

THE MONTH'S REVIEW

Phoenix Speaks For Itself

THE spirited defence of Operation Phoenix recently made by the Chairman of Commissioners and his brief survey of the operational benefits that have already stemmed from its partial implementation should remove misconception and a good deal of soft sand from under the feet of uninformed critics of train timekeeping. The adverse effect of the obsolete rolling stock still with us and inadequate track capacity on the running of suburban and some country trains can be, and is, combated by alert running staffs, but the programme of renewals and improvements (hitherto suffering financial and material starvation) must, of itself, occasionally slow down timekeeping.

Greater Operating Efficiency

THE facts of Operation Phoenix speak for themselves. As Mr. Wishart pointed out, many improvements have been made in the last two years, in train service, especially for goods, and passengers, country and interstate, through new rolling stock, particularly diesel-electric and electric locomotives. On all important lines, overall schedules have been reduced substantially, and further improvements will follow more new rolling stock. Operating efficiency is now higher. As example, there was an increase of 55 per cent. in goods traffic, last financial year, over the 1939 figure. And the traffic was handled with only six per cent. more train The average train load increased from 459 to 566 tons, or 23 per cent., and the average truckload increased by 25 per cent. New rolling stock was instrumental in reducing goods operating costs, last year, by over £,900,000.

Freight Records

NOTHER good shot, fired at critics by The Chairman, concerned freight carrying records. At present, he said, the railways are carrying more brown coal and briquettes than they have ever moved. About 40,000 tons weekly now come from Yallourn. Record tonnages of goods are being handled at the Melbourne sheds. A major wheat haul of nearly 50,000 tons a week was recently made to clear country elevators in time for the coming harvest. Everybody will join Mr. Wishart's hope of pursuing Operation Phoenix to its conclusion, through progressively improving service to more and more rail users.

They Went By Train And Liked It

ORE than 13,000 scholars from various metropolitan and country high and technical schools went by train recently to sports meetings at the Carlton and Glenferrie ovals. Children from Frankston, Dandenong, Ferntree Gully and Lilydale were taken in either special or ordinary trains, and pupils from such country centres as Echuca, Warrnambool, Bairnsdale, Wangaratta, Moe, Sale, Shepparton and Stawell went to and from Melbourne by ordinary train. Specials were also run from Geelong and Ballarat for large parties of technical students and high school boys and girls. Special trains were also run for a number of sports gatherings at country centres.

All these trains moved without a hitch and there was nothing but praise for the efficiency of the railway arrangements. Many letters came in from head teachers and principals of both metropolitan and country schools expressing appreciation of the excellent service given and the courtesy of railway The letters (extracts from which are published on page 14) clearly indicate that there is no need to seek other forms of transport when the railways are capable, as they have proved on so many occasions, of handling the traffic efficiently and comfortably. There seems to be a greater appreciation than for a long time of this basic fact of transport life - at any rate in Victoria.

New Suburban Cars

THE construction of components for the Department's 210 new suburban carriages for 30 new seven-car trains is going along well. The prototype motor car from the contractors, the Gloucester Carriage and Wagon Company, of England, is expected to be here early next year. It will be taken to Newport Workshops for use as a pattern for assembling the other cars which will arrive in a knockeddown condition at the rate of two a week. The electrical gear from the English Electric Company is scheduled to arrive ahead of the carriage components, at the rate of one set a week, and the bogies from the makers, Bradford Kendall Ltd., of N.S.W., will come in advance of both at the rate of one car set a week. The components for the new cars will be stored at Brooklyn and dispatched to Newport, as required, to feed a production line producing three assembled motor cars a month. The trailer cars, which will be supplied by Martin and King from their Springvale works, will be delivered at the rate of four a month. The first seven-car train, of three motor cars and four trailers, is expected before the end of the year.

Station Colours

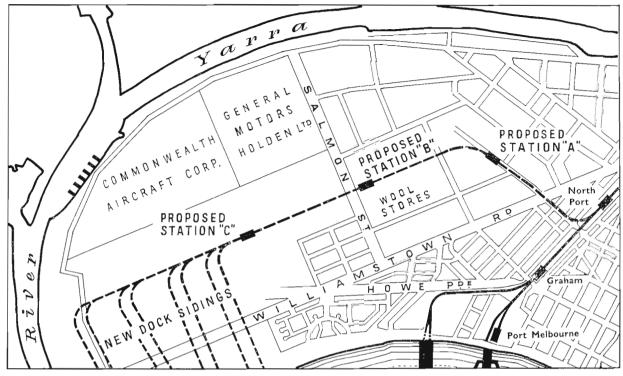
THOSE who, in the post-war years, have followed the modern trend of decorating their homes in bright colours, sometimes wonder why the Railways do not use contemporary colours. Actually, the selection of suitable colours and colour combinations for stations and other Departmental buildings has been the subject of exhaustive tests and experiments for a long time. In 1936, the Commissioners directed that a combination of cream and green be adopted as standard, but in the light of subsequent experience, it was decided, in 1940, to discard these colours, subject to review in special cases. Since then, the external painting of suburban stations has been mostly limited to a light and dark stone combination. Now, however, a darker brown paint is to be used as one of the colours, to give a stronger contrast. These colours have been proved the most suitable to withstand smoke and dust in industrial areas and in station yards where there is much shunting. They do not show up nearly so readily as others, the effects of deposits of brake shoe dust.

Four Of A Kind

TOW that summer's honeyed breath is blowing softly (with an occasional north wind diluting the honey) the season of picnics is upon us. Week-end trains to the beaches and hills carry carefree crowds for a day's break from the routine of work. With smooth travel, attractive fares and freedom from road risks, the railway is the obvious choice for many picnickers. None knows this better than the railwayman himself; indeed, right at the start of the season, three railway groups held picnics on the same Sunday. The Train Lighting Social Club went to Wattleglen, about 500 car builders from Newport Workshops enjoyed an excursion to Seaford and the New Boiler Shop Social Club picnicked at Werribee. On the following Sunday, members of the Machine Shop Social Club (also from Newport Workshops) had an outing to Bacchus Marsh by special train.

. OUR FRONT COVER.

The Department enters the new year with an important phase of Operation Phoenix (the £80 million 10-year rehabilitation plan) completed. All the locomotives ordered in the United Kingdom have now been delivered. Our front cover shows one of the last of the 60 J class arrivals being unloaded in Melbourne by the Harbour Trust's crane Jumbo.



Plan showing proposed railway line from North Port station to serve the expanding Fishermen's Bend industrial area.

BLUE-PRINT OF THE FUTURE

THE travel habits of people who live in the great sprawling metropolis of Melbourne make interesting reading in the recently released Melbourne Metropolitan Planning Scheme report. It deals with people and their every day lives, at home, work and play, and with all those familiar things about which people know surprisingly little in detail.

THE town planners make the point that a larger section of the outer suburban population must inevitably live at considerable distances from railway stations, and will have to rely to an increasing extent on feeder services to the railways and tramways. Therefore, there will be need, they say, for greater expansion in suburban bus feeder services and for careful co-ordination to ensure convenience.

The report discloses that, of the 163,500 workers employed in the central area, about 159,500 travel to work from other parts of the metropolitan area. A feature of the statistical information is the relatively small number of central area workers living in the western suburbs (3 per cent.) and the large proportion in the southern suburbs (43 per cent.). More than half the workers living in the northern and eastern suburbs work west of Elizabeth-st. and more than one-third of the southern suburban workers have their employment north of Bourke-st. Sixty per cent. of all city workers who travel to work by train are employed south of Little Collins-st. or west of King-st.; that is in the areas adjoining the Flindersst. and Spencer-st. stations. All these figures show that a very large number of workers have to pass through the congested parts of the central area to reach their work.

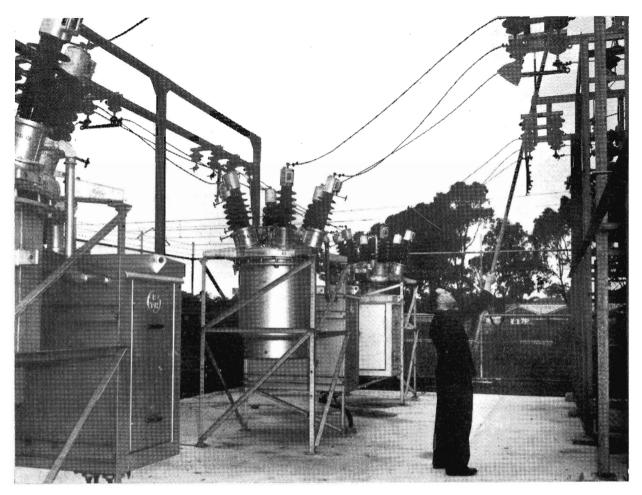
As far as the central city area is concerned, the report says that the most pressing need is a city underground railway to reduce concentration at Flinders-st. and distribute people nearer their destinations. When Melbourne's population reaches two and a half millions, 75 per cent. of city workers will be best served by rail. There is no doubt that the suburban railway system will have to play an increasingly greater

part in daily transport; and, although the recommendations made in the Town Planning Authority's report to increase its capacity do not wholly coincide with the Department's own plans for future expansion, they are nevertheless of considerable interest as a basis for thought and discussion.

In the report, reservations are made for several extensions of the suburban system, including Fishermen's Bend, Beaumaris, East Preston and a new Frankston-Mornington line. At Fishermen's Bend it is expected that 60,000 people will be employed when, ultimately, 780 acres become available for industry. From the Department's point of view the proposal to combine railway connexion to the deep water port at the river entrance with passenger and siding facilities for industry, would appear to be in the interests of general economy. Reservations for loop lines need not be taken up by the Department until development justifies further expenditure.

The Department is particularly interested in reservations of land for the Tottenham-Laverton railway proposal. The proposed route is shown on the master plan, also the zoned area through which the line would pass.

In the section devoted to the central business area, the controversial city ring road is mentioned, together with four or five other works listed as needed, in the future, for its effective operation. All these additional projects vitally affect railway construction plans. For example, the location of the columns for the proposed Russell-st. to Batman-ave. bridge would necessitate relocation of many rail tracks of Flinders-st. Yard into a layout that could scarcely be altered once the bridge was built.



A general view of the outdoor switchyard at Noble Park sub-station. On the left are the alternating current feeder circuit breakers and, at right, the 22 kV bus isolators.

CHANGING CURRENTS

THE purchase of 30 new suburban trains, the building of additional tracks, and the proposed city underground railway are the more spectacular aspects in railway plans for improving suburban services. But, behind the scenes, is another work of equal, if not greater, importance: the conversion of metropolitan substations from the present frequency of 25 cycles to 50 cycles.

POWER to run trains is, of course, a prerequisite, and so, when electrification was first planned more than 40 years ago, a power station was built at Newport to supply the necessary energy. It was built to generate alternating current at 25 cycles; this being, at that time, the accepted frequency for conversion to high voltage direct current as used in the traction motors of suburban trains.

By 1948, the Department was faced with the problem of coping with the growing demand for power which would be further accentuated by the electrification of the Gippsland line and the purchase of new suburban trains with a higher acceleration rate. At the same time it was arranged for the State Electricity Commission to take over Newport A

Power Station. The position was further complicated by the fact that the State Electricity Commission generated its current at 50 cycles. This necessitated the use of frequency changers at Yarraville and Newport to permit the use of this current when required by the railways.

To overcome the problem and obviate the need for installing more 25-cycle generating plant at Newport Power Station, plans were made for the installation of 50-cycle equipment in substations on the Gippsland line and for the gradual changeover to 50 cycles in the suburban substations to use the State Electricity Commission's 50 cycle supply.

The plans provide for the changeover to be spread over several years so that full use can be made of the 25 cycle

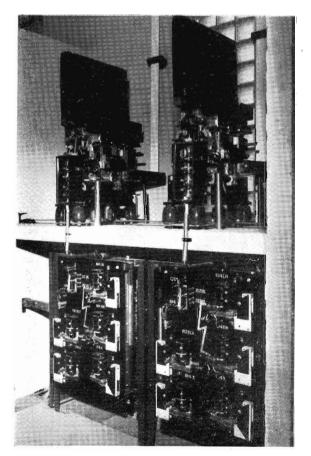
generation plant at Newport Power Station. By the time this generation plant is due for replacement, remaining 25 cycle equipment in use in substations will also have passed its useful life. These plans will also result in improved efficiency because of technical advances.

To implement them, the suburban system was divided into six areas, each of which will, in turn, be converted to 50 cycle supply. At the same time, provision will be made for additional power demanded by the growth of outer suburban traffic.

The first area to be tackled covers the Caulfield group of lines, and satisfactory progress has already been made. The second is the Camberwell–Eastmalvern area, where peak traffic has grown tremendously. Conversion here has become extremely urgent, as substations in the area are already operating to capacity at peak periods. Some of the plant has already been ordered, and tenders have been called for more. It is hoped to complete the changeover on the Glen Waverley line by June 1955, and on the Box Hill–Ringwood section by 1957. Meanwhile, a temporary substation is to be built at Ringwood to deliver necessary additional power in the interim.

Substations are being equipped with the latest design of pumpless, air-cooled, mercury arc rectifiers, similar to those used for the Gippsland electrification. These are much smaller and lighter than the old rotary converters which they will replace. They are also more efficient and, being fully automatic, will be more economical.

In planning the scheme, the fullest use will be made of the existing 25 cycle plant at substations. As the new 50 cycle equipment is installed, the existing 25 cycle equipment will be released for use on those parts of the system remaining on 25 cycles, either as spare plant or for additional capacity.

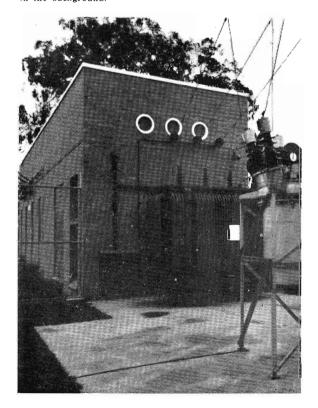


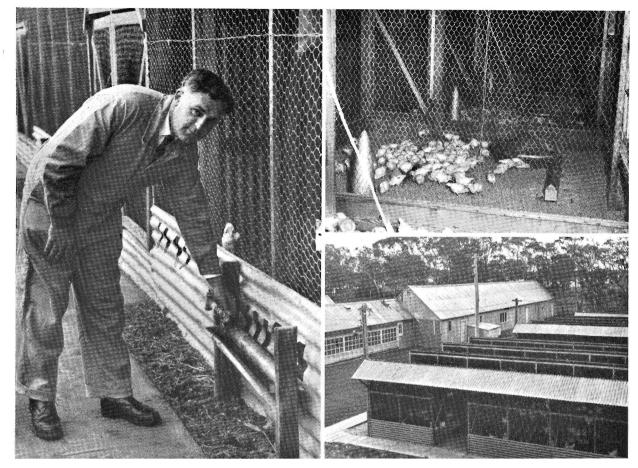
A 1,500 volt section high-speed circuit breaker in the substation building.



Assistant sub-station electrician M. Gorson inspects a "Translay" relay on the feeder control panel.

Below is part of the switchyard showing a rectifier circuit breaker and a transformer, with the new sub-station building in the background.





Top left: The manager of the poultry farm adjusting the automatic watering system. He has been in the poultry business for many years. Top right: Some of the farm's 3,000 chickens. When four months' old they are vaccinated against disease and become egg layers at six months. Bottom right: A section of the poultry farm showing some of the laying pens.

THE RAILWAY EGG

R. L. B. GOEBY, manager of the Department's modern poultry farm at Noble Park, does not have to resort to stratagem to encourage egg production. He does not artificially banish darkness or play soft, coaxing music to his fowls. He relies on scientific feeding, antidisease powders and hygiene to keep his birds healthy and in the mood to maintain the output that is daily served to railway customers in buffet cars, cafes, refreshment rooms at The Chalet, Mt. Buffalo National Park, etc.

The farm, with its 4,000 head of laying stock, mainly cross-breds, and 3,000 chickens, occupies about nine acres in a delightful bush setting. Mr. Goeby and his wife and family live in a neat, weatherboard house, surrounded by lawns which provide the clippings fed to the fowls.

Chickens are nurtured with almost the care of a mother for her new born child. They spend from five to six weeks in the electric brooders, and are then transferred to the rearing pens until they are about four months old. They are vaccinated against disease and at five months go to the laying pens. At six months they start producing.

The special mixture fed to the chickens is designed to promote health and to bring them to early maturity as egg layers. It consists of wheat-meal, maize-meal, rolled oats, pollard, bran, meat-meal, milk powder, bone-meal; antibiotic powders are included to prevent disease.

Three carefully selected meals are given to the laying birds each day. For breakfast they get pollard, bran, wheatmeal, milk powder, bone-meal and salt; at mid-day, green feed; and at night barley, wheat and oats.

Every Friday Mr. Goeby culls the birds that he considers are not up to egg-laying standard. By the time the birds begin their second year of production only the best are egg laying. Those culled are sent to market.



Oats, barley and maize are grown at the farm for feed.



A barrow-load of feed being wheeled to the pens.

Next year all the egg laying stock will be cross-bred fowls (a cross between Black Orpington and White Leghorn). Experience shows that they are the best and most consistent egg layers. They average about 186 eggs each, a year.

The maximum effective life of the birds as egg producers is two years. Culling them after that age is one of the reasons for the farm's high egg production. It averages about 1,200 dozen eggs a week.

To keep up the egg supply during the slack producing months of March, April and May, it was necessary, until a year or two ago, to put some in cool storage, but production is so satisfactory now that fresh eggs are available for railway customers all the year. Eggs surplus to railway requirements are sent to the Egg Board for sale.

Production is watched very closely. There is an output card attached to each pen. Cards are sent to the accounting office of the Refreshment Services Branch, put through the adding machines, and the average monthly egg production for each bird is recorded.

One reason for the financial success of the poultry farm is that nothing is wasted; not even manure. This is bagged by market gardeners and sold to them. The manure is worth about £250 a year to the Department.

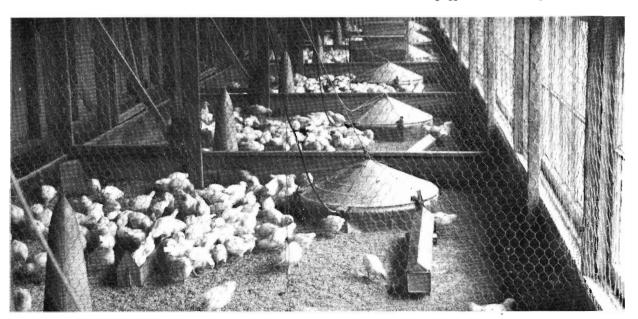
One of the nicest compliments paid, after a visit to the Railway's poultry farm, came from farmers of the Murrumbeena branch of the National Utility Poultry Breeders' Association. They described the Noble Park farm as the cleanest, and the birds the healthiest they had seen.



The manager branding, or toe-punching, a chicken. This enables a poultryman to tell at a glance the age of a bird and who supplied it.



Collecting eggs from one of the pens.

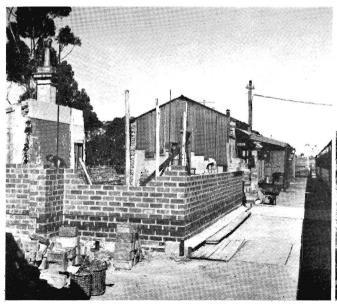


Chickens after five to six weeks in the electric brooders are transferred to the rearing pens until they are about four months old.

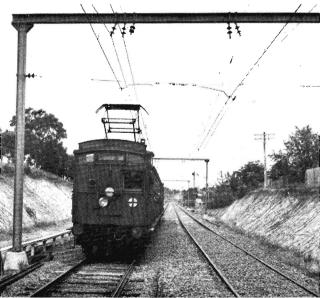
AROUND THE SYSTEM



ADELAIDE BOUND: The daily fast goods train near Melton Hauled by two diesel-electric locomotives, this train has 75 vehicles (1300 t



COUNTRY WORKS: A new station is being built at Great Western, between Ararat and Stawell.



DUPLICATION: The newly duplicated track between Hartwell at Ashburton is operating successfully.



BORDER TRAIN. A passenger train, on its way to Melbourne, crossing the bridge spanning the River Murray at Tocumwal.



DEMOLITION: Buildings have been razed for additional tracks to go across Swan-st., Richmond.



GIPPSLAND LINE: New station yards and a platform for a second track are being built at Garfield.

ALWAYS AFTERNOON

Condensed from an article in the Victorian Institute of Public Affairs Review.

ECONOMIC stability has been the central preoccupation of the democratic communities for the last two decades. The pursuit of economic stability also embraces security, for without stability the prospects of security would be considerably dimmed.

THE danger of stability and security is that we may lose our zest for big deeds and big issues, that we may become so enamoured with the peace and quiet of the happy valley that we no longer want to venture forth into the unknown, to test our skill and ingenuity and courage against the heights and the far distances. When a people begin to think like this, when all change that does not appear to add immediately to creature comforts becomes hardly worth the candle, why should political parties put their necks out by proposing courses of action which are certain to be received indifferently and even coldly? Is there a possibility that we may become so satisfied with our present state that we won't be bothered to try to improve it? Is there not a danger that economic stability could lead to a stagnant self-complacency?

All this should not be construed as an argument against stability and security. On the contrary these are ends much to be desired. It is rather an argument against an over-concentration on these goals to the neglect of practically all others, against a stability which degenerates into rigidity, a security which leads to a distaste for change and experiment. After all, a world in which it was "always afternoon" would probably be pretty boring, pleasantly boring at best. It would certainly be enervating.

The trouble is that man's finest achievements have always been produced under testing circumstances. The greatness that resides in men and in peoples is only elicited in response to challenge or under stress. It is hard to dispute that the depression years produced the finest economic thinking we have yet seen in Australia. It was in those critical times that we really began to understand how the Australian economy functioned, the forces that made for prosperity and those that made for depression, and how these forces exerted their influence. And these years were not only productive of great thinking, they produced big personalities, big not so much because they were above-average economists, or even because they were distinguished by exceptional intellectual powers—there are good economists today—but because they were big human beings.

Today we have much more sophisticated methods of analysis and more efficient tools of application than the economists of twenty or thirty years ago. But something is missing. These men, whatever their defects, were builders. They participated fiercely in the everyday hurly-burly. They were not featful of making mistakes. They were prepared, if necessary, to say the unpopular thing. They aroused great dissensions and they made enemies who, however, were influenced by them in spite of themselves. But, today, the economics profession, if it doesn't look out, is in danger of becoming just a little bloodless.

We know more of the theory of the matter than the economists of twenty years ago. We indulge in technically more sophisticated arguments than they ever dreamed of. But has this new technical proficiency been accompanied by any notable increase in economic wisdom? Certainly it would be hard to claim that at the present time the economics profession is making any contributions to the practical economic understanding and life of the community that compare with those of two decades ago. We have an abundance of first-rate economic technicians; but where are the economic philosophers?

When some great controversial question is at stake today, the economics profession, to which the community is entitled to look for guidance, too often maintains a deafening silence.

Is this lack of courageous, challenging leadership to be attributed, at least partly, to the lulling calm of the oceans of stability and security, so that those who should be helping to guide the vessel are satisfied to fill the role of "button pushers" and to indulge their spare time in "clever talk"? If it is, then we need to be on our guard.

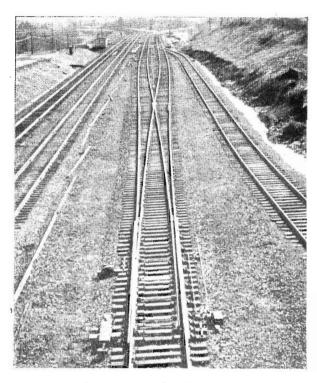
To take another example: One would have thought the new condition of economic security would have induced a fresh state of mind in the trade unions, one in which they would have been prepared to break with past ideas conceived in an environment of insecurity and to embrace a more positive and adventurous philosophy. But there are so far few signs of this. Has stability had the opposite effect—a complacent satisfaction with what is, a distaste for the difficult task of transforming an approach to economic and industrial affairs that has been "built into" trade union thinking over the best part of a century? Are the leaders in effect saying: "Well, we now have stability and security, all we have to do is to see that stability is maintained and security made more secure." Certainly the trade unionism of today seems to lack the vigour of mind, the ardent, crusading zeal and the adventurousness which it displayed under more difficult circumstances. Progress should still be the watchward of the trade unions; but when are they going to realise that progress today must be pursued by methods vastly different from those which were appropriate in the earlier decades of the century?

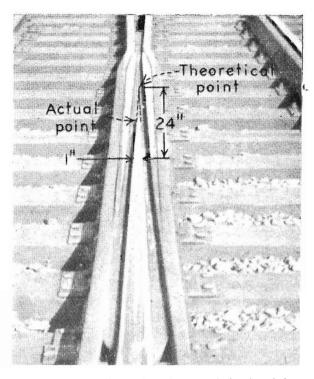
Nor has the businessman remained entirely unaffected by the new conditions. Having had a taste of security, and understandably liked it, there are signs that too much of his energies are being directed toward still more security. He may be justified in pressing the government for protection against forces over which he has little control. But he, more than others, should be careful to observe a decent moderation in his solicitations. There is a danger that he could acquire the habit of looking to a paternalistic government for getting him out of any jam, even though his own errors of judgement may be responsible for his plight. After all, what the community wants from its men of business are boldness and enterprise, the willingness to incur risks. But the pleasant calm of long-continued stability and the prevailing psychology of "security first" may induce in the businessman a frame of mind that is averse to the risk-taking and experiment upon which real progress depends.

These are only a few discursive and disconnected aspects of the matter. There are many others. Moreover, the picture has been painted in over-strong colours.

It is not stability that is in question. Perhaps nothing is more important. It is the attitude of mind to which stability is in danger of giving rise, an attitude that could be disastrous to Australia in the period of her greatest prospective development. Of course, since the war we have done well. But abounding good fortune has been ours. It is against the law of life to suppose that it will always remain that way. And when the tide turns, as one day it must, let us beware lest we find ourselves in a state of such mental flabbiness that we lack the flexibility and the vision to grapple with the tougher conditions.

LINES FROM OTHER LINES





A No. 24 equilateral turnout. The "number" of the turnout is determined by dividing the distance from the theoretical point of the frog by the "spread" at the point where the distance is measured. Thus, in a No. 24 turnout, the spread 24 in. from the theoretical point is 1 in. By way of contrast, in No. 8 turnouts commonly used for unimportant sidings, the rate of spread is 1 in. at a distance of only 8 in. from the theoretical point.

Equilateral Turnouts In U.S.A.

| There is single track diverges |

into two tracks, it is sometimes the practice to divide the frog and switch angles equally between the two tracks, thus creating an equilateral turnout. Each of the diverging tracks has then only half the curvature that would be required if the turnout were installed from straight track. On the Erie Railroad, these turnouts, operated by power switch machines incorporated in a traffic control system, make it possible for fast trains to proceed through the switches at relatively high speeds, and with complete safety and comfort for passengers. It is calculated that trains can operate through these turnouts at 88.3 miles an hour with comfort to passengers. As a matter of more or less abstract interest, the maximum safe speed through them is calculated at 119 miles an hour, with no danger of overturning until a speed of 217 miles an hour is reached.

U.S.A. Train Speeds

TATISTICS show that, in 1953, 2,818 runs, with an aggregate mileage of 151,077 were made daily on U.S. railroads at speeds of 60 miles an hour and over from start to stop. Runs booked at over 80 m.p.h. start to stop are found in the

time-tables of four railroads. Of these the fastest is that of two Burlington Twin City Zephyr trains in running the 54.6 miles from East Dubuque to Prairie du Chien in 38 minutes (86.2 m.p.h.). Two other trains cover the same distance in 40 minutes, and two more in 41 minutes. Maximum speeds up to 100 miles an hour are permitted over certain of these routes.

Agricultural Improvement Car

WITH completion of its seventh
year of service, the Union
Pacific's agricultural improvement car has had a total of 110,772
visitors. Working in the 11 States
in the U.P. territory, the car's programme is arranged by the railroads'
agricultural agents, often in cooperation with colleges. New crops
and new farming techniques are
frequent programme topics. Programmes have been arranged at 673
communities, with an average attendance of 165.

New Dome Cars For C.P.R.

ANADIANS will enjoy the longest ride in the world in dome cars, of which 173, streamlined and of stainless steel, have been purchased by the Canadian Pacific Railway from the Budd Company, for transcontinental services. They will be formed into complete new trains. They will be fitted with disc brakes which are much lighter than clasp brakes, have fewer components, and give much longer service. The saving in maintenance is expected to amount to about \$24,000 a year on a 15-car train.

Apprentice-built Locomotive

THE Rhodesia Railways Bulawayo Workshops recently completed the first of ten 4 - 8 - 2 locomotives which are being produced by the employment, basically, of materials originally ordered for the rehabilitation of existing locomotives.

Almost the entire work of erecting the first of these locomotives was entrusted to apprentices under the guidance of an experienced tutor. Workmanship and finish are reported to be eminently satisfactory.

Testing Welded Rails

THE French National Railways have been carrying out tests to ascertain whether less energy is used in running trains over welded track than over the normal short lengths of rail. Various types of trains and a dynamometer car were used. No measurable difference in energy consumed was shown by these tests.

Fanuary 1955

AMONG OURSELVES



Mrs. Dorothy May Russell, who has been at Tocumwal since 1930, is one of the Department's most efficient gatekeepers. Her courtesy to drivers of vehicles who use the rail and road bridge that spans the Murray at Tocumwal has won many friends. Her neat little home near the bridge is noted for its well kept garden and fruit trees. Mrs. Russell's husband, John, has been a ganger in the district for many years.

Institute of Transport

THE correspondence class in Transport Administration, at the Royal Melbourne Technical College, will resume next month. The subjects are English Expression and Elements of Statistics, and the fees are £4 and £5, respectively, for the complete course in each. Students would find the attainment of leaving standard in English Expression (for which tuition is available, through the College, at a fee of £4 a year) an initial advantage.

Students doing this course must take English, irrespective of their educational qualifications, including matriculation. Those who have not qualified to Melbourne University intermediate standard, and those who have not qualified recently, should take the College's preparatory course to the leaving standard in English Expression and intermediate standard in arithmetic, before undertaking the normal subjects of the Transport Administration course. It is expected that the complete correspondence course in all Transport Administration subjects will take not less than five years.

Oral Class Suspended

THE oral class in Transport Administration will be suspended, for first year students, until early in February, 1956. Here again, qualification in English Expression to the leaving standard is desirable. Instruction is given at the College for £2.5.0 a term (three terms a year).

All fees for both oral and correspondence classes are payable in full by students. Membership of the Institute of Transport is not a condition for joining these classes. Application for entry to classes should be made direct to the Royal Melbourne Technical College, Latrobe-st., Melbourne.

I.O.T. Membership

MERSHIP of the Institute of Transport, as student or graduate, is open to members of the railway staff. Those who join before 1st July, 1955, will be reimbursed 75 per cent of the entrance fee and initial subscription, and 50 per cent of subscriptions thereafter. The full entrance fee for a student is £1.6.3 and the annual subscription £1.3.3.; for a graduate £2.12.6 and £1.3.3., respectively.

The Commissioners feel that much help will be derived from membership of the Institute and from the classes by promising young railwaymen. All details may be had from the Secretary, Room 225, Administrative Offices, Spencer-st-

Makes Things Tick

THE station staff at Bendigo know a great deal more about uranium and how to find it since the recent visit to the uranium fields of Parcels Porter John Dempster. He brought back samples of ore from Radium Hill and Mt. Isa and has also some promising specimens collected at Maldon, Inglewood and other potential uranium areas. John always gets a good and attentive audience when he demonstrates with his Geiger counter.

Football Photograph Sequel

R. GERARD CONDON, of the Chief Clerk's office, Accountancy Branch, has recognized his late father in the photograph of the North Melbourne Locomotive Depot's 1906 premiership team published in November's News Letter. He started in the railways as a blacksmith in 1889 and became a driver in 1902. He drove steam trains in the country and on the suburban system before becoming an electric train driver at Reservoir, about 1920. He retired in 1938 and died the next year. Bowler hatted Mr. Condon, senior, appeared in the photograph, standing behind the umpire.



A section of the Geelong Goods Office staff. Left to right: Miss G. Ireland, Mr. G. Munday, Miss P. Ryan, Mr. R. Gugger, Miss J. Wootton, Mr. C. Armstrong, Mr. D. Gugger, Miss V. Salt, Mr. A. Symes, Mr. F. Smith, Mr. A. Hilton.



Thirty former staff members, some of whom left the Department to be married, attended the recent reunion of Duplicating Bureau girls at Head Office. It was held at the V.R.I. and was so successful that another is being planned.

Retired S.M. Passes

R. ANDREW PEART, who was stationmaster at Spencer-st. before he retired, died recently, aged 86. In his younger days he played League football for Fitzroy, cricket for St. Kilda, and was also a noted footrunner. His son, Gordon, is manager of the Adelaide branch of the Victorian Government Tourist Bureau, and a grandson, Mr. Andrew Kellett, is chief clerk in the Railways Construction Branch.

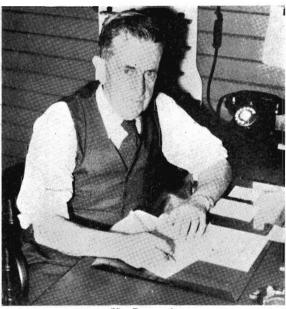
Stores Branch Veteran

A FTER 44 years' service, Mr. W. J. Durward, Storemanin-Charge at Bendigo Locomotive Depot, has retired. He joined the Rolling Stock Branch as an engine cleaner in 1910 and transferred to the Stores Branch in 1928. He was at Seymour, Benalla, Traralgon and Ballarat North Workshops before he went to Bendigo for the last 17 years of his railway life.

In World War One he had four and a half years' overseas service with the First A.I.F. He still takes an active interest in the welfare of railway ex-servicemen. He was also secretary of the Fathers Association for 10 years and is now a life member. He is a life governor of the Bendigo Base Hospital and

a commissioner for affidavits.

In his younger days Mr. Durward was a versatile sportsman. Besides being a good cyclist and boxer, he played cricket and football. A member of the Bendigo Bowling Club, he never misses a V.R.I. country bowls week in Melbourne. He is also fond of shooting and fishing.



Mr. Durward

Jingle Bells

PORTY-SIX years' service has left Mr. H. E. Wain with a host of friends and a stock of anecdotes. He recently retired as Assistant Staff Clerk in the Way and Works Branch.

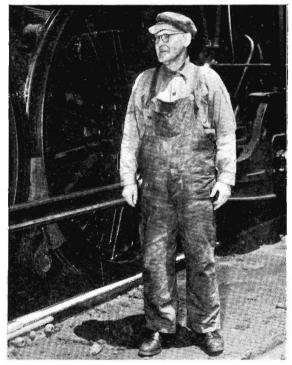
Shortly after joining in 1908, as a lad in the Telegraph Branch at Spencer-st., he had practical demonstration of water as a conductor of electricity. On night shift, a skylarking youth threw a paper bag full of water that missed its target, but landed on the manual telephone exchange board. It caused so many short circuits that bells began ringing furiously and kept it up until the early hours, even frightening away the rats that infested the old telegraph building (long since demolished). In those days, or nights, the rats were sometimes dispatched by an old sleeper supported by a stick, and baited with a few chop bones. At the right moment, the stick was pulled away with a string. The best bag for a night was over the 50 mark.



Mr. Wain

In 1910, Mr. Wain was transferred to the Way and Works Branch, and a few years later became senior clerk on the Camberwell regrading job. The wage for labourers, at that time, he recalls, was very helpful to wage calculation; it was 1/- an hour.

Later, and for some years, he was with the sick and accident section where he became known as "Doc" Wain. On his retirement, he was given a gold wristlet watch and, for his wife, a parasol.



Lighter-up Robert McHale, who retired recently after 48 years' service, spent all his railway life at North Melbourne Locomotive Depot. He is a brother of the late "Jock" McHale, famous Collingwood football coach. At his farewell, Bob was presented with a wallet of notes by the Chief Foreman, Mr. W. Casey.

Messenger Boy To S.M.

M. VICTOR BRACHER, Toorak's stationmaster for the past seven years, retired recently after 48 years' service. He joined as a messenger boy at the Stationmaster's office at Spencer-st. in 1906, and in 14 years rose to stationmaster at Borung. He was at a number of country stations before Toorak. A pleasant smile and a well deserved reputation for courtesy made him popular with both staff and public. At his farewell he was given a travelling set.

Sir John Elliot's Appreciation.

LONDON TRANSPORT

55 BROADWAY WESTMINSTER LONDON SWI

Chairman's Room

10th November 1954.

Dear Sir,

Four readers may be aware that I take more than a passing interest in the Victorian Railways, and I was particularly happy to receive the special Centenary Number of your News Letter.

I have much enjoyed reading it, and was porticularly interested in the various illustrations which you have included. Congratulations on an oltogether excellent production:

Yours truly.

The Editor, Victorian Railways News Letter, Spencer Street, Melbourne, C.1, Austrolia.

PASSED WITH CREDIT

This first-aid certificate was issued, in 1887, to Mr. J. E. Harrigan, a member of the first ambulance corps at Newport Workshops. He was also a member of the Newport Workshops fire brigade. The ambulance corps and fire brigades were organized when management of the Victorian Railways was transferred, in 1884, to the control of three Commissioners.

Mr. Harrigan was at the old Williamstown Workshops and, later, at Newport Workshops. He retired in 1926, after 42 years' service. One of his sons, historian L. J. Harrigan, joins News Letter in asking if anyone has an earlier first-aid certificate.

Thanks

POR "the excellent rail arrangements made for the transport of our boys to their combined sports meeting at Hawthorn".

-A. Tyrer, Hon. Gen. Secretary, Victorian Technical Schools' Sports' Union.

To the Railway Department and the officials "who made our train trip to Numurkah a happy one. We arrived on time, returned on time, and were very happy with all the arrangements made for our transport".

J. A. Mollison, High School, Sevmour.

For the efficient running of special trains from Seymour and Shepparton to Numurkah. "The trains ran to schedule, the accommodation was adequate for the large numbers of pupils, and without doubt the journey added to their enjoyment of the day".

-A. M. Rogers, president north-western D.S.S.S.A.

To the Stationmaster and staff at Echuca, the Stationmaster at Elmore and other members of the Railway Department for the manner in which they assisted us during our trip to Maryborough. The whole journey was most enjoyable to all concerned and help was always forthcoming when needed. "I have made this trip an opportunity for pointing out to our students the valuable service rendered by the Department on this and similar occasions".

-L. N. Matheson, Head Teacher, High School, Echuca.

For arrangements by railway officials at Ballarat, Spencer-st. and North Carlton in connexion with the special train that brought 600 pupils and teachers to the Metropolitan High Schools' annual sports meeting at Carlton oval. "From every official we received cheerful and helpful co-operation, which was a contributing factor in a happy and successful day".

-R. Frencham, Headmaster, High School, Ballarat.

"On behalf of Mr. Caldwell (Geelong West) and myself I wish to congratulate the Railway Department on the successful running of both country and suburban specials".

—C. F. Jeffery, Geelong Junior Technical School.

For the "readiness of the Railway Department in running special trains to the Grampians Secondary Schools' sports at Stawell. We appreciated also the courtesy and willing service of the Stationmaster and staff at Stawell, the excellent arrangements and the comfort and speed of the trains. Secondary schools at Hamilton, Horsham, Dimboola and Nhill appreciate the service given by the Railway Department".

—W. H. Grace, Principal, Stawell Technical School.





V.R.I. hockey team semi-finalists in the Victorian Hockey Association's C grade competition. Back row, left to right: J. Montague, S. Clement, A. Connor, M. Gibson, J. Lonsdale, K. Montague, J. Henderson. Front row: F. Kelly, M. English, W. Straub, P. Gibb, D. Montague, P. Johnson.

SPORTS

Railway " Ashes".

AILWAY cricketers from every system in the Commonwealth will be engaged in a fight for "ashes" in Melbourne next month. It will be the first time in the history of the V.R.I. that all the systems will be represented in an interstate carnival here. The winners will receive the Mick Simmons challenge cup, and the runners-up the Ray Tait memorial bowl. The cup is at present held by Queensland who were lucky to catch the visiting teams on a sticky wicket in Brisbane.

The Victorian team is strong and well balanced and should give a good account of itself. It comprises J. Braszell, driver, North Melbourne Locomotive Depot; K. Carmody, clerk, Caulfield, H. Casley, driver, North Melbourne Locomotive Depot; J. Culliver, clerk, Stores Branch, Spotswood; R. Darcy, fireman, Geelong; K. Francis, clerk, Accounting Office, Spotswood; J. Gleeson, clerk, Way and Works Branch, Spencer-st.; J. Heffernan, car builder, Newport Workshops; L. Hill, electrical fitter, Flinders-st.; C. Hovey, guard, Geelong; W. Huntington, clerk, Commercial Branch, Spencer-st.; B. Murray, electrical fitter, Flinders-st.; 1. Stick, leading shunter, Newport Yard; N. Turl, fitter, North Melbourne Locomotive Depot; and J.

Williamson, electric train driver, Jolimont.

Experienced Players

THE team should not fail for lack of experience. It includes pennant and sub-district players and others from junior cricket associations. Hovey, the captain, is one of Geelong's best cricketers, and vicecaptain Carmody, wicket-keeper and forcing batsman, has performed well for Caulfield in first grade subdistrict cricket. Other sub-district players in the team are Heffernan, Yarraville's medium paced bowler and Huntington, Coburg's all-rounder. The only country representative is Francis, Bendigo's captain in the A grade competition. There are three pennant cricketers in the selected side. They are Neil Turl, who bats and bowls for Fitzroy, medium paced bowler Les Hill, of South Melbourne, and Bruce Murray, Prahran's all

The opening match on Tuesday, February 15, will be between Victoria and Commonwealth. Victoria will then play the other systems. The visitors, doubtless, will be surprised by the spacious playing field at Royal Park, where the carnival will be held and where three games will be played simultaneously on first class turf wickets.

During their stay in Melbourne, the 120 visiting cricketers will be entertained by the V.R.I. Council and the V.R.I. Cricket Association at various social functions.

V.R.I. Loses Foundation Members

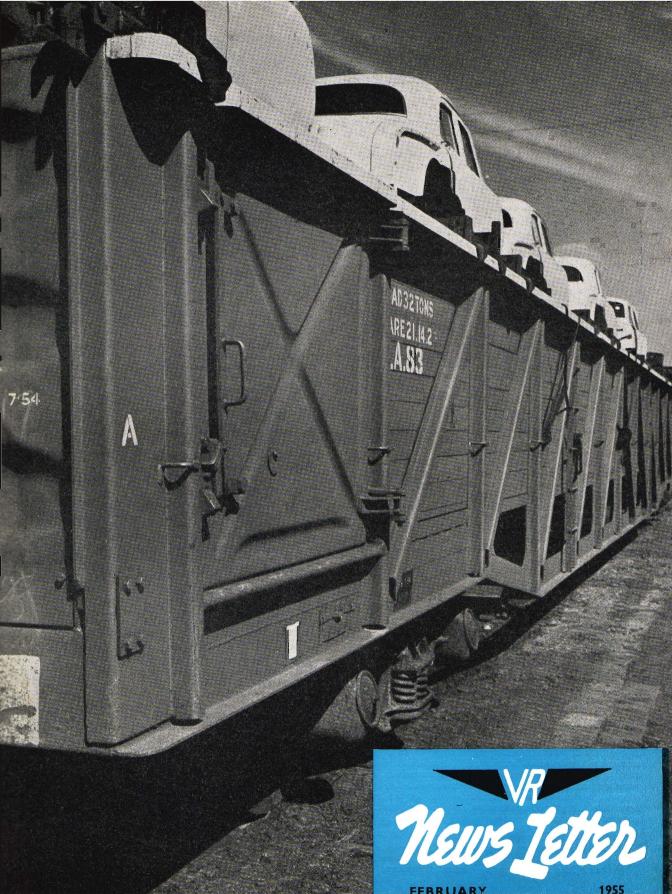
THE Department, V.R.I. and railway sport have suffered severe loss by the sudden death of Mr. Stan Morcombe, senior clerk at Jolimont Workshops, and Mr. George Corkill, the Institute's telegraph and gymnasium instructor. Mr. Morcombe, who joined the Department as a junior clerk in the Rolling Stock Branch in 1910, had been Jolimont Workshops' senior clerk since 1947. For many years Mr. Morcombe, who had a fine bass voice and was a talented pianist, was associated with the V.R.I. Choral Society and was a former president. In his younger days he was a keen cricketer and played in interstate carnivals with V.R.I. téams. In more recent years he concentrated on golf, and, at the time of his death, was president of the V.R.I. golf club. Mr. Morcombe had also been timekeeper for South Melbourne League football club since 1943. He became the League Timekeepers Association's first secretary in 1950, and three years later was elected president. During the last football season, the Victorian Football League appointed him official timekeeper to act with the competing clubs' timekeepers in the final series of games at the M.C.G.

Like Mr. Morcombe, Mr. Corkell was a foundation member of the V.R.L. He discovered a lot of latent arhibetic talent in railway ranks, and many a voung railwayman who had success at boxing, wrestling or in the gymn-

asium, paid tribute to him.

Terminating dates of Pay Fortnights shown in Red. Public Holidays shown thus (Good Friday 1956—March 30)

	JANUARY						FEBRUARY						MARCH				
Sun.		2	9	16	23	30			6	13	20	27		6	13	20	27
Mon.		3	10	17	24	31			7	14	21	28		7	14	21	28
Tues.		4	11	18	25			1	8	15	22		1	8	15	22	29
Wed.		5	12	19	26	•••		2	9	16	23		2	9	16	23	30
Thur.		6	13	20	27		l	3	10	17	24		3	10	17	24	31
Fri.		7	14	21	28			4	11	18	25		4	11	18	25	
Sat.	1	8	15	22	29			5	12	19	26	100000	5	12	19	26	
	APRIL						MAY						JUNE				
Sun.		3	10	17	24			1	8	15	22	29		5	12	19	26
Mon.		4			25			2	9	16	23	30		6	13	20	27
Tues.		5	12	19	26			3	10	17	24	31		7	14	21	28
Wed.		6	13	20	27			4	11	18	25		1	8	15	22	29
Thur.		7	14	21	28		• • •	5	12	19	26		2	9	16	23	30
Fri.	1	(8)	15	22	29	,		6	13	20	27		3	10	17	24	
Sat.	2	(9)	16	23	30			7	14	21	28		4	11	18	25	
	JULY						AUGUST						SEPTEMBER				
Sun.		3	10	17	24	31			7	14	21	28		4	11	18	25
Mon.		4	11	18	25		l	1	8	15	22	29	l	5	12	19	26
Tues.		5	12	19	26			2	9	16	23	30		6	13	20	27
Wed.		6	13	20	27			3	10	17	24	31		7	14	21	28
Thur.		7	14	21	28			4	11	18	25		1	8	15	22	29
Fri.	1	8	15	22	29			5	12	19	26		2	9	16	23	30
Sat.	2	9	16	23	30			6	13	20	27		3	10	17	24	•••
	OCTOBER						NOVEMBER						DECEMBER				
Sun.		2	9	16	23	30			6	13	20	27		4	11	18	25
Mon.	 	3	10	17	24	31			7	14	21	28		5	12	19	26
Tues.	 	4	11	18	25			(1)	8	15	22	29		6	13	20	27)
Wed.		5	12	19	26			2	9	16	23	30		7	14		28
Thur.		6	13	20	27			3	10	17	24		1	8	15	22	1 1
Fri.	 	7	14	21	28			4	11	18	25		2	9	16	23	
Sat.	1	8	15	22	29			5	12	19	26		3	10	17	24	31



THE MONTH'S REVIEW

Getting Business

THE appointment of more commercial agents to sell railway planned service has brought much new business to the Department. They make frequent visits to country centres, to tell merchants, woolgrowers and primary producers, about improved freight services and to give them quotations. The personal contact is usually welcomed, and, besides getting business, promotes goodwill. As their main talking points, the commercial agents stress the advantages of the steel, weather proof containers carried on fast goods trains between Melbourne and Sydney, and the concession rates for truckload consignments through forwarding agents. This bulk loading scheme, first introduced between Melbourne, Adelaide and Sydney, has been such a success that it has been extended to Kalgoorlie, Perth, and Brisbane.

Modern Tractors For Fire Prevention Work

THE Department's fire prevention campaign was speeded up this summer with modern Fordson tractors which helped to make fire-breaks along railway boundaries. Fourteen of these tractors had been bought. They are held to be the most modern of their type in Australia, and are a most useful addition to the 16 smaller rotary hoes bought about three years ago. The Fordson is equipped with a rotary hoe at the rear and a dozer blade in front. Utility machines, they can be used for bank making and on drainage work as well; and a proposal to equip them with post-hole attachments is being investigated.

Rolling Stock Developments

F considerable importance is the Department's decision to build 50 V louvre waggons equipped with cast steel bogies. They will speed up freight movements, since they can be included in the make-up of fast passenger trains, for instance, on runs between Melbourne and Albury. A start has been made at Newport Workshops to build them. Also, one hundred I waggons are to be converted to carry brown coal and briquettes from Yallourn to Newport Power House for use on the tipplers. The doors of the I's will be removed and a strengthened steel section fitted across the openings. The conversion will be carried out at Ballarat and Bendigo Workshops. Another rolling stock development is the decision to call for tenders for building 40 bogie type guards vans. They will be electrically lit and have a heating stove and other up-to-date amenities.

Passenger Loco Burns Brown Coal

707, the Department's first passenger locomotive to be fitted with brown coal dust firing equipment, is in regular service hauling goods and passenger trains between Melbourne and Geelong. It is giving a performance just as good as that of Victoria's, indeed Australia's, first brown coal burner X 32, which since it went into service on July 1, 1949, has registered about 127,000 miles. Because of the sharp drop in the price of oil (it has fallen from £26 to a little more than £8 a ton in the last 12 months) the Department's large scale brown coal dust locomotive conversion programme has been suspended. Experience, however, has shown that circumstances can change fuel policy almost overnight and, if needs be, the conversion plan can be revived. At least, the Department will be in the happy position of having surmounted technical difficulties; R 707 and X 32 have proved that Victoria's own fuel can be used successfully in both passenger and goods locomotives. Meanwhile, the building of overhead hoppers at North Melbourne for the speedier brown coal fuelling of locomotives, will be completed. It is now well advanced.

New Ventilators For Suburban Cars

HEN sliding door type suburban cars with a clerestory, or pent roof (in plain words a windowed hump along the middle) go to Jolimont Workshops for reconditioning they are now fitted with Flettner rotary ventilators of the kind used extensively on U.K. and continental passenger trains. They clear the stale air from a carriage and circulate a fresh supply every six minutes. The new ventilators have proved most effective, particularly in the smoking compartments of cars in the peak hours. The disadvantages of the old-style cord-adjusted ventilator, are that it not only admitted draughts, but rain and dust as well. Ceilings, therefore, became discoloured. The modern ventilators will not only make suburban travel more pleasant and hygienic but will also cut painting and cleaning costs. The replacement of the old ventilator cords by strap hangers in the sliding door cars will doubtless be much appreciated by standing passengers in crush loading hours, also.

Transport Co-ordination

THE lead given by London in transport co-ordination is as unanswerable in its logic as it is economically beneficial to the community. If its results, with an abnormally large population to work on, are more spectacular than in Melbourne or Sydney, the principle behind it is even more applicable here. Our smaller markets for transport are less able, except at peaks of metropolitan and suburban movement, to absorb all the private enterprise that, unrestricted, would like to tap them, regardless of the resultant waste of off-peak vehicle-hours. The point was admirably and succinctly summed up by Mr. L. C. Hawkins, a member of London Transport a week or two ago. "Transport", he said, "unlike manufactured goods, cannot be stored; nor can it be left on tap, like gas and water. If it is not adequately used when it is available, then money and effort that has gone to provide it are wasted. That waste can only be minimized if all the services are brought under some co-ordinating control."

Free-For-All Doesn't Pay

EVELOPING his theme, Mr. Hawkins pointed out that, at a similar scale of fares, some services might pay well, but others couldn't. With unrestricted competition, floods of vehicles would therefore ply the betterpaying routes, thus tending to diminish the earnings per vehicle on those routes. And who, meantime would provide the necessary but more or less unprofitable services? This, of course, is a variant of the "piracy-of-the-cream-of-the freight-traffic" argument which railways rightly advance against some road hauliers, but it is none the less pertinent. Obviously, the railways cannot be expected to maintain themselves wholly on non-profitable but necessary drudgery, whether that drudgery concern routes, passengers, or the nature of freight.

Books

TROLLOPE wrote: "book love, my friends, is your pass to the greatest, purest and the most perfect pleasure that God hath prepared for His creatures." That railwaymen must have something like this in mind is clearly recognized by the Victorian Railways Institute which is progressively expanding its library facilities, both in town and country, to cope with the growing demand for books. In 1953-54, £2,500 was spent on library service, £4,500 in the present financial year, and, next year, it is hoped to make the library vote £6,000. It is planned to discard worn-out books, increase the range available to country readers and arrange for a better flow of books between country centres and the central library in Melbourne.

OUR FRONT COVER

shows a consignment of car bodies, brought by fast goods train from Adelaide and awaiting unloading in the electric crane area, Melbourne Yard.

RAILWAY ECONOMIC POLICY

By Commissioner O. G. Meyer, O.B.E., M. Inst. T., from a luncheon address given to the Melbourne Legacy Club.

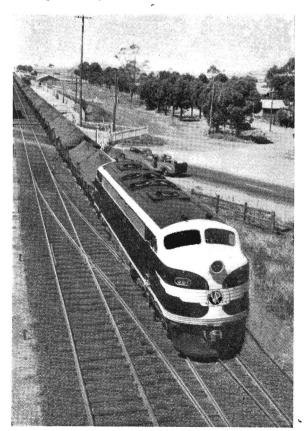
I find it interesting to reflect on what sort of a railway system we would develop in Victoria if railways were, say, as new as television.

WHILE this is pure fantasy, I think it clarifies some of the objectives we should be working towards, even if they are not immediately attainable, and in some respects may never be. For instance, it is safe to assume that, if railways were only now being built, they would be routed first where bulk commodities are available for haulage and, therefore, where the inherent railway characteristic of lifting heavy traffic in volume cheaply would be put to maximum use.

There would certainly be less mileage in Victoria, but average — and I emphasise average — cost would be so low that it is not unreasonable to assume that an even greater volume of traffic would move by rail to the community benefit costwise.

In this picture of railway Utopia, there is no place for local or standby services. As a common carrier many trains are run on fixed schedules, irrespective of loading. I often describe these as our "haberdashery" transport service which is, and always must be, economically unsound for basic physical reasons.

In fairness to our forebears, we must concede that originally this system of ours began to expand rapidly 60 or 70 years ago (80 per cent of the mileage to-day was constructed by 1904) to provide an advance on the horse drawn vehicle on a then competitive cost basis of approximately 2/- a ton mile at present day values.



Diesels have reduced operating costs.

With this background you will see that our problem of today is to reforge this massive instrument of the transport of yesterday into a streamlined counterpart to meet to-day's realities in that field. This is being done now from somewhere "behind scratch", and that is due to inadequate financial provision prior to the last five years and in the difficult atmosphere of steeply rising costs and lack of skilled manpower from which all industrial effort is suffering to a greater or less degree.

I am glad to be able to say that the two major problems, obsolescence of locomotive power and deferred track maintenance, are well on the way to complete solution. The application of diesel-electric motive power, which saved almost £1 million in operating costs during last financial year, is worthy of special mention. These machines have brought a new meaning to railway traction in Victoria, and, although high in prime cost, can be made to pay off where intense utilisation and volume of traffic can be provided to absorb their availability and lifting capacity.

Much work remains to be done at this half-way point in the ten year plan that we know as *Operation Phoenix* which, in addition to rehabilitation, makes provision for essential new development to keep pace with increasing and special demands. For instance, on the development side, the electrification of the Gippsland line already in operation to Warragul, and to be extended to Traralgon before the end of 1955 to meet the demands mainly of brown coal and briquette haulage, and the anticipated development of the Latrobe Valley generally, is a major project in any railway language. £7 million has already been spent, and the work will cost another £3 millon to complete.

We are preoccupied at the moment with endeavours to meet the increasing needs of metropolitan transport, as the demand for longer distance travel increases with the city's spread and natural growth. The average length of suburban journey has increased by 16 per cent. in the last six years. Thirty new trains costing £6 million are on order to commence delivery next year.

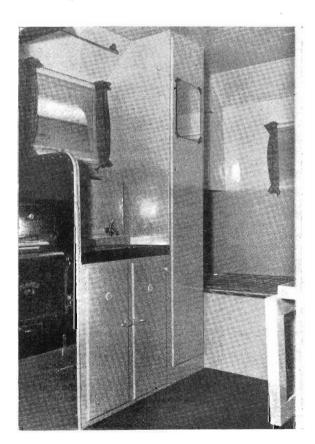
You will probably expect some comment on the underground which has been in the controversial spotlight lately. Let me leave you in no doubt that we strongly support the proposal, and agree with the planners that it will make a major contribution to alleviating the congestion and ensuring a better spread of the city area. However, much remains to be done in improving existing railway terminal bottlenecks, such as Richmond, and providing added fluidity and frequency with duplications, and so on, to the spreading and more distant residential areas before the underground could be fully effective. We estimate this preliminary and priority requirement, State-wide, at £50 million to £60 million expenditure, with some £15 million added for the underground itself. To put the project into perspective I need only add that the reasonably liberal railway loan allotment for this year is £8½ million for all purposes.

To draw a domestic simile; a householder on a limited budget, with his connecting main from the street corroded and of inadequate size, may buy a new high pressure sprinkler for his garden. He may feel that he is up-to-date, but his garden and household generally would benefit if first things were done first.

In conclusion, you will see that your railway business is big business by any measuring rod; we are sure that, given the necessary support, which will automatically follow the improved services we envisage, railways will be able to meet the increasing transport demands of this rapidly developing State.



The first batch of caravans lined up for inspection at Spotswood Workshops. Below is a glimpse of the attractive interior of one of the four types.



RAILWAY CARAVANS

TRAILER caravans which, in recent years, have become popular for holidays and even as semi-permanent homes, are now to become part of the railway scene. Twenty-four of them are being purchased experimentally for Way and Works Branch men camped throughout the State.

THE caravans, which are about 14 ft. long and 6 to 7 ft. wide, are of four different types. One has a complete timber body, lined internally and externally. Two have wholly welded metal bodywork, lined internally with plywood. The other has welded steel-framed bodywork, lined internally and externally with bondwood. Each type has an all steel underframe.

Various forms of insulation are used and internal layouts vary to some extent. In one type the two beds are arranged longitudinally at one end, with the cooking facilities at the other. In the other three types, there is a bed across each

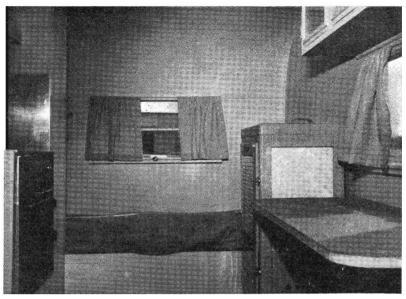
All are fitted with a small wood-fire stove, shower recess with portable tank for either hot or cold water, stainless steel sink with cupboards underneath, ventilated food cupboards, improved cool safe, table (either fixed or hinged), stools, separate wardrobes and personal lockers for each man, an ambulance box, and storage space for tools. The usual standard domestic and cooking equipment is provided. The main storage tank holds about 20 gallons of water which is supplied to the sink by means either of a portable tank above the sink or a hand-pump connected to the main tank. There are modern type kerosene lamps and reading lamps. All

doors, windows and roof vents have flywire screens, and the windows have blinds and curtains as well.

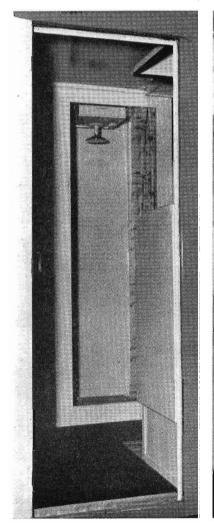
Experiment with these trailers has been brought about by the conversion of rail vehicles to automatic coupling. Many of the old workmen's sleeping cars are unsuitable for such conversion, and the use of the caravans may avoid the need to build a large number of auto-coupled workmen's sleepers.

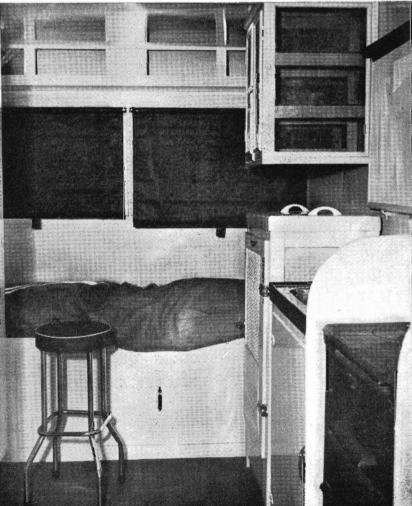
Caravans have one advantage in accommodating only two men—a frequent need. The ordinary workmen's sleepers, of course, hold four; and those that remain can, therefore, be used by the larger gangs. With caravans, camping facilities can be better selected and advantage taken of shade and remoteness from shunting. Again, workmen's sleepers must be parked at a siding, but the caravans can be taken right to the job. They will be hauled in flat-bottom rail trucks for long journeys, and by road on short or cross-country trips.

Experience gained under working conditions will determine whether or not more caravans will be used.



Further examples of compact comfort, with (below left) the shower recess as seen from the caravan doorway.

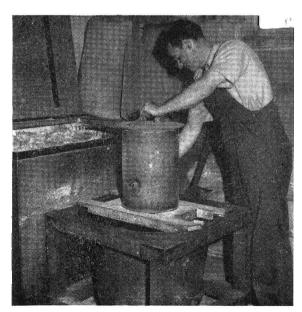






An Advertising Division artist prepares a poster design for an advertiser. Afterwards, it will appear on the Depot's demonstration board for the firm's approval.

POSTERHANGERS



A posterhanger sifts flour for the paste batter.

THOSE of us, who have tried with varying success to do a little wall papering at home, often wonder how railway billposters, or posterhangers as they are now known, manage to paste up those 24-sheet (20ft. x 10ft.) station posters so deftly, particularly on wet and windy days when, in the hands of less experienced men, the sheets would be damaged or blown away.

THE collating of the various sections of the poster in correct order before being placed in the posterhanger's satchel, and the technique followed in pasting up the complete sheet pattern on the hoarding, simplifies the work and gives it the professional touch.

There are 19 posterhangers attached to the Advertising Division's Depot at Spencer-st. One is retained for depot work, four do country districts and the remainder the suburban area. They are kept very busy, since the Railway Advertising Division is one of the largest out-door advertising agencies in Victoria. The extent of the railway system gives the advertiser an attractively wide field.

Posters range in size from one "crown" sheet (30 in. x 40 in.) to the 24-sheeter (20ft. x 10ft.) The large posters come from the printer in various sizes of sheets based on the "crown" unit to make up the whole. Advertisers usually provide posters for 12 months' and, sometimes, enough for a five years' display. They are stored in bulk racks at the depot



Stirring the paste with a wooden paddle.

and those for early use are transferred to receptacles for folded posters. Subsequently, each is marked with the name of the station where it will appear, and is placed in the posterhangers' racks. Each man is responsible for posters on a certain section of line.



The head posterhanger pins up an eight-sheet poster on the demonstration board.



Taking posters from the rack.



Filling a posterhanger's satchel.

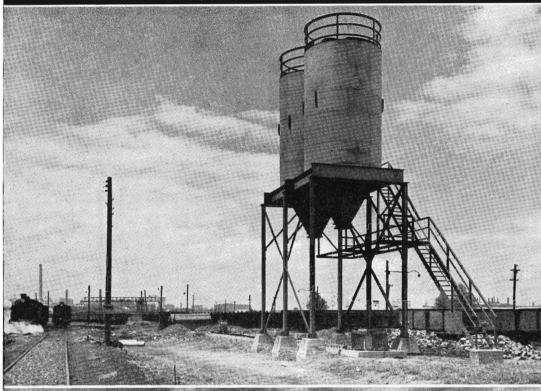
Designs for many advertisers' posters are prepared by the Division's own commercial artists. When approved and printed, a sample of each poster is pinned on the Depot's demonstration board which is a facsimile of a station hoarding. This enables the advertiser to see what his poster will look like when it is displayed and gives the posterhanger an idea of how the various sheets that go to make up the complete poster are to be arranged when it is due to go up.

A first class paste is necessary for good posterhanging, and only the best quality flour is used. It is sieved into a copper and mixed with cold water to form a batter. Copper sulphate is used as a preservative. Suburban posterhangers take their own parcels of paste with them, but paste for country posters is dispatched in drums. The batter is broken down to the required consistency for posterhanging.

The job is not always finished with the last flourish of the brush. Recent storms played havoc with some station hoardings and the posterhangers had a busy time repairing damage.

Poster advertising on railway hoardings must clearly bring business, since there is always a keen demand for space, as well as a good deal of expressed appreciation of the Department's poster service.

AROUND THE SYSTEM



MEI BOURNE-M

MELBOURNE-M rail-motor leave

FUEL FOR BROW bourne Locomot locomotives is we



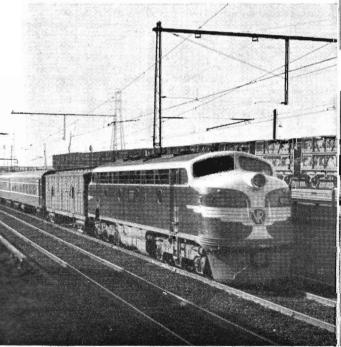
RESERVOIR ENLARGEMENT: A 15 cubic yard tractor-scraper beginning the earth works for the new Bonnie Doon station. The line is being deviated for a bigger Eildon reservoir.

RACE SPECIAL: train that took t



D RAIL-MOTOR: The guard signs for the mails before the 153 h.p. $148\,$ station. It runs six days weekly,

BURNERS: (left) The installation of overhead hoppers at North Melfor the speedier fuelling of the Department's two brown coal burning ted. Each of these hoppers has a capacity of 28 tons of brown coal dust.



MODERN GOODS HANDLING: A mobile crane loading machinery into a truck in the Melbourne Goods Yard.



iditioned cars, a buffet car and horse boxes were in the make-up of the ns and horses to the Albury races recently. Photo: J. Buckland.

DINNER IS SERVED: Chefs at The Chalet, Mt. Buffalo, handing guests' meals to waitresses at the servery.

Construction of the new cupolas at the Foundry, Newport Workshops, is nearing completion.



Proportionate charges of coke, limestone and pig iron are loaded into the skip and the contents discharged into the hatch of the cupola.

20th CENTURY ALCHEMY

By E. W. Jones

THE alchemist, surrounded by his flasks, furnaces and stuffed animals, was a familiar and feared figure in medieval times, and it is hard to believe that he was the direct ancestor of the modern metallurgist. In his search for the means to convert base metals into gold he not only became familiar with the characteristics of known metals but, from time to time, accidently discovered new ones

WI ETALLURGISTS of the present day are not concerned so much with discovering new metals as they are with finding ways and means of using the known ones. Constantly changing techniques in constructional methods and, new types of high speed equipment, have made the metallurgist an important member of the railway staff. Operating costs are dependent on efficient utilization of raw materials and metals of many varieties are in ever increasing demand for railway work.

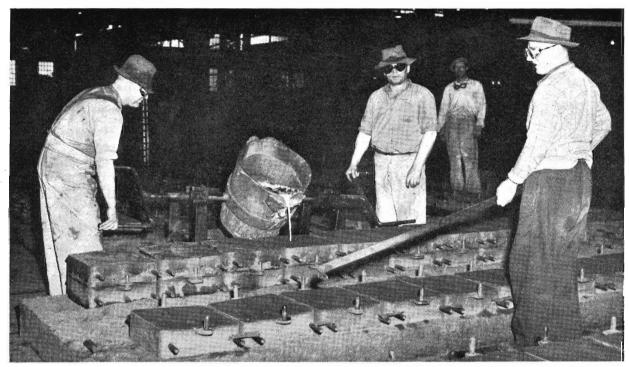
Cast iron brake blocks for railway rolling stock alone account for 5,000 tons of metal which is produced each year at the Newport Workshops foundry. The supply of this material requires constant vigilance on the part of the metallurgist to ensure that the hardness of the block, when it is finally ready for service, is such that it will wear slightly when applied to the train wheel tyre. Brake block material exceeding its proper degree of hardness causes wear on the tyre instead. To obtain this balance means accurate composition of the metal before it goes into the furnace and careful control of temperature until the final pour into the moulds is complete.

Bearing metal for rolling stock axle bearings is another product which railway practice demands must be kept to a consistently high standard. Metal of the wrong composition is liable to soften and run when high speeds are attained, allowing the axle to come into contact with the brass shell of the bearing, often resulting in a damaged axle journal with its resultant costly dismantling, machining and refitting.

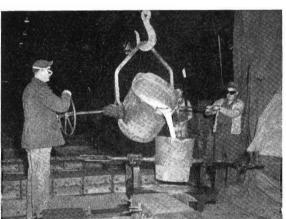
its resultant costly dismantling, machining and refitting. Railway metallurgists are also called on to ensure that standard steel compositions are produced to the formulae designated for the various components of locomotives, trucks or other rolling stock they are destined for. Steel has become quite a formidable study in itself for the metallurgist. High speed steels are required for lathe cutting tools, special steels are required which will take a hardened surface of "case"



Molten iron being tapped from the cupola.



A smaller ladle is also used to pour molten iron into the moulds. It is operated from a small portable truck.



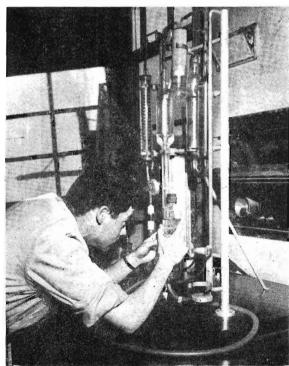
Pouring molten iron into the moulds. The ladle used is operated from an overhead crane.

for bearing purposes, whilst still other types, such as the "Corten" steel sheeting used in construction of *Spirit of Progress*, require special techniques for their manipulation and utilization.

Often highly specialised equipment operated by the Department develops a defective component which requires replacement. It is frequently the task of the metallurgists to ascertain the metallic composition of the broken part by laboratory tests and then recommend a suitable metal which, after machining and fabrication, will have all the properties and characteristics of the original component. His expert knowledge of railway operating conditions often enables him to improve on the composition of the defective material.

Present day troubles of the metallurgist are only trifles to those awaiting him in the immediate future. Metals which were formerly regarded as rarities are coming into daily use, and it may not be long before titanium, zirconium and cerium will be as commonplace as aluminium or tungsten which, only a generation ago were both regarded as rare metals; aluminium once selling for as high as £5 a pound.

Structural materials used by a modern railway system include cast iron, steel, alloy steels, ferro alloys, brasses, bronzes, bearing metals, monel metal and aluminium alloys, an array which would make the old time alchemist forswear his profession forever.



Taking a measurement on the Strohlein apparatus to compute the carbon content of steel.

Cabragan 1055

LINES FROM OTHER LINES

Aluminium Trains For Tube

traditionally ONDON'S red underground trains may change to unpainted aluminium alloy. Three prototype underground trains with this type of body are being ordered experimentally before orders are placed in three years' time for about 80 trains of similar pattern. The elimination of painting will mean a substantial saving in the initial cost, cleaning and renovation will be simplified, and current consumption will be reduced as the trains will be seven tons lighter than the present ones. Seating, lighting and suspension based on improved design will be other features of the aluminium alloy trains

Atomic Locomotives?

N atomic locomotive, the design for which has been developed by a University of Utah nuclear physicist, would have the power of at least four diesel units and the pickup of an electric locomotive, according to a statement by the university. Steam for the locomotive would be obtained from a small atomic reactor, 2 ft. wide, 3 ft. high and 3 ft. long, which "would produce as much steam as the largest steam locomotive". Electricity generated by a turbine would turn the wheels The locomotive would consist of two 80-ft. sections; the first, having 24 wheels, would support the reactor; the second would carry radiators, equal to more than 1,000 automobile radiators, to get rid of reactor-produced heat

The weight of the locomotive would be comparable to that of present-day locomotives.

Canadian Diesels

THE Canadian National Railways are reported to have in service more than 500 diesel locomotive units, and the Canadian Pacific Railway 365. There are still 5,000 steam locomotives on the stock list of the big Canadian railways, of which half are said to be at least 30 years old. The C.N.R. has 40 diesel units on order. The C.P.R. is acquiring 72 units a year for the next three years.

Indian R.R.R. Menus

THE Indian Railway Board has introduced a standard menu and a standard charge for Indianstyle meals in railway refreshment rooms throughout the country. The classification of meals as first, second, and third, wherever it existed, has been abolished. On the Southern Railway, a standard menu has been prescribed for a vegetarian meal only, because the demand for non-vegetarian meals in South India is said to be negligible.

Electric Locomotive Trial

RECENTLY, the French National Railways 4,000 h.p. prototype electric locomotive BB 9004, which weighs only 80 tonnes, hauled a test train of 23 coaches weighing nearly 1,000 tonnes between Paris and Dijon, 196 miles, on approximately

the same timings as the Mistral. This represents an average speed from start to stop of 77 miles an hour, with a maximum speed of 87 miles an hour. One of the essential features of the specification submitted to designers and builders of the prototypes was for a Bo-Bo electric locomotive which should be capable of hauling heavy express trains at the maximum service speed of 87 miles an hour and of attaining an average speed of approximately 100 miles an hour on trials, but have a total weight of only 80 tonnes. This standard of performance has already been achieved by two classes of electric locomotives, but their total weights are 140 and 107 tonnes, respectively.

Record Diesel Mileage

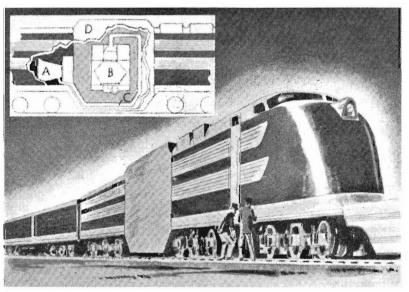
DIESEL-ELECTRIC unit No. 34 of the Atchison, Topeka and Santa Fe Railroad covered a total of 31,500 miles in December 1953; and No. 27 ran an even greater mileage of 31,756 in January of the same year. These figures both exceed the 31,357 miles claimed recently by the French National Railways as a record for one of their straight electric locomotives, though it may be granted that the Santa Fe units had the advantage of longer continuous runs without change than the French locomotive.

Rail-cars For Boston & Maine

THE largest single order ever given for rail-cars in the United States has been placed by the Boston and Maine Railroad with the Budd Company. It is for 55 85-ft. dieselhydraulic cars. The company operates 42 daily trains by rail-cars and, with the delivery of the cars on order, they will be increased to 170. It will make the Boston and Maine the largest rail-car user in the United States, with more cars of this type than all other U.S. railways put together.

Modernizing In Mexico

THE Pacific Railroad of Mexico is to receive a loan of \$61 million from the International Bank to buy new diesel locomotives, waggons and rails as part of a four-year devel-The Pacific opment programme. Railroad was formerly a subsidiary of the Southern Pacific of U.S.A. It was sold to the Mexican government in 1951, and a new company, in which the government has a large share holding, was formed with the present title in 1952. The new material to be acquired includes 33 all-purpose and 31 light diesel locomotives, 684 waggons, and 170,000 tons of rails. The new stock will enable the railway to handle more easily its much increased freight traffic.



The proposed atom-powered locomotive would resemble conventional locomotives except for a 200-ton block of steel, in the centre, to contain a nuclear reactor. The cutaway section shows reactor (B) which heats water and sends steam through pipe (C) to turbine (A). Steel block (D) has 4-ft. thick walls to protect the crew from radiation.

AMONG OURSELVES



Signalman John Leonard Millard, of Clifton Hill, and his bride, Portress Patricia Sullivan, of Westgarth.

Reserve Railway Units

ONSIDERABLE interest is being taken by railwaymen in the establishment of a Railway Group as part of the Supplementary Reserve of the Commonwealth Military Forces. The only military training commitment will be an annual camp period of normally 14 days, during which railwaymen will be given basic military training and instruction in the adaption of their civil skills to army service requirements

The scheme is closely parallel to that which has existed in Great Britain since 1918. The units form part of the Citizen Military Force and have the same liability for service as defined in the Defence Act. The set-up of the Group provides for recruitment, on the basis of voluntary enlistment, of men from many grades in railway employment.

Details of the formation of the Supplementary Reserve Railway Units of the A.M.F., the conditions of enlistment and service, pay, allowances, and so on, were published in Weekly Notice (No. 21/1954). From the Victorian Railways two officers and 14 other ranks are required for the Headquarters, Railway Group, and seven officers and 299 other ranks for the Railway Squadron. Colonel R. M. Wright, of the Secretary's Branch, has been appointed Commander of 8 Railway Group. Mr. R. P. O'Brien, of the Electrical Engineering Branch, will be given the rank of Major and the command of 41 Railway Squadron. Second in command, with the rank of Captain, is Mr. W. H. Chapman, of the Rolling Stock Branch.

Commissioned and non-commissioned officers are being appointed to the Headquarters staffs of both Railway Group and Railway Squadron

One Never Knows

first aider never knows when he may be called upon. Recently, Goods Guard Thomas Cowdell, who is a member of Geelong No. 1 corps, and holds the gold,

silver, and bronze medals, was a passenger in a motor car which overtook another that had overturned near Ballarat. The driver had a fractured thigh, shock and other injuries. While an ambulance was on its way to take him to hospital, Mr. Cowdell gave him expert first aid treatment. The injured man was most grateful for the unexpectedly prompt and skilful attention he got.

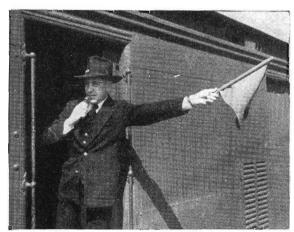
The Rail Ways

R. THOMAS WAY, who was in charge of the clerical staff at the Way and Works Depot, Batman-ave., when he retired recently, belongs to a very well known and liked railway family. He began as a junior clerk, in 1909, on the road foreman's staff at Spencer-st., and, as a relieving clerk, gained much country experience before returning to Melbourne in 1923. His father, the late Mr. Alex Way, was a ganger at Werribee. Two of Thomas Way's brothers, are with the Signal and Telegraph Division, another retired from the Rolling Stock Branch 18 months ago, and a third, who died some years ago, was Way and Works Accountant.

Mr. Thomas Way was a nephew of the late Mr. Dave Way, former Way and Works Branch staff clerk. Two of Thomas's sons, Thomas and Alex, are carrying on the torch. Thomas is in the Stores Branch, and Alex, who played League football with Carlton, was at Newport Workshops before becoming a railwayman in Tasmania.

Gained His Objective

By gaining a first class stationmaster's appointment at Wodonga, Mr. H. L. Jenner, of Horsham, says he has realized a life's ambition Forty five years ago he joined the Department when his wage for a 12-hour day was 2/6d. and he worked 144 hours a fortnight. Today, he says the railwayman's conditions compare well with those in other industries. Mr. Jenner won many friends at Horsham because of the active interest he took in the social life of the community. He was chairman of the employment committee of the local branch of the Good Neighbour Council and helped to place many New Australians in employment. At his farewell, he was presented by Mr. L. E. Reid with a chiming clock—appropriately, since like all good railwaymen, he lives by the clock. He will be succeeded at Horsham by Mr. B. Donovan, formerly of Dimboola



Mr. G. R. J. Allan, a leading shunter at Melbourne Yard, who is learning to be guard. He is the holder of Departmental Number 1. Standard departmental numbers, as used today, were first allotted in the 'nineties on an alphabetical basis. Holder of the first No. 1 was the late Mr. Charles Abberton, a former train running officer at Bendigo. Today, the numbers are allotted on permanent appointment, and it is just a coincidence that the name of the present holder of No. 1 begins with A.



Mr. Brentnall (left) farewelled by his successor, Mr Oliver

He Built Well

THE Department's Senior Architect, Mr. Arthur Brentnall, who retired recently after 34 years' service, was well equipped for his job before he joined the Railways in 1920. He had a background of three years' architectural and building construction study at the Working Men's (now the Royal Melbourne Technical) College and seven years practical experience in carpentry and building, two years as draughtsman with private firms, and as Superintendent of the Jolimont Trades School. Later, he was instructor in architecture and building construction at Prahran Technical School and, after seven years, entered private practice.

Mr. Brentnall served with an engineering unit in the first A.I.F., and afterwards joined the Railways where he found two war-time colleagues, one in the Architects Division and the other in the Rolling Stock Branch. Mr. Brentnall found the railway architect's job both varied and interesting. Under the direction of the Chief Civil Engineer, Mr. Brentnall planned repair works as well as buildings, from workshops and goods sheds to fruit and drink stalls.

For 16 years he was secretary of the Ivanhoe sub-branch of the R.S.S.I.L.A., and was accorded life membership of the League. An enthusiastic golfer, he took very kindly to the golf bag and "buggy" that the Chief Civil Engineer (Mr. A. P. Taylor) presented to him at a farewell function. Mr. R. C. Oliver succeeds him as Senior Architect.

Tie For First Aid Shield

POR the first time in the history of the interstate ambulance competition there was a tie for first place for the championship shield. The events were held at Verdun, South Australia. Queensland and Western Australia tied with 418 points, then followed Tasmania (411½), Victoria (381), South Australia (379½), New South Wales (356½) and Commonwealth (313). The individual event was won for the second successive year by Mr. H. A. Barker clerk, in the V.R. Accountancy Branch.

They Also Serve

A nalmost unknown adjunct of the Royal Australian Army Nursing Corps are the two sections attached to the C.M.F. Known as sections six and seven, they are composed of patriotically minded girls who sacrifice one night weekly to train themselves in general nursing and medical orderly duties so that, in the event of war, they will be able to help in hospital work. The Railway Department is represented by Miss Val Stephenson of the Rolling Stock Branch. After twelve month's service with the unit, she is still enthusiastic about the work and is looking forward very much to the annual training camp to be held next month. She feels that such training will be very useful in her civil life.

A Craftsman Retires

HENEVER the sleeping cars *Pekina*, *Baderloo*, *Dargo* and *Tambo* came into the Shelter Shed at Dudley-st. Mr. Alfred John Glenister, car builder, took more than ordinary interest in them. He was at Newport Workshops when they were built shortly after World War One. They were the first of the Department's sleeping cars to have

interior fittings of maple. Mr. Glenister installed the fittings in Dargo. It is a tribute to the craftsmen of those days that the four cars are still used on The Overland.

Mr. Glenister joined the Department as an apprentice in 1905 and was in the first batch of lads to go to the old Workingmen's College, now the Royal Melbourne Technical College. After 15 years at Newport, Mr. Glenister went to Jolimont and to the old Car and Waggon Workshops at North Melbourne for a time before going to the Shelter Shed, where he stayed until he retired. He became a specialist in car water service maintenance.

Royal Train Trips

URING his career Mr. Glenister had three royal train assignments. He travelled with the Duke and Duchess of York (later King George VI and Queen Elizabeth), the Duke of Gloucester, and the present Queen and the Duke of Edinburgh. Mr. Glenister says he will not easily forget the last royal train tour with its incidents gay and serious. At crossings in some parts of Victoria, where there was no house within miles of the railway, he saw returned soldiers of both World Wars in uniform and giving the train and its royal occupants a smart salute. They had travelled many miles to pay their respects to their Queen and her popular husband.

Railway Links

THE Glenisters have always been connected with railways. Alfred's father, Frederick, was stationmaster at Footscray when he retired after 41 years' service, and his grandfather Frederick, a Hobson's Bay man, later became a V.R. locomotive foreman at Stawell. Alfred's brother, Percival, was a locomotive foreman at Ballarat, and another brother, Roy, a car builder at Newport Workshops. An uncle, John, was driver-in-charge at Port Fairy.

Mr. Glenister was farewelled at functions at the V.R.I. and the Shelter Shed. He was presented with a wallet of

notes and wristlet watches for himself and wife.

A Model Worker

R. DAVID YATES, Foreman Patternmaker, at Newport Workshops, who retired recently after nearly half a century of railway work, was known as the "model king". For many years his model of the C class held pride of place in various festivals. More recently, the B class model, made under his supervision, at Newport's Pattern Shop, was one of the features of the centenary celebrations. A keen gardener, Mr. Yates did a great deal to beautify the workshop's area. He and his staff won first prize in the tree planting competition for workshops and depots in 1953.

Mr Yates began as an apprentice car and waggon builder in 1905 when apprentices were paid 1/3d. a day. He was made foreman patternmaker in 1931. He has seen many changes in the quantity and type of work at the workshops. In retirement he will garden and fish, according to season

and whichever promises the biggest returns.



Workshops Superintendent Mr. W. Featonby presenting a radio set to Mr. Yates.

Thanks

OR the fast transport of a ram, dispatched from Manildra, N.S.W., to Ballarat. "I would appreciate it if you would thank those concerned. I guess the ram would, too."

-Mr W. Mac. G. Troup, "Tourello Lodge," Tourello

Hamilton's S.M. Transferred

O many trains were assembled in the Hamilton station yard during the visit of the Queen and the Duke of Edinburgh, last year, that it almost resembled Flinders-st. during the peak hours. Stationmaster H. F. Heath, who has been transferred from Hamilton to Geelong, recalled this busiest day in the station's long history when he was farewelled recently by local railwaymen. The big traffic movement went without a hitch, he said, because of the teamwork, always reliable, of the operating staff. Mr. Heath was presented with a shaving and a toilet set, and a cup, saucer and plate for his wife. He will be succeeded by Mr. A. G. Johnston from Murtoa. Hamilton also loses a good railwayman and Institute stalwart in Mr. George James Smith, who has been a locomotive driver there since 1933. At the annual social of the V.R.I. branch committee Mr. and Mrs. Smith were presented with a standard lamp. They will live at Albury.

Obituary

RS. ELIZABETH MARGARET CAREY, who died recently, aged 74, was the wife of Mr. Henry Bernard Carey, retired V.R. locomotive driver, and the mother of Mr. Frank Carey, secretary of the Australian Federated Union of Loco Enginemen, who was a locomotive driver for a number of years before becoming a union official. The Careys are a railway family. Frank Carey's grandfather was a Royal train and Commissioners' tour train guard, and his late uncle, Frank, was a fitter at Newport Workshops when he enlisted in the A.I.F. in World War One. Mrs. Elizabeth Carey was well known to many members of the railway staff and former railwaymen, and numerous tributes and letters of sympathy were received by the family.



Steeplejacks repainting the steel bands around the chimney stack at Bendigo North Workshops.

THE THINGS THEY SAY

The older you get the more you realize that kindness is synonymous with happiness.

—Lionel Barrymore

When you dig another out of trouble, you've a place to bury your own.

-Saturday Evening Post

In this age of reality some men will never believe that lead can be transmuted into gold-until they get a bill from the plumber.

Adrian Anderson

No, Tommy, diadem isn't what careless motorists do a sight quicker than others who stop, look and listen at a crossing. But it'll do.

-A. Watts

Father is one person who knows that money talks mostly in the mother tongue.

-English Digest

Some women go through life missing everything. Others drive cars.

Shannon Fife

According to a schoolboy, an untouchable is a man who is more broke than you are.

Many a girl who seems to be just throwing herself at a man is actually taking very careful aim. James C. Balke

An old-timer is one who can remember when the wonder drugs were mustard plasters and castor oil.

Shannon Fife

If you think you're too old for growing pains, try cultivating a small garden.

-Wall St. Journal

Never doubt your beliefs, nor believe your doubts.

No matter how careless neighbors are about other things, they send your children home at the hour you mention, if not a little before.

Kansas City Times

God gives every bird its food, but He does not throw it into the nest.

-Yosiah G. Holland

SPORTS

Sport Gets Fillip In Country

THE General Secretary of the V.R.I. (Mr. W. E. Elliott), who toured institute branch centres recently, was encouraged to expect a greater country interest in sport and institute activities generally this year. The Council of the Institute has been asked for new buildings for Donald and Hamilton which have outgrown the existing out-of-date headquarters. It has planned extensions at Bendigo, Colac, Geelong and Warragul. New centres are being established at Nyora and Serviceton. Serviceton should have its institute building finished before the end of the financial year and Nyora should not be far behind. Dimboola, Shepparton and Ouyen are other centres to figure in the improvements programme.

Recognizing the importance of sport, the Council is stimulating interest in inter-system competitions by granting a £1 a day living allowance to those selected to represent Victoria, and paying the fares of players to Tasmania and (on the Commonwealth railway system) to Perth. The money for these concessions is drawn not from Institute funds, but from the proceeds of Saturday night dances at the Institute. The various railway sporting clubs take it in turn to staff these functions.

Interstate Cricket Carnival

THE turf ovals at Royal Park, where the interstate railwaymen's cricket carnival will be held this month, have been named after famous Australian international cricketers, Jack Ryder, now one of the Test team selectors, Vern Ransford, brilliant left hand batsman and fieldsman, and P. A. McAlister, who, when his cricket days were over, became an outstanding administrator. It is the first time that such a representative gathering of railway sportsmen has assembled in Melbourne to compete for a championship trophy. As all the systems have a nucleus of first grade cricketers, the standard of play should be high. On the opening day, Tuesday, February 15, Victoria meets Commonwealth and, in the following days, will have to withstand challenges from W.A., S.A., Queensland, Tasmania and N.S.W. in that order.

Good Season For Women Athletes

THE V.R.I. Women's Amateur Athletic Club is having a successful track season. Bernice Kewming is at the top of her form in the sprint events and Marlene Middlemiss, pentathlon champion, is

another outstanding performer in the Al grade team. Maureen Murnane. former country champion from Redcliffs, has also strengthened the club. Among the younger C grade members doing well are Jean Buntin and Margaret Adams. Margaret White, Dorothy Angel, Janice Rowe and Jan Baker are promising young athletes who have put the junior E grade team at the top of the ladder. Dorothy Angel is a daughter of Jim Angel, former V.R.I. wrestling instructor and Olympic games coach.

Country Sports Carnivals

OUNTRY railwaymen are looking forward to the annual cricket and bowls tournaments in Mel-This year's country cricket week will be held from March 14-18, and will be followed by bowls week from March 28 to April 1. The interstate golf tournament will be held in Brisbane in May. Intending competitors are advised to get in touch with the secretaries of local institutes.

Played Interstate Football

UNNING Gear Repairer Bob Cleland, of the Steel Construction Shop, East Block, Newport Workshops, who retired recently, was a well known railways and Port Melbourne footballer and represented both in interstate games. At the end of his football career he was presented by the Victorian Football Association with a framed certificate for long and honourable service. He was also made a life member of the Port Melbourne Club. Mr. Cleland fought with the 5th Company Field Engineers, A.I.F., on Gallipoli and in France in World War One. Highlights of his 48 years railway service were work on Spirit of Progress and the preparation of the Royal train.

Country Carpet Bowls Contest

TEAMS from Ararat, Benalla, Bendigo, Korong Vale and Seymour competed recently at Bendigo for country carpet bowls teams' championship trophies provided by the Central Council of the V.R.I. The ladies' and men's teams championships were won by Bendigo and Ararat, respectively. The championships will again be held at Bendigo this year, but from then on the venue will be changed from year to year.

Versatile

EW railwaymen have had the varied sporting career of Mr. Ossie Taylor, who retired recently after 50 years' service. He began as a lad labourer at Newport Workshops and retired as running gear repairer. Ossie represented the Department in interstate football and cricket matches and was also a member of the first Victorian team to take part in an inter-system wrestling competition. He had a great deal of success as a rower, and also represented Victoria at ice hockey. This very

versatile sportsman competed in three Warrnambool road races. He won the Camperdown to Melbourne cycle traders' 100 miles race, and a number of sprint and long distance events. He also had the distinction of being the first railwayman to be awarded the Royal Humane Society of England's silver medal and the St. John Ambulance of England bronze medal.

Now too old for active sport, Ossie has turned his attention to poultry raising and pedigree dogs and is a judge of them. At present he is visiting relatives and friends in Colombo.

Railway Cyclist

TIME means much to Edwin John (Eddie) Martin. As a track cyclist his ambition is to keep on improving his times, and as a member of the suburban time-table section, he is interested in trains running to time. Eddie was a good tennis player, before he switched to bike riding. He won singles and double championships at Ararat before coming to Melbourne. Riding off the scratch mark for Northcote Amateur Cycling Club, Eddie has won about £200 worth of trophies at various cycling meetings in the metropolitan area. They should look well in the new home he is building at Keon Park.



Boilermaker Norman Townsend, of North Bendigo Workshops, is one of the best all-round sportsmen in the district. For 18 years he played football for Mologa and is also a cricketer, tennis player and field gunshot of more than average ability. He was runner-up in the Bendigo Easter Fair singles and doubles tournaments and ton scorer in 10 successive hars and top scorer in 10 successive hare shoots. His best bag was 43 hares with 44 shots. Norman plays for the Eaglehawk Golf Club off the low mark of seven, but now devotes more time to bowls than golf. A member of the Golden Square Club for five years, he won this year's Northern District singles title and was runner-up in the Champion of Champions competition. Last year he and his partner won the Bendigo Pairs Championship.

Photo: A. Martin



THE MONTH'S REVIEW

Shifting The Harvest

THE big job that must be done by the railways in summer is to carry away from each grain elevator in the wheat producing areas as much wheat as would, it is estimated, overflow the elevator when the district's harvesting is finished. After that, the filled elevator is cleared of its grain during the succeeding months and with less rush. This moving of wheat in excess of local elevator capacities must obviously be done while the wheat is being carted in from the farms; that is, a period of about seven weeks from early December. This season, practically all of the excess wheat had been moved by the end of January, except a small quantity that had been delivered late to the elevators and some of inferior quality, the clearance of which had been deferred by the Grain Elevators Board. The Department carried 22,200 trucks of wheat, compared with 26,600 trucks in the corresponding period last season. The reduction in quantity is a reflection of the smaller harvest.

" Silos "

THESE elevators, loosely termed "silos," are, of course, the tall tubular structures that both store grain and house the elevating machinery that pours it in. "Silo" is a much vaguer term, defined in the dictionary as a pit or airtight structure for storing grain. It could be applied both to the elevator and to the flat bulkhead. "Silo" is, therefore, officially discountenanced in favour of the two more strictly differentiated "elevator" and "bulkhead."

Going Stronger Than Ever

THE all-steel weatherproof container, which eliminates damage and pilfering and cuts packaging costs, is proving increasingly popular with the business community, despite the fillip given to road competition by the recent decision of the Privy Council. It is also enhancing the railway reputation for fast and reliable freight service, especially between Melbourne and Sydney. As an example of its efficiency, a Melbourne firm of wine and spirit merchants has, since May last year, received more than 70,000 bottles of what is discreetly called good cheer, in containers, from Sydney. Not a bottle has been broken: and, in most instances, the containers were unloaded at the warehouse simultaneously with the postman's arrival with the freight documents airmailed from Sydney. Such first-class service is bound to bring more business. It already has. Other bottled consignments, previously sent by boat or by ordinary goods train, were sent by container as an experiment. They added up to three hundred cases. Only three bottles were broken, and that was due to an admitted stowage fault by the sender. The Department has told the consigning firm how breakage can be avoided, and it is not likely to happen again.

Growing container traffic is also being built up in such commodities as cheese products, paints and unassembled modern kitchen furniture. Meanwhile, an insulated container unit has been added for the specific carriage of semiperishable freight, such as chocolate, boot polishes and a hundred other commodities liable to quick deterioration.

Picnic Specials

THE sunshine of Melbourne's record dry spell was ideal for the group picnics that special trains took to beach and bush. Noteworthy among them was the General Motors-Holden Sports and Social Club's excursion to Bacchus Marsh, for which the two trains were, appropiately, hauled by diesel-electric locomotives. Power units for these, of course, were made by General Motors Corporation in the United States. To Bacchus Marsh, also, went the Department's Jolimont car cleaners and, a week later, staff from the North Melbourne locomotive depot. In the country, members of the Ballarat Locomotive Social Club enjoyed a picnic at Geelong, and State Electri-

city Commission staff from Yallourn went to Frankstor In a somewhat different category, pleasure combined wit business in the special that took S.E.C. staff from Melbourn to Yallourn for an inspection of the works. It was the first c such staff trains since the war. It is evident that organizer are becoming increasingly aware of railway comfort, econom and safety as picnic amenities.

The "A.W.Keown" Ski Lodge

10 the already excellent amenities at Mt. Buffalo is not added the new ski lodge at Dingo Dell. Named after Mr. A. W. Keown, Superintendent of Refreshmer Services, by whom, in conjunction with the Public Work Department, it was designed, the lodge was built from local stone and timber. The main hall is floored with concret slabs and has long, "stand-up" dining tables. Near th entrance are ski racks, at the other end, a cafeteria and kiosk Prominent in the centre of the rear wall is a huge, copper canopied fireplace; the front wall is mostly made up of windows that overlook the ski slope. Up to 300 skiers can b quickly served with hot meals from a modern kitchen that ha stainless steel sinks, hot water service and most of the thing envied by the average housewife. Chalet guests will now b able to park their skis at the lodge right through their stay Day visitors have a room with seats and fireplace. It is reached from the outside only and is always open.

Puffing Billy

ARROW gauge locomotive NA 8, after 47 years service, seemed destined for the scrap heap. But a reprieve was granted, and the old "Puffing Billy will be as immortal as a locomotive can ever become. It has been given by the Department to the Parents' and Citizens' Association of Beaumaris and placed in a children's playground. There he will be "driven" by countles children, for, even in this day of atomic power and jet air craft, the steam locomotive still retains all its old fascination Perhaps, even in his retirement, NA 8 will still be on dut as a railway recruiting officer, and an increased staff intake in future years, from Beaumaris will bear witness to his silent eloquence.

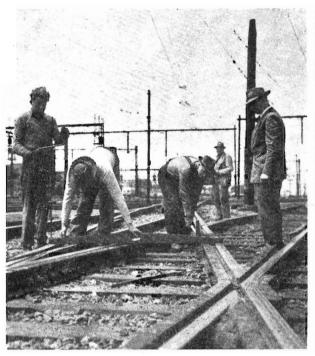
Nuclear Power

MENTION of atomic power calls to mind a recer pronouncement in World Railways, a book justice published in Britain. "Designs for a nucleer-powere locomotive," it says "have been prepared in U.S.A., but the most useful railway application of this new form power supply would appear to be in the production of currer for more general electrification." This is essentially the view in Britain, where the density of population and of ratraffic is high enough to make electric traction extreme economical on many main and suburban lines. Ther the locomotive building industry, which has already supplice a large part of the world's transport equipment, is rapid reorientating itself to the increasing demand for electr (as well as diesel-electric) motive power. Australia, course, is very much alive to the trend, as the electrification of the Gippsland line indicates.

OUR FRONT COVER

shows the piers for the new railway bridge at Brankeet Creek, Bonnie Doon. This is part of the deviation of the Tallarook-Mansfield line made necessary by the enlargement of the Eildon Reservoir. This valley will be inundated to within a few feet of the top of the piers. Since this picture was taken, some of the girders have been erected.

.....





(Left) Gang re-gauging crossing work. (Right) In the confined spaces at crossings, mechanical tie tampers are particularly useful for sound packing of timbers.

POINTS TO CONSIDER

The hardest worked parts of railway tracks are the points and crossings which, as well as bearing the usual track stresses, are also subjected to severe lateral thrust and hammering by the millions of wheels that clatter over them.

THE maintenance of points and crossings in the metropolitan area, beyond that done by ordinary gangs, is carried out, under the technical supervision of an engineer, by specially trained gangs. Metropolitan tracks, in general, need most attention, but the same gangs also work on country tracks. They replace and tighten fistenings, renew and pack timbers, correct track gauge and alignment, and so on

Specially trained welders are employed in association with them. They re-surface the worn points and crossings. Briefly, the process consists of depositing alloy steel on the worn part by means of the oxy-acetylene blowpipe. The deposit is then hammer-forged, while hot, to the proper contour of the rail. This hammer-forging is most important, as the hardness and, consequently, the life of the weld largely depend on it. Also the weld metal must be deposited in such a way that the rail is not excessively heated or the weld damaged by trains that pass over before it is finished.

The purchase price of an ordinary V crossing, today, is about £80, without installation. The work of the points and crossings gangs ensures that the maximum life will be obtained from these expensive parts of the tracks and makes it possible to defer complete renewals for some time



Welder surfacing a worn crossing near Spencer-st. Repairs to the average worn crossing might require from 200 to 300 cubic feet each of oxygen and acetylene, and about 4 lb. of alloy steel.

TESTING DIESEL-ELECTRIC LOCO PARTS

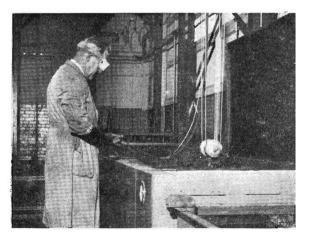
THE diesel-electric locomotive, having an internal combustion engine, must have a higher degree of accuracy in the fit of the component parts than the more heavily built reciprocating steam engine. Therefore, when an examination of a diesel engine is undertaken, testing parts becomes precision work.

TESTING for traces of wear must be most searching, because of the high mileage that is so quickly amassed by these locomotives. For example, B 60, Harold W. Clapp, underwent the first F examination at 364,224 miles after being in service a little more than two years. In the F examination, cylinder head, pistons, cylinder liners and connecting rods are inspected and checked for wear. A steam locomotive, which averages about 30,000 miles a year, would take about 12 years to register B 60's mileage at the time it was withdrawn from service.

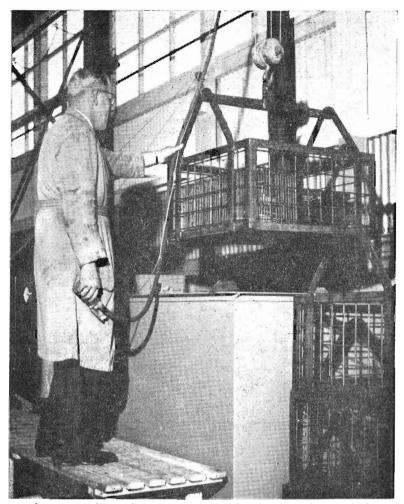
The modern inspection plant at Newport Workshops used by the Engineer of Tests (Mr. E. Connor) and his staff to make a scientific examination of dieselelectric locomotive parts is boused in a well equipped building fitted with fluorescent tube lighting to give a constant bright light throughout the working day.

The test and treatment equipment conforms to the recommendations of the manufacturers of diesel main-liners and is similar to that used in America.

Parts, such as cylinder head, pistons, cylinder liners and connecting rods are sent in crates to Newport from the Diesel Shop at North Melbourne Locomotive Depot and are unloaded by jib crane on to portable benches. These have wooden slats so that the smooth surface of the parts will not be scratched Oil, grease or water drips into a tray.



An Aja-Dip bath used for cleaning carbon and gummy deposit from the engine parts of a diesel-electric locomotive.



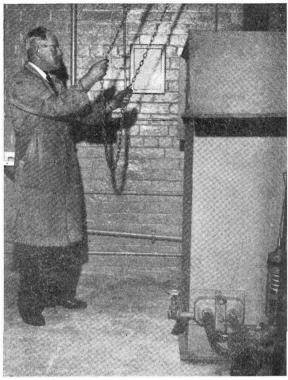
An operator about to immerse a crate of engine parts into a kerosene bath

A series of baths for the parts begins with a kerosene dip. They are then placed in a large steel basket and immersed in a special solvent heated to 140 degrees Fahrenheit. The basket is given an up-and-down movement to remove carbon. From this Adja-Dip, as it is termed, the basket and parts are lifted and left on benches to drain for half an hour or so. A second kerosene dip then removes all possible traces of solvent.

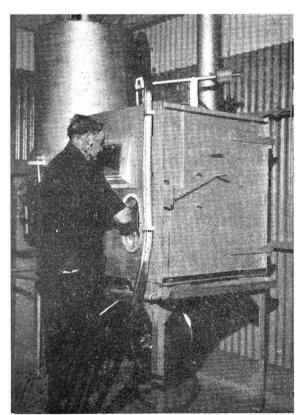
Subsequently, the basket is again drained, and some of the parts may, if necessary, be given further treatment in the Trichlor ethylene bath to remove any remaining traces of grease or oil. Any parts still with carbon adhe, ing to them are given finer cleaning in the seed blast cabin, in which a graded (i.e. crushed and screened for size) almond shell is used to remove last traces of carbon. The graded almond shell is hard enough to remove carbon, but will not damage steel or cast iron.

In the final operation all the parts are given a magnetic particle test to determine the presence of any crack or flaw. They are then checked with a special type of measuring equipment for signs of wear. Engine manufacturers have laid down the extent of wear at which a part must be condemned.

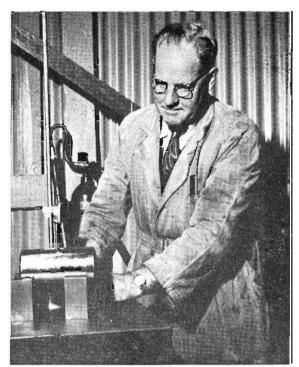
The railway technicians who sit in judgement on the care and control given to a diesel engine had very good reason to be satisfied with the results of the first F examination. B 60 was in such good condition that practically every part was fit to go back into service for a further running cycle of 400,000 miles.



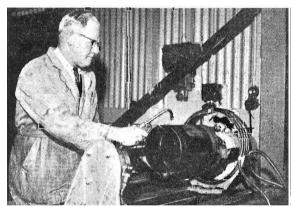
A trichlorethylene bath being operated to clean the last traces of oil from engine parts of a diesel-electric locomotive.



Operator using blast cabinet to remove the last traces of carbon, with graded almond shell as a medium.



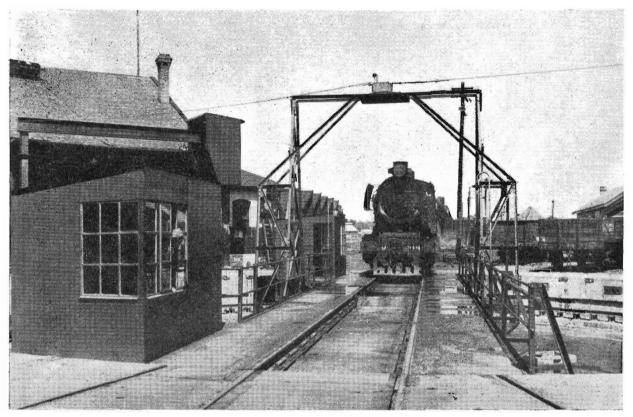
Checking dimensions of wrist pin of the engine of B 60.



Checking parts for cracks on the magnetic testing equipment.



Checking the diameter of the bore of cylinder liners of the diesel engine with a mercer type gauge to get an indication of wear or distortion.



Locomotive J 514 steams on to the electrically-operated turntable recently installed at Seymour Locomotive Depot.



The driver of the turntable watches the approaching locomotive.

TURNING THE TABLES

Three methods of turning locomo ives so that they can run funnel first are: by loop or loop lines, by triangles, and by turntables.

POUR lengths of locomotive turntable are in use on the Victorian Railways: 50 ft., 53 ft., 70 ft. and 85 ft. The oldest is the 50 ft. which turns on a tapered roller bearing mounted on a central pivot which allows the table to tilt in any direction. Some of these were later lengthened to 53 ft. to cope with larger locomotives. The 70 ft. type was introduced about 1910, and strengthened in 1914. It is fitted with a ball-bearing centre and a rocker pin which eliminates sideways tilting.

Each of these three smaller sizes is of the balancing type: that is to say the load is supported at the centre of the turntable and the locomotive must be placed carefully to distribute its weight almost equally on either side of the centre, so that the table can be turned by hand. However, four of the 70 ft. turntables have been supplied with an electric driving unit, known as a "mule."

The department has only one 85 ft. turntable. This is of the non-balancing, or twin-span articulated type. Its load is carried at three points: on a ball bearing in the centre, and, at each end, on ball-bearing wheels running on an outer circular track. A flexible joint in the girders provides the articulated construction. Accurate placing of the locomotive

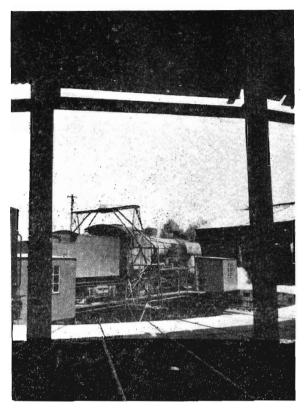
is not necessary, but the turntable must be power driven. It can, however, be turned by hand-operated gearing in an emergency.

Six new 70 ft. turntables, of the articulated type, were purchased recently by the department. Three have already been installed, at Benalla, Seymour and Ballarat. One is now being installed at Geelong, and the others will go to Bendigo and Maryborough. All were built in England to Way and Works Branch specifications.

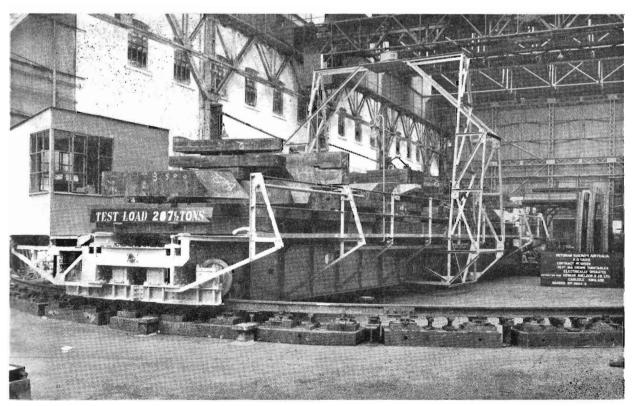
The new turntables are electrically driven, power being picked up from an aerial cable by a collector carried on the overhead bridge-type framework. The current is fed to a 6 h.p. motor at each end. A cabin is provided above each motor. Each cabin houses a drum-type controller to operate both motors simultaneously, a hand winding gear for use if the power fails, and a lever to operate the pawls which lock the table at any road in the depot as required. The pawl lever also applies the brake, and is interconnected with the motors so that power cannot be applied whilst the pawls are locking the table. Lighting is provided for night operation.

The installation of the turntables in the busy main country depots presented some special problems, as it was essential to carry out the work quickly. The new type of pawl stop necessitates the removal of the top of the old pit wall. To facilitate the necessary new concrete work, wooden forms for the walls were made up into 10 ft. sections to be bolted together on the sites.

A regular routine was established in removing the old turntables and installing the new. The turntables were sorted, assembled and installed by Ironworks Division staff. Wrecking cranes were used to remove the old turntables and install the new ones. The cranes were operated under very restricted conditions, particularly in the sheds which are completely roofed. Alterations to the pits and all concrete work (including form work and setting out) were carried out by the works gangs of the Special Works Division under the able leadership of Foreman Frank Toomey.

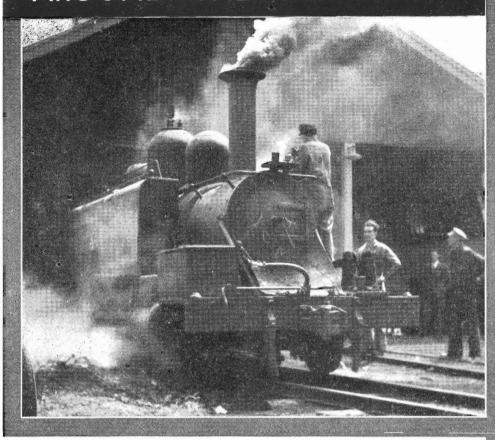


Ready to steam into the roundhouse.



One of the turntables under testload at the manufacturer's works, in England. Each turntable is assembled, inspected and fully tested before shipment.

AROUND THE SYSTEM



ANTICIPATION: Puffing Billy gets ready for final trips.-Photo: K. Lyell



CELEBRATION: Model of B60 in the Eureka Stockade centenary procession, Ballarat.



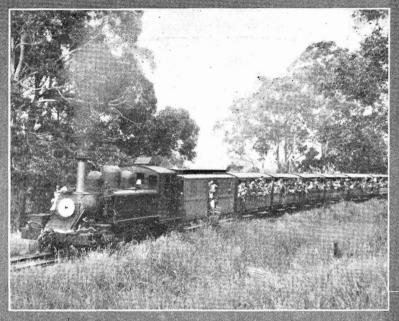
PREPARATION: The n

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Camberwell, is one of

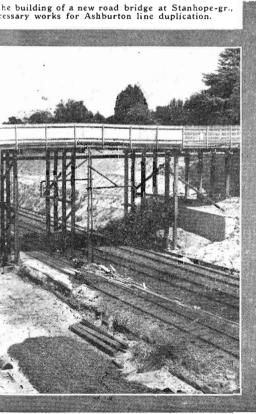




' station building at Macleod takes shape.



REALIZATION: Youngsters enjoy a last ride behind Puffing Billy.
—Photo: J. Buckland



TERMINATION: G41 with the last through train to Crowes.-Photo: J. Buckland

FOOTPLATE PHILOSOPHY

Condensed from an article in "Engineering"

THE traditional partnership of a craftsman and his apprentice is fast dying out in industry, but on the footplate of a steam locomotive the unique sense of co-operation between the driver and fireman is still much as it was a century ago. So, at least, it seems to a privileged spectator travelling on a main-line express locomotive.

A "top-link" crew, especially, impress the imagination. Apart from the engineering, historical, and even romantic associations of the locomotive, there is a special quality arising from the simple fact that it requires two to man an engine. The influence of one on the other, and of the engine on them both, is something not to be found on any other machine.

If, among the creations of nature, "the most exalted seat in the world is the saddle of a swift horse," among the creations of engineering the footplate of a steam locomotive must surely rank high. That feeling of isolation and independence which characterises the rider of a horse, the captain of a ship, or the pilot of an aeroplane, is also shared by the driver with his hand on the regulator.

Perhaps, that is why drivers, as they advance in years, seem also to advance in a practical philosophy of their life and work. Their fellow railwaymen in the workshops—indeed, most engineering shop workers—are denied that adventurous experience which no driver can forget, least of all when, at last, he retires and looks back on a life of railway service.

Not all craftsmen are born teachers, as any engineer who has served an apprenticeship will recall, though in most workshops there are a few admirable characters whose good influence on apprentices stems as much from their personalities as from their skill. On the footplate the relationship is closer than in the shops. During most of their working hours the driver and fireman are cut off from their fellows, and the dependence of each on the other offers greater opportunities for teaching and learning, though the fireman is not, in the ordinary sense, an apprentice. Whether or not the most is made of these opportunities, probably only a locomotive inspector could say with any certainty. The driver can do his job efficiently only if the fireman is conscientious, but equally the younger man must be aware of the idiosyncrasies of the elder before he can attend to his duties adequately.

NERVE AND TEMPERAMENT

Locomotive driving requires a certain steadiness of nerve and temperament, expecially at high speeds. The violence of motion, so alarming to the inexperienced, is no doubt accepted by enginemen as normal and familiar, though different drivers react differently. They differ also in their manner of driving on up-grades and down-grades; where one will rush a gradient and then take the engine steadily down hill, another will not press too much uphill, but reach a high speed running down the other side.

The admirable philosophy which drivers seem to acquire in their daily work is akin more to age-old pursuits, such as farming, than to the superficial interests of modern industry. Many factors contribute to this. Not for them the regular shift or the monotony of "eight to half-past five." Not for them the sight of the same faces in the same bus at the

same time every morning; nor the mad scramble from the clock to the works gate at knocking-off time. At any hour of the day or night the engineman sets forth from his home for the running shed. In summer and winter, in sunshine and rain, in darkness and daylight he goes steadfastly to work, and while other men toil like ants he enjoys the aristocratic independence of his calling.

A passenger on a train can have only a slight conception of the incidents, major and minor, which daily affect the work of enginemen. On a recent run on the footplate from Crewe to Carlisle, for example, we were impressed by the toonumerous occasions, due to speed restrictions and signal checks, when the driver had to slow down the train to 15 miles an hour or less. Some of these were unavoidable, as when possible subsidence of the ground above mine workings imposed a speed restriction, but others were accidental. On the way up Shap incline, the fireman suddenly reached for the whistle handle and gave it a sharp tug. He called the driver to his side of the cab to see a sheep that had strayed on to the track. Fortunately, the whistle had made it turn back, from the down line on which we were running, to the adjacent up line, but the driver shut the regulator and brought the train almost to a stand so that he could warn the signalman at the next box. Alas! the warning was of doubtful value; almost immediately an up local passenger train passed us at speed, with the home and distant signals clear.

UNDISMAYED BY INCIDENTS

Earlier, we had experienced another minor incident, which might have seriously delayed the train. The fireman went to open the firehole doors, but was unable to do so as one of them had jammed. The struggle to open them, in which the three of us joined, took seven or eight minutes. Since we were approaching Shap it was an inappropriate moment for such an interruption to firing, the pressure-gauge needle was still, happily, close to the red line, and the steaming of the large boiler of the 4-6-2 City of Chester was quite unaffected. The fireman may, or may not have been apprehensive, but certainly the driver evinced, an imperturbability which was clearly natural to him whatever the circumstances.

These two incidents, though small, are typical, in nature if not in degree, of those interruptions to the expected routine which enginemen have to contend with and, which, with experience, they learn to take quietly in their stride. Nothing, short of a serious accident, can dismay the good driver. Every day's work is unpredictable and, even if it goes according to plan, the English weather can be relied upon to spring some surprises.

CHANGING SCENES

On that run to Carlisle we passed from the industrial gloom, the rain and overcast skies of south Lancashire to the unspoilt air and sunshine of the Cumberland Fells. As we raced down from Shap at over 80 miles an hour, we passed groups of sheep grazing close to the track, more law-abiding than that other but quite unconcerned with a spectacle

which, a century ago, was expected to terrify, if not kill, their ancestors. At Carlisle, where we arrived on time, although we were four minutes late leaving Crewe, the engine left the train and went on to the shed. The driver and fireman were then due for a rest before returning with a night train.

Away from the footplate and back on the train (with the comforts of the dining car), it was still not easy to answer the question: "do drivers and firemen make the most of their opportunities to teach and learn?" The mere presence of a stranger or, even a friend, is sufficient to affect the actions and especially the conversation of a crew. A footplate inspector is faced with the same difficulty, though it is part of his duty to instruct and advise.

DRIVER EXERCISES SKILL

In all probability the question cannot be answered adequately. The steam locomotive is a simple machine; it is

reliable, cheap to build and cheap to maintain, but it requires skill of high order to get the best out of it under all circumstances. A knowledge of mechanics, heat engines, combustion, and workshop practice would not be out of place and would raise the standard of driving and firing. In modern engineering it is considered a fault in a machine if its successful operation depends largely on the human element. But since most men will rise to a call to exercise skill, and will take a pride in the opportunity, the prestige of the steam locomotive has always been high, and drivers and firemen, in general, have responded well.

Although the British Transport Commission is hoping for large scale electrification, steam locomotives will continue to be designed and built for many years ahead. So long as they remain the most colourful feature of the railway scene, surely there is no fireman with soul so dead that he cannot rejoice to be on the footplate and not at the bench?

ACCIDENTS

It is fundamental that all functions within a business can be affected by unsafe practices. Therefore, accident prevention and safety are the responsibility of everyone in that organization.

THE loss of a skilled operative's services as a result of an accident can be serious from a production point of view, but more regrettable is the pain and suffering to the individual and his dependants.

The far-reaching effects of industrial accidents on the national economy are indicated by the loss of working time involved. In Australia it is equivalent to a year-long absence from work of about 18,000 men. In the year ended June 30, 1952, there were 175,000 injuries, which disabled workers for three or more days, and more than 400 deaths as a result of industrial accidents. The loss of working time in Australia is estimated to have cost approximately £32,000,000 for the year.



These officers recently received certificates for successfully completing the Accident Prevention and Industrial Safety courses at the Royal Melbourne Technical College. Left to right, Messrs W. J. Edwards, secretary, Railways Safety Council, J. McCubbery, safety officer, Newport Workshops, H. C. McDonald, clerk, Newport Oil Storehouse, and L. Reynolds, engineer, Way and Works Branch.

Victoria's Railway Commissioners have always encouraged interest in the safety movement, and, in recent years, have arranged for officers to attend comprehensive lectures on Industrial Safety and Accident Prevention at the Royal Melbourne Technical College. This course is open to those holding supervisory and managerial positions or who are engaged in industrial safety activities. During the course of these lectures, visits are made to typical industries to study their safety methods.

The Commissioners have also formed a Railways Safety Council which consists of senior representatives of the various operating branches, with Dr. M. A. Rees, Chief Medical Officer, as Chairman. The Council meets regularly to direct the policy of accident prevention. Accident statistics are analysed, causes discovered and recommendations made to avoid the recurrence of similar accidents.

A safety committee at Newport Workshops, comprising the Manager or an engineer, the senior clerk and foremen, and employee representatives, has been functioning very effectively for some years. It meets regularly, as does an employees' sub-committee, consisting of elected representatives of the various shops or sections.

Recently, the Commissioners decided to expand the Accident Prevention Organization by the appointment of a Safety Officer to make on-the-spot investigations of accidents in the Newport and Spotswood Workshops areas. This officer, as a result of his inquiries, submits reports and suggestions designed to avoid the recurrence of accidents by the elimination of unsafe practices or conditions. The appointment of Safety Officers elsewhere will be considered in the light of experience gained at Newport and Spotswood Workshops.

Every reasonable precaution against accidents has been taken by the Department and all railwaymen are encouraged to cultivate what is known as the safety habit.

LINES FROM OTHER LINES



Heavy rock cuts and breath-taking scenery mark the first 150 miles on the Quebec, North Shore and Labrador railway.

New Line In Canada

THE Quebec, North Shore and Labrador Railway is opening up the hitherto untapped reserves of high-grade iron ore in the wilderness where Labrador joins the province of Quebec. Although not yet finished, the railway has achieved its goal of "Iron ore by '54". The line runs from Seven Islands, one of the best natural harbours on the north shore of the St. Lawrence, to Schefferville at Knob Lake, a distance of 356 miles. It is the world's newest and most modern heavy-duty railway designed to haul 10 million tons of ore a year, and is the first railway in Labrador. It is also the first at least of comparable size, to be tailor-made. Optimum train lengths, weights and speeds were determined first, and then the grades and curves were cut to fit. Materials were delivered to various sites by aeroplane, helicopter, truck and tractor trains, dog sled and boat. The principal difficulties for the builders, aside from the cold which sank, on occasion, to 50 degrees below

zero, were rock and swamp.

All told, there are 700 separate curves, 17 bridges totalling 4,179 ft. in length, two tunnels aggregating 2,957 ft., and a total of 93,203 ft. of culverts. The ruling grade southward for loaded trains is 0.4%;

northward for empty trains it is 1.32%.

The longer tunnel and the biggest bridge are so close together that it is literally possible for a single car to be in the tunnel and on the bridge at the same time.

The Q.N.S. & L. expects, under full operation, to run the heaviest trains consistently operated on any railway; to have the lowest known ton-mile costs and to set new records in gross ton miles per train hour.

Telephone on Subway Train

NOUIPMENT for oral communication between a New York subway train en route and trainmasters' and dispatchers' offices has been demonstrated successfully. Unlike the inductive communications system which has been installed on railways for many years, the new equipment employs the live third rail as a connecting link. The system consists of a microphone and a loudspeaker in the office of the trainmaster or dispatcher, and the message is carried through the 600 volts of direct current by a frequency-modulated carrier. It is picked up by the train's contact shoe and fed to a loudspeaker in the motorman's cab. The motorman can reverse this procedure by calling the trainmaster or dispatcher at any time. In coaches now on order for the New York subway, the motorman can also relay any information he chooses to his passengers over the built-in loud-speaker system.

Harvard Studies Passenger Traffic

THE Harvard School of Business Administration is making a research into some aspects of railroad passenger traffic. One aspect concerns the cost data required to determine whether a given train, or passenger service on a particular segment of railroad, or on a railroad as a whole, is paying its way. Another objective is to find out how railroads do or can survey the passenger market and adapt their service to it for optimum results.

New Funicular Railway

THE Venezuelan Ministry of Public Works has announced that arrangements are well advanced for construction of a funicular railway to the top of Avila Peak (6,900 ft. above sea level). This will be the longest continuous funicular railway in the world, with an overall length of 11,000 feet. The initial carrying capacity will be 460 passengers an hour.

AMONG OURSELVES.



Mr. Commissioner Brownbill chats with a group of new apprentices who have just been officially welcomed into "the railway family."

Stop-press Social

AILWAY printers, the men who produce News Letter, railway publicity and tourist literature, time-tables and the spate of other printed material that helps the railway along, had their annual social night at the V.R.I. recently. The printing works' staff welcomed colleagues in retirement and their former manager, Mr. W. Houston, who is now Government Printer. The guests included the Comptroller of Stores (Mr. F. Orchard), his assistant, Mr. C. Weate, and the Printing Manager (Mr. M. McKenzie). For once production problems gave place to practical consumption, and humorous incidents and "slips that showed" were joyfully recalled. They, indeed, had a jolly good printers' pie, which included comedy films of pre-sound days screened by Compositor Arthur Hicks.

Institute's School Of Music

STUDENTS, both juvenile and advanced, attending Miss Viola Parry's School of Music at the V.R.I. appeared in a musical programme at the Institute recently. Composers of many different countries were represented in the programme. The school is now so well attended that Miss Margaret Paull has been appointed to help Miss Parry with singing and pianoforte lessons. The school resumed last month. Intending students should write to Miss Parry at the Institute.

Information Please?

TEN years in the general inquiry section of the Tourist Bureau have given Miss Eileen England an extensive repertoire of interrogative "howlers." The Overland's roomettes and twinettes are responsible for quite a few, as, at various times, they have been called dinettes, couchettes, layettes and even pantlettes. To understand some inquirers, a little imagination is needed, and the Continental who asked to book a room at Yoomka invited further questioning as well. It slowly emerged that he wanted a room at the Y.M.C.A. A rather difficult request was for a ticket to a station, the name of which had been forgotten,

but "it's at the bottom of a hill." One of the youngest of the Bureau's clients was a little, brown-eyed boy who, peering anxiously over the top of the counter, asked Miss England: "can you tell me where my mummy is, please?"

"How do I get to Buckingham Caves?" "What does a sleep-out to Sydney cost?" "Miss Melbourne, have you got a map of England?" "Could I have two time-tables to Croydon, one for each end, please?" "What time does the aeroplane train go to Geelong?" "Can I get my seat endorsed here?" These are a few more of the questions that, at times, have brightened Miss England's day. She joined the Department in 1942 and, for most of the time since, has been with the Bureau. She relaxes from question answering by swimming and golfing.

Space Driver's Diploma

A humorous twist to a farewell occurred when a wrist watch was recently presented to Driver T. S. Grimshaw, of Willamstown Pier, on his retirement. With it, he was given a document, bearing an impressive wax seal, purporting to be a certificate awarded to Space Driver Grimshaw for driving a Y class rocket at the age of 65. Mr. Grimshaw, who had 49 years' service, comes from a railway family; a brother was manager of the Car and Waggon Shops at North Melbourne and his father was a foreman boilermaker at Newport.

Lord Mayor's Thanks

ENTRAL 9797



P.O. Sox 1851 O

Cown Hall, Melhourne

Lurd Mayor's Mund for Metropolitan Hospitals and Charities

24th December . LEGGETAR.

- 5. JAN 1365

N. Quail, Zeq., Secretary for Railways. Victorian State Railways. Railways Administrative Offices. Spencer Street. C.1.

Jear Mr. Quail.

It was indeed a pleasure to receive under cover of your letter of the 22nd December, cheque of the value of £376. If lia., this amount representing the eggregate of the collections made throughout the Victorian Bailways Department for our 1954 Appeal.

With our rapidly expanding population the calls upon our social and health Services are continuously increasing, and despite a fairly general belief to the contrary they still need the interest and support of all sections of the Community if they are to function efficiently.

Therefore, it was most gratifying to learn that the Sailways Staff has increased its annual contribution to this appeal on benaif of our Respitals and charitable Institutions, and I would be glad if you would convey to all associated in this very generous gift so expression of our warmest and most grateful thanks for their support.

Your respect that certain amounts be allocated to specific Institutions has been noted and our Secretary will be glad to include these in his noxt distribution.

With cordial good wishes for the New Year.

Yours sincerely, Sulut

Lord Wayor



This magnificent display of gladioli and carnations, which decorated Ward 15 at the Queen Victoria Hospital, was the work of the staff at Laurens-st. depots. It was organized by Mr. Harry Mann, of the Ironworks Division. Mr. Mann is a member of Toc H, which society decorates various hospital wards at Christmas. In the picture, Messrs. S. Dockwra (left) and Mann add the finishing touches.



All the big ones do not get away, as this picture shows. Mr. S. May, of the copper shop at Newport Workshops, and his Caughter, Nancy, are holding a 78 lb. Murray cod which he caught in the Murray at Picnic Point, near Mathoura. It was taken with a spinner and 26 lb. line.

Photo: F. Brocen

Thanks

OR help given by a shunter and staff at Maryborough, and train conductor, to women passengers (one of whom was ill), and a child, who were catching the early morning train to Melbourne.

-E. J. La Roche, Maryborough

To the staff of the Outwards Office, Melbourne Goods, "our grateful appreciation of the very thoughtful gesture at Christmas time in contributing the sum of £4.3.3 for our children."

-George Sutton, Director, Spastic Children's Society of Victoria

For train arrangements for an excursion to the Zoo recently. "Everything went perfectly smoothly, and the changes of trains were made very easy by your excellent organization. Tourist Bureau officer, Mr. Caddell, was most co-operative and did everything possible to enable us to get there and back in the easiest and most pleasant way". -Winifred D. L. Mozley, Head Mistress, Girls' Secondary School, Ballarat

" For a courtesy, slightly out of the range of normal duties, which was done for me by the railway staff at Koo-wee-rup. My hat blew out of the train window and I reported it to the stationmaster at Koo-wee-rup. He has since retrieved it and forwarded it to my home station. His kindness was very much appreciated by me.'

-Mrs. A. C. Sidaway, Brighton

To the stationmaster and staff at Wodonga for "the cooperation and help received from you and your staff in connexion with the transportation of migrants which has been most helpful.'

-N. C. Reeves, Officer-in-charge, Commonwealth Employment Service, Bonegilla

To the Victorian Government Tourist Bureau for "arranging the movement of our Legacy children to the various centres throughout Victoria for their annual holiday. The spontaneous help and kindly advice given to us by Mr. Hindle again this year has been greatly appreciated and has lightened the task which, to us, presents a somewhat difficult problem."

—Arthur B. P. Amies, President, Melbourne Legacy

"To the men concerned with the tracing and returning to me of my wallet which I left in the train at Darling. As the wallet contained important papers and a sum of money, I was indeed grateful to get it back intact. The stationmaster at Eastmalvern did a very good job."

-F. S. Tobias, Glen Iris

We Pay For News

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

Unusual hobbies.

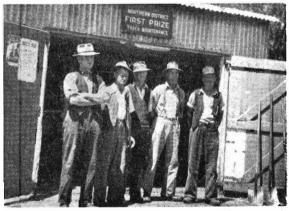
Railway men and women who do something important in civic affairs.

Outstanding sports and games records.

Exceptional loadings handled.

Examples of outstanding railway service.

Ordinary social items, although acceptable, are not paid for.



This northern district track maintenance gang has an excel-lent record, having won three first prizes and a third in 10 years. Left_to right: Ganger H. Welch and Repairers J. McQueen, A. Falloon, E. Martyn and A. Green.

Photo: J. McQueen

Communications Re-established

THE first reunion of present and past Signal Division staff at the V.R.I. recently was such a signal success that it will become an annual affair. Signals were sent out to retired members and answered to the tune of a big muster. The father of the gathering was Mr. E. R. Roberts, former signal and telegraph special officer, who is in his 85th year. Others included retired lighting supervisor W. Louch, 78, Andy Nicholls, 77, and special officer C. Blee and supervisor E. Porter, both of whom are 74 and still maintaining strong communications. There were also a few touching the 70 year-old mark. Several, however, were unable to respond to the signal. Professional officers who were warmly welcomed were Mr. W. Forrest, former signal and telegraph engineer, office engineers Mr. W. C. Wilson and Mr. N. K. Campbell, and former telephone and telegraph engineer, Mr. A. McLaren.

The Artistic Touch

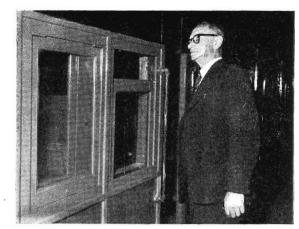
AX O. KOPNY, New Australian signal porter at Eltham, has enough imaginative touch to give his station office a new look. Fare tables, time-tables, family excursions, extension fares, telephone list and other notices are artistically lettered and in most cases framed. The barrier gate public time-table has also been set out neatly, and the penmanship is so good that train travellers stop to admire it. It comes easy to Max. He was a signwriter in the Ukraine before becoming a railwayman.



Mr. Kopny displays a new time-table.

Senior "Stewie" Goes

CTUART FRANCIS WATERHOUSE ("Stewie" to his friends and a considerable public) got his first glimpse of Melbourne, his future home, when as a ship's steward of 18, he arrived here in the Aberdeen White Star liner, Salemus, in 1909. His first job was to milk cows and do general farming work on a property at Bacchus Marsh. Later, he worked on the construction of the Newport Power Station, which turned his thoughts to a railway career and, in 1921, he joined the Refreshment Services Branch as a waiter. Early experience came on The Overland, but for the last 15 years or so he was on the dining car staff of Spirit of Progress. When he retired recently after more than 33 years' service he was senior steward. Conscientious and courteous, Mr. Waterhouse waited on royalty, governors, prime ministers, V.I.P's generally and ordinary citizens. No railwayman in Victoria was known and liked better than he was. He was associated with the tours of the Duke and Duchess of York in 1927 and of the Duke of Gloucester in 1934, but he thinks his pinnacle was to have served the Queen and the Duke of Edinburgh, as personal attendant, during last year's royal train tour of Victoria. "The Queen," he says, "had a delightful sense of humour, and when the train



Foreman Car Painter H. S. Love inspecting his last newly painted car at Jolimont Workshops. Mr. Love, who retired recently after 51 years' service, joined the Department as a lad labourer in the boiler shop at Newport Workshops and became an apprentice car painter in 1908. He went to Jolimont as foreman car painter in 1927. Besides having been responsible for the repainting of suburban cars, he also supervised the painting of the Department's fleet of tram cars, trucks and motor cars. At farewell parties he was presented with a wallet of notes and a travelling rug.

was sealed off in journeys between centres and the royal visitors were able to relax, I had many an interesting chat with them about my life in the railways." He adds that the Queen regarded her train trips in Victoria as one of the most enjoyable experiences in Australia.

Mr. Waterhouse was obviously affected by the warmth of his reception when he stepped off *The Spirit* after his last trip. The Superintendent of Refreshment Services (Mr. A. W. Keown) and the acting assistant superintendent (Mr. C. J. Ramsay) were on the platform to wish him the best of luck in retirement, and a farewell message came over the public address system.



Mr W. T. Gullick, who had been stationmaster at Maryborough for eight of his 49 years' service, retired recently. His farewell at the local V.R.I. hall was attended not only by railwaymen, but also by representatives of the business community. Above: Mr. and Mrs. Gullick being piped into the hall to the strains of "Bonnie Dundee." The piper is Driver Jim Paul.

SPORTS

Fencing Club's Progress

ROM a small group of enthusiasts, the V.R.I. Fencing Club has expanded to a membership of 40 men and women, and is still growing. V.R.I. steward E. Szakall is the club's secretary-instructor. His capable assistant is K. Gercsenyi. Their coaching has given club members a very good credit account in both Australian and Victorian amateur fencing championships. At the recent Victorian championships Miss P. Lewis, a railwayman's daughter, won the foil beginner's championship, and, with the Misses Kelepecz and Smith, won the team's foil championship. Miss Lewis also finished fourth in the novice foil championship, in which Miss M. Kelepecz was awarded which Miss M. Relepecz was awarded sixth place. Mr. W. Davies won the novice foil championship, Mr. I. Spura and Mr. Z. Okalvi, finishing fourth and fifth. The State epechampionship was won by Mr. D. Doyle, Mr. P. Byrne finishing sixth. Although he failed to defeat the redoubtable Dr. A. Martonffy, of Power House, the V.R.I. representative, L. Fadgvas, did extremely well to finish runner-up in the State sabre championship. Club members also did well in the men's foil and epee team's championships. Messrs. Davies, Doyle, Sagi and Szakall finished third in the foil, and Messrs. Barany, Byrne, Doyle and Sagi second in the

Trophies Presented

More than 300 people attended a social at the Richmond Town Hall at which club trophies were presented by the President of the V.R.I. Club, Mr. W. E. Elliott, and the President of the Victorian Amateur Fencing Association, Mr. K. Spencer.

Mr. Elliott and Mr. Szakall would like to see more railway men and women become actively interested in fencing. Classes will resume in the first week of this month, at the institute from 5.30 p.m. to 7.30 p.m. on Mondays, Wednesdays and Fridays.

Hockey Team's Success

IN their first season in the Victorian Hockey Association's C grade competition, V.R.I. representatives defeated Footscray in the semifinal, but were downed in the final by Strathmore; two goals to one. Earlier in the season the team was captained by Allan Connor and later in the year by Phillip Johnson, assistant engineer at Jolimont Workshops. A recruiting drive for more players is to be launched, and it is expected that the club will be much stronger when the new season's games begin in May. The club's home ground is at Ormond Park.



Eight teams in the Victorian Fencing Association took part recently in the three-weapon tournament for a cup presented by the Council of the V.R.I. It was won by the V.R.I. Each member of the successful team was presented with a replica of the cup. $Left\ to\ right:$ D. Doyle, L. Fadgyas, K. Gercsenyi, the general secretary of the V.R.I. (Mr. W. E. Elliott), I. Sagi, E. Barany, E. Szakall.

Cricket

A S News Letter went to press the "home and home" matches in the Commissioners' Cup competition finished. The final four were: North Loco, Northern Lines, Flinders-st, and Newport 'Shops. The final will be played at the Royal Park oval on Tuesday, March 8.

Tennis

EXT month will see a further invasion from the country for the V.R.I. Country Tennis Week from April 18 to 22. Readers are reminded that entries should be lodged with the V.R.I. Sports Secretary by March 18. Teams of four players will be required for the teams championship. Other fixtures to be played will be an open singles championship for all members of the V.R.I. and a railway singles championship for railway employees only. All games will be played on the V.R.I. courts at Parkville.

Girls and Super-Girls

70MEN, as so many male scientists take pleasure in telling us, are biologically stronger than men; they are more resistant to disease, live longer, are stouter of heart (sometimes, alas ! of body) and so on. These are simple things that back room boys only now seem to be discovering, but which generations of men knew instinctively since their first smack from mother; although, of course, to save face, they had to keep alive the "weaker sex" legend. Feminine reserves of stout-heartedness were certainly V.R.I. Women's needed for the Amateur Athletic Club to do as well as they did at the interstate meeting of the Women's Amateur Athletic

Association without the support of two of their champions, Marlene Middlemiss (pentathlon) and Lorraine Murphy (discus). The unavoidable absence of these girls reduced the club's competitors to two, Bernice Kewming and Judy de Lacy. Bernice finished third in the final of the 220 yards and reached the final of the 100 yards. In the shot putt Judy finished third. She was beaten for second place only by two inches; her throw was 31 ft. 9½ in. The V.R.I. club, which for some years was on top of the A grade premiership ladder, is now in fourth place, but it hopes to regain its leadership.

Table Tennis and Hockey

EXCEPT that both are games, these seem to have as little in common as cabbages and kings. What couples them in this paragraph is that there are vacancies in both these V.R.I. clubs for new members. They had good seasons last year Beginners are especially welcome, and coaching is given Those interested in hockey should get in touch with Mr. P. Gibb (auto 1355). Mr. H. A. Bengough (1195) will supply information about table tennis activities.

Tennis Encouragement

EW railwaymen, inspired, perhaps, by the prowess of such champions as Hoad and Rosewall, to take up tennis, are given every encouragement by the Department. The V.R.I. has excellent courts and club-rooms at Royal Park and the beginner can rapidly improve his game by taking part in the institute's competition. This year there are seven teams in the tennis association. They have begun a series of matches for the Dunkling Shield.

VICTORIAN RAILWAYS

ADMINISTRATIVE OFFICES

News Tetter

APRIL

1755

THE MONTH'S REVIEW

White Cargo

THE experimental insulated container, while it was on trial on the Melbourne-Sydney fast freight train service, proved itself ideal for the transport of semiperishable goods that need to be kept within a specific temperature range; so much so that the Department ordered 50 of them. When this was written, 12 were in service, and firms who have used them for semi-perishables, such as confectionery, floor and shoe polish and so on, have said they are completely satisfied with them. In hot weather, the tests showed their temperature internally to be fairly static at round about 70 degrees. If the commodities are pre-cooled before dispatch, they maintain a lower temperature in transit. To distinguish them from the dark green, yellow-lettered 5½-ton steel containers for ordinary freight, the insulated containers are boldly lettered in black-"Sydney-Melbourne express freight"—on a white background.

Pulling Together

OW that Western Australia has come into line with the other State railway systems and the Commonwealth Railways, a united front can be presented to any competitive inroads on railway freight carrying. At a special conference of Commissioners, in Adelaide recently, it was decided to adopt a new rate of £25.6.6 per ton deadweight for goods in bulk truck lots dispatched from Melbourne to Perth by forwarding agents. Other adjustments were made in special rates for moving goods in truck loads between capitals. The new rates will be on trial for six months, and then reviewed. Increasing road cartage costs give every reason to expect more goods to be railed to Western Australia.

Excursions

URING the war, of course, all railway excursion traffic stopped, and in the troublesome post-war period of persistent shortages of coal and manpower and other frustrations it was not easy to revive it. However, in the last two years or so, the demand for group excursions has been persistent and the Department has shown its traditional willingness and recorded ability to give the public what it reasonably wants. Excursion trains have, accordingly, catered for trade picnics, school sports and many other out-door functions, and to such general approbation that one could excuse the assumption that, in the public mind, no sizable picnic is now complete without its train. Last year, the Department catered for 101,408 excursionists in groups. In the excursion peak period, from November last to March this year, about 45,000 began and ended their picnics in a train. That would seem pretty good going in every sense.

Breakfast In Bed

THE Victorian Railways, which gave Australia its first air-conditioned train, and (with the South Australian Railways) its first roomettes and twinettes, and a good many other first things, gains another notable First with the introduction of a continental breakfast service on The Overland express. A tray bearing tea, coffee, or milk, roll, butter and marmalade and fresh fruit, now appears just as the roomette or twinette traveller is realising the need of it. To cover this, a sleeping berth on these cars now costs £1.8.0, instead of £1.6.0 The new service is a boon to passengers. It at least avoids the necessity for alighting, possibly in deshabille, for early breakfast at Ballarat or Murray Bridge. The tray service was one of the news items of the day broadcast recently in a regular programme. Having announced the item, the announcer went on to play a recording of "Breakfast in Bed on a Sunday morning." But, The Overland's new service, of course, goes one better; it is breakfast in bed every morning, and extremely good value for two shillings.

Gippsland Line Progress

OMPLETION of the double track between Officer and Pakenham, recently, marks a further stage in the duplication and electrification of the Gippsland line. The new section reduces the single line between Melbourne and Yarragon to 20½ miles. Sections still to be duplicated are between Dandenong and Officer, Tynong and Longwarry, Yarragon and Morwell, and possibly, later, from Morwell to Traralgon. When this was written, duplication was going on between Dandenong and Hallam. Electrification is expected to be finished between Warragul and Yallourn by June, and will go ahead on the remainder of the line to Traralgon.

Simplified Guidance

THE new simplified and stylised map of Melbourne's suburban rail system, which has been made into a poster for suburban stations, seems to have attracted a good deal of attention, according to stationmasters' reports. The simplified style is not new. It was tried out by London Transport, many years ago, to make the rather complicated tube system more intelligible to an enormous public, much of which is, and always has been, floating. It was an immediate success; so much so, that the principle has never been dropped, and has been adopted by metropolitan systems of many other big cities on the other side of the world. The new poster was designed with a special eye to the needs of the thousands of new settlers in and around Melbourne, the many yet to come, and the expected host of visitors for the Olympic Games, next year, who will want to see as much of Melbourne as possible.

Hospitality

/ ■ ENTION of Olympic Games underlines the problem of accommodation for visitors. Fifteen thousand beds in private homes are wanted, and the appeal so persuasively launched by the Governor, Sir Dallas Brooks, should not go unheeded by anybody who has a spare room. As the Olympic Civic Committee of the City Council puts it: "the responsibility which Melbourne has assumed in conducting the Olympic Games has far greater implications than those of a sporting nature, and by its success or failure to stage a successful Olympiad, the future international prestige of our city and, indeed, our nation, will be determined." Melbourne is not unique in the inadequacy of its much-criticised hotel accommodation. Helsinki nor San Francisco, nor even London could, in previous years, cope with the rush of Games enthusiasts, and had to rely on the hospitality of private homes. Melbourne's distance from the old world will, of course, limit to an extent the influx, next year, but, in proportion, even more help is needed from its citizens. Railwaymen who can, therefore, will do well to demonstrate their tradition of service to the community in a sphere outside that of railroading, by offering a spare bed to the Olympic Civic Committee at the Melbourne Town Hall, whose telephone number, appropriately enough, is Central "fifty-fifty." Payment is offered of £1 a day upwards for each visitor accommodated.

OUR FRONT COVER

shows the massive double doors at the central entrance to the Railways' administrative buildings, Spencer-st. They are swung open, each day at 8 a.m. Each door is 14 ft. high, 4 ft. 3 in. wide, and $2\frac{3}{4}$ in. thick, and has 146 blackwood studs. They were part of the original building, which was erected about 1890, and are, therefore, more than 60 years old.



Laundry being put through the mangle.

THE RAILWAY LAUNDRY

ONE and a quarter million articles from all branches of the railway service are laundered each year at the Dining Car Depot.

WITH its normally resplendent carriages travel-stained with the dust of the countryside on the long journey from Adelaide, *The Overland* is docked at the Dudleyst. shelter shed, and cleaners are busy restoring its freshness, as one of the show trains of the Commonwealth. Close by in the railway laundry another important job goes on, the laundering of its linen and towels.

The laundry is vital to the preservation of a high standard of railway service. As example, 240 sheets, 200 pillow slips, 200 hand towels, 80 bath towels and 80 bath mats are required on a normal day for *The Overland* alone; at holiday

times these figures may be doubled.

Contrasting with the noise and bustle in the busy railway yards outside is the peace and quiet of the laundry. The only sound is the soft and pleasant whirring of washing

machines, spin driers and mangles.

The laundry, which is part of the Refreshment Services organization, is supervised by the Manager of the Dining Car Depot, Mr. J. G. Gibson. The staff comprises a foreman a laundryman, three skilled laborers and nine laundresses. Into the laundry comes a huge assortment of articles, including table cloths and serviettes from dining cars and refreshment rooms, sheets, pillow slips and bath towels from hostèls and sleeping cars, roller and hand towels from offices, cars and stations all over the State; barbers' towels from the Spencer-st. Station Hairdressing Saloon, head rest covers from *The Overland* and the parlour car of *Spirit of Progress*; quilts, aprons, bath towels, bath mats and blankets from departmental rest houses and hostels, waiters' coats and cooks' suits, and so on. The laundry is indeed a busy scene.

With each parcel comes a linen docket and the contents are checked before laundering. The laundry process is

simple, but effective. After being boiled in the washing machine, the various articles are put through the spin drier, and those requiring further drying go through the hot air tumbler. A drying room with seven racks is also used for such things as heavy towels and bath mats. The laundry is then sorted before going through the final operation, the mangle, after which it is folded and stacked for dispatch to destination points.

As articles come off the mangle, any requiring attention are picked out and sent to the linen room, next door to the Laundry, for repair or replacement. Here, also, piece goods are made up into towels and table napkins and, in addition, all the uniforms for women cooks and waitresses, are manufactured, There are five power sewing machines, a spokestitching machine, and two very ingenious machines for buttonholing Anchor towels and uniforms. The linen room staff comprises a forewoman, and two seamstresses.

Both equipment and work have changed a good deal in the last two decades. Mrs. G. Cornford, who has been a railway laundress for 17 years, remembers the laborious process of ironing waitresses' uniforms by hand. Their cuffs and collars were stiffly starched and were pressed by a machine which now stands in a corner, obsolete. Mrs. Cornford likes to recall the willing help given to voluntary workers who supplied refreshments to servicemen passing through Spencer-st. station. All their overalls and uniforms were laundered by departmental laundresses.

Railway laundry work, the laundresses say, is a part of housekeeping on a big scale. They enjoy it. They feel their work not only helps to make rail travel pleasant and comfortable for the passengers, but also gives uniformed staffs that well dressed look.

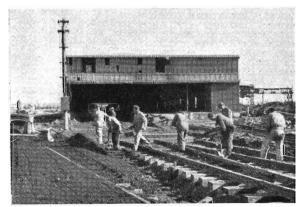
DYNON

ROM what was once swampland at West Melbourne has emerged a modern goods terminal that is second to none in the Commonwealth for the efficient and speedy handling of goods traffic.

CITUATED on Dynon-rd., opposite South Kensington station. the now re-modelled and expanded terminal was an important transportation centre during the last war. Dynon's original lay-out was designed for military requirements and war-time emergency traffic, and had what are known as "end loading ramps." Coal was overlanded from New South Wales to Dynon so that shipping could be diverted to northern waters. Activity at Dynon reached its peak when vast quantities of war materials were dispatched by rail to northern Australia for the offensive to dislodge the Japanese from their New Guinea bases.

The conversion of Dynon from the military set-up to an up-to-date railway terminal for goods traffic involved a considerable amount of engineering skill and expenditure. The two existing sheds are being remodelled and combined into one large shed with a floor area 1,250 ft. long and 45ft. wide to hold goods for dispatch.

Spacious roadways have been built at a cost of about £100,000, and a loading ramp outside the main shed. The ramp is being covered with a verandah wide enough to shelter both rail trucks and road vehicles engaged in discharging and loading. Another outside loading platform has two gantry cranes for rail truck, platform and road vehicles. At each end of the main sheds a modern staff amenities block has been built. Facilities include a dining room, steel lockers, hot and cold showers, and so on. One of the blocks serves, temporarily, as a general office, while an office building is completed.



New tracks were built at the Melbourne end of Dynon Sheds.



Lifting container from road truck.

An inwards goods shed on the south side of Dynon-rd. for handling interstate fruit consignments and empty returns is being built. Its estimated cost is about £135,000. There will be further large improvements on tracks, roads and ancillary buildings, including a garage for departmental vehicles and mechanical goods handling equipment, such as fork lifts.

The smoothness with which Operation Dynon is already working reflects good planning to meet the needs of railway customers. Dynon was designed to make it easy for road vehicles to avoid traffic snarls. Two wide entrances at each end of the terminal, off Dynon-rd., ensure one-way traffic and the wide roadways, built to take the heaviest loads, allow easy manoeuvre. The heights of platforms have been arranged to speed up the unloading of carrier's goods, and obviate as much as possible unnecessary climbing from vehicle to platform. Little things have not been overlooked. Dynon's designers have not forgotten, for instance, that there are still some horse drawn vehicles on the road. Hence the horse trough near each entrance gate.

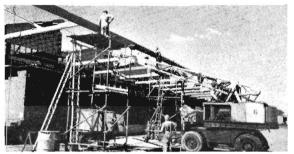
Dynon has no fewer than 13 well equipped rail tracks for handling goods, ranging from groceries to the heaviest types of freight requiring crane power. Loading into rail trucks is accelerated by using fork lifts, and mobile cranes. Gantry cranes are available to lift heavy freight, such as agricultural machinery, the Department's steel containers and other consignments in the crane-power goods category.

One of the features of the new lay-out is No. 2 road for loading interstate goods. It is covered by a cantilever verandah and has accommodation for 50 trucks. They are loaded in marshalled order for Albury and stations beyond.

In No. 4 road, the loading point for Goulburn Vallev and Wodonga and branch lines, the goods are palletised and handled by fork lifts. Other roads have modern equipment to handle all types of goods for dispatch. Tractors quicken shunting movements, and automatic telephones give an efficient communication.

Although there is much work to be done before the Dynon terminal is completed and the full effects of the improved freight handling services can be assessed, results so far in outward goods traffic to north-east Victoria, Goulburn Valley, New South Wales, Queensland, South Australia and Western Australia (general shed goods previously received at Cowper-st.) are most encouraging. Dynon has greatly improved goods handling in the metropolitan area, and has already relieved congestion at Melbourne Goods and Melbourne Yard.

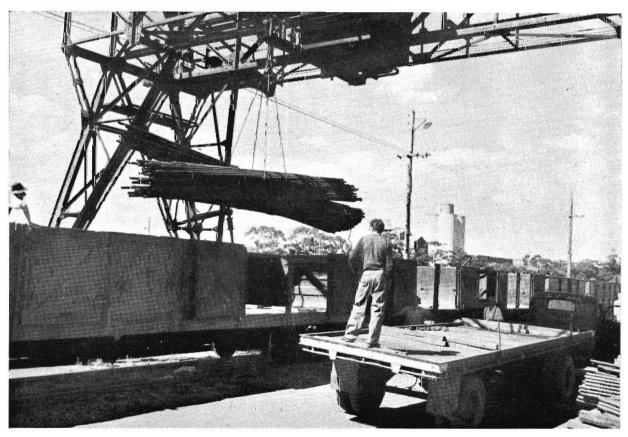
Examples of smart goods handling are already being noted. Recently, 18,000 tons of cement for Eildon Weir were palletised and loaded into trucks at Dynon at the rate of 60 tons an hour.



Constructing the 25 ft. wide verandah on the south side of the reconstructed Dynon sheds to cover loading road and road vehicles.



Lifting steel girders into trucks from a road vehicle. They are required for the Cairn Curran dam construction project.

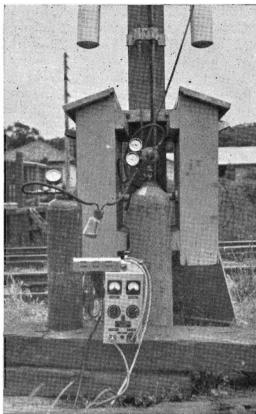


Gantry crane unloading steel piping from truck to road vehicle



Looking for the fault (top). A piece of rag is used to shield the probe of the detector unit from the wind. Below is the core of the cable (with some of the insulation removed to show the actual conductors and the method of insulation) and the stainless steel sheath.





(Left) The probe, the detector unit and the motor generator set ready for operation. (Right) Pumping the mixture of freon gas and air into the cable prior to testing. (Below) Testing a section of the cable which could not be readily lowered to ground level.

ordinary lead-covered cable. Its use represents a considerable saving in cost as compared with the conventional underground cable. This particular type of cable was developed, during the last war, for use in Africa.

Three of the 14 pairs of wires are used for the control of various groups of substations and tie stations. The other wires are used either for feeder switchgear protection between substations, for signalling, or for communications.

The correct jointing of the cable is of great importance, for, if water penetrates, electrical leaks develop and the cable cannot function correctly.

Recently, an electrical leak developed somewhere in the 40 miles of cable between East Dandenong and Warragul. Searching for a fault in such a length would normally recall the proverbial needle and the haystack. But, as with everything else, know-how counts. The insulation resistance at each section of cable was tested to determine in which length the fault lay. When the faulty length was discovered, the joints at each end were tested, but were found to be in order. Somewhere along the 1,000 yards of cable, therefore, was a hole which was letting moisture through the insulation.

To find the hole with the least possible delay, a leak-detector was borrowed from the Postal Department. This has a sensitive element consisting of a pair of concentrically mounted platinum cylinders in a glass envelope. The inner cylinder is heated to a working temperature of about 800° C. A small motor-driven fan draws air through this element. With clean air, only a small very positive current flows but, should the air contain freon gas, it alters the current flow and this is registered both on a small loud-speaker and on an output meter. The loud-speaker emits signal "clicks" according to the current passing through the element, somewhat like a geiger counter. The detector is extremely sensitive, registering a concentration as low as one part per million.

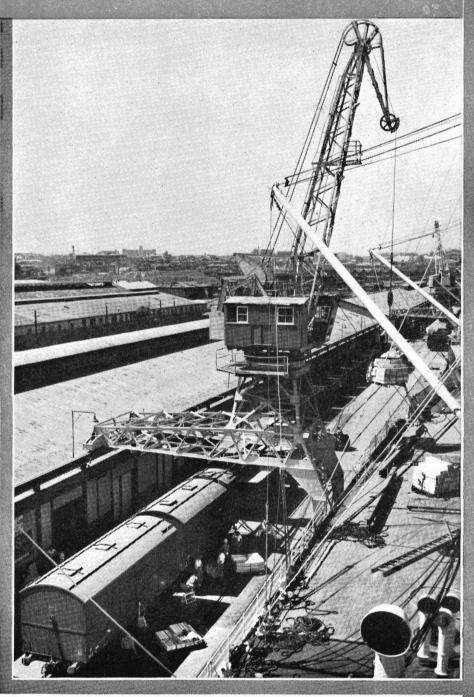
Preparatory work in the test involved the lowering of the cable to the ground except at the strain points at each end, pumping air with a small quantity of freon gas into one end of the length of cable, and then making sure that the gas was coming through to the other end.

The detector was then carried along the cable, its nozzle sucking in air all the time. Near the hole from which freon gas was escaping, the detector indicated by both loud-speaker and output meter that it had found the trouble spot. It was a hole, only $\frac{3}{64}$ the of an inch in diameter, but big enough to let in sufficient moisture to upset the various electrical circuits.



April 1955

AROUND THE SYSTEM



EXPORT FRUIT: The export season for apples and pears lasts from January to April. Recently, two ships of the fruit fleet were loaded with 70.000 and 54.000 cases for the U.K. (Above) Pears being unloaded from a refrigerated truck into a ship at Victoria Dock.



NEW ROLE FOR BILLY Pres Beaumaris, narrow gauge engine N ground home. Below Children climbing over it when it was insta







o the Parents' and Citizens' Association of being hauled on a low loader to its new playing the locomotive. They lost no time in the playground.

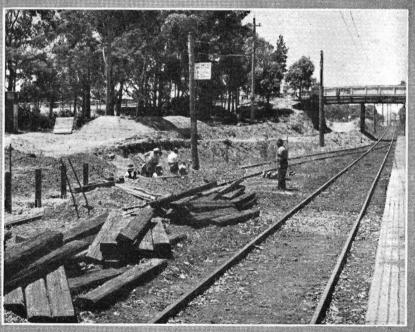
Photo S C. Whalley.







SUBURBAN IMPROVEMENTS: Preparing earthworks for the duplication of the Heyington-East Malvern line. The second track will be at the left of the cutting.



NEW PLATFORM: The preparation of a crossing loop, between Mt. Waverley and Syndal, on the Glen Waverley line, involves the construction of a new down platform for the second track at Mt. Waverley. The existing loopline will be replaced by another track that will pass under and at the left of the overhead bridge.

COAL TRAIN · (left) Hauled by a J class locomotive, a load of brown coal, from the Maddingley mines, leaves Bacchus Marsh for the Australian Paper Manufacturers' mills at Fairfield and Broadford. The average daily haul of brown coal from Bacchus Marsh is about 1,000 tons.

By Paul J. Ryan. Condensed from the Illinois Central Magazine

THIS story is so old that it should be new to many people. A woman guest in a Boston hotel called the manager and complained, " I'm dizzy and faint, and my whole body is trembling. Somebody in the next room has been banging on a piano the whole day. If you don't have it stopped at once I shall collapse, and you will be responsible!"

"I wish I could help you, Madam," the manager replied, "but I don't dare. That planist is rehearsing for his concert tonight in Symphony Hall-it's Paderewski.'

"Really?" quavered the woman, "Oh, that's different!" Immediately she began inviting friends to come over and listen. Soon Paderewski had a rapt audience in the next room and the woman had miraculously recovered from her attack of nerves.

Nothing at all had changed except the woman's own attitude. And so it goes with all of us. Our own attitudes, the way we see things and react to them, determine whether life will go well or ill with us. No person is ever as much deceived by another as by himself.

We are living in unusual times. The health and peace of mind of far too many people are being undermined by emotional stress and Many cases of nervous breakdown, high blood pressure, headaches, asthmatic conditions, allergic reactions, stomach ulcers, and other more-or-less severe illnesses have an emotional basis.

According to one study at the Mayo Clinic, four out of five of 12,000 patients treated for stomach disorders had no physical basis for their ulcers and other ailments. This seems to indicate that you don't get ulcers from what you eat, but from what's eating you.

When an individual comes down with one cold after another, it isn't necessarily a draughty work place

that is responsible.

He may be using so much energy in worrying, or in dwelling upon irritations and annoyances, that he has no resistance left to fight the cold bug.

Psychologists say that many automobile accidents are due to emotional rather than mechanical causes. Many on-the-job personal injuries can be traced to emotional disturbances which take the worker's mind off his job.

Emotional disturbances such as worry, anxiety, resentment, envy, jealousy, and boredoin, which are all forms of fear, throw a severe burden on every part of modern life. Their cost can be reckoned in terms of illness, bills for doctors, nurses, hospitals, and medicines; in inefficiency, in loss of friends, jobs and opportunities, in terms of mental agitation, irritability, discord and undersirable personality traits.

First, let us consider worry. Psychologists tell us that worry is a perverted use of the human brain; that it is an unnatural habit which mankind acquired in the course of civilization. Excessive worry has been likened to cancer as a consuming disease. Both destroy health and happiness.

We can become proficient worriers only through persistent practice. There is no other way.

I know a man whose wife worries about him nearly every time he goes to play golf. If he doesn't return at the exact time he said he would, she visualizes him in an automobile accident. If the day is hot, she worries about his getting a sun stroke. If a storm comes up, she fears he may seek shelter under a tree and be struck by lightning. On such occasions, she is physically and mentally exhausted by the time he arrives home.

In speech, chronic worriers are dreary companions, because every thought they express is associated with catastrophe, calamity, hopelessness, and futility. They may not talk about their own troubles entirely, but they convey in every speech the belief that the world is rapidly going to the dogs.

It can be helpful for worriers to discuss their troubles with one person who is qualified to advise them, but they definitely should avoid telling their troubles to everyone who will listen. Not only does this broadcasting give them harmful practice in worrying, but they are practically certain to receive suggestions and advice from well-meaning friends and relatives that will do them more harm than good.

The chronic worrier feels wretched much of the time. He feels physically exhausted. He has a poor appetite, poor digestion, and poor elimination. He may experience spells of dizziness. He usually sleeps poorly. He believes that while some worriers can correct their difficulties, he cannot correct his. He is usually difficult to live with and, although he ordinarily does not know it, he is self-conscious and sensi-

The worrier has no mental flaws, no moral weaknesses, no character defects, no ulterior motives. He is a perfectly normal human being with a mind that is a little above average.

The individual who wishes to break the worry habit should learn the great peace of mind that forgetting can bring to him.

The worrier should not strive to drive unpleasant thoughts from his mind by sheer will power.

think of two things at the same time. Herein lies the secret of overcoming worry. Every time a worry thought enters our mind we should immediately direct our thoughts to pleasant things. This will be difficult at first. But a reasonable amount of practice will produce surprising results. Gradually, through the relentless process of forgetting, the worry thought will either disappear permanently or will become so weak it will have no effect.

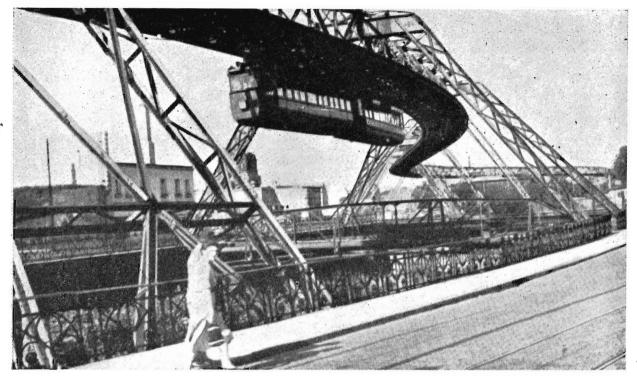
That can cause nervous tension. We know it is impossible to

> Some people find relaxation in hobbies, or entertainment. And, of course, we must not overlook religion. It is a great psychological aid to relaxation. Everyone needs religion, whether he realizes it or not.

> Most people can find relaxation through the things I have mentioned, but there are some who are beyond self-help. They should seek the assistance of those professionally trained, the family physician, a good psychiatrist, or their minister, priest or rabbi.

> Finally, I would like to leave you with this thought: Each of us faces obstacles every moment of our lives. The way we meet those obstacles is the chief determiner of our happiness and efficiency, or our unhappiness and failure. The happy, effective man or woman meets obstacles head-on, or in some other intelligent way. The weak, unhappy person tries to dodge them, or else does something destructive. If we will discipline ourselves to do the things we fear, the death of fear is certain.





The only line of its kind in the world, the suspended railway in Wuppertal has been operating, without mishap, since 1905.

RAIL ODDITIES

by E. W. Jones

HEN railways first came into common usage more than a century and a quarter ago, various track systems were advocated, such as the racked rail, cable haulage, pneumatic propulsion, mon-rails and propulsion by sails. With the exception of the last, each has been usefully adopted at various times. Some of them are still operating.

THERE are records of rail inspection cars rigged with sails having been used by army engineers during World War One, but this was more an experiment than an actual attempt to utilise the wind for regular propulsion. The first exponent of such a proposition was Palmer, an English engineer who later successfully operated monorailways at Chestnut and Deptford. These short systems consisted of a single rail raised three to four feet above ground level on pedestals. A two-wheeled bogic carrying panniers on either side of the track was designed to transport a $2\frac{1}{2}$ ton load. Two bogies coupled together were hauled by a horse.

A small steam railway, operating with a similar single rail and with vehicles designed on the same principle as Palmer's invention, was built in Ireland, between Ballybunnion and Listowel. The engine presented quite a comical appearance, as it had twin boilers, one balanced on each side of the rail. After many years of useful service the line was scrapped in 1924.

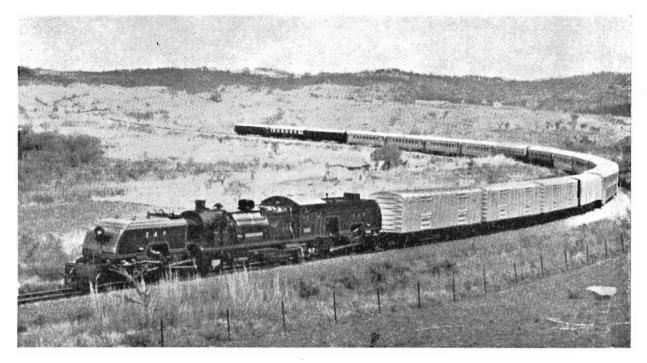
From 1840 to 1847 serious efforts were made to introduce pneumatic propulsion to railways. John Vallance, of Brighton, England, built an experimental line consisting of a 6-ft. diameter steel tunnel. The idea was to exhaust the air in front of cylindrical carriages which would thus be sucked along. The French adopted the idea successfully by using a pneumatic tube running beneath the rail track.

The carriage was coupled to a cylinder in the tube which thus provided motive power. Difficulty was experienced in keeping the tube sealed against pressure leaks and, with the gradual improvement of steam traction, the pneumatic system was finally abandoned.

Low maintenance costs and ability to operate without costly land acquisition has always kept the possibility of building monorailways on the suspension principle in the minds of railway engineers. One of the most successful of its kind ever built, the monorail at Elberfelt-Barmen, Germany, still operates after completing its first half century and carrying 40,000,000 passengers. A monorail of a different character was advocated by English inventor Louis Brennan. His experimental car, which was tested by the War Office, consisted of a flat railway waggon mounted on two bogies; the bogie wheels were double flanged and operated on a single rail laid on the ground. Propulsion was by petrol engine, and stability was maintained by a large flat gyroscope mounted in a horizontal plane under the waggon.

Brennan demonstrated that once the gyroscope was set spinning it was impossible to overturn his queer looking vehicle which had the advantage of only requiring half the trackage of a normal rail car. A model of a Brennan car is still in use at the Physics School of the Melbourne University for demonstration purposes.

LINES FROM OTHER LINES



One of the new "60" class Beyer-Garratt locomotives of the East African Railways hauling, over the Kenya-Uganda main line, a train composed of new vans and new lightweight first-class cars.

"Hi-Level" Coaches in U.S.A.

TWO 85-ft. cars of an entirely new design have been delivered by the Budd Company to the Atcheson, Topeka and Santa Fe Railway for the streamlined train, El Capitan, running between Chicago and Los Angeles. As their name indicates, the passenger accommodation on these cars is entirely on an upper level, with the floor 8 ft. 7 in. above rail level. This makes possible the provision of 67 seats at the level of a dome section of a dome car. The car is 15 ft. high, but the seats are reached from a depressed centre aisle. Entrance is through centre doors which lead into a low level vestibule. Baggage is stacked in shelves along a corridor leading from this vestibule, and the passengers proceed by a curved stairway to the upper deck. In the depressed centre portion of the lower level, rest rooms are provided. At the ends of the coaches, between the high level floor and the bogies, service equipment is located, including the air-conditioning equipment and the auxiliary power generators and batteries. Two of these cars are to be run coupled. Between them there will be communicating gangways at the upper level, and at the outer ends of the twin there will be stairways down to gangway connexions at the normal level.

TV In Freight Yards

NDUSTRIAL television as an aid to watching freight car movements and general shunting operations is being tested by the Southern Pacific Railroad, at Los Angeles. The experimental set-up includes two cameras, one with wide lens and the other with telescopic lens, mounted on a special structure 60 ft. above track level. The viewer is installed at the desk of the terminal superintendent. Over the TV viewer, the superintendent gets a wide picture of yard activities in a 40-track area where freight trains are made up. Pressing a button brings in a picture from the telescopic lens, giving him a close-up of yard operations 2,000 ft. away. He can see obstructions, defects on cars, safety violations or vandalism. Five or six cameras are proposed in a permanent installation . which could cover a 2-mile long railroad yard from every angle.

German Diesel Trains

THE high speed 3-car diesel trains introduced by the German Federal Railway in the summer of 1953 are now working fast international and internal services. Seating is provided in the centre and rear cars. The leading car is the motive power unit, which contains also a kitchen and restaurant section

seating 24 passengers. The capacity of the train, without the restaurant seats, is 108 passengers, second class only. The compartments, which are upholstered in plush, each seat six. A compartment, with typewriter, is provided for a train secretary. The power unit is a 800/1,000 b.h.p. diesel engine mounted in the traction bogie. Hydraulic transmission is used Total weight of the train is 120 tonnes, and the maximum speed is 120 kilometres an hour.

A Spark that Cuts Metal

ARVING an accurately shaped hole through a solid piece of tungsten carbide without touching it; sinking an intricate die shape in hardened steel with a brass "tool"—these are just two of the possibilities offered by the technique of machining metals by spark erosion developed by a firm in Britain which supplies railways. It was demonstrated to engineers from all parts of Britain and from overseas in London recently.

The process which presents vast opportunities to production engineers, provides, for the first time, a means of working hard metals that cannot be machined by edge tools, or even be readily ground by abrasive wheels. In fact, the makers claim, there is no metal in existence which cannot be machined by this method.

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AMONG OURSELVES

Staff Board Changes

POLLOWING the recent retirement of the Chairman of the Staff Board, Mr. W. H. Swaney, after nearly 50 years' railway service, Mr. P. Farnan, who has been Acting Chairman since April 1952, has been confirmed in the post. The other members of the Staff Board are Mr. J. W. O'Donoghue, and Mr. W. Walker, whose appointment

was announced at the same time.

Mr. Swaney joined in 1905, as a junior clerk in the then Transportation Branch. Later, he occupied important clerical positions in the Way and Works and Signal and Telegraph Branches before joining the Secretary's Branch, in 1923. He was appointed Acting Member of the Staff Board in 1934, and in the following year, returned to the Way and Works Branch as chief clerk. Mr. Swaney rejoined the Secretary's Branch in 1942, and was made a member of the Railways Classification Board and the Commissioners' representative on the State Coal Mine Tribunal. He became a member of the Staff Board in 1944, and was appointed chairman five years later. Mr. Swaney took sick leave in 1952 and went abroad on a health trip. On his return and until his retirement, he was engaged in special administrative duties.

Joined as Junior Clerk

R. FARNAN joined as a junior clerk in the Rolling Stock Branch in 1910. After considerable experience in Melbourne and the country, he was appointed Deputy to the Commissioners' representative on the Board of Discipline in 1937. On joining the Secretary's Branch, he became a member of the Discipline Board and Chairman of the Signalmen's Classification Committee. Mr. Farnan was appointed to the Staff Board in 1949, and became Acting Chairman in 1952. He has been abroad twice, in recent years, on staff recruiting missions for the Department; his search for new railwaymen taking him through the British Isles and the Continent.

Player and Administrator

As a young railwayman, Mr. Farnan played senior football and cricket. He was also a member of the Ballarat cricket team which, competing in the first Country Cricket Week, in Melbourne, became State champions. Later, his outstanding ability as an organizer and administrator was used to good purpose by the Victorian Football League and the South Melbourne Football Club. He was one of the club's delegates for many years, and is now a life member and senior vice-president of the club, as well as a life member of the V.F.L.

Experienced in Staff Matters

THE new member of the Staff Board, Mr. Wils Walker, who joined the Department in 1922, has been associated with staff matters for practically the whole

of his career. After a short period in the then Transportation Branch, he transferred to the Rolling Stock Branch staff office, and was selected for the Secretary's Branch in 1938. As Assistant to the Staff Board, Mr. Walker gained wide experience in major staff problems and industrial affairs. He was appointed acting member of the Board in 1952. The rise of Mr. Walker in 33 years' service to a senior executive position is further proof of the Department's claim that a railway career offers bright prospects of promotion to young men joining the Department.

Mr. Swaney's Farewell

A T a well attended farewell gathering in the Secretary's office, tributes to Mr. Swaney's thoroughness, efficiency and loyalty were paid by Mr. Quail, Mr. Farnan and the Commissioners' representative (Transport Regulation) Mr. J. L. Timewell. Mr. Quail presented Mr. Swaney, on behalf of the Branch, with a cheque and a set of bowls.

Anglers' Mecca

AILWAYMEN are playing a leading part in organizing the fourth biennial angling championships and convention of the Australian Anglers' Association to be held at Lakes Entrance. The vice-president is Mr. H. Jesson, metal polisher, Newport Workshops, the general officer, Mr. S. Burt, clerk, Traffic Branch staff office; field officer, Mr. S. Burt, clerk, Ballarat Goods; and assistant field officer, Mr. A. Murphy, A.S.M., Port Melbourne. Victoria was represented by 142 anglers at the last convention and championships which were held at Coolangatta, Queensland. The Lakes Entrance convention will begin on Tuesday, April 26, and the championships and open events will start the same afternoon and end on the following Wednesday week. The trophies will be presented the next evening when the venue for the 1957 convention will be decided. Besides competing in deep sea and surf sections, and the ladies estuary championship, the State teams will visit the Buchan Caves, and enjoy launch trips on the Lakes. All surplus fish caught will be given to the Bairnsdale hospital and other district institutions.

Spirit Boilermaker

THE ranks of Newport Workshops' tradesmen who worked on the production of Spirit of Progress are thinning as the years advance. The latest S.O.P. tradesman to retire is Mr. Simpson Haining, who was a leading hand boilermaker when the first S class locomotive boiler was built. He joined the railways in 1904 and became an apprentice boilermaker seven years later. He rose from leading hand to sub-foreman in the Boiler Shop, and held that position until, through ill health, he became an office assistant. A son, Mr. L. S. Haining, is a driver at Williamstown Locomotive Depot.









Mr. Swaney

Mr Farnan

Mr. O'Donoghue

Mr. Walker



Driver Harold Martin, of Geelong, retired recently after 43 years' service. His hobby is making toys for a district orphanage. He is helped by his wife who is an expert in felt toy making. (Above) Mr. and Mrs. Martin with some of the toys they have made for orphanage children.

Photo: Train Examiner V. J. Kent

Quiz Kid

EAD Office Teleprinter Operator Mrs. Jean Crowley has just had an annual leave with 1,500 miles of train travel. She is now firmly convinced that she will have to brush up her rolling stock knowledge. Mrs Crowley took her eight-year old son, Michael, with her, and was embarrassed by the questions he asked about locomotives and rolling stock generally. Michael is very much railway minded. He has a railway map of Victoria on his bedroom wall and he values his country time-table much more than the books he got at Christmas. After mother has read News Letter, Michael takes it to Auburn South State School and it is pinned on the classroom notice board. His great ambition is to join the railways, and become a Commissioner.

Tourist Bureau's Olympic Effort

THREE experienced officers of the Tourist Bureau, two girls of the Bureau's booking and accommodation staff, and a stenographer have been seconded to the Olympic Civic Committee staff at the Melbourne Town Hall. A retired stationmaster has joined them. The seven form what is known as the Victorian Government Tourist Bureau Olympic Games Accommodation Booking Centre. Mr. M. Harkins the Senior Officer, is acting as Director of Accommodation and Mr. Stanley Fancett, who has had wide ex-

perience in the compilation of the Where To Go tourist guide, will inspect the homes of people in the metropolitan area who are prepared to let accommodation to Olympic guests. The other members of the team are Mr. William Wake, who handles all school rail travel bookings at the Bureau during holidays (and will also inspect homes), Misses Peggy Nihill, Joan Mitchell and Beverley Smith. Mr. Harold Dacey is the former stationmaster.

A 7ft. square map of the suburban area, displayed on a poster board at the Town Hall, shows the location of homes in which rooms have been booked. Each Olympic guest will be presented with the Department's Melbourne Map, with his temporary Olympic home pinpointed on it, together with information on how to get there quickly.

From Pram to Senior Clerk

A photograph published in News Letter, in December last, of the Donald station as it was in 1889, or thereabouts, was of particular interest to the family of the late Mr. S.S. Williams, who was Donald's S.M. at the time. In the photograph he was in the foreground of the railway group on the platform. A few yards away were his wife and baby, Albert, in a pram. When Albert grew up he followed in father's footsteps and joined the railways, and was followed into the service later by his brothers Roy and Keith. When he retired four years ago, Mr. A. S. (Bert) Williams, was chief clerk, Train Services Division. He was succeeded in that position by his brother Roy. Keith Williams is a clerk in the Rolling Stock Branch.

Thanks

POR the co-operation and assistance of railway staff in the recent interstate rail tours by 1,400 members of the Young Australia League. "The transport and catering arrangements were all that could be desired and the young tourists thoroughly enjoyed themselves."

E. G. Roper, Deputy Director, Young Australia League, Brisbane

To the Newport Workshops brass band for music that was greatly appreciated at the Lord Mayor's country children's holiday camp at Portsea. "I do not know of any entertainment here that has given so much pleasure. I would like the band's visit to become an annual one."

—W. A. Brown, Camp Administrator

THEY HAVE RETIRED



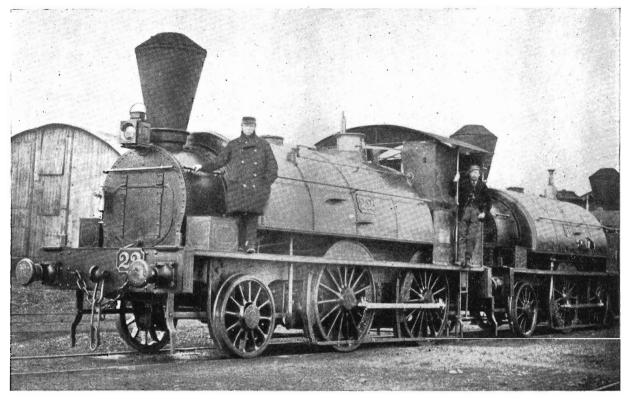
Mr. R. C. P. Wilson, Goods Superintendent, began in 1907 as a lad porter. At the age of 21 he became an A.S.M. and, four years after, an S.M. Mr. Wilson served in World War I for three years. Later, he was appointed a Traffic Inspector.



Mr. W. H. Harrigan, a coppersmith at Newport Workshops, belongs to the third of four generations of railwaymen. His grandfather was a blacksmith for Cornish and Bruce, the builders of the Melbourne-Bendigo line in 1858-62.



Special Class Signalman J. J. Leverett, who had 48 years' service, spent 18 of them at C Box, Flindersst, from which he retired as Signalman-in-Charge. Among other things, he now intends to do a good deal of travelling.



Mention in January News Letter of an 1887 first aid certificate, and the query posed whether anyone had an older one, reminded Miss M. Fowler of the Accountancy branch that she had a first aid certificate issued in 1885 to her grandfather, Mr. T. Bowden, and some interesting photographs. The one reproduced here shows Mr. Bowden at the front of an L class locomotive at Spencer-st. in the early 'eighties. He was in the railways for 30 years, says Miss Fowler, and retired in 1891 as Inspector of Rolling Stock. While stationed in the western district he was robbed of a gold watch by a bushranger. Many years later he saw his watch in a Melbourne pawnbroker's shop and bought it back.

THE THINGS THEY SAY

The whole of the vicious vehicular cycle is summarized by the fact that America is spending more and more millions of dollars in building more and more expressways so that more and more hundreds of thousands of people may drive more and more rapidly until they come to the place where it is harder and harder to keep moving at all, and where it takes longer and longer to find a parking space.

-" Railway Progress" magazine

There is nothing like undeserved praise for putting human beings in a good temper. Praise not only pretends that we are better than we are; it may help to make us better than we are.

-The New Statesman

Anyone can do any amount of work, provided it isn't the work he is supposed to be doing.

—Robert Benchley

Whatever you have, you must either use or lose.

—Henry Ford

Anger improves nothing except the arch of a cat's back.

—Coleman Cox

The greatest freedom of speech is the greatest safety, because if a man is a fool the best thing to do is to encourage him to advertise the fact by speaking.

-Woodrow Wilson

Disappointments should be cremated, not embalmed.

---William Morrow

The art of acceptance is the art of making someone who has just done you a small favour wish that he might have done you a greater one.

Russell Lynes

If you still have your tonsils and appendix at 30, chances are you're a doctor. -Anon

A good listener is usually thinking about something else. $-Abe\ Martin$

The ideal wife is one who knows when her husband wants to be forced to do something against his will.

—Sydney J. Harris

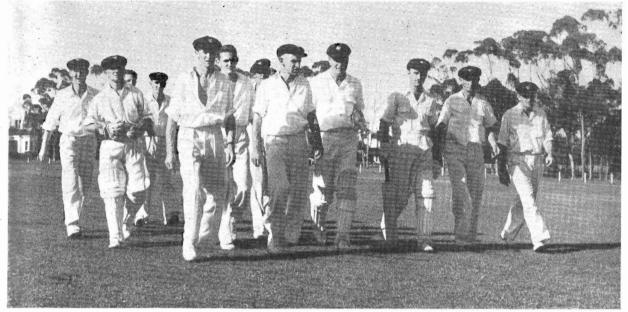
The best place to find a helping hand is at the end of your arm.

—Elmer Leterman

A truly happy marriage is one in which a woman gives the best years of her life to the man who made them the best. -Anon

An appeaser is one who feeds a crocodile—hoping it will eat him last.

-Sir Winston Churchill



Victoria, the carnival winners, leaving the field after defeating Queensland.

SPORTS

Victoria's Cricket Carnival Win

O interstate railwaymen's sporting fixture excites more interest than the cricket carnival, which this year was held in Melbourne. The competition began in 1929, and was abandoned during the war, after Victoria won the coveted trophy, the Mick Simmons Cup, in 1940. The tournament was revived in 1948. Fifteen years have passed since the carnival was held here, and the V.R.I., this year, was naturally proud to field a very strong side and win the cup for the fifth time. The Victorians were hosts to 120 visiting cricketers. It was the first railway interstate sporting carnival in Melbourne, at which all systems were represented. The various matches were played keenly in a spirit of good sportsman-ship. This, the Chairman said, in a message of welcome to the visitors, is a feature of all railway institute competitions.

Rain interrupted the first two days of play, but from then until the last ball was bowled, the weather was perfect. The brightest exhibition of batting of the whole series of matches was given by Victoria in the game against N.S.W. The latter scored 138, and in reply Hovey (73) and Carmody (71) attacked the bowling with great zest and scored 144 without the loss of a wicket. Concentrating on an outright win against Tasmania to make sure of the cup. Victoria scored 214 with the loss of only two wickets. Williamson and

Durant each made 58, and Darcy (45) and Brazell (41) were not out when the V.R.I. team declared. Tasmania were dismissed for 95 and 109. The Victorian score of 214 was compiled in the astonishingly quick time of 80 minutes.

Batting Averages

HE Victorian team was strong in batting. Kevin Carmody, clerk, of Caulfield, had an average of 115.15, C.E.D. Hovey, guard, Geelong, who captained the side, was next with an average of 92; then followed R. Darcy, fireman, Geelong, 81, and Harold Casley, driver, North Melbourne Loco. Depot, 60. Darcy had the best bowling figures, with five wickets for an average of 6.5 runs. J. Culliver, clerk, Spotswood Stores, took seven wickets (7.4), J. Gleeson, clerk, Way and Works Branch, seven wickets (11.0), Les Hill, electrical fitter, seven wickets (14.14), C. Hovey, 11 wickets (14.9), and Bruce Murray, electrical fitter, six wickets (14.5). There were only two centuries

There were only two centuries scored in the carnival matches, Carmody's 106 for Victoria against Queensland, and C. Hossack's of Queensland who retaliated with 105 against Victoria.

The most spectacular bowling was achieved by D. Ryan, of Queensland, who took six for 22, including the hat trick, against Tasmania.

Carnival Results

THE points scored were: Victoria, 18, Queensland, 16, Commonwealth, 15, N.S.W., 14, W.A., 11, South Australia, 8, and Tasmania, 5. Queensland, last year's carnival winners, did extremely well to finish

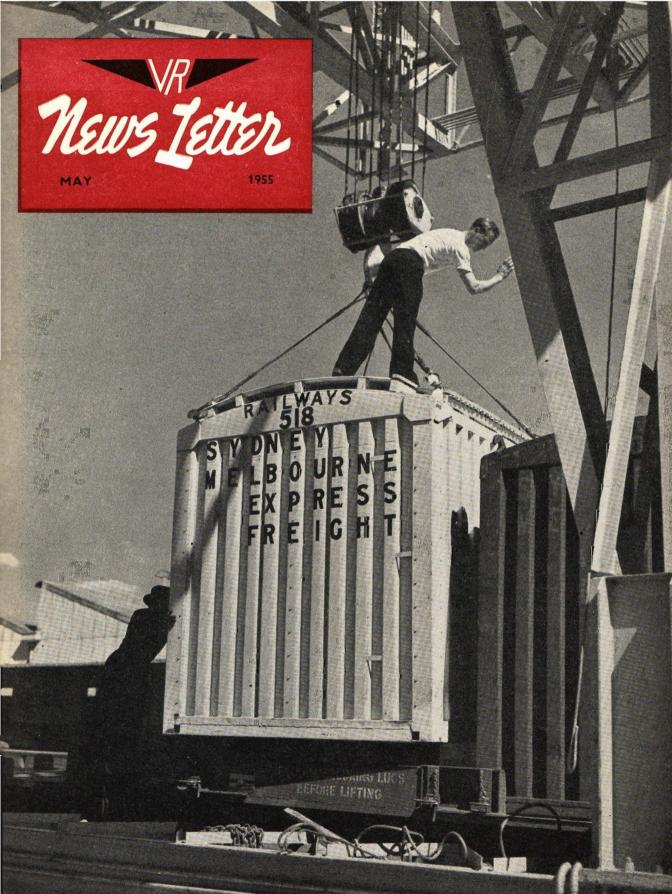
only two points behind the winners and gain the Ray Tait memorial bowl. Another gratifying feature of the tournament was the surprisigly good form shown by Commonwealth in finishing in third place.

The visitors were taken on motor trips to the Mornington Peninsula and Dandenong Ranges, attended a cabaret ball, and were given welcome and farewell dinners. Commissioner E. H. Brownbill presented the cup to the captain of the Victorian team.

Tennis Championships

big event on the railway sport calendar this month is tennis. The standard of play in the V.R.I. competition this season is higher than it has been for years, and the championships, which will be held at the Parkville courts, should be very keenly contested by evenly matched teams. When this was written, North Melbourne Loco, and Northern Lines No. 1 teams shared top position, followed by Jolimont Running Depot, and Melbourne Yard and Northern Lines No. 2 equal in fourth place. The association's tennis players went to Maryborough recently to play a local V.R.I. team.

Maryborough had country tennis representatives, Rupert Craigie and Don Nicholls, and proved a little too strong for the visitors. The metropolitan team included the president of the association, Ken McIver, Accountancy Branch clerk, Frank Jones, Little River's A.S.M., Max Harford, clerk, North Melbourne Loco. Depot, and those two promising juniors, M. Barker, A.S.M. at Balaclava, and Bob Sciberras, Yarraville signalman.



THE MONTH'S REVIEW

Wheat Lift

MPROVED rolling stock and the use of diesel-electric locomotives have enabled the Department to achieve another outstanding feat of wheat transportation and earn considerable praise from the Grain Elevators Board. The past season's yield, as was pointed out recently by the Chairman of the Board, was well above average, and its transport was made more difficult for the railways by rain damage to wheat in the north eastern producing areas. Loadings there had to be deferred until all F.A.Q. wheat in other parts of the State had been taken from the farms to safe storage. Despite this setback to railway handling plans, the Department provided, by the end of the first week in February, 23,139 trucks for loading at the Grain Elevators Board's country receival points. This enabled the Board to honour its promise to wheatgrowers to take into storage by the end of the first week in February, 44 million bushels of bulk wheat from the 1954/55 season's production. "A very big haulage programme was achieved, despite great difficulties" the Board writes, "and the Board and the growers are indebted to the railways for such service." Replying, Mr. Wishart said that the wheat haulage success would not have been possible but for the co-operation of the Board's organization.

Livestock for Sydney Show

TWENTY truck-loads of prize livestock from various parts of Victoria were recently diesel-electric-hauled from Melbourne to Sydney for the Royal Agricultural Society's Show. Included were some Santa Gertrudis cattle, on the first stage of a long journey to Fiji. The livestock were loaded into tarpaulin-covered trucks which carried good supplies of fodder. A passenger car was provided for attendants. At Wodonga, the show exhibits were de-trucked and exercised before being transferred to tarpaulin protected N.S.W. trucks. A few days later, three prize bulls for the Sydney Show, one of which was insured for £3,000, travelled to Albury in a horse box attached to the 4.15 p.m. express. The horse box was modified to accommodate the bulls comfortably in two loose boxes. All the livestock arrived in tip top condition for judging and the grand parade. A wit is reported to have commented that there is now a growing refusal by cattle to travel in passenger carriages.

The Long and Short of It

YOUNG men whose short stature has, maybe, dashed their hopes of becoming a railway shunter or porter may now take heart of grace. There is, as Arthur Hugh Clough puts it, no painful inch to gain. The Commissioners have temporarily reduced the height qualification for these grades from 5 ft. 4 in. to 5 ft. 2 in. They do not necessarily ask, with Tennyson, what pleasure lives in height, or agree with Francis Bacon that exceeding tall men have ever empty heads: they have, as it were, hearkened to the cry of the little people, believing that so many of them are proverbially little and good, and ought to be encouraged by two inches of latitude to measure up to new requirements of altitude. There is still the lack of solid, leathern basis common to all aspirants: they are measured without their shoes.

Service

VERY now and then critics belabour the railways for some alleged lack of service. Occasionally, of course, it is justified: much more often investigation reveals that relatively trifling matters have been magnified into major shortcomings or are without foundation at all. The other side of the picture, that too rarely, alas, stimulates comment, is the day-to-day efficient, courteous and, since the war, astonishingly improved service enjoyed by the vast majority of train travellers. Very few bother to write to newspapers about it, since it is taken as a matter of course. But, as an American newspaper recently remarked, what

a terrific din there would be if people made as much noise when things go right as when they go wrong. It is, however, encouraging to record that a Warrnambool man and his wife were not content to get good railway service, and allow it to pass unnoticed. Recently, they told their local newspaper the story of a lost wallet, containing return tickets, keys, papers and a considerable sum of money, and how it was found and promptly returned to them by railway staff. The wallet was missed when the couple went to Spencer-st. station to board a train for home. The loss was reported at the station and more tickets were bought. A day or so later, when the wife went to Warrnambool station to fill in a form about the loss, she was delighted to hear from the Stationmaster that the wallet had been found and would be returned to her. Arriving home, she had a telephone call from a Tourist Bureau officer confirming the news. "A lot of people went to a lot of trouble," she savs. "We had the wallet and contents returned and our money on the extra tickets refunded. All I can say is that the railways really turned on the service."

The Excursion Season

SUNDAY tours by rail, which began in September and will finish about the middle of this month, have built up very satisfactorily. Two of the most successful trips were recent ones. About 130 excursionists went to Ballarat for the begonia festival and more than 200 people were taken by train to Moe and on by bus to Walhalla where Tourist Bureau officers took the visitors around the old diggings. The holiday train week-end excursion to Bright and Harrietville was booked by 87 people who detrained at Wangaratta, for a road tour that included the Kiewa hydro-electric scheme and the Mt. Buffalo Chalet. Other well booked excursions in the past six months were to Lorne, Warburton and the Upper Yarra dam, Traralgon and Bulga Park, Geelong and the Bellarine Peninsula. These outings, deservedly popular, since they are very well organised, are becoming quite a feature of Melbourne's summer season.

Another Prize for Railway Poster

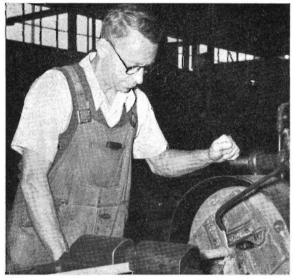
POR the third time the Railways Department has won a prize in the annual National Competition of Outdoor Advertising Art. Two of them, including the latest, have been first prizes for posters. The winning design, this time, came from the brush of Clive Trewin, departmental artist with the Commercial Drafting Division of the Way and Works Branch. His poster "Hike and Like It" has created quite a lot of attention as an attractive and witty conception in the contemporary manner. "Modern Publicity," a journal which is published in London to reflect all that is best in modern commercial art, has asked permission to publish the poster in its next annual. The journal is regarded as having the last word in commercial art and chooses its reproduction from artist's designs all over the world. Thus, two feathers are added to departmental caps.

OUR FRONT COVER

shows one of the Department's new insulated containers being lowered on to a flat-top truck at Dynon goods terminal. This type of container is used for freight, such as chocolate, boot polishes and many other commodities that are liable to deterioration. Of the 50 insulated containers ordered, 34 were in service when this issue of News Letter went to press. When all have been delivered, the Department will have a fleet of 350 ordinary and insulated containers.



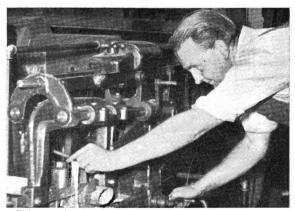
A Works Foreman's plumber repairing spouting at a suburban station. The plumbers are given a district in which to work. Their routine jobs include repairs to roofs and spouting of station and workshop buildings.



Water and sewerage installation pipes, ranging from ½ in. to 4 in., are threaded by this machine. Without this mechanical aid, plumbers would have to go through the laborious process of threading pipes by hand.



Plumber repairing a petrol tank.



This machine is used for cutting all sizes of galvanized steel tubing for water and sewerage installations. The power driven hacksaw machine is a valuable labour saving device. It cuts through the thickest pipe with ease.

R A I LWAY PLUMBERS

O tradesman has a better appreciation of railway needs than the licensed plumber.

IS work may take him from a locomotive depot on a water installation or repair job to a refreshment room to put in a soda fountain. In the modern railway world, the plumber is as essential as the signalman or the engine driver.

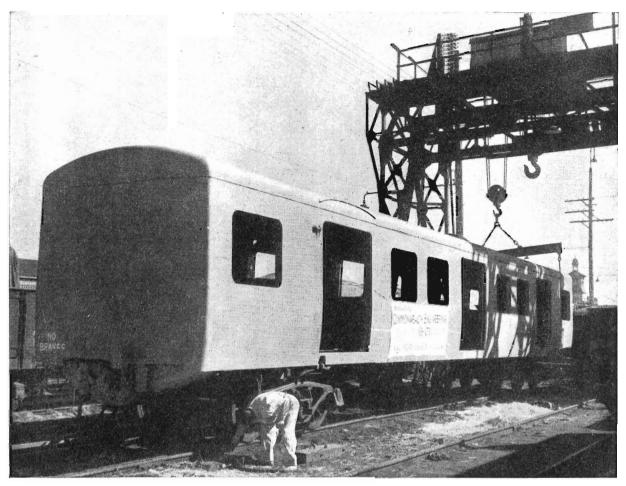
In the plumbers' section of the Way and Works Branch at Laurens-st., North Melbourne, a sub-foreman, 25 licensed plumbers, 10 apprentices, 20 skilled labourers and 15 other grades are under the supervision of Foreman D. A. Thompson. Every works foreman has one or more plumbers on his staff, but there are many jobs that only the Laurens-st. staff can be called upon to do, because they require a tradesman holding licenses and certificates of the Melbourne and Metropolitan Board of Works, Health Department, State Rivers and Water Supply Commission, sewerage trusts and so on.

The railway certificated plumbers are responsible for such things as the installation and maintenance of sewerage facilities, water supply, septic tank systems (there are 64 of these around the system), central heating radiation, domestic steam supply, hand and automatic water syphons and pumping plants servicing subways, workshops and running sheds, installation and maintenance of automatically operated sprinkler systems for fire prevention, and a host of other jobs.

If a water main bursts at the North Melbourne Locomotive Depot, Newport Workshops, or the washing docks at Jolimont and Dudley-st., the trouble can be speedily rectified. Two water burst attendants provide a 24-hour service.

The plumbers have played their part in the progress of Operation Phoenix, the Department's big post-war recovery plan. Among other things, they sewered the first batch of Operation Snail's pre-cut homes, and did the plumbing for the hostels erected to accommodate new railwaymen. More recently, they did the sewerage and water installations at the new Dynon goods terminal, and worked on the new Richmond station project, other stations at Burwood and Riversdale and the Caulfield sub-station.

The plumber is never surprised at anything he sees when he is called to free a blocked water pipe or cistern. Plumbers were once summoned to the Dandenong station yard to trace a blockage in a water pipe leading from the State Rivers and Water Supply Commission's main. An eel two ft. long, was discovered wedged in the pipe.



Trailer car body being lifted for the change-over to Victorian bogies at Albury.

NEW SUBURBAN CARS

DELIVERY, recently, of the first batch of trailer car bodies for the Department's new seven-car trains for the suburban service, marks another important stage in the development of Operation Phoenix, the Railways' £80 million rehabilitation plan:

THE first 10 bodies of the 120 trailer carriages to be supplied by Martin and King, Pty. Ltd., are being manufactured at the Granville, N.S.W. works of their sub-contractors, Commonwealth Engineering Co. Ltd. A number of these bodies were recently transferred to temporary Victorian bogies at Albury and taken to the works of Martin and King, Westall, where they will be completely finished before being handed over to the Department.

The remaining 110 trailer carriages will be made in Victoria, the bodies at the Commonwealth Engineering Co. Ltd.'s new works at Dandenong, and then completed by Martin and King.

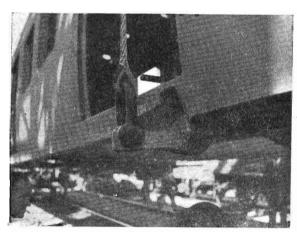
The prototype motor carriage, which is being manufactured by the Gloucester Carriage and Waggon Company, of England, is expected to be delivered within the next few months. It will be used as a pattern for assembling, at Newport Workshops, the other motor carriages that will arrive in a knocked down condition, at the rate of two a week.

Built of mild steel, the new cars are 61 ft. 2 in. long and 9 ft. 9 in. wide. They have three double doors on each side, with an opening of 4 ft. $5\frac{1}{2}$ in. The hand operated sliding doors will have edges fitted with a rubber bumper. Their width will, doubtless, be appreciated by mothers with prams in off-peak travel hours. The walls and ceilings will have plastic lining of either laminex or formica material. An ivory gloss finish will extend from the ceiling to the top of the wall. The sides and ends, from the ceiling to the bottom of the window level, will have a maple finish, and walnut will be the colour scheme from the bottom of the window to the floor.

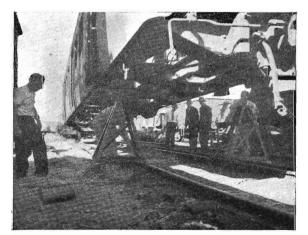
The cars are divided into three sections to separate nonsmoking and smoking compartments. The seats immediately inside the spacious doorways will be protected against draughts by armoured plate glass windscreens. All aluminium fittings, inside and outside the cars, will be of silver anodised satin finish. One of the many pleasant features of the new cars is the unusual width and depth of windows. Standing passengers will have a clear view of station destination boards. They will also travel in greater comfort, as ample straps, handrails, and stanchions are provided. The cars will also be fitted with the Flettner ventilators, which have proved so successful on Tait carriages.

The new cars will run very smoothly and silently. The floors will be of cork hardboard with rubber insulation. The roofs and sides will be insulated with asbestos. All compressors and motor generators are mounted resiliently to minimise vibration and noise. Excellent riding qualities will also be ensured with cast steel bogies, fitted with helical springs and hydraulic shock absorbers. The cars will be equipped with the interlocking type of automatic couplers.

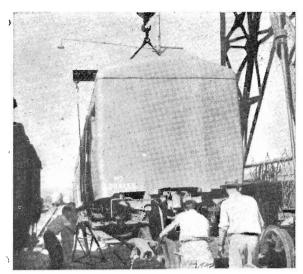
The electrical equipment will incorporate many modern features. The pantograph will be the single pan type which has proved so successful in trial running with existing stock. The four traction motors driving each motor coach will be of 190 h.p. each, compared with the 140 h.p. of each motor of the present cars, thus giving greater acceleration. The accelerating resistances will be of the light-weight strip type, which is now used almost exclusively on modern stock, instead of cast iron grids on existing stock. The use of modern equipment has resulted in a weight saving of approximately $2\frac{1}{2}$ tons per motor coach. The control and breaking systems are the well known electro-pneumatic type in which the various circuit breakers and contactors are operated by compressed air through electrically controlled pilot valves.



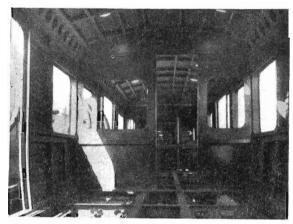
Body being lifted at one end.



The N.S.W. bogie has been taken away and the car is being lowered to trestles.



The trestles having been removed, the Victorian bogie is being wheeled into position.



View of the interior of the car shell. Note the deep windows

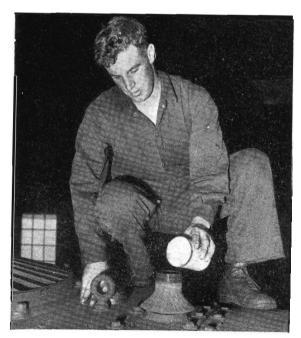


The car, on its Victorian bogies, is ready for transport to Melbourne.

As an experiment, rheostatic braking, so successful on the main-line diesel and electric locomotives, will be used on two of the trains. During the breaking period the traction motors act as generators and the breaking power produced in this way is dissipated in the resistances normally carried on the coaches for accelerating purposes, thus reducing brake block and tyre wear.

All the trains will be equipped with fluorescent lighting, and will be painted blue and gold. The first seven-car train, of three motor cars and four trailers, is expected to be in service before the end of this year.

A J class locomotive being watered at Gisborne.



Putting anti-corrosion chromate tablets in the water cooling system of a diesel-electric locomotive.

WATER TREATMENT

L IKE a human being a steam locomotive boiler must have a pure water supply to keep it healthy.

ALL water supplies contain some salts or solids in solution and some mud or clay held in suspension; that is to say, not dissolved. When these are in a locomotive boiler's water they can produce very harmful effects. When the water boils, it comes off as steam, and the salts in solution become concentrated in the remaining water. This action is cumulative, until the water can hold in suspension no more of the solids and some of them are precipitated to form scale on the heat exchanging surfaces.

The dissolved salts or solids can also increase the rate of corrosion of the steel. The undissolved solids are thrown down in the boiler in the form of a thick, gelatinous mass. This can cause serious overheating of the plates, because the foreign mixture prevents the contact of water on the inside surface of the boiler.

Foaming is another trouble caused by excess solids in the boiler water. With them, the water boils with a very large quantity of unbroken surface bubbles. These are carried over with the steam into the cylinders. The bubbles consist of a film of water with steam inside. When they are carried to the cylinder a large amount of water accumulates. This can damage the cylinders, owing to the incompressibility of water. The moving parts, also, may be damaged, because the lubricating layer of the cylinder walls is washed off.

Again, at the high pressure and temperature inside a locomotive boiler, rust from moisture can occur at a very rapid rate. When it does, it may result in burst tubes and a locomotive breakdown. It is something to be avoided at all costs. Apart from traffic delays, it involves high maintenance costs in boiler repairs, and a lowering of locomotive availability.

The aim of water treatment for locomotive boilers is to eliminate, or reduce to the absolute minimum, all these sources of damage.

Water treatment cannot, however, go on haphazardly, but must be under careful control. Samples of raw and treated water are analysed regularly and adjustments made to the treatment, as are found necessary. In addition, the actual condition of each boiler is carefully observed at every boiler examination. Actually, this gives the best yard stick by which to judge the real value of water treatment.

Fortunately, for the Victorian Railways, most waters of this State are comparatively low in salt content. Consequently, the Department is able to carry out water treatment effectively by using special equipment fitted to the tenders of locomotives. But it is not possible to use this equipment for treating mud content. The relatively few muddy waters are treated to precipitate the mud or clay in the reservoir from which engine water is drawn. Lime is used as the precipitating agent. This, however, has the serious disadvantage of gradually filling up a reservoir with mud and so reducing its capacity.

To overcome this disability, the Department proposes to install, in the near future, a suitable treatment plant at Derrinallum, in the western district, to eliminate mud as the water passes from the reservoir to the locomotive storage tanks at the station. If it proves successful, similar plants will be erected at other places, where catchment water becomes polluted with mud or clay.



Checking the quality of briquettes used in locomotive water



In this instrument water is tested for the relative activity of basic or acid reaction.



Instrument used for determining the amount of dissolvedj solids in water.



Equipment for analysing water and determining its hardness.

AROUND THE SYSTEM

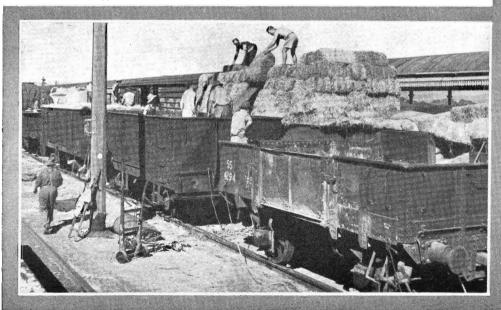




ACCOMMO the location of visitors. The for 15.000 beds

SHOW STO 20 trucks load Show. The sp bulls, one of w box attached

MOOMBA: One of the most admired floats in the Moomba floral pageant recently was the model of B 60 ($Harold\ W.\ Clapp$). It is here seen passing Flinders-st. station.



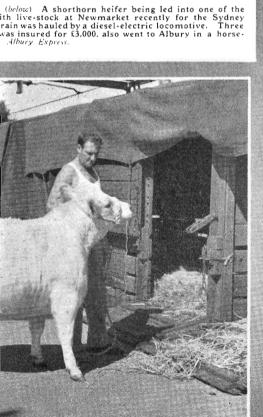
N.S.W. FLOOD RELIEF: A gift of meadow hay from Victorian farmers to flood victims in the Maitland district being transhipped from Victorian to N.S.W. trucks at Albury.

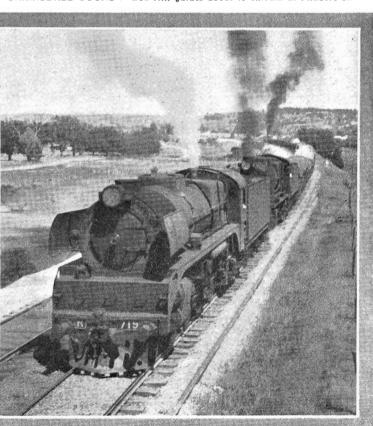






BAIRNSDALE BOUND: Box Hill guides about to entrain at Flinders-st.





TRIPLE EFFORT: R and X class locomotives hauling the 9.45 a.m. Ballarat-Geelong freight train up the Warrenheip Bank. A C class acted as a "pusher" for the big haul up the 1-52 grade. Note the 107 lb. rails at the side of the track for relaying. Photo: W. Jack



Elwood Car Depot today. A third car barn is behind the advertising hoarding at the left of the picture.

THE ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY

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

PENED for traffic in May 1906, the St. Kilda and Brighton electric street railway was the first electric tramway of permanent consequence in Victoria. A small system, built in 1889, had run from Box Hill to Doncaster, but, after a short period, the venture failed, and the line was dismantled.

THE genesis of the electric street railway is an interesting example of political expediency. Thomas Bent (later Sir Thomas) who represented Brighton in the State Parliament had, for some time before 1903, tried to get approval for an electric tramway to Elwood and Brighton districts. However, the Parliamentary Standing Committee on Railways opposed it.

In 1904, Bent became Premier, and immediately formulated a plan to over-rule the committee. Any railway construction exceeding £25,000 in cost had to be approved by the committee. So Bent listed a proposed electric tramway from St. Kilda to Brighton as an "electric street railway" estimated to cost £19,500.

To finance it, Bent appropriated a Treasury fund known as The Country Tramways Trust Fund," amounting to £90,872. This stroke of political ingenuity was authorized by an Act passed in November 1904. On the same day, The St. Kilda and Brighton Electric Street Railway Act was passed, authorizing the Board of Land and Works to construct a 4 ft. 8½ in. gauge single track line, 3 miles 23 chains long, from the cable tram terminus at Acland-st., St. Kilda, to Park-st., Middle Brighton. Thus the Railways Standing

Committee was by-passed.

Construction began in 1905. As it progressed, a further Act was passed authorizing extensions of the line from Acland-st. to St. Kilda station and from Middle Brighton to Brighton Beach station. This increased the length to 5 miles 10 chains. It was also enacted that the whole line be built to 5 ft. 3 in. gauge instead of 4 ft. 8\frac{1}{2} in.

The first part of the line was completed early in 1906. A tramway depot, built at Elwood, consisted of a power station, car barn, and offices. A set of storage batteries was provided for peak loading assistance and for emergency supply in the event of a power station failure.

When rolling stock arrived, the line from St. Kilda station to Park-st., Middle Brighton, a distance of 4 miles 5 chains, was opened. That was on May 7, 1906. Single line practice, with staff and ticket working, was observed. Crossing loops, or turnouts, were provided and added to as the line was extended.

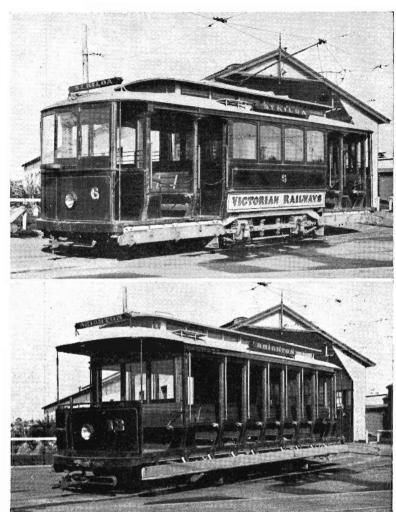
For the first few months, there were five combination motor cars, but patronage soon necessitated doubling that number. On December 22, 1906, the extension from Middle Brighton to Brighton Beach station was opened. Rolling stock was then increased to 17 vehicles, including trailers.

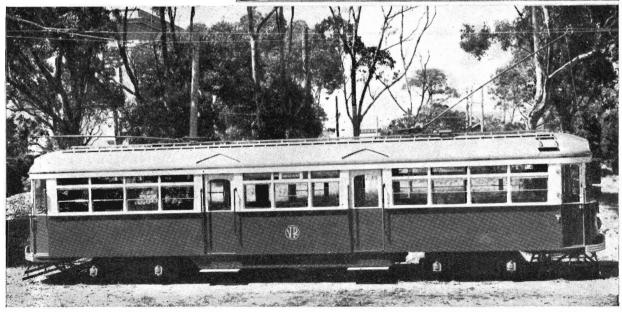
In the early morning of Thursday, March 7, 1907, the Elwood car barn and offices and all the rolling stock were destroyed by fire. The power station, however, was practically unharmed. After the fire, a mass of molten silver and copper, streaked with gold, was found in the debris. It was the previous day's revenue which had been in a tin box, locked in the office. Next day, traffic was worked with six steam motor omnibuses which, in 1905-06, had been used on a railway bus route between Prahran and Malvern.

Seven trams were bought from the New South Wales Government Tramways and these, together with three others built at Newport Workshops, were running at the end of March, and by July, there were 11 more cars from Newport Workshops.

Improvements followed. The line from St. Kilda station to Elwood depot was duplicated in July 1913, and several new trams, of larger capacity, were added to the stock. Duplication of the track to Brighton Beach was completed in December 1915. Late in 1918, the Elwood steam power station was dismantled, and power was transmitted from Newport Power Station.

Steady patronage was given the St. Kilda and Brighton Electric Street Railway right from its inception. In the 20 years before World War Two, passenger journeys averaged about five million annually. They reached a maximum of nearly 7 million in 1945. Since then the figure has fallen: last financial year it was 3,633,800.





Combination car No. 6 and open trailer No. 13 were built at Newport Workshops, immediately after the fire of 1907, of the latest type cars introduced in 1942.

Below is one

LINES FROM OTHER LINES



The Pinnaroo mixed train, near Elwomple, South Australia. The 750 class locomotive is a former V.R. N class, 10 of which were sold to the South Australian Railways. Photo: A. R. Lyell

Welded Rails in N.Z.

TTHE new Rimutaka deviation will be the first line in New Zealand to be laid with rails welded together by the flash-butt method, but eventually all main-line renewals will be carried out with welded rails. Although some welded rails have been used in the North Island for nearly 20 years, they were welded on the site by an older and slower method. The New Zealand Railways now intend to mass produce welded lengths of rail at central depots and carry them where they are needed on specially equipped trains. Three depots equipped with flash-butt welding machines will meet all requirements.

Norfolk & Western Traction

A CCORDING to the President of the Norfolk and Western Railway, U.S.A., a large articulated steam turbine-electric locomotive on trial has already shown an overall thermal efficiency $1\frac{1}{2}$ times that of steam locomotives of conventional design, and even better figures are expected.

The Norfolk and Western is the only major American railway which has not turned to diesel-electric traction. It has produced steam locomotives whose records of efficiency and continuous availability have surpassed those of any other American

railway. In 1923, the Norfolk and Western required 676 locomotives to handle 22½ billion ton-miles of traffic, chiefly coal; in 1953, 32½ billion ton-miles were handled by 263 locomotives only, which achieved a record of 71,991 gross ton-miles per freight train hour.

New C.P.R. Hopper Waggons

TWO air-slide hopper waggons of a type new to Canada have been introduced by the Canadian National Railways. They will be used to carry bulk flour and sugar. Air-slide unloading was developed because bulk commodities become densely packed in transit and cannot be unloaded by gravity. In these new cars, air is forced in at 200 cubic feet per minute, thus aerating and fluidizing the load. This allows it to flow freely through the hatches at the bottom of the waggon with the help of a vacuum.

Rail Wear In Tunnels

THE German Federal Railway has been investigating the problem of rail deterioration in tunnels traversed by steam locomotives. Where traffic is at all heavy the wear on the rail head, as a result of chemical action, is considered to be from four to five times as great as on open sections carrying comparable traffic: the

other parts of the rail also suffer much deterioration. In the Schluchtern tunnel in Hesse and in the Cochem tunnel in the Moselle area, wear on the rail head was $\frac{5}{16}$ to $\frac{25}{164}$ of an inch in four years, compared with less than $\frac{5}{16}$ of an inch on open sections nearby. To counter the formation of rust and other destructive effects, the German railways have tried painting the rails (except the running surface) and the bolts and attachments with red lead and tar, or with zinc coatings. Heavier rails are also being put in.

A report from Italy mentioned a case near Genoa, where rail head loss came to as much as \$\frac{45}{64}\$ of an inch in five years with steam traction, probably aided by the salt in the sea air. After electrification, the figure was only \$\frac{3}{32}\$ of an inch in 15 years.

Train Pierces Iron Curtain

TWO coaches of an Austrian Federal Railways train are reported to have pierced the Iron Curtain when they were accidentally shunted through a barbed wire fence erected across the track at the Austro-Czechoslovak frontier. On the Czechoslovak side the rails had been lifted, and the coaches sank into the mud. Their further fate has not been disclosed.

AMONG OURSELVES





Messrs. Bowe (left) and Piergiovanni.

Welfare Work

R. W. P. BOWE, who for 12 years was ambulance officer assistant in the Ambulance Division and took part in the planning and conduct of Victorian and interstate first aid championships at Mt. Evelyn, is now Welfare Officer for all officers and employees in the suburban electrified area. Mr. Bowe's welfare duties have been devised primarily to develop the important human relations phase of railway administration. He visits in hospitals, or in their homes, officers and employees who have been incapacitated as a result of serious accident or illness, and advises and assists them, and others, as to pay arrangements, sick leave credits, social service benefits, workers' compensation rights, and so on. Wherever practicable, he personally or by other appropriate means, notifies next-of-kin of those involved in fatal or serious accidents, or those who become seriously ill on the job, and, where necessary in such cases, makes arrangements for railway families to visit relatives in hospital.

In brief, Mr. Bowe, as welfare officer, not only looks after the interests of the accident victim, or the person taken very ill, but takes immediate steps to allay the anxiety of the families concerned. Letters of appreciation received by the Department indicate clearly that the welfare service is producing the desired results.

Will Advise New Australians

POLLOWING Mr. Bowe's appointment, the Commissioners decided recently to appoint another officer to assist in welfare work solely for New Australian railwaymen in all branches of the service. For this assignment they selected Mr. N. Piergiovanni, a former clerk in the Claims Agent's office. He came to Australia from Bari, in the south of Italy, in 1952. Before joining the railways he did welfare work in Melbourne's Italian community, helping to relieve cases of distress and placing compatriots in employment. Since he joined the Department he has worked through such bodies as the Good Neighbour Council and the World Council of Churches in helping Italians in the service to become assimilated in the community and has encouraged them to take advantage of the free English classes conducted by the Education Department. Mr. Piergiovanni was responsible for having new English classes established in railway camps.

Apart from looking after the interests of New Australians involved in accidents or suffering from a serious illness, he will be able to help new railwaymen in other ways. As example, if they have problems affecting working conditions, he will bring them to the attention of the branch concerned and have a memorandum clarifying the matter translated into the appropriate language. He will also bring to the notice of the Staff Board any items of a general or specific nature which may require clarification in the form of a general direction to all new Australians in their native language.

Mr. Bowe is located in Room 98 and Mr. Piergiovanni in Room 225 at Head Office and may be contacted there either personally or by telephone (extensions 2124 and 1780, respectively).

Bandsmen Wanted

Interest has quickened in the railway military band since the photograph of the original combination that was formed in 1906 appeared in News Letter. The band's appearance was one of the highlights of the railway centenary celebrations at Spencer-st. There are 25 regular players, but at least 40 are needed to bring it up to the required strength. Reed, brass or percussion performers would be particularly welcome at Monday practice nights in room 52 of the V.R.I. The secretary of the band is Mr. Reg. Eddington, senior timekeeper, North Melbourne Workshops, (ext. No. 1776). Other North Melbourne Workshops Military Band officials are the president, Mr. M. Curlett, senior clerk, and the conductor, Mr. J. S. Martin, sub-foreman.

Chalet Staff On Tour

UESTS at The Chalet, Mt. Buffalo, will miss three popular members of the staff who have been granted leave to visit relatives in England. They are Mr. W. Marriott, escorting and entertainments officer, and, in the winter, ski instructor; Mr. W. Pepper, senior clerk, and Miss Y. Tull, cafe supervisor. Mr. Pepper is taking his Italian built station waggon with him and will leave the ship at Naples to do a short tour of the continent before going to England. He and his colleagues will be back at The Chalet towards the end of this year.

From a Railway Family

WHEN Mr. Duncan Beith, chief clerk of the District Superintendent's Office at Geelong, retired he was only two months short of 50 years' service. In that time he served in two world wars. He rose to the rank of lieutenant-colonel and was awarded the D.S.O., the Croix de Guerre and a mention in despatches. He also devoted much of his leisure to Legacy work. Mr. Beith's early years in the Department were spent at the District Superintendent's office at Ballarat; he was later transferred to Head Office and, in 1936, to Geelong. His is a railway family; his father was Inspector of Works, a younger brother was in the Railway Construction Branch and another brother, Mr. G. Beith, is in the Commercial Branch.



The scene at Tandarra, on the Swan Hill line, recently, was reminiscent of the Maitland, N.S.W. floods. Eight inches of rain fell in five days at Dingee, and the station yard at Tandarra (above) was under water. It took a week for the flood to subside and trains, meanwhile, had to be flagged over the area. The district track gang, Acting Ganger R. J. Neighbor, E. A. Simmons, E. J. Sherlock, N. Kelynack and N. C. Brown, had a busy time.

-Photo: E. J. Sherlock



Driver E. J. Cody has been at Bacchus Marsh for the past three years. He joined the railways 31 years ago and became driver in 1942. For many years he was stationed at Ararat and drove all classes of steam locomotives. During the last war he was lent to the Commonwealth Railways. He has now switched from steam to the new motive power. (Above) At the controls of a diesel-electric locomotive at Bacchus Marsh.—Photo: G. Crant. -Photo: G. Grant

Thanks

OR the "very generous donation of £2,500 forwarded to me as a contribution by officers and employees of the Victorian Railways to the New South Wales Flood Victim's Relief Fund. It is most heartening to receive such splendid support and I express my warmest thanks.

-The Lord Mayor (Cr. F. Selleck)

For the co-operation by Echuca railway staff in the dispatch of the Australian Red Cross Society's N.S.W. flood relief clothing parcels.

-Mrs. E. Gall, acting president, Echuca branch, Australian Red Cross Society

Railway Department

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The era of fine penmanship is represented by this reference sent in by Mr. J. G. Marmion, storeman-in-charge at North Melbourne Workshops. He is a son of the Edward Marmion mentioned in the document.

For the efficient handling of last season's wheat harvest. "District Council delegates were very satisfied with the railway effort in the main wheat growing area in the Mallee." –Ĵ. D. C. McLean, secretary, Ultima District Council

For the service and courtesy of the staff of the Sydney Branch of the Victorian Government Tourist Bureau. "I have never received more prompt attention in booking travel. It is, indeed, a great advertisement for Victoria and reflects the greatest credit on your branch manager".

-Miss Jean Byrne, Narnoo Mia, Temora

To the stationmaster at Wangaratta and a conductor "for their kindness and consideration in making my train journey from Wangaratta to Melbourne most comfortable'

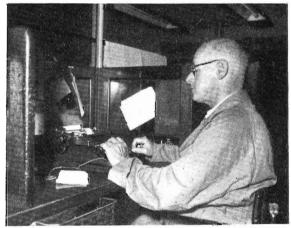
-Mrs. D. Guy, Gellibrand-st, Kew For the railway staff's donation of £346 to Dr. Barnardo's Homes. "It is more than kind of you all and encourages

us to enter our 89th year of child rescue".

—J. W. Stephen, Dr. Barnardo's Homes, London

Obituary

TEWS LETTER records with regret the sudden death recently of Mr. Mark Ridgway, former Chief Commercial Manager, who retired about two years ago. He joined the Department in 1906 as a lad with the Supervisor of Weighing, and became Principal Rates Officer in 1933. Mr. Ridgway was appointed General Passenger and Freight Agent in 1947, and when the branch was re-named, he became the first Chief Commercial Manager. The funeral was private.



Mr. Prince

Back To South Africa

R. HENRY PRINCE, telegraphist at Head Office, VI took extended leave, recently, to revisit his native South Africa. He was born at Port Elizabeth, and joined the Traffic Branch of the South African Railways in 1917. After three years, he resigned to come to Victoria. He joined the Department in 1921. Mr. Prince was impressed by the tremendous industrial expansion of the Union since he was there last, about 27 years ago. Main-line electrification was being pushed ahead with vigour. The suburban railways of Cape Town, Johannesburg and Durban are all electrified, as is also most of the Natal main-line, between Johannesburg and Durban. The main-line, between Cape Town and Johannesburg, 960 miles, is electrified from Cape Town to Touws River, at the top of the Hex River pass, 160 miles. From Cape Town, Mr. Prince did a combined rail and bus tour and, by the time he returned to his starting point, he had travelled about 2,600 miles by train. The South African Travel Bureau met him, at Cape Town, with all arrangements for his circular tour of the Union. The South African Railways, says Mr. Prince, are short of staff, and users' demand for all classes of rolling stock, particularly goods trucks, is very heavy.

Signal Service

OR most of his railway life Mr. C. Hosken, who retired recently at Ballarat after 48 years' service, was a signalman. He joined as a block recorder and became a signalman four years later. For many years he was a special class signalman at Flinders-st. "A" box. In 1928 he was highly commended for a prompt and alert act while on duty. About four years ago Mr. Hosken, through an injury, became unfit for the lever operating job, and he transferred to the Ballarat Goods Sheds staff. At his farewell he received gifts from both signalmen and goods shed staff.

A Shower of Gold

N a day in 1908 at Princes Bridge station, there stepped from a train a fashionably dressed man who haughtily summoned a lad porter to carry his bag and get him a hansom cab. As he stepped into the hansom he casually tossed a sovereign to the young porter. "This is a sovereign, sir" said the lad, thinking the man had mistaken it for a shilling. "Well! Isn't it enough?" barked the passenger. "Here," he said, and taking several more sovereigns from his pocket, thrust them into the astonished youth's hand.

The youth was M. H. N. Bell, shortly after he joined the railways, ultimately to become a stationmaster. Among other vivid memories he has of those Edwardian days were the enormous crowds that poured into Melbourne for the visit of the United States fleet, in 1908. So dense were they on the platforms that the station staff had great difficulty in closing carriage doors and giving the "all right" signal to the guard.

Father Christmas Retires

FOR about ten years Mr. E. Morphett, of Newport Workshops, has been Father Christmas to the children at the annual Machine Shop Social Club's picnic. Next year he will be missing. He retires, this month, and leaves for England in June. He will be staying for some time with his sister in Lancashire but hopes to return to Melbourne for the Olympic Games. Mr. Morphett has been in the Department since 1912, shortly after he came out from Lancashire.

Incidentally, this annual picnic has grown from a small affair attended by a couple of dozen members to the present day one that demands a special train for 400.



Mr. Morphett as Father Christmas at the picnic held in December at Bacchus Marsh.



A big muster of Wodonga drivers and firemen farewelled Driver R. Thomson, who retired recently after 44 years' service. He had been a "throttle bender" for 34 years and was one of the original Spirit of Progress drivers. Most of his railway life was spent at Wodonga. His workmates gave him a chiming clock and a water set. Mr. Thompson, in the above photograph, is seated seventh from the left in the second row.

THEY HAVE RETIRED



Acting Ganger N. (Pat) McKee had 29 years' service with the Department. He started with a special gang at Somerton and was at Kilmore East for 23 years.



Mr. Bell, who, before retiring, was stationmaster at Noble Park for five years (see story above). He had 47 years' service, 14 of which were at Spring Vale.



Mr. A. Doidge, who was formerly with the Signal and Telegraph Division, joined the Laurens-st. plumbers as a labourer and was with them for 25 years.

1000



Ruckmen fly for the ball in one of the V.R.I. Football Association games played this month. The V.R.I. will be represented at the intersystem football carnival which will be held in Adelaide in August.

SPORTS

Football Kicks Off

ING Cricket having vacated V.R.I. playing fields, preparations were being made for the football programme when News Letter went to press. The games began this month. There will be as many teams in the competition as last year, perhaps one more. North Melbourne Locomotive Depot, winner of three successive premierships, hopes to make it four in a row.

Golf Carnival

OUNTRY golfers are well represented in the 14 selected for the Victorian team to visit Brisbane this month to contest the Tintara Cup, at present held by N.S.W. Eleven will be chosen to compete for the cup, and the remainder will take part in social games. With officials and golfers and their wives, the party will comprise 32. The manager is Mr. R. N. Jones. Golfers for the carnival include Messrs. B. Gaffy, Viaduct signalman; J. Villiers, clerk, Murtoa; H. Whelan, clerk, North Melbourne; M. J. Lynn (capt.), motorman, Elwood; H. H. Fletcher, stationmaster, Lalbert; J. Roche, guard, Numurkah; G. Tolliday, guard, Dimboola; F. E. Findlay, fitter, Ballarat;

J. McCarthy, running gear repairer, Ballarat; L. Chibnell, painter, Ballarat; L. Barlow and E. Coughlin, rail motor drivers, Daylesford; H. Chandler, road foreman, Hamilton; R. Walker, fitter's assistant, Jolimont.

Tight Finish

THE V.R.I. Cricket Association's season had a thrilling finish, Flinders-st. winning in the last over of the day by nine runs from North Melbourne Locomotive Depot. In an eighth-wicket partnership, Reg Sawyer, former League football umpire, hit out lustily and, at one stage, it appeared that Loco. would snatch a narrow win. However, to the great relief of the harassed Flinders-st. fieldsmen, Sawyer was caught and bowled by Bruce Murray when Loco's victory was almost in sight. The same two teams met in the final last year.

Dunkling Shield Contest

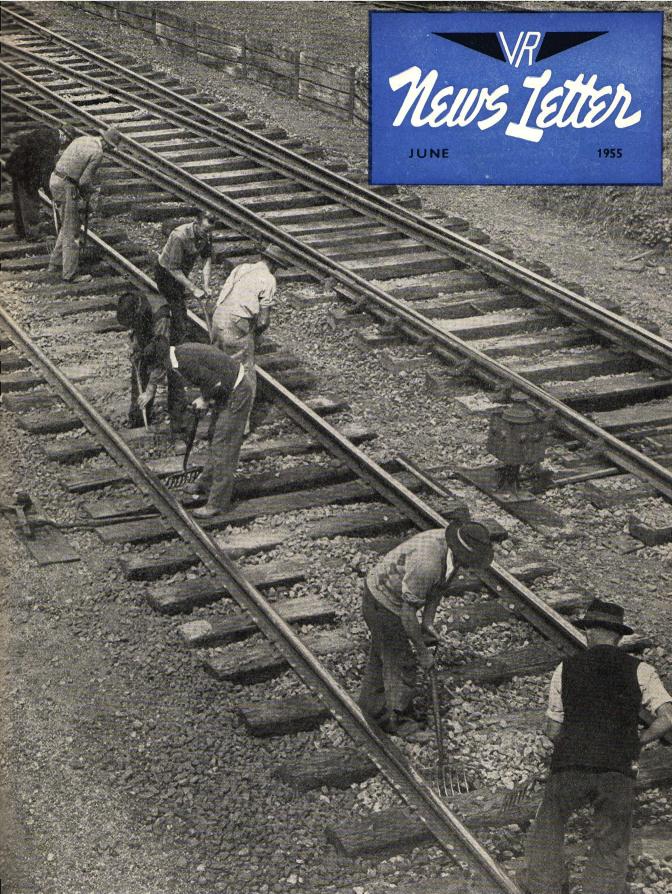
THE first semi-final in the Dunkling Shield tennis competition was won by Northern Lines No. 1, from Jolimont. The second semi-final went to North Melbourne Locomotive Depot, which defeated Northern Lines No. 2. Details of the final match will be given in next month's issue of News Letter. The same two teams were last year's finalists, North Loco. Depot being the winners of the Shield.

Fencing Championships

T.R.I. fencers are getting into form for the Australian championships, which will be held at the Institute next month. Judging by the high standard of fencing shown by some of the competitors in the recent open events at the Institute, V.R.I. representatives should do well against Australia's best. All States will be represented at the championship tournament, and upwards of 36 fencers will take part. In the open events the ladies' foil was won by Miss B. Mackins, with Miss M. Kelepecz runner-up. H. Steincher won the men's foil from E. Sigi, while Dr. A. Martonffy defeated E. Szakall in the sabre event. B. Doyle, E. Barany and B. Byrne won the elimination heats in the epec contest and will contest the final.

Country Sport Flourishing

OUNTRY week sport tournaments have reached a high peak of popularity. Entries are now the largest since competitions were resumed after the war. Eight teams took part in the recent country week cricket carnival. The winners were Seymour, leaders in section No. 2, who defeated Ballarat, winners of section 1, by 52 runs. When News Letter went to press, arrangements were well in hand for country tennis week to be played on the Royal Park courts. Thirteen teams have entered.



MONTH'S REVIE

Super Critics

ESPITE the intensive publicity campaign, every year, by the Department to persuade the farming community to order their superphosphate for delivery before Christmas so as to be sure of having it at the right time, many users do not become phosphate conscious until they suddenly appear to realise that they need it for spreading. A last minute rush ensues, at a time when the Department is engaged in the big seasonal wheat lift and meeting other heavy demands. When some of those who, by that time, have failed to show super wisdom by getting in early with fertilizer orders cannot get immediate delivery, they are apt to criticise railway service. That, of course, is unfair. Railwaymen are skilled in the techniques of transportation, but they are not supermen, in the popular sense, much as they try to be. The Commissioners, in a recent statement, again emphasized that, even with the improved railway capacity from new locomotives and trucks, there is a limit to the superphosphate the railways can carry from January to April, and meet orders for high grade general loading as well.

Figures Disappointing

HIS season, through failure of the man on the land to order early, the superphosphate traffic is well behind. In the six months to December 31, the quantity was 49,000 tons short of the target figure. January's target of 50,000 tons was exceeded by 10,000, and February's 80,000 was almost reached. But March loadings were more than 10,000 tons wide of the target. It is undoubtedly a point for country railwaymen to take up persistently and seriously with the farmers of their districts. We of the railway cannot give the service we are capable of giving, unless the farmer orders the bulk of his seasonal fertilizer needs for delivery before Christmas. It is as simple as that.

Cattle Trek

THE mountainous cattle country echoed to the crack of stockwhips recently when the annual trek of cattle from such places as Ensay, Omeo, Benambra and Gelantipy to the rail heads at Orbost and Bairnsdale began. After spending the summer grazing on the mountain slopes, the cattle were rounded up and sent in special trains to fresh pastures before winter's snow and icy blasts. In three days alone, 126 truckloads of cattle went north from either Orbost or Bairnsdale. In normal seasons some of this stock would go to the Western District, but it could not be arranged this year because of the dry summer in that area. After being fattened, the cattle will be railed again; this time to metropolitan and country fat stock markets. Lack of rain also prevented Western District cattlemen from stocking up heavily, as has been customary in recent years, with the result that much live-stock has been put under the hammer at special sales. The railways were called upon to take them to new homes in northern districts.

Model's Magnetism

THE model of B60 (Harold W. Clapp), made in the Pattern Shop at Newport Workshops, is living up to the high availability record of its prototype, the senior member of the Department's fleet of 26 diesel mainliners. The model was completed in time to make its public debut in Melbourne's floral pageant during the Queen's visit. It was afterwards displayed on the concourse at Spencer-st. station for a day or two. It reappeared there during the Railway Centenary celebrations, and after a short interval was introduced to the country in the parade of floats at Ballarat's Eureka Stockade centenary celebration. Then followed appearances in Melbourne's Moomba and Bendigo Easter Fair floral pageants, this year. As a publicity medium, the model of B60 is one of the Department's best drawcards.

Wherever it has appeared it has attracted a great deal of attention and has been very much photographed. It has even been included in newsreels. While B60 on its floral float was standing in Alexandra-ave. awaiting marshalling into the Moomba procession, a contingent of blind children were given a description of it. They ran their hands over the flowers and the outlines of the crowns and symbols. Their sensitive hands conveyed to them what their eyes could not.

B60's most recent appearance was at the Australian Industries Fair in the Exhibition building. There was no better advertisement for Australian made products, at any rate in

the model-making line.

Flood Relief

RAILWAYMEN always respond to a call for a special effort in an emergency. It was again demonstrated in marked fashion, recently, when an appeal was made to the Department to rush urgently needed foodstuffs and clothing to flood victims in the Maitland district of New South Wales. The first consignment, consisting of 12 tons of food, new clothing, footwear and blankets was dispatched within 24 hours, and was followed by a further 15 tons in the next three days. In addition, 240,000 bales of hay, 500 bags of oats and 230 bags of barley, given by Victorian primary producers, were sent by rail. Station staffs also handled thousands of parcels of food and clothing sent from all parts of the State to Melbourne for dispatch to the flood ravaged areas. Appreciation of the Department's flood relief transport work was expressed by the N.S.W. Acting Minister for Agriculture and Food Production (Hon. R. Nott, M.L.A.) The State Relief Committee has thanked the Department for the "splendid services rendered by the staff" in helping to alleviate flood distress. The Committee have adopted the slogan, "he gives twice who gives quickly." Railwaymen not only gave money but worked quickly, too.

The Jolimont Legend

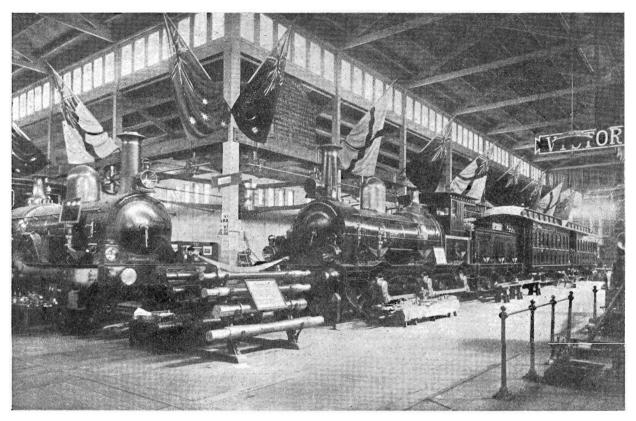
ROM time to time, some people, without verifying fact, produce a ready answer to the account are there no commercial advertisements on Jolimont station?". They carefully explain that it was originally a private station, built by Sir William Clarke, whose town house, Cliveden, was opposite, and that Sir William eventually presented the station to the Government on condition that no advertisements were displayed. It is a good story, but, it just didn't happen that way; for dead men neither build nor present stations (or anything else), and Sir William was in his grave some years before Jolimont station was built.

Briefly, the facts are these. Sir William Clarke died on May 15, 1897, but the line from Princes Bridge to Collingwood was not authorized until December 19, 1898 (under Act 1590). It was opened for traffic in 1901. The erstwhile parkland on which Jolimont station now stands was acquired by the Government from the Melbourne City Council. The cost of building the line and its stations, including Jolimont, was borne by the Railway Department. Commercial advertising was not permitted because of the aesthetic wish to keep the parklands on either side free of hoarding distraction. The wish is still respected. Jolimont is not the only suburban station without hoardings (as is sometimes stated); Fawkner, because of its proximity to the cemetery, is another.

OUR FRONT COVER

shows a track gang packing ballast near Kilmore East. At present the Department is using about 3,000 yards of metal and gravel weekly on ballasting work around the system.

.....



This joint exhibition of rolling stock by the Victorian Railways and the Phoenix Foundry Company, of Ballarat, was a feature of the first Victorian international exhibition, in Melbourne, in 1880. It was opened by the Governor, Lord Normanby. At left, is a B class locomotive, built by the Phoenix Company, and at right, O class engine No. 129, built at the old Williamstown Workshops. It was the first exhibition held in the newly constructed exhibition building. Afterwards, the Department bought some of the annexes. One was taken to Newport in 1883 and used first as a carriage workshop and later as a signals shop. Now it is a bulk store. Another annexe was used at the old Port Melbourne Locomotive Depot. The display of the model of the diesel-electric locomotive B60 (Harold W. Clapp) at the recent Australian Industries Fair at the Exhibition building underlines the great advance in motive power since the 80's.

Diesels: Break Their Own Record

THE Department's 26 diesel-electric locomotives are more than ever exceeding expectations for high availability and reliability. For the week ending December 26, last year, the aggregate weekly mileage of the diesel-electrics was 73,981. This was a record. But, a new mark was set in the week ending January 9, when the mileage rose to 75,048. It would have been even higher had not four of the main-liners been confined to the wheat traffic in the Donald-Warrenheip and Korong Vale and Dunolly areas. The veteran of the fleet, B 60 Harold W. Clapp, had the first F examination (inspection and checking cylinder head, pistons, cylinder liners and connecting rods) at 364,224 miles and disclosed astonishingly little wear. B 61, 62, and 63 have since also undergone the F examination and are back in running.

Vandals

EVERYONE must have been shocked by the Chairman's statement that vandalism costs the railways about £40,000 a year. Mr. Wishart disclosed that, last year, 22,000 carriage globes were either stolen or destroyed, windows were broken, seat cushions slashed and, in some instances, thrown on the track. The main offenders are children under 16. The destructive hand of the ubiquitous vandal reaches farther than the railways. Every Government or semi-government department reports heavy losses from vandalism. Parklands and schools have also been raided by young hooligans bent on wilful damage, the lives of bathers have been jeopardised by interference with beach lifesaving equipment; even churches and monuments are not left alone. The seriousness of a social problem that

has become a national one is underlined by the decision to link this year's celebration of Australia Day with a campaign against vandalism. As a newspaper editorial puts it: "wanton destructiveness has become so much a national characteristic that our national anniversary is the time for tackling it." It is significant that the incidence of vandalism rises during the long school vacation at Christmas and New Year, when Satan finds some mischief still for idle hands to do. This is recognized by the National Fitness Council which is providing plenty of work for idle hands and feet, too, at play group centres for children and teenagers in some municipalities. Meanwhile, railway staff do well to keep an extremely alert and anticipatory eye on vandalism, so far as the Department's property (which is public property entrusted to them) is concerned.

On T.V.

IVI EALS for migrants at the Seymour Refreshment Rooms is to be one of the features of a television programme soon to be viewed by West Germans. Two young Germans, one a journalist-broadcaster and the other a cameraman, both of whom are on the staff of Radio Frei, Berlin, recently accompanied a train-load of migrants bound from Melbourne to the Bonegilla reception centre. At Seymour, while scenes of refreshment were shot, the journalist went into the kitchen and talked to members of the staff who can speak German. Both were highly impressed with the efficiency of the catering arrangements and the variety and quality of food served to the migrants. Incidentally, in the last 12 months, 23,507 migrants have been fed at Seymour. They include 15,640 adults, 4,910 children between four and 14, and 2,957 under four.



Maryborough station and its wide approach roads. The electric impulse clock in the tower was built in departmental workshops.

WHERE THE LINES MEET

BUILT in the Victorian era of solidity and spaciousness, the present Maryborough station replaced the original building of 1874. The growth of the district, mainly through gold mining, necessitated the new station. Although bearing the date 1890, the building was not finished until 1892.

It incorporated a clock tower, but it was not until 1914 that it had a clock. Maryborough then gained the distinction, which it still holds, of being the only Victorian railway station, apart from Flinders-st., to have a tower clock.

The foundation stone of the station appears devoid of any inscription, but local legend has it that it was suitably inscribed. However, on the eve of the ceremony of laying the foundation stone, the government of the day fell, and, since there was no time for a new inscription, the stone was suitably reversed and the inscription embedded in the wall.

Typical of the spaciousness of the station is the men's oom, an annexe to which contains a row of washbasins flanked by three large mirrors, each erected over a built-in dressing table. In this high-ceilinged room, elegant gentlemen passengers of the gay 'nineties would, presumably, engage in a little titivation before making their way to the town.

Maryborough station has another distinction. It is the junction of four railway lines: from Castlemaine (opened July 7, 1874), to Dunolly (opened October 6, 1874), from Ballarat (opened February 2, 1875) and to Avoca (opened October 21, 1876). The lines to Dunolly and Avoca were later extended to Mildura and Ararat, respectively.

Each of these four lines sends trains to and from Maryborough, a typical day's tally being five each way for Castlemaine, nine each way for Dunolly, seven each way for Ballarat, and two each way for Ararat. Tractive power for the district is supplied by the Maryborough Locomotive Depot, and there is a Way and Works Depot to service tracks, buildings and other works.

Maryborough celebrated its centenary last year, basing its origin on the gold rush of June 1854. In July, that year, Mr. J. Daly, Assistant Gold Commissioner, formed a camp there and named it Maryborough after his birthplace in Ireland. Prior to the gold rush, the district formed part of a cattle run established by Hector Norman Simson, in 1840.

With the collapse of gold mining, many of Maryborough's surrounding townships vanished almost overnight, and, indeed, Maryborough itself faced virtual extinction. Houses were removed to such places as Mildura and Ouyen, and miners went, with their families, to Wonthaggi. By 1917, Maryborough was reduced to dependence on a few farms and the palatial railway station and its staff. Only a few years before, Mark Twain, on an Australian visit, described Maryborough as "a railway station with a town attached."

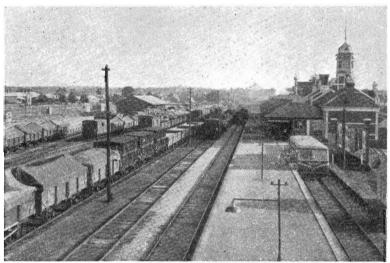
However, in 1917, a public meeting was convened in an effort to rejuvenate the town. A policy of secondary industry was decided on and local residents subscribed large sums to establish industries. Maryborough's industries now include a knitting mill, a tool factory, wire works, butter factory, flour mills, chaff mills, fibro plaster works, and a plant manufacturing prefabricated houses. The resulting employment and economic security have meant the complete rehabilitation of the town. Population is growing and, despite extensive building activity, houses are at a premium. And today, the town looks forward to a prosperous second century with hope based on solid foundations.



Mr. D. P. O'Callaghan, Maryborough's stationmaster, has a total staff of 53 to handle traffic coming in from four directions. His disposition matches his sunny office.



The station yard at Maryborough always presents a busy scene. During the wheat haul, many trains (either diesel or steam) pass through on their way from the northern wheat areas.



Maryborough's platform (above) has the same spaciousness as the station buildings. Below, goods are being loaded on the Ararat rail motor.



Asian Kula

With STM

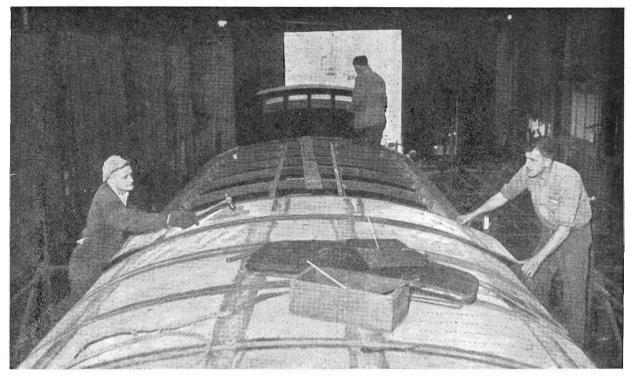
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Grant State

Asian State

Inwards goods are here being checked. The principal commodities received at Maryborough goods sheds are raw materials for local industries: bulk wheat, cream, timber, steel and plaster. Outwards traffic consists mainly of chaff, flour, firewood, oats, wool, and the products of the local factories.

COUNTRY PASSENGER CARS



Assembly and fabrication of a car roof in the Steel Construction Shop

TEN of the 20 all-steel air-conditioned cars programmed for construction at Newport Workshops have been built. The remainder will be produced at the rate of four a year. The compartments of the latest batch of cars will have fluorescent lighting and an improved air distribution system. In each car, five compartments will be panelled in walnut and three in blackwood.

FTER six of the latest BS (second class) cars are built, a start will be made on an attractive first and second class saloon-type.

Modern methods in the fabrication of components have streamlined construction. This is how the cars are built. All the structural parts are marked out and machined, according to the blueprints, in the Steel Preparation Shop

Thence they go to the Steel Construction Shop to be fabricated for the car structure, or shell. The various parts of the floor, side wall and roof framing are assembled on their respective jigs. After the components have been put together in this meccano-like operation, the side walls and ends of the shell are erected on the floor framing. Finally, the roof is lifted by crane and fixed to the wall structures.

The shell is now ready for the Car Construction Shop. It is transferred there on temporary bogies and, upon arrival, receives a coating of red lead. The first job is to fill the recesses in the dove-tailed flooring with cork insulation. Side walls and roof sheets are then insulated with cowhair felt, firmly embedded to the steel panels. As a further insulation measure, the side wall felt is treated with an aluminium faced metallic foil which looks very much like silver paper. The cavities in the roof and side wall framing, above the top of the windows, are also filled with an aluminium foil insulation, and the whole of the undersides of the roof members are covered with aluminium-faced asbestos

reinforced metallic foil. The next step is to fit the timber floor framing so that the partitions of the various compartments can be erected. The spaces between the floor framing are then filled with 1½ in. compressed cork. All this insulation, which so effectively resists heat and sound, is one reason why Spirit of Progress type cars are so noiseless and comfortable.



Roof members being prepared in the jig.

The next job is to fit 3/16 in. masonite above the floor framing. The floor is now finished. All timber packings needed to secure the panelling of the side walls are next fitted. The structure for the corridor ceiling and partitions follows, and the fittings of corridor and compartment ceiling, air duct and cross partitions. The car is well on the way to completion with the fitting of corridor partitions to cross partitions, side and end wall panelling, seat support structures, compartment sliding doors, and tracks for them, corridor swing door frames and, the doors themselves, and exit and communication doors.

While all this is going on, the exterior of the car is being treated and prepared by the painters for the final coats of blue and gold. The undercoats are smoothed with a power

operated rubbing machine.

Partitions, panelling and so on having been fitted, the car is handed over to the painters to complete the internal varnishing. After this is done, 3/16 in. rubber underlay and 1/8 in. linoleum are laid throughout the car, together with the necessary rubber plinths, or skirting. The final touches include the fitting of parcels racks, lighting fixtures, reserved seat indicators, drinking water fonts, side windows, and the upholstered wall facings, seats and backs that have been done in the upholstering shop.

These new cars will be a welcome addition to the Department's pool of new and improved rolling stock units.



Welding of the roof sheets.



Fitting draft gear inspection cover.



Installing body packings.



Fitting cross partitions.

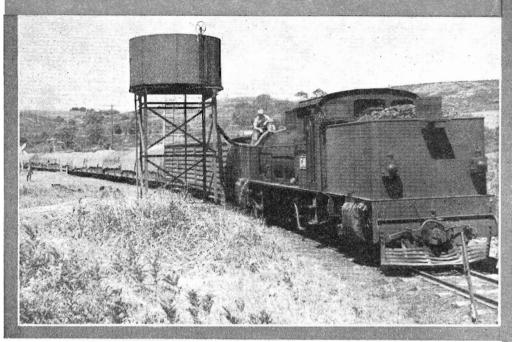


Installing a side window.



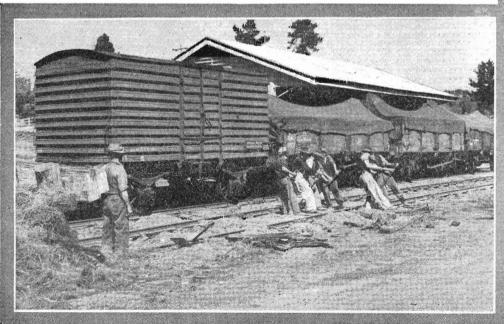
Inspecting the control panel.

AROUND THE SYSTEM



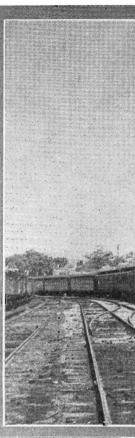
TAKING WATER: (above) G41, which hauls the car-goods train from Colac to Crowes, is one of two narrow gauge locomotives imported from England in 1925-26. Photo: H. Groome

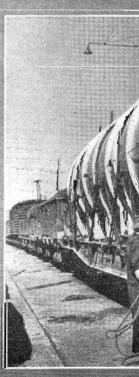
MAINLINERS PASS (right) B63, hauling the up Overland, crosses a diesel-electric hauled goods train standing at Bacchus Marsh: Photo: G G Grant



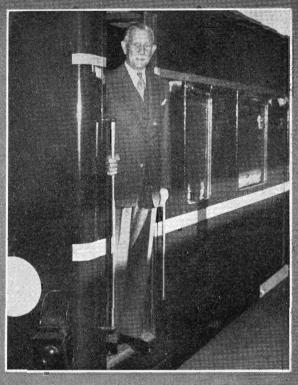
TRACK WORK: The Way and Works Branch has a big programme of track maintenance. (above) A gang aligning a track siding at Macedon, after putting in new sleepers.

HEAVY FREIGHT: A stainless steel tank, 44 ft. long and weighing 9½ tons, was railed recently from Melbourne to Sydney. (Right) The lashings being inspected at Albury.

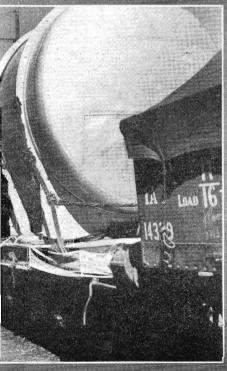


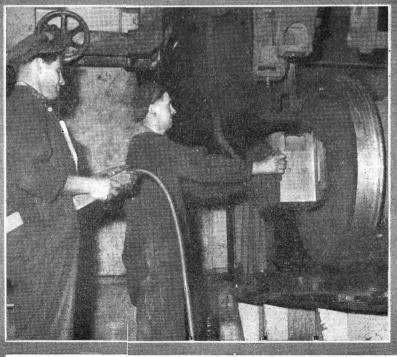




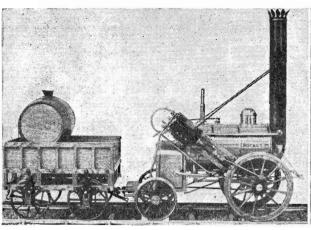


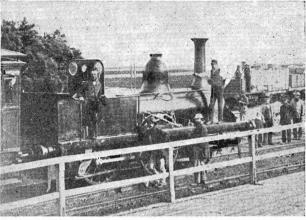
GOVERNOR ON TOUR: Sir Dallas Brooks departs in No. 5 State Car on an official visit to Swan Hill.





DIESEL MAINTENANCE: A pair of diesel-electric locomotive wheels on the drop table at the Diesel Shop, North Melbourne Locomotive Depot.





(Left) The high decorated chimney of the Rocket, one of the first successful locomotives. (Right) As chimney designs developed, they became more curvaceous.

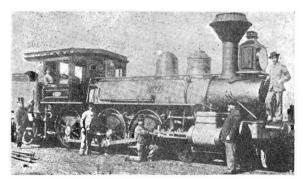
FASHIONS IN CHIMNEYS

 $R^{AILWAYS}$, in common with other industries, have their destinies shaped by the march of progress. Locomotives are usually first to reflect the march.

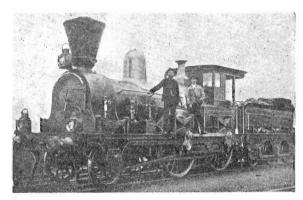
NE of the chief problems of the locomotive designer is to produce a boiler able to generate an adequate steam supply to meet growing needs. It was found very early that the best method of inducing draught to maintain the necessary rate of fuel combustion was by making use of the exhaust steam directed up the chimney. In fact, the locomotive engine only became a commercial possibility after the discovery of this principle. The action of the exhaust steam in producing draught was found to be to a very great extent self regulating. The blast pipe to produce draught was probably the most far reaching in its effects of all the inventions of the last century.

In 1829, when George Stephenson's Rocket won the Rainhill trials, its exhaust was led into the chimney by two nozzles, $1\frac{1}{2}$ in. in diameter; and it was only by improvements to the draught thus induced that the steaming power of the Rocket was increased to enable it to snatch final victory from Hackworth's locomotive.

Thus it was that the chimney was kept as high as possible. In some instances it towered six or seven feet above the boiler and, according to the whim of the builder, it formed an adornment which was polished, painted or decorated with bright metal bands or fancy tops.



The balloon, or diamond type of chimney, fitted with spark

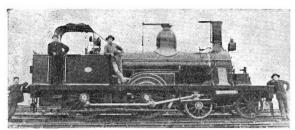


The inverted "coffee pot" type with spark arrester.

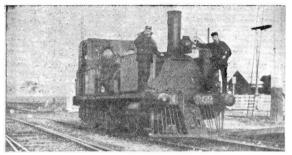
These chimneys, though effective, were a dangerous fire hazard to property adjoining the tracks, as well as a considerable cause of discomfort to passengers riding behind in open wagons. In the pioneering stage in America and Canada when locomotives burned wood, attention had to be given to spark arresting. Irate property owners, whose crops and lands were devastated by fires started from locomotive sparks, forced railway authorities to take action. In early engine types, the chimney took an inverted coffee pot appearance to incorporate a wire screen fitted across the top. Later a balloon or diamond shaped smokestack, containing a spark deflecting cone, a wire gauze baffle and an ash reservoir, was introduced.

With the rapid growth of locomotive power, boilers became increasingly larger and, with the limitations of the maximum height of rolling stock by bridges and tunnels, the available length of chimney barrel above the smoke box has been considerably curtailed. It, therefore, became necessary to extend the chimney inside the smokebox.

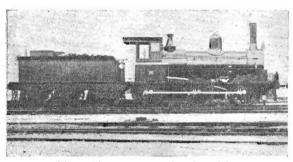
The contour of the chimney, once aesthetically satisfying in the curves of the A2, C and S classes, developed later into



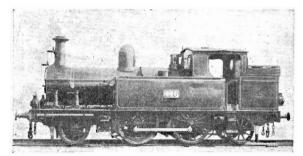
One of the early engines to have a curved chimney.



Another of the early designs.



When chimneys were tall and straight.

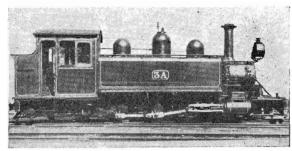


A further development in the decoration of chimney tops.

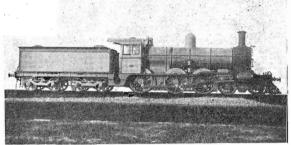
the conical straight sided "Ned Kelly" type, which was introduced in Victoria, together with extensive improvements in smokebox design, in 1934.

In the case of the H class it was necessary to have two chimneys, one immediately behind the other, to provide a large enough outlet for the escaping steam, and though the total length of the chimney and its extensions is 4 ft. 3 in., the amount visible above the smokebox is an insignificant projection, $7\frac{1}{2}$ inches high.

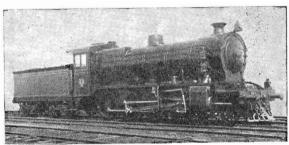
Future generations of the diesel and electric age will no doubt wonder why such quaint protuberances as chimneys were suffered to remain so long as an essential part of locomotive design.



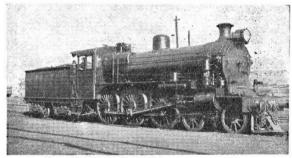
The narrow gauge locomolive also had an embellished top.



The chimney's height is reduced still further, and the curves become more pronounced.



The chimney grows shorter, but still retains its curves.



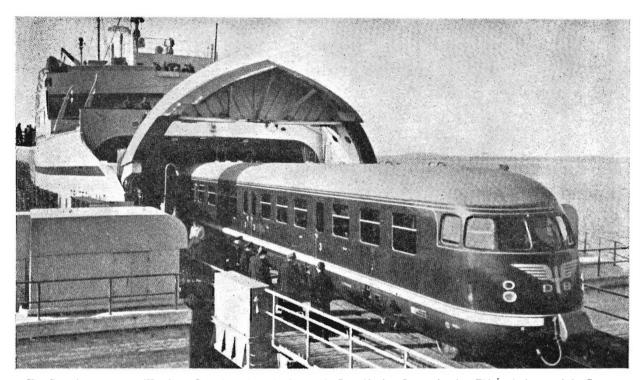
The A2 chimney's nicely moulded curves.



The "Ned Kelly" type of chimney, incorporated in the design of H 220 (Heavy Harry).

June 1955

LINES FROM OTHER LINES



The Copenhagen express (Hamburg-Copenhagen) on the ferry ship Deutschland at Grossenbrode. This train is one of the German Federal Railways' diesel-hydraulic sets.

Fastest Regular Long Run

THE longest and fastest daily non-stop run in the world today is made by *The Elizabethan*, British Railways London-Edinburgh express. Hauled usually by steam locomotives, the train makes the 393-mile trip in 6½ hours, averaging 60.5 miles an hour. On some straight stretches the train reaches speeds of up to 100 miles an hour.

£1,200 Million Plan

big switch to electric and diesel trains, main line speeds of at least 100 miles an hour, and faster and more frequent services in all the great urban areas—these are some of the features of the British Transport Commission's £1,200 million 15-year plan for British Railways. There will be an extended use of colour-light signalling, track circuits and automatic train control, poweroperated signal boxes and modern telecommunication services at an estimated cost of £210 million. £345 million will be used to replace steam by electric or diesel traction, and a further £285 million for replacing much of the existing steam passenger stock by multiple-unit electric or diesel trains. By main-line electrification, estimated to cost £125 million for fixed installations and about £,60 million for 1,100 electric locomotives, steam will virtually be

eliminated from important areas of Britain. The plan is the result of six months' intensive work by a planning committee. While the Commission is agreed that it is not a question of choosing between electricity and diesel traction, but rather of combining the two to the best advantage, they say that the plan is flexible enough to take advantage of any technical developments, including gasturbine propulsion, that may become available and economically justified as the work progresses.

Pneumatic Tyred Coaches

THE two Swiss Federal Railway coaches which, several years ago, were mounted on 8-wheel bogies with pneumatic tyres have not achieved the success hoped for. To reduce the weight imposed on these tyres, the coaches were built as lightly as possible, and they have consequently, been unsteady at speed. There have also been derailments in winter at level crossings where the flangeways have been choked with The resistance to snow and ice. motion imposed by rubber tyres has been three times that of vehicles with normal steel tyres, and the costs of maintenance have been higher than with ordinary stock. These two coaches have now been assigned to local services between Vevey and Puidoux-Chexbres, on the main Lausanne-Berne line.

Greatest Railway Centre

UST over a century ago, Chicago became the leading railway centre of North America. It still is: indeed, for many years past, it has been known as the world's greatest railway centre. Today, Chicago is served by 38 railroads, of which 20 are trunk line roads, seven are switching and terminal companies, eight are industrial railroads, and three are electric interurban roads. All told there are more than 5,000 locations in the Chicago terminal district where cars are delivered for loading and unloading. At any time, day or night, there are about 1,100 loco-motives, 3,600 passenger cars and 50,000 freight cars in the Chicago area. Each day, about 1,450 passenger trains and more than 2,000 freight trains enter, leave or operate in the Chicago terminal district. These trains provide Chicago with direct through service to and from every part of the United States and many important cities in Canada.

Cheese Express

THE Netherlands has a train, running one day a week, called the Cheese Express. Every Friday morning, from April to late September, the train carries sight-seers and buyers from Amsterdam to the world-famous cheese mart in Alkmaar. Passengers are treated to samples of cheese passed out by girls in Dutch costume.

AMONG OURSELVES



Mr. Kuffer

45 Years of First Aid

PORTY-EIGHT years' service, and all of it at Maryborough, is the record of Mr. C. L. Kuffer who believes it to be unique. Mr. Kuffer has been a first-aider for nearly as long. Actually, he got his first ambulance certificate in 1910. He is still active and has passed his 34th ambulance examination, and is a serving brother of the Order of St. John. Mr. Kuffer can also claim three life memberships: the Railway Ambulance Organization, the Victorian Civil Ambulance, and the Maryborough League Football

Club. He is, moreover, a member of the Maryborough Ambulance Car Committee, a member of the Hospital Board, and has been secretary of the I.O.R. for 36 years. For 40 years he has been Father Christmas for the Maryborough Hospital's annual appeal. Proceeds from the appeal buy presents for the patients and staff, and Mr. Kuffer, suitably attired, distributes them. Any money left over is used to buy hospital equipment. Mr. Kuffer, who retires on December 30, has the Departmental number 12345.

From Indian Railways to V.R.

MEMORIES of 25 years spent in India are constantly being revived in the mind of Mr. C. Getley, of the Accountancy branch, by items in the news. A recent newscast, mentioning that efforts to mechanise the production of beris (locally made cigarettes) had failed because of its effect on the employment of 300,000 people, recalled some interesting facts about these cigarettes. The beri, he says, is made from native grown tobacco leaf which is tied with thread into a cylinder and sold at four annas a hundred—about two-pence in sterling. What they lack in appearance they make up in odour. Many house servants receiving only 4 annas a day spend most of their income on beris. For food they depend on what they can squeeze from their employer's stores.

Mr. Getley was Chief Operating Instructor at the Walton Training School of the North Western Railway at Lahore. At this, the largest railway staff training school in India, 1,000 students were taught all phases of railway operation.

Maryborough Photographer

PARCELS Porter J. Hutchinson, of Maryborough, has given up photography (at which he was extremely good) for bowls (at which he seems to be equally good). He was very public spirited about his photography. A few years ago, he published a booklet of Maryborough photographs. Copies went to many parts of the world, and the booklet is still used by the Borough Council to publicise the district. Now Mr. Hutchinson has succumbed to the lure of the rinks. He is a member of the committee of the Maryborough Highland Society Bowls Club, and played in their No. 1 team at Country Bowls Week. He won the president's handicap, last









DIESEL MAINTAINERS: (left to right) Messrs. Jacobsen, Barrow, Baron and Rees. The Diesel Shop at North Melbourne is in charge of Foreman F. C. Jacobsen, who has had 32 years railway service. Soon after joining the Department he became an apprentice fitter and turner at Jolimont. Mr. Jacobsen was at Ballarat and Bendigo Workshops before he went to Newport Workshops in 1951 as a leading hand electrical fitter in the plant shop. At the Diesel Shop since it began, he has seen the combined mileage of the mainliners exceed seven million, of which the leader of the fleet, B60 (Harold W. Clapp) had (when News Letter went to press) been responsible for 483,345 miles. In the above photograph Foreman Jacobsen is inspecting number one electrical cabinet of a diesel main-liner. Sub-Foreman R. J. Barrow joined the Department as a lad labourer in 1917 and the same year became an apprentice fitter and turner at Newport Workshops. He has spent most of his railway life among steam locomotives at the North Melbourne running shed. Now, without regret, he has switched from the old to the new motive power. Mr. Barrow is here inspecting pistons. Diesel Maintainer R. K. Baron is one of the younger generation of railwaymen without sentimental interest in steam and content to belong to the diesel age. He joined the railways as a lad labourer in 1940 and soon after workshops. He had experience in country workshops before he went to North Melbourne Locomotive Depot in 1949. In the above picture he is drilling an auxiliary generator shaft of a diesel-electric shunter. Diesel Maintainer N. Rees came from the United Kingdom to work in V.R. workshops. At Newcastle-on-Tyne, he worked on marine and power station turbines. He is a diesel enthusiast. He joined the Department as a fitter at Newport Workshops in 1951, and was transferred to North Melbourne Locomotive Depot, the same year. He is one of the original members of the Diesel Shop's staff. He lives in one of the Department's pre-cut homes at Sunshine. He is an amateur apiarist. Last year



Miss Joan Casey, who was on the telephone exchange at Head Office for two years, was married recently to Mr. John Francis, Seymour guard. The bride's father, Mr. W. P. Casey, is a foreman mechanic at North Melbourne Locomotive Depot. The bridegroom is the son of a former Seymour railwayman.

year, after having been runner-up for two years. He is the second back marker this year. Before the war, Mr. Hutchinson was a runner, both quarter-mile and sprint, although he says that he never did much good at sprinting. He won five quarter-mile races at main country towns, and also ran two or three times in the Stawell Gift, getting into the semi-final, one year. Mr. Hutchinson joined the Department in 1924, and has been in the parcels office at Maryborough since 1934.

Bowls Authority

A FTER arriving in Western Australia from England in 1912, Mr. John A. Malan, who now retires, went in for fruit farming at Bridgetown, but, with the extensive knowledge of engineering he had acquired in London and Paris, the call of the railways induced him to forsake the land for the steel rail. An adventurous spirit, he worked his passage to Adelaide on a ship, and took a job with a private engineering firm. Later, he transferred to their head office at Spotswood and then to the V.R. A keen player and student of bowls, Mr. Malan played a leading part in revising the laws of the game for the Australian Bowling Council. He was also mainly responsible for re-writing the constitution of the A.B.A. and the Royal Victorian Bowling Association. His other hobbies are philosophy, social credit and solo.

Flight To Freedom

INT ARK ANDRICH'S escape from Yugoslavia reads like a thriller. Now a clerk in the Audit section of the Accountancy Branch, Mr. Andrich is one of the many who sacrificed a promising career to get away from total-tarianism. His story starts in 1947, when, as a member of the Jugoslav diplomatic service, he was sent to Berlin as a commercial attache and later to Minden, in Western Germany, as

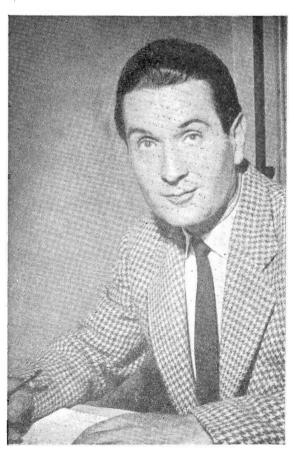
an accredited Jugoslav representative on an Allied economic commission. In these jobs, Mr. Andrich found a growing gap between his political philosophy and his state's, which led to his dismissal. He got work with a ship salvaging firm in the frontier city of Fiume, but life was becoming increasingly difficult for those who were not prepared to support the dictatorship. Mr. Andrich, his sister Daniella, his brother-in-law Arthur Hribar (a former general in Jugoslavia's war-time guerilla army and now manager of a shipping company) and his secretary, began to plan their escape.

They Captured A Tug

THE three men, with Andrich's sister and the wives and children of Hribar and his secretary, boarded a tug boat taking spare parts for a ship under repair at Pola. When the vessel was well out to sea, the men produced hitherto concealed sub-machine guns and rounded up the captain and his crew. They turned the tug round and put into the Italian port, Ancona, on the Adriatic coast. But their troubles were not ended. On landing, they were arrested and lodged in gaol, where they remained a month until released by the Italians. Some time afterwards they boarded a train for Paris. Their luck held. Thirty minutes after they had crossed the Swiss frontier an order arrived there for their detention on charges by the Jugoslav authorities of mutiny on the high seas and stealing a tug boat.

Australia Called

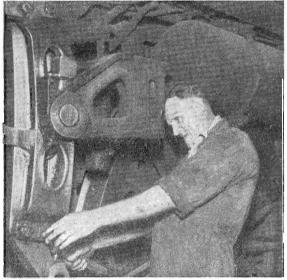
M. ANDRICH subsequently managed a luxury hotel at Biarritz, where he first heard about Australia and its welcome to refugees. He decided to come to Melbourne. A Doctor of Laws and a linguist, he is contented with his railway job. Recently, he was reunited with his wife. She is recuperating after experiences in Jugoslavia that she is trying to forget.



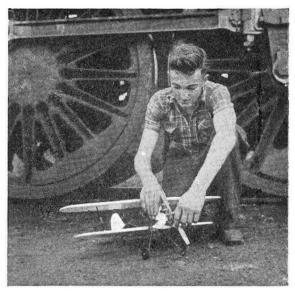
Mr. Andrich

Community Service

C INCE coming to Maryborough in 1936, Mr. P. Outen, fitter at the locomotive depot, has done a good deal of public work. He served on the Borough Council from 1943 to 1949, and was mayor for the last year of war and the first of peace. He has been an active member of the Maryborough Progress Association for many years, president of the Maryborough Amateur Swimming Club, vice-president of the Central Victoria District Amateur Swimming Association and delegate to the Victorian Amateur Swimming Association, and president of the Maryborough League Football Club in the immediate post-war years. He sponsored the Under 18 Junior League and did much to get a second oval. He has been, since their inception, chairman of directors of the Maryborough and District Co-operative Housing Societies Nos. 1 and 2, which, between them, have made possible the building of 116 homes in the district. Mr. Outen is also a trustee of the Maryborough Benevolent Homes, president since the middle '40s of the Maryborough Free Kindergarten Committee and was president of the Maryborough Repatriation Local Committee from the early '40s until 1950 when he became secretary of the committee. He is branch



Mr. Outen



Peter Barbetti, lad labourer at Maryborough Locomotive Depot, with one of his model 'planes. Peter has been at the Depot for just over three years, and is learning as much as possible about the locomotives he hopes eventually to fire and drive.

secretary of the A.R.U. and State branch councillor and delegate to the Victorian Conference of the A.R.U. Mr. Outen comes of a railway family. His father and his four brothers were railwaymen, and his sister married a railwayman.

Thanks

POR comfortable and pleasant train trips by the Albury express, and rail motor to Geelong. "Carriages were clean, the buffet service good and the staff courteous. All these things make the trips pleasurable."

—James E. Clayton, Kingsford, N.S.W.

For the "courteous attention the school received on a recent train trip from Camperdown to Warrnambool for the combined schools' sports. The train was scrupulously clean and railwaymen were very good with the youngsters."

—Mr. A. G. Daws, Headmaster, High School, Camperdown

THEY HAVE RETIRED



Mr. John A. Malan, Signal and Telegraph Division engineer, who recently completed 39 years' service, is a native of Yorkshire. After working on lock and block installation for the Adelaide suburban railway system, he joined the V.R. in 1916. (See story on page 14).



Inspector A. Provis (left) farewelled by his successor, Mr. R. Southern. He joined as a lad porter at West Richmond and later went to Seymour as relieving operating porter. He was appointed A.S.M. in 1912, and went from Lubeck to Elwood as Assistant Tramway Inspector. Photo: C. James



Supervising Motorman H. A. Maicolm, of Elwood Tram Depot, had half a century in the railway service. He joined as a lad labourer in 1903, became a part-time conductor three years later, and a fully fledged one in 1910. From motorman, he rose to supervisor in 1951. Photo: C. James



Ballarat North Workshops bowlers who won the teams championship at the recent country week carnival in Melbourne.

Left to right: Messrs. T. Day, J. Wight, S. Williams, M. Wallis.

SPORTS

Maryborough V.R.I.

7 ITH the lighting of two tennis courts now finished and the preparation of a second croquet lawn well under way, Maryborough V.R.I.'s next objectives are a bowling green, the lighting of one croquet lawn, and the establishment of a youth club and gymnasium. This, according to the local newspaper, will stamp the V.R.I. as Maryborough's No. 1 recreation centre. The V.R.I. is represented in local sport by four grades of tennis, senior and junior cricket, croquet and carpet bowls. Much of the progress made is due to the work of Mr. George Skene, leading porter, who has been secretary of the Maryborough V.R.I. for about five years. Mr. Skene is



Mr. Skene

also interested in first aid; he has been a member of Maryborough Ambulance Corps for about 16 years.

Dunkling Shield Winners

POR the first time since entering the competition, Northern Lines No. 1 tennis team won the V.R.I. Tennis Association's Dunkling Shield trophy recently. The winning combination comprised Messrs. K. Williams (capt.), F. Simms, I. Authred, and D. McIntyre. North Melbourne Locomotive Depot were runners-up. They were represented by Messrs. M. Harford, J. Hunter, H. Adams, and J. Bolger.

Country Tennis Week

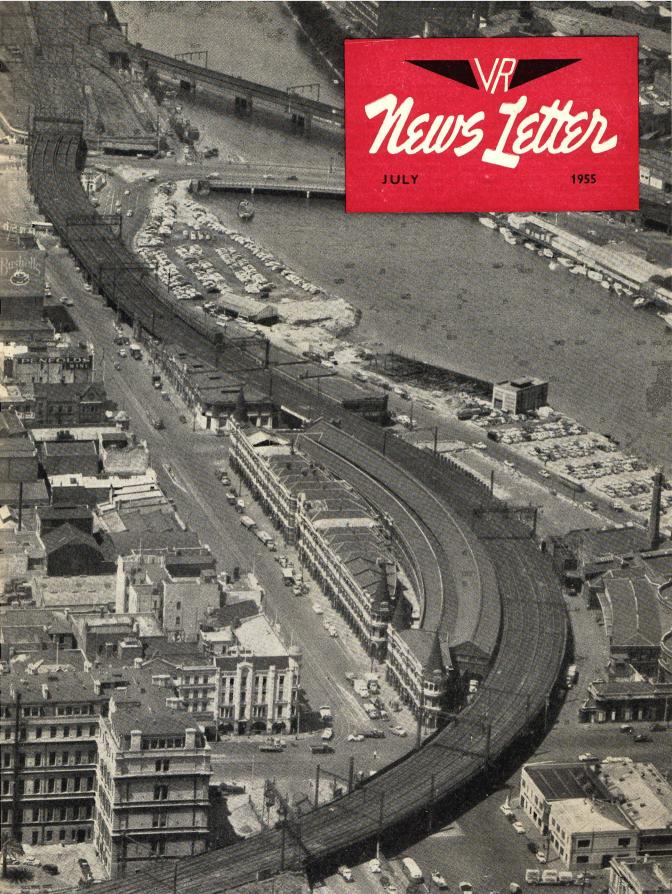
ELIGHTFUL autumn weather favoured the recent country tennis week. Known as the "Railways Wimbledon," the tourna-ment attracted teams representing Benalla, Colac, Lilydale, Wodonga, Geelong, Kerang, Maryborough, Seymour, Traralgon and Warragul. The championship trophy, the Donald Macintosh cup, was won by Maryborough for the third successive They defeated Wodonga in the final by five rubbers to one. Fifty competed in the open singles championship. The semi-finals were won by Brian Walsh (Wodonga) and Percy Walter (Warragul). They defeated J. Gracie and D. Nicholls, both of Maryborough, the respective scores being 9-4, 9-2. In the final, Walter defeated Walsh, 6-3, 6-1. The railways singles championship produced some very fine tennis. P. Walter (Warragul) defeated Frank Iones (Little River), 9-3, in the first semifinal, and the other went to Ron Carmichael (Berriwillock), his opponent, Tom Fitzgerald, having to forfeit the match when he sprained his ankle. The final was won by R. Carmichael, 6–4, 6–5.

Close, But Yet So Far

THERE were five finalists in this year's Stawell Gift which was worth £750 to the winner. Bruce Rowell, clerk, in the Claims Division, finished fifth, but only 31 inches separated the five runners in one of the most exciting finishes in the history of the famous professional 130 yds. footrace. Although the nearest he has got to winning a gift was at Nagambie this year when he finished third, Bruce was handicapped at 64 yards for the Stawell Gift. So it would appear that the men who set the marks have a high opinion of his ability as a sprinter. Despite his lack of success, Bruce, a fine type of railway sportsman, is not discouraged and intends to keep on trying to breast the tape first in at least one gift next year.

Football Veteran Retires

NE of Bendigo's best known sportsmen, Goods Guard W. J. White, retired recently. He joined the Department in 1913, and after four years with the first A.I.F., came back to the railways as a leading shunter. He began his football career in 1907 and kept in such good condition that he was able to continue in the game until 1925. During this period he played with Long Gully, Bendigo City, Sandhurst and the Footscray seconds.



THE MONTH'S REVIEW

Apprenticeship Week

T was appropriate that in Apprenticeship Week, recently, 35 young railway apprentices of the 1954 class should gather in Commissioner E. H. Brownbill's office, to be presented with Commissioners' awards for good marks in examinations. Most of the successful apprentices were from the metropolitan area, although the country was well represented. The lads were, doubtless, considerably heartened by Mr. Brownbill's review of the opportunities ahead for qualified professional and technical men in the Department. He also gave the apprentices some very good advice. "If you find competition for professional positions a little too much for you, don't be discouraged. The road is always open for advancement to senior executive posts," he told them. Referring to big projected railway works, such as the city underground railway, increasing the track capacity to Camberwell and beyond Caulfield, and the conversion of the suburban electric power supply from 25 to 50 cycles, Mr. Brownbill said: "In fact, we have any amount of varied and interesting jobs, and those of you who have started well by winning awards have bright prospects if you continue your studies."

Incidentally, the response to the Department's call for new apprentices was the best for many years. There were 600 applications, and of these, 185 were selected for training

in various trades.

Race Special

The racing fraternity is showing a growing appreciation of train travel to turf meetings in the metropolis and country. This year, special race trains to Albury and Warrnambool have been a great success. The committee of the Warrnambool Turf Club was so impressed with the first special run this year to the headquarters of racing in the Western District that they applied for and were provided with two special trains to take racegoers to the annual grand Steeple and Cup carnival. The train, hauled by two diesel mainliners, included air-conditioned carriages and a dining car and facilities for light refreshments. It was booked out. The special day return rate was charged. The train took 4½ hours to get there and four hours back. Those who went by train had another reason to congratulate themselves. It was a cold, wintry day and most unsuitable for the long trip to Warnambool by road.

Horses Go, Too

THERE is also an increasing tendency on the part of owners and trainers to rail horses to interstate and country meetings. On long journeys, especially, they find the train cheaper and less disturbing to animals than other transport. Recently, 11 racehorses, including the well known performers, Gay Helios and Dunsinane, left Spencerst. in a 12-stall bogie horse-box attached to The Overland, bound for the Adelaide and Port Adelaide Cup meetings. The horse-box was equipped with feeder and water bins and leather head stalls, and the attendants travelled with their charges.

Repercussions of Phoenix

EW steam, diesel-electric, and electric locomotives have been the more spectacular aspects of Operation Phoenix. New and converted trucks are less so; but in the light of the truck shortage not so very long ago, they are almost as important. At one time the Railways were scratching for trucks to meet needs, especially peak demands for wheat and fuel movement. Almost incredible prodigies of patching up old trucks to keep them going, and of traffic ingenuity to get them where they were wanted, when they were wanted, were performed to keep railway faith with the public. Now, with some thousands more new trucks, more than 2,000 old ones on their last wheels have been scrapped, and their demise has raised average truck-carrying capacity

from 17·2 to 18·3 tons, with a concomitant reduction in train miles to carry the same tonnage of goods as before. Other old trucks, even many with badly damaged bodies, have been taken out of service to convert them into new and more useful vehicles. The margin of truck supply, although still slender, now allows this to be done. The conversion programme is almost an *Operation Phoenix* in itself. From the old and damaged trucks will arise 350 IC trucks for bringing briquettes from Yallourn to the tipplers at Newport Power House, 104 K and KC flat-tops for general and container transport, and more than 40 HR trucks for carrying wheels, auto-couplers and bogies. Twenty-five new powder vans for the explosives traffic have already been mounted on the under-frames of louvre trucks that had condemned bodies. Also 200 more louvre trucks are been given new steel bodies in place of the old wooden ones.

Resonians See Snowy Scheme

NE HUNDRED and sixteen Resonians now have a better appreciation of how wisely their money is being spent on the gigantic Snowy Mountains Hydroelectric Project. They joined one of the two recent Reso tours to the project. They went by train to Cooma, and thence by motor coaches to inspect the Guthega Dam and the power station (the first part of the scheme to be completed) and all the other major works of this huge project, one of the largest and most intricate of its kind in the world. They returned by way of Canberra, with time for a tour of the capital. All agreed that Reso Tours were amply fulfilling their function of letting Australians see how their country is developing. In point of fact, the tour was one of the most successful ever organized for Reso. Besides the Project's genial staff at Cooma, the New South Wales Railways co-operated splendidly.

Krupp Wheels

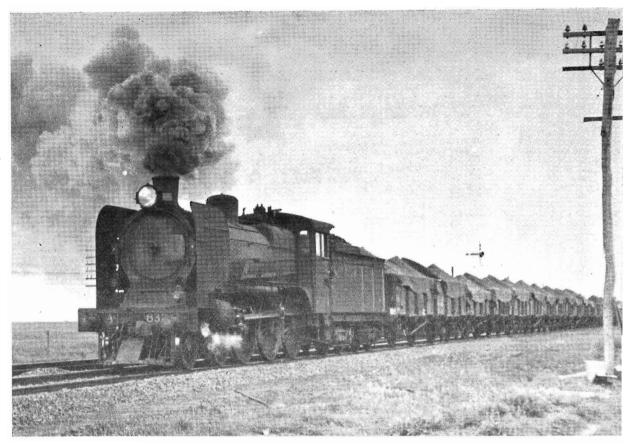
NOMMENT has recently arisen on the fact that Krupp wheels are still in use on Victorian Railways rolling stock. There are, indeed, some hundreds of them, and, although they were bought fifty or sixty years ago, they are still eminently serviceable. It may not generally be known that Krupp made his real break into international engineering with railway rolling stock components. That was in the 1840's when railways had begun to ramify everywhere. His products were of such quality that their ready sale largely formed the base of his later economic pyramid that even two world upheavals were unable wholly to destroy. To wheels he added the manufacture, from 1849 onwards, of axles, springs and rails. Krupp rails are also still giving good service on a few branch lines of the Victorian system. One of Herr Krupp's own inventions was particularly successful, the weldless wheel-tyre. The three interlocked rings of the Krupp trademark commemorate the invention. other things, Krupp's are now building 100 locomotives for South Africa and 100 for India.

Dieselization

ESELIZATION," as applied to a line, has joined the currency of common language, especially in America, but does it precisely mean anything?

OUR FRONT COVER

is an aerial view of the railway tracks spanning The Viaduct. In the left foreground is Head Office, and in the background are the lines to St. Kilda and Port Melbourne.



The locomotive scrapping programme provides for 15 to 20 A2's to be taken off the register yearly.

M. Ulysse Lamalle, of the Belgian Railways, writing recently in the Bulletin of the International Railway Congress, does not think so, unless, as an operating policy, it is opposed to, say, electrification. Electrification presupposes capital investment in wiring substations and other installations which cannot be reduced or suppressed if traffic falls off. The interest charges against these installations go on just the same. On the other hand, nothing similar is involved by introducing diesel traction which can be used at any moment on any line, without any pre-equipment; and no unproductive installations are left behind on that line if diesel locomotives cease to run on it. Mr. Lamalle does not enter into any discussion about the track, signals, stations and yards left behind when a line is closed down; they, of course, are basic to all forms of rail traction. But his point is clear, that, running a diesel locomotive or two over a line does not "dieselize" it. The word, therefore, is applicable (if we insist on using it) only to given trains.

Sic Transit Gloria

HE steam engine is dying very hard, even in the United States.

Give me the old steam locos, And their functional design, With power, speed and beauty Manifest in every line.

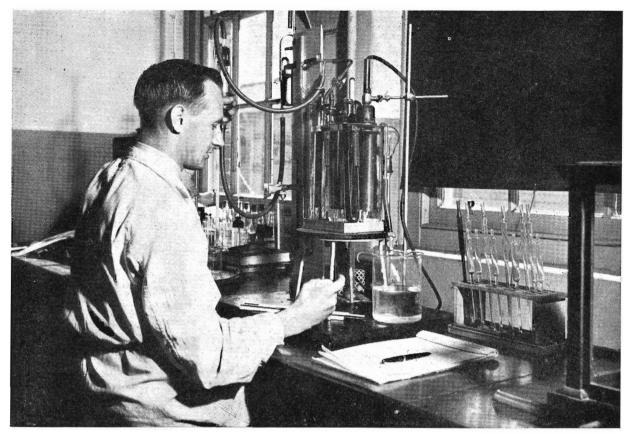
was the recent cri de coeur, in an American railroad magazine, of an old driver. Progress was ever accompanied by heart-burning. Veterans of the deep seas still lament the passing of sail, old craftsmen the spread of mass production: but this is an age, not merely of high-powered invention, but also of high, and still rising, production costs. The economy of diesels in railway operation, therefore, is a

paramount consideration. Britain, where the first steam engine ran, and where steam, in latter years, has been made to yield better results than in many other countries, is making vast, long-term plans to replace steam with diesel power and electricity. It will take some time, since hundreds of post-war and expensive steam locomotives must run their course. New equipment cannot be scrapped. In Victoria, the diesel has come to stay, and is already hauling a quarter of our goods trains and 60 per cent. of our passenger trains. But all this does not dispel the nostalgia that our American driver's last verse evokes:

Despite the diesel's triumph, Of the past I fondly dream, When engines still were engines In the Golden Age of Steam.

Packaged Holidays

S this where you get packaged parcels?" was a recent inquiry at the Tourist Bureau. Although the name was a little astray the idea behind it was certainly right. Sales of packaged holidays are solidly building up. Last year, the first since they began in their present neatlyintegrated form, nearly 600 were booked. As the packages include all travel and accommodation and day trips, holidaymakers are saved a multitude of bothersome details that often bedevil the planning of a holiday. They also see many places that it would be difficult to cover at the same cost in unaided planning. North-eastern Victoria, the Gippsland Lakes, the Grampians, Mt. Buller and three different cruises on the River Murray as well as a week in Sydney or Adelaide, are among the Packaged Holidays stocked by the Bureau and sold over the counter. An adjustment in cost is, of course, made for pass holders. It looks as if these packages are becoming as popular as they are in America and the European continent.



Apparatus for determining the viscosity of diesel crank-case oil.

DIESEL "DOCTORS"

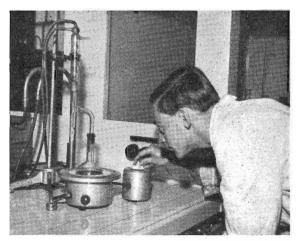
THE high performance standard of the Department's fleet of 26 diesel main-liners underlines the important work being done by the Railways' "back room boys" to ensure that they are kept at maximum efficiency.

THE diesel maintainers, of course, keep them in perfect condition for their round-the-clock handling of passenger and freight trains, but it is also the responsibility of the railway scientists to carry out regular tests to make sure that all is going well with the power houses on wheels.

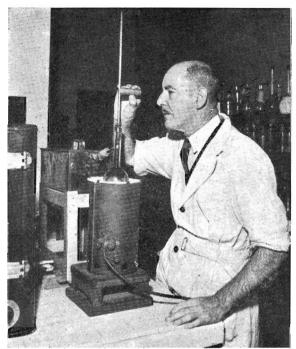
As the physician tests the blood of a patient to arrive at his diagnosis, so the Engineer of Tests and his staff at the laboratory, Newport Workshops, meticulously check the diesel's oil for engineering streptococci that, ultimately, would impair its performance.

At every 5,000 miles of operation, a small sample of oil is taken from the crankcase of each main-liner and sent to the laborartory for a "post mortem". The oil is tested for the presence of water that may leak from the cooling system, fuel from the fuel lines or injectors, and for the effectiveness of the additives.

In addition, the oil is burnt to obtain the ash content. Highly sensitive equipment is then used further to analyse the ash and determine the amount of metals present from which the working parts of the engine are made. In the case of V.R. diesel-electrics, the metals principally concerned are silver, which may come from the wrist-pin bearing, lead



Apparatus for determining water content of diesel crank case oil.



Equipment for the distillation of diesel fuel. This test determines the volatility range.

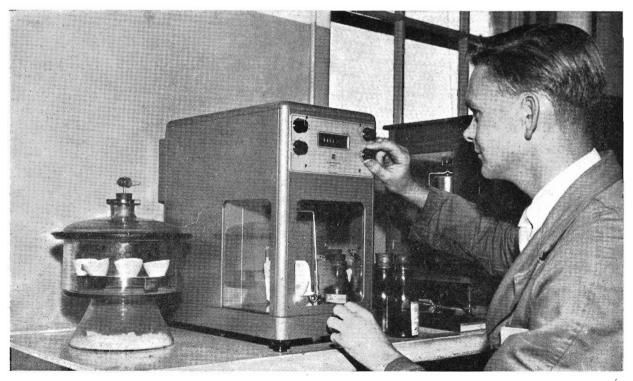
from the big end bearings, copper from the piston thrust washer, and iron from the cylinder walls or piston rings. By careful check of the metal content of the oil at each 5,000 miles it is possible to decide whether some particular part of the engine is wearing at an excessive rate. Prompt action can then be taken to get rid of the troublesome "germ".



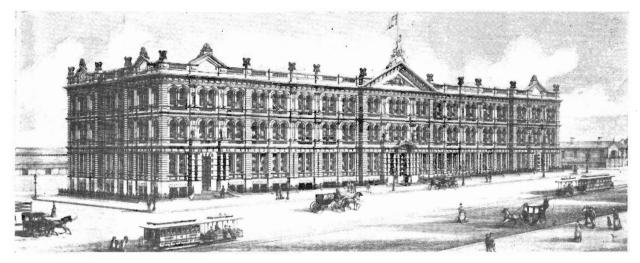
Using an absorptiometer (sensitive light absorption meter) to obtain the metal content of oil from a diesel crank-case.



Furnace used for burning oil for determination of ash content of oil from diesel crank case.



Operating a Metler chemical balance to find the ash content of oil from the diesel crank-case.



Head Office as it appeared to an architect in 1893.

WHEN HEAD OFFICE WAS NEW

N architect's perspective of the Victorian Railways Administrative Offices building as it appeared in 1893, when it consisted of a basement, ground, first and second floors, and a photograph of a massive block of bluestone, from which slabs were hewn for the steps at the three entrances, are interesting links with the early days of railways in Victoria.

THE sketch came from the Plan Room at Head Office, and the photograph of the block of bluestone from Mr. C. Nash, son of Mr. Clement Nash, who many years ago had a steam stone cutting works at Lethbridge, and a monumental masonry business in Geelong.

Mr. James Moore, who described himself as a timber merchant, of South Melbourne, signed the contract for the erection of new railway offices at Spencer-st. on September 13, 1888. The first Loan Act, allocating £25,000 to enable a start to be made, was passed in 1887; an additional £75,000 was provided in 1888, and two years later a further £60,000 was made available to complete and furnish the building. It was finished, at a cost of about £132,000, on January 30, 1893.

An impressive and dignified structure, it was regarded as embodying all that was best in the architectural fashion of the times. The original building was designed in the Rennaissance-Italianate style. A touch of French architecture was introduced when the third and fourth floors were added in 1912 and 1922, respectively. A group of statuary that graced the top of the building was removed when the additional floors were built, and, in later years, statuary which embellished the exterior of the building was taken away also. It was considered to be a physical danger to pedestrians. The decorative gas lamps went when Melbourne got electric power.

The scene outside the railway offices depicts the mode of street transport and fashions of the times. The cable trams were run by the Melbourne Tramway and Omnibus Company Ltd. Those who were prepared to pay for more private travel took a hansom cab or brougham. As the sketch suggests, the vogue for gentlemen was a frock coat, top hat and walking stick.

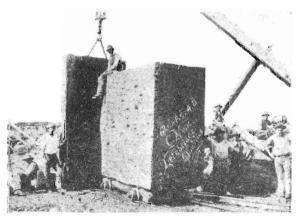
At right of the sketch plan are the original railway offices that were built by the Melbourne, Mt. Alexander and Murray River Railway Company in 1854. Two years later, the government of the day purchased the works of the company (it had not built railway lines) and established the Victorian Railways Department. The old offices were demolished when the existing outwards parcels office was built in 1926.

At left is the old shipping shed that was later removed to make way for the suburban platforms at Spencer-st. station. These were completed in 1924.

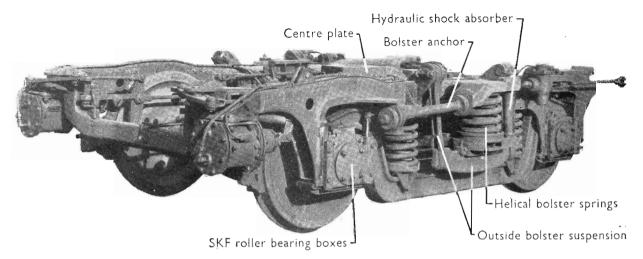
A huge block of bluestone, similar to that which provided the steps for the entrances to Head Office, was exhibited by Mr. Clement Nash at the centennial exhibition in Melbourne. It weighed 38 tons and was awarded the highest order of merit. The block came from the Nash quarries at Lethbridge which supplied the largest blocks of bluestone for building construction in Victoria and New South Wales.

The bluestone steps at Head Office have stood up to time and wear remarkably well. With the exception of the big slab separating the lower and upper steps at the central entrance, they are as good as the day they were placed in position. This particular slab has cracked, not because of any weakness in the stone, but because it was set slightly off balance.

Today, there are 240 rooms for staff and a few for storage. Each corridor, including the wings, is about 430 ft. long.



The slabs for the entrances to Head Office came from this block of bluestone.



The modern bogie's outstanding features.

NEW BOGIES SMOOTH THE OVERLAND'S RUN

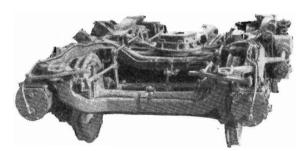
THE new Commonwealth type cast steel bogies, which have already been fitted to four of the all-steel sleeping cars on The Overland, eliminate what is known to engineers as "hunting," or lateral oscillation. They will be fitted, progressively, to all the train's steel cars, and, as more become available, to country passenger cars.

THE era of higher speeds, lighter weight trains and greater passenger comfort has brought about important improvements in bogie design. After years of research and track testing, designs have been improved and simplified to meet today's more exacting requirements. Simplification ensures easier maintenance, reduced overhaul costs and safer and smoother riding.

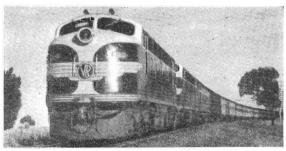
The modern bogie includes such improvements as outside bolster suspension and a new type centre plate arrangement, known as central bearing. This combines the functions of the centre plate and side bearings and requires no lubrication. Bolster anchors and hydraulic shock absorbers are also fitted. The outside bolster suspension feature of the latest bogie design brings several outstanding advantages. The swing hangers and helical (spiral) bolster springs, suspended from the outside of the bogie frame, provide an increased spring base, thus reducing car body roll. The helical springs are designed so that the difference in height between the free and loaded condition of the car is relatively large. This gives the springs a softness that cushions the track shocks and ensures smoother and more comfortable passenger travel. Another important advantage is ready accessibility of parts for inspection and maintenance.

SKF roller bearings are fitted. These eliminate hot boxes and reduce the frictional resistance and add to the smoother movement of the train.

All these features are incorporated in the four-wheel, 8-ft. wheel base bogie of *The Overland's* sleeping cars. The new bogies, of which the frame is a one piece steel casting, replace the welded fabricated frame type now in use.



An elevated view of the new bogie.



The Overland runs smoother on new bogies.

AROUND THE SYSTEM



RESO TOU

APPRENTIC a railway

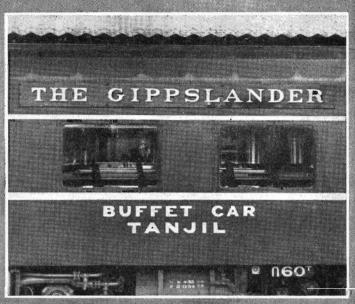




RACE SPECIAL: Dies bool. The train had

FAST GOODS: (Left)
bridge near Bacchus F
goods train.





the Snowy Mountains Authority's hydraulic laboratory ans inspected a model of a projected stream diversion.

WEEK: (left) Commissioner F. H. Brownbill presents with an award for good marks in the 1954 examinations.



ners leaving Spencer-st with a race special for Warrnam-tioned carriages and a dining car.

LATEST NAME TRAIN: The Gippslander is now well established as one of Victoria's named trains. Tanjil is one of the buffet cars named after Victorian rivers



A STITCH IN TIME: Seamstresses in the linen room of the Dining Car Depot's laundry repairing sheets after they have been laundered. The plant includes two power sewing machines.



The Canadian National Railway's new 26-seater dinette car. Seated second from left: Messrs. Robert P. Bryant, food manager, dining car service, Pennsylvania Railroad Company, then Sidney N. Phelps, manager, dining car service, P. R. C., H. L. Kennedy, and H. A. Simons, general manager, sleeping, dining and parlour car department, Canadian National Railways.

WE WERE AHEAD WITH MODERN BUFFET CARS, SAYS MR. KENNEDY

By Allen Jones

HEN in Canada, on his recent world investigation of railway refreshment and catering services, Mr. H. L. Kennedy, Assistant Superintendent of Refreshment Services, was invited by the Canadian National Railways management to join officials of the Pennsylvania Railroad Company, U.S.A., on an inspection of of a new 26-seater dinette car, six of which had been made.

R. KENNEDY discovered that it was almost a replica of the Victorian Railway's 27-seater buffet car that went into service on the Melbourne-Albury run in 1939. To prove it, he showed the Canadian and American executives a photograph of the V.R. car.

The latest type automatic luggage lockers, ticket printing and issuing machines, food served from specially designed trolleys and quick lunch counters for the serving of hot snacks and light refreshments in trains were some of the modern railway improvements Mr. Kennedy saw abroad. He was accompanied by Mr. G. F. Woolley, Assistant Signal and Telegraph Engineer, who made a study of improvements in railway signalling and communications.

In America, Mr. Kennedy discovered that most meals and light refreshments were served in either dining or buffet cars, supplemented by hot drinks and sandwiches carried through trains in baskets. Refreshments are no longer sold at intermediate train stops. Refreshment rooms, however, are retained at major stations for waiting passengers or those needing a meal after a journey. There are also quick lunch counters at these stations, where coffee and light refreshments are available. On some trains in which Mr. Kennedy travelled, the refreshment unit make-up comprised a dining saloon, kitchen, coffee shop (for a slightly cheaper meal) and a tavern car. The observation, or parlour cars, on most trains were also equipped with a small buffet for light refreshments and liquor sales. Incidentally, the food services do not pay (it costs American railroads one dollar 25 cents to earn one dollar) but the American, and Canadian railways, too, are trying to scale down costs by using buffet cars and others with automatic selling equipment.

In England, Mr. Kennedy found British Railways in the throes of reorganization, involving a switch from steam to the dieselization and electrification of main lines. They have 279 dining, restaurant-buffet and cafeteria cars, and are

experimenting now with a combined dining and cafeteria car service. Refreshment services, generally, are being improved.

On a tour of Belgium, France, Switzerland, Germany, Denmark and Holland, Mr. Kennedy says he was greatly impressed with the modern station buildings in war-bombed cities. Some refreshment rooms, he said, would not disgrace a first class hotel. One railway practice on the continent that intrigued Mr. Kennedy is the system of paying waiters. Fifteen per cent is added to each customer's bill and distributed to the staff. If this falls below the guaranteed wage, the difference is made up by the railways, but this is seldom necessary.

Mr. Kennedy did not confine himself exclusively to railway refreshment services. He also sought ideas from hotels and restaurants. One of the most novel innovations in cafeteria management he saw was in Los Angeles. Customers were entertained with organ music at lunch and dinner. He also interested himself in tourism. He found the Banff and Lake Louise Chalets, operated by the Canadian Pacific Railway, each with an indoor swimming pool that can be heated. The chalets are opened for only three months of the year, June to early September. Each has more than 400 beds, with a private bath for every room. To attract more American tourists to Canada, Mr. Kennedy says the Canadian National Railways are building a 2,000-bed hotel at Montreal. Each bedroom will have a private bathroom.

LINES FROM OTHER LINES

Electrification in Austria

A CCORDING to the Austrian Information Service, a total of 844 miles of the Federal railway system is now electrically operated, and plans are in hand for the electrification, during the next few years, of an additional 690 miles. Special credits have been granted for this purpose by parliament and work is to begin soon. Since the end of the war, 50 new electric locomotives were taken into service, 44 are under construction at present, and the purchase of another 55 is under negotiation.

Suburban Coach Orders

TWO railways serving New York have recently placed the largest individual orders for suburban coaches that have been put out for some years past in the U.S.A. The Long Island, as part of its improvement and rehabilitation scheme following its emergence from receivership, has ordered 125 new coaches, each seating 120 passengers. The New York Transit Authority has placed a considerably larger order, at a cost of \$41, 202,220, for 400 underground coaches, to be used on the Interborough Rapid Transit Division.

Electronic Retarder Control

THE installation of automatic control of power switches and waggon retarders at the North Platte, Nebraska, marshalling yard of the Union Pacific Railroad, is one of the most technically advanced in the United States. Before a train to be sorted starts over the hump, the classification road to which it is to pass is fed by means of push-buttons into the control machine, which can store as many as 120 consecutive movements. All the switch movements are then performed automatically. An electronic system of retarded control is used. As the waggons roll off the hump, their rolling characteristics are termined electrically, and this provides one factor in the retarder control, a second being the curvature in the

tracks leading to any given classification siding. The third factor is the distance a waggon has to roll into any siding before hitting other waggons already standing in it. This is determined by an automatic count of waggons going into any given track, from which is subtracted the number of waggons that are removed from the departure end. An electronic brain then combines all these three factors, and so controls the speed of each waggon that it rolls on to meet the waggons already in its track at a final speed not exceeding three miles an hour.

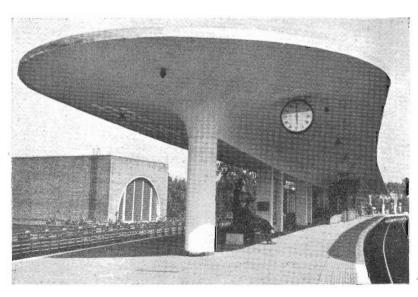
Budapest Training Railway

A N interesting narrow-gauge railway runs into the hills behind Buda. It is the Szechenyi Mountain Pioneer Railway, owned by the State Railways. The line, which conveys passengers, is also used for training boys and girls for a railway career. Children of 12 are selected and thereafter spend two days of each school week on the railway.

The only adults employed in commercial and operating grades are stationmasters and drivers. Signalmen (or women), porters, booking clerks, ticket collectors, and guards are all juveniles and carry out their duties efficiently. Those who have reached a certain proficiency wear a red neckerchief in addition to their uniform. The railway is of single track, $7\frac{1}{2}$ miles long, with six intermediate stations. Trains are composed of one, two, or three diesel units.

Schedules In Eleven Languages

TIME-TABLES for passenger services on the six railways in India are available in English and Hindi. In addition, they are in Marathi on the Central Railway; in Tamil, Telugu, Kannada, and Marathi on the Southern Railway; in Bengali, Oriya, and Telugu on the Eastern Railway; in Bengali and Assamese on the North Eastern Railway; and in Gurmukhi on the Northern Railway.



Loughton, on London Transport's Central Line, is one of Britain's new, modern stations.

AMONG OURSELVES



Mr. Pascoe

Civic Mindedness

AILWAYMEN at Maryborough are very civic-minded. No fewer than five of them have been Mayor of the Borough. The fifth is Mr. J. Pascoe, senior goods clerk, who was Mayor during the royal visit and Maryborough's centenary and Back-to-Maryborough celebrations. Mr. Pascoe has been returned unopposed to the Council since 1937. He is chairman of the Central Highlands Regional Planning Committee, member of the Maryborough Water Trust and of the Maryborough Sewerage Authority, member of the Maryborough Technical School Advisory Council of which he has been president, president of the Save-the-Children's Fund Committee, member of the council of the Maryborough Highland Pipe Band of which he has also been president and secretary, and, for 26 years, secretary of the I.O.O.F. Mr. Pascoe was also the first honorary member of the Maryborough Rotary Club. Since 1921, he has seen local industries go far to restore prosperity to the town and district after the decline in gold mining.

Flood Relief Appeal

VICTORIAN railwaymen not only did good work in getting much needed supplies of food and clothing to flood sufferers in New South Wales and fodder for stock that escaped, but they also rallied in a personal way to help people rendered homeless by the recent disaster. Subscription lists, circulated in the Department for the Lord Mayor's Relief Fund, produced £2,818.5.9.

Departmental Prizes

POR the current year, the Commissioners, as is customary, have allotted prizes for the departmental residence competitions in each District as follows: best kept departmental residence—1st £9.0.0, 2nd £4.10.0; most improved departmental residence (with piped water supply)—1st £6.5.0, 2nd £3.0.0; (without piped water supply)—1st £6.5.0, 2nd £3.0.0.

First Aid Impresses

PROMPT and efficient first aid work recently by Driver W. McGrath, assisted by Fireman D. Armour and Guard T. Nolan, of Sale, was highly praised by a visitor from New South Wales. He was a passenger on The Gippslander to Bairnsdale when an elderly man slipped between the platform and carriage at Traralgon. Driver

McGrath crawled under the carriage and made the accident victim, who was critically injured, as comfortable as possible until the arrival of a doctor. Expressing appreciation of the first-aid work of the driver and the train crew, the N.S.W. passenger wrote: "too often there is criticism of railway staff, and one never sees much praise. The incident I have referred to makes you feel safe while there are such capable men in charge of Victorian passenger trains."

Mr. J. C. Williams Dies

THE Department and the State branch of the Professional Officers' Association of Australia lost a popular and efficient officer recently by the death of Mr. John Carlyle Williams. He joined the railways in 1922 as an apprentice fitter and turner at Ballarat Workshops and transferred to the Signal and Telegraph Division of the Way and Works Branch in 1925 as an engineering assistant class 2. He was appointed engineering assistant class 1 in 1930, and assistant engineer class 1 in 1949. Mr. Williams, who was State secretary of the Professional Officers' Association for a number of years, was an authority on industrial matters and appeared in the Arbitration Court, for his Association, on several occasions.

Friendly Society Chief

A T the recent annual conference of the Australian Natives' Association, at Mildura, Mr. J. A. Donald, clerk in the goods rebate section of the Accountancy Branch, was elected Chief President of the A.N.A., the largest friendly society in Victoria. He is believed to be the first Victorian railwayman to occupy this position. Mr. Donald, who has had 42 years' railway service, joined the A.N.A. at Essendon



Mr. Donald

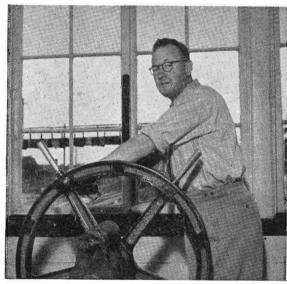
when he was a 16 year-old junior clerk in the old Audit Branch. He was secretary of the Camberwell branch for about 20 years. Mr. Donald is also the A.N.A.'s representative on the Made in Australia Council, and an executive member and honorary organizer of the Australia Day Council. He was commended by the Commonwealth Government for his work on the Victorian War Loan Council. Mr. Donald served with a railway unit in the A.I.F. in the first world war.

Asian Admirer

ROLLING Stock engineers heard recently from Mr. T. K. Chung, Superintendent of Pusan Railway Workshops, Korea, who visited Australia under the United Nation's Technical Assistance scheme to study the latest developments in locomotive engineering. He was with the V.R. for two months and made many friends. Writing to a senior officer, Mr. Chung says he was greatly impressed with the Department's brown coal dust burning locomotives and the oil firing equipment he saw. He obtained much technical knowledge which will be very useful to him, as the Korean National Railways in a long range programme are planning to convert locomotives to pulverized coal and oil fuels. "I look forward to again visiting Australia, with its profusion of flowers in beautiful gardens, its people, among the best in the world, and its railways, ever improving with the march of progress," adds Mr. Chung.

Versatile Signalman

R. L. CHAPPELL, who has been at Maryborough since 1918, has been porter and parcels porter as well as acting as vanman and conductor. As a lad porter, he served meals, washed dishes and made beds on the old sleeper-dining cars on the Mildura line. His sporting activities have been just as varied. He has been president of the



Mr. Chappell

V.R.I. Tennis Club for 17 years and has played in country week matches. He is a member of the V.R.I. Social Bowls Club and also plays with the Maryborough Highland Society Bowls Club. He played football for 17 years and is deputy chairman of the Maryborough Football Club. Apart from that, he is a Justice of the Peace and president of the Maryborough Branch of the A.L.P.

Off To Sea

JOHN TREVAN, clerk in the Senior Timekeeper's office, Laurens-st., North Melbourne, is one of 10 Royal Australian Naval Reserve ratings who will leave for England this month in the aircraft carrier, H.M.A.S. Vengeance, to join the Commonwealth's latest type aircraft carrier, H.M.A.S. Melbourne. He first became interested



Senior Timekeeper L. G. Haworth (right) farewells John Trevan.

in the navy when, as relieving clerk in the Way and Works Branch at Ouyen, he became friendly with an old salt, who was a storeman in the R.A.N.R. before the last war. Subsequently, John joined the reserve as a recruit writer and rose to leading writer. He has been in the railways since 1945. He was a messenger in the Secretary's Branch before transferring to the Way and Works Branch. As relieving clerk on road foremens' staffs, he saw a good deal of the country, and was also at Staff Office at headquarters. For the past 18 months he has been a clerk at the senior timekeeper's office at Laurens-st., North Melbourne. John expects to return to Melbourne in the Melbourne in about 11 months time. His father, Mr. S. J. Trevan, is on the staff of the Refreshment Services Accounting Office.



Mr. L. Moon, North Melbourne Locomotive Depot fireman, and Miss Marlein Sidebottom, who was a powers machinist at Head Office for about six years, were married recently at North Essendon Methodist Church.

Photo: Barbara Woodward



Mr. Lanigan being presented by Mr. R. M. Linton with a standard lamp, the gift of the Mildura Chamber of Commerce. Seated at the table is the Mayor of Mildura (Cr. R. R. Etherington). In the background are retired railwaymen, former colleagues of Mr. Lanigan.

Farewell to Sunraysia

NIR. P. LANIGAN, who joined the service as a supernumerary block recorder in 1907, got his station master's certificate in 1914 while he was assistant stationmaster at Craigieburn. He was stationed at Lascelles, Langwarrin, Garfield, Carisbrook, Craigieburn, Yarragon, Murchison East, Yea, Swan Hill, Sale and Ouyen before his transfer to Mildura in 1945. Mr. Lanigan, who retired recently, took an active interest in local affairs. He was a vice-president of the Mildura and District Mentally Retarded Children's Centre, a member of the executive of the Imperial Football Club and delegate to the Sunraysia Football League. He was also interested in racing and trotting.

Obituary

The death occurred, recently, after a short illness, of Dr. W. D. Chapman, a Commissioner of the State Electricity Commission for 11 years. For a time, he was Deputy Chairman of the Commission, and was temporary Chairman until the appointment of Mr. R. A. Hunt, in 1949. Dr. Chapman began his engineering career in Victoria in the Railway Construction Branch, in 1908. He was associated

with many important bridge and viaduct projects in the country and metropolitan area. The strengthening and widening of the combined rail and road bridge at Echuca was one of his outstanding achievements. The strengthening was done by electric welding. It was the first time this method was used on a big scale on railway bridge construction and was unique because it was done on wrought iron girders. Dr. Chapman also designed the Murrabit, Robinvale, the Saltwater River (South Kensington) and Sandy Creek (Tallangatta) bridges and the Moonee Ponds Creek and Maribyrnong river viaducts. He was also responsible for the design and construction of the Spencer-st road bridge in 1930, and for the widened and strengthened road bridge over the Yarra at Hawthorn in 1931. Dr. Chapman, in 1945, was appointed Director of Civil Engineering, Railway Standardisation Division, Commonwealth Department of Transport, and, later, Assistant Super-intendent of Design, Design and Inspection Branch, Department of Supply. He was a foundation member of the Institution of Engineers, Australia, a member of the Institution of Civil Engineers, London, chairman of the Institution's Victorian association, and a life member and former general president of the Association of Railway Professional Officers of Australia. The honorary degree of Doctor of Engineering was conferred on Dr. Chapman by the University of Western Australia in recognition of his services to engineering in Australia Dr. Chapman had a distinguished Army career in both world wars.

Thanks

Por co-operation in the transport of delegates to the third Australian area conference of the Commonwealth Parliamentary Association on their tour of Victoria recently. Thanks also to the Superintendent of Train Services, the Pass Clerk of the Secretary's Branch, and stationmasters at Wangaratta and Spencer-st. —H. H. McLachlan, Hon. Secretary, Commonwealth Parliamentary Association (Victorian Branch).

For the service of the South Australian branch of the Victorian Government Tourist Bureau, and particularly of Mr. Peart, in organizing a visit to Mt. Buffalo, "Everything was done to make our holiday as happy as it possibly could be."

—L. Riches, M.H.A. for Stuart

THEY HAVE RETIRED



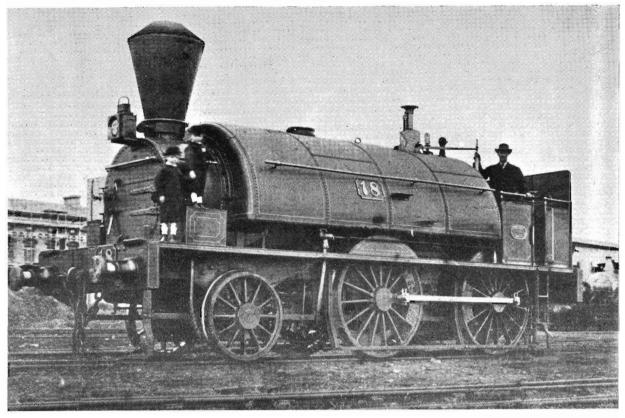




Soldering a petrol carrier was the last job Mr. M. J. Morrison, of the Plumbers Shop, Maryborough Way and Works Depot, did at the end of his 35 years' service. He came into the Department as a plumber and spent his entire railway career at Maryborough. Mr. Morrison's hobby is toy making and his favourite recreation walking.

Mr. H. A. Day, in 48 years' service, rose from a junior clerk in the old Transportation Branch to Inspector of Accounts. Appointed to this position in 1950, he was responsible for the examination of accounts at the various accounting offices throughout the system. He is a returned soldier, and his hobbies are camping, fishing and hiking.

Special Signal Adjuster W. Brien has had 48 years' service. Early in his railway career he worked on the Frankston line duplication and, as a winch driver, on the additional storeys to Head Office building. He was appointed assistant signal adjuster at Geelong in 1923, signal ganger three years later, and in 1942 he came to Flinders-st.



This is one of the old L class locomotives which went into service in 1861, and were the only saddle tank locomotives used by the Department. The last of them (No. 20) was scrapped in 1906. The fireman, Thomas Buchan, was photographed on this engine with his two sons, Thomas and Fred. The former was grandfather to John McKnight, railway printer's apprentice, who sent in the photograph.

THE THINGS THEY SAY

Sometimes we think the world is growing worse, but it may just be that the news and radio coverage is better.

—Anon

The best thing about getting old is that all those things you couldn't have when you were young you no longer want.

—L. S. McCandless

Service while you wait is usually what the other fellow is getting.

-Vesta M. Kelly

Educators say that the character of a child is determined between the ages of two and five. It certainly is.

-Francis Rodman

Any sociologist who wants to study a cross section of the American people should take a look at the taxpayers.

—Shannon Fife

I can never lose the feeling, when I spread plant food on the lawn each spring, that somehow I am working against myself.

—Burton Hillis

I learned why they're called wonder drugs—you wonder what they'll do to you. —Harlan Miller

The hottest places in Hell are reserved for those who, in a period of moral crisis, maintain their neutrality.

-Dante

post.

It is well known that the older a man grows, the faster he could run as a boy. —Red Smith

Most domestic quarrels could be checked by the timely use of arms.

-Don Marshall

The man who does not do more work than he's paid for isn't worth what he gets.

—Abraham Lincoln

When I was young I resolved not to get married until I met the ideal woman. Some years later I found her—but she was looking for the ideal man.

—Michel Simon

Any married man should forget his mistakes—no use two people remembering the same thing.

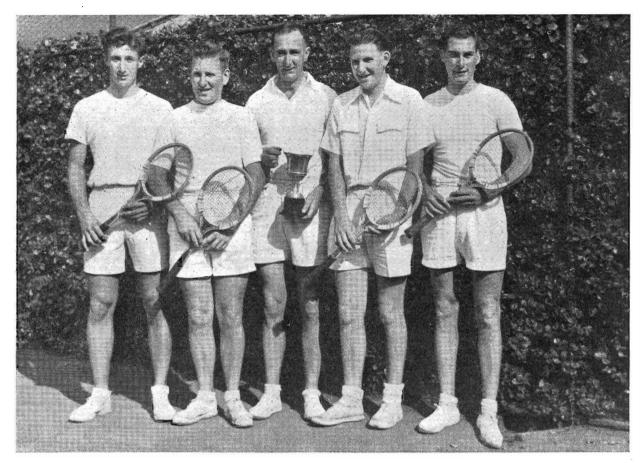
—Duane Dewel

Past experience should be a guide post, not a hitching

He leaves a wife and daughter,
Poor old Charlie Hines,
Just a railway porter
Who read between the lines,

-" London Opinion"

–D. W. Williams



Maryborough, country tennis week champions who won the teams event and the Donald Macintosh cup for the third successive year.

Left to right: D. Nicholls, R. Gracie, R. Craigie (capt.), J. Gracie, N. Chisholm.

SPORTS

American Doubles Event
THE V.R.I. Tennis Association held a successful American doubles tournament recently. The winners were Way and Works Branch Head Office clerks Eric Grant and Brian Marshall. Promising form was shown by Lad Porter Tony Lynch, and Frank Bricknell, John Gleeson and John Reidy, all of whom are clerks in the Way and Works Branch.

Country Golf Week

N increasing number of railwaymen, particularly shift workers, are turning to golf for exercise and relaxation in the winter months. The game is growing in popularity in the country; indeed the standard has improved so much in recent years that the country is now well represented in teams for interstate tournaments. Preparations are already being made for country golf week, which will be held in Melbourne from September 12-15. Teams, open singles and other events will be contested at Rossdale links, Aspendale.

Golfers planning to enter these events are asked to get in touch with the secretaries of their local institutes. Nominations must be in by August 12.

Incidentally, the V.R.I. Golf Club is anxious to get more members. Mid-week games are played every third Tuesday at 9.0 a.m. and 1.30 p.m. at the Albert Park course. A railwayman with a bag of golf sticks is always welcomed at the club house and can be assured of a good morning or afternoon's sport.

Geelong Makes The Grade

THE appearance of Geelong in the V.R.I. Football League's competition this season has added interest to the contest for the Commissioners' Cup. On their first visit to the metropolitan area to play last year's premiers, North Melbourne Locomotive Depot, the Geelong players surprised everybody with a grand exhibition of fast and systematic football, comparable in many respects to the style adopted with such conspicuous success in recent years by the Geelong V.F.L. combination. Within 10 minutes of the sounding of the final siren, Geelong were in the lead, and only

a desperate last minute effort by North Loco, enabled the favourites to scrape home by the very narrow margin of two points. On this performance, Geelong proved that they will be hard to beat by any team in the competition, particularly on their home ground.

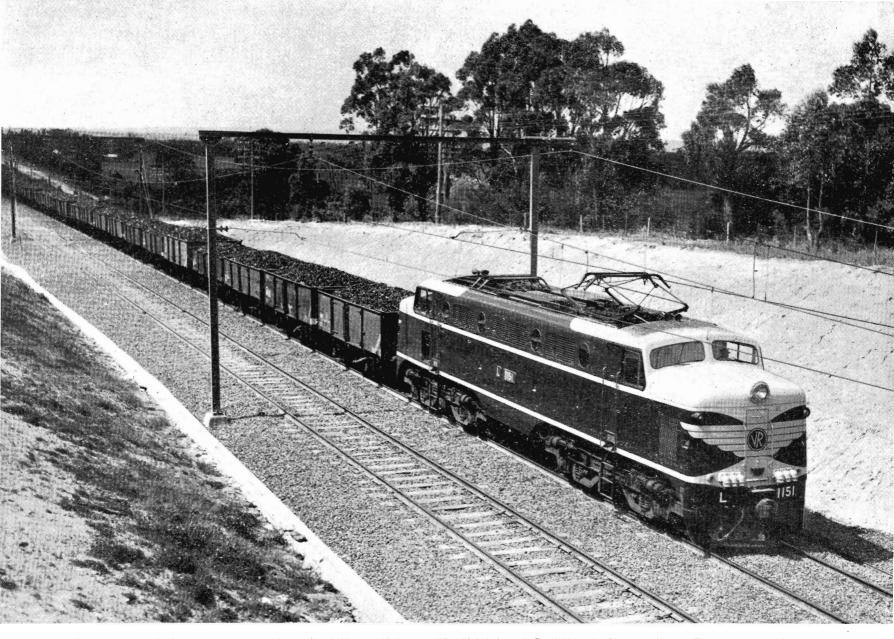
Interstate Football Carnival

THE form of all metropolitan and country railway footballers will be watched very closely this The intersystem carnival will be held in Adelaide from August 2-11. The holders of the Glick championship trophy are Western Australia. Victoria is expected to field a strong side this year and has a good chance of winning the title.

Olympic Wrestling Trials

THE final results of the open and novice wrestling competitions at the V.R.I. this month are being awaited with much interest as the contestants include Olympic Games aspirants. Strict Olympic rules will be applied and the winners should have an excellent chance of selection in the Australian wrestling team to compete in the Games in Melbourne next year.





COAL TRAIN: An L class electric locomotive hauling 1100 tons of briquettes (45 vehicles) through Garfield on the Gippsland line. These coal and briquette trains are hauled by oil-burning C class locomotives from Yallourn to Warragul, where they are taken over by electric locomotives for the rest of the trip to Melbourne. The average weekly load of brown coal and briquettes from Yallourn is about 30,000 and 13,000 tons, respectively. New tonnage records have been set this year,

THE MONTH'S REVIEW

Wool Gathering-And Freighting

POLLOWING the Department's recent decision to reduce rail freight rates for wool from certain Riverina points to Melbourne, Kensington, South Kensington, Newmarket, West Footscray and Macaulay, departmental commercial agents have been busy canvassing woolgrowers in certain districts in a drive to conserve old and gain new traffic. They were backed by a newspaper and radio advertising campaign. Railwaymen were also asked to help by impressing on growers that the Department has never been in a better position to give efficient service, that rolling stock is adequate to meet all demands and that faster goods trains assure dependable transport. With everybody's help, there is every reason to expect this season's wool traffic to be a record.

Superphosphate Traffic

A LTHOUGH the rail superphosphate traffic declined in February, March and April, it recovered sufficiently in May and June (despite increased road activity) to exceed the previous year's effort by 10,521 tons. The 1955-56 season started last month, and as usual the Department is pursuing a publicity campaign through press, radio and posters, to persuade the man on the land that it is in his best interests to order at least some of his fertilizer for delivery before Christmas. After that, the big annual wheat movement and a bigger demand for trucks for general freight business makes it more difficult for the Department to deliver superphosphate. The railway, very reasonably, asks the farmer to bear this well in mind. The total tonnage for the year was 569,235, a record.

Dynon Relieves Road Congestion

NE of the blessings of expanding Dynon into a modern goods terminal has been the considerable relief to road congestion in the Melbourne Goods Depot area, particularly at the junction of Spencer and Flinders-sts. A recent tally of road vehicles clearly showed that Dynon is indeed helping to untie, or at least loosen, one of Melbourne's many traffic knots. It disclosed that in five days (Monday to Friday) 5,598 vehicles entered Dynon. Of these, 4,479 vehicles contained outward loading and 1,119 were used to clear inward goods. Peak periods each day were between 7.30 and 11 a.m., when up to 237 vehicles were recorded in an hour, and between noon and 1 p.m. Before Dynon's expansion, most of these trucks and lorries would have helped to clutter up the Spencer-Flinders-st. corner on their way to and from the goods sheds.

Marathon Milers

B 60 (Harold W. Clapp) has been a maker of records since it went into service in July 1952. The diesel mainliner's latest achievement is to be the first of the fleet to reach the half million mileage mark, which she (or should it be "he "?) did early in June. By the end of the same month the veteran was joined in the half million class by B61, 62 and 63. When News Letter went to press, the 26 diesel-electric locomotives had amassed a total mileage of eight and one quarter million miles. All four marathon performers have now undergone what is known departmentally as the F examination. In this, cylinder heads, pistons, cylinder liners and connecting rods are inspected and checked for wear. They were found to be in such good condition that practically every part was fit to go back into service for a further running cycle of 420,000 miles.

The outstanding performance of these mainliners, and the equally efficient, although less spectacular, work of the dieselelectric shunters have greatly impressed Australasian and even Asian railway authorities. Indian, Burmese and Korean engineers, who have visited Australia under the Colombo Plan, have gone back with all possible details of the successful operation of diesel mainliners in Victoria. Others continue to come here to find out what makes the diesel tick so well in this State. The latest, were two parties of New Zealand

railway locomotive engineers and two Chinese rolling stock men of the Kowloon-Canton Railway. They were greatly impressed with what they saw of Victoria's diesel maintenance facilities and equipment, in fact with the whole diesel set-up.

By Diesel To The Spas

HEAP day return trips by diesel rail-car from Melbourne to Daylesford and return on Mondays to Saturdays were resumed in June and will continue until August 20, after which they will be run on Mondays to Fridays, until November 25. These are in addition to the usual Sunday excursions. Trippers to the Spa centre of Victoria have the opportunity of seeing the Central Springs, within easy walking distance of Daylesford station, and getting panoramic views of the township and the surrounding district from the Wombat Hill gardens. Most excursionists, of course, want to see the famous Hepburn Springs and sample the waters which, contrary to public feeling about spa water generally, are almost surprisingly pleasant to take. Incidentally, the springs were named after Charles Hepburn who helped to bring the first mob of cattle overland from New South Wales. His name was carved on a tree near Local people stoutly maintain that many arthritics after taking a course of these waters, both internally and externally, have thrown away their crutches and sticks.

Polio Personality

HICO, the Melbourne Zoo's best drawcard, who was the model for the Department's suburban station poster, Come To The Zoo, in the now well known photographic series, was again featured recently, this time at the Department of Bacteriology's exhibition of poliomyelitis vaccine at the Myer Mural Hall annexe. Chico's head as photographed by the railway cameraman was used to illustrate the Bacteriology Department's brochure on polio research, and with the discoverer of the vaccine, Dr. J. Salk, his Australian assistant Dr. Bazeley, Sister Kenny and others, the chimpanzee was billed as a polio personality. Acknowledgement was made in the brochure to the Railways for the use of "their magnificent portrait of a monkey." Contrary to popular belief, the vaccine can be prepared from the kidneys of a chimpanzee or any other species of the monkey tribe. The rhesus monkey is the most suitable type, because it can be caught easily and is the best to breed from in large numbers. Incidentally, the railway poster depicting Chico, won a prize awarded by the Outdoor Advertising Association of Australia, last year.

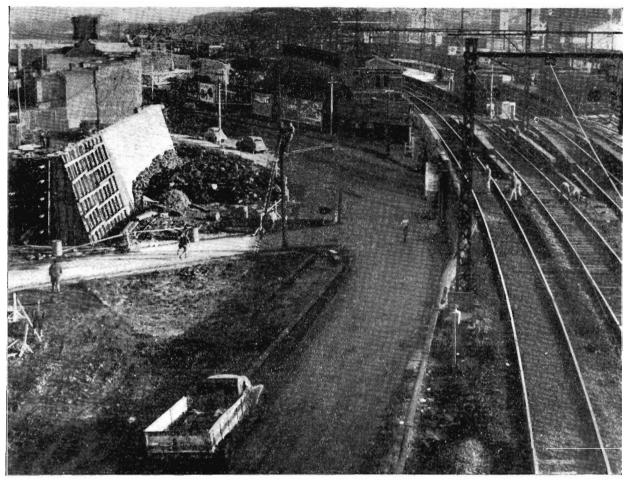
National Parks

In view of the growing popularity of excursion trains, the move by the National Parks Association of Victoria to have more areas, especially in the alpine and other mountainous districts of the State, declared national parks is important from the Department's point of view. Some parks, such as that at Ferntree Gully and the Sir Colin Mac-Kenzie Sanctuary at Healesville, are reasonably close to the rail-head, and for most of the way to practically all of them trains are the most convenient and comfortable form of transport. The biggest national park in Victoria is Wyperfeld, a reserve of 139,000 acres in the Mallee, and the smallest, the Mt. Alexander koala park, a reserve of 65 acres, about 10 miles from Castlemaine.

OUR FRONT COVER.

which has temporarily forsaken the stereotyped, suggests the abiding interest of children in railways. The "model", Jacqueline, is the two-year-old daughter of Railway Roster Clerk J. Meertens, of Seymour, who came to Victoria from Holland four years ago.

NEW RICHMOND STATION



Part of the retaining wall at the corner of Stevenson and Dover-sts, Richmond. It is about 10 ft. from the centreline of the proposed up Sandringham track. The continuation of the wall can be seen in the distance. The retaining wall for the new works is about 20 ft. high and a quarter of a mile long.

new station at Richmond, additional tracks to serve the Caulfield and Box Hill group of lines and two new bridges, one at Punt-rd and the other at Swan-st, are important features of the Department's master plan to improve services on the Caulfield and Box Hill lines, particularly during peak hours.

ONSIDERABLE track rearrangement between Richmond and South Yarra has been done, but its completion at the Richmond end awaits the new station and bridges. There will be a pair of Sandringham tracks, and two pairs each for Caulfield and Box Hill.

The tentative design for the new station provides for a two-story brick building, with shops on the ground floor.

The new building will be erected a short distance from the platforms of the present 70 year old station, on the Melbourne side. The new platforms will span Punt-rd. and extend 200 ft. beyond the up side of the existing bridge. The design of the new bridge, which will carry 10 tracks, will also make it easier for road users. One of the stations's three subways will be a great convenience to train travellers bound for big sporting and other events at the Melbourne and Richmond cricket grounds. They will no longer have to thread their way through heavy traffic across Punt-rd.

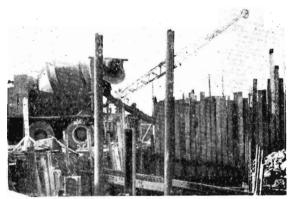
The Punt-rd. bridge will be railway designed and built.



The Richmond station area as it looked before the works began.



A dragline excavator being used as a crane to remove earth for the foundations of the retaining wall.



Pouring ready mixed concrete into the foundations of the retaining wall.



Framework for the retaining wall at the intersection of Stevenson and Dover-sts.

However, the shortage of engineering technical staff has obliged the Department to invite tenders for the design and construction of the other new bridge to span Swan-st. This bridge will also carry 10 tracks.

Works are going ahead in the Richmond area. The massive retaining walls for the general track re-arrangement are now taking shape, and it can be said that the engineering spadework on the new layout is proceeding satisfactorily.

The platforms and track work in the Richmond area will not only tie in with existing facilities, but they have been so designed also to integrate with the proposed fly-overs in the Jolimont Junction area and the city underground railway.



Another view of retaining wall showing filling piled against it.



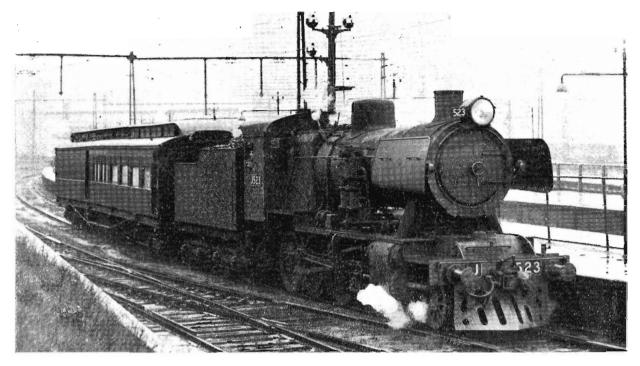
With the foundations completed, the next stage of construction is the erection of the framework for the retaining wall.



Many thousands of yards of filling are required for the additional rail tracks. It will come from railway excavation works and, possibly, from Olympic Games building excavations.



In the distance is Yarra Park, part of which will be resumed for the new lines.



I 523 hauled the Medical and Vision Test Car out of Spencer-St. on the first stage of its tour of the north-east line

MOBILE MEDICOS CHECK STAFF FITNESS

SINCE physical fitness, including good eyesight and hearing are essentials for railwaymen, rigid standards are prescribed for candidates for employment and for periodical examinations of employees on safeworking duties. In recent years, such examinations have been carried out at Spencer-st., but, because of the difficulty of releasing men in the country to visit Melbourne, the Medical and Vision Test Car has now been put into commission for touring the State as a whole.

THE Medical and Vision Test Car, which was designed as a mobile medical examination centre, is exceptionally well fitted and does not lack the equipment used in the medical rooms at Spencer-st. Water, gas and electricity are provided, and the car can be connected with any normal town electricity supply. Gas heaters in the examination rooms are much appreciated by examinees, particularly on cold, winter days.

Wartime and post-war shortages of manpower and coal rendered it impracticable to haul the car throughout the country; and, until recently, its use has been restricted to main country centres. However, the car is now making its first state-wide tour. It will be within easy reach of all country staff.

The four months' tour has been carefully planned to cover as much territory as possible with little duplication of running. Hence, the train will, in that time, seldom return to Melbourne-Dr. M. A. Rees, the Chief Medical Officer, has a map on which the whole series of trips is charted by means of pins and thread

A doctor and his clerk comprise the tour staff. As the

car is fitted with hand and air brakes, a guard's van is not needed and the guard travels in the car itself which is hauled normally by a D3 locomotive. The complete unit is as small as any train could be: an engine and one vehicle.

The medical examinations are in three main groups: new starts, permanent appointments, and periodical examinations. Country staff are examined on the spot and are through in 10 or 20 minutes. Extensive travelling and waiting are thus abolished. Men who work on outback branch lines would otherwise be away from home for two or three days. Considerable saving thus accrues to the Department, quite apart from the difficulty of trying to supply relief for staff brought to Melbourne for examination.

What has impressed the doctors most, so far, has been the ready help given them in practically every place visited. One example quoted by Dr. Rees occurred during a gale and hailstorm at a station a mile from the township. The station-master drove the doctor and staff into town in his own car and, in the morning, gave them breakfast in his home. At another station, when the train was running a little late, the stationmaster's wife sent over a tea tray to the train.

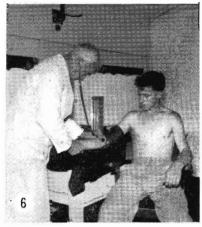














The layout of the Medical and Vision Test Car and the regular routine devised by the medical staff enable examinations to be carried out speedily and efficiently.

The sequence of events in a complete examination are pictured above:

- Examinees in the comfortable waiting room.

 A man's vision is thoroughly checked.

 A stop-watch is used for the hearing test.

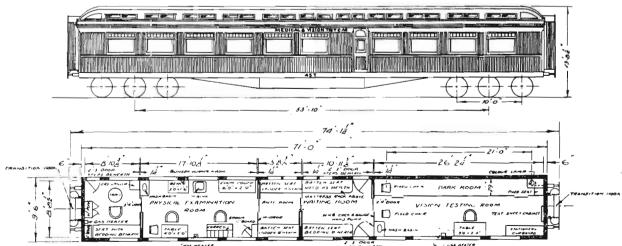
 The colour test is of vital importance to safe-working.

 A thorough physical examination is given.

 Checking the employee's blood pressure.

 The examination completed, the man signs his papers.

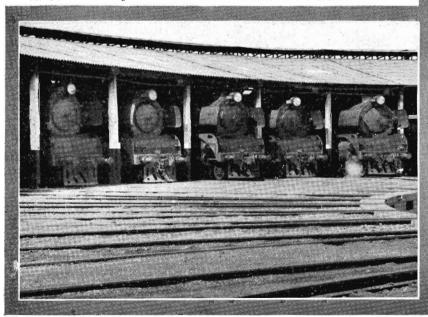
The diagram below sets out the main features of the car and its equipment.



AROUND THE SYSTEM



NEW SKI LODGE: The new A. W. Keown ski lodge at Dingo Dell is popular with Mt. Buffalo Chalet guests. It was built of local stone and timber.



POWER PARADE: Five R class locomotives stabled at the Geelong Locomotive Depot, where one of the six new 70 ft. turntables has been installed.

LIME LOADING: The chance discovery of ex Fairy coastline is helping primary production.



EY'S END: Texas bred Poll Hereford bull, Domes, arrives at Spencer-st. station.



DIESEL MAINTENANCE: The Diesel Shop at North Melbourne is being expanded to provide more facilities for the fleet of diesel-electrics.

DIESEL INSPECTION: (below) New Zealand railway locomotive men, and diesel experts, picking up the points of a main-liner at North Melbourne.



e and good quality deposits of lime on the Port.



MUSEUM PIECES

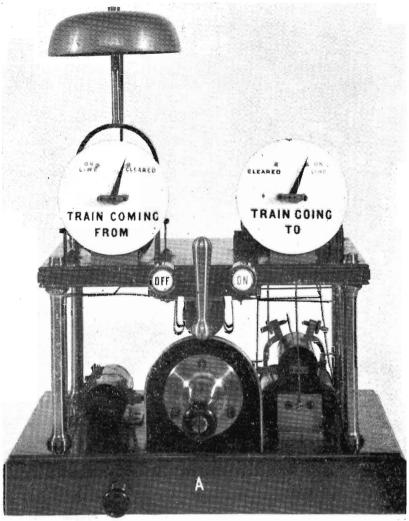
IN the Science Museum, at South Kensington, in London, is a display of model telegraph, telephone, and signalling equipment and other switches and apparatus used by the Victorian Railways in the early 1890's.

THEIR history is given by Mr. E. R. Roberts, retired Special Officer of the Signal and Telegraph Division of the Way and Works Branch. With the late Mr. J. Satchell, Mr. Roberts made the equipment in the old Telegraph Workshops at Spencer-st. in 1891. It was first shown at the Indian and Colonial Exhibition, in London, in 1892. Afterwards it was presented to the Science Museum.

The double line block telegraph instrument was the first of its kind to have a vertical pole changing switch. Those imported from England at that time had a switch at the side of the instrument. Modern instruments, of course, have a horizontal type switch and a tappet bell key, instead of the plunger type, as shown in the photograph.

The automatic indicator and bell are miniature copies of one of the first track circuits and indicators used in Victoria. Indicator and bell were provided to indicate to the signalman the condition of a section of track under the old Fish Market on the east side of Princes Bridge.

The miniature distant signal and electrical platform indicator exhibits are both interesting, in that the arm on the signal is an end pivotted arm, not a balanced arm as now used in Victoria. Only a red spectacle glass is provided, the all-clear indication at night being given by the white light of the signal lamp. There is no record of when the alteration to

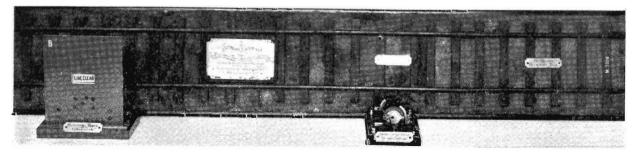


Double line block telegraph instrument.

the present red and green indications was made. The electrical circuit controller for controlling the electrical repeater was a rotary type contact secured to the back of the main arm spindle.

The electrical platform indicator was made for and erected at Spencer-st. station in 1890. This type of platform indicator was eventually superseded by a mechanical indicator with a similar face and operated by a lever in the signal box.

These photographs of the models of the exhibits in the Science Museum are published with the permission of the Science Museum authorities.



Automatic indicator and bell used in the early 1890's.

LINES FROM OTHER LINES

C.N.R's New Named Train

THE Canadian National Railways recently introduced a new train. the Super Continental, for service between Montreal and Vancouver. It cuts up to 14 hours from previous coast to coast schedules. The train includes single and double bedrooms. bedrooms en-suite, duplex roomettes, and compartments suitable for small families. In addition to a dining car, there are dinettes (similar to V.R. buffet cars) and sleepergrills (cars containing both grill room and sleeping cabins). De luxe sitting cars are also included. All the cars have roller bearings. Diesel-electric locomotives are used throughout the iourney

U.S.A. Diesel Statistics

TT is almost inevitable that, as diesel-electric locomotives have taken over from steam an increasingly larger share of all classes of traffic in U.S.A., certain operating statistics should become progressively less favourable to diesel power (says the British Railway Gazette). The earliest diesels were given runs which would best justify their high capital cost by making maximum use of their continuous availability. But, as the use of diesels has spread, they have had to take over branch-line and subsidiary main-line work, also standby duties, with a consequent decline in their average haulage. The drastic reduction in the stock of steam locomotives, on the other hand, has been at the expense of the older classes, leaving only the most modern and powerful types in service, so that certain steam figures have been steadily improving. In 1945, the average load hauled by diesels was 3.023 tons: by 1953 it had dropped to 2,915 tons and by 1954 to 2,887 tons. For steam, the corresponding figures were 2,306, 2,609, and 2 646 tons, and for electric 2,993, 3,317, and 3,535 tons. The same trend is seen in average freight train speeds. Between 1945 and 1954 the gross tonmiles per train-hour hauled by diesels declined from 61,175 to 55,800, though these still remained well above the steam figures (increased from 35,720 to 42,772); but those for electric haulage, almost entirely over the electrified Pennsylvania main lines, rose from 40,090 to no less than 70,041 ton-miles per train-hour.

Train Identification System

system by which approaching trains identify themselves and automatically control a junction interlocking, has been installed by the Chicago Transit Authority. The system is said to be the first of its type in the United States to control the routing of trains. The new track layout and interlocking includes two power switches and home signals at a junction of the Douglas Park and Lake-st, elevated double-track lines. Included in the new equipment is a wayside transmitter-receiver pair of tuned coils mounted in a case at the right of the westward track approaching the facing point switch from the east. A corresponding inert tuned coil is mounted at the front right corner of the leading car of each Douglas Park train. These coils, in conjunction with wayside electronic devices and control circuits, identify Douglas Park trains and operate the interlocking to divert these trains south. Absence of such a coil on the Lake-st, trains identifies them and the interlocking controls route such trains on the straight track west. For eastbound trains on the Lake-st, line or the Douglas Park line, the interlocking is controlled automatically by the occupancy of approach track circuits.

Tubular Train

new passenger train of tubular design has been ordered by the Pennsylvania Railrond. Consisting of seven passenger coaches which will be lighted, air-conditioned and heated from a separate power car, the train will accommodate 574 passengers and will cost more than \$1 million. The tubular design produces a body structure in which the roof, floor and side walls constitute a sturdy, car-length tube of stainless steel, a complete departure from conventional practice. By making the body structure itself do the work of the usual steel underframe, the car can be built closer to the rails and its floor lowered in the centre section. This lowers the centre of gravity by more than a quarter, to 42 in, above the rails. Faster speed on curves will be possible with safety and comfort. Although each car will be 85 ft. long, the same as normal cars, the weight will be reduced by about 40 per cent. Existing dieselelectric and electric locomotives will be used to haul the train.

Lisbon Underground

ONTRACTS have now been placed for the first stage of the Lisbon metropolitan underground railway. British contractors are doing the main and traction substation equipment, cabling, ventilation, and pumping installations for the first sections of the line, totalling 4.3 route miles. The gauge of the underground will be 4ft. 8½ in., although the Estoril Railway and the greater part of the Portuguese Railways are 5 ft. 6 in. Electrification will be at 750 volts direct current. The method of construction and physical features of the city will impose a ruling gradient of 1 in 25, and the line will be mostly cutand-cover, with some short sections of tunnelling. The planned total mileage is 11-97 route miles, but extensions adding a further 13.7 miles are in view. Contracts for rolling stock and signalling are being placed on the Continent.



The southbound Ghan, headed by locomotive NSU 51, George McLeay, winds through the Pichi Richi Pass in the Flinders Ranges on the last stage of its 770-mile run from Alice Springs.

Photo: A. R. Lyell.

AMONG OURSELVES



Mr. Pleydell.

"Whom The Queen Delighteth To Honour"

NTR. E. A. PLEYDELL, interstate claims clerk, Head Office, has been showered with congratulations on his M.B.E. Birthday Honour. They included telegrams from the Governor (Sir Dallas Brooks), the Lieutenant Governor (Sir Edmund Herring), the Prime Minister (Mr. Menzies) and cables from the First Sea Lord (Earl Mountbatten) and the High Commissioner in London (Sir Thomas White). Mr. Pleydell is decorated for his outstanding services to life saving.

For 22 years he has been honorary secretary of the Australian Council of the Royal Life Saving Society, and 25 years honorary secretary of the Victoria Branch. He is also vice-president of the central executive of the world organization of life saving, London. Mr. Pleydell gained his first life saving award as a member of the North-rd., Brighton Life Saving Club. He now holds the society's highest award, the Distinguished Service Cross.

Resuscitation Methods

R. PLEYDELL had a lot to do with the official adoption of the Holger Nielsen method of resuscitation and the R.M. resuscitator, which was designed by Dr. Norman James of the Royal Melbourne Hospital. The James resuscitator is now widely used by life saving clubs and the Civil Ambulance. Another of Mr. Pleydell's activities is the distribution of illustrated resuscitation charts to Government and semi-Government departments and private companies. Mr. Pleydell's most memorable experience as a life saving executive, he says, was his presentation to The Queen at Government House during the Royal visit last year. The Queen is the Life Saving Society's patron. Her Majesty told Mr. Pleydell that she always knew Australia had very fine beaches and rivers, but it was not until her visit that she

fully appreciated their beauty. The Queen added that, with all these facilities, no Australian had any excuse for not being able to swim.

Railwaymen Train as Army N.C.O's

BETWEEN 30 and 40 members of the Department's technical military unit, the 41st Railway Squadron, Royal Australian Engineers, go into camp at Seymour, this month, for 14 days' basic military training to fit them for promotion to senior N.C.O. rank. The supplementary reserve units of the State Electricity Commission and the Forests Commission will be in camp at the same time. Training includes drill, instruction in the rifle, automatic weapons and grenades, and a two days' tactical exercise in the bush. Experienced officers will lecture, and films on various aspects of army training will be screened.

General recruitment will go on for the next 12 months, the idea being that a complete unit, 313 strong, will go into

camp in 1956.

The railway unit will have the latest equipment, issued to the Citizen Military Forces. Enlistment is for two years which, on application, may thereafter be extended yearly.

The Commissioners are encouraging enlistment. They are granting special leave for the camp, and making up the trainee's army pay, if it is less than his railway pay. Trainee's also get up to seven days' army pay a year for attending voluntary parades and bivouacs, and fares to those may be refunded if they exceed 3/-. Nobody will deny the national importance of preparedness, or the value of versatile technical units, such as this, in the event of war. Besides, the yearly camps are a very good break to bring ones's physical fitness up to scratch.

Signal and Telegraph Veteran

R. E. R. RÖBERTS, whose note about the old V.R. telegraph, telephone and signalling equipment on exhibition in the London Science Museum appears on another page, had half a century of railway service. He joined as an apprentice in 1886 in what was then known as the Telegraph Branch. In 1893 he was given charge, at Flinders-st., of all telegraph and signalling work on south



Mr. W. D. Williams, acting signalman at Maryborouge, served his time as a cabinet maker, and also worked as a presser, but he prefers a signalbox to a carpenter's shop. Besides making all his own furniture, he has taken prizes for growing flowers and vegetables.

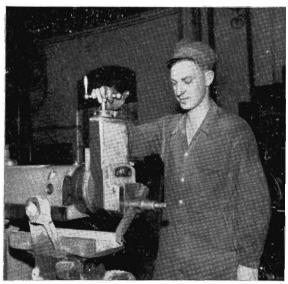
suburban lines. In 1908 he was transferred to the Signals Division of the Way and Works Branch, under the late Mr. F. M. Calcutt, Engineer of Signals. When Mr. Roberts was appointed Signal and Telegraph supervisor in 1912 he was responsible for four country and two suburban districts. Six years later, he became Metropolitan Supervisor. He worked with an American expert who was brought here to supervise the metallic circuiting of all earth return circuit systems. In 1926 he was lent to the Commonwealth Railways, and on his return was appointed special officer. He retired in 1935. Incidentally, Mr. Roberts is the second oldest surviving member of the Signal and Telegraph Division. The patriarch of the Division is former Signal Ganger George McBride, who is in his 92nd. year.

Raid on Darwin

HEN the Japanese first attacked Darwin on February 19, 1942, M. K. L. Gillespie, of the circuit design room staff, Signal and Telegraph Division, Way and Works Branch, Head Office, saw it from a ship in the harbour. He is now compiling a photographic record of the air raid and is anxious to hear from railwaymen, or their friends, who are willing to lend him photographs (preferably negatives) of the bonbing and of the damage to harbour installations and shipping. All photographs or negatives will be handled carefully and returned by registered post. Mr. Gillespie's address is Box 5, P.O., Clayton.

Housing Director

R. J. OLVER, fitter and turner at the locomotive depot, is another Maryborough railwayman actively associated with the co-operative housing movement. He is on the board of the Maryborough and District Co-operative Housing Society No. 2 which has been responsible for building 80 homes. Interested not only in building homes but also in preserving them, Mr. Olver is a member of the Maryborough Fire Brigade. Also, he shares with other local railwaymen a predilection for football. He has played with



Mr. Olver shapes a cross head.

the Primrose club in the Maryborough District League for the past six years. His team were premiers in 1951 and runners up for three years before that. They have never been out of the final four since he has played with them: some say that is why Mr. Olver has captained the side for the last four years. He plays cricket and golf, as well.

Ashburton Driver Steps Down

NE of the best known drivers on the Alamein line, Mr. G. (Gil) Broad (he had been at Ashburton for 23 years) retired recently after 45 years' service. He started his departmental career as a cleaner at North Mel-



Margaret Joy Bird, typist in the Newport Workshops manager's office, who before she was married recently was presented with two crystal vases and a silver key, suitably inscribed, on her 21st birthday.

Photo: F. Schiller



The turnery office staff at Newport Workshops.

Photo: F. Schiller

bourne Locomotive Depot and fired suburban trains in preelectrification days. He got his driver's ticket in 1920, and after periods of service at Donald and Benalla, he became an electric train driver. Mr. Broad played in district cricket at Donald and was a mem'er of Benalla's railway cricket team. At a party to celebrate his 65th birthday and retirement, fellow railwaymen presented him with a travelling clock and his wife with a brooch.

Thanks

POR the co-operation by railway staff in the transport, recently, of 800 boy and girl members of the Young Australia League to Brisbane and Sydney. "The train arrangements were all that could be desired."

-E. G. Roper, Deputy Director, Young Australia League

For the medical assistance and first aid given to his wife, who suffered shock in a recent derailment, and for the kindness and attention given to her by the crew of Spirit of Progress. —Mr. A. McDonald, Toowoomba, Queensland

For the Kyabram railway staff's efficiency. "At times we criticise railway services, but in this instance we must express appreciation of the work being done by the staff."

J. H. Brown, secretary Kyabram A. H. and P. Society

For the attractive appearance of Lara station. "I travel between Geelong and Melbourne every week and find the flower-bed and the well tended shrubs most pleasing to the ere."

—Mrs. A. Morrison, East Geelong.



Miss Dorothy Fisher, clerk in the photographic section of the Way and Works Branch, Head Office, for about 10 years, resigned recently to get married. (Above): Surrounded by her colleagues, she examines her wedding present, a crystal water

Off-Charge LECTRICAL Mechanic Alfred Rowe, of the Train Lighting Depot, joined the Department as a gasman

and rose to electrical mechanic. Now he has retired. At a farewell gathering of about 100 of his former workmates, Mr. Rowe recalled the days when the care of kerosene lamps was his most important duty. " Now one has to use a slide rule and a book of logarithms to know what the other fellow at the Depot is talking about ", he says. Among those to come out of retirement and join Train Lighting Inspector L. Ellingson, and Shelter Shed Foreman J. Schmidt to say good-bye to him, were Messrs Frank Gentle and Norman Hunter (retired Train Lighting Depot foremen), former mechanics Churchill and Brabner and gasman Albert Owens, who at 78, says he still is a "drain" on the superannuation fund.

We Pay For News

NONTRIBUTIONS are invited from railway men and women throughout the State. News Letter pays on the basis of 10/6d, for each accepted news item or plotograph. 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.

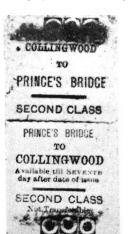
Outstanding sports and games records. Exceptional loadings handled.

Examples of outstanding vailway service.

Ordinary social items, although acceptable, are not paid for.

Tale Of A Ticket

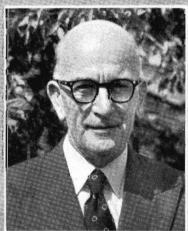
THE accompanying picture shows the first ticket issued for travel from Collingwood to Princes Bridge. Mr. G. W. Stevens, special officer in the Signal and Telegraph Division, supplies its history.
On October 21, 1901, Mr.



Stevens's arrived at father Collingwood station, bright and early, to buy the first three tickets to Princes Bridge. used two of them to travel, with his daughter, but kept No. 009 as a souvenir. Had he travelled to town by train the day before, he would have had to go all the way via Clifton Hill, then the only rail route to Melbourne. The opening dates of the various sections of line were: Melbourne to Coburg, September 9, 1884; Royal Park Junction to Clifton Hill and Clifton Hill to Collingwood, May 8, 1888; Princes Bridge to Collingwood, October 21, 1901. The new route cut the mileage from Collingwood to Melbourne from 7 to 24.

THEY HAVE RFTIRED







Mr. J. C. Powell began his departmental career as a linesman's assistant in the Electrical Engineering Branch in 1923. At his retirement, he was clerical assistant in the sub-station maintenance office. Mr. Powell was presented with a travelling case and one for his wife.

Photo: S. C. Whalley

Boiler Inspector Harry Rolley started off as an apprentice boilermaker at Newport Workshops in 1907. He rose to boiler inspector in 1942. Mr. Rolley worked under six managers at Newport. His retirement gifts were a case of cutlery, a gold wristlet watch, and a brooch for his wife.

Photo: C. Gleeson

Storeman-in-Charge T. G. Gray joined the service as a lad labourer at Newport Workshops in 1906. He transferred to the Stores Branch in 1923, and rose to storeman-in-charge at Laurens-st., North Melbourne, where he retired. A good boxer and wrestler in his younger days lost a day's work through illness.



This photograph of Moreland station was taken about 1910, in the gas-light days of the district. Perhaps some reader can identify the station master, the lad porters or the track men.

Courage is rightly esteemed the first of human qualities, because it is the quality which guarantees all others.

-Sir Winston Churchill

A man should be like tea; his real strength appearing when he gets into hot water.

-Anon

Horse sense is that inestimable quality in a horse that keeps from betting on a man.

-Rev. Dr. E. P. Cochran

In its long quest for world peace, Russia has always stuck to its guns.

-Kathleen O'Dell

A working girl is one who quits her job to get married. —E. J. Kiefer

The way blood flows in them these days, it's easy to see why they're called traffic arteries.

-Luke Neely

A man who trims himself to suit everybody will soon whittle himself away.

-Charles Schwab

I am a believer in punctuality, though it makes me very lonely.

-E. V. Lucas

You've reached middle age when you know how to take care of yourself—and intend to, one of these days.

-Franklin P. Jones

What the world needs is a good loudspeaker for the still, small voice.

-Herbert V. Prochnow

The only discovery left for the Russians to make is that nobody believes them.

-Carl S. Forsstrom

Life is never so bad at its worst that it is impossible to live; it is never so good at its best that it is easy to live.

to live. —Gabriel Heatter

Flattery is fine, if you don't inhale.

-Adlai Stevenson

A little more determination, a little more pluck, a little more work—that's luck.

-The Fraternal Monitor

SPORTS

Wimmera Golf Tournament

NE of the most enjoyable railway sporting fixtures in the country is the annual Wimmera golf tournament. Railway golfers and their wives and families come from various country districts to attend the tournament which has a picnic atmosphere. This year it will be held at Dimboola, the hit-off for the first event taking place at 11 a.m. on August 21. Entries (5/– for men and 2/– for women) close with either Mr. T. Herliby, secretary, or Mr. George Tolliday, president, of Dimboola, on Monday, August 15. Afternoon tea is provided.



Mr. G. O'Callaghan, bollermaker, Maryborough Locomotive Depot, is in his third year as playing coach of Timor Football Club. He played for Maryborough League team for four years and coached Bristol Hill team for a season. Before his transfer to Maryborough he played the cornet in the Newport 'Shops Band. He now plays in the Maryborough Brass Band which won the aggregate in the C grade at South Street last year.

Football Carnival

ICTORIA, South Australia. Tasmania Western Australia, and Commonwealth will field teams in the railway inter-system football carnival in Adelaide this month. The Victorian team is representative of the whole system, as it includes country as well as metro-politan players. The team comprises P. R. Sharpe (capt., North Melbourne Locomotive Depot), J. M. Partland (vice-capt., Melbourne Yard), M. Ross, R. Kitchen, R. Power, C. Windley, F. Fallon, A. Benchley, M. Barker (Suburban Lines), K. Mathers (Melbourne Yard), M. Anderson, W. Fullerton, A. Boyd, W. Mitchell, K. Hutchison, A. J. Jones, W. Raymer (North Melbourne Locomotive Depot) A. R. Mills, G. Munday, R. F. Paley (Geelong), A. E. Osborne (Little River), and M. Carboon (Heathcote Junction). Mr. L. J. Evans, League secretary, is the manager, and officials accompanying the team are Messrs K. Donald (League president), F. Moore, W. O'Brien, L. Kennedy and R.

Richards. With the team also is Mr. A. Driver (property steward) and Mr. F. O'Dwyer (first aid officer). Results of the carnival will appear in next month's News Letter.

Cricket Plans

TICTORIA the present holder of the Mick Simmons cup, awarded to the railway cricket champions, expects strong opposition from other States when the next carnival is held in Sydney. The V.R.I. is planning to strengthen the State team to withstand the expected challenge. One way of doing this is to get more teams in the local competition. It is hoped to get these from suburban lines, depots and workshops and, as a result of increased competition for the Commissioners' Cup, the standard of play will be higher and premising players may be discovered. The annual meeting of the cricket association will be held at the V.R.I. on September 30.

Fencing Championships

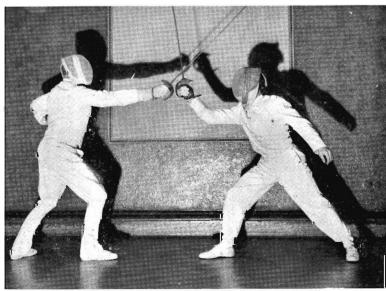
R.I. fencers did very well in the sabre event at the recent Australian fencing championships. Dr. A. Martonffy finished second, L. Kovacs was third, and Messrs. A. Szoke, E. Szakall and L. Fadgyas filled fourth, fifth and sixth places. Until the last bout six fencers had a chance to win the title. Victorians eliminated each other which made the task of the ultimate winner, M. O' Brien (Queensland), much easier. I. Sagi did well in the men's foil and narrowly missed taking part in the final. The trophies were presented to the winners by the Minister for Immigration (Mr. Holt). Incident-ally, at least six V.R.I. fencers have good prospects of selection in the Australian Olympic fencing team to compete at the Games next year.



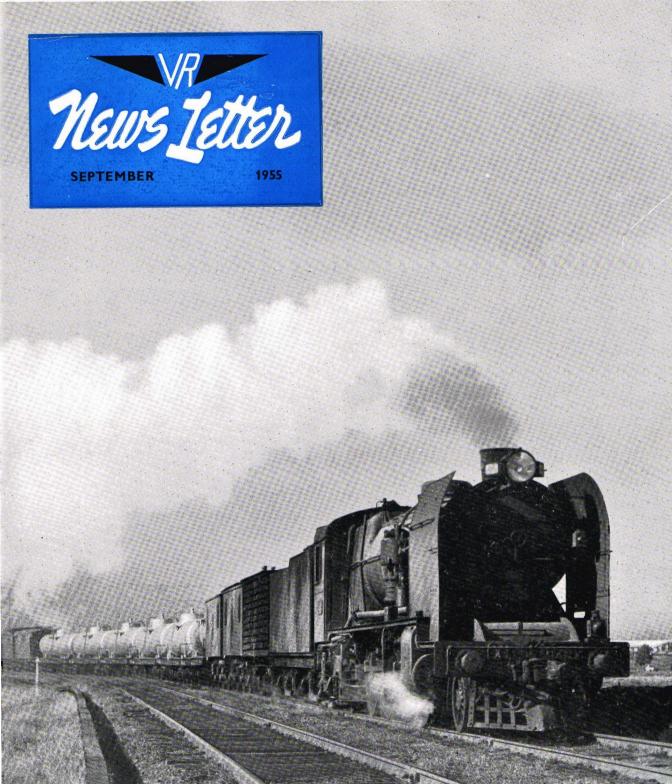
Mr. W. C. Ellis, clerk in the Way and Works Depot at Maryborough, has played tennis for three different centres of the V.R.I., Korong Vale, Bendigo and Maryborough. He has also been president at two of them. Korong Vale and Bendigo. Incidently, his father was a former president of the Bendigo V.R.I.

Hockey Players Wanted

S hockey is played so much on the Continent (it is included in the Olympic Games events in Melbourne next year) officials of the V.R.I. Hockey Club are disappointed that so far they have been unable to get new players from the ranks of the many New Australian railwaymen in the service. Any railwayman anxious to play hockey (he will be taught the rudiments of the game, if necessary) should get in touch with either Mr. P. Johnson, Rolling Stock Branch, Jolimont (Ex. No. 1804), or Mr. P. Gibb, Spotswood Workshops (Ex. No. 1355). The club, which is in C grade north section of the Victorian Hockey Association's competition, has so far won three of the seven games played.



Fencers in training for the Australian championships at the V.R.I.



THE MONTH'S REVIEW

The T's Are Here

THE fleet of 1500 h.p. diesel mainliners now have a sturdy little brother, the 900 h.p. general purpose T class diesel-electric. The first of these 27 mighty midgets arrived in Melbourne Goods Yard early last month, and the second followed several weeks later. The subsequent delivery is being made in pairs, each month. Mounted on 4ft. 8½in. bogies, the first T hauled a goods train which contained its own Victorian 5ft. 3in. bogies, to Albury. There, it was transferred to them, with the help of the Bandiana military gantry and, after a test run, the diesel brought a 600 ton goods train to Melbourne.

The total roadworthy weight of the locomotives is about 65 tons, and the maximum permissible speed will be 60 miles an hour. Controls are in a central cab, enabling the locomotive to be driven in either direction. Many of the component parts will be standard with those on the mainliners, thereby keeping stock maintenance items to a minimum.

thereby keeping stock maintenance items to a minimum. The T's will ultimately displace the Y, E, D1, D2, D3 and D4 classes of steam locomotive, now obsolete after up to 60 years of service. They will be invaluable for branch line operation and shunting, and will put extra punch into expanding railway services.

Making and Breaking Records

EW records in hauling brown coal and briquettes from Yallourn are being made by the Railways almost every week. The best week's loading for briquettes, last year, was 13,587 tons. This year, a new record of 13,776 tons for the week ended June 11, lasted only till the following week when 13,856 tons were loaded, and, doubtless, later figures will disclose more records. Last year's record for brown coal, 5,509 tons loaded in one day (November 10) has been broken several times this year, and now stands at 5,826 tons loaded on April 6. Last year's weekly record of brown coal, 29,564 tons, has, so far, been bettered three times this year, the record now standing at 33,291 tons set for one week, in July. The weekly combined tonnage record for brown coal and briquettes was made, last year, during November, with 42,641 tons. This year, new records were set in April, May and June, only to be broken again in July, when 44,947 tons were loaded. The handling of such heavy traffic, apart from ordinary freight, has been made possible by the new locomotives and trucks acquired, and by the electrification and duplication of the Gippsland line; all part of Operation

Fast But Silent

N allegation recently by a critic (not a Victorian) that Spirit of Progress, on the journey from Albury to Melbourne, "dawdles" and "rambles leisurely," was answered very effectively in a departmental reply which made the point that the express is still the fastest in Australia. The 190½-mile trip takes 3 hours 40 minutes, at an average speed of 51.95 miles an hour. The maximum of 65 to 70 miles an hour is attained over the 74 miles separating Glenrowan and Seymour. This, however, is subject to a reduction to a maximum 60 miles an hour through stations for automatic staff exchanging. Grades and trackwork in progress are other restrictive influences, but rarely have they delayed the arrival of the *Spirit* at Spencer-st. by as much as five minutes. There have been, of course, a few occasions when late arrival has been beyond any departmental control, such as through delay to the New South Wales connecting train on its way to Albury. The critic, however, may be forgiven for underestimating the speed of Spirit of Progress. The absence of what he might consider normal travelling noises and the extremely smooth riding of the train make it difficult for all but regular passengers and those who plan the time-table to appreciate that the famous train does really speed through the countryside.

N.S.W. Century

THIS month, the mother State celebrates the fulfilment of her first hundred years of railway service, and the fact that we have already done the same thing reinforces the sincerity of our congratulations. That we were first in the Australian field with the Hobsons Bay Company's Melbourne-Sandridge line is, of course, an accident of history, and circumstance; railways round about the 1850's were still a comparatively new growth burgeoning all over the civilised world. New South Wales's first train puffed importantly out of Sydney on September 26, 1855 and ran to Parramatta. The line was begun by a private company which started planning in 1846, but it was taken over by the Government shortly before construction was finished, "because of material and labour shortage difficulties " (which have recurred during most of Australia's history). The State thus got ahead of Victoria in establishing government-run railways. Its first engine, quite a handsome little machine with brass embellishments, is preserved in the Technological Museum at Ultimo. It was, recently, hauled to a special short length of track outside Sydney Central station where it will stand as the most historically interesting exhibit during the Centenary celebrations which, one hears, will be on the grand scale. suggestion that the old engine should puff again during the festivities could not be met. "The condition of No. 1's boiler", said the N.S.W. Railways Department, "made it impossible, and it was felt that any reconstruction would spoil its historical value.'

Ashburton Duplication

THE second of the three stages involved in duplicating the Camberwell-Ashburton line, that is to say between Riversdale and Hartwell, came into service recently. The first stage, between Hartwell and Ashburton, was opened in November last, and the third stage, between Camberwell and Riversdale, involving the building of a flyover for trains to cross the Box Hill tracks without blocking main line trains, is in progress. Duplication has necessitated additional platforms and modern station buildings at Riversdale, Willison and Burwood. The newly duplicated track will overcome delays that have occurred in the past, through trains having no crossing point other than at Hartwell station. It will result in better time-keeping on both the branch and main lines.

More Trains Go West (and Back)

THE sunshine and surf of Queensland's coastal resorts are admittedly luring more and more Victorians away from their winters. But Western Australia is also getting an increasing share of the tourist traffic, especially as winter begins to wane. Possibly the added attraction of an amazing variety of wildflowers has something to do with it. At any rate the Victorian, South Australian, Commonwealth and Western Australian Railways have combined to run an extra train, weekly, each way between Melbourne and Perth, for eight weeks from September 5. In other words, passengers leaving Melbourne by The Overland on Sunday, Monday, Tuesday, Thursday and Friday in that and subsequent weeks will connect with the Perth train. The extra train has accommodation for 30 first class and 40 second class passengers from Melbourne. The return traffic will be catered for by an extra train which will leave Perth on Wednesdays, from September 7 to October 26. Booking is already brisk for the extra trains.

OUR FRONT COVER

shows the new weed poisoning train on its way to the country on another operation purge." (See article on pages 4-5.)



(Left) Safety boot with steel protective toe-cap. (Centre) The safety shoe. (Right) The shoes have sewn and brass-screwed soles.

SAFETY

By W. J. Edwards secretary, Railway Safety Council.

ALI. operating branches of the services are represented on the Railways Safety Council. Presided over by the Chief Medical Officer, it meets regularly to consider the prevention of accidents to staff by eliminating hazards. The Council also formulates policy on the education of staff in safety, and investigates safeguards and protective equipment.

SAFETY officers have done much to reduce accidents on the job. One most important thing was the Commissioners' adoption of the Council's recommendation that safety boots and shoes should be bought and sold to employes at cost price. These boots and shoes, made to Australian safety standard specifications, have steel protective toe-caps to withstand a minimum static pressure of 6,000 lb. They are both protective against foot injuries and comfortable, and, bought through supervisors, they will cost 46/- to 47/6d. a pair. The cost is deducted from the employee's pay. It is expected there will be a big demand for them.

The Safety Council has also investigated more effective types of goggles for workshop's staff. Three types of monogoggle have been found satisfactory. The first is a general purpose monogoggle, known as "panoramette," which protects the wearer against impact and dust injuries; the second is a chemical and special dust resistant monogoggle for men handling acids or working among fine dust; and the third is a one-piece gas welding monogoggle made in \{\cdot\} in. perspex. The last-named is light and comfortable, gives a wide vision range and resists pitting. It is also claimed for

this monogoggle that it meets British standard specifications for protection against rays. The monogoggles have one broad eye-piece or lens and give the wearer a much wider range of vision than the old cup-types.

Another interesting Safety Council investigation concerns protection from deafness of those working in noisy surroundings. Sets of rubber ear-defenders have been supplied to volunteers for efficiency testing in normal noisy working conditions. The men will be examined by a medical officer before the tests, and again after using the car-defenders.

With an eye to the future, the Council has arranged for 850 railway apprentices to attend lectures on safe methods and practices at the Railways Technical College, and at Newport, Ballarat, Bendigo and other workshops. The lads are instructed in the use of protective equipment and are warned against the dangers of skylarking in workshops and other places where there are machines or vehicles.

The Council realises that the co-operation of staff is needed in the prevention of accidents. Posters, depicting industrial hazards and the consequences of unsafe practices, are displayed regularly in various workshops and depots to secure this co-operation.

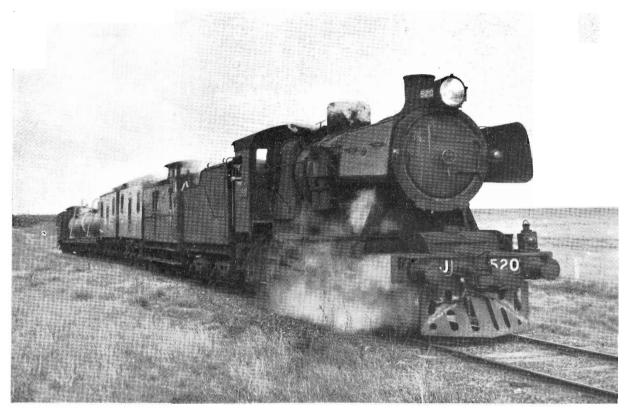






(Left) The general purpose monogoggle worn for protection against impact and dust. (Centre) This monogoggle protects the wearer when he is handling acids or working among fine dust. (Right) One-piece gas-welding monogoggle.

Sahtember 1955



The weed poisoning train on the way to Lancefield.

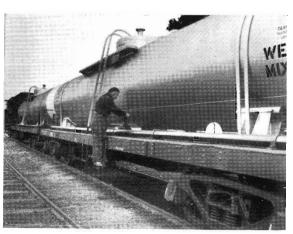
WEED DESTROYER

TRAVELLING at 10 miles an hour, the Department's old weed poison plant train, with a full load of chemical, could treat from one to four miles of track. The new train, built at Newport Workshops, is designed to run at up to 20 miles an hour, and, when fully loaded, has sufficient chemical to treat as much as 200 miles of track.

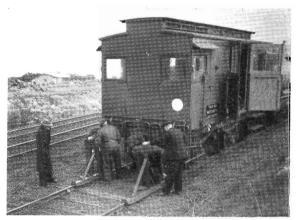
WEED eradication is most important to efficient train running. A clean track not merely looks neat and tidy, but it also helps good time-keeping. If left unchecked, weeds can cause locomotive wheels to slip. They also block track drainage and create fire hazards.

Weed poisoning had previously been done with small power poison plants, seven for broad gauge and two for narrow gauge lines. These plants are operated with a Sheffield type motor, and have a trailer and a motorised spraying unit, consisting of a 400 gallon tank and a 4 h.p. engine and centrifugal pump for spraying. The unit is mounted on a special trolley, with a rear platform on which the operators stand to work the moveable spray arms.

Maintenance of these old plants has proved costly. The new weed poisoning train will largely displace them. When made up, it will consist of two tankers filled with weedex solution, three with either concentrate or water, one spraying and mixing van (also used as a guard's van) and two sleeper cars. Another tank is filled with concentrate and sent ahead of the train for use as required. Each tank has a capacity of 9,000 gallons.



Operator-in-charge opening the valves of a 7,000 gallon weedex tank before spraying begins.



Attaching rail guards to the van before spraying.

The weedex solution used consists of one part of weedex concentrate and two parts of water to dilute it. Weedex is a combination of calcium chloride and sodium chlorate. The chlorate is the real weed killer, but being a strong oxidising agent, it requires the addition of a deliquescent material, (a substance that will readily absorb moisture). Hence the calcium chloride, which keeps the sprayed material moist, even in the driest conditions, and so eliminates fire risk.

The width of spraying is adjusted to meet the requirements of the track and the growth to be treated. The rate, or volume, of application, is governed by the speed of the train and the strength and density of the weeds to be killed. A width of up to 18' can be sprayed. The nozzles for spraying a 10' width are fixed. For widths in excess of this, and up to 18', the swing spray arms, which fold back against the car, are manually operated from inside the spray van. Guards are fitted to prevent the solution from being sprayed on to the heads of the rails and causing wheel slip.

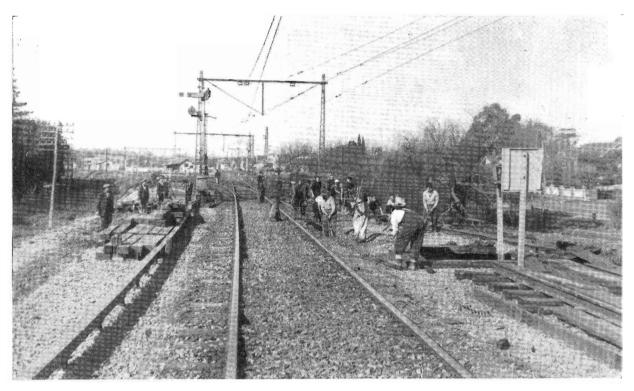


Spraying the track between Clarkfield and Lancefield.

The increased capacity of the new train will enable the Department to make more economical use of solution and treat weed growth throughout the system at the right time of the season and at a faster rate.



Interior of the spray van. Operator-in-charge has adjusted the spray pump motor to ensure correct pressure.



Track duplication in progress at Tooronga.

CROSSINGS

ELBOURNE'S post-war sprawl, which is described in the Melbourne Metropolitan Planning Scheme report as "uncontrolled growth", has imposed a severe strain on public transport.

NE of the significant facts disclosed by the town planning survey is the marked and increasing preference in recent years for homes in the eastern, south-eastern and southern suburbs. On the other hand very substantial industrial development has occurred in the western suburbs. The labour force for the many factories in the latter area is largely recruited from other suburbs with the result that long distance train passengers on the suburban system have increased very considerably.

As was underlined in the 1953-54 annual report, the Department, because of existing limited track facilities, has found it difficult to handle this growing traffic; but it has planned farsightedly to cope with it.

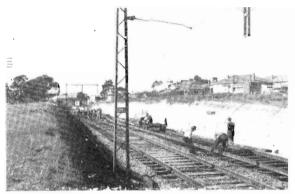
Included in high priority works planned (apart from the Richmond and other suburban projects mentioned elsewhere in this issue), are improved train crossing facilities on the single lines between Ringwood and Ferntree Gully, Ringwood and Lilydale, Heidelberg and Eltham and Eastmalvern and Glen Waverley; and already good progress has been made on them. At Macleod, a new platform with modern station buildings has been brought into use on the additional track provided to facilitate train crossing and improve time-keeping. Work is now going on to duplicate the line between the down end of Bayswater and Lower Ferntree Gully (about three miles). A special gang of trackmen are building the earthworks, and are hurrying the work along with mechanical earth moving equipment. New platforms are to be built at



The new down platform (foreground) being built at Kooyong. The up platform will be moved back a short distance for the other track.



The timber bridge at this spot on the Glen Waverley line has been replaced by a large concrete pipe for drainage.



Putting in the new up track at Gardiner.



Placing sleepers for the new up track at Glen Iris.

Boronia, Lower Ferntree Gully and Upper Ferntree Gully. There will also be two new concrete and steel girder bridges, one of which is now being built. The other will follow soon after.

Work now going on between Eastmalvern and Glen Waverley includes track duplication between the up end of Mt. Waverley and the up end of Syndal, and alterations to two existing bridges. Later, work will start on duplicating the track from the down end of Croydon to the up end of Mooroolbark stations.

All these works will increase track capacity and improve train punctuality.

Increased housing settlement in the outer suburbs has also resulted in a plan for four new stations. The first will be built at Oak Park, between Pascoe Vale and Glenroy. Others will follow, at Patterson-rd., between Bentleigh and Moorabbin; at a site to be finally determined, between Box Hill and Blackburn, and at Heatherdale-rd., between Mitcham and Ringwood, in that order.



The new down track at Mt. Waverley, on the Glen Waverley line, will pass through the widened opening of this bridge.



Building the new down track and platform at Mt. Waverley.



Bridge abutments for the new down track between Bayswater and Lower Ferntree Gully.



The track leading to the flyover will pass under the reconstructed Stanhope-gve. bridge, Camberwell, between the pier and abutment (left).

September 1955

AROUND THE SYSTEM

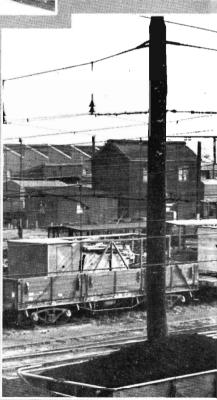


REPLACEMENT: Tracks worn rail being replaced

NEW IRON MELTING PLANT: Two 42-in. cupólas have been installed at Newport Workshop's foundry. One can be seen in the foreground.



VETERAN RAIL-MOTOR: Passengers transferring from an electric train at Fawkner to what has become known as *The Beetle* which is run on a regular service to and from Somerton.



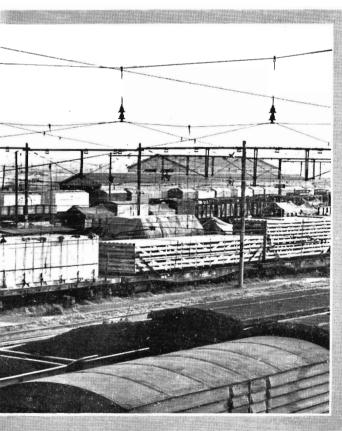




be kept in good condition for efficient use. A Spencer-st station.

MAINTENANCE: A train-load of rails, points and crossings for track maintenance throughout the system.

Photo: A. R. Lyell





NEWCOMERS: A German migrant family leaving Port Melbourne by train for Bonegilla.

OIL EXPLORATION: (left) Flat-top trucks with oil drilling equipment for the plant installed by Frome-Lakes Ptv. Ltd. at Yarram, Gippsland. Drilling has begun. In their search for oil in commercial quantities, the drillers will probe up to 8,000 ft.



Part of the main o.T.ce, a well lit room on the top floor of the Spencer-st. building.

RAILWAYMEN WITH BRUSH AND PEN



The senior draftsman working on a new map of Melbourne. When printed the maps will be distributed through Government Tourist Bureaux to Melbourne visitors.

THE Commercial Drafting division of the Way and Works Branch combines, perhaps uniquely, engineering drafting with the art work required in publicity and allied fields.

THOUGH one of the less well known parts of the service it makes its influence felt over a large field, both inside and outside the Department.

Under the direction of Senior Draftsman E. J. Clarke, the nine men and three women of this small section handle a large variety of jobs. Way and Works plans are traced and standard drawings are set up for printing. As a central drafting and tracing office, the division serves all branches. It draws railway maps and prepares train running and timetable graphs (there are 74 of these). It also draws statistical graphs and sketches for special purposes, such as those in the annual report, which reduce tables of figures to easily grasped diagrams. It does illustrations for technical instruction books, first aid books, and miscellaneous items such as vision testing charts. A very large part of its output is the result of collaboration with the Public Relations and Betterment Board. From such collaboration come designs for posters, the layout and art work for tourist and other pamphlets, and window displays.



Cutting out lettering with the jig saw.

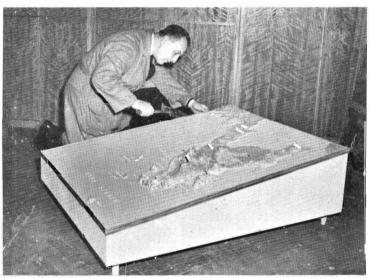
Special displays, such as those for the Royal Show and the railway centenary, and the floral floats entered in processions by the Department (again acting in collaboration with public relations officers) make heavy demands on the Commercial Drafting Office. The services of the section are sometimes called upon by outside governmental bodies. In this category are A.R.P. maps, a large (8 feet square) map of Melbourne for use by the Olympic Games Committee to record accommodation, and a number of anatomical charts supplied to the army for teaching first aid. These charts (similar ones are used by this Department) are drawn to full size, in full colcur, and have lift-up sections which open to reveal the underlying structure.



Draftsman at work on a bulletin which will be exhibited on suburban stations.



Plan mounter making a loose-leaf binding cover.



This model of Wilson's Promontory is used in Tourist Bureau window displays. It was made in the Commercial Drafting Office from plaster, sawdust and glue. To gain visual impressiveness the vertical scale has been distorted.



This plyboard cut-out of a diesel-electric locomotive was made in the division for use in window displays. Carrying transparent pictures illuminated from the back, it will be used at Spencer-st. station

INDIA THROUGH THE CARRIAGE WINDOW

by Jack Salvado

T all started when I won that quiz and chose a trip to India as my prize. In due course I stepped from the Constellation at Dum-Dum Airport, Calcutta. My programme included 1,000 miles' journey to Delhi and back, touching at Agra, Banaras (formerly Benares), Amritsar, and other points. This journey takes two nights and one day, with no changing of trains or breaks of gauge. My companion was an Indian, a professional guide. Incidentally, I did not see another European either on the forward journey or the return.

The Punjab Mail left at 10 p.m. and the three Indian

gentlemen in my compartment regarded me in silence until one set the ball rolling with a plain, "Where are you going?" English was at least equal to mine and we discussed Australia, its peoples, products, racial origins and religions. Also pastures, livestock and food in general, with side journeys covering milk and its value for growing children, together with comparisons of cows' milk, goats' milk and buffaloes' milk, and whether these were preferable to human milk or vice versa. My suit of Australian wool was inspected, favourably commented upon, and its price translated into rupees

Accountancy Branch clerk, agreed, rather reluctantly, to accompany his daughter-in-law to a well-known radio quiz session. The original quiz entrants failed, and members of the audience were asked to come forward. Mr. Salvado volunteered, with others, and was selected to answer the questions. Having answered the first three correctly, he thought the final one almost too good to be true; "What is the name of the glamour train that runs between Melbourne and Albury?"

He walked away from the microphone with a free air trip to India. Now his family have

great difficulty in keeping him away from

quiz sessions.

left the country in which they had been born and reared. Then, as now, an Indian railwayman's job was no For most of the sinecure. year, days, weeks and even months of searing heat, follow hard on each other. Trains must run to schedule even when the sun strikes so savagely that the eagles and crows seek the shade. A deviation from schedule can also incur penalties apart from the normal reprimand or demotion. A train recently arrived an hour late, and the passengers so far forgot Ghandi's

precepts regarding non-violence

that they stoned the train crew,

sending two of them to hospital.

I wakened at daylight as vista on vista of brownish plain and blue sky unrolled. Mud villages dotted the plain, each with its people and cattle greeting another day. Wide blue stretches of the Ganges came into view, with last wisps of fog melting under the rising sun. Groups of people walked unhurried to work in the fields. Ox-carts with humped grey zebu cattle set the tempo of life, calm and unhurried, as it has been lived here for thousands of years. For me, the tramp, tramp of the loco set the tempo for that day and the following night.

ACH large station presented another view of the amazing diversity of the Indian people. Impressively bearded and turbaned Sikhs; horribly deformed beggars of all ages; holy men almost naked with ash-smeared bodies; Ghurkas and other distinctly recognizable types; all these waited or went calmly about their business. One station had about 30 rhesus monkeys as unofficial mascots. ran along train roofs, platforms and buildings as free and unregarded as sparrows. Additional colour came from flocks of birds, including parrots, pigeons, minahs, choughs and kites, together with an occasional vulture. The kite, a large species of hawk, will swoop on an unwary eater and neatly snatch the food out of his hand. Stray mongrel dogs were another feature. Hindus generally refuse to harm any living creature, hence practically every form of life is unmolested.

Food vendors offer a variety of easily handled vegetarian dishes. One tasty item is a small pasty filled with potatoes and green peas, spiced with curry, and enclosed in a thin shell-like casing, fried crisp and brown. Heavier fare, curry and rice, is supplied by the railway refreshment services. It comprises a large plate of rice, flanked by several small bowls of curried meat and vegetables, together with chappaties, the Indian equivalent of bread, and a large glass of cold water.

Indian trains are comfortable, though not yet modernized. The gauge on main lines is 5' 6". Altogether there are

ATE in the afternoon I saw an automobile, the first for the day. A new utility, gleaming with duco and chrome, it looked as incongruous as an elephant in an aircraft-factory, as it felt its way from hillock to hillock across that ancient landscape. Outside the cities motor transport is rare. Petrol and maintenance are dear, and the accent is on cheaper transport, such as cycle-rickshaws and changas. The rickshaw is a tricycle with the driver pedalling in front, and with room for two passengers. It is ideal for short runs on flat country. The changa is a sturdy horse-drawn trap, carrying up to four passengers in comfort. The pony is too often a deplorable little animal, too light for the job, but the runs are short and infrequent. The whip is absurd, a piece of knotted string on a stick. The pony's dinner is a few handfuls of chopped grass; and one wonders whether the ponies have been purposely bred small to save fodder, or whether they have got that way through poor breeding and poor feeding.

34,000 miles of track employing 925,000 people. The

services were built mainly by private British enterprise, but

have now become the property of the Indian Government.

They were originally staffed by Britons, even to drivers, guards, and gangers. The railwaymen in many cases married

Indian women, and their sons in turn became railwaymen,

forming a separate community in themselves. When India

gained independence, the Anglo-Indians were no longer able to claim any preference for railway employment and many

The train marched steadily westward, and the station names fell on the ear like echoes of the Great Mutiny—Lucknow, Cawnporc, Amritsar, Banaras. Like another echo was the Last Post sounding from a nearby cantonment. Stations were brilliantly lit, but the sounds were muted and the pulse was slower. The birds were still there, but sleeping. A tree bore a solid crop of green fruit which proved to be masses of green parrots, while the underside of the verandah was literally packed with doves and smaller birds. Tea vendors turned a few honest annas carrying brass kettles, each with its own built-in fire of live charcoal. The tea is ready-sweetened, and drunk from earthen cups which are used once and discarded.

We arrived at Delhi as a cold dawn wind from the Himalayas made the waiting changa-drivers and bearers crouch closer to their charcoal braziers in the station yard. Hot coffee revived us sufficiently to climb into a changa and start in search of accommodation.

AMONG OURSELVES..

Accountancy Branch Changes

THE recent retirement of the Assistant Comptroller of Accounts (Mr. J. F. Timms) has brought about changes in the higher ranks of the Accountancy Branch. Mr. Timms has been succeeded by Mr. W. J. Dandie, formerly Chief Bookkeeper. The Statistical Officer (Mr. A. W. Geuer) becomes Chief Bookkeeper, and the Officer-in-Charge of the mileage statistics section (Mr. L. Williams) is promoted to Statistical Officer.

Mr. Timms joined the service in 1905 as a junior clerk in the Bookkeeper's Division at a salary of £40 a year. He qualified in accountancy in 1918 and, later, was appointed Special Officer on the staff of the then Chief Accountant (Mr. T. F. Brennan). He became Chief Clerk in 1937 and, in the following year, Chief Bookkeeper. For 10 years he was responsible for the compilation of the balance sheet and annual report tables. In 1948 he became Auditor of Revenue. His duties took him on periodical visits to country and suburban stations, inspecting books and records, and in this way he gained an intimate knowledge of the railway system as a whole. In retirement, Mr. Timms will pursue his favourite hobbies, gardening and motoring, He is also going to take up bowls.

New Assistant Comptroller

JOINING the Department as a junior clerk in 1911, Mr. Dandie, the newly appointed Assistant Comptroller, was for some years in the Payrolls Section and in the Pay Office, until his enlistment in 1915 in the Siege Artillery Brigade, 1st A.I.F. He saw active service in France and Belgium. In 1919 he returned to the Payrolls Section and later qualified as an accountant. In 1930 he helped to lay the foundation of what, in 1932, became the district accounting system. Mr. Dandie later became Assistant Inspector of Accounts for a time, and, when the State Coal Mine accounting was brought under the control of the Comptroller of Accounts in 1933, he went to Wonthaggi as the mine's first accounting officer. He returned to Head Office in 1936 as internal auditor, and a year later was appointed Special Officer to the Comptroller of Accounts. He was promoted to Chief Bookkeeper in 1948.

Mr. Geuer's Career

R. GEUER, the new Chief Bookkeeper, joined the Accountancy Branch in 1914 as a junior clerk. He started in the Way and Works Payrolls Office, under the late Mr. T. Maloney. In the 1914 war he served in France with the 11th Field Artillery and, when he came back in 1919, he went to the Stores and Materials Division of the Branch. In 1925 he went to the then Bookkeeper's Division and qualified as an accountant. When the district accounting system was introduced in 1932, he was appointed to the Auditor of Expenditure's Division as assistant inspector of accounts, and, later, internal auditor of cash accounts. In 1941 he was loaned to the Commonwealth Government

and became accountant-in-charge of the Treasury Department's overseas section. He returned to the Department in 1946 as statistical officer, a position he held until his recent promotion.

From Traffics To Statistics

THE new Statistical Officer (Mr. Williams) joined the railways as a junior clerk in 1918 in the then Transportation Branch. He was a booking and parcels office clerk at Geelong, and, when the District Superintendent's office was transferred there from the metropolitan area, he joined the clerical staff. While at Geelong he qualified as an accountant and, later, when he came to Head Office to work under the late Mr. G. D. Brown, accounts clerk, Transportation Branch, he began a University economics course. He got his Bachelor of Commerce degree, and, in his final year, gained honours in public administration and finance and statistical method. Mr. Williams succeeded Mr. Brown as accounts clerk, and, in 10 years, rose from sixth to first class clerk. During the last war Mr. Williams was loaned to the Departments of Supply and Development and Commerce and Agriculture and became accounting officer for foodstuffs for the allied forces. When he rejoined the Department he went to the Accountancy Branch as mileage statistics officer.

Institute of Transport

THE Commissioners have approved of the extension until June 30, 1956, of the scheme under which payment is made of 75 per cent of the entrance and subscription fee for the first year of membership of the Victorian section of the Institute of Transport as student or graduate, with payment of 50 per cent of the subscription fees thereafter.

In Hitler's Munich

AILWAY architect Mr. Jordan Skopakow, who has been in the Department for more than four years, had the unusual experience of living throughout the last war in Munich. Born in Sofia, the Bulgarian capital, Mr. Skopakow went to Munich University to study architecture under Professor Abel, one of Europe's best known architects. It was a nerve-racking life in Munich during the war, says Mr. Skopakow. The city was pounded by Allied bombers and many buildings were reduced to rubble. He was unmolested by the Germans while he was studying and, even when Bulgaria joined the Russians in the struggle against the Nazis, Mr. Skopakow was not interned, although he had to report regularly to the police. Hitler made several visits to Munich, but Mr. Skopakow did not see him, as he deliberately kept out of crowds. Rumours were rife that attempts were being planned on Hitler's life, and Mr. Skopakow realized that, if one were made, a foreigner's life would have been worth little. Mr. Skopakow likes his railway job. Its variety appeals to him. He has two brothers in Sofia. One, Christo, is a doctor of medicine, and the other, Boian, a lawver.







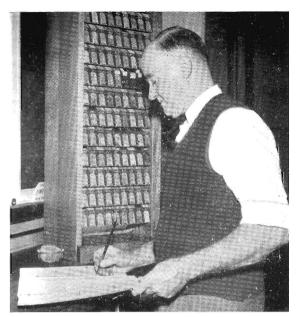


Mr. Timms

Mr. Dandie

Mr. Geuer

Mr. Williams



Mr. J. C. Ross has been at Maryborough for 40 years, except for a short spell in the A.I.F. in 1918 and a couple of years on loan to the Premier's Department. He has been a member of Maryborough No. 1 First Aid Corps for 22 years. Mr Ross bas been actively engaged as an executive member of Maryborough A.L.P. for 25 years, for the last 14 as secretary. He was secretary of the Midlands State Electoral Council for several years and has served various terms as president of the local Trades Hall Council. Apart from all this, he indulges in a little rifle shooting and gardening.

The Band Played On

THE Newport Workshops concert brass band recently played for the P.S.A. at Wesley Church, and gave such a good performance that they have been invited back again. That in itself is a compliment, for Dr. Irving Benson has the reputation and happy knack of always picking good artists, as well as good speakers. Forty members of the band appeared; unfortunately five were on the sick list. Included in their program was a duet by W. Webb (cornet) and J. Bennett (flugelhorn). At present, the band has a vacancy for a good side-drummer, and the band secretary, Mr. H. Best, at the Fitting Shop, Newport, would like to hear of one.



For 24 of his 45 years' service, Mr. Albert John Collins has been Engine Working and Westinghouse Brake instructor at the V.R.I. During that time about 1,000 men who passed through his class got their driver's certificates. Before he became an instructor, Mr. Collins drove passenger and goods trains on all the main lines of the system and was on the footplates of all classes of locomotives. In his younger days he was an amateur runner and a footballer and cricketer.

Railway Diggers' Dinner

FEW functions are more enjoyable than a gathering of old diggers in the friendly atmosphere of an annual dinner enlivened with bright entertainment. All the best qualities of traditional A.I.F. mateship come to the surface. This year's dinner given by the Railway Returned Servicemen's Section to country delegates at the V.R.I., was just like that, even more so.

Guests of honour included Commissioners O. G. Meyer, E. H. Brownbill, the Secretary (Mr. N. Quail), who represented Legacy Club, the Assistant Chief Traffic Manager (Mr. T. R. Collier) and other senior officers. Mr. Meyer, who led the response to the visitors' toast, discussed the formation of the railway unit (which went into camp at Puckapunyal last month), and said it was to the credit of the organization that the response by young railway diggers to the appeal for recruits had been answered so well. There were indications that the Geneva conference had eased the international tension, but should the necessity arise, these young diggers would be adequately trained for overseas service. Mr. Brownbill agreed with Mr. Meyer on the enjoyable atmosphere of the dinner, so much so that he intended to come again, if he were

An earnest appeal was made by Mr. Quail to the service-men's section for more support to the Legacy Club. He reminded railway servicemen that many of their comrades did not return from two world wars. Their children needed help and Legacy was doing its best to see that they were given the things that their fathers, had they survived, would have given them. Legacy, he said, had to maintain homes and provide such things as medical, dental and other services which cost money. He urged country delegates, especially, to ask their members whether they would be prepared to guarantee financial support to Legacy's endowment scheme.

Mr. F. Carey, secretary of the A.F.U.L.E. (Victorian Division), as a returned soldier and a keen supporter of Legacy, strongly backed Mr. Quail's appeal and promised to urge members of his own union to give more to the movement.

Thanks

FOR the efficient way the conveyance of pickers to Red Cliffs and Mildura was handled for the recent fruit harvest. "Throughout the season fruit pickers were detrained speedily and were sent to their jobs without any delay. It was a job well done by station staffs at Red Cliffs and Mildura."

-F. R. Messenger, Chairman Growers' Conciliation and Labour League.

V.R.I. Debaters

THE V.R.I. debating team, Messrs. Frank Flanagan, Bill Acheson, Neville Bell and Trevor Howe, will be heard this year in competitions conducted by the Debaters Association of Victoria for a shield awarded by a Melbourne newspaper. Last year, members of the team were highly praised by the adjudicators for their oratory and debating skill which defeated the Young Liberals team in the debate: "that amateurism in sport should be abolished." The V.R.I. team presented the negative case. Mr. Howe, of the Accountancy Branch, has been appointed grade secretary of the association, and will make arrangements for debates to be adjudicated. The V.R.I. club is anxious to build up membership so that more teams can be entered in the competition. Railwaymen interested in joining should get in touch with either Mr. Neville Bell, clerk, Terminal and Eastern Accounting Office, Flinders-st. (auto 1541), or Mr. T. Howe, clerk, Railway Offices Accounting Office, Spencer-st. (auto 1580).

Former Anzac Dies

A FTER 11 months of retirement, Mr. John Croft, former driver-in-charge at Echuca, has died. He joined the Department in 1911 as an engine cleaner at North Melbourne Locomotive Depot. Mr. Croft enlisted in the A.I.F. in September 1914, and served with the 14th and 46th Battalions as a company sergeant-major. He was at the Gallipoli landing on April 25, 1915, and was wounded at

Lone Pine early in August. Returning to the Peninsula in September, he remained there until December. Later, he served in France. After his return to Australia he served as a fireman and driver at various country locations, becoming driver-in-charge at Echuca in 1951. He drove the first train on the Echuca-Balranald run.

A Photographer Looks Back

HEN photographer Mr. A. L. Reid first developed an interest in photography, as a lad, cameras were not the compact and highly efficient things they are today, and they were not so common. It was the era of the box camera and anybody who had a more advanced type was an object of interest. Young Reid's first camera, a half-plate, which cost his parents about £5, was his most treasured possession. At week-ends he wandered along the Yarra's banks and elsewhere seeking likely subjects for his camera.

Highlights of the now retired railwayman's career were royal tours and journeys to most parts of the system on photographic assignments, on which he had the photographer's share of adventures. Once, while taking an action shot of a passing train from a farmer's paddock, with his head under the inevitable black cloth, he suddenly heard the thud of a bull approaching at high speed. He pressed the bulb, grabbed up his awkward equipment and just beat the bull to the nearby fence.

Saw Emden Destroyed

FOREMAN NORMAN CHARLES HUNTER, who retired recently, joined the Rolling Stock Branch in 1911 and became what was then known as a rivet boy, in the boiler shop at Newport Workshops. After World War One he rejoined the Department in the Electrical Engineering Branch, and worked on the construction of substations. He returned to the Rolling Stock Branch in 1923 as an electrical mechanic and rose to foreman of the Train Lighting Depot.

Mr. Hunter, who was in the Royal Australian Navy in 1912, did a wireless telegraphy course with Mr. J. Fitzpatrick, now Assistant Distribution Engineer, on the old training ship *Tingara*. He served on *H.M.A.S. Sydney* and took part in the battle with the German raider *Emden*, which was



Mr. Hunter

sunk by the Australian cruiser at Cocos Island. He was also with Sydney when a raiding party was sent ashore in the Pacific and destroyed a German radio station on Anguar Island. Mr. Hunter had more excitement when Sydney joined the 2nd Light Cruiser Squadron of the Grand Flect in the North Sea. It was just after the Battle of Jutland, and Zeppelins were raiding London. Twice, these huge dirigibles attacked Sydney, but their bombs fell harmlessly in the sea.

Under 15 Ministers

R. J. J. HOGAN, who recently retired, doubtless felt the impact of political changes to a greater degree than most of us do. For the last twenty-five years he has been a clerk in the office of the Minister of Transport. He worked under 15 Ministers. Mr. Hogan began his career in 1910, when he joined the Railway Construction Branch as a junior stenographer and typist. He is an indefatigable listener to quiz shows, and, for 55 years—ever since he first saw Richmond play—has been one of the team's most loyal supporters.

THEY HAVE RETIRED







Mr. W. J. Vickery, Way and Works architect, had 39 year's railway service. He was in the first contingent of the A.I.F. to leave Australia in World War One, and upon his discharge in 1916, joined the railways. Mr. Vickery says the busiest times of his railway career were during the electrification of the suburban system and in the post-war period as Operation Phoenix developed. His hobbies are water colours and astronomy.

Apart from his early years as a junior clerk at Melbourne Goods and 10 years as Chief Clerk in the District Superintendent's office at Ballarat, Mr. Thomas Dwyer was a Head Office man, and for more years than can be remembered, a well known identity of "Room 1", as Room 55 is still called by the veterans. As secretary of the monthly Traffic Branch officers' conference, he watched the development of the branch and the service.

Joining the service as a lad labourer in the photographic section of the Way and Works Branch in 1936, Mr. A. L. Reid, photographer, learned the technique of his trade at the Working Men's (now Royal Melbourne Technical) College. In his early twenties, he began taking photographs for the Department He took pictures to illustrate articles in the old V.R. Magazine, tourist scenes for railway carriages and technical ones.

SPORTS

Shepparton V.R.I.

MERRS of Shepparton V.R.I. have made a good job of decorating the interior of their hall. The work has cost just about £1,500. A new parquetry floor has been laid, a new coiling fitted, and the whole of the interior repainted. The table tennis club is the only active club at present, although Shepparton players appear at the V.R.I. Country Week matches in tennis, cricket and bowls. However, local interest in the V.R.I. is now being re-stimulated among Shepparton's 80 railwaymen.



Mr. N. O'Connell, clerk, Maryborough Locomotive Depot, plays on the wing for Primrose Football Club of which he is secretary. He is also a member of the Maryborough Golf Club and Iron Quoits Club. The latter has about 60 members who play under electric light.

Badminton Fever

If MR. H. R. BRADY, Traffic Branch discipline clerk, who is secretary of the Australian Badminton Association, knew that badminton was Malaya's top sport, he did not realise, until his recent visit to Singapore as manager of the Australian team, the almost fanatical interest taken in the game by Asiatics.

When the Australians arrived at the airport, the first act of the Customs officials was not to examine luggage, but to get the autographs of the visitors. The players were the centre of attraction from arrival to departure. For once Australia's Davis Cup team, who happened to be there, overnight, on the way to Wimbledon had to take a back seat. Even Lew Hoad's signature for one, was not in demand.

Australia had qualified to compete in the inter-zone finals at Singapore for the Thomas International championship Cup (the Davis Cup of badminton) by defeating New Zealand (7–2) in the Australasian zone final. The Australians, however, were defeated, but far from disgraced, by Denmark, the European zone winners (9–0). Their plucky fight for every

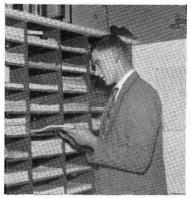
point earned them much applause from the Asiatics who described them as the "gamest losers in the world". India, the Asiatic zone winners, defeated U.S.A. (6–3), but they had to lower their colours in the final to the Danes (6–3). In the challenge round, the Malayans, amid indescribable enthusiasm, retained the Cup by defeating Denmark (8–1).

Mr. Brady says that the Malayans take their training very seriously, even more so than Davis Cup tennis players. The badminton stadium can hold 8,000 people and it was filled to capacity. The spectators included the Commissioner-General for South-East Asia (Mr. Malcolm MacDonald), the donor of the cup, Sir George Thomas, who came from England for the series, and the Australian Commissioner (Sir A. Watt).

Subsequently, some of the Australians went to Kuala Lumpur for the Malayan championships. Their sportsmanship and bearing won them many friends. Incidentally, Mr. Brady was given the compliment of appointment as official referee for the India-U.S.A., and India-Denmark ties.

Wrestling Championships

THE annual open and novice amateur wrestling championships, held at the V.R.I. recently, were judged under strict Olympic Games rules. Institute representatives were successful in both open and novice events. In the open class, they filled the places in five of the six events, only the light heavyweight title was won by a non-V.R.I. wrestler. W. Morse won the bantam division, J. Sweeney, feather-weight; I. Elliott, light-weight; B. Scott,

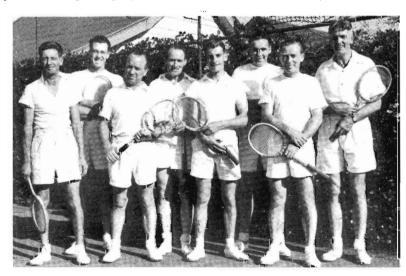


Junior Clerk G. J. Bell, Way and Works Depot, is the only railwayman playing with the Maryborough Cricket Club, and was the only railway cricketer from Maryborough at the recent Country Cricket Week. He played football with Maryborough seconds last year.

welter-weight and M. Greenwood, middle-weight. In the novice class, D. Ford won the feather-weight title; A. Sinclair, light-weight; L. Rees, middle-weight and S. Spiteri, heavy-weight.

The Premiership King

ELECTRIC train driver E. J. Williamson has a remarkable record in railway cricket. He was captain of Flinders-st., winners of this year's premiership, and he has been a member of the last six consecutive railway cricket premiership teams. He and his father, Edward Williamson, form the only father and son combination among electric train drivers. The latter was fireman on the Royal train during the visit of the Duke of Gloucester to Victoria for the State's centenary.



Northern Lines No. 1 and North Melbourne Locomotive Depot men who competed in V.R.I. Tennis Association's A grade competition for the Dunkling Shield. Left to right: F. Sims (Northern Lines No. 1), M. Harford, H. Adams, J. Bolger, J. Hunter (North Melbourne Loco.), K. Williams, D. McIntyre, I. Outhred (Northern Lines No. 1). The shield was won by Northern Lines No. 1.



THE MONTH'S REVIEW

Silver Anniversary

THIS month, News Letter celebrates its 25th anniversary. The first forerunner was known as the Victorian Railways Institute Review. In January 1924, the magazine, considerably enlarged and carrying some advertising, became the Victorian Railways Magazine and the Department's first house journal. In announcing this spirit of growth into a big, bouncing journalistic baby, the Chairman of Commissioners, Mr. (later Sir Harold) Clapp and his colleagues, Messrs. W. M. Shannon and C. Miscamble, hoped that the new magazine would help along good feeling between public and staff, and stimulate the railway team spirit. The magazine flourished, but, ultimately, became a victim of the depression. tember 1930, the Commissioners regretted that, because of the grave financial position, its publication in the form it took would cease. However, to keep the staff in touch with railway news and events a monthly News Letter would be distributed.

The first issue of *News Letter* consisted of four pages. Since then it has grown to 16, its format has been changed and the pictorial style has given it the modern touch. Surveys indicate that its readership value is high, and it is widely quoted by the press at large. It has a respectable mailing list both in Australia and abroad. One distinguished reader, Sir John Elliot who, in 1949, came from London to report on the Victorian Railways, tells us that he always looks forward to getting his copy. And so say many others.

Education Week Exhibits

THE Department took full advantage during the recent Education Week to stimulate interest in railway work and the opportunities it offers to young men, especially in planning professional careers, by putting on two attractive educational exhibits, one at the Royal Melbourne Technical College and the other at Brighton Technical School. At the college, the appeal was directed mainly to electrical engineering students. Photographs showed the evolution of the locomotive, from the "puffing billies" to the modern streamlined diesel mainliner, as well as models of a sub-station and of a section of the underground railway. At Brighton Technical School, the interest was centered in railway apprenticeships and in Departmental employment generally. Models of old and new locomotives were displayed in glass cases and a wide range of railway work was depicted pictorially. Employment publicity material was distributed. The exhibition was seen by about 7,000 people and it was agreed by many that, once again, the railways had " stolen the show."

Getting Them Railway Minded

NT oST boys jump at an invitation to a cinema show in school time. When the programme is known to include railway pictures there is a tendency to jump even further. During Education Week, the Department played host to about a thousand boys from various high schools in the metropolitan area who came to see a programme of educational films at the Institute. Most of the films had a railway flavour and were of the type to interest the lads in a railway career, which is precisely what they were intended to do. The Department believes, very soundly, in trying to translate the normal boyish enthusiasm for the railway into the serious purpose of a railway career.

Snow Bound

HEAVY and continuous falls of snow in south eastern Australia late in the winter covered Victoria's mountain resorts so deeply that serious difficulties arose at Kosciusko and Mt. Buffalo Chalets. At Mt. Buffalo, three snow ploughs were used day and night to keep roads open. There were unprecedented incidents. Guests' cars were buried so deeply that only the radio aerials showed. The roof of one garage collapsed under the weight of piled up snow and

enveloped 11 cars. Another roof caved in, and when water and electric mains were broken, essential services broke down. For some days Chalet staff and many guests worked together and unceasingly to clear snow from yielding roofs and blocked roads. Rooms were unheated and there was very little water. but these things were endured with good humour and commendable understanding. Country Roads Board and Forests Commission staffs rose magnificently to the occasion. The Commission's mobile pump was most effective. At one stage of the struggle against the encroaching wall of snow, the only contact with the valley was by a guest's jeep. A week elapsed before normal life was resumed at The Chalet for a full complement of guests. A few of the hardy and adventurous ones had insisted on remaining and lending a helping hand. The Superintendent of Refreshment Services (Mr. Keown), who was at The Chalet at the time, was highly impressed by the way the guests and the staff accepted the unusual turn of events and worked together to make life as pleasant as possible in trying conditions.

Show Place

TALLOURN has long been one of the industrial show places of Victoria. With the opening up of the Latrobe Valley as a whole, Yallourn and Morwell are together put down as a must for any visitor. During the Australian and New Zealand Association for the Advancement of Science congress in Melbourne recently about 50 visits were arranged to factories, laboratories, hospitals and farms. The participating scientists ranged far and wide looking at interesting things. The biggest single excursion was to Yallourn to see the State Electricity Commission's undertakings. Nearly 400 scientists, as guests of the State Government, went by special train. They were shown over the power station. the briquetting factory and the great open cut. The New Zealanders, especially, were also interested in the duplication and electrification of the Gippsland line as far as Warragul, and the work that is going on in the direction of Traralgon. A special train also took a Parliamentary party, comprising members of both Houses, to Yallourn and Morwell. They inspected the brown coal mining projects as well as the Gas Corporation's works at Morwell.

Original Suburban Freight Locos Scrapped

THE original electric suburban goods locomotives, Nos. 1100 and 1101, built in 1923 (the steel underframes and bodies at Newport Workshops and electrical equipment installed at Jolimont) have been scrapped. Their underframes were not suitable for conversion to auromatic coupling. The locomotives were the steeple cab type; that is to say they had a central cab and equipment compartment and, at each end, a sloping roof on a lower level, under which were housed such components as air compressors, reservoirs and sanders. Serviceable parts from the scrapped locomotives will be used for the maintenance of the box cab type (Nos. 1102-1111) which were built in 1928-29 and are now designated E class. They have been converted to auto-coupler and transition chain for dual operation.

A radical change was made in the body of this class of locomotive when ten more were built, following the success of the prototypes. Of box cab type, they had a central aisle throughout the equipment compartment.

OUR FRONT COVER

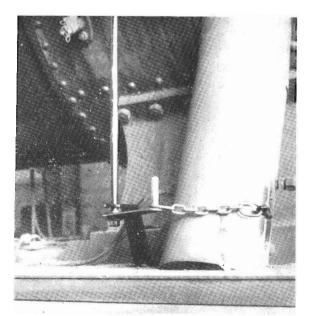
shows the first of the 27 900 h.p. T class utility diesel-electric locomotives being lowered on to its Victorian bogies at Bandiana. The T's are a welcome addition to the Department's expanding fleet of modern locomotive power.

PUTTING THE LID ON

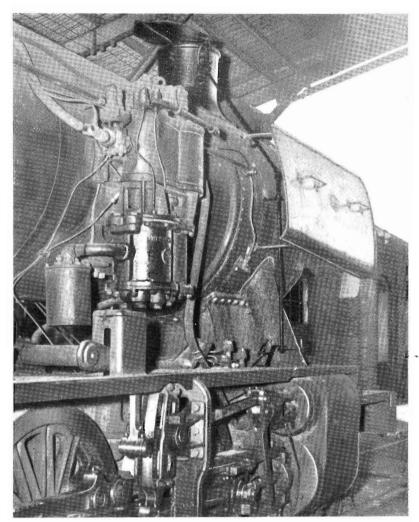
HIMNEY covers, operated from ground level, have proved successful on oil-burning locomotives, so much so that it has been decided to adopt the cover for all J and N class oil burners as soon as possible. Later, its use may also be extended to the C class oil burning locomotive.

NE of the many important advantages of the oil fired steam. locomotive over the coal burner is the big saving in time for raising steam. When the boiler is cold, or has a pressure below 20 lb. per square inch, and shed line steam or air pressure is available, a pipe is connected to the shed line valve at the bottom of the steam manifold in the cab. This enables the fuel oil to be quickly atomised and ignited with lighted waste. If neither shed air nor steam is on hand, and the boiler is cold or its pressure low, it is necessary to light up with firewood to raise pressure to about 25 lb. per square inch. The burner can then be lit. Starting, however, with a boiler pressure of 20 lb. per square inch, or over, no external aid is required, and the burner can be lit immediately.

The corresponding disadvantage, however, is the rapidity with which the oil burning locomotive cools



The operating handle locked in the off position.



The chimney cover off.

down after the flame goes out, when the locomotive is stabled, or stands by at an outlying station for any length of time.

This cooling is due to cold air being drawn into the firebox, through openings around the burner, at the damper, the fire-

hole door, and so on.

To slow down this cooling when the locomotive is standing by, the Rolling Stock Drawing Office design staff experimented with a hinged type of chimney cover. An operating lever, placed just behind the smokebox, above the footplate, and worked from the ground, turns the lid in a horizontal movement to blank off completely the top of the chimney. When the engine is ready for the road, the lever slides the cover backwards on to a horizontal bracket, where it is locked.

Both J and N class locomotives were tested in this way. As the boilers cooled down observations were made at regular intervals, with and without the cover in position, and reproducing as accurately as possible all service running conditions for each of the comparable tests. With the cover on, it took the J class three hours and ten minutes longer for the boiler pressure to drop to 20 lb. per square inch. This represented an improvement of 35 per cent. The N class took two hours and twenty-five minutes longer, an improvement of 33 per cent.

Chimney covers were a feature of old-time French locomotives. They were also fitted to some of the Department's early types. The main disadvantage of the old cover was that the lighter up had to climb on to the footplate to operate it.



The first practical step was to raise the 20,000 volt cables on the river bank, opposite the St. Kilda platform, to make room for a barrel drain to run from Flinders-st. under the station building and empty into the river. It replaced the main drain through the area now occupied by the subway.

DEGRAVES-ST. SUBWAY

THE new subway is a link between the city and Flinders-st. station designed to make easier the movement of passengers to and from the station. The major work involved was outside the railway boundary and was, therefore, the responsibility of the Melbourne City Council. This deals briefly with the railway work involved.

THE subway will serve two main and simultaneous ends; freer and safer access to the station and freer use of the roadway by trams and motor vehicles.

So far as the railway section of the subway is concerned, it has been widened to 25 feet back to Nos. 4 and 5 Platforms. At the barrier outlet on the building line, it further widens to 33 feet. A 10-barrier outlet has been designed to cope with heavier passenger traffic, and it incorporates wider vision ticket checkers' cabins. Side sliding gate grilles have given place to vertical rolling grilles to reduce the heavy maintenance which the former type, above ground, incurred. The barriers in the subway will have remote controlled indicator clocks instead of the familiar Bathgate hand-operated indicator, and the Bathgate indicators at street level will be replaced by similar electrically-operated clocks. The control room for these clocks is just off No. 1 Platform. The application of the Selsyn system of remote control to these indicator clocks has been developed in the Electrical Engineering Branch. This is the first time it has been used in this way.

The old stairway down from Flinders-st. has been removed and two new stairways opened, one from Flinders-st. and the other from No. 1 Platform. No. 1 Platform can be reached either from street level or from the subway.

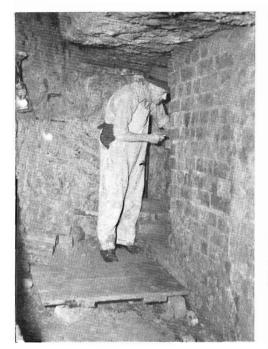
There are four suburban booking windows in a booking hall off the eastern side of the subway. The hall has been designed to enable booking clerks to operate with maximum efficiency and a minimum of movement, by concentrating the 792-tube ticket stock in cabinets within easy reach of them. Maximum visibility has been given by the construction of light, metal-framed, armour-plated glass screens fronting the booking counter. The office arrangement is also clearly

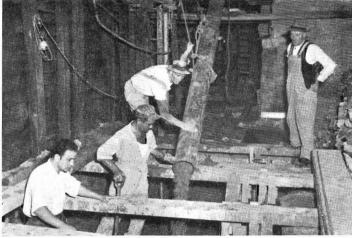
visible to the public through the full-height glass screens fronting the booking counter. Sound deadening materials have been used to reduce noise. The queue rail and exits have been planned to give free and rapid movement to passengers through the booking office. Contemporary materials were selected to withstand expected heavy wear and tear, and to harmonize with the work done by the City Council. Mechanical ventilation is provided at the barriers and within the booking hall by the Council's plant. Fluorescent lighting is installed in the booking office and subway.

At street level, new 10-window race and special purpose booking facilities will be provided immediately above the subway. A new suburban and country booking office, at street level, has been opened for some months.

Subway entrances outside the station consist of five stairways, two on the northern footpath of Flinders-st., two from the Mutual Store, and one from the corner of Degraves-st. and Degraves-pl. There is also provision for two more stairways opening into the P.M.G. building on the corner of Degraves and Flinders-sts.

With the building of the subway, provision has been included for a new transformer sub-station to supply current to the whole of the Flinders-st. station area, including Princes Bridge. The new sub-station plant will be owned and controlled by the Melbourne City Council, but the switchroom and associated switchgear will be installed and operated by the Railway Department. The new sub-station will replace part of the old single-phase system which has been in use for the past 50 years, and will reduce the load on the Spencer-st. sub-station.







Some of the phases of work involved in building the subway-

(above) Underpinning the foundations of the station building entailed considerable excavation. Men on the lob discovered relics of early Melbourne in the debris mixed with the soil 10 feet below the level of Flinders-st.

(top right) Fouring concrete into the foundation of the western abutment between Nos. 1 and 2 Platforms. Altogether, about 85°C cubic yards of concrete and 96,000 bricks were used in the railway section of the subway.

(right) Workmen clean down the brickwork of the subway walls prior to tile laying.



Shop-fitters at work on the display windows and ceiling in the shopping arcade in the City Council's section of the subway.

October 1955



Apart from its normal traffic, Shepparton station copes with a big influx of seasonal workers for fruit picking and canning. Its rail service comprises two passenger trains and four goods trains, each way, daily, a "shoppers trip" diesel rail-car from Cobram on Wednesdays, and a diesel-hauled Sunday excursion train from Melbourne. Inset shows Stationmaster W. H. McLood.

SHEPPARTON KEEPS GROWING



The parcels office daily handles up to 400 single case lots of fresh fruit during the season which lasts from February to April.

HEPPARTON began its history as a settlement about 1850, with a total population of two. At that time it was merely a punt crossing place on the Goulburn, and its only building was a bush inn. It was known as "Macguire's Punt," a name given official recognition in 1853, but it was soon changed to "Shepparton." The area had previously been part of the Tallygaroopna run first occupied by Edward Khull, who came there in 1841 and squatted on an area of about 172,000 acres. Khull soon abandoned the run, and it was taken up, in 1843, by Shelbourne Sheppard, from whom the township took its new name.

The settlement first came under municipal government in 1876 when the boundaries of the Shire of Echuca were extended to include the Shepparton district. A Shire of Shepparton was created in 1879, and this was subdivided, in 1884. The northern part, strangely enough, retained the name of Shire of Shepparton, with headquarters at Numurkah, and the southern part was named the Shire of South Shepparton, with headquarters at Shepparton. They were renamed the Shires of Numurkah and Shepparton, respectively, in 1885 and 1886. In 1927, the Shepparton township area was severed from the shire and created a borough. In turn, the borough was declared a city in 1949.

In 1930, Shepparton's population was just over 5,500. Today it is just on 11,000. Shepparton is a busy and growing city and a thriving commercial centre, surrounded by an extensive and highly productive irrigation district. There are more than 30 different kinds of secondary industry operating in Shepparton. Of prime importance in the district

are fruit-growing, dairying, and fat lamb and cattle raising. It is, of course, through the production of canned fruit that the city has become so well known. Last season's production of canned and fresh fruit was 41,225 tons, of which the Shepparton Preserving Company alone handled 25,000 tons.

The railway came to Shepparton in January 1880, when the population was only 1,000. The line was extended to Cobram in 1888 and to Tocumwal in 1908. As in other centres, the railway has played no small part in the growth of the city and district for, without the benefits of ready access to markets in Australia and overseas, growth would not have been so spectacular. For the financial year ended 30/6/54, Shepparton station handled 44,763 tons of outwards goods and 48,957 tons of inwards goods, in addition to 1,346 truckloads of outwards livestock.

Shepparton has other claims to fame than its commercial prosperity. It was the town from which came the famous Furphy water carts of the first world war. As a result of the habit of army water carriers also to carry tales of doubtful veracity, the word "furphy" became an Australian colloquialism. The firm of John Furphy and Sons, incidentally, built some goods waggons for the department in the late 'nineties. Shepparton was also the home town of the other Furphy, Joseph, who, under the nom-de-plume of Tom Collins, wrote "Such is Life" and other works.



Outwards goods handled at Shepparton include 65,000 cases of export fruit (dispatched in T trucks), 3,000 cartons of canned tomato juice and soup, and 35 million tins of canned fruit. Prominent among the inwards goods are tinplate and sugar for the canneries.



Leavy consignments provide plenty of work for the crane.



Shepparton's teleprinter was one of the earliest to be installed in the country. It has practically eliminated the use of the telegraph instrument. Telegrams from stations further along the line are 'phoned to Shepparton and then transmitted to Spencer-st by teleprinter.



Passengers appreciate the refreshment rooms.



Loading canned fruit at Shepparton Preserving Company's siding. This company's cannery is the largest and one of the most modern in the southern hemisphere.

AROUND THE SYSTEM

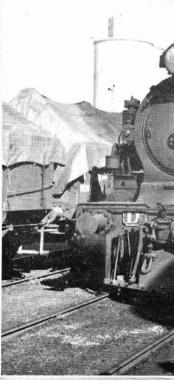


MACHINE AGE: Earth moving e suburban lines' improvements.

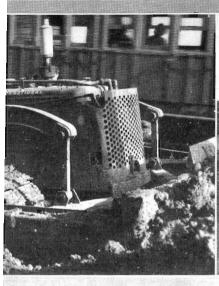
EDUCATION WEEK: The railway exhibits at Brighton Technical College were one of the features of the recent Education Week. They were seen by 12,000 people.



TEST RUN: One of the new suburban cars was recently tested on a run between Melbourne and Werribee. The Acting Chief Mechanical Engineer (Mr. G. F. Brown) is here seen making a bogic inspection at Werribee.



TRIED AND TRUSTY: Although lines' work. One of these dependal 8.15 a.m. passenger train.





t is being used with telling effect to speed up A bulldozer at work near Boronia.

DUPLICATION: The work of duplicating the line between the down end of Bayswater and Lower Ferntree Gully is now in progress. (Above) A shovel-excavator busy at Boronia.



e aged somewhat, the D3's continue to give good service on light notives is here about to leave Numurkah for Tocumwal with the



SNOW BOUND: (Above) The Chalet, Mt. Buffalo, was covered with a thick mantle of snow recently. (Below) Digging out one of the submerged cars.





Even technical unit soldiers must "foot slog" sometimes.

RAILWAY SQUADRON

T Seymour, where the original Anzacs drilled and marched and raw material was moulded in the "bull ring" into shock troops who founded the great A.I.F. tradition, members of the Department's technical unit, 41 Railway Squadron, Royal Australian Engineers (S.R.), recently completed 14 days' basic training to fit them for promotion to N.C.O. rank.

The formation of a Railway Group followed a request from Army Headquarters that at least a nucleus of supplementary reserve units should be raised from all the State railway systems and trained, so that, in the event of a change from "cold" to "hot" war, they would be ready for call up on the same basis as the Citizen Military Forces.

The supplementary reserve scheme provides a pool of specialist units, if the need arises, without further technical training. The formation of 8 Railway Group (of which the 41st squadron is part) is an extension of this policy. It includes specialists and fully trained railwaymen from all States of the Commonwealth.

The reserve units do not attend weekly parades, as their technical training is already covered by their civil occupations. The only training commitment is an annual camp of 14 days, at which the railwayman are given basic military training and a general outline of how their civil skills may be adapted to army requirements in wartime. As there is no home training commitment, it is possible to recruit these reserve units from remote areas and enrol men who can give only a limited time to peace-time Army training.

The Victorian Railways were asked to raise a portion of 8 Railway Group Headquarters and the whole of 41 Squadron,

which includes locomotive running, workshop, traffic and constructions troops. Colonel R. Wright, of the V.R. Staff Board, was appointed Commanding Officer 8 Railway Group, and Major R. P. O'Brien, of the Electrical Engineering Branch, Officer Commanding 41 Railway Squadron.

Officers and potential N.C.O's began their initial training course with an enthusiasm that surprised and delighted their instructors, Captain P. R. G. Cowley, Royal Engineers, on exchange with the Australian Army, and two regular army N.C.O's from Transportation Training Centre, Sergeants R. Metcalfe, B.E.M., and W. Liston. The Department's technical officers, who have temporarily exchanged the slide rule for the rifle and the automatic weapon, and sappers from the various branches of the service, have been springing to the word of command with a snap and willingness that encourages the instructors to predict that the 41st will be able to put on a good show against all comers. The camp training included the necessary drill, instruction in the rifle, automatic weapons and field craft, besides a two days' tactical exercise in the bush. Lectures were given by experienced officers, and training films were screened. Mr. Commissioner Meyer, who visited the camp to inspect the work and regimental parade, subsequently congratulated the squadron on their showing.

World War One diggers would hardly recognize the mod-



Instruction in the stripping of an Owen sub-machine carbine.

ernized Seymour camp. It now has modern ablution and laundry blocks with ironing boards, power points and shaving mirrors. The tents are electrically lit. Officers sleep on mattresses on folding beds with liberal bedding. Sappers are equally comfortable.

One of the most colourful personalities in the camp was Captain Cowley. He took part in the invasion of Italy and has a chestful of campaign ribbons. He is both transportation expert, and railway enthusiast. He has cleaned and fired locomotives during his training and worked on the London docks.

The foreign legion touch was given to the camp by three



Checking routine orders in the Squadron's orderly room.



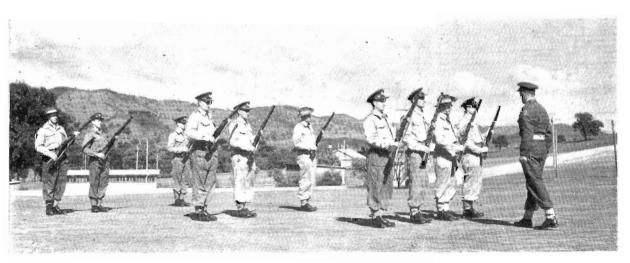
Officers fixing position by map and compass.

new railwaymen, a Dutchman, a Jugoslav and a German.

The success of the first camp encourages the Department to continue the general recruitment scheme for the next 12 months, so that a complete unit, some 300 strong, will go into camp next year. The railway unit has the latest equipment issued to the C.M.F. Enlistment is for two years which, on application, may thereafter be extended yearly. Special leave is granted for the camp, and the trainee's army pay is made up, if it is less than his railway pay. Trainees also get up to seven days' army pay a year for attending voluntary parades and bivouacs.



These sappers inspecting a rifle are new railwaymen.



Officers, in open order, port arms for inspection.

LINES FROM OTHER LINES



The Scandinarian, between Ingatestone and Shenfield, Eastern Region, British Railways, hauled by Britannia class locomotive Hereward the Wake. It includes a royal saloon (second vehicle from engine) which is carrying King Frederik of Denmark during his recent visit to Britain.

British Pioneers Exhibition

recent exhibition at London's Euston station recalled the legendary achievements of steam on rails and, at the same time and in complete contrast, included models of recent British built electric and diesel locomotives. Using relics and models, paintings, photographs and drawings, the exhibition traced the development of the steam locomotive era by a retrospect of the work and lives of famous locomotive engineers. Among many items of special interest were two working models, one of Stephenson's link motion, the other showing the conjugated valve gear which Gresley used on his famous streamlined Pacific locomotives. One of these engines, Mallard, still holds the world's speed record for steam, at 126 miles an hour.

Rimutaka Tunnel Delayed

SHORTAGE of labour is holding up track laying through New Zealand's Rimutaka Tunnel, and on the approaches. It had been expected that the work would have been completed and the fast new service running by the middle of this year. At the present rate of progress, however, the Railways Department does not expect to finish the work before the end of the year.

Milwaukee's Electric System

RAILROAD electrification, which, since the advent of the diesel-electric locomotive, has been considered by some experts to be economically feasible only under conditions of extremely heavy traffic, is paying its way on the Chicago, Milwaukee, St. Paul & Pacific Railroad. By stepping up the distribution system voltage, improving

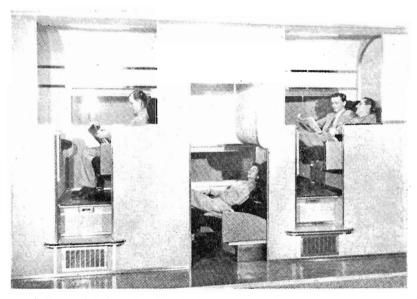
substation equipment and arranging its automatic control, providing modern facilities for repair and maintenance of electric locomotives, and by making other improvements, the Milwaukee is keeping its electrification, in spite of age (it began in 1915) and relatively light traffic, in pace with the diesels in efficiency and economy. An interesting point is that the electric locomotives have been thoroughly overhauled for the first time. Some have operated for 35 years, and have piled up individual mileages of about two million.

Children's Railways

N the river embankment of Stalingrad there is a narrowgauge railway which is run exclusively by children and for children . . . One of their trains came along. It was a perfectly normal, narrow-gauge train with Pullman type carriages and with an engine of Emett characteristics. Adults take no part in this enterprise except to give the necessary guidance and instruction, but a strict discipline is maintained. The child operators are thoroughly trained during evenings and at weekends; and before taking part in the running of the line they have to appear before an examining board . . . About half the operators are girls . . . A retired driver, who is also an instructor, always travels in the engine cab in case of emergency; but the real driver, stoker, and guard, the officials, the stationmasters, and so on, are all children; and . . . in spite of having carried millions of passengers there have been no accidents since the first children's railway was opened in the Caucasus in Tiflis in 1935.

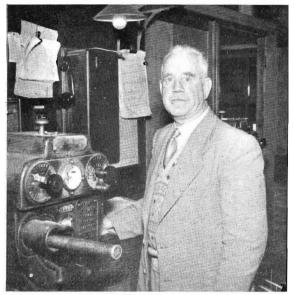
There are now 20 or 30 of these railways, and the Stalingrad railway, which has about three miles of track, is an average one. There is a children's railway with about 10 miles of track, and a part of one children's railway has been electrified. These railways have their own repair yards, and stations, and all the other ancillary accommodation.

—A. Douglas Jones in a B.B.C. talk.



A glimpse of a Pullman Day-Nite-Duplex coach designed to give budget-conscious passengers maximum comfort for overnight travel. By elevating alternate seats, 56 passengers can be seated instead of the usual 40 in a regular reclining-seat car. The semi-private compartments offer individually controlled lighting, heating and air-conditioning, lounge seats and leg rests.

AMONG OURSELVES



Mr. Fahey.

Ambulance Honour

THE long record of ambulance work carried out by Mr. J. L. Fahey, clerk at Shepparton station, was rewarded recently by his investiture as a serving brother of the Order of St. John of Jerusalem. Mr. Fahey holds the departmental 18th year first-aid certificate and he has been, for 15 years, superintendent of Shepparton Division of the St. John Ambulance. He retired to the reserve list this year. During the recent royal tour, the Shepparton Division looked after all the first aid arrangements for Shepparton, Mooroopna, Tatura and Kyabram districts. From 1937 to 1952 Mr. Fahey was in charge of the local First Aid Corps. He is on the council of the Shepparton Technical School, and, for 18 years, has been probation officer in the Children's Court. As recognition of his services to civic affairs, one of Shepparton's streets has been named after him. Mr. Fahev was also a former president of the Seymour V.R.I.

Ceylon Holiday

LERK Ted Jones, on leave from the Rolling Stock Branch, managed recently to cover 11,000 miles in 27 days. He went to Ceylon, and there hired a taxi which took him over 700 miles of the island in five days. He visited Trincomalee, Amuradapura, Polonaruwa, Dambulla, Sigiriya and Kandy. Although nearly 500 miles lay through dense jungle, the only wild animals of any size he saw were the water buffaloes, jackals and elephants. There was one road casualty, a 10 ft. sleeping python. It was run over and killed before the driver of the taxi realized it was there.

It was not until he reached the road from Kandy to Colombo that Mr. Jones resumed any sort of contact with railways, and then only when his car was held up at a level crossing by the Northern Express. The train, he said, had a modern diesel locomotive, day and sleeping cars, and a dining car. This express runs to the northern extremity of the island where passengers are taken across the Lanka Straits by ferry to join the main Indian railway system. Despite heavy road traffic, from ox waggons to diesel semi-trailer lorries, the railways appeared to Mr. Jones to be operating to capacity. Passengers travelled in 1st, 2nd, and 3rd class carriages. Those who could find no room in 3rd class sections went into the luggage and fish yans.

Dog Breeder

FF-DUTY, Miss Phyllis Martin, tram conductress on the Sandringham-Black Rock line, spends most of her time with her cocker spaniel puppies which she breeds herself. A very well bred bitch has presented her with three litters, altogether 18 puppies, during the past three years. Miss Martin says they are in keen demand and are frequently booked well ahead of birth. They are usually six weeks old before the new owners take delivery. If their future home is to be in a flat, Miss Martin gives the puppies special training for at least another six weeks to accustom them to confined surroundings. Care of puppies, says Miss Martin, begins at whelping time, and one has to ensure that the weaker ones get their fair share of food and are kept warm with hot water bottles. Tails are docked and dew claws removed in the first week after birth. As a shift worker, Miss Martin does not find easy the proper feeding and care of puppics, but, somehow, she manages. For four years before she joined the Department in 1947, Miss Martin was in the W.A.A.A.F.

Signalman's Retirement

ILL health has forced Signalman A. A. (Barney) Butterfield to retire from the Department. He had been at Moorabbin since 1922. He is in hospital and his many friends in the Department wish him a speedy recovery.

Catching Them Young

SIGNALMAN C. R. Thompson learns through his eight year-old son, Peter, that his teacher, one of St. Josephs' sisters at North Richmond's St. James School, is an enthusiastic railway fan and a keen reader of News Letter. Her first introduction to the magazine was when Peter brought it to school one day. She quotes paragraphs from it, and holds her charges' interest with the photographs of locomotives. Signalman Thompson sees that the magazine reaches the school each month. He believes it is a good recruiting medium.



NIT. W. F. Maioney, stationinaster at maintenan, has had a number of interests in the various towns in which he has served. He played cricket at Underbool (where he was also club secretary) and at Tempy, was president of the Dunkeld Football Club, was on the committee of the Irymple Football Club, and interested in church social activities at Koo-wee-rup. Having just moved into a new pre-cut home, Mr. Maloney is busy coping with the weeds. He speaks highly of the comfort and convenience of the departmental pre-cut homes.



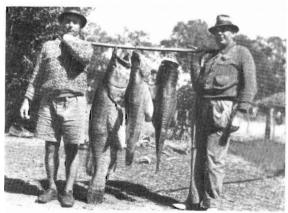
Mr. Sarsfield

Versatile Sportsman

R. W. SARSFIELD, clerk in the Way and Works Depot at Shepparton, claims two first places; he was the first clerk at Newport Technical College and first president of the Ouyen V.R.I. He was secretary of Shepparton V.R.I. from 1943 to 1954. During 1929 to 1931, Mr. Sarsfield played for Essendon League team as forward and rover, and later coached Ouyen Football Club. He also played with the Railway team in the Wednesday Football League, in 1930 and 1931. In 1933, he played baseball with the Ballarat V.R.I. team. To cap it all, he was a member of the V.R.I. gymnasium team in the days of Meeske and Bolger. His daughter Judith, still at school, is carrying on the sporting tradition. She is the local junior and senior swimming champion.

Got His Men

RAILWAY Watchman C. David recently disturbed two intruders in the non-ferrous area of the Reclamation Depot. Covering the two men with his revolver, the watchman marched them to the gatehouse at Spotswood Depot. D24 was telephoned and a police patrol took the men into custody. Mr. David's alertness and courage so impressed the Commissioners that a commendatory entry has been entered in his history sheet.



Railway fishermen at Echuca, who have mixed (but seldom admitted) luck in fishing for cod in the Murray were envious of Ganger J. D. Robertson and Mr. B. Tingay when they returned from a fishing trip with three outsize cod, a 100-pounder and two others weighing 50 lb. each. And, they were caught not in the Murray, but in the Goulburn, near Nagambie. L. to R: Mr. Tingay, Ganger Robertson.

71 Year-Old Roster

ASTED inside an old cupboard door in the office at St. Kilda station is a copy of a 71 year-old roster. Written in ink, it is in a very good state of preservation. Issued by the District Inspector, Superintendent's Office, Flinders-st., it is made out for two stationmasters, two head porters, two clerks, four guards, two signalmen, 11 porters and one lampman. The writing, clear and bold, is a tribute to the penmanship of those days. The paste used must have been of good quality, too, as the paper's surface has neither wrinkled nor come unstuck at any point.

Thanks

FOR the courtesy, co-operation and help by staff in the dispatch by rail of oil exploration rig and drilling equipment from Melbourne to Yarram, Gippsland.

—N. B. Sauve, general manager, Frome-Lakes Pty. Ltd.

For services in connexion with the transport of two parcels of engine spares from Adelaide to Melbourne.

—Manager, The Adelaide Steamship Co. Ltd.

"In all my years of travel I have found stationmasters almost unfailingly cheerful and co-operative, particularly at Cheltenham station."

—G. H. Love, Cheltenham

For the "attention and courtesy of railway and tramway officials on our visit to the Catholic Life Exhibition."—Sisters of Mercy, on behalf of the teachers and children of St. Joseph's and St. Thomas's school, Terang

For the efficiency and courtesy of the Bendigo buffet car staff. — One Who Has Tried It



Fourth from the left is Mr. R. L. George, foreman electroplater, who retired at Newport Workshops, recently. He had 49 years' service. On the extreme left is Mr. D. J. Yates, foreman patternmaker, and sixth from the left is Mr. E. T. Holford, sub-foreman electrical fitter, both of whom have also retired.

For staff co-operation in making a train trip by Eltham High School students to Albury enjoyable. "On this journey I think the buffet car probably made a record profit."

—II. J. Moody, Headmaster, Eltham High School

For the contribution by railway staff of £742.17.1 to the Victorian Society for Crippled Children's Appeal.

—H. T. Stone, Appeal Director

For the very satisfactory arrangements made for the rail transport from Melbourne to Adelaide of the Victorian Football League's interstate team and officials.

L. H. McBrien, Secretary, Victorian Football League

For the successful handling of the steel traffic from Rembla to Dynon. "In the short time these trains have been running their operational success has been such that we no longer call for special reports from our inspection officer, as we now consider the delivery of steel by rail a routine matter."

John Lysaght (Australia) Pty. Ltd.

Long Distance to Woodend

DOTH Mr. Craigie and Mr. Clark, who recently retired from the Telephone Maintenance Depot at Spencer-st. (see picture below) watched the primitive telephone system of 40 years ago develop into the multi-channel system of today, carrying up to 10 channels over one pair of wires. Mr. Craigie recalls the first telephone installed between Spencer-st, and Woodend. This was a very long distance for the kind of instrument then used, a hand-cranked Berthon type. No matter how vigorously the bandle was cranked, the bell at the other end would rarely ring. To overcome this disability, a wire was sent asking the receiving station to talk on the 'phone. A military medallist of World War 1, Mr. Craigie was at Gallipoli, and on the Southland when it was torpedoed.

Mr. Clark contrasts the Department's first telephone exchange with that of today. The first, in the old telegraph office at Spencer-st. station, had about 30 extension lines to serve the Head Office, the Goods Sheds and North Melbourne and Newport Workshops. The present exchange has more than 1200 extensions. Mr. Clark comes from a railway family; his father was a suburban guard, one of his three brothers is an electrical mechanic at Jolimont Workshops, and another is a retired stationmaster.

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They Only Fade Away

A NOTHER signal and telegraph veteran has been discovered. Following the paragraph in News Letter about Mr. E.R. Roberts and 92 year-old Signal Ganger George McBride, Mr. G. Munro, of Camberwell, says that his father, Mr. I. T. Munro, was 93 this year. He joined the Department in 1890 and was signal adjuster at Ballarat East when he retired in 1927. He lives at Ballarat and has had an active life in retirement. He went on an overseas trip when he was 74. "There must be something in the upbringing of the Scot that makes him really tough", adds Mr. Munro.

Railway Nonagenarians Die

R. JAMES MATHER, a retired stationmaster, who joined the service before November 1, 1883, and came under the act providing for non-contributary pensions, died recently, aged 94. Mr. Mather was stationmaster at Marong, Devenish, Dunkeld, Garfield and Lancefield Junction (now Clarkefield) and retired in 1923. The Mather tradition of railway service is being carried on by the deceased's son, Mr. C. Mather, A.S.M. at Nyora; son-in-law, Mr. W. Frankini, clerk, Bookkeeper's Office, Melbourne



Mr. George Stevens, who retired recently after more than 50 years' service, joined the Rolling Stock Branch at Head Office as a junior clerk. He spent nearly all his railway life in the Accounts Division of the Branch and was mainly concerned with correspondence relating to the purchase of materials.

Goods; grandson, Mr. D. Mather, electric train driver, of Ferntree Gully; and six nephews in various branches of the Department.

Another railway nonagenarian, retired stationmaster Mr. John Charles Wastell, also died recently, aged 90. He joined the Department as a porter at Murrumbeena, in 1883. After serving as assistant stationmaster at Longwarry, he became stationmaster at Officer. Subsequently he went to Bonnie Doon, Cope Cope, Willaura, Kaniva, Talbot, Trafalgar, Hopetoun, Frankston, Yarrawonga, Swan Hill, Lilydale, Camperdown, Hamilton and Ararat, where he retired in 1925. Mr. Wastell came of a musical family, and was always interested in the cultural life of whatever community he found himself in. When he retired he spent some years on a farm at Mirboo North before he went to Frankston, where he lived for 26 years. He is survived by his widow, four sons and one daughter, 13 grand-children and 20 great grand-children. One of his grand-sons is Mr. Eric Wastell, of Bendigo Workshops.

THEY HAVE RETIRED







Padmaker M. Maher, who has been making lubricating pads at North Melbourne Workshops since 1948, gauges his last pad. He joined the service in 1910. In his younger days, he was a keen footballer, and, for a while, coached North Loco. team.

Telegraph and Telephone Supervisors J. J. Craigie (left) and H. S. Clark bid each other farewell. Both retired in the same month, after spending practically all their careers in telegraph and telephone maintenance. (See story above.)

Oil Furnaceman L. T. Scully had 48 years' service. He joined the Department as a striker at Newport Workshops in 1907 and had brief periods of duty at various times at North Melbeurne and Jolimont Workshops.

SPORTS

Country Golfers In Town

THIS year's country golf week attracted 67 players from various parts of the system. Twelve teams competed for the championship cup, which is held by Bendigo. Hedley Fletcher, now of Avoca, also came to Melbourne to defend his singles championship title. The various events were played on the Rossdale links, and were in progress when News Letter went to press. Results will be published next month.



Mr. J. Hewitt, clerk at Shepparton Goods Sheds, is a prominent bowler, having won at least 35 trophies including the Champion of Champions trophy of the Ovens and Murray Valley. He played with the V.R.I. bowls team which visited Tasmania last year. He has played A grade with Shepparton Bowling Club for the past seven years. Mr. Hewitt is also prominent in V.R.I. activities, having been president of Shepparton V.R.I. for three years.

Golfer Braves Floods

OLF is maintaining its popularity with country railwaymen. The Wimmera Railway Golf Club tournament recently drew a big entry from district players. One of the competitors, Frank Boadle, sub-depot foreman at Wodonga, travelled some 400 miles through floods to get to Dimboola and hit off with fellow railwaymen. The main event, the Wimmera golf championship, was won by Jack Barnes, rail motor driver, of Hopetoun. The club's president, Mr. George Tolliday, later, in an atmosphere of sociability, presented the trophies.

Bendigo Sportsman

A good all-round sportsman is Ken Francis, Accountancy Branch clerk, of Bendigo. In this, his 21st year in the local senior cricket competition, he captained the premier team, Bendigo, and headed the club's bowling averages. His best performance with the ball was in a semi-final against Eaglehawk in 1948 when he took cight wickets for

eight runs. His left arm bowling won him a place in the Bendigo team in country cricket week, and he was also selected in the V.R.I. team that competed in this year's interstate carnival. Ken is also a good footballer. He played with South Bendigo in the Bendigo Football League's competition and with the C.Y.M.S. association team. He has taken part in six grand-final games, and in three of them won the best and fairest award.

Asst. Distribution Engineer Dies

R. J. Fitzpatrick, Assistant Distribution Engineer, Electrical Engineering Branch, who died recently, was keenly intersted in V.R.I. sport. He was vice-president of the Albert Park-V.R.I. Bowling Club and vice-president of the Institute's golf club. Mr. Fitzpatrick, who had an extensive knowledge of sub-station work, served with the Royal Australian Navy in World War One.

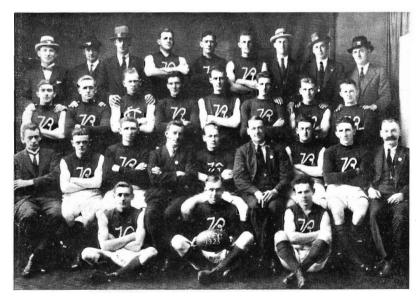
No Stonewaller

BENDIGO cricketers still talk of the day that Goods Foreman Fred Forster went into bat for his team in the local A grade matting competition. With only 34 runs needed to win, it was Fred's responsibility to keep his wicket intact while his team mates did the scoring. Fred settled into his role of the rock very well, but he grew tired of seeing the side's batsmen pottering about and falling victims to balls that cried out to be hit. With victory still to be won, Fred took the bit between his teeth (or should one say the bat in both

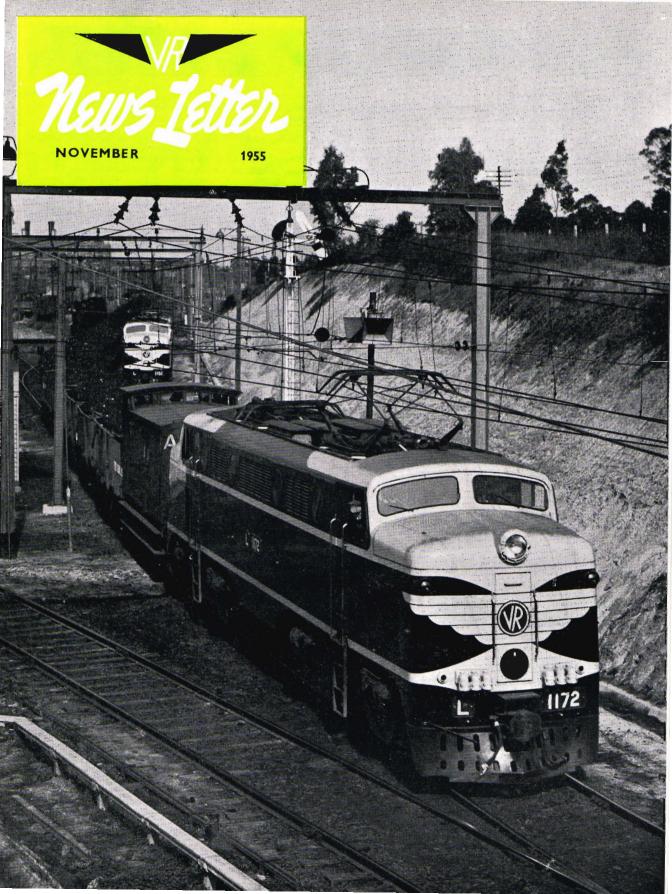


Mr. J. C. Roche, guard at Numurkah, has been playing competitive golf since he was 13. His handicap then was 11; today it is 4. He was one of the original members of the V.R.I. interstate golf team and has played in every carnival match since. Mr Roche has held the Numurkah Club championship since the last war. He has also been champion of Chalambar Golf Club, Ararat. Mr. Roche plays pennant bowls in the Northern Goulburn Valley Association. For some years he has been a first-aid instructor, sub-branch secretary of the A.R.U. and conference delegate, and secretary of the Church of England at Numurkah.

hands) and lashed out desperately at the bowling. The result: six sixers off six consecutive balls. That year he completed his batting triumph by leading his team to the premiership. Fred, who retired recently after some 44 years' service, is now content to test his skill with gun, rod and reel, and hopes that some day he may also put that extra bit of bias on the bowl that wins trophies for the sideboard.



This V.R. football team won four successive Wednesday League premierships and a railway interstate carnival in Sydney in 1923. Its success was not surprising as the team contained several League and Association players. Fourth row-left to right: W. Hickey, J. Stevens, T. Grimshaw, A. Giles, M. Anthony, H. Basset, E. Elridge, A. Danks, C. Siletto. Third row: V. Truman. B. Greenwood, W. Coffey, C. Calwell, F. Manger. B. King, A. Neale, C. Colison. Second row: L. Knight, J. Leo, J. Hickey, N. Clifford, J. O'Brien, D. Ryan, J. Millen, T. Gardner, A. Lehman. Front row: C. Forty, L. Danks, F. McDonald.



Containers Bring Business

THE Department's all-steel weather and thief-proof containers are still pleasing railway customers. The latest to sing their praises is Nonporite Pty. Ltd., a Melbourne firm which manufactures refractite bricks for household and industrial use. Since using the containers for the dispatch of their product to Sydney, the firm has saved so much in packing costs (estimated at £30 a container) that they have been able to sell at competitive prices in the Sydney market. Another factor in the successful Sydney sales campaign is that the bricks, despite their brittleness, have arrived in good condition, which, in itself, is an excellent advertisement for the container service. Nonporite are now using containers to send 800 tons of bricks a year to Sydney. In a recent month, 15 containers were booked by the firm. Nonporite's dispatch manager has advised the V.R. Chief Commercial Manager that he is delighted with the containers and the way they have slashed packing costs. The Department has 200 containers in service for the conveyance of ordinary freight and 50 for semi-perishable commodities.

Interstate Goods Traffic Fillip

THE drive for more interstate rail freight traffic was given a further stimulus recently. The Department announced a further reduction in freight charges between Melbourne and other capital cities for goods handled by forwarding agents, who collect and load them into bulk rail trucks and deliver them to the consignee, providing a doorto-door service. The new rate between Melbourne and Brisbane is £15.15.0. a ton, a reduction of £1.10.0. Some time ago a lower rate of £7 a ton was introduced for freight between Melbourne and Sydney, with a reduced minimum of 14 tons per bogie truck. A new rate of £11.10.0. a ton for bulk consignments of 16 tons, under the same scheme, now applies between Sydney and Adelaide. Any tonnage in excess of this minimum, when carried in a bogie truck, is charged at £8 a ton.

New Suburban Time-Table

ISTRIBUTION of the new suburban time-tables for each station is now well under way. They will replace the cardboard type which has been in circulation for many years. A feature of the new, streamlined folder is the map of the Melbourne suburban lines showing electric suburban routes, electrified main-line route, non-electrified, junction stations, railway bus routes, railway tram routes and main country lines. In addition, train travellers are given useful information on the issue of weekly periodicals and workmen's, off-peak and Sunday concession tickets. The compact, well designed time-table folder will doubtless be appreciated by rail patrons, especially New Australians and visitors to Melbourne next year for the Olympic Games.

Wash Out

AST year, the New Zealand champion, Rising Fast, set the transportation pattern for Cup winners. While other owners were sending their charges by road float and aircraft, the Rising Fast stable decided that rail was best. The horse came all the way by train from Brisbane and was landed in Melbourne in tip-top condition. Rising Fast won the Caulfield Cup and went on to win the Melbourne Cup and also rich weight-for-age races. The owner of The Wash, the early favourite for this year's Melbourne Cup, doubtless had the success that followed Rising Fast's train journey in mind when it was decided to bring the Queenslander from Brisbane to Melbourne by rail. There was a big and highly judicial crowd of turf enthusiasts at Spencer-st. to see The Wash transhipped from his horse box to the road float which took him to his Melbourne training quarters. They were obviously impressed with the way the Department looks after the comfort and safe transport of turf aristocrats. Unfortunately, The

Wash, no longer a cup fancy, disappointed his admirers subsequently by breaking down.

And Now the Man-in-Blue

TEW South Wales Railways have adopted the man-ingrey idea for Sydney Central Station. Only, he is a man-in-blue, and he has much more of a roving commission than Spencer-st's or Flinders-st's man-in-grey. He patrols the assembly platform and either answers questions or tells people where they can get the right answers. Besides that, he controls queues at the booking offices and arranges for extra windows to be opened, if necessary. He sees that the public get prompt attention at the inquiry office, and that all relevant notices for intending passengers are exhibited. He helps the cloakroom during rushes, and sees that red cap porters and the train arrival indicators function properly. And, Victorian station staff will doubtless note, he sees that passengers are told immediately and exactly what has happened when trains, for any reason, are badly held up; for which purpose he is constantly in touch with the office known as Traffic Trouble. Sydney's man-in-blue is going to be a great asset to Central Station.

It is 35 years since Mr. G. R. Bidmeade was made the first Station Director at Spencer-st. He became the man-ingrey some time later, after Mr. Commissioner Canny, then Outdoor Superintendent, came back from America where he had seen men-in-grey helping bewildered travellers at San Francisco and at other important terminals. Mr. Canny recommended a similar function for the station director, to which Chairman of Commissioners (Sir Harold Clapp), who always had a keen eye to public relations, immediately agreed.

Safeworking Historian Looks Back

AMBLINGS around the system in what, with doubtful precision, we sometimes call the good old days were recalled to enthusiastic railway historian (especially on the safeworking side) Mr. C. D. Gavan Duffy, of Camperdown, by the recent News Letter article, Museum Pieces, which described early V.R. signalling equipment now exhibited in the Science Museum, at South Kensington, in London. Mr. Gavan Duffy quite clearly remembers two of the instruments with vertical pole changing switches, one in the Somerton Box and the other at Malvern. The side switch instruments were once quite common. He is actually the proud owner of the last two; they were used on the Everton-Beechworth section, and he hastens to inform us that they were quite legitimately come by. Mr. Gavan Duffy says the change to red and green lights for signals on the V.R. was made in 1898. It was scheduled in the appendix dated July 1 of that year. The first alterations were in the Spencer-st. passenger and goods yards, North Melbourne and South Kensington, on Monday October 17, 1898. The last station to be done was Portland on Friday. lanuary 13, 1899. Mr. Gavan Duffy says that there appears to be no record of when the somersault signal was first introduced in Victoria, but the pivotted arm was still to be found well into the twentieth century. Almost up to the outbreak of world war one, the up Brighton signals at South Yarra, and the down Oakleigh home were of that type, and there were others. Tyabb had the last two.

OUR FRONT COVER

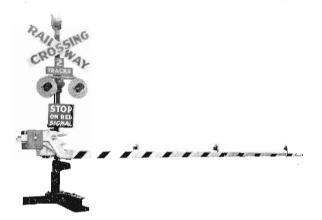
shows the first electric locomotive to leave Yallourn with a coal train. Bound for Newport Power Station on a test run with a load of 1100 tons of briquettes, the train was photographed at the junction of the marshalling yard and the road leading to the brown coal open cut.

LEVEL CROSSINGS

EVEL crossing protection on the railway system has progressively improved since the establishment, in 1923, of the Railway Level Crossing Committee.

THE Committee comprises a Way and Works engineer, who acts as chairman, the Superintendent of Locomotive Running and a signal engineer. A nominee of the Royal Automobile Club of Victoria accompanies the Committee on its inspections and the Safe Working Officer is co-opted as required. The Committee advises on all level crossing matters and its recommendations are invariably adopted. These include the provision of gates, boom barriers and automatic warning devices, such as flashing light signals, the carrying out of earthworks, the clearance of buildings, trees and other obstructions, and the acquisition of private land, to improve the roaduser's visibility of approaching trains, road deviations and, to some extent, grade separation projects.

The 3,500 level crossings in Victoria include 124 interlocked gate crossings, 140 hand-operated gate crossings, 95



Prototype of the automatic boom barrier.

crossings at which automatic warning devices are installed and 3,150 open crossings with fixed signs. Interlocked gates are generally located at busy rail and road crossings hard by stations. Hand-operated gates are provided at fairly busy locations, or where because of lack of clear view of approaching trains, gate protection is considered essential. Automatic warning devices are generally provided at open crossings in outer suburban and country areas where restricted visibility, or other circumstances, warrant them. Open crossings not protected by warning devices are generally at locations where the view of approaching trains is satisfactory. Where, however, the road-user's approach view may be limited, but is satisfactory as he nears the crossing, a "stop" sign is erected.

Recent legislation and amendments to Road Traffic and other regulations (consistently advocated by the Commissioners over the years) now provide that licensed passenger vehicles must come to a dead stop and their drivers must make proper observations before passing over level crossings. Drivers of all road vehicles must approach level crossings at a speed that will allow them to stop and avoid danger. Where a "stop" sign is erected, they must stop and make no attempt to cross unless or until it is quite safe, and at crossings equipped with automatic warning devices they must stop their vehicles until the warning ceases to operate.

The recent adoption by the Commissioners of the amended 1954 Road Signs Code of the Standards Association of Australia, which provides for the standardization and reflectorization of level crossing signs throughout Australia, is expected further to improve conditions at level crossings. Tenders are now being invited for the signs and the change-over will involve an expenditure on the Victorian system of up to £90,000.

The Department is well informed on level crossing matters throughout the world, and, with experience gained by senior engineers who have recently returned from overseas, is continuing with its policy of improvements. Additional flashing lights are being installed, and automatic boom barriers will be erected at certain crossings at the earliest opportunity.

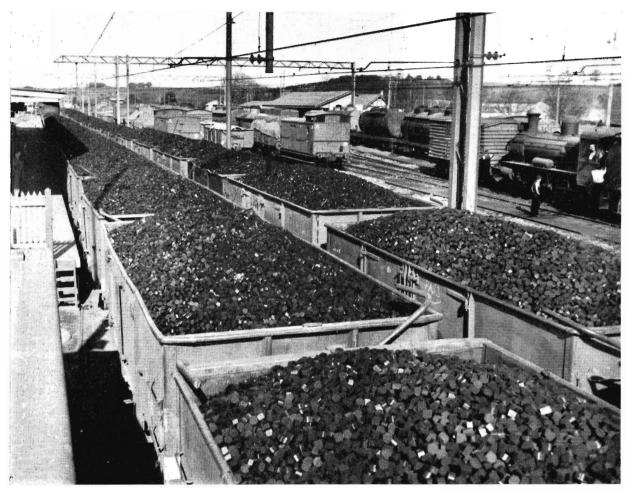
The Railways, over the years, have borne the full cost of providing warning devices, crossing signs and improvements at level crossings. But the Commissioners have pointed out, from time to time, that railway systems in other parts of the world bear only a share of the cost of grade separation and other safety precautions at level crossings. They have recommended to successive Governments that legislation be introduced to (a) determine an equitable basis for the allocation of costs of such works; (b) establish a special fund to help meet the costs involved; and (c) create an authority to determine the priority of works.

Legislation on these lines was brought down last year. A special Level Crossings Fund was established and an Inter-Departmental Committee constituted comprising the Railway Chief Civil Engineer, the Chief Engineer of the Country Roads Board and the Assistant Chief Engineer of the Public Works Department. This Committee has already investigated the level crossing problem from the delay and annoyance aspects at a number of busy gate-crossings. Other crossings without gates on main highways and roads which carry heavy traffic, or where there is a frequent rail service, have also been analysed. Recommendations for grade separation at several crossings have been approved, and preliminary work is now going on at Heidelberg-rd., Clifton Hill, where the estimated cost of grade separation is about £420,000.

Other recommendations of the Special Committee include deviations of sections of highways and main roads to by-pass or abolish level crossings, and some are in hand or have at least been approved. The Committee's investigations are continuing to determine a practical and continuous priority programme for level crossing elimination.

In general, the Country Roads Board will be the constructing authority, but, on lines where duplication or other major railway works are in progress, grade separation will be done by the railways. Several of these projects are contemplated.

In road traffic accidents throughout Victoria last year 502 persons were killed and 12,776 injured, a total of 13,285 casualties, representing a rate of 254 per 10,000 registered vehicles. It is significant that in the same period, level crossing casualities on the Victorian system were 20 killed, 44 injured, a total of 64, giving a rate of 1·2 per 10,000 vehicles, and a percentage of only ·48 to the total casualties. The comparison, however, is not viewed with complacency and the Department's policy of progressive level crossing improvements will be continued.



Truck loads of briquettes standing in the Warragul Yard.

OPEN CUT TO POWER STATION

THE Gippsland line electrification was extended to Moe and Yallourn in September. Main-line L class electric locomotives are now hauling nine trains of brown coal and briquettes daily direct to Melbourne.

The first 1100-ton train left Yallourn at 5.45 a.m. and the last at 7.40 p.m. Before the spur line from Moe to Yallourn was electrified, up coal trains were hauled mainly by oil burning C class engines as far as Warragul, and thence by electric locomotives to the power station in Melbourne.

The electrification of the Moe-Yallourn branch line now brings the total route mileage of electrified Gippsland track to 66½. The first section, Dandenong to Warragul was brought into operation in July last year. The project, one of the biggest ever undertaken by the Victorian Railways, will be completed when electric trains are running as far as Traralgon, 97½ miles from Melbourne. This is expected early next year.

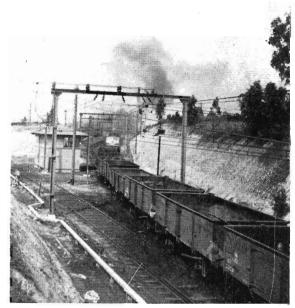
The Gippsland line project provided for duplication in progressive stages. Since the Dandenong-Warragul section was opened for electric traction, the double track between Warragul and Yarragon has been wired for electric trains. The section between Yarragon and Moe has only a single track so far, but the Electrical Engineering Branch has wired

it for double track working. The Moe-Yallourn section has been wired for single track working only.

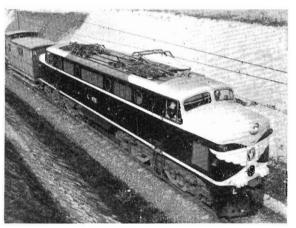
Extension of electrification to Yallourn involved the construction of sub-stations at Yarragon, Trafalgar, Moe and Yallourn, and tie stations at Darnum, East Yarragon, East Trafalgar and West Yallourn.

Before the newly wired sections of track were handed over to the Traffic Branch for the running of coal trains, the Electrical Engineering Branch carried out a number of exhaustive tests to ensure that they were in good condition for the dispatch of the first electric hauled coal train from Yallourn.

The first preliminary run was made with a parcels coach, from the observation cabin of which engineers checked the behaviour of the pantograph and the overhead wires and made sure of necessary clearances of bridges, signals and so on. An E class electric locomotive, the pantograph of which was fitted with steel tungsten-carbide-tipped scrapers, was then hauled over the track by a D class steam locomotive and the



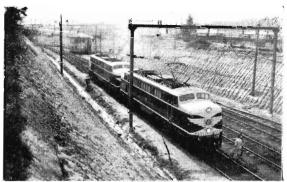
A train load of empty trucks entering the marshalling yard at Yallourn.



Observing the behaviour of the pantograph.



Bound for the Newport Power Station.



Multiple-unit operated electric locolinguives were used to run in the overhead before the line was opened for traffic.



An 1100-ton train ioau or oriqueties passes a long line of trucks waiting to move into the briquette factory to be loaded.

overhead wires given a thorough cleaning. This was necessary because of the non-conducting mixture of oil, sand and soot deposited on the overhead by steam locomotives, which would cause severe sparking at the pantograph if not removed.

Following these tests, the running in of the overhead was completed with multiple unit operated L class electric locomotives and 1100-ton goods trains operating under general service conditions. The full dress rehearsal for the opening of the line was brought to a conclusion with another scraping of the overhead.

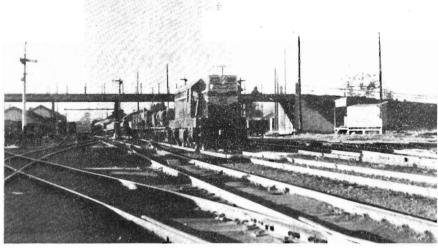
While the Gippsland line duplication and electrification was being pushed ahead, electrification extensions at the Melbourne end made it possible for electric locomotive hauled coal trains to travel direct from Yallourn to the Newport Power station. The plan involved overhead extensions from Spotswood to the power station and wiring goods line connections at North Melbourne with the Williamstown line.



Journey's end. A coal train entering the Newport Power Station yard.

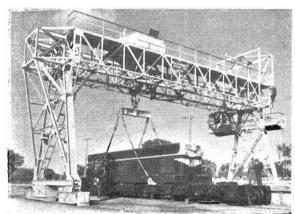
UTILITY T's

I T did not take the T class diesel-electric general purpose locomotives long to make their presence felt in the expanding fleet of diesel-electrics.



T320 arrives at Albury with a goods train from Sydney. The locomotive brought its own 5ft, 3in, Victorian bogies

Photo: G. Grant,



Slings were attached to the locomotive perore it was litted.

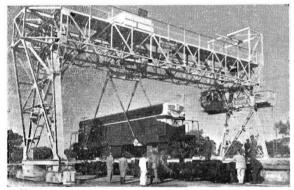
THE first of the 27 900 h.p. utility type to go into service, T 320, was used on a 24-hour cycle of shunting in the Port Melbourne and Jolimont Yards. One of the new diesels was also utilized to haul the Daylesford Sunday excursion train.

The T class diesel-electric locomotives enabled the Department not only to give Daylesford excursionists an improved time-table, but it also resulted in the journeys to and from the spa centre being shortened by 20 and 15 minutes, respectively.

After leaving the works of Clyde Engineering Company at Granville, N.S.W., T 320 had a number of successful test runs. It ran light engine to Camden, on the Sydney-Albury line, and then hauled a goods train in each direction between Redfern and Waterfall, on the south-coast line. It was then pronounced ready for handing over to the Victorian Railways.

To minimize delivery costs, the locomotive left Sydney mounted on 4 ft. 8½ in. bogies, hauling a goods train to Albury. It was then transferred to 5 ft. 3 in. bogies, the Army gantry at Bandiana being used for this purpose. After another test run, the locomotive hauled a goods train from Wodonga to Melbourne. Soon afterwards, T 320 was joined by T 321, which went on the Port Melbourne and Newport goods services. Deliveries of the balance of the order are being made at the rate of two locomotives each month.

The T's, which will progressively displace obsolete Y, E, D1, D2, D3 and D4 classes of steam locomotives, will provide added operating efficiency for shunting and for branch line

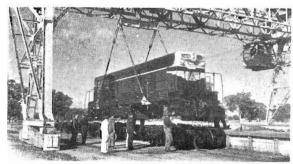


The locomotive is lifted from the 4ft. 81in. bogies.

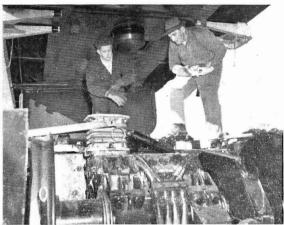
trains. They can be operated continuously for a fortnight without refuelling and servicing at the Diesel Shop.

Many of the component parts of the T class diesel-electric locomotive will be standard with those on the main-liners, thereby keeping stock maintenance items to a minimum. The T's will be numbered from 320 and onwards.

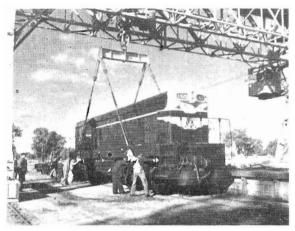
Their maximum static axle load is 17 tons, with a total roadworthy weight of 68 tons. The maximum permissible speed will be 60 miles an hour. Controls are at one end only on the left hand side facing forwards, and with switches and gauges are situated conveniently for the driver. Protection devices and alarms, such as warning lights or alarm bells, will indicate wheel slip, hot engine, low oil and electrical earth faults.



Placing the locomotive over the 5ft. 3in. bogies.



Preparing the bogie before lowering the locomotive body.



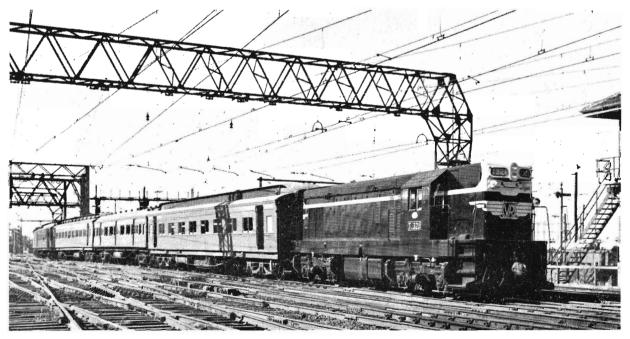
The locomotive being lowered on to the 5ft. 3in. bogies.



The end of the operation. The locomotive has been lowered on to its Victorian bogies and the gantry removed.



Driving instrument panel of the T class locomotive. On the right is the throttle handle, lower left the automatic brake handle, and at upper left the independent brake handle.



T321 leaving Melbourne with the Daylesford Sunday excursion train.



NEW SUBWAY: Cr. Sir Harold G. Smith cutting the ribbon to open the Degraves-st subway. The Chairman of Commissioners (Mr. Wishart) is on the extreme left.

OPEN FOR BUSINESS: (below) Mr. Commissioner Brownbill and the Chief Civil Engineer (Mr. A. P. Taylor) watch tickets being sold in the subway's booking hall.



DYNON EXTENSION: The side of Dynon-rd has been en



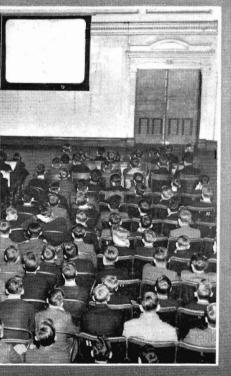
STAFF RECRUITING: Some of the second at the V.R.I. to stimulate their interest in





mework for the inwards goods shed on the south A bulldozer speeds up work.

CUP FANCY: Queensland champion, The Wosh, arrived by train at Spencer-st, to begin his preparation for the Melbourne Cup.





thool pupils who saw films screened recently ay career.

FIRST AID: The Accountancy Branch team competing in the senior supplied materials test event at the State championships at Mt. Evelyn, recently.



Exposure board for testing paints in outside weather conditions.

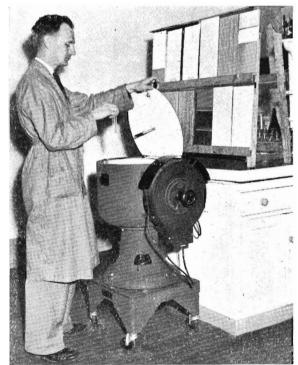
PAINT

THE Victorian Railways must use huge quantities of paint to preserve their multitudinous metal and timber structures and the surfaces of their vehicles.

In a year the Department uses about 50,000 gallons of paint, enamels and varnish on vehicles, buildings, bridges, machines and other equipment. About half of this material is bought from private contractors, and the rest is made in the Department's own paint mixing plant at Newport Workshops.

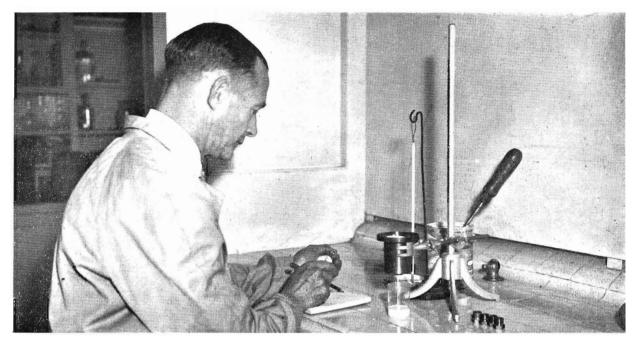
To railway engineers and architects, painting is an exact science which not only contributes to safety but also saves the taxpayer thousands of pounds a year in maintenance and replacement. A close check is made on the quality of all purchases and departmentally manufactured paints. At Newport Workshops, long lines of metal and wooden test panels, painted in all colours, are exposed on racks for up to 10 years to test weathering qualities.

The most serious defects of paints exposed to service conditions are chalking, checking, cracking, flaking, dirt collection, discolouration, colour change and erosion. All these faults can be seen on the test rack in various stages of progressive deterioration. Microscopic examination of a cross-section of a paint film, often determines the reason for the breakdown of a paint system. Laboratory control, using physical and chemical tests, is strictly kept, both when the paint is first submitted by the contractor and, when deliveries are made for issue to the various departments, to make sure that the product is up to sample. Paint thinners are also tested for compliance with specifications. In lacquers and varnishes



A high speed centrifuge being used to ascertain the amount of pigment in a paint sample. This equipment operates at 3000 r.p.m. and separates the heavier paint pigment from the oil or resin base.

10



Using a Ford Cup to determine paint consistency.

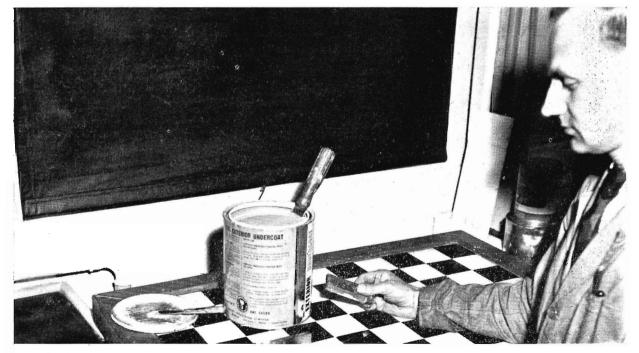
for the interiors of railway carriages, constant control is also essential to keep the inflammability to a low level.

Paints are tested on the Hegmann gauge which indicates to 1/2500th of an inch the fineness of the pigment. Consistency of paints is determined by using containers, into which the paint is poured and the flow measured. Some idea of the accuracy involved in the testing of paints is given by the small sieve that is used to check pigment. It has 240 meshes to the linear inch. In aluminium paints, especially, the Dean and Starke apparatus determines the amount of water present.

Besides the laboratory probe, practical tests are made by

experienced tradesmen on the relative brushability and ease of application of the various products before they are placed in service.

The chemist responible for the paint testing section under the Engineer of Tests at the Railway Laboratory is frequently asked for advice about paint systems when new types of materials are used. In this way, the latest advances in paint technique are always available to Departmental artisans, and maximum durability is combined with appearance for railway structures and equipment.



Black and white checker board for measuring what is known lechnically as hiding power, or opaqueness, of paints.

LINES FROM OTHER LINES

Electrification In India

THE great increase in the population of Calcutta and the surrounding districts, and the rapid growth of industrial activity in and about the city during the last 25 vears have swollen suburban passenger traffic to nearly 31 times the pre-war figure, and on most sections the limit has been reached with steam traction. As funds become available, it is proposed to electrify the suburban sections in six stages. About 1,000 track miles are involved. It is also proposed to electrify the main line of the Eastern Railway from Burdwan to Moghalsarai.

New Haven Developments

THE New York, New Haven and Hartford Railroad is planning to spend 864 million during the next five years in improving its system, and particularly in preparing its principal New York-Boston main line for higher speeds and more intensive service. As a preliminary, \$150,000 has been voted towards research on such things as two-way signalling of main lines, locomotive cab signals, radio communication, and centralized traffic control.

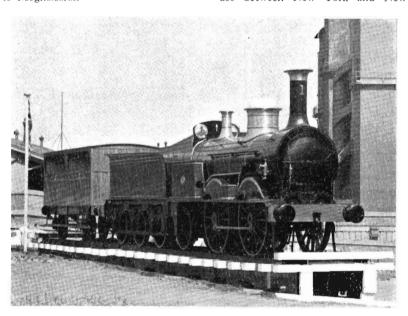
The railroad has just taken delivery of 10 new electric locomotives, for use between New York and New Haven. These locomotives are fitted to work from Grand Central Terminal to Woodlawn with 660 volt direct current picked up from a third rail. From Woodlawn to New Haven they collect 11,000 volt alternating current from overhead conductors.

Beyer-Garratts for Africa

THE East African Railways are taking delivery of 34 Beyer-Garratt locomotives which are the most powerful metre-gauge locomotives yet built. They have a tractive effort of 80,350 lb. at 85 per cent boiler pressure, and weigh 252 tons in working order. The locomotives will operate on the 329-mile Mombasa-Nairobi section, and will be used for hauling loads of 1,200 tons over 1 in 66 gradients. They are arranged for oil firing, but provision is made for fitting stoker equipment should they be converted later to coal. With delivery of the present order, 149 Beyer-Garratt locomotives will be in service in East Africa.

Radio Controlled Train

THE chairman of the French National Railways has made it clear that present experiments in the radio control of an electric locomotive should not be regarded as a step towards the driverless train. The aim is the further development of a direct link between the signalling system and the trains it controls. It is estimated that it would be five years before additional safety devices of the type envisaged could be incorporated with the existing signalling. Operating a train safely without a locomotive crew was merely a convincing way of demonstrating that such a link is effective.



New South Wales Railway Centenary exhibits featured at the recent celebrations. (above) Locomotive No. 1, with a replica of an early third class carriage. (right) Old locomotives and modern track equipment on display at Central Station.

—Photos: A. R. Lyell

Swiss Push-and-Pull Trains

ETWEEN Lucerne and Zurich and elsewhere, the Swiss Federal Railways make considerable use of push-and-pull units for fast services. These consist of a Bo-Bo type electric locomotive coupled to seven passenger coaches. The last coach is a brake, of which the outer end is provided with a driving compartment. These trains have become so popular that from three to five trailer vehicles of the same stock may be attached, and it is thus possible to see a train with seven coaches ahead of the locomotive and from three to five behind. There is no special limit to maximum speeds when the locomotive is propelling.





Mr. Brown

The New C.M.E.

THE Chief Mechanical Engineer (Mr. A. C. Ahlston)
has retired and has been succeeded by Mr G. F. Brown.
Mr. W. O. Galletly becomes Assistant Chief Mechanical Engineer. Mr. Ahlston will remain in the Department as engineering consultant until early next year.

As early as his fitter and turner apprenticeship days at Newport Workshops, Mr. Brown showed distinct premise of one day attaining senior ranking in the Department. In his fifth year he was transferred to the Rolling Stock drawing office, Spencer-st., but, after two months there he applied to return to Newport in order to get further practical training.

Mr. Brown was appointed engineering assistant to the Plant Engineer's Office at Newport Workshops in 1929. In 1934 he was loaned to the Country Roads Board, in an advisory capacity, for the design of road building equipment. He designed a bitumen heater and sprayer which is now used throughout Australia.

Mr. Brown was appointed Plant Engineer in 1937. Three years later, when he was Plant Foreman, the Commissioners were requested by the Federal Government to make available manpower, plant and equipment generally for the production of war materials. Mr. Brown was reponsible for the laying out of the shell annexe at Newport Workshops which produced 933.014 shells.

In 1943, Mr. Brown was appointed Superintendent of Locomotive Maintenance, and seven years later was sent to the U.S.A. to consult with General Motors (Electro-Motive Division) on the design of diesel-electric main-line locomotives for the Victorian Railways. He also investigated the latest American methods in the maintenance of steam and diesel-electric locomotives.

When Mr. Ahlston was granted leave to go abroad, Mr. Brown was appointed Acting Chief Mechanical Engineer. While in this position he was responsible for the preparation of the Royal train for the visit of Queen Elizabeth and the Duke of Edinburgh, and the efficiency of the rolling stock for the special country and suburban services during the Royal tour.

Mr. Brown, who has had a spectacular rise from apprentice

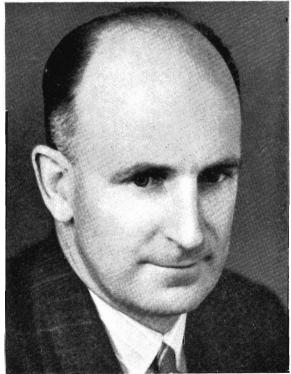
in 1923 to head of a Branch 32 years later, comes of railway sto k. He is the grandchild of engine drivers on both branches of his family tree, and the great grandchild of an inspector of permanent way who worked on the Geelong-Ballarat line in 1864.

Mr. Galletly's Career

R. W. O. Galletly, the new Assistant Chief Mechanical Engineer, also joined the Department as an apprentice fitter and turner. He started at Jolimont Workshops, won a railway scholarship and did a diploma course in mechanical and electrical engineering at the old Workingman's (now Royal Melbourne Technical) College. He was appointed engineering assistant in the Plant Engineer's office at Newport Workshops in 1926, and for several years served in various capacities in the plant and production sections as plant foreman, plant engineer and production engineer.

Mr. Galletly transferred to Head Office in 1935 as engineer (class 3) in the Rolling Stock research section. Features of his work were dynamometer car and locomotive tests, with comprehensive researches into locomotive fuels and sparks, and experiments in the use of brown coal dust as a locomotive fuel. The culmination of these tests was the conversion to brown coal firing of X32 and, later, R707, together with the construction of special waggons for the conveyance of the fuel and overhead hoppers for the fuelling of the brown coal burners. In the course of his research into brown coal dust as a suitable fuel for locomotives, Mr. Galletly, in 1946, was sent to Germany, where brown coal fired locomotives had been operating for some years before the war. He also studied the latest trends in railway practice in Europe and North America.

He was appointed Acting Assistant Chief Mechanical Engineer in 1953. Mr. Galletly is Chairman of the Professional Officers Classification Committee, Chairman of the Rolling Stock Branch Promotions Committee, and a Departmental examining engineer.



Mr. Galletly



Mr. Jack Coats and Miss Joan Moore, Claims Division clerks, who recently announced their engagement. Mr. Coats is a well known professional runner.

First Aid Adjudicators

THERE are no more enthusiastic supporters of the Department's first aid organization than the team of competition adjudicators. They include Dr. W. Sloss, who has been an adjudicator for 40 years and now acts in an advisory capacity, Dr. E. R. G. Sheil, Mr. D. Donald, Dr. R. Smibert, Dr. H. Heard and Dr. Hugh Johnston. The Director-General of Army Medical Services, Major General W. D. Refshauge, who is also an adjudicator, is particularly interested in first aid from the defence point of view, while the members of the medical profession generally appreciate its importance, since careful and skilful handling of patients, especially road accident cases, can often save a life or shorten a period spent in hospital.

Keen Competition

THE adjudicators at this year's competitions at Mt. Evelyn were of the opinion that the work of the first aiders generally attained the high standard of previous years. The events were certainly keenly contested. Only one point separated the first and second teams in the senior event, and



First president of the Shepparton V.R.I., Mr. J. Tyndail, clerk at Shepparton station, served from 1941 to 1951. He is now a vice-president. Mr. Tyndall is also very interested in friendly society work. He has been secretary of the Shepparton Branch of the H.A.C.B.S. since 1938, prior to which he was secretary of Redcliffs branch. He has attended annual conferences since 1934. Mr. Tyndall was, for a time, vice-president of the Friendly Society's Association in Shepparton.

there was only a difference of four and two points, respectively, between the first and second combinations in the novice teams and the winner and runner-up in the novice individual event. Mr. H. A. Barker, Accountancy Branch, convincingly won the senior individual event. He scored 124 points; his

nearest rival, Mr. H. P. Isaac, gained 111 points.

The results were: Senjor Teams: Ballarat North Workshops No. 1 (395 pts), 1; North Melbourne Locomotive Depot No. 3 (394), 2; Accountancy (363½), 3; North Melbourne Locomotive Depot No. 1 (360), 4; Ouyen (352), 5. Novice Teams: Bendigo Loco. (405), 1; Bendigo North Workshops No. 4 (401), 2; Newport Workshops No. 1 (378), 3; Newport Workshops No. 2 (370½), 4; Box Hill No. 2 (342), 5; Yarram (335), 6; Sale (327½), 7. Senior Individuals: H. A. Barker (124), 1; H. P. Isaac (111), 2; H. L. Wignall (106), 3; F. L. O'Brien (105), 4; R. Stainsby (100), 5; E.W. Wensor (96), 6. Novice Individuals: H. L. Wignalt (118), 1; R. Benn (116), 2; N. Henderson (98), 3; J. H. Grose (90), 4; R. Stoddart (89), 5; R. Bowman (87), 6; H. Patterson (72), 7.

Ballarat North Workshops No. 1 team and Mr. H. A. Barker will represent Victoria in the teams and senior individual events, respectively, at the Australian Railway's first aid championships at Mt. Evelyn on November 16. Results will be published in next month's News Letter.



Mr. Hovey

Railway Family

R. J. HOVEY, leading shunter at Shepparton, is a member of a well-known railway family. His father, road foreman, at Geelong, has just retired. One brother is A.S.M. at Mansfield, another is a guard at Geelong, a brother-in-law is a signalman at Herne's Oak, and two sisters were in the Princes Bridge refreshment rooms during the war. Mr. Hovey played in the back pocket for Geelong League team in more than 50 games; a position now occupied with distinction, by his younger brother, Ron. Mr. Hovey later coached at Mooroopna and Murtoa and played a few games with Shepparton. He is now on the committee of Shepparton City United Football Club. Mr. Hovey now plays cricket, with St. Brendan's Cricket Club. Last year he captained Shepparton in its first year at the V.R.I. Country Cricket Week. The team finished third.

or the "quiet and efficient manner" that railway staff handled the recent derailment of a passenger train near "The attitude of the railwaymen did much Rowsley. to re-assure the passengers."

-K. W. G. Mason, New Town, Tasmania

Power Specialist

R. George E. G. Stevenson, who was appointed foreman electrician in 1938, was concerned with the installation and maintenance of much of the lighting, heating and workshops' power equipment in the electric traction area, and the care of the underground 20,000 volt supply cables. During the last two months of his railway career, his men attended 1800 emergency calls for jobs, ranging from the renewal of a lamp to a major repair.



Yard Porter H. V. Wilton, of Numurkah, has played the euphonium in the Numurkah Town Band for the past 10 years. Since the retirement of Driver-in-charge E. Mitchell, who was also in the band, Mr. Wilton is the sole railway representative. The band travels as far afield as Echuca, Rushworth, Tocumwal, Finley (N.S.W.) and Corryong. It is proud of its record in winning four cups in one day at Finley.



After more than 50 years' service, Mr. W. P. Hambridge, officer-in-charge of the Car Section of the Rolling Stock Drawing Office, retired recently. He learned his trade as a car and waggon builder at Newport Workshops, and was there when the Department launched a big car construction programme. At his farewell he was presented with a radiogram. Left to right: Commissioner E. H. Brownbill, Mr. Hambridge, the Chief Mechanical Engineer (Mr. G. F. Brown), the Assistant Chief Mechanical Engineer (Mr. W. O. Galletly), and Rolling Stock Engineer (Mr. A. M. Hughes).

Telegraph Workshop's Veteran

A NOTHER retired railwayman, who was most interested in the recent News Letter article on ancient signal and telegraph instruments, is Mr. Edwin Stanley Bishop, former signal adjuster, whose son, Stanley Bishop, is a telephone mechanic at Head Office. Mr. Bishop, who was at the old Telegraph Workshops at Spencer-st. in 1897, worked on the installation of green glass in the signal frames when the alteration to the present red and green indications was made. Previously, only a red spectacle glass was provided, the all-clear indication at night being given by the white light of the signal lamp. Mr. Bishop, who was 79 in September last, is leading a pleasant life in retirement. He spends his leisure time making furniture and toys for his grandchildren.

THEY HAVE RETIRED







Signalman-in-charge E. J. Green has had 47 years' service. He joined as a lad porter at Mornington and became a signalman in 1919. He was appointed special class signalman in 1935, and became signalman-in-charge at E Box, Flinders-st., in 1946, where he remained until his retirement. Mr. Green was in two V.R.I. interstate bowls teams.

Mr. George E. G. Stevenson, foreman electrician, Electrical Engineering Branch, had nearly 42 years service. He joined the staff at the old Electric Light Station, Spencer-st, which was demolished in the 1920's. In 1916, he was transferred from generating operations to electrical maintenance. (See story above).

Signalman-in-charge W. F. Baynes spent so many years of his railway life in A Box, Flinders-st, that he looked on it as his second home. He joined the service as a lad porter in 1907 and, five years later, became a signal porter. He had been a signalman-in-charge since 1936. He is a brother of retired Safeworking Officer M. F. (Mark) Baynes.



Mr. R. C. Irwin, clerk at Shepparton Goods Sheds, is another versatile sportsman. He played on the wing for Shepparton, in the Goulburn Valley League, for five or six years, during which the team won a premiership. He also tried himself out as a sprinter, but without success. He is now a member of the V.R.I. Table Tennis team which started this year.

Football Carnival

LTHOUGH they failed to win the Australian Railway Institutes' football carnival championship title, the Victorian team defeated all but South Australia, the ultimate winners. In the opening match Victoria (14-17) defeated Tasmania (3-4).Best for the winners were Kitchen, Boyd and Jones. Victoria was two points in front of South Australia at three quarter time, but finished the game 15 points behind. Best for Victoria were Boyd, Kitchen and Keown. The match against Commonwealth was played in heavy rain, but it did not prevent the Victorians from registering the good score of 15-6 to their opponents 4-4. In this game Boyd, Power and Anderson were the best for the winners.

Bert Jones (Loco) represented Victoria in the long-kicking championship. His best effort was 60 yards two feet. The winner, D. Gilbourne (South Australia), covered 65 yards. F. Potter (South Australia) won the best and fairest carnival player award.

Fourth Successive Football Pennant

THE V.R.I. Football League's premiership was won for the fourth successive year by North Melbourne Locomotive Depot. The winning margin was only five points. Suburban Lines were once again runners-up. The grand-final had some odd features. Loco were kept scoreless in the first quarter, while Suburban Lines kicked two goals three behinds. Although they did not score in either the second or third quarters, Suburban Lines were still six points ahead at three quarter

time. Loco could manage only one goal in the second quarter and three behinds in the third term. In a 10 minute burst in the last quarter, North Loco, broke through Suburban Lines' defences to score three goals and five points, and in the last few minutes Lines scored two goals and were still attacking when the siren blew. Best players for the winners were Boyd, Jones and Clark, and for the losers Kitchen, Power and Wangman.

Country Golf Week

record number of 53 golfers from all parts of the system recently competed in the annual V.R.I. country golf week tournament at Rossdale links, near Aspendale. The main event, the teams championship, was won for the fourth successive year by Bendigo, three matches to two, after a keen struggle with Ballarat. The deciding match went to the 19th green. Rail motor driver Len Barlow, of Daylesford, was the win-ner of the open singles champion-ship. His card for the 27 holes was 124 strokes. The runner-up was Jim McCarthy, of Ballarat Workshops, who returned a score of 130. Len Barlow also won the country railways championship, which is played concurrently with the open event. The country minor championship, for players on a handicap of 11 or over, was won by R. Judd, of Traralgon Locomotive Depot, with 137 for 27 holes. Tom Atherton, of Bendigo, finished second with 139. The 27 holes handicap event, the trophy for which is the Jim Barker memorial bowl, went to L. Cummins, of Melbourne, who led a strong field of country and metropolitan players with 105 nett. The 27 holes handicap event for country players only was won by Frank Boadle, sub-foreman at Wodonga Locomotive Depot. He returned a nett score of 114.

Benalla golfer, A. Patterson, won the nine holes Stableford with 20 points, K. Pollard, of Seymour, the 18 holes Stableford (36), and T. Atherton, of Bendigo, was the winner of the 18 holes bogie event (-3). Perhaps the best individual performance at the tourney was registered by Maryborough institute member, E. Perry, who won the nine holes bogie event (all square), the 18 holes handicap (75 nett) and the trophy donated by the Rossdale club for the best aggregate scores in the week's events. Perry scored 14 points. He was followed by W. Burke (Hopetoun), R. Poulter (Seymour), and K. Pollard (Seymour), each of whom scored 11 points.

Juniors With Ambition

TEAD Office has two promising young footballers in 15 year-old messenger Ian Halpin of Lancefield, and Peter Kenny, clerical assistant. In his first season with Lancefield Rovers, Ian won the award given by the senior club for the best and fairest player. This year he won it again, and so becomes the outright winner of the trophy, a silver cup. Ian, who plays on the forward line, has one big ambition. That is to play for Collingwood. Lancefield has given the magpies several second eighteen recruits, but none has yet made the grade. Ian hopes to be the first Lancefield player to become a regular wearer of the famous black and white jersey. Peter Kenny, who plays in the same under-19 competition as Ian, was a member of the premier team, Woodend seconds. He is a smart little rover and is very active when spelling in the forward pocket. Next season he hopes to be playing with North Melbourne League thirds team.



Bendigo, winners of the teams championship at V.R.I. country golf week held recently_at_Rossdale_links. Left to right: N. Townsend, L. Barlow, T. Atherton, E. Harrison, J. Burton.

VICTORIAN RAILWAYS

NEWS LETTER

DECEMBE

1955

MONTH'S REVIEW THE

Cement Traffic

YEMENT is an increasingly important commodity. At Fyansford, a few miles from North Geelong, there is a big cement manufacturing works from which more than 4,000 tons are railed to Melbourne weekly. Most of it comes in bags, but since the Department acquired a fleet of 30 modern CJ cement hopper trucks, some is sent in bulk. The 40-ton CJ's were designed by V.R. engineers and built at Newport Workshops to take cement to the State Electricity Commission's Kiewa hydro-electric scheme, but because of supply difficulties, the plan was abandoned, and the CJ's were diverted to the growing traffic between Fyansford and Melbourne. The cement is compressed-air-piped from the works to the loading point and hosed into the truck. When it reaches its destination the cement is released through the outlet doors beneath the body of the hopper truck. There are four of these doors. They can be individually operated and the volume of discharge controlled. The cement traffic is just another example of the part the railways play in enriching the economy of the State. Whether it is the food we eat, the clothes we wear, the fuel we burn or the components of the homes we live in, the railway is the prime distributor of these necessities.

Excursion Time

71TH sunny days ahead, there are expectations of much more Sunday excursion train travel. Indeed, improvement is already noticeable. On a recent Sunday, nearly 9,000 passengers travelled on Sunday excursion trains, or nearly 10 per cent more than on the corresponding Sunday, last year. Excursion trains run from Melbourne to Bendigo, Daylesford, Ballarat, Shepparton, Geelong, Sale, Leongatha, Wonthaggi, Healesville, Warburton and certain intermediate stations, as well as to Melbourne from Bendigo, Ballarat, Geelong and Traralgon. The trains are not restricted to holders of day return tickets. They are also for the convenience of week-end travellers holding ordinary return, periodical or other tickets for these journeys. People planning a long week-end away from home can leave Melbourne on Friday and return on Sunday night by the excursion trains. It is a service that is much appreciated.

Sports Clubs Prefer Trains

N planning interstate trips for their members at the end of a strenuous season, sports organizations are showing a greater awareness of the advantages of rail travel. This year, the Victorian Football League's interstate team went to Adelaide by The Overland as did also the League premiers, Melbourne. Nor was it one way traffic. Recently, so many South Australian sportsmen visited Victoria that an extra division of The Overland was necessary to take them home.

Public School's Railway Club

R AILWAY enthusiast Thomas Murray, who is in his matriculation year at Scotch College, is a foundation member of the school's railway club, which is doing much to stimulate interest in trains and the men who run them. His ambition is to make Scotch the most railway minded public school in Victoria and, if the club's increasing membership is any guide, he is well on the way to achieving his objective. Last year organized a special train trip to Waubra, and it was such a success that this year the club decided to charter a 280 h.p. diesel rail-car for a day's outing to Shelbourne. A plaque painted in the school's colours, cardinal, blue and gold, was attached to the rail-car which left Melbourne with a full load of lads bubbling over with excitment. No difficulty was experienced in filling the diesel as 155 boys put their names down for the trip. At Bendigo, the diesel railcar was met by the District Superintendent who showed the lads over the locomotive depot and also took them through

B signal box and the control room. At Shelbourne, the boys inspected a wheat silo. But they got their biggest surprise of the tour when the rail-car pulled into the platform at Maldon. Leading townsfolk met the boys and gave them a typical warm hearted country welcome. Afternoon tea was provided on trestle tables on the platform. It was a happy band of schoolboys who returned to Spencer-st. shortly before 8 p.m. Nobody in the party enjoyed the trip more than the master-in-charge, Dr. H. B. Mendel, who, according to Thomas Murray, has developed a new interest in railways. Next year the club plans to have another diesel rail-car outing, this time to Colbinabbin.

The Idea

recent award of £150 each to two railwaymen for a suggestion, brings afresh into the spotlight the scheme that the Department introduced in 1921, and under which nearly £30,000 has been paid out to the benefit of both sides, the Railways and the suggestors. The public have always been invited to contribute ideas for railway betterment, on the same terms, but they have not responded nearly as well as railwaymen. Since suggestion, in most cases, is the outcome of criticism, that is surprising; although public criticism, if inevitable, is unfortunately, largely uninformed or misinformed. But that does not discourage the Department from seeking lay ideas. On the contrary, a new poster, just out, is calculated to channel anew the minds of the public towards making suggestions. At the same time the business reply form, now distributed at station booking windows, has been introduced, at the direction of Mr. Wishart, to make it easier for people to send in the products of their thinking. Within three days of putting up the poster, ten suggestions came in; within a fortnight, over 50. Which suggests that it is up to railwaymen again to get busy. A form is inset in this copy of News Letter.

They Climbed High

ECENT changes in branch administration, following R retirements, underline the Department's claim that the "ball of promotion" is at the feet of the apprentice who is willing to work hard and accept the opportunities offered for study and advancement to professional status. As examples, both the newly appointed Chief Mechanical Engineer (Mr. G. F. Brown) and his assistant, Mr. W. O. Galletly, started in the railways as apprentices, as did also the new Signal and Telegraph Engineer (Mr. G. F. Woolley). The retired Chief Mechanical Engineer (Mr. A. C. Ahlston) and the former Signal and Telegraph Engineer (Mr. C. B. Young) also began their railway careers as apprentices, as did a number of other senior officers. This year, the Department sought 204 apprentices to learn a wide variety of trades. Applications closed on November 7, and training begins on January 16, next year. Apprentices are given five years trade training, and are eligible for University or technical school scholarships so that they may qualify for appointment to the Department's professional engineering staff.

Bush Fire Prevention

S the bush fire season approaches, the Department is again appealing to owners and occupiers of country properties, especially those whose land adjoins railway tracks, to co-operate in the stop fire campaign. Leaflets and a station poster have been distributed to remind country people that a bushfire can have tragic consequences and it is, therefore, incumbent on everyone concerned to concentrate on eliminating the threats by making firebreaks now. The leaflet tells country people what the railways are doing to counter fire hazards, and advises them how they can best co-operate in protecting lives, homes and crops. Again, the season's growth portends much inflammable material in the hot months, but a more alert public conscience is relied on to stimulate action as it did, last season.



A GREAT ADMINISTRATOR PASSES: As News Letter went to press, word was received of the death of Mr. Robert G. Wishart, Chairman of Railways Commissioners. A brilliant administrator and inspiring leader, Mr. Wishart, who joined the railways as a junior clerk in 1906, was a railwayman of outstanding capacity, wide experience and keen judgment. He played a leading part in preparing the blueprint of the Department's £80 million rehabilitation scheme Operation Phoenix, and it was a tribute to his efficiency in handling its progressive implementation that his term as Chairman was extended to ensure its successful completion in all major aspects. All members of the railway staff extend their deepest sympathy to Mrs. Wishart and her two children in their great loss.

EILDON'S RAIL DEVIATIONS

ENLARGEMENT of the Eildon Reservoir on the Goulburn River from 306, 000 to 2,750,000 acre-feet, necessitated railway track deviations between Woodfield and Maindample on the Tallarook-Mansfield line.

THESE, in turn, involved the construction of two new railway bridges, one of which is 1,270 ft. long and 90 ft. high, and a new railway station at Bonnie Doon. Near the main railway bridge, the Country Roads Board also built a bridge of similar size to span the Maroondah Highway for road traffic.

The main track deviation that replaced the lowest portion of the old line was opened for traffic on September 18. The other is nearing completion.

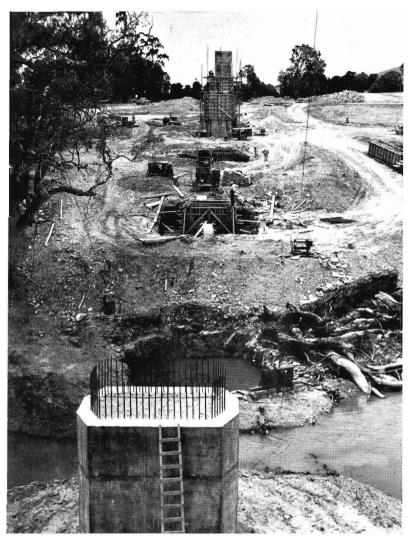
The new track lay-out was necessary because the full supply level of the enlarged reservoir will be 950 ft. above sea level, whereas the level of the old line at Brankeet Creek, near Bonnie Doon, was only 900 ft. and would have been submerged. The new Bonnie Doon station is higher than the one it replaces, and half a mile nearer Melbourne.

Now a landmark in the district, the high level railway bridge, with reinforced concrete piers, 60 ft. span steel girders and concrete deck and kerbing, was built by contract to Departmental design and direction. The total cost of the railway works, including the £200,000 railway bridge, is about £420,000.

Heavy rainfall in August and September caused some anxiety, as there was a possibility of the old line being flooded before the deviation could be finished. To cope with the situation, additional earth moving equipment was obtained from the Eildon reservoir construction project to help the contractor to speed up rock excavation and earthworks, and two special works gangs were transferred to help finish the trackwork and ballasting in advance of the rapidly rising level of the reservoir.

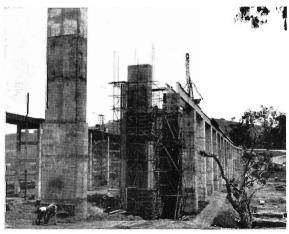
It is expected that the enlarged reservoir will be opened officially early next year. It will be the largest earthen dam in the southern hemisphere. More than half a mile long, it rises to 260 ft. above the bed of the Goulburn River, immediately below the present Eildon Dam. The great embankment contains 13,000,000 cubic yards of earth and rock-fill, and the spillway and outlet works required the placing of 200,000 cubic yards of concrete.

A township, that was subsequently sold to two private firms, was built to house workers on the Eildon project. A

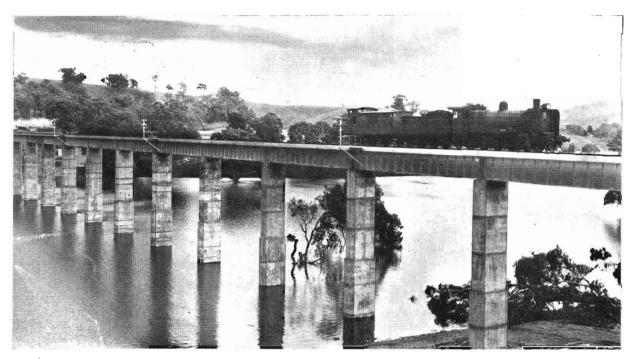


New rail bridge in the early construction stage.

main access road from the rail head at Alexandra (102 miles from Melbourne) to Eildon was reconstructed by the Country Roads Board. A new railway siding was also built at Alex-



The bridge takes shape.



Erankeet Creek bridge looking north and showing rising level of reservoir.



Platelaying near the start of the second deviation.



New station site and township.

andra station to handle large quantities of equipment and materials that were railed from Melbourne for the project. The sawmill, established by the Commission downstream from the dam, supplied the timber required for the reservoir enlargement, including sleepers for the railway deviation works.



" Galloping " out ballast on deviation.

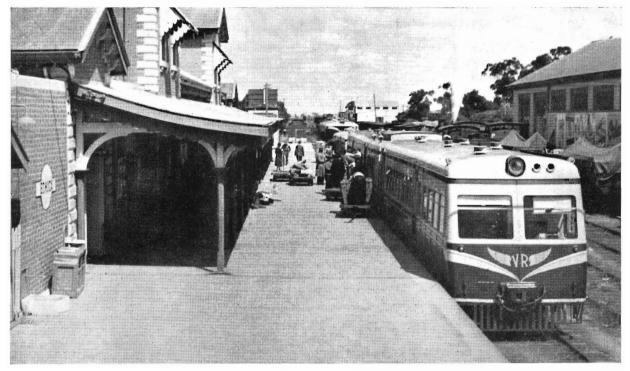


Stock trucking yards being built near Bonnie Doon station.



New Bonnie Doon station.

December 1955



Diesel rail-cars at the Echuca platform. They link Echuca with Bendigo, Toolamba, Deniliquin and Balranald.

MEETING OF THE WATERS

ECHUCA was founded in 1853 by a Lancashireman, Henry Hopwood, who became the owner of what he contended was the first bridge (a pontoon type) to be flung across the Murray. The following year Philip Chauncey, surveyor-in-charge of the McIvor (Heathcote) district, arrived to survey the town and give it the name of Echuca, aboriginal for "meeting of the waters."

STRATEGICALLY situated on the great Murray River network, Echuca obviously did not remain a mere crossing place. Two revolutionary advances in transport, river boats and the railway, saw to that. Echuca, indeed, became the greatest inland port in Australia.

When, in 1864, the first railway to the Murray linked Echuca with Melbourne, rail and steamboat brought a big increase in commerce. However, as the railway reached out, not only within Victoria but in New South Wales and South Australia as well, river traffic declined and with it Echuca's hold on the Riverina trade.

Echuca supplied millions of railway sleepers to three States. Nearby are the most celebrated red gum forests in Australia. This timber also played a most important part in the expansion of the river trade, of mining, of the pastoral industry, and in the building of numerous country towns. In the building boom from the sixties onwards great quantities of timber, mainly red gum, were dispatched by rail from Murray mills. The timber went to practically every town in Victoria, from Serviceton, on the South Australian border, as far as Gippsland. And many a barge-load of red gum went to the back country for the building of houses, woolsheds and fences.

Echuca has been a town of changing fortunes, but its economy is now established and its future assured. Situated

155 miles north of Melbourne, it is the centre of a rich district noted for the quality of its wool, wheat, fat lambs, cattle, pigs, fruit, tobacco and timber. A growing number of secondary industries, such as a Government ordnance factory, flour, rice and saw mills, butter factory and so on, give Echuca a nice balance between primary and secondary production.

The once great inland port, which has seen the passing of bullock teams and barges, is well served by both passenger and goods trains. Echuca is an important junction station for Deniliquin, Balranald, Bendigo and Toolamba lines. There are nine passenger trains in each direction weekly between Melbourne and Echuca, via Bendigo, and 12 each way, via Toolamba. The service from Bendigo and from Toolamba to Echuca is operated by rail motors. These, and a small fleet of steam locomotives are kept in condition at the locomotive depot, near the station. The Rolling Stock Branch staff includes six drivers, six firemen, two train examiners, eight rail motor drivers and second men and a storeman.

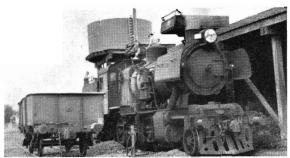
The heavy traffic in primary production, such as wheat, rice and livestock and the wide range of goods consigned for the commercial community and household use are indicative of the importance of the railway in the modern life of Echuca.



Loading rice at the mill siding in the station yard.



Unloading rolls of fencing wire at the goods platform.



Watering and coaling a J class locomotive at the locomotive depot.



A crane speeds up the unloading of goods for a local carrier.

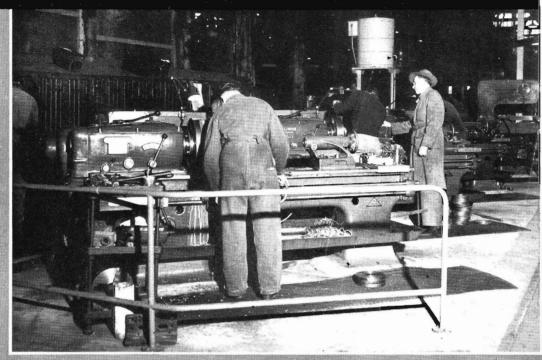


Shunting a goods train in the station yard.



A live-stock train arrives at Echuca from Balranald.

AROUND THE SYSTEM



NEWPORT'S steam crane,

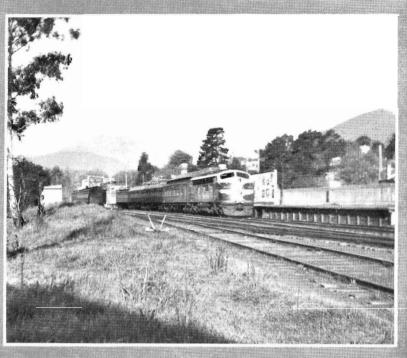
APPRENTICES: These Macson centre lathes are used to train apprentices in turning work at Newport Workshops. This year the Department sought 204 apprentices.



SUBURBAN WORKS: (above) A n

RAIL-MINDED: Members of the Scotch College Railway Club inspecting a signal box at Bendigo. The club chartered a diesel rail-car for a day trip, recently.





LOCO: Built in 1893 and converted to a .it is still giving good service.

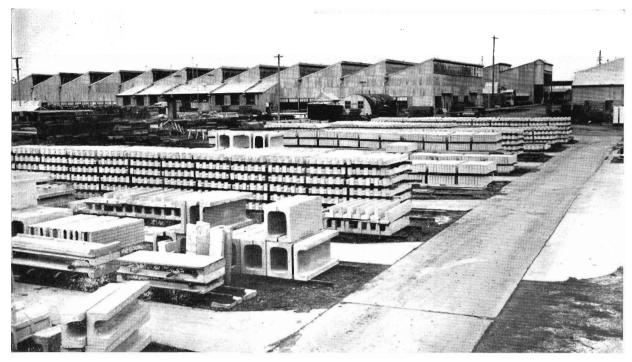
SUNDAY EXCURSIONS: Nearly 9,000 passengers travelled on these trains on a recent Sunday. An excursion train is here seen at Healesville station.



l more modern footbridge has replaced near East Camberwell station.

ew bridges being built across the Murray tk for Victorian and N.S.W. rolling stock.





Finished products from the Pre-cast Concrete Shop are stored in the yard until required.

PRE-CAST CONCRETE

THE ease with which concrete can be cast to various shapes in suitable moulds, the strength of the product after setting, and the freedom from vermin attack and rot, make it a very useful and durable commodity. Steel reinforcement increases the range of the product's usefulness commensurately with its increased strength.

TODAY, pre-cast concrete is used more and more in mass production and to obviate, as far as possible, the need to transport concrete mixers to the site of jobs. Factories are turning out a variety of items, ranging from garden slabs to house walls. In this sphere, as in so many others, the railways are well to the fore.

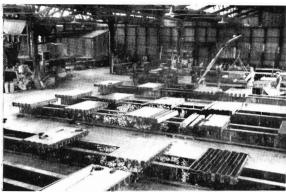
Although the pre-cast concrete shop has been operating practically since the inception of Spotswood Workshops, there has been such a growth in demand for its products that, over the past four or five years, mechanization has been improved and production has gone ahead. The shop covers an area of about 150 ft. by 120 ft., together with a yard for the storage of finished products. Of the 20 men employed there, all except the foreman, his assistant and the crane crew, are Italians, a people with a ready skill in concrete work.

All the work, excepting that of making the moulds, is carried out in the pre-cast concrete shop. The moulds, which are in multiples and can be readily stripped for cleaning, were designed at Spotswood Workshops and manufactured in the structural shop there. The steel moulds are easily repairable in the 'shops and thus have a long life. For odd jobs, temporary wooden moulds are made.

In the reinforcing section, a machine straightens and cuts the wire which comes to the shop in coils. There is also a guillotine to cut the small tie pieces. Three spot welding machines are used to fabricate the reinforcing shapes. For some of the heavy jobs, such as concrete rail beams for culverts and low bridges, the reinforcing is made from old steel rails.

During an ordinary working day, 80 to 100 bags of cement are used. The screenings, toppings and sand used in making the concrete are fed into the electrically operated concrete mixer by means of mechanical conveyor belts and hoppers. The moulds are oiled before use, so that the concrete will come away clean when the moulds are stripped. The reinforcing is laid in the moulds which are then carried by a mobile electric crane and placed on an electrically operated vibration table at the mixer. The concrete is poured into the moulds, the vibration ensuring that it settles well in. It takes about three minutes to fill and vibrate a multiple mould. The crane then removes the moulds and takes them to the troweller who finishes the top of the casting. The addition to the cement mixture of calcium chloride (a heat generating chemical which gives quick hardening) enables the moulds to be emptied within a day. When the moulds are stripped, the finished articles are stored in the yard until required for

Weekly production from the shop includes 750 fence posts, 250 platform facing slabs, 100 point rod foundation blocks, 300 posts to carry cable troughs, 200 drainage inverts for open drains, household troughs and stands, tiles for septic tanks, hearths for slow-combustion heating stoves, cable markers for underground cables, bases for signal masts and mile posts. There are, at present, 71 items of pre-cast concrete products stocked at the Spotswood Workshops Store.



A general view of the shop. The sequence of operations is shown in the following pictures.



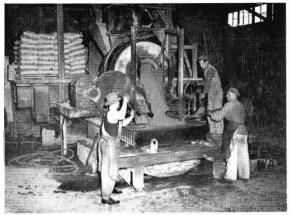
Straightening and cutting reinforcing wire.



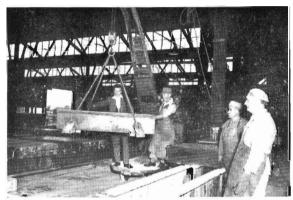
Welding reinforcing wire into shape.



Spraying moulds with oil.



Pouring concrete into mould.



Crane carrying filled mould.



Trowelling the upper surface of the concrete.



Stripping moulds from finished fence posts.

LINES FROM OTHER LINES



The new gravity-switching yard at Houston, Texas, is four miles long and 1,500 feet wide.

Electronic Goods Yard

BOUT 3,500 cars a day are expected to move through the new Englewood yard of the Southern Pacific Railroad at Houston. Texas, when the installation is completed, shortly. It will comprise a 2,700-car classification yard, 11 receiving tracks for 1,310 cars, a 1,400car 12-track departure yard, a 10track make-up vard for 650 cars, and four interchange tracks with a capacity of 395 cars. Cars coming over the 27ft, hump crest will be routed to the various classification tracks by push-button control. Retardation of cars coming down the hump is completely automatic. The retarder system incorporates radar and electronic computing devices to measure the 'rollability' of cars as they approach. By correlating the three principal factors-acceleration, weight, and the tracks to which cars are to be routed—an "electronic brain" computes the amount of pressure the retarder should exert against the wheels. The retarders then automatically apply that pressure. Communications in the yard include 18,000 feet of 6-in. pneumatic tube and 6,000 feet of 3-in. tube for sending waybills and messages between key points. In addition, there will be 31 miles of underground communications cable. The area will be served by 38 paging speakers and 238 talk-back speakers. Yard engines will be equipped with twowav radio.

Greenland's Icy Mountains

NGINEERS of the U.S. Army are to experiment in the digging of tunnels through the icecap, at anything up to 100 ft. below the surface, so that the scattered outposts in Greenland can be linked together by electric trains. There will be many who will regret the supercession of the time-honoured husky and sled. It is hardly likely that the Greenland tube will be devoted for long to military purposes exclusively, as the Americans are indefatigable tourists. The Irish Times observes that not much enterprise would be required to extend the line to the North Pole—the Swiss run railways to the tops of mountains. There is one possible danger in the Greenland tube, the paper comments. An over-enthusiastic tunneller might strike off unknowingly towards Russia. and the trains might find themselves plying on the Moscow underground.

Transandine Electrification

ORK is shortly to begin on the electrification of 200 kilometres of the Transandine Railway. This will be the first long stretch to be electrified in Argentina. The type of electrification to be adopted is single phase at 27,000 volts, 50 cycles. The first stage from Eva Peron to Polvaredas is to be completed by the end of 1956, and the scheme in its entirety by the summer of 1957-58. Power will be derived from two hydraulic generating stations with a joint capacity of 105,000 kW.

"Railway of Death"

THE notorious "railway of death" in Thailand, built to Japanese orders by tens of thousands of British and Allied prisoners of war and forced labourers, was, after the war, left to rot in the jungle. Today, the railway is being put to peace-The railway was built time use. across the plains of central Thailand, from Ban Pong, on the main line from Bangkok to the south, through the foothills and the main range of the border jungle mountains, to link up with Burma's main southern line at Ye, south of Moulmein. Allied bombing speedily put the line out of action after it was finished in October 1943. In the past year or so, Thai railwaymen have been busy rebuilding part of the line, and it is planned to reopen it as far as Kinsayok. Crowded passenger trains are already running to and from the foothill territory of Wampo and Tarso. The hinterland beyond Kanchanaburi, the capital of the western province of the same name, has been developed considerably and has attracted large numbers of settlers since 1942, when P.O.W. parties blazed the trail up the valley of the Menam Kwai Nai river.

Diesel Monopoly

A CCORDING to statistics issued by the Bureau of Transport Economics and Statistics, dieselelectric locomotives, during the first four months of 1954, handled 83·35 per cent of the freight traffic on Class 1 railways in the U.S.A. compared with 73·58 per cent in the corresponding period of 1953; 85·0 per cent of the passenger car-miles (77·52 per cent); and 88·93 per cent of the total shunting hours in marshalling yards (81·92 per cent).

Radio On C.N.R. Trains

THE Canadian National Railways are now testing radio-telephone communication between Montreal and Vancouver, for freight trains. The equipment permits instant communication between front-end and rear-end train crews, the trainmen and wayside stations, and, with walkietalkie equipment, between flagmen and other members of the train crews. With the increasing length of freight trains, the C.N.R. wishes to find out if radio-telephone communication can increase efficiency and speed up the handling of these trains, and how it can fit in with the present system of train control. The tests, also, will reveal the satisfactory range of shortwave radio-telephone transmission and reception in diversified geographical and climatic conditions across Canada. Temporary transmitting stations have been installed at Winnipeg, Edmonton, Kamloops and Vancouver.

AMONG OURSELVES



Mr. Wilkins

Lad Labourer To Engineer

A FTER he left Box Hill Technical School, William Wilkins, who had always wanted to be a railway engineer, joined the Department, in 1946, as a lad labourer in the Electrical Engineering Branch. A year later, he became an apprentice and, did so well at the Newport Technical College that he won a Commissioners' scholarship entitling him to do a diploma course in electrical engineering at the Royal Melbourne Technical College. In his fourth year he won the prize awarded to the best electrical engineering student.

Mr. Wilkins brought further honours to himself and the Department, not only by obtaining his fellowship diploma in electrical engineering, but also by winning the two coveted awards of the year, the Professor Kernot medal and the Hans Ernst prize. Awarded by the late Professor W. N. Kernot, the medal is presented to the best fifth year fellowship diploma course student in any branch of engineering. Points are awarded for scholarship, leadership, initiative and engineering outlook. Mr. Hans Ernst, who holds the College fellowship diploma in engineering and is now a high ranking business executive in U.S.A., awards prizes for the best student in the final year course of mechanical and electrical engineering.

Now assistant electrical engineer (class 3), 24 year-old Mr. Wilkins finds relaxation in the boy scout movement and in sport. He is scoutmaster of the 1st Ringwood Troop and opening batsman for Bedford, an eastern suburbs team. In the winter he umpires district junior football games. His brother, Allen, is a motor mechanic in the Rolling Stock Branch and, until her marriage, his sister, Margaret, was a typist in the Claims Division.

Teenage Red Cross Worker

RED Cross work loses some of its war-time glamour in peacetime but, is nevertheless still helped along by many voluntary workers who assist at hospitals and study nursing methods so that in a crisis they can release qualified hospital personnel for front-line duties.

Miss Margaret Russell, of the Rolling Stock Staff Office, is an enthusiastic member of Red Cross, A Company, Northcote Division. Margaret has not yet had her sixteenth birthday and it is a very healthy sign indeed to find one of our teenagers so altruistically minded.

Flair For News

OTORMAN Harry O'Connor, of Elwood Depot, has, what is known journalistically, as "a nose for news". Since an appeal was made in News Letter for news items from the staff, he has been a regular contributor of bright and informative paragraphs. Personal stories have been illustrated with photographs taken by Motorman Charles James. The two motormen form an excellent team of news gatherers. Harry, indeed, is a "natural" for words, for printer's blood is in the family. His father was a reader at the Government

Printing Office, two of his sons are on the staff of the Government Printer in Canberra, and a third has had many of his

short stories accepted for publication.

Harry O'Connor joined the Department as a lad porter 35 years ago. He was a guard at the Jolimont Depot for seven years and a conductor on the Sandringham-Black Rock railway trams, before going to Elwood. At one time, his hobby was playing drums in a jazz band. His main interest now is the collection of railway literature from all corners of the globe.

Team Work Was His Motto

THEN the recently retired Signal and Telegraph Engineer, Mr. Colin B. Young, joined the Department in 1907 he became an apprentice fitter at 1/3d. He was appointed draftsman in 1914, progressed through the various engineering grades in the design office of the Signal and Telegraph Division, and was Signal Construction Engineer for 20 years. Mr. Young was appointed Assistant Signal and Telegraph Engineer in 1944 and, nine years later, became Signal and Telegraph Engineer. His duties took him to most parts of the system and the knowledge he acquired, not only of his own but the other fellow's job, proved of great benefit to him in designing, installing and maintaining signalling equipment. It was his ability to work in well with others that made Mr. Young a sound and able administrator. Looking back, he recalls the installation of modern power signalling in the Spencer-st. station area, when the new platforms were brought into service, and the track locking of station yards, mainly on the north-east and and north-west lines. In more recent years, he has seen Operation Phoenix grow, and goes into retirement with the knowledge that the 10-year rehabilitation scheme has already brought great benefits to railway operation in Victoria. Mr. Young's hobbies are fishing and solo. As a retirement present, the outdoor staff of the division gave him a complete angler's outfit, including a landing net. At a dinner, arranged by the office staff, Mr. Young was presented with an illuminated address, and his many friends in the Department subscribed to the purchase of a radio set, which was handed over by the then Chief Civil Engineer (Mr. A. P. Taylor).

New Signal and Telegraph Engineer

R. G. F. Woolley succeeds Mr. Young as Signal and
Telegraph Engineer. Joining the Department as an apprentice electrical fitter at the old Signal Shops,



Mr. Woolley

Newport, Mr. Woolley graduated through the various engineering grades to become circuit design engineer and, later assistant signal and telegraph engineer. For some years now he has specialized in power signalling. To keep abreast of the latest developments in this field, he last year visited England, the Continent and America.



The retiring president of Newport Workshops employees' safety sub-committee (Mr. Norman Witham) greets his successor, Mr. Edward (Ted) Bertram. Left to right: Messrs. F. Burns, S. Paterson, E. Bertram, N. Witham, G. Morris, H. Hopper.

Safety In The Workshop

ÉWPORT Workshops Safety Committee, comprising representatives of management and employees, has been functioning successfully for many years. Mr. A. Stronell, plant engineer, is chairman and Mr. S. Watson, senior clerk, secretary of the committee. Foremen and employees are also represented on the general safety committee. An employees' representative is elected from each of the various shops at Newport and form the employees' safety sub-committee which meets regularly. Shop representatives are elected for 12 months and are eligible for re-election.

At the recent elections for executive positions on the employees' committee, Mr. E. Bertram (Blacksmiths Shop) was elected president, and Mr. H. Hopper (Coppersmiths Shop) vice-president. Mr. S. Paterson is honorary secretary for

the fifth successive year.

Mr. Witham, a well-known stage and radio personality, has been employees' representative on the safety committee for 10 years, including three years as president. Mr Morris is a well known quiz champion. He has been the Paint Shop's representative for the past 16 years, holding office as committeeman, secretary, vice-president and president of the employees' sub-committee. Mr. Bertram, of the Blacksmiths Shop, the new president of the employees' safety sub-committee, has been a shop representative for four years. Mr. S. Paterson, who has been secretary of the sub-committee for the past five years, is a welder in the steel construction shop. After three years in the first A.I.F., he joined the service as an engine cleaner in 1920. Later, he transferred to the workshops and has been a welder for more than $18\frac{1}{2}$ years.

Railwaymen Help Polio Victims

I T is nine years now since Mr. R. J. ("Jake") Attrill, of the Steel Construction Shop at Newport Workshops, whose little girl regained the use of her limbs at the orthopaedic section of the Royal Children's Hospital, Frankston, thought of helping the hospital to overcome its financial troubles. He approached some of his workmates at the 'shops and they were so impressed with the hospital's work for child polio sufferers that they took up a collection. Railwaymen in other branches of the service joined in, and it was not long before a regular pay day collection was organized. A committee was formed to put the scheme on a sound working basis, and the Railway Employees' Orthopaedic Hospital Auxiliary was the outcome.

The fund is now nearing the £10,000 mark. Every penny has been used for modern buildings and hospital equipment for the children to receive specialized treatment. From the railway £80 pay-day collection has come a modern laboratory, built at a cost of £3,500 on a £ for £ basis with the State Government, and its equipment; and in January, this year, £500 was made available for a kindergarten at the hospital.

At the annual meeting of the auxiliary, recently, Dr. Douglas Galbraith, the hospital's medical superintendent, told members that the kindergarten was a big success. He thanked the auxiliary for equipping the craft hostel with a small radio, 50 records for the radiogram and a cabinet for them, card tables and games. Dr. Galbraith also disclosed that the special beds supplied by the auxiliary had greatly impressed visiting American orthopaedic surgeons and that they might be accepted as the standard for all hospitals in Victoria.

Mr. Attrill asks News Letter to thank all those railwaymen who contribute to the auxiliary's fund. He would, of course, like to get more and more contributors. The auxiliary is planning a very special Christmas treat for the children this month.

Super Salesman

MR. Hugh Dalmore de Ross, who died recently after a long illness, was in the Advertising Division from August 1929. During his career his originality, enthusiasm and tenacity enabled him to bring in contracts to the value of over £723,000. In his early years with the Department, Mr. de Ross lost his arm in a shunting accident. He left the service and conducted a milk round for some time, but his physical disability forced him to dispose of it. Returning to the railways, he was given a job as a gatekeeper. In his spare time, Mr. de Ross studied advertising and salesmanship and, when applications were invited for an advertising salesman in the newly formed Advertising Division in 1923, he applied for the job and obtained the appointment. In 1929 he became sales promotion officer. He was retained after he reached the retiring age, but two years ago failing health caused him to resign.

V.R.I.'s New Assistant Secretary

R. F. M. Mitchell, newly appointed assistant secretary of the V.R.I., joined the Department in 1937 as a junior clerk in the Commercial Branch, then known as the Traffic Branch. The same year, he was transferred to the Claims Division and, about two years ago, was appointed a claims prevention officer. The investigation of claims took him to most parts of the system where many friendships formed will now, doubtless, prove useful.

In the last war, Mr. Mitchell served for six years as a



Mr. Mitchell

lieutenant, with the A.I.F. He was with the New Guinea air warning wireless spotters, whose daring exploits in penetrating Japanese held territory and radioing enemy air, army, and naval movements were spectacular features of the war in the Pacific.

Institute of Transport

TEWS LETTER" is reminded by the Commissioners that membership of the Institute of Transport, as student or graduate, is open to all railwaymen and, those who join it before July 1, next year, will be reimbursed 75 per cent of the entrance fee and subscription, as well as half the subsequent subscriptions.

Entrance fees for student and graduate are £1. 6. 3. and £2. 12. 6., respectively, and the annual subscription £1. 3. 3. Membership of the Institute is not, however, obligatory for those who wish to join the classes in Transport Administration. The oral class course (in Melbourne) takes four years. Instruction will be continued in February 1956. First year subjects are English, Elements of Statistics and Elements of Transport, and the fee is £4. 10. 0. a term (three terms a year). Those with a general education, equivalent to leaving standard, should be well equipped to take the course. It would be an advantage to others intending to join the class to be qualified in English Expression to the leaving standard, for which instruction is available at the Royal Melbourne Technical College at a fee of £, 2. 5. 0. a term (three terms a year). Those qualified to university intermediate standard should have a preliminary year of study in English expression and mathematics at the college. The fee is £4. 10. 0. a term.

Correspondence Course

CTUDENTS may enrol for the correspondence courses at any time. The Transport Administration subjects are English and Elements of Statistics and the fees are £4. 10. 0. and £5. 0. 0., respectively, for the complete course. Correspondence course students must take English, whatever their educational qualifications. The English expression correspondence course (to leaving standard) is £4 a year, and is initially, most useful. Those who are not qualified, to the University intermediate standard (or qualified, but not recently) may take a preparatory correspondence course in English expression through the college. The fee is f, 4. 10. 0. a term. A similar course in arithmetic is £4. 0. 0. a term. Fees are payable in full by students.

Further particulars and application forms for entry to the classes (closing date for oral class, January 7, 1956) may be obtained from the Secretary, Room 225, Railways Administrative Offices, Spencer-st.

Thanks.

OR the ready co-operation received from railway staff in dispatching 2,000 tons of ammonium sulphate from Mulwala explosives factory to Victoria Dock for loading in S.S. Canberra. "It was an excellent example of railway service" -W. B. Edwards, secretary, Nitrogen Fertilisers Pty. Ltd. Melbourne

For "the magnificent job, under adverse circumstances, by the Superintendent of Refreshment Services (Mr. A. W. Keown) and the staff at The Chalet, Mt. Buffalo''. The heavy snowfall made things difficult, but the staff came through with flying colours ". —G. A. Parker, managing director, Paddings Pty. Ltd.

The Last Of The Normans

ELECTRIC Train Driver Percy Norman, of Lilydale, completed 48 years' service recently, when he brought the 7.13 a.m. train from Warburton into Flinders-st. station. After working in the Way and Works Branch store at Ararat, he was transferred to Newport Workshops in 1908 as a lad labourer. But he wanted to become a driver, and he made the first step towards it as a cleaner at North Melbourne Locomotive Depot in 1909. He returned to Ararat as a cleaner and, later, fired plant trains when the Maroona-Gheringhap line was being built. After firing trains between Morwell and Mirboo North, he was transferred to Port Melbourne in 1912 and fired steam trains on the suburban system in pre-electrification days.

Driver Norman was in the first batch of railwaymen to enlist in the A.I.F. in World War One. He saw service with the 5th battalion, 22nd Brigade, at Gallipoli and in France, was wounded at Pozieres and won the Military Medal. Back again at North Melbourne Locomotive Depot, he got his driver's ticket and drove goods trains and finally electric

trains. He was at Lilydale for 34 years.

The Normans are a railway family. Percy's grandfather, William, was a driver at Ballarat, his father, William Richard, was an Ararat driver, and his brother, Alfred, drove trains in the Bendigo district. The last of the railway Normans will spend his retirement at bowls, fishing and shooting.

THEY HAVE RETIRED







Electric Train Driver Percy Norman was one of the best known drivers on the Lilydale line. He was also well known to and well liked by regu-lar travellers and excursionists on the Warburton and Healesville lines. He joined the service in 1907 and his first job was in the Way and Works store at Ararat. See story above.

Mr. Colin B. Young rose from apprentice fitter and turner to Signal and Telegraph Engineer. He began his railway career at Newport Signal Shops. He was appointed fitter in 1912 and, the next year, electrical fitter-in-charge. Mr. Young (Left) farewelled by the then Chief Civil Engineer (Mr. A. P. Taylor). Story page 13.

For 32 of his 49 years' service, Signalman-in-Charge H. N. M. (Neil) Rice was in the Dudley-st. box. He started as a lad porter at Clifton Hill and was appointed signalman in 1912. He worked in most signal boxes in the suburban area before being trans-ferred from Sunshine to Dudley-st. as special class signalman.



The V.R.I. team that took part in the recent Railway Institutes' football carnival in Adelaide. Back row—left to right: R. Kitchen, R. Power, F. Fallon, O. Taylor, S. Keown, R. Mills, W. Fullarton. Fourth row: A. Osborne, W. Raymer, M. Carboon, A. Jones, M. Barker, G. Munday. Third row: L. Kennedy (official), J. Phillips, A. Boyd, A. Brenchley, K. Hutchinson, P. Beggs, F. Moore (official). Second row: W. O'Brien (official), R. Paley, L. J. Evans (manager), J. Sharp (capt.), J. McPartland (vice-capt.), J. I. Brain (inst. rep.). M. Ross, K. Donaldson (president). Front row: A. Driver (prop. steward), M. Anderson, F. O'Dwyer (amb.), R. Richards (official).

SPORTS

The Home Of Bowls

BENDIGO railwaymen are very keen bowlers. They are well represented in the district bowling association. In a recent A pennant fixture, the South Bendigo side was made up entirely of railwaymen. It was a strong combination as it included such good bowlers as W. C. Jones (workshops), A.S.M. J. Sharkey, Goods Checker W. Hamilton and Driver T. Jenkins (captain). Another railway bowls team comprised District Rolling Stock Superintendent J. Smyth and Goods Checker A. Owen. J. Smith (workshops) was the leader of another team.

Versatile Sportsman

RAM conductor Keith Deayton, of Elwood Depot, is a very versatile sportsman. In his second year with Mentone C.Y.M.S. football team, on the half-back line,

he won the club's best and fairest medal award. He plays cricket for the same club. Last season he had the third best bowling average, his 20 wickets being taken at the cost of 200 runs. He is also a promising tennis player. A member of Elsternwick Congregational Church team, he plays in the A grade section of the competition. He rounds off a good athletic career as a swimmer.

Behind The Scenes

NE of the most active Victorian Football League administrators is Mr. Les Phelan, senior clerk in the Telegraph Office. He is well known in League circles as president of the Fitzrov League team, but few footballer followers are aware of the full extent of his work behind the scenes. He has been twice chairman of the League's finance committee, and is still a member of it. He is also on the second round trust, and the grounds, propaganda and administration committees, besides being on several sub-committees. He is also

a trustee of the players' provident fund committee, which he helped to establish. The League and his own club have recognized his services to the game by giving him life membership.

Rail Salesman

R. Phelan has done much to encourage League clubs to travel by train, especially on interstate trips. This year, the Victorian State team and North Melbourne, Melbourne and Hawthorn League clubs went to Adelaide by train. Collingwood also went west by train, and Fitzroy and Richmond took to the rail to Brisbane, where they played challenge matches under electric light. A special train was run to bring the players of the two senior League clubs and the Essendon second eighteen players back to Sydney, and another special train brought them to Albury. The train trips were rated first class by both players and officials. Letters of appreciation were received from the Fitzrov and Richmond Clubs.