsible for the successful services to the public of this division of the Refreshment Services Branch. His only relaxations, perhaps, were swimming and motoring. Mr. Letcher is a brother of Mr. Victor F. Letcher, a former Chairman of the Betterment and Suggestions Board (now Public Relations and Betterment Board) who is now senior representative in the U.K. of the Department of Defence Production and Supply. The new bookstall manager is Mr. C. J. Ramsay, formerly manager of the Dining Car Depot.

### Electrical Fitter Retires

**O**NE of Bendigo's best known railway personalities with more than average skill as a raconteur, Electrical Fitter-in-Charge W. B. ('Bill') Hoff, retired recently after 42 years' service. He joined the Department as an instrument maker at the Telegraph Workshops, Spencer-st., and was classified as an electrical fitter in 1917. He was transferred to the Signal and Telegraph Supervisor's staff at North Melbourne in 1923 and, six years later, went to Korong Vale as electrical fitter-in-charge. He has been at Bendigo since 1942. At his farewell, he was presented with a wristlet watch, cigarette lighter and a marcasite brooch for his wife.

### Obituary

**N**ews Letter records, with regret, the recent deaths of two retired railwaymen: Mr. Robert Fraser, a former A.S.M., who died in his 93rd year, and Mr. Charles Edgar Davies, former storeman at the V.R. Printing Works, who retired four years ago.

### Thanks

**F**OR the efficient rail transport and courteous service to boys and girls from the Riverina who recently attended the interschool's camps near Wangaratta.

*Mr. A. Gordon, Commandant, Clovelly, Sydney*

For the particularly good effort by railway staffs at Wangaratta, Myrtleford and Everton in handling and dispatching this season's tobacco leaf crop.

*Mr. E. M. G. Dean, Secretary, Victorian Tobacco Growers' Association*

For the recovery of a bag containing money and private papers left in a train. "One often hears complaints, but I feel that good honest deeds should be recorded."

*Susan Priddell, West Melbourne*

To the conductor of the *Albury Express* for looking after a 10 year-old boy travelling from Melbourne to Springhurst and putting him off at his destination.

*Mr. A. W. Strongman, 30 Parnell-st., Gardenvale*

For the help in block booking given by the Tourist Bureau to 35 students and staff of Caulfield Technical School who travelled by train to Sydney and Newcastle recently.

*Mr. R. H. Keller, Lecturer in Metallurgy, Caulfield Technical School*



Mr. Harvey.



**D**RIED Fruits : Prunes, apricots, and peaches are always a good standby, and require little preparation. They are a good source of iron, too. (Allow  $\frac{1}{2}$  pint of water and 2 level tablespoons of sugar to  $\frac{1}{4}$  lb. of fruit.) Soak fruit with water and sugar overnight. Bring to the boil and simmer gently until tender, about 5-10 minutes.

**Soup :** This is always popular, and if you haven't time to prepare this appetizing dish, you will find many tinned varieties from which to make a choice. But one word of advice ; read carefully the directions on the label before opening the tin, otherwise results may be disappointing.

Some tinned soups can be mixed with milk and heated together, while others, if heated in this way, will curdle.

### Mosquito Control

**T**HERE is only one proper method of approach to the elimination of this annoying pest, and that is to kill mosquitos at their source. Few people have a proper appreciation of this, and the energy spent in slapping and swearing could well be turned to eliminating the wrigglers which finally emerge as the adult mosquito. The female may deposit several hundred eggs in a small quantity of water. Mosquitos will only breed in still or very slowly moving water. It is essential to empty discarded tins. Tanks, septic tanks, pools, drains, swamps and tree holes should be treated. The adult may travel a quarter to half a mile from any of these sources. Crush discarded tins, bury jars or bottles, see that drains run freely. Cover inlets and overflows of tanks with gauze. A spoonful of phenyle added to station fire buckets will stop breeding for weeks. If drains are stagnant, use phenyle. Pools should be sprayed with sump oil and kerosene (2 parts to one) or diesel oil ; one pint per 30 square yards is sufficient. If no spray is available, soak bundles of bagging in the oil, and place them in the pool at intervals near the edge. Goldfish or carp will feed on larvae in a pond. A good repellent cream for use on the face and wrists is "Skeetafax," obtainable from any chemist. Instead of stinging you, they just buzz off.

### Cockroaches

**T**HESE objectionable and persistent creatures feed on all kinds of human food and rotting organic matter. They live in dark cupboards, in cracks and under any cover.

Clean all shelves by scrubbing with soap and water. Keep food in insect-proof containers. The garbage can should be tightly covered. Use fly spray freely where possible. Dust shelves and cracks with sodium fluoride

# FIRST AID to HEALTH

★  
*finis coronat opus*

powder. Cockroaches forced to walk through this will die in a few hours. This substance is poisonous to men and should be used carefully. Remove the powder after 24 hours. To keep up the attack dust shelves, etc., with boracic acid powder or borax and spray with fly spray weekly.

### Accidents In The Home

**W**HEN Elizabeth I came to the throne her subjects could expect to live to an average age of 33. Now, in the reign of Elizabeth II, we can expect to live to an average age of 65. For this blessing of progress medical science may take its bow. Medical science cannot, however, control the source of the steadily rising death rate by accident.

Young children and old people are the chief victims of accidents in the home. More than 25% of the victims are under 15, and more than 50% over 65. The report of a recent investigation committee concludes : "the two most important causes of accidents in the home are faulty design and equipment and, in the broadest sense, human frailty. Of the two, it is the human element, ignorance, carelessness, and physical disability, that is the more important."

The commonest kinds of fatal accidents in the home are falls 58%, burns and scalds 13%, and gas poisoning 8%. Most of these happen to old people over 65. The immature and the infirm need more help than they are now getting to survive common home hazards. The unguarded fire, the slipping rug, a faulty flex, careless placing of hot liquids, unprotected radiators, these are the pitfalls for the old and the young. They need our help. It is up to us to help them.

### What Was Wrong With Jacky ?

**J**ESS Bronwill felt wretched. She stopped turning the wringer and wiped her perspiring face. After three years of marriage she found herself wondering, for the first time, why she had ever left her comfortable job at the butter factory to marry Jack, now miles away on the cream truck.

Young Jacky, usually so fit, was obviously sickening for something.

feverish and restless, and this morning he had started to vomit. Jess missed his customary prattle. To cap it all, her mother-in-law had decided to spend a few days with them. If she wasn't so interfering it would be easier, but at least she was keeping an eye on Jacky.

There was a sudden disturbance from the house, and Mrs. Bronwill, senior, appeared with Jacky in her arms. "Jess, Jacky's pretty bad," she said quickly. "Where's the big tub ?"

Jacky was, in truth, "pretty bad." He was livid. His eyes were turned up and his head drawn back, and his body rigid. He was breathing harshly through his clenched teeth. "Now, Jess, put a bucket of hot water in the tub, now a bucket of cold while I undress him." Jess had never seen a child in this state, and in her alarm was willing to do as she was told, and depend on her mother-in-law for help in this crisis. Mrs. Bronwill, senior, lowered Jacky, by this time showing signs of cyanosis, into the warm water. With a dipper she dashed cold water on Jacky's head, and was soon rewarded by seeing him relax and breathe more normally. In fact, he soon showed his strong disapproval of his unorthodox bath by crying lustily.

"Now, Jess, send for the doctor while I get him dried and in bed. It was lucky I was here Jess, or he might not have got over this."

What was wrong with Jacky ? Would you have acted differently ?

The answers will appear in next month's *News Letter*.

### Ambulance Competitions

**T**HE results of the recent final ambulance competitions at Mr. Evelyn were : Senior Teams : North Melbourne Loco. No. 3 (438 $\frac{1}{2}$  pts.), 1 ; Bendigo North Workshops No. 2 (429), 2 ; Bendigo North Workshops No. 1 (424 $\frac{1}{2}$ ), 3 ; Accountancy Branch (407 $\frac{1}{2}$ ), 4 ; Ararat (397 $\frac{1}{2}$ ), 5. Novice Teams : Ballarat North Workshops No. 2 (399 $\frac{1}{2}$ ), 1 ; Bendigo Loco. (379), 2 ; North Melbourne Loco. No. 1 (369 $\frac{1}{2}$ ), 3 ; Dimboola (344 $\frac{1}{2}$ ), 4 ; Bendigo North Workshops No. 3 (335), 5 ; North Melbourne Loco. No. 2 (306), 6 ; Geelong No. 1 (292 $\frac{1}{2}$ ), 7. Senior Individuals : H. A. Barker, Accountancy Branch (183), 1 ; F. L. O'Brien, Newport Workshops (143), 2 ; H. Isaac, Ararat (132), 3 ; R. T. Klemke, North Melbourne Loco. (120), 4 ; W. Jackson, North Melbourne Loco. (107), 5 ; J. Griffiths, Bendigo Loco. (96), 6. Novice Individuals : J. Griffiths, Bendigo Loco. (128), 1 ; R. Graham, Bendigo North Workshops (126), 2 ; L. Wignall, North Melbourne Loco. (117), 3 ; R. J. Crellin, Newport Workshops (113), 4 ; J. Grose, North Melbourne Loco. (105), 5 ; R. Stainsby, Ararat (88), 6. "Blanche Mitchell" event : H. A. Barker (Accountancy).

(continued overleaf)



# V.R.I. INTERSTATE FOOTBALL TEAM



The Victorian team that competed in the recent interstate Railways Institutes' football carnival in Perth. Back row (left to right): I. Martin, M. Ross, M. Carboon, R. Kitchen, D. Cummings, J. Silva, B. Gibson, B. Lee (trainer), L. Kennedy, F. Moore. Centre: W. O'Brien (president V.R.I.F.L.), O. Taylor, R. Matthews, D. Griffin, C. Windley, B. Elliott, R. Richards, P. Moore, K. Doran, G. Ray, R. Taylor. Front row: H. Leigh, H. Tullett, M. Barker, J. Sharpe (capt.), L.J. Evans (manager), J. McPartland (vice-capt.), D. Smith, J. Bowen, W. Mitchell. Seated in front: A. Driver (property steward).

## Football Carnival

**V**ICTORIA was runner-up to Western Australia in the recent interstate Railways Institutes' football carnival held in Perth. Teams from the South Australian, Tasmanian and Commonwealth systems also competed. The V.R.I. interstate teams have been unlucky this year as, in addition to football, they finished second in cricket, tennis, golf and bowls carnivals.

Although they failed to win football carnival honours, the Victorians had the satisfaction of defeating the former holders of the Glick championship trophy, South Australia. The team also produced the champion goal kicker of the carnival series, J. Sharpe, who kicked a total of 16 goals. Another Victorian, I. Martin, won the long distance kicking competition with an effort of 62 yards 5½ in. This kick was only 3½ in. better than that of M. Lumson, of Tasmania.

The results of the carnival games were: W.A., 12-18 (90 pts.), Commonwealth, 4-7 (31); Victoria, 9-12 (66), South Australia, 8-5 (53); W.A., 17-6 (108), South Australia, 5-2 (32); Victoria, 17-16 (118),

Tasmania, 10-7 (67); Commonwealth, 14-26 (110), Tasmania, 5-8 (38); W.A. 15-7 (97), Victoria, 4-7 (31). Best players for Victoria in the game against South Australia were Sharpe, Ross, McPartland, and in the match against W.A., Ross, Martin and Sharpe. The latter kicked six goals against South Australia and three against W.A.

The best and fairest player award went to M. Gill, of W.A., who scored seven field umpires' votes. Maynard, Tasmania, and Badcock, Commonwealth, tied for second place with five votes and Ross and Kitchen, Victoria, were equal third with three votes. The next carnival will be held in Melbourne.

## Bendigo Golf Champions

**T**HE annual V.R.I. country golf week was played in perfect weather at the Rosedale links. Mr. Deputy Commissioner Brownbill welcomed 40 country players, and the trophies were presented to the winners by Mr. Commissioner Meyer. For the second successive year the teams' championship was won by Bendigo, from Benalla, by four games to one. The open singles championship, in which event a

number of metropolitan players competed, was won by Jim Barker, of Melbourne, with a score of 113 for 27 holes. Len Barlow, of Daylesford, who was second with 125, won the country title. The results of the other events are as follows—Country Minor Championship (27 holes, handicaps 11 and over): E. Perry (Maryborough), 131. 27 Holes Handicap: E. Perry (Maryborough), 131 (14), 110. 18 Holes Handicap: C. Sinclair (Dunolly), 94 (19), 75. 9 Holes Stableford: L. Barlow (Daylesford), 18 pts. 18 Holes Stableford: J. Pianto (Stawell), 42 pts. 9 Holes Bogie: C. Hampton (Swan Hill), 1 down. 18 Holes Bogie: F. Neilson (Warracknabeal), 3 down.

(continued from page 15)

## FIRST AID TO HEALTH

Corrections For Jimmy And The Spirits Of Salts. (See October News Letter.)

**Y**OU could have—

1. Obtained baking soda to give as a stomach wash later on.
2. Notified the boy's parents.
3. Provided treatment for shock.



VR  
*News Letter*

DECEMBER

1953





## Blue and Gold Royal Train

**R**OYAL tour preparations were well advanced when *News Letter* went to press. The various units of the Royal Train were being repainted standard blue and gold, the livery originally adopted for *Spirit of Progress* and since carried out on diesel and electric locomotive stock. Diesel-electrics will haul the train on its journeys to and from country centres with the royal party. The cars now being spruced up are the new vice-regal car (No. 5 State), No. 4 State, the *Goulburn*, which will be used as a staff car, the *Spirit of Progress* dining car and three all-steel air-conditioned sitting vehicles. A radio set is being installed in the vice-regal car which will be used by the Queen and the Duke of Edinburgh and their personal staff.

## Chance for Career Men

**A**NY lad, under 21, who has his intermediate certificate or its equivalent, and who envisages clerking as a road to big executive posts, might do very much worse than join the Railways, and perhaps finish up as a Commissioner or Branch Head. Some, indeed, have. But whatever his progress, he gets pretty good pay, pension and leave and travel perquisites. Also, he has a certain status as a civil servant which is by no means to be despised.

At the moment, the Department has vacancies for quite a number of junior clerks, and young aspirants to high office are asked to apply to the Secretary by the ninth of this month. Railwaymen who have come to realize the secure worth of a railway job, will do well to remind their young friends of this opportunity.

## The First Railway

**W**HAT is a railway? Divergent views have been disclosed in correspondence about the observance of next year as the centenary of railways in Australia. Although the Melbourne-Sandridge line is generally accepted as the first railway, a spirited claim for priority has been made in South Australia for the Goolwa-Port Elliott line which opened a few months earlier with a horse-drawn carriage. The point at issue seems to be whether a railway is defined merely as a railed track or, more completely, as a railed track for mechanically powered vehicles. Britain, the mother of railways, dates them from the first train hauled by George Stephenson's *Locomotion* (driven by himself with a signalman on horseback in advance) over the 38 miles of track between Stockton and Darlington; although tramways had been used for coal transport at the Newcastle pits since the middle of the sixteenth century. All other countries similarly date their railway beginnings.

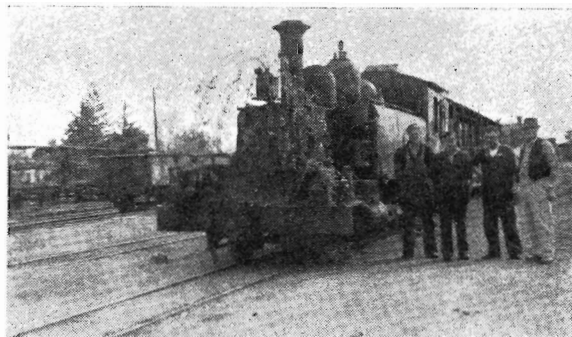
## Definition

*The Encyclopaedia Britannica* says that railways had their origin in tramways, thereby at least differentiating between the two, and giving significance to the disputed fact that the Goolwa-Port Elliott, originally built as a tramway, did not become a "railway" until mechanical transport ran over it, some time after the Hobson's Bay railway had been opened. *A New English Dictionary on Historical Principles*, published by the Clarendon Press, Oxford, goes farther. It defines a railway as a "line or track consisting of iron or steel rails on which carriages or waggons . . . are moved by a locomotive engine." On the other hand, the *Oxford Dictionary* says it is a railed track "for heavy horse carts or . . . for the passage of trains and cars drawn by locomotive engines." Definition, of course, becomes further confused if the stipulation of mechanical transport is pressed; is a street electric tramway, for instance, a railway? The comment of Mr. Leo Harrigan, the V.R. historian, is to the point: "all quibbles and play on words." The Australian Railway Historical Society bears him out by saying that the "use of the words 'tramway' and 'railway' is of no consequence, as over the past hundred-odd years the terms have varied in meaning and have now come to

indicate, generally speaking, the method of operation." In any case, it is pointed out that the claim put forward for the Goolwa-Port Elliott line as the first Australian example of transport over rails is wrong by nearly twenty-four years. In 1831, a company opened its first coalmine at Newcastle, N.S.W. and a horse-operated "railway" from it to the Hunter River. Despite controversy, however, it would seem that Australia will, next year, and very rightly, base its centenary observance on the first Melbourne-Sandridge train.

## Polly Passes On

**K**ING VALLEY residents and their children turned out in large numbers recently to farewell an old friend, the goods train that ran once a week between Wangaratta and Moyhu. The history of the line, which became uneconomical to run from lack of traffic, is briefly recounted elsewhere in this issue. Streamers covered the narrow gauge locomotive, on which was chalked "good-bye old girl, well done. Born 1899, died October 6, 1953." There were three passengers on the train's last trip of which photographic records were made. The children of King Valley cheered the old locomotive all along the line to Moyhu. At Byrne they lined the track carrying a banner which read "good-bye Polly." The Wangaratta to Whitfield track motor, known far and wide as *Spirit of Salts*, was also appropriately decorated when it made its last trip a few days later.



The decorated engine of the last train to run on the King Valley line.

## Holiday Traffic

**T**HE continued improvement in rolling stock resources commensurately improves the Department's position to cope with all the expected traffic during the Christmas and New Year holidays. In the peak, from December 18-25, it is estimated that about 70,000 people will leave Melbourne for the country by train. The busiest day, of course, will be Christmas eve, when 75 trains will probably be necessary to take between 20,000 and 25,000 passengers away. Interstate trains will also be well patronized, especially on the "Trans" east-west route, where all trains have already been fully booked. The diesel journey for most of the way from Melbourne to Kalgoorlie is attracting an increasing number of people to the rail.

## Busy Live Stock Traffic

**B**ECAUSE of the dry season the fat sheep and lamb traffic was much later this year than usual, but, after beneficial rains, the tempo quickened towards the end of October and a steady stream of orders for trucks began to pour into the Live Stock Agent's office. In a recent week 750 trucks were ordered to bring stock to the Tuesday sales at Newmarket. It was the biggest truck order of its kind for some years. Some of the stock came from as far away as the Pinnaroo and Balranald lines. Diesel-electric locomotives were swung into the traffic to speed it up.



# LOOKING UP

I outset to take you back a little and review some fairly recent railway history. For ten years or so before the last war we were—as we are at present—very short of money for improvements, and very little rolling stock construction was undertaken.

During the war years we were very busily engaged on war work, carrying troops and equipment and using our workshops to their maximum extent for war production; and, again, very little rolling stock was built.

After the war, we were left with a considerable amount of rolling stock which had, to a large extent, exhausted its life in the war effort.

To make good the ordinary wear and tear that occurs in giving service, 20 locomotives and 400 goods trucks should, on the average, have been constructed annually through the years I have mentioned. During the last twenty years the average number of locomotives constructed in our shops each year was only three and a little over 200 trucks. The total number of locomotives built was 65; broken up, 180. The total number of trucks built was 4,330; broken up, 4,381. The economic life of a locomotive is 25 years; at June 30th, 1952, the average age of all V.R. locomotives was 30.7 years. The economic life of a truck is 30 years; the average age on the same date was 32.8 years.

AFTER the war it was realized that something would have to be done promptly to make up the leeway, if we were to avoid a partial collapse of railway service. Because of the shortage of staff and the difficulty in obtaining material, our workshops could not possibly cope with the position, so we had to seek outside contractors for rolling stock construction. Some time elapsed before we could obtain offers with firm delivery dates, but ultimately we were able to place orders, most of them in Britain, for approximately 250 locomotives, 3,000 trucks and 40 modern rail cars, the total estimated cost being £20 million. I am glad to be able to say that we have obtained delivery of more than half of the locomotives and most of the rail cars and goods trucks.

The new rolling stock includes modern steam locomotives and also the diesel-electric locomotives which are proving very valuable. They are running an average of approximately 3,000 miles a week; at least four times more than the best performance of steam locomotives in goods service, and at much lower cost. Modern electric locomotives for the Gippsland line electrification are just beginning to come to hand.

An important rolling stock improvement is the conversion of coal burning locomotives to pulverized fuel burning.

About 2 years ago we installed on a goods engine one of two pulverized fuel equipments we had obtained from Germany. The fuel used is brown coal dust obtained from the S.E.C. at Yallourn and the operating results are equal to those obtained from Maitland coal.

The second equipment is being installed on an R class passenger engine, and we have little doubt that the results will be equally satisfactory. When funds are available to enable us to convert to pulverized fuel burning a substantial number of our steam locomotives, we will be well on the way to being independent of outside sources for our fuel

*For some years, Victoria's railways, in common with others round the world, have been unable to give the full public service of which they are capable. Now, however, there is a notable change. Surely, if gradually, careful planning and hard work have lifted the railway service from the slough of shortages and frustrations to solid, rising ground from which those who serve the honourable calling of railwaymen can look on achievement and take heart of grace and some pride. To all of which the public itself is by no means unresponsive.*

*In the first series of extracts from a speech given at the end of the last financial year, the Chairman of Commissioners, Mr. Wishart, reviews what has been done and what may be expected.*

looks back on the difficulties that we have had in obtaining adequate coal even of poor quality, that will be a great day for the Victorian Railways and the State.

In addition to rolling stock improvements, we have been carrying out a big programme of track improvements and extensions. The major work is the electrification, duplication and regrading of the Gippsland line at a cost of £6,300,000. We hope to have electrification as far as Warragul early next year.

When the whole of that work is completed, Gippsland will have one of the finest railway services in Australia. Another big job is the provision of a new goods terminal at Dynon, near South Kensington, to improve goods service generally. Due to the shortage of loan funds the progress with our improvement plans—known as Operation Phoenix—which were approved by Mr. John Elliot, the Chairman of London Transport who investigated the Victorian Railways about 4 years ago, is not as great as we would wish, but nevertheless a substantial amount of work is being done. We are anxious to complete those major works as quickly as possible because a great deal of equipment which had to be ordered well in advance—in some cases two years or more ago—is either on hand or will arrive in the next 12 months.

ADDITIONS and improvements to our rolling stock have greatly increased our capacity to give service. A striking example of this was the handling of the last harvest—nearly 50,000,000 bushels. I think most wheat-growers were satisfied with the way we dealt with it. Keeping space in country elevators during the harvesting period and transporting 20 million bushels in less than eight weeks was a good job. I cannot speak too highly of the fine co-operation we had from the Grain Elevators Board and its staff.

With the co-operation of the man on the land, we have also greatly improved superphosphate transport in the last few years. It is not very long ago that we had to carry more than 80 per cent of the total output during the January—June period when, with a good yield, we are heavily taxed in moving the harvest.

The difficulty was accentuated in some years when we had trouble with coal shortages and other interruptions to rail service due to causes outside our control. Under such conditions it was not unusual for some farmers not to get their fertilizer supplies in time.

About four years ago we got together with representatives of graziers, wheatgrowers, dairymen, superphosphate manufacturers and others interested and set out on a campaign to spread deliveries more evenly throughout the year. The slogan was "order for pre-Christmas delivery."

It took some time and a lot of effort to achieve results, but the position has been improved, and deliveries are now spread more evenly throughout the year. This not only ensures that the user has some superphosphate on hand when he requires it, but it has also helped our transport arrangements. There is room for a still better spread, however, and we would urge farmers to co-operate in achieving this.

(to be continued)





Opening up the track at Toorak-rd. bridge for alterations to the abutment.

## MASTER PLAN

**S**LOWED down considerably, since 1951, by lack of materials and manpower and, more recently, shortage of money, work on the Camberwell-Ashburton track duplication project, which is part of the master plan for the improvement generally of suburban train services, is now going ahead. Difficulties are being overcome, and the progress report graph is showing a definite and continuing upward trend. All this, of course, is due to an allocation of loan money for the completion of the work in progressive stages, and more manpower and materials.

Earthworks for the double track have been completed between East Camberwell and Ashburton. This preparatory work was speeded up by mechanical earth moving equipment. The erection of overhead structures and the necessary wiring are in hand, and the second track is also being laid. Progress between Camberwell and Willison was advanced a further stage after a recent decision against grade separation at Riversdale-rd.

Some difficulty was experienced in installing the new steel overhead structures for the double track over existing single track power lines supported by wooden poles. The work had to be done at night after traffic had ceased and the current was switched off. The wooden poles will, of course, be removed.

The duplication has necessitated additional platforms at Willison, Riversdale and Burwood and these are now being built. The plan also provides for track duplication on two large bridges. Work on one of these, between Willison and Hartwell, is finished, and an extra track is also being laid on the large plate girder bridge over Toorak-rd., between Hartwell and Burwood. This job would have been finished much earlier had the contracting firm been able to supply the necessary steel girders.

Between Camberwell and Prospect Hill-rd., Riversdale,



Preparing the existing abutment at Toorak-rd. bridge to take girders for the new track.



a much-needed flyover for down trains over the two Box Hill tracks has been planned. The down Ashburton track will deviate to the left of the Box Hill line, beyond the down end of the Camberwell station, and will rise to cross the main line on a bridge near the up end of the East Camberwell platforms. It will descend again to the level of the existing Ashburton track (which will become the up line) near Prospect Hill-rd., Riversdale.

The flyover will be begun next year. When it is in operation, down trains will be able to make their way on to the Ashburton branch line without blocking main line trains. A smooth and uninterrupted flow of traffic will thus be ensured. The track duplication from Prospect Hill-rd. to Ashburton is expected to be finished towards the end of this financial year. It will overcome delay from crossing trains at Hartwell and result in improved time-keeping on both the branch and main lines.



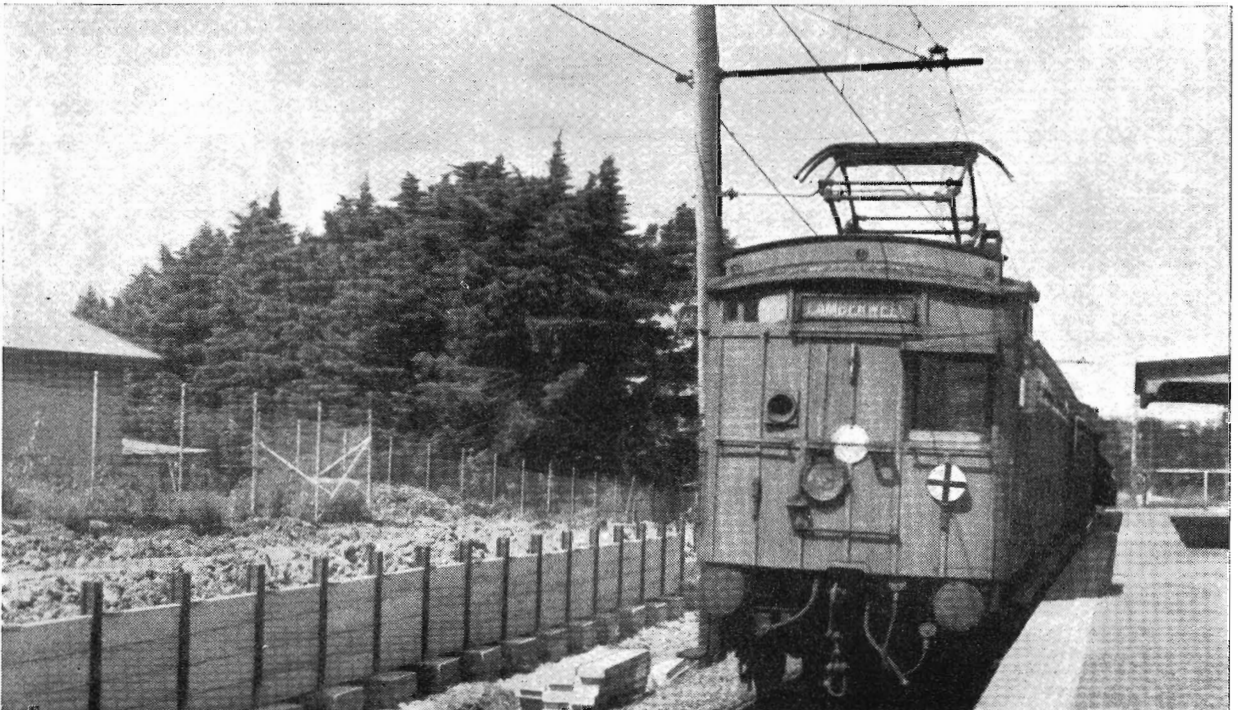
Pouring concrete for the foundations of the new platform at Willison.



A pneumatic spade is used in excavations for the new platform at Willison station.



Work in progress on the new platform at Willison. Steel rails are used to support the reinforced concrete facing



A train pulls into the Willison station platform adjoining the new and partly completed one.





The narrow gauge line locomotive NA 15 at Wangaratta. It was one of the last of the class built in 1915 at Newport Workshops.

## FIRST OF THE FEW

*Photographs: John Biggs*

THE 2ft. 6in. single track narrow gauge line from Wangaratta to Whitfield, which was recently closed because lack of traffic made it uneconomic to keep it in use, was the first of its kind to be built in Victoria. A little more than 30 miles in length, it was opened for traffic on March 14, 1899.

When the Whitfield and other narrow gauge lines were first mooted, a 2ft. gauge was planned. Controversy arose, however, and a 3ft. gauge was suggested. A compromise was effected with 2ft. 6in.

The line was constructed to help to develop the King Valley, which extends for 36 miles almost due south from Wangaratta, and is about 1,000 square miles in area. To such places in the valley as Oxley, Docker, Moyhu, Edi, King Valley and Whitfield, superphosphate, stock feed, lime and cement, flour and general stores were sent by rail. The outward traffic consisted of wool, cattle, maize, butter, millet (for making brooms) and firewood.

For many years, up to 1928, three mixed trains were run weekly between Wangaratta and Whitfield. In the district's hey-day, special trains were run from Whitfield to Wangaratta for football and athletic meetings. In those days there were comparatively few cars on the road. With the development of motor traffic and Wangaratta's growth as a shopping centre for the farmers of the King Valley area, the little towns along the branch line began to feel the economic pinch and this was soon reflected in falling traffic. In 1930 the mixed train service was reduced from three to two trains weekly

and, subsequently, to a once-a-week goods train. A postal rail motor service, however, ran daily between Wangaratta and Whitfield. It was operated with a track motor, with a special canopy, and a trailer. The few passengers picked up at various stations were accommodated in the motor and, on occasions, in the trailer as well. King Valley people dubbed it the *Spirit of Salts*.

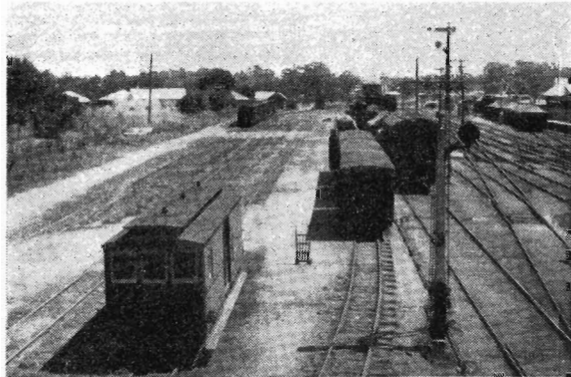
The line, which had suffered so many changes of fortune, was dealt another blow in February last year, when bush-fires considerably damaged bridges and other structures between Moyhu and Whitfield. The weekly goods train was then terminated at Moyhu. The through service was never resumed, as the limited bridge staff was required for work of greater importance and urgency.

In August this year, the Joint Transport Research Committee, on which the Department is represented, supported the recommendation of the Commissioners that the line be closed to all traffic. The committee pointed out that only a limited quantity of groceries and general merchandise was moved by rail to stations beyond Moyhu, and then on a ganger's trolley.

The committee's view was that the line had played its developmental part, reasonably well, in its early years, but, it had been and, still was, a costly undertaking. The inherent disadvantages of the narrow gauge system had tended to divert traffic to the road. There was nothing to indicate that prospective rail business would warrant retention of the service, especially as the through road from Wangaratta to Whitfield, parallel to the rail track was being progressively improved.

The last chapter in the operational history of Victoria's original narrow gauge line was written when the Minister of Transport adopted the recommendation and the line was officially closed. The last trains were the goods between Wangaratta and Moyhu on October 6, and the postal motor on October 10.

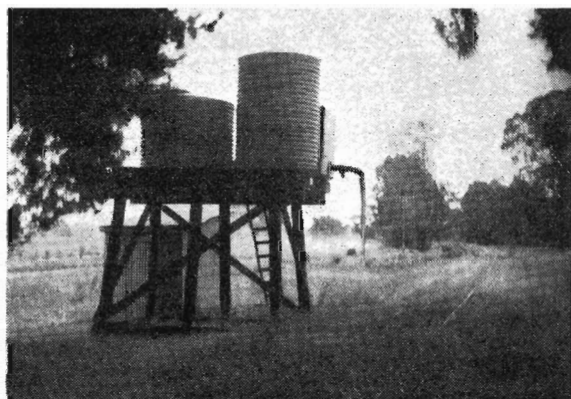




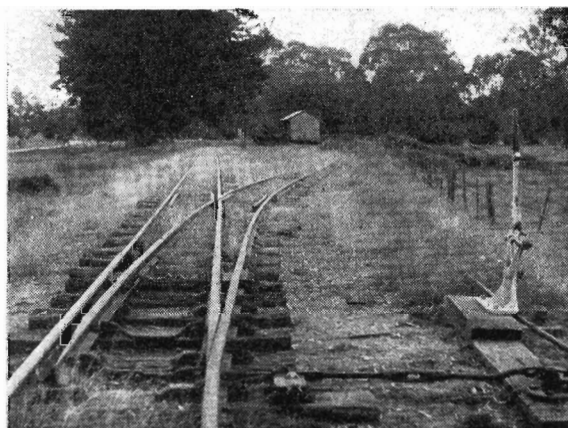
Wangaratta station yard with the adjoining narrow and broad gauges. Produce and goods from the King Valley had to be transhipped at this point.



The trailer of the track motor being loaded at Moyhu.



The old water tank at Edi.



There were fifteen stopping places between Wangaratta and Whitfield. Edi (above) was one of them.



The canopied track motor and covered in trailer at Whitfield. At left is the departmental residence.





**RAILWAY GARDEN:** When he retired, this expert gardener rented a small piece of railway land between Glen Iris and Darling to pursue his hobby of the bearded iris. He is leaving the district. Train travellers will miss the bright patch of colour.



**WEIGHING THE MAILS:** This is done daily for a period, every two years, to fix the annual rail freight charges.

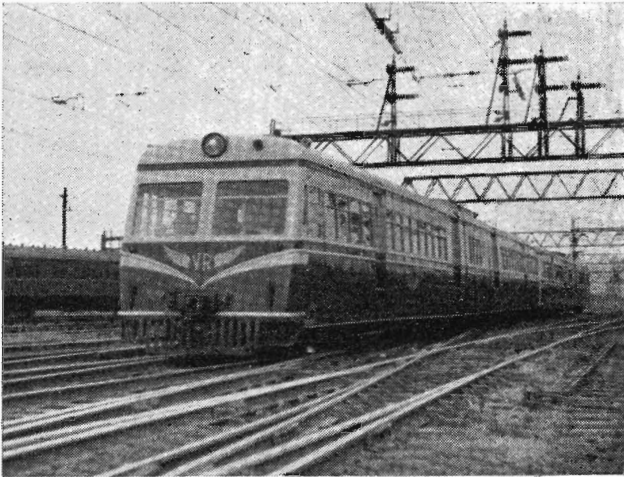


**TRIPLE EFFORT:** With a load of 1,220 tons, the A2 and R class locomotives leave Ballarat East to tackle the 1 in 50 grade of the Warrenheip.





**SPORTS DAY:** Some of the 6,000 schoolboys who left Spencer-st. recently for the combined technical schools' sports at Geelong.



**TWIN DIESELS:** Two 280 h.p. diesel rail-cars, coupled together, approach Spencer-st. station after a test run.

UND  
E  
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hobby—the culti-

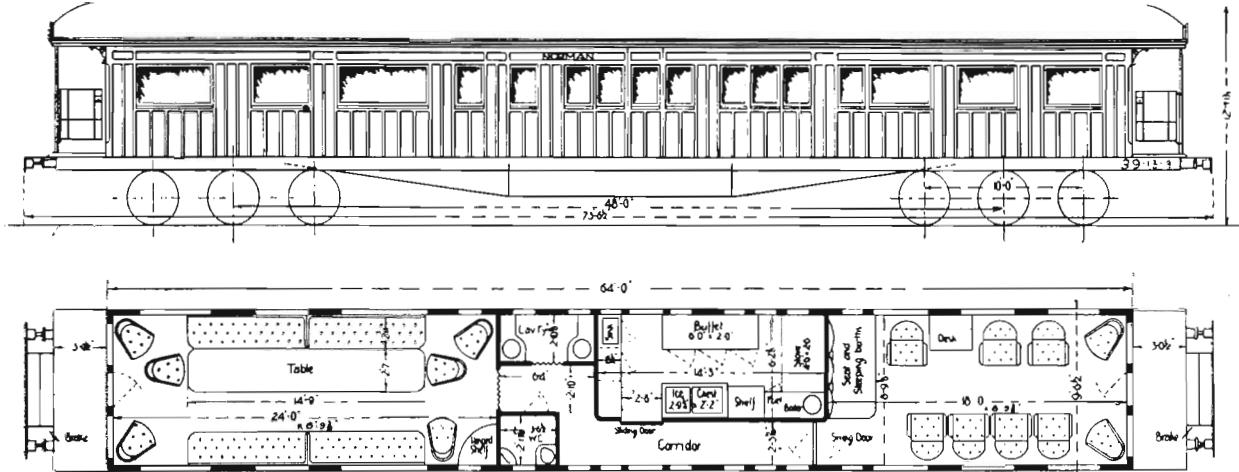


with a K in the rear,



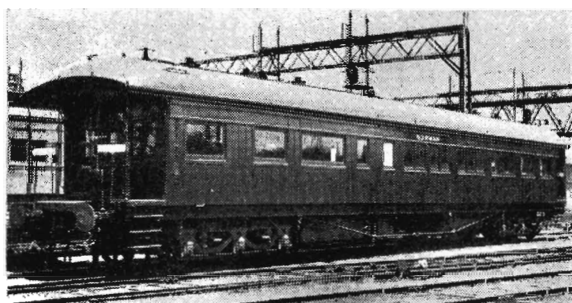
**ROYAL VISIT:** No. 4 State car (above) and the new Vice-Regal car, which will be in the make-up of the Royal train, were sent to the workshops recently to be repainted blue and gold, the standard colours for all its cars.



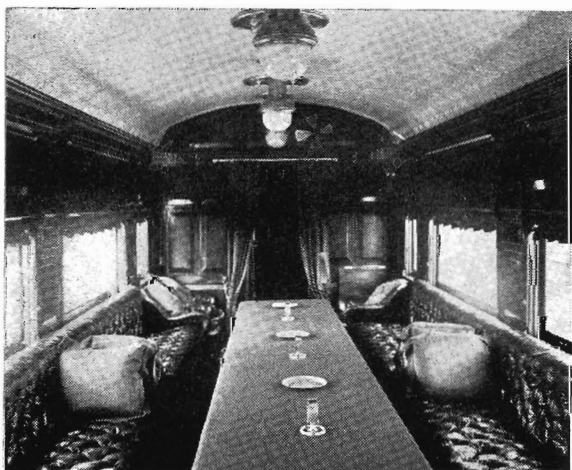


## CAR WITH A HISTORY

*In its 63 years of service, the Norman car has carried more prominent personalities, ranging from Royalty to Resonians, than any other car on the system. It stands, or rather, runs, as a monument to its designers and builders.*



**The Norman car as it appears today, and, below, a glimpse of the larger saloon.**



**W**ELL-KNOWN throughout the State because of its regular journeys over all broad gauge lines, the *Norman* car has a remarkable record of service.

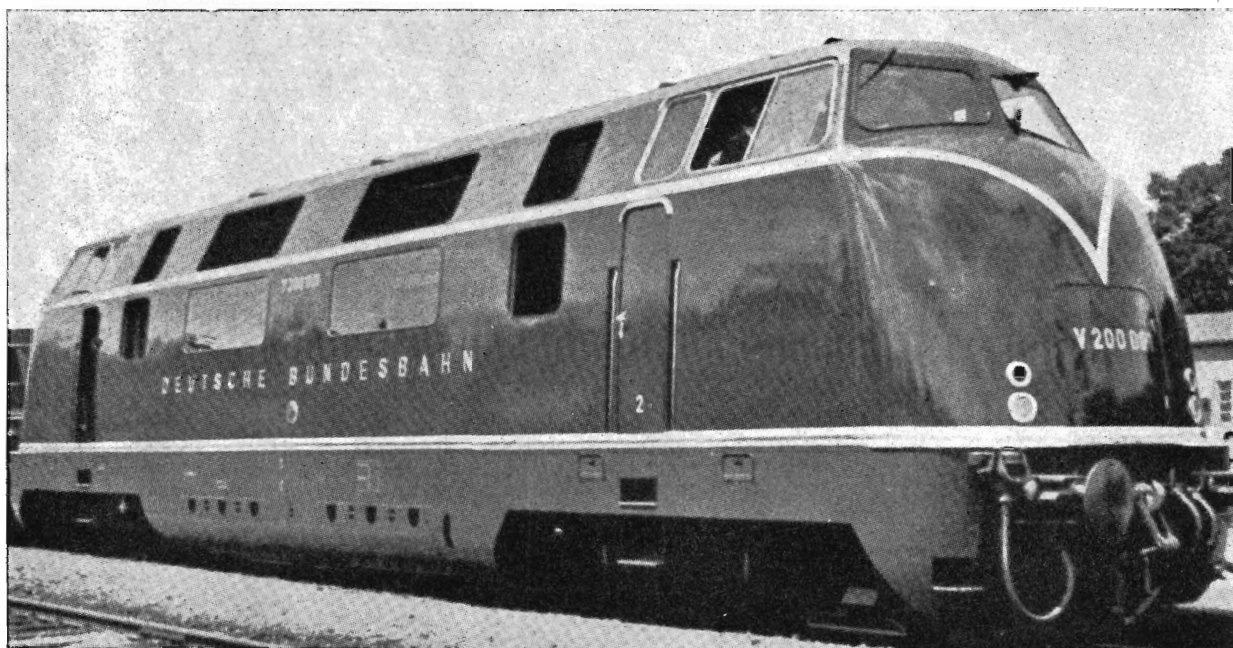
It was built as a sleeping car at Newport Workshops in 1890, and aptly named *Perseverance*. As such, and together with its twin, *Enterprise*, it ran on the Portland line and, later, between Melbourne and Albury.

In 1900, *Perseverance* was remodelled as a special car for use on the Commissioners' inspection tours. In 1921, it became *Norman*, in honour of Mr. C. E. Norman who had just retired after a long period of service which included, successively, 16 years as a branch head, six years as a Commissioner, and five years as Chairman of Commissioners. Again the name of the car was apt.

The car has been, however, by no means confined to service on Commissioners' inspection tours: it has formed part of Royal trains, Reso tour trains, and other special trains. It was, in fact, used during three Royal tours: in 1901 for the Duke and Duchess of Cornwall and York (later King George V and Queen Mary); in 1920 for the visit of the Prince of Wales (now the Duke of Windsor); and in 1927 for the visit of the Duke and Duchess of York (later King George VI and Queen Elizabeth). A list of the various locomotives that have hauled the car during its 63 years would delight the heart of any engine spotter. It would include such diversities as the B class diesel-electric locomotive and the original B class steam engines built between 1862 and 1880.

The arrangement of the car is unusual in that there are no side doors, entrance being by end doors opening on to observation platforms. Internally, the car is divided into two saloons separated by a kitchen equipped with fuel stove, ice chest, buffet and sink. One saloon is 24 ft. long and is furnished with a long table, long couches and upholstered tub chairs. The other is 18 ft. long, and is fitted with tub chairs, and office table and cupboards. On Commissioners' inspection tours, the smaller saloon is used as the office and the other saloon for meals.





One of the new B-B 2,000 h.p. diesel-hydraulic locomotives exhibited by the German Federal Railway at the Munich Transport Exhibition. These locomotives, which weigh 76 tons, are intended for light and medium weight trains running to fast schedules and with a top speed of up to 87 miles an hour. It is believed that they are to be used primarily on special mail trains run in conjunction with the German Post Office.

## Mile-a-minute Timing

**A**LTOGETHER 27 start - to - stop timings at 60 m.p.h. or over will operate on British Railways this winter compared with three last winter. These include: Euston to Coventry, 94 miles at 60 m.p.h.; Paddington to Bath, 106.9 miles at 60.5 m.p.h.; Kemble to Paddington, 91 miles at 60 m.p.h.; and Hitchin to Retford, 106.75 miles at 66.3 m.p.h. The run from Hitchin to Retford is the fastest timing of any train on British Railways since 1939.

## Works Excursion To Crewe

**A**N assembly line of new standard B.R. locomotives in various stages of construction, and several types preserved from the early days of railways, were recently seen by excursionists from Euston on a tour of Crewe Works, the biggest railway-owned locomotive works in the world.

## Across U.S.A. in 57 Hours

**I**T is now possible to cross U.S.A. in a through sleeping car in an actual travelling time of 60 hours from Los Angeles to New York. The route is over the systems of the Union Pacific, the Chicago and North Western and the New York Central. The average speed for the 3,259-mile journey, including all stops, is 54.3 m.p.h., the highest yet achieved

anywhere for a through booked journey of such length. Westbound, the car leaves New York at 10 p.m., and is due in Los Angeles at 9 a.m., on the morning of the third day, 62 hours actual travelling time.

Those who are prepared to change trains and stations in Chicago as "coach" class passengers must do, can make even faster coast-to-coast journeys, down to a minimum of 58½ hours westbound and 57 hours eastbound. The 57-hour journey involves a transit by rail across the United States at an average speed of 57.9 m.p.h.

## U.S.A. Scout Jamboree

**O**NE of the largest mass movements of passengers over U.S.A. railways since the war took place in connexion with the Third National Jamboree of the Boy Scouts of America, at Santa Ana, California, 36 miles south of Los Angeles. The camp accommodated more than 50,000 boys, and 38,000 of these were transported to and from Santa Ana by rail. This movement required the services of 1,200 coaches or sleeping cars, 43 troop kitchen cars borrowed from the U.S. Army, 175 baggage cars with camping equipment, 90 box waggon loads of food, and 10 waggons of coke for cooking. More than 30 special trains ran between the eastern States and California.

## Burlington Suburban Success

**T**HE modernization programme of the Chicago suburban services of the Chicago, Burlington and Quincy Railroad has been completed with the addition of another 10 stainless steel double-deck coaches. Modernization has resulted in 4.25% more season-ticket holders in 1952, compared with 1951, and 3.78% more season-ticket passenger miles.

## Diesel Trains For Mexico

**F**IFTY-SEVEN main-line coaches have been built for the Mexican National Railways, by a Swiss company. The order comprised 25 first class ordinary coaches for main-line long distance trains, and 32 luxury coaches of six different types. The cars are to be made up into three special trains to run between Mexico City and the U.S.A. frontier at Laredo. This, a distance of 810 miles, is to be covered in about 20 hours by the *Aztec Eagles*, as these trains are to be known. At present, speed on this route is limited to 68 m.p.h., but is likely to be raised. Actual top speed of 100 m.p.h. was considered in the design of the coaches. Two 1,500 h.p. diesel locomotive units, will haul these trains which will normally consist of one baggage-postal van, two first class coaches, two first class luxury coaches, one restaurant car, three sleeping cars and an observation car.



## New Commissioner

**M**R. E. H. Brownbill, now appointed Commissioner, was Deputy Commissioner during the absence, on sick leave, of Mr. Commissioner A. G. Fletcher, whose term of office expires at the end of this month. Mr. Brownbill joined the Department in 1925, as an engineering assistant, after a brilliant career at Melbourne University where he gained the degree of Master of Mechanical Engineering for a 10,000-word thesis on Improvements to Locomotives of the Victorian Railways. He is also a Bachelor of Electrical Engineering. Mr. Brownbill, at 35, was appointed manager of the Newport Workshops, and took over at one of the most important periods in their history, that in which Australia's first air-conditioned train *Spirit of Progress* was built. In 1936, at the request of the Tasmanian Government, Mr. Brownbill re-organized many branches of the Tasmanian Railways. He was appointed Assistant Chief Mechanical Engineer in 1943. After the Government had, in May 1949, approved the electrification of the Gippsland line between Dandenong and Traralgon, Mr. Brownbill was sent with three other senior officers to South Africa to investigate main line electrification.

## Obituary

**R**AILWAYMEN were deeply shocked and grieved at the deaths of the Assistant Chief Electrical Engineer (Mr. C. G. H. McDonald) and the Superintendent of Locomotive Maintenance (Mr. J. W. Butterworth) in the tragic air crash near San Francisco. They were on their way to study railway developments and to confer with the English contractors for the electrical and other equipment for the 30 new trains for the suburban system. "*News Letter*" joins with the relatives in mourning the passing of two highly gifted senior officers.

Mr. McDonald, who was 60, was born at Laura, South Australia. He entered the Department as Assistant Chief Electrical Engineer in 1924. He was educated at the Adelaide High School and University, where he took his degree of Bachelor of Electrical Engineering and Diploma of Applied Science. He was a Fellow of the South Australian School of Mines and a Member of the Institution of Engineers, Australia. He had 10 years' experience with the General Electric Company in America and was Superintendent of Tests at the Erie works. For three years he was field engineer on the Chicago, Milwaukee and St. Paul Railway and, before his appointment to the V.R., he was in Spain for 15 months in charge of the installation and operation of locomotives and sub-stations on the Spanish Northern Railroad. Mr. McDonald was chairman of a committee of three appointed by the Queensland Government to investigate the cost and advisability of electrifying the Brisbane suburban system. His biggest job in recent years, of course, was the electrification of the Gippsland line.

Mr. Butterworth's railway career was that of the successful apprentice. He joined the Department as an apprentice fitter and turner in 1917, and did so well that, three years later, he was awarded a departmental scholarship to the Melbourne Technical College, where he gained the Diploma of Mechanical and Electrical Engineering. His work in the Rolling Stock Branch soon won recognition in advancement. He was Plant Foreman at Newport Workshops, Plant Engineer, Manager of Bendigo Workshops and, for a number of years, was in charge of the garage depot at Jolimont. From senior engineer in the Rolling Stock design section, he went to Superintendent of Locomotive Maintenance. In October 1950, he was sent to England on a mission connected with the new car construction programme.

## St. John's Railway Division

**T**HE 1st Victorian Railways Division of the St. John Ambulance Brigade, which was formed in 1931, is seeking more members to enable it to cope with extra

demands that will inevitably be made on it, during the Royal visit early next year and during the Olympic Games in 1956. Attached to No. 4 Corps of the Brigade, the division's work is mainly within the metropolitan area, and includes attendance at such big sporting events as the Victorian Football League's final series of games at the Melbourne Cricket Ground, race meetings, ice skating, boxing and wrestling competitions, and functions such as the Eucharistic Festival at Sunbury. Wherever a big crowd gathers in Melbourne the familiar black and white uniform of the St. John Ambulance Brigade is prominent. These voluntary workers are also attached to emergency units of the Brigade for work at bush fires, floods and with missing person ambulance units. Railwaymen, who have a St. John Ambulance first aid certificate and are interested in giving community service in the St. John's organization, may get all necessary information from Mr. K. T. Evans, Production Engineer's Office, Newport Workshops (Tel. No. 1131: Ext. 78).

## Institute of Transport

**N**EW LETTER has been specially asked to remind young railwaymen that the Commissioners have extended, until June 30, 1954, the departmental payment of 75 per cent of the entrance fees and subscriptions of those who take up the Institute of Transport course, as well as one-half their subscriptions afterwards. The four-year course at the Melbourne Technical College covers English, elements of statistics and transport, general economics, economic geography and modern economic history, law of transport, transport finance and accounting economics, principles of management and transport operation. Fees are £4.10.0 for each of three yearly terms. The College will issue two certificates, one on the completion of the first six subjects and the second after the full course. The course is of special interest to staff in the Traffic and Commercial Branches and the operating sections of the Rolling Stock Branch. The Technical College also has a course of lectures on public administration which is extremely useful for the average administrative officer. A certificate is awarded. The course begins in February.

## Apathy Deplored

**T**O the Editor:

Sir, on October 12 the Council for the Victorian Railways Institute presented its 43rd annual report. It was a detailed review of the many activities sponsored by this excellent organization throughout the year. In 58 pages the Council outlined what had been done in the library, several educational, technical and social classes, in 20 various clubs and associations, and 19 country centres and sub-centres. The report not only showed an excellent result in all fields of activities, but also the hard work and the big effort by members of the Council in the performance of their duties. It is a pleasant feeling to have the privilege of being a member of such an organization, but one must wonder why out of 16,945 members only three were present at the annual meeting to hear the report read. Doubtless, a few hundred, if not more, of the thousands of members living in the metropolitan area were in the position to sacrifice two hours to see the men who keep this great organization rolling.

—V. Ogorelec (*Newport Workshops Storehouse*)

## Veteran Ganger

**G**ANGER V. G. Wallace, of Wangaratta, who has retired after nearly 47 years' service, joined the Department as a lad labourer at Spencer-st. in 1906. Five years later he was appointed repairer and later worked at Burnley, Glenferrie and St. Kilda. When he became a ganger in 1922 he was transferred to Maroona and, later, to Nerrin Nerrin, Bowser and, finally, Wangaratta. He won several prizes in the best kept and most improved departmental residence competitions. At his farewell he was presented with a watch and a pair of chairs.





Arrival at Yackandandah of the weekly goods train from Beechworth. Left to right—Driver A. Dawkins, Guard J. Kenny, Station Caretaker Mrs. A. Finch, Fireman F. Blake.

#### S.M.'s Work For Charity

**M**R. J. B. GRAHAM was stationmaster at Ballarat for only a little more than five months when his wife's ill health obliged him to seek transfer to the warmer climate of Benalla. In that short period, however, he became very popular with Ballarat railwaymen, especially because of the active interest he took in the Railway Charity Committee's work for the Ballarat Orphanage. At his recent farewell he was presented with a silver tea and coffee set.

#### The Chloriflower

**T**HE railway horticultural wizard, Mr. R. N. (Dick) Jones, of the Live Stock Agent's staff, has scored another spectacular success in his experiments with vegetables at his Preston home garden. He has developed a new vegetable, a cross between a cauliflower and a cabbage. It has been called the chloriflower, because it has a green heart. In form it consists of one main stem, bearing a large head, and six or more side shoots rising from near the base, each bearing a smaller head. The leaves fold inwards, giving protection for the head. Mr. Jones says that the chloriflower, in flavour, is similar to the cauliflower, but, with the vitamin content of both cabbage and cauliflower, it has a higher food value. The question arises: will the chloriflower oust the conventional cauliflower in popular favour?

#### French Leaves

**M**R. J. T. FRENCH, Officer-in-Charge of the Interstate Goods Section of the Accountancy Branch, retired recently after 48 years' service. He joined the Department as a junior clerk in 1905, and was with the former Audit Branch, the Rolling Stock and finally the Accountancy Branch. In his younger days Mr. French was a first class professional runner. He won the Beaufort and Murtoa Gifts, but his best effort was his heat and semi-final win in the famous Stawell Gift. At a farewell attended by a large number of his colleagues, the Assistant Comptroller of Accounts, Mr. J. F. Timms, presented him with a wireless set. Tributes were paid by Mr. P. E. Cooper, Auditor of Revenue, and Mr. G. Lemke, Officer-in-Charge, Goods Division.

#### 21 Years On Frankston Line

**M**ORE than 200 railwaymen and members of the Frankston line Railway Social Club gathered in the Carrum Fire Brigade hall recently to bid farewell to Mr. Fred Watchorn after his 50 years' service. For 21 years he had driven electric trains on the Frankston line. He joined in 1903. After five years of firing steam locomotives, he became a driver at Powelltown and, later, at Williamstown. For many years he drove the Adelaide express between Dimboola and Serviceton. He was with the A.I.F. for four years in World War One.

missioner Brownbill and Mrs. Brownbill. Presenting Mr. Watchorn with a gold wristlet watch, Mr. Brownbill described the retiring driver as one of those reliable railwaymen who got people living along the line to work every day. Other speakers, including the former Superintendent of Locomotive Running (Mr. G. E. Burnell), agreed. Variety entertainment and supper rounded off one of the most successful functions of the club, so far.

#### 'Shops Retirement

**M**R. DAVE RUNDLE, who retired recently after 41 years' railway service, was at Ballarat for the whole of his Departmental career. He was a fitter's assistant at the locomotive depot before transferring to the workshops as a fitter in 1917. A good natured, competent and co-operative tradesman, he will be missed by his workmates at the 'shops. They presented him with an occasional table, two easy chairs and a firescreen as tokens of their esteem.

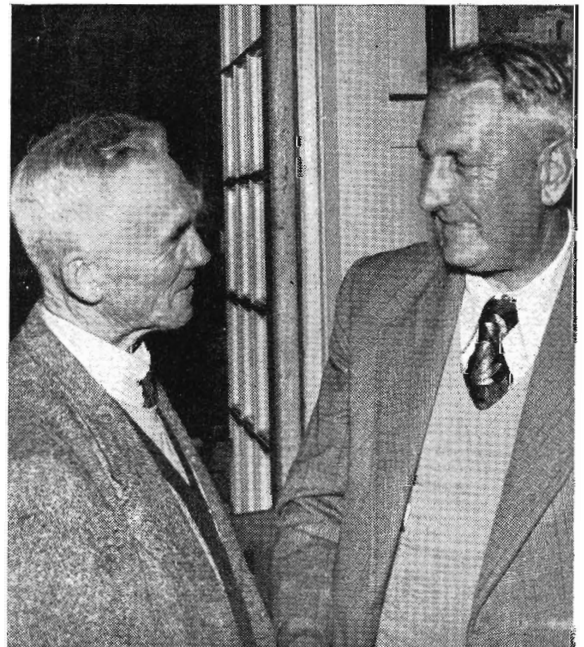
#### French Philatelist

**I**N a letter to "The Stationmaster, Australian Railways, Melbourne" Mr. Rene Pierre, a French railwayman, says he would like to get in touch with Australian railwaymen who will exchange postage stamps with him. His address is 296 Avenue D'Alençon, Le Mans, (Sarthe) France.

#### Elwood Veterans Retire

**A** large number of tramway men and women from St. Kilda-Brighton Beach and Sandringham-Black Rock services, railway station staffs on the Sandringham line and union officials met at Brighton recently to farewell Motormen V. C. A. Fenton and B. Morse, whose combined railway service totalled 85 years.

Mr. Fenton had been at Elwood since 1908. He has been vice-president, president and secretary of the Tramway Division of his union and was on the State branch council for more than 20 years. He was also a Victorian Railways Benefit Society steward. Mr. Morse joined the Department as a porter at Flinders-st. in 1913 and was transferred to Elwood, a year later, first as conductor and then as motorman. For a time he worked on the Sandringham-Black Rock line, but returned to Elwood in 1923. The veteran motormen each received a wallet of notes.



Mr. Morse (left) and Mr. Fenton farewell each other.





Mr. Martin piped in

### A Full Railway Life

WHEN the young W. E. (Bill) Martin, in 1911, was planning his future he had the choice of becoming a professional singer, a postal official in Western Australia or a railwayman in Victoria. He chose the last, without, he says, a shadow of regret, then or since. A stationmaster for 35 years, 23 of them in charge of Collingwood station, Mr. Martin retired recently. In a full railway life, he was a past president of the Australian Railways Union, president of the stationmasters' section for some years and stationmasters' representative on the Stations Classification Committee. He was also a member of the Executive and Council of the Victorian Railways Institute.

Representative railwaymen met at the institute to farewell Mr. Martin. He was piped into the hall by two Scottish pipers. The Chief Train Controller (Mr. H. A. Zeis), who presented Mr. Martin with a gold wristlet watch, described him as a very competent railwayman whose stations were a credit to him. He had even found time to attend evening lectures in biology at Melbourne University. He

had been content to remain with his Collingwood colleagues. Assistant Stationmaster W. J. Olson added to the panegyric. "Mr. Martin," he said, "was a railwayman who was intellectually much better equipped than the average man in the service, and he was never happier than when using his talents to help a lame dog over the stile. He had built his railway life on service to his fellow railwaymen and the travelling public."

Mr. Martin has asked *News Letter* to publish his thanks for all the telegrams and messages of good wishes from railwaymen in various parts of the system. In retirement Mr. Martin will concentrate on his favourite pastime, bowls.

### Thanks

FOR the excellent train arrangements for the large crowds that attended the recent Victorian Football League's final series at the Melbourne Cricket Ground.

—Mr. V. S. Ransford, *Secretary, Melbourne Cricket Club*

For the efficient and courteous service by the Tourist Bureau in planning and handling the booking arrangements for the school's recent tour of Central Australia.

—Mr. R. G. Gilmour, *Melbourne High School*

For the assistance given to a nurse by station staff at Spencer-st. and the train crew in the transport of a patient from the Fairfield Infectious Diseases Hospital to Stawell.

—Secretary, *Department of Mental Hygiene, Stawell*

For the recovery of luggage belonging to a traveller on *The Overland*.

*The Manager and Secretary, Royal Children's Hospital*

For the excellent service given by Kew station staff in dispatching merchandise.

*J. A. Brady, Pty. Ltd., Elizabeth-st., City*

For the help given by the assistant stationmaster at Glenferrie to a technical student who took ill at the station recently. The A.S.M. made the youth comfortable on a stretcher, and got medical assistance.

—Mr. R. Lawrence, *Crete-ave., Ashburton*

## ★ THE THINGS THEY SAY ★

IT'S easy to show hands and carry resolutions, but better to show shirt sleeves and carry them out.

—Anon.

Any life truly lived is a risky business, and if one puts up too many fences against the risks, one ends by shutting out life itself.

—Kenneth S. Davis

It is nothing short of a miracle that modern methods of instruction have not yet entirely strangled the holy curiosity of inquiry.

—Albert Einstein

Our principles are the springs of our actions, the springs of our happiness or misery. Too much care, therefore, cannot be taken in forming our principles.

—Phillip Skelton

No man undertakes a trade he has not learned, even the meanest; yet everyone thinks himself sufficiently qualified for the hardest of all trades—that of government.

—Socrates

Heaven knows we need never be ashamed of our tears, for they are rain upon the blinding dust of earth overlying our hard hearts.

—Charles Dickens

Every nation has the government it deserves—occasionally the best that money can buy.

—Anon

Devotion like fire, goeth upward.

—Eastern Philosopher

Was anything real ever gained without sacrifice of some kind.

—Sir Arthur Helps

To be prepared for war is one of the most effective means of preserving peace.

—George Washington

Even if you have a genuine grievance, don't put it in a glass case and gloat over it. Believe me, as an occasional fellow collector, you will travel with a lighter heart and surer foot without it.

—I. A. R. Wylie

Dost thou love life? Then do not squander time, for that is the stuff life is made of.

—Benjamin Franklin

The faults of others are like headlights on an automobile. They only seem more glaring than our own.

—Hudson Newsletter



I N about three weeks most of us will be holidaying, and will swell the summer trade of the cafes. If we wish to avoid bowel and virus sickness, we should patronise only the clean cafes.

Keep away from the cafe where flies abound. The good housewife will notice if the tables, windows and walls look clean, and if the place smells wholesome; if the waitress has clean hands and overall; if she picks up cutlery by the eating end and cups and glasses by the rims. She will notice if the crockery is chipped or cracked, if the waitress wipes the table and the plates with the same towel, and if that towel is clean.

Does the waitress bring cups of tea or coffee stacked on one another? Does the girl behind the counter blow into a paper bag to open it, or lick her finger to pick up wrapping paper, or dip into an ice cream container with an arm unprotected by a clean overall?

The wise holiday-maker will notice these things and shun that cafe.

Remember the five F's — food, filth, fingers, faeces and flies—if you want a healthy holiday.

### Fish Hooks and Crochet Needles

IF you have the misfortune to hook yourself or to sit on Mum's crochet needle, you can cut short your swearing time by removing the so-and-so in the proper way.

Thoroughly bathe the area (and hook) with an antiseptic. Force the point of the hook to the nearest point on the surface of the skin and push it out through the skin. Cut off the barb, then withdraw the hook.

If a crochet hook is embedded deeply, it may sometimes be withdrawn by very gentle traction combined with a to-and-fro twisting. If not, it is advisable to see a doctor, who will probably inject a local anaesthetic and withdraw the needle without pain.

### Irritant Plants

SOME plants are irritant to all people, such as nettles and gypie bush; some to most people, such as poison ivy; and some to a few people, such as primula and dogwood.

In all cases of irritation some relief may be obtained by immersion in a warm bath containing a couple of handfuls of washing soda, or by local application of washing or baking soda, one teaspoon to the pint.

Certain tropical plants have pods covered by minute hairs which cause irritation when brushed against or handled.

The most common and severe stinging plant is the gypie bush, found mostly in Queensland. The

# FIRST AID to HEALTH

finis coronat opus

plant varies in size from a small plant to a 15 ft. tree. It has large velvety, heart-shaped dark pastel-green leaves which are covered by minute hairs. When these come into contact with the skin a violent stinging results, and the pain on a large area may be intolerable. The pain lasts for a long time and recurs when the part is washed.

The best antidote for this is the application of diluted ammonia, baking soda or washing soda. If these are not available, use a paste of wood ash. Some relief may be obtained by rubbing with the inner side of the bark of the tree itself.

The stinging hairs may be withdrawn by the application and removal of adhesive plaster.

### Ha ! Ha ! A Flea

WE all know the prowess of these athletes. Fleas, like flies, go through the stages of egg—maggot—inert pupa to adult. Adults can live up to three months without food and 18 months if fed regularly.

### Control

Treat cats or dogs with derris root or pyrethrum powder. Keep floors scrupulously clean by sweeping and washing with kerosene emulsion. To make this, dissolve  $\frac{1}{4}$  lb. hard soap in  $\frac{1}{2}$  gallon of hot water. Stir in  $\frac{1}{2}$  gallon of kerosene until creamy. Mix one pint of this stock in nine pints of water for washing floors, etc.

The immature flea may lie doggo for months in unoccupied rooms and then decide to adopt you when you disturb him by walking near him. Old pigsties are common offenders.

To catch a flea, either disrobe on a light coloured woolly blanket, or while standing in an empty bath. A flea may be caught by pressing a cake of damp soap on him. He will remain embedded in the soap and may be extracted at your leisure.

### What Is Wrong

THE school teacher and the news agent were old rivals on the links, and on this fine

one another. The school teacher's drive was very short, and the news agent, striving to gain an advantage, had pressed and sliced into the rough. There he was, poking and muttering, when the school teacher heard him yell.

"Come here, Gordon, I've been bitten by a snake!" He was holding his right hand with his left. Gordon picked up his clubs and ran to his friend. "Where's the bite, Alf?" "On the side of my hand, Gordon. Here, above the little finger. See the two marks? It was a black snake. I didn't see him until he had hold of me. He's in that clump of bracken!"

Gordon worked quickly. He soon had a shoe lace out, applied a ligature above Alf's elbow and twitched it with his pencil. He then applied the second lace, just above the wrist. While he worked he called to some players on the nearby fairway.

Alf was calm and helpful and announced that he had a knife in his pocket. (Most news agents who receive bundles of papers carry a knife.)

Gordon made three lengthways cuts, one over the bite and one on each side, about half an inch apart, one inch long and  $\frac{1}{2}$  inch deep.

"Now, Alf, hang your arm down and let it bleed. I had a tooth out yesterday, so you can suck it yourself if you like." He hailed another player. "Charlie, run in and send word to Dr. Leech that we are bringing a man bitten by a black snake in to the hospital. We should be there in under 20 minutes. Send someone out here in a car, straight away."

... ..

Could you have done better than the school teacher? The answers will appear in next month's *News Letter*.

### Answers To Jacky And The Mother-In-Law

(See November *News Letter*)

1. Jacky suffered from an infantile convulsion.
2. Mother-in-law
  - (a) Did not check the temperature of the water with her elbow.
  - (b) Need not have undressed Jacky in this grave emergency.
  - (c) Should not dash a dipper of cold water on Jacky's head. Copious cold wet bathing is sufficient.

### First Aid Championship

When *News Letter* went to press arrangements had been completed for the Australian railways' ambulance championship competition at Mt. Evelyn on Thursday, November 26. The competing States will be Victoria, New South Wales, Queensland, Tasmania and Western Australia.





Mr. J. R. (Peter) Ramsay, springmaker, at Ballarat Workshops, enlisted in the 14th Battalion A.I.F. ("Jack's Mob") in the first World War. While abroad he won the welterweight championship of the 4th Division, and, on his return to Victoria, became boxing instructor at the Ballarat V.R.I. Although primarily a boxer, Mr. Ramsay was a good footballer in his younger days with East Ballarat and Ballarat Imperials. He is a past president of the Ballarat Highland Pipe Band.

### New V.R.I. General President

THE Chief Commercial Manager, Mr. R. C. Burgess, succeeds Mr. Commissioner Brownbill as General President of the V.R.I. Although he has not been actively associated with the Institute management, Mr. Burgess has always been keenly interested in its welfare because of its great value to railwaymen, particularly the younger men. When he was a commercial agent, he visited many of the Institute's country centres and spent many pleasant off-duty hours in them. Mr. Burgess has been warmly welcomed by members of the Institute Council.

### Lightning Premiership

V.R.I. football teams, representing Yallourn, Warragul and Korumburra centres, recently took part in a lightning premiership for a trophy given by Warragul businessmen. Warragul and Korumburra, who both defeated Yallourn, met in the final, which was won by Warragul by 19 points. The trophy was presented to J. Hogan, captain of the successful team.

### Batsmen Hit Out

THE V.R.I. Cricket Association's season opened very brightly. A feature of the first round of games was the free manner in which batsmen attacked the bowling and concentrated on scoring in the quickest possible time. The bowlers, however, stood up well to the punishment and, keeping a good length, were always a danger to batsmen prepared to take risks. Percy Smith, of North Melbourne Locomotive Depot, started the season in brilliant style by scoring 107

Other good batting performances were registered by S. Jones (67 not out), J. Gleeson (54 not out), L. Hill (48) and Herb. Matthews (44), of Flinders-st., in their match against Newport 'shops. Ron Jenkins, Newport 'shops promising fast bowler, was well in the spot in his first two overs, taking a wicket in each of them. At one stage his figures read 2-5. He finished the innings with 4-42. The early season form shown by the V.R.I. cricketers augurs well for Victoria's prospects at the interstate railway cricket carnival in Brisbane next month.

### Social Cricket

AN enjoyable social cricket match was held recently on the turf wicket at Richmond ground, the contestants being a team representing the Geelong V.R.I. and Flinders-st. For the loss of five wickets, Flinders-st. scored 148, to which the visitors replied with 118. Top scorers for Flinders-st. were J. Gleeson (36 not out), R. Kitchen (27), L. Hill (22) and G. Ross and Herb. Matthews (16). Bowling honours went to L. Fisher (2-52), C. Hovey (1-26) and R. Paley (1-30). Best with the bat for Geelong were C. Hovey (25), L. Fisher (23) and D. Blackburn (16). The best bowling figures for Flinders-st were obtained by L. Hill (5-37), R. Kitchen (1-10), G. Ross (1-14) and W. Lusby (1-23).

### Tennis Carnival

TEN teams have nominated for the Dunkling Shield and Pimm's Cup competitions. It will be an important season for the V.R.I. Tennis Association, as the Australian Institutes' tennis carnival will be held in Adelaide from March 30 to April 9 next year. Metropolitan and country members of the V.R.I. will be asked soon to apply for selection in the team to represent Victoria at the carnival.

### Country Cricket and Billiards

WHEN *News Letter* went to press the annual country cricket week was in progress. The competing teams were Geelong, Bendigo, Benalla, Seymour and Warragul. Details of the competition will appear in next month's issue, as will also the results of the billiard and snooker games between Geelong and Melbourne and Melbourne, Seymour and Ballarat.

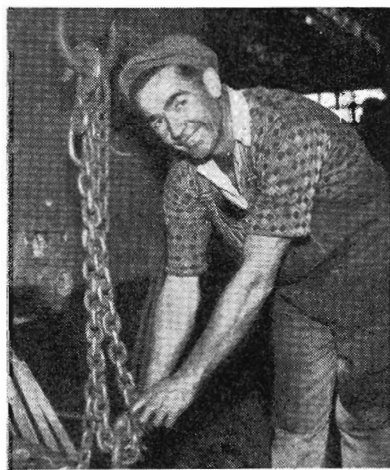
### Badminton Administrator

MR. H. R. Brady, personal clerk to the Assistant Chief Traffic Manager (Mr. T. R. Collier), was recently re-elected secretary of the Australian Badminton Association for the 15th successive year. Mr. W. R. Weisheit, Traffic Branch clerk, is vice-president. Mr. Brady has also been president of the Victorian Association for 14 years. At the annual interstate championships in Sydney,

Victoria teamed the Dunkling Shield, which it has held since 1937.

### Busy Tennis Executive

ONE of the busiest executives in tennis circles, these days, is the Claims Agent, Mr. A. W. Cobham, who is chairman of the Davis Cup Entertainment Committee and a member of the Stands and Publicity Committees. He represents N.S.W. on the Lawn Tennis Association of Australia, and the Methodist Lawn Tennis Association on the Council of the Lawn Tennis Association of Victoria. Mr. Cobham was a pennant player and captained V.R.I. interstate tennis teams. He was a member of the only V.R.I. team to win the Blanch Cup awarded to the winner of the interstate championship. Mr. Cobham expects about 17,500 people to see the Challenge Davis Cup round at Kooyong this month, when, for a space, Australia will be the centre of world amateur tennis. One of the inter-zone finals of the Cup, that between Belgium and India, will be decided in Perth, and U.S.A. will meet the winners in Brisbane. Also, the Australian championships will be held in Sydney next month. As a good railwayman, Mr. Cobham is gratified that the L.T.A.A. is using trains more than in previous years in getting competitors to the big interstate fixtures. The visiting English juniors, Knight and Pickard, recently travelled by rail from Melbourne to Brisbane for the Queensland championships, and a number of competitors from other States, including Western Australia, also went by train.



Reg Richards, who played many good games for South Melbourne League football team as a rover and defender, is now a fitter's assistant at Ballarat North Workshops. Appointed playing coach of Ballarat League team in 1948, he led the side to a premiership and just failed to win two other pennants.

Reg is also a good cricketer. At the end of last season he had got 66 wickets with his fast bowling in the B grade Ballarat cricket competition.