

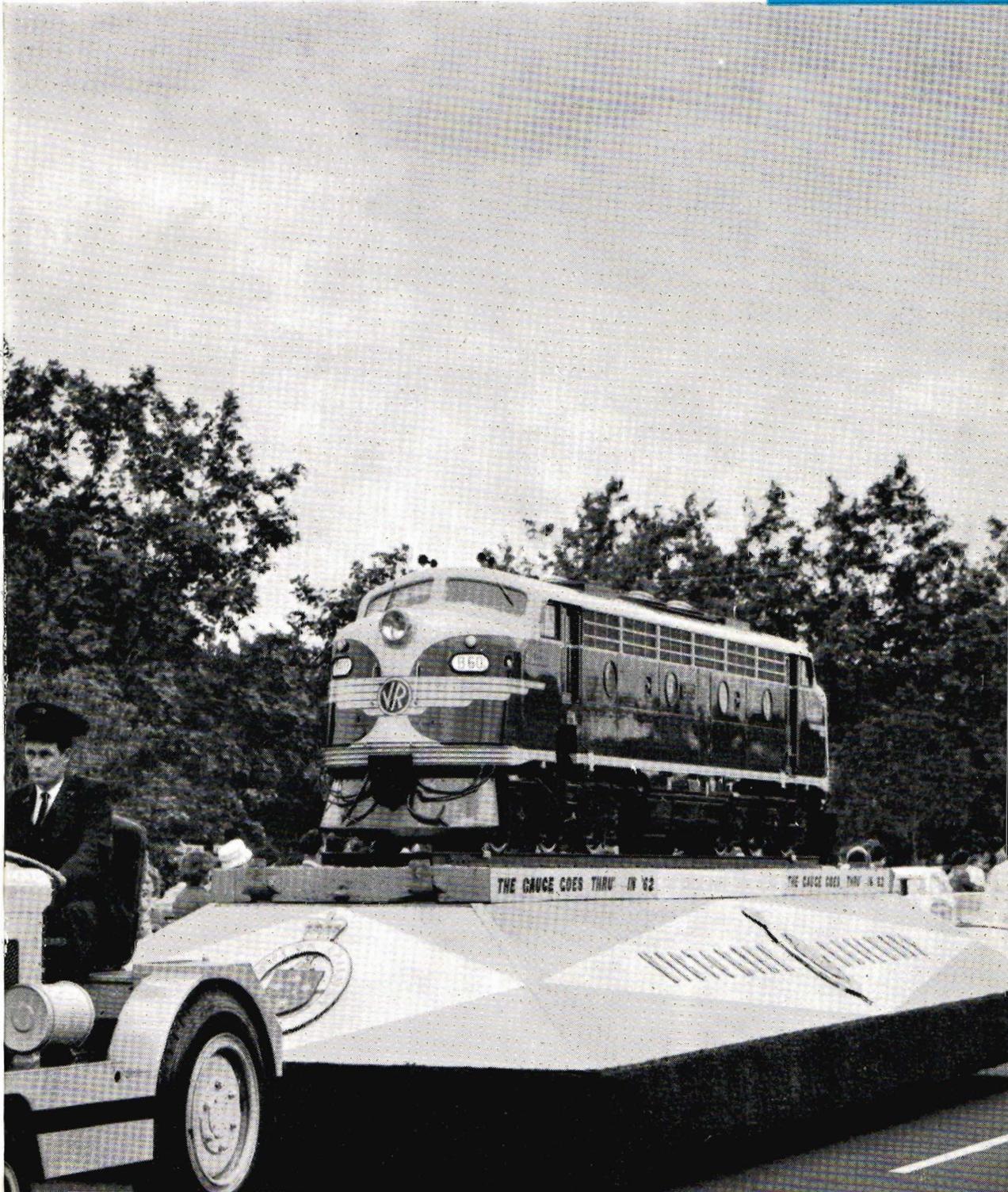
VICTORIAN RAILWAYS

NEWS LETTER

JANUARY



1962



THE MONTH'S REVIEW

Standard Gauge Opening

AS *News Letter* went to press before the standard gauge line was opened, a full account of the opening will appear in next issue.

First S. G. booking

THE first passenger booked for travel over the standard gauge line was Mr. W. Cryer, of Williamstown who arrived at Spencer Street booking office at 7.30 a.m. on opening day, and bought tickets for himself and Mrs. Cryer. Mr. Cryer said he was a regular traveller to Sydney and went by train every time.

A happy shrinkage

OBSERVANT readers may notice a slight reduction in size of *News Letter*. Actually, it amounts to only a quarter of an inch less in page width. Beginning with this issue, pages are now approximately 7 in. wide instead of 7¼ in. Though a small change, it has big advantages. For example: it will reduce cost to the Department particularly when colour issues are made, and (a big advantage) reduce work for the editor. It may also enable a better quality paper to be used with more frequent colour issues. Which all goes to show that, in a world stuffed to bursting point with dire events and grim portents, there is a little good news in *News Letter*, at any rate. Further,

though size is reduced, quality will be unimpaired.

Gippsland deviation

A 2½ mile deviation being made of the main Gippsland line has been necessitated by the S.E.C.'s programme for the southern extension of the Yallourn open cut. The earth-works for the deviation start about four miles past Moe and continue to the Morwell River.

Rail facilities at Victoria Dock

MAJOR reconstruction of four Victoria Dock berths as modern cargo-handling terminals is planned by the Melbourne Harbour Trust. The wharves of the four berths—Nos. 1 to 4—were originally built in 1888 and are now obsolete.

As the port is keen to provide more rail facilities, the four berths are ideal, as rail tracks are already available on the roadway at the rear, and will be linked with the new tracks planned under the reconstruction programme.

The plans provide for three sets of railway tracks on a widened wharf apron, and rails for wharf cranes.

To test the 76-year-old foundations, a 100-ft. long full-scale section of the ultimate reconstruction will be built at a cost of £30,000. If successful, it will save the Trust £120,000 in foundation work.

Tribute to Steam

TWO railway enthusiasts, Messrs. W. Gillies, a grazier, and D. G. Potts, a Kerang garage proprietor, have made a colour film, *Tribute to Steam*. The film had a very successful premiere, last month, at Kerang. Over five hundred were present, including many railwaymen. It is planned to screen it at Bendigo and Swan Hill, this month; and the Victorian Division of the Australian Railway Historical Society will show it in February.

Will benefit business man

ADVANTAGES of standard gauge travel to the business man were among the points highlighted by the Chairman of the Public Relations and Betterment Board, Mr. H.R. Hauptmann, in an address given at the recent Australian National Travel Association's convention at Hobart. The businessman who is now flying or motoring, he pointed out, will be able to leave after a full day's work, cash in on his sleep by travelling overnight, and arrive railaxed and refreshed the next morning, in the heart of the city, ready for a full day's work—with no working time lost. And, after the job is done, back again the same day—without rush and at less cost. There's no early departure in the morning or late arrival at night. That's what putting a lot of business men on *The Overland*, Mr. Hauptmann added, they get a business breather when they go by train.

ANDYOUMOVEUPLIKETHIS

FIRST young passenger (looking at V.R. Poster "When the Train is Full"): "What's that word?"
Second young passenger: "Oh, that's a poster for New Australians."

FRONT COVER

Float plugs standard gauge. The Department's model of diesel-electric locomotive B 60 is shown taking part in the Essendon Centenary celebrations, last month. There is a busy time ahead for the model, as it is booked for three events in March—the Mildura Mardi Gras, Moomba and the Dandenong Pageant of Progress.



Ten of the Traffic Branch female staff in the metropolitan area who recently qualified in first aid being presented with their awards by the Acting Chief Traffic Manager, Mr. A. C. Brown.

V. I. P. PREVIEW OF STANDARD GAUGE

ON Sunday, December 3, when the standard gauge track was only 2½ miles from Spencer Street station, a special train carried 132 passengers, as guests of the Commissioners, on a tour of inspection of the entire project.

Among the passengers were : Mr. A. G. Rylah (Chief Secretary and Attorney-General) ; Sir Arthur Warner (Minister of Transport) ; Mr. M. V. Porter (Minister of Local Government) ; Mr. W. C. Wentworth, M.H.R. ; heads of Public Service Departments ; senior officers of the Victorian Railways ; representatives of the New South Wales Railways, Commonwealth Railways, Western Australian Government Railways and the Australian Railways Union.

Publicity media with representatives on the train were :

NEWSPAPERS—Melbourne : *The Age, The Herald, The Sun News Pictorial* ; country : *Australian United Press, Albury Border Morning Mail, Wodonga and District Express* ; interstate : *Adelaide Advertiser, Sydney Morning Herald, and the Brisbane Courier Mail.*

TELEVISION and RADIO—ABV2, ABC, 3DB, 3KZ, 3GL, 3BA.
NEWS REEL—Cinesound.

As guests boarded the train, which left Spencer Street at 7.45 a.m., they were handed a folder of information, including a 70-page descriptive booklet on the project prepared by Mr. L. A. Reynolds, Chief Civil Engineer.

En route, Mr. Reynolds gave a running commentary over the public address system. Inspections were made at Sunshine, Albion, Tallarook, Seymour, Euroa, Benalla, Wangaratta, Wodonga ; and the train ran slowly at other locations to give an extended view.

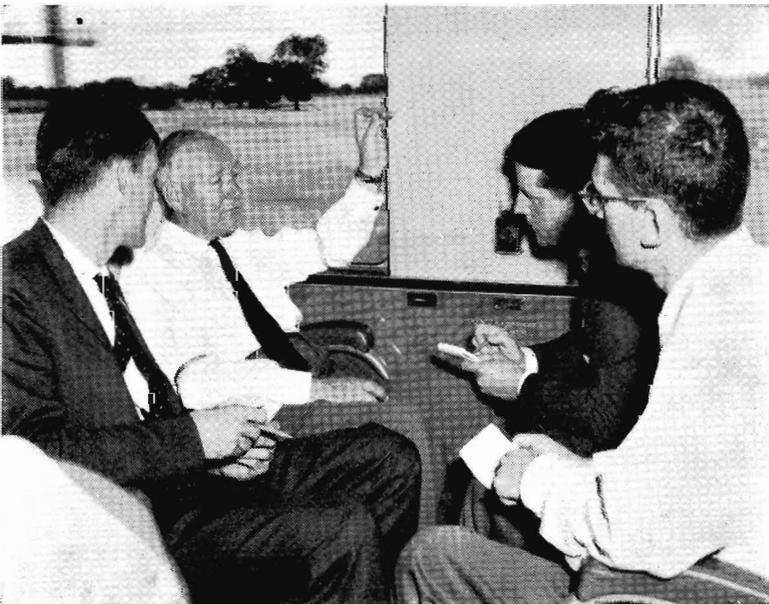
Guests were highly appreciative of the unique opportunity given them to see and learn so much of what is Victoria's greatest railway project for many years. That the tour was so successful can be attributed to the excellent co-operation of the Way and Works, Rolling Stock, Traffic, Refreshment Services and Stores Branches.



Inspecting track at Wodonga



The ABC Panorama team—(from left) Peter Purvis, Miss F. Howard and J. Davern line up a shot at Wangaratta



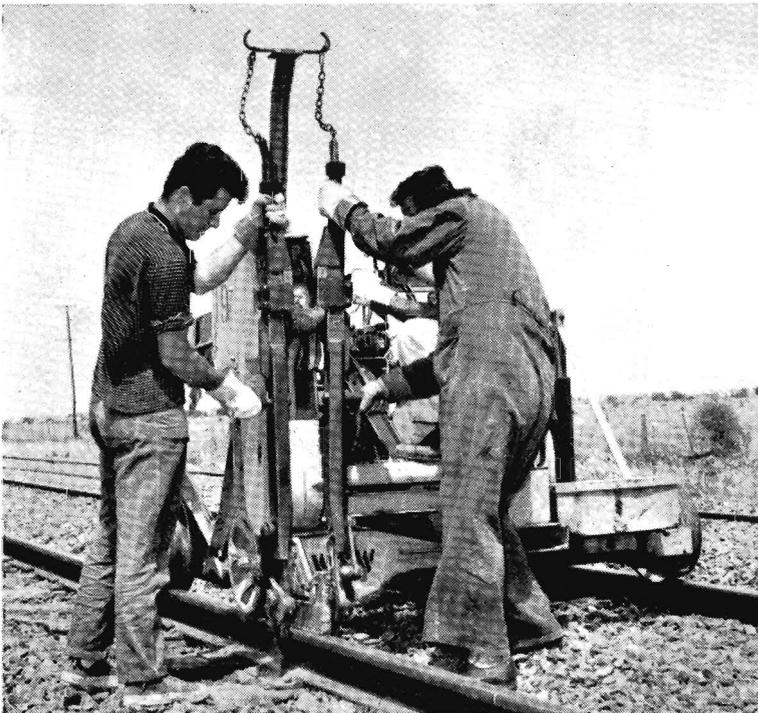
On the train, newspaper reporters on the railway round—(from left) Ian Hamilton (*Herald*), Martin Boudel (*Age*) and Henry Sanders (*Sun*)—quiz Sir Arthur Warner, Minister of Transport, about the proposed city underground railway

TWO - DAY CONVERSION

IN a remarkable engineering achievement, seven miles of broad gauge track, between Jacana (near Broadmeadows) and Albion, were converted to standard gauge in two days, last month. This was the first time such a mechanized job was done on the Victorian Railways—possibly it was the first of its kind in the world.



Crawler tractor, with rail threader suspended from beam, lifts rail to centre of track.



Mechanical spike puller withdraws dogspikes

The plan for the standard gauge connexion from Albury to Melbourne provided for changing over one of the two broad gauge goods tracks between Albion and Broadmeadows to single line working and the conversion of the other track to standard gauge. In the general planning of the line, it was decided early that the "up" track would be the one to be converted.

The operation was carefully planned ; and mechanized to the fullest extent possible to eliminate heavy manual work. The planning resulted in a production line operation in which the machines moved over the work instead of (as in factory operation) the work moving through a series of machines.

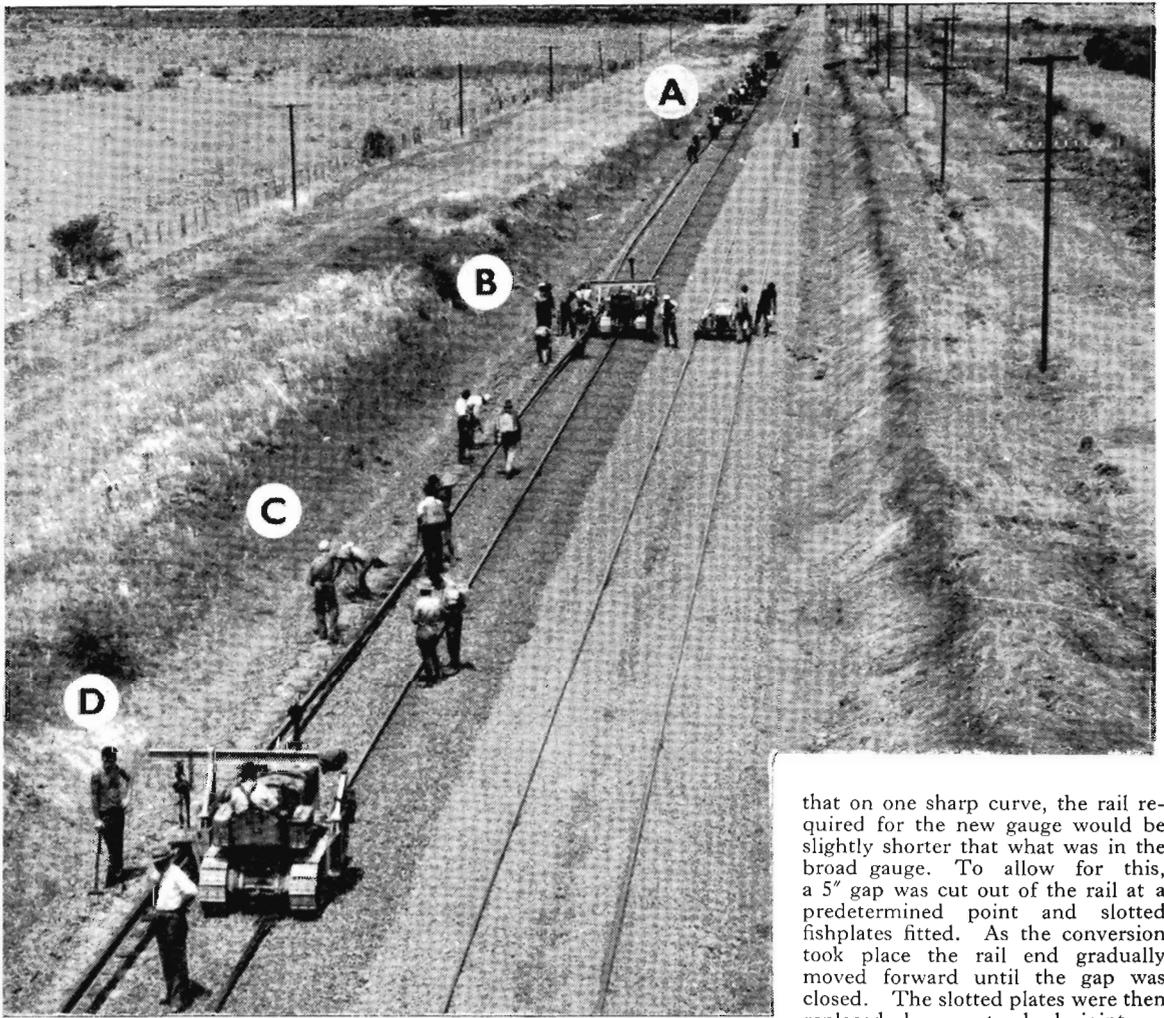
About 18 months previously, when maintenance work was being done on this section, all new sleepers used had been bored to take dogspikes for both broad and standard gauge track. After consideration of the problems along the conversion route, it had been decided, before resleepering was carried out, that the outside rail (or the "up" rail) was the one to be relocated $6\frac{1}{2}$ " inwards to give standard gauge.

On the day before work began, the "up" broad gauge line, then out of running, was slewed to connect with the standard gauge track on the Jacana Flyover at one end and at Albion on the other end.

The machines for the conversion were then assembled at Jacana in the order in which they were to operate—the leading machines on the broad gauge and the tail end machines on the new standard gauge track, at the foot of the flyover. They were then ready for the production line operation. The sequence of operations was as follows :

- remove rail anchors ;
- pull dogspikes from "up" rail ;
- move "up" rail to centre of track to clear the space for the new seat ;
- relocate sleeper plates in new position and enter outside dogspikes ;
- move rail back on the sleeper-plates in their new position ;
- enter inside dogspikes ;
- drive dogspikes ;
- replace rail anchors ;
- bore and spike sleepers not previously prebored.

The machines lined up on the broad gauge at the head of the work consisted of a K motor hauling a trolley loaded with a 400 gallon tank of water for cooling the rail in case excessive expansion was caused by hot weather ; two mechanical dog-



The scene of operations. Near point marked "A" dogspikes are being pulled; at "B" the first crawler tractor is moving rail to centre of track; at "C" workmen are relocating sleeper plates in the new (standard gauge) position while tractor at "D" moves rail to new position of sleeper plates. (The dogspike drivers following are not shown in the picture.)

spike pullers; two trolleys carrying spare parts, hand tools, drinking water, knapsack sprays and fitters' equipment. These were followed by three more mechanical dogspike pullers—the last of them being a spare machine; two demountable plant cranes for off-tracking a machine in case of breakdown; and a crawler type tractor. This tractor had been fitted with a cross-beam from which was suspended a specially designed rail threader. Through this threader the seven-mile section of continuous rail passed as the tractor moved forward (see illustration).

Half-a-mile an hour

After the dogspikes had been removed ahead of it, the rail was then inserted in the threader and picked up by the crawler tractor which, as it moved forward, laid the rail down in the centre of the track. Following this

machine a team of men located the sleeper plates in the new position for the standard gauge. A second crawler tractor, fitted with a similar threader, then followed, picked the rail up from the centre of the tractor and laid it down on the relocated sleeper plates. Four standard gauge mechanical dog spikers followed, driving spikes.

As the machines moved steadily along, broad gauge track fed through the machines and standard gauge lay behind them. The whole operation progressed at the planned rate of half-a-mile an hour.

Although the temperature on both days was near 80°, a cool breeze prevented excessive expansion and the rail had to be cooled by knapsack sprays on only two occasions.

Five inches shorter

Previous calculations had shown

that on one sharp curve, the rail required for the new gauge would be slightly shorter than what was in the broad gauge. To allow for this, a 5" gap was cut out of the rail at a predetermined point and slotted fishplates fitted. As the conversion took place the rail end gradually moved forward until the gap was closed. The slotted plates were then replaced by a standard joint.

Team work

Convoys of departmental motor trucks and buses provided transport between the various points in the relatively inaccessible area between Albion and Broadmeadows. Tea-breaks and meal points were pre-arranged and the billy was boiling when the men arrived at the points.

The operation was planned by the Chief Civil Engineer, Mr. L. A. Reynolds, who has been in charge of the standard gauge line, and the work was controlled by Mr. R.J. Gallacher, Engineer-in-charge, North-East Standardization.

The success of the experiment was due to the detailed planning of the conversion work and the interest and enthusiasm shown by all supervisors, plant operators and workmen in the most remarkable operation ever carried out by the Way and Works Branch.

A MISUNDERSTANDING

THIS is the first of a series of short articles by Mr. J. L. Hawkins, Commissioners' Representative, Transport Regulation. Mr. Hawkins appears before the Transport Regulation Board, as advocate for the Commissioners, at hearings to determine whether road transport licences will be granted to carriers in competition with the Railways. The importance of these proceedings is obvious—the jobs of railway staff depend of the amount of business done by the Department.

There is a great deal of misunderstanding about the railway's attitude to road transport; many people seem to think we are opposed to all road transport as a matter of principle. This, of course, is quite untrue.

Almost every family in Victoria has a private car and no-one would be foolish enough to suggest that people should not be permitted to drive their cars to places where there is a railway service.

The registration and licence fees paid by private car owners represent a reasonable contribution towards the cost of their road usage.

Interstate and *phoney* interstate bus operations—services from Melbourne to Swan Hill and Mildura via obscure townships just across the border are good examples of the latter—are practically the only passenger vehicles to which we take, exception. And so we can say that with very few exceptions, we recognize the value of road passenger transport and accept philosophically the effect it has on the economics of rail passenger services.



Mr. Hawkins

Most goods vehicles are engaged in short distance work, bringing goods to and from rail terminals and wharves, and direct short haul deliveries.

The operators of these services are performing a very valuable community service. Many of them are an essential adjunct to railway

transportation and I have often thought that we and carriers such as these are really in partnership. We need their assistance and they need ours in performing a complete transport task.

These and private car users represent 90% of all road operations.

Most of the remaining 10% of road operations cover long distances in direct competition with us.

These operations are harming community interests. Frequently the loading could be carried on existing regular trains and thus assist the overall State economy, and, what is much more important, lessen the possibility of road accidents.

That much used phrase "road versus rail" does not represent the true position. It gives competitive long distance hauliers a sense of strength in that it creates an impression that they have the support of all road users. The "road versus rail" phrase should be "rail versus long distance hauliers". With all other road operators our relationship is one of complete goodwill.

INTERNATIONAL DISTINCTION FOR V.R. POSTER

THE Victorian Railways poster shown at left has been reproduced in the 1961/62 issue of *Modern Publicity*. This 160-page volume is issued annually and reproduces specimens of the best work from 25 countries. With letterpress in English, German and French, and high quality illustrations it is a valuable source book and work of reference for those engaged, or interested in publicity.

Victorian Railways posters have appeared before in this publication and, in addition, regularly win awards in the Australian *Outdoor Advertising* competition.

The poster at left was designed by Public Relations and Betterment Board artist Clive Trewin. Extension of intercapital bookings has now made this poster obsolete.

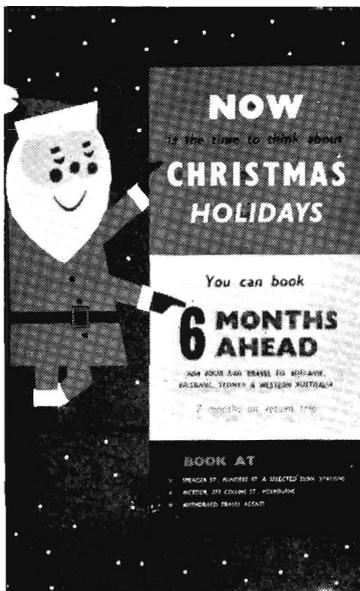
GEOFFREY AND HIS CAP

DEAR Victorian Railways, I am very thrilled to get my cap back and received it with great thanks. I did not think I would ever see it again and felt very sad from Deer Park to Skipton.

Would you please thank the man who found it for me.

—Geoffrey Palmer, Thomas Court, Eaglemont

(Geoffrey, 9, lost his *Casey Jones* cap along the track near Deer Park. A keen-eyed railwayman recovered it.)



WINNER OF SYMBOL CONTEST



The winning design

A design submitted by an 18-year-old art student won the Department's contest for a symbol, sign, or slogan suitable for stencilling on to the standard gauge ELF freight wagons.

The student is Mr. David Orr of Bentleigh who has completed his third year in commercial art at Caulfield Technical College and is specializing in layout work and design. Altogether, he sent in four ideas.

The Commissioners were faced with a formidable task in making a selection, owing to the large number of excellent ideas submitted, most of which revealed considerable thought.

Six hundred and fifty entries were received, nearly one in six from women. Many were from interstate, and Victorian country towns.

Every idea was considered, not only as it was actually sent in, but also as it was capable of modification. Ultimately, 29 entries were selected for more detailed study. Each was photographed, as a white on black design on a 35 mm slide, and projected on to the side of a 1/12th scale model wagon. This enabled not only the design to be studied, but also the relative size at which it looked best.

Modifications were also made by skilled artists, when it was considered an idea could be improved, and the results photographed and projected. The most favoured de-



Mr. David Orr receiving his prize and congratulations from Mr. E. H. Brownbill Chairman of Commissioners.

signs were painted on the sides of full sized ELF wagons, and the one to be adopted selected from them. Five modifications of the winning idea were made and considered.

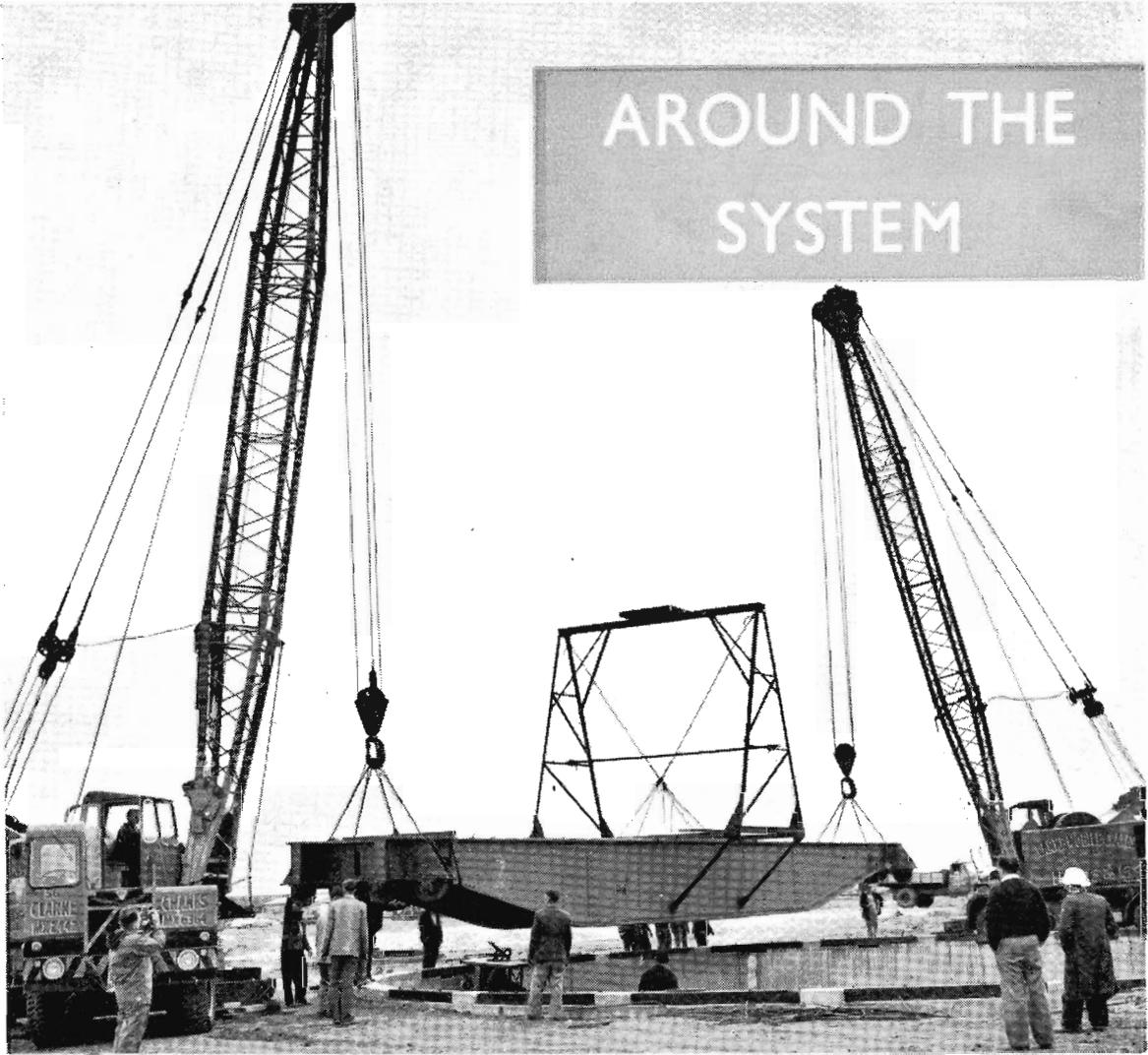
Although many of the entries failed to meet the limitations in-

involved in stencilling them on to the side of a wagon, some excellent advertising ideas were among them, and the Public Relations and Betterment Board is investigating their use in other directions, in consultation, of course, with their originators.



Wagon at the left has the selected design ; on the rear wagon is one of its modifications.

AROUND THE SYSTEM



Mobile cranes lift the 70-ft. long standard gauge locomotive turntable into position at Sth. Dynon.

(Above) Due to station. The
(Lower right) working mod there after i track.

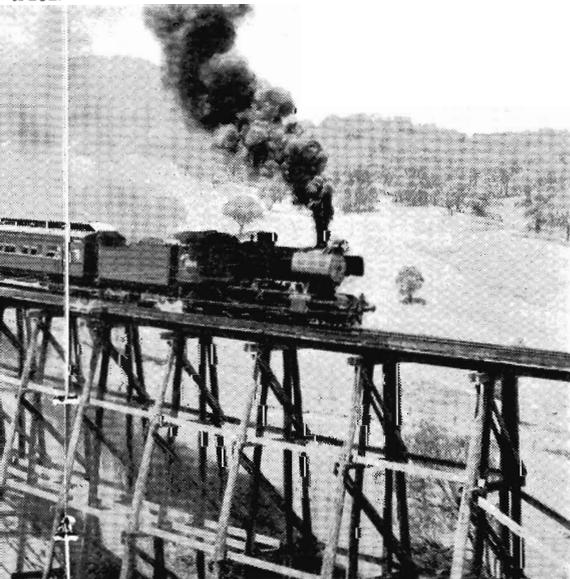


(Above) One hundred and eight members of made a week-end trip to Cudgewa last month and Cudgewa is shown passing over a bridge. (Left) A room at North Richmond station has as a club room for use by the Victorian Soccer Masters J. Brady (Secretary), J. Wells (President representative) at the Association's first mee

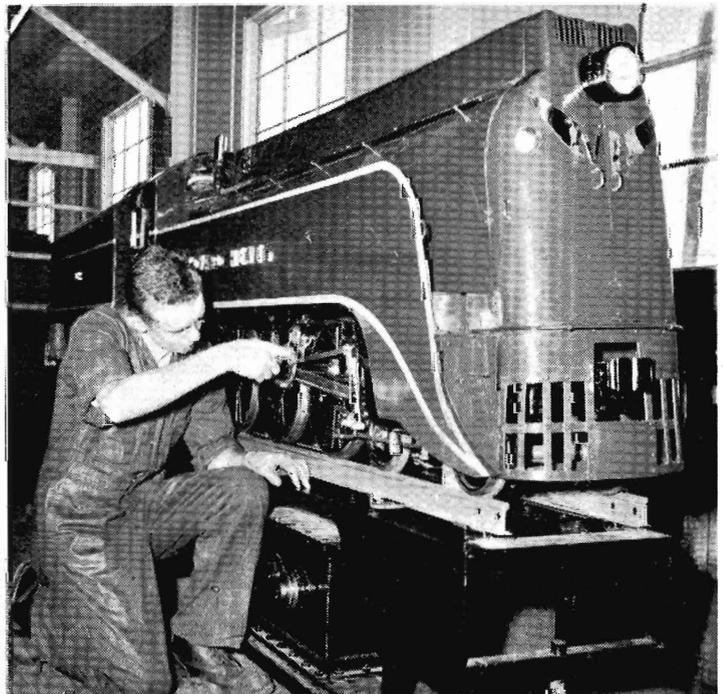


(Above) Due to the confined conditions, this 18-ft. deep cutting was necessary at Wangaratta to get the standard gauge track through the station. The cutting is 2,800 ft. long, required 55,000 cubic yards of excavation and 6,500 cubic yards of concrete for lining the walls.

(Lower right) Apprentice Fitter and Turner E. G. Wilson working on a model of S class steam locomotive *Edward Henty*. This oil-burning, working model was built by the late Mr. J. Carne. Now owned by the Institute of Applied Science, Swanston Street, it will be on exhibition there after its painting and restoration by apprentices at Newport Workshops. The model is 12½ ft. long and 3 ft. high on an 11 in. gauge track.



members of the Australian Railway Exploration Association wa last month. The train that took them between Wodonga over a bridge near Tallangatta. (Photograph : D. Macartney.) and station has been made available by the Commissioners Victorian School Railway Clubs' Association. (from left) : I. Wells (President) and P. Asker (Trinity Grammar Club on's first meeting in the club room.



LINE TO NOWHERE

by

Harley Dadswell



A salt lake at the side of the line

In the north west of Victoria there is a sand swept line that runs from a small station through mallee bush, salt lakes and sand hills to nowhere! It's the "Nowingi towards Millewa South" Railway. Although built in 1929, it has yet to be opened to public traffic.

Nowingi (the native word for the water holes in the district) is almost 30 miles south of Mildura. North of it is the Red Cliffs-Morkalla railway, while to the south runs the Ouyen-Pinnaroo line. These two railways along with the Nowingi branch line were all built to provide a rail network for settlers in the sandy mallee country.

The Nowingi towards Millewa South railway was authorized by Parliament in 1927 to open up the country west of Nowingi for wheat-growing. Although there was some difference of opinion about the economics of the line, the Government of the day went ahead with its construction. Farms in the area were planned to have a minimum of 1,000 acres—400 more than usual. Smaller yields were expected because of the poorer country the line would traverse.

The Railway Construction Branch

of the Board of Land and Works began work on the new line in June 1928. It was to extend 35 miles westward with a later possible extension to the South Australian border at Meribah. Although the district was unoccupied (except for a limited number of kangaroos), the greater portion was considered suitable for farming. Parliament authorized £132,000 to be spent on the line.

Water!

A big barrier to the line's construction was the lack of water. This later caused the eventual abandoning of the plan to put settlers in the district. To satisfy the thirst of the navvies, billy boys were employed. Waiting in the shade near the track, they would be sent running to any navy who yelled for water! To help the proposed settlers with their problem of obtaining water, an *iron-clad* tank system was introduced. These were large underground tanks which had a galvanized iron *run off* area that fed rainwater into the tank. A few of these tanks are still in existence, but the scheme was never fully tested.

The rough Mallee country provided no entertainment except what the men could make themselves.

Gambling, became the order of the (pay) day! Professional gamblers would appear regularly and would leave looking very pleased with their day's *work*. Stories of navvies losing their pay in ten minutes can still be recalled.

Other stories add even more colour to the line's history. With the varying rate of construction, the number of men employed also changed. One young aboriginal, on being told there would be no further work for him, "borrowed" £1 from each of a dozen mates. He seriously promised that next pay day he would return 25/- to each of the generous lenders. Needless to say, he was not seen again!

The Red Terror

To haul construction wagons along the newly laid sections of the track, an IB open goods wagon had a tractor engine mounted in it. The small locomotive with two trailers was very quickly dubbed *The Red Terror*. The train was used to haul supplies as well as construction materials for the 200 men who worked on the line.

Stations were to be provided at the 10, 18, 24, and 35 mile pegs. Six other points along the line were marked down as *whistle stops*.

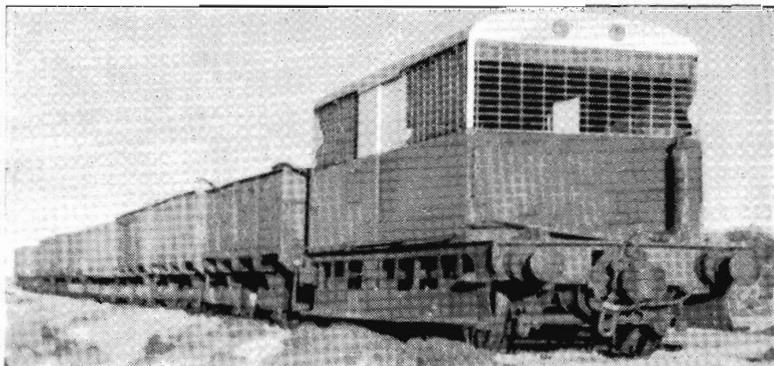
By July 1929, the line had reached the 24½ mile mark, but construction was suspended ("a temporary measure") due to lack of water. Up to this time there had been no settlement of the land as planned. Wheat was in less demand, while the water problems had not been overcome. It was decided to terminate the line at this point, and wait for settlement of the country to begin.

First and Last Passenger Train

Following the announcement of suspension of construction, the then Chairman of Commissioners, Mr. Harold W. Clapp, decided to see the line during the inspection of the north-west by the Commissioners. His train, which ran on August 24, 1929, was the first and last passenger train to run on the line!

The line lay dormant for over a year, but in December 1930, a lease was taken out by Brunswick Plaster Mills Pty. Ltd. The agreement was with the Board of Land and Works which then had control of the line. The Company began working a gypsum mine in the district around the 16 mile peg, and used the line to rail the material to Nowingi, and then to Melbourne. Gypsum is used in the manufacture of plaster sheeting for home building.

Along with the Brunswick Plaster Mill's mine, the Hercules Plaster Co. had a lease at the 13 mile peg. A loading stage was built for the gypsum mined, but the company has since ceased operating along the line.



Locomotive hauling gypsum

Dieselized Since 1942!

It was not until 1941 that the ownership of the line was transferred from the Board of Land and Works to the Railway Commissioners. At the same time, Parliament authorized the removal of rails and equipment beyond the 16 mile peg. This work was completed in 1941. Since then, the line has been operated by a diesel tractor on a rail track. This line then, has had complete diesel traction since 1942.

Traffic grows

Traffic from the gypsum mine in the area of the 16 mile peg has grown considerably; last year's outwards revenue from Nowingi was over £139,000. The small rail tractor that ran along the line was withdrawn in 1956. It was replaced by a 150 h.p. diesel locomotive that was

built on a former VR Y class steam engine frame. The private company now hauls its own gypsum, and general freight for various points. This includes water for sheep troughs and dips that are scattered alongside the railway in the various leases. The water is usually railed from Mildura.

A casual glance through the carriage window as the *Mildura Sunlight* speeds past Nowingi often arouses the traveller's curiosity. The line does not look prosperous . . . it has yet to be opened to the public . . . and it ends in a sandhill . . . but it is more than a memory of *The Red Terror*. The line has turned out a success. Today, a silver locomotive hauls truckloads of gypsum along it. Perhaps at night, the ghost of *The Red Terror* might be heard hauling supplies for 200 sweating navvies . . .



A heap of gypsum with conveyor for loading

From Government House

I shall be leaving my appointment here at Government House at the termination of Melbourne Cup Week to take up a new appointment in the Navy. However I could not leave without writing to thank you for your magnificent help and co-operation at all times when we were working on country tours and using the two State Coaches. Without your very able assistance I would have hated to tackle the organization of a vice Regal Tour.

Would you please pass on my thanks also to Conductor Freeland and all those others involved in the working of the State Coaches—they have made my task a very happy one indeed.

—*Christopher Hole, Lieutenant, R. A.N., A.D.C. writing to Superintendent, Train Services*

Bag returned

I appreciate the kindness that was shown to me by the Stationmaster and his assistant at Highbett Station on 12.10.61. I was travelling on the Frankston train just before midday and was careless enough to leave my bag containing a sum of money and valuable papers on the seat of the carriage, when I left the train at Highbett. The staff were not able to trace it for me but they gave me great hopes. Sure enough the bag went to Frankston and back and was finally handed in at South Yarra. Once again I was treated very kindly by the Stationmaster and Assistant Stationmaster and am very happy to have my bag back.

—*Isabel Hawkins, 28 Calembeena Avenue Oakleigh*

Helped with luggage

I would like to commend one of your employees—his cap badge was No. 1447—who was on duty at your luggage room a few days ago. I had to take the 6.12 p.m. train to Foster, not realizing that it went from the far end of No. 1 platform. With two heavy cases booked in at the luggage office I would have found it very difficult to get down to the train with them. Without being asked, the young man came to my assistance and took them down for me . . . I was most grateful . . .

—*(Sister) Lee Pattinson, District Hospital, Foster*

"Gracious manner"

I thank the staff of the Blackburn and, I understand, Lilydale Railway stations for prompt and effective assistance in recovering a black satchel I left in the 5.20 p.m. Melbourne to Lilydale train on

Thursday, 23rd November 1961 . . .

May I say that I was most impressed by the gracious manner in which this act was accepted as part of the normal duties of the Blackburn Station staff.

—*S. A. W. Summers, 10A Wellington Avenue, Blackburn*

"Wonderful co-operation"

ON a recent visit to Sydney on the Daylight Express, I inadvertently left a small overnight bag on the Ormond platform. I missed it before reaching Glenhuntly, but alighted there, and informed the Stationmaster . . . When we reached Flinders Street—in spite of him being so busy at that time—he had rung there to say the bag was safe, and would be sent in on the next train. As we didn't have time to wait until then, they arranged for it to follow us on to Sydney. We were extremely grateful, and can't speak too highly of the wonderful co-operation we received from all concerned, especially a young station assistant on platform 8. . .

—*R. F. McGrath, 24 Malane Street, Ormond*

School Excursions

IN connexion with the recent excursion to Bright—Harrierville made by our pupils, I am writing to thank you for the assistance of your organisation in making the trip a success. Special words of commendation to those who supplied meal service en route and arranged all bookings.

—*H. G. Fowler, Headmaster, Cheltenham High School*

RE visit of children from Mildura State School to Footscray. It gives me very great pleasure to thank you for your co-operation and to ask you to convey our thanks to members of your staff who helped to make the travelling arrangements . . .

—*Arch Wilkinson, Head Teacher*

RECENTLY this school conducted a 6-day excursion to Harrierville, and travel both ways between Korrumburra and Wangaratta was by train. At all times we found the Railways' organisation for our party efficient and very courteous, a fact we appreciate very much.

—*W. J. Telfer, High School, Korrumburra*

Special excursion

EXCELLENT co-operation was given by the Railways Department in the organization and running of our special steam train

excursion to Mirboo North on Cup Day (November 7).

It was evident from the beginning of the day that the trip would be a great success. The high degree of extra "spit and polish" applied to the A2 and J class locomotives used indicated that members of your staff had taken a great interest in the trip, and had shown it in a very practical way, much to the delight of our members . . .

—*Philip D. A'Vard, Hon Secretary, Puffing Billy Preservation Society*

WORTH QUOTING

Extend the railways

IT is becoming increasingly apparent that financing freeways to cope with all of Melbourne's needs will soon become an intolerable burden on the metropolitan rate-payers. Increasing motor traffic will cause more and more bottlenecks because finance can't be found to build ahead of increasing traffic needs.

A seven-car train can carry about 900 people to the city, go back to load more passengers or park in the railway yards or a suburban siding. It takes 600 cars to do the same job, after which the drivers and the road enthusiasts fondly hope to dump 600 redundant vehicles on a plot of four or five acres at or near the heart of the city.

Freeways that cut great swathes through city and suburban areas will mean loss of parklands and demolition of hundreds of homes. For example, Malvern alone will sacrifice more than 50 acres of parklands—playing fields, tennis courts and golf links—for the South-Eastern Freeway. The proposed Sydney-Road bypass may involve the destruction of about 500 houses.

In these days of improved efficiency and greater productivity by mass production, we are giving away mass transportation of thousands of passengers and leaving each individual to arrange his own transport by methods prodigal of fuel, road space and parking space. In addition, the mobility of the community depends on imported fuel instead of locally produced electricity used by the electric traction system.

—*Cr. L. R. Ninnis, B.C.E., B.E.E., Chartered Engineer (Aust.) Scott Grove, Glen Iris. (letter in the "Herald" 24.11.61)*

LINES FROM OTHER LINES



The Krauss-Maffei 4,000 b.h.p. diesel-hydraulic locomotive

World's most powerful diesel locomotives

AN event of the year, just closed has been the completion of six large diesel-hydraulic locomotives in Europe for the U.S.A. Designed and built by Krauss-Maffei, Munich, three are for the Southern Pacific Railroad and three for the Denver and Rio Grande Western Railroad.

The most powerful single-unit diesel locomotives of any kind in the world, it is claimed they are probably the first European locomotives exported to the United States in this century. They have 21 per cent more output than the largest European unit and 48 per cent more than the biggest North American diesel locomotive unit.

It is intended to operate three of these units in multiple, and, on the D.R.G.W. they will replace seven diesel-electric units in hauling freight trains of approximately 2,600 tons up 1 in 50 gradients with 10-deg. curves. They have a top speed of 70 m.p.h. with good traction and riding qualities at that speed.

Each locomotive is powered by two engines of 2,000 h.p. each. Starting tractive effort is 99,200 lb. and weight 147 tons.

Push-pull bi-level coaches

THE Milwaukee Railroad is now operating the first dozen of the 40 air-conditioned, bi-level commuter coaches ordered, at a cost of £3½ million, for its extensive Chicago suburban service.

Push-pull service is designed to give locomotive-powered trains the flexibility and high-availability of electrical multiple-unit trains. Either arrangement permits rapid turn-around and easy variation of train lengths.

Push-pull cars can be driven from either end of the train. The cars are equipped with electric lines similar to those used for controlling multiple unit diesel locomotives. This enables the necessary control signals to be sent from a cab control car at one end of the train to the diesel at the other end.

Top of each carriage is 15 ft. 9½ in. above rails; main floor is 3 ft. 3 in. and gallery floor 9 ft. 1 in. Made of stainless steel, the trailer carriages have a weight of 640 lb. per passenger and the cab car, 685 lb. All have toilets, and the cab cars, water coolers.

Learn English on the train

ANYWHERE in the world, you can read, relax or study on the train, but in Norway there's a train on which passengers can get lessons in English on their way to work, reports *The Times Educational Supplement*.

Every day the last carriage of the morning train from Eidsvoll to Oslo is reserved for an English class. "Good morning," says the teacher when the train leaves the station at 6.40 a.m., and "Good morning," answer the other passengers. From then until their arrival in Oslo at 8.15 most of the conversation is carried on in English.

The direct method of teaching is used. "I am on the seat," says the teacher; "I am near the window;" and he moves near it to illustrate the new preposition.

The head master of the Students' Association for Free Education, Mr. Birger Huse, got the idea of this train course while listening to a radio program about people who spend hours every day travelling to their place of work. Why not help them to spend this time usefully?

If this first experiment is successful, similar courses will be arranged in other local trains. The State Railways encourage the scheme.

Difficult

HEREAFTER, when trains moving in an opposite direction are approaching each other on separate lines, guards and drivers will be required to bring their separate trains to a dead halt before the point of meeting and be very careful not to proceed until each train has passed the other." *From the official rules of the Cornwall Railway, about 1873 (Railway Gazette).*

Flexi-Van

SINCE its introduction in U.S.A. in 1958, Flexi-Van service has been growing. At the present time, 1,500 rail wagons equipped for it are in operation and 4,000 Flexi-Vans are being loaded a month.

Spaceless model railway

IF a member of your family wants a model railway, and lack of room seems to be the barrier, then take a leaf out of Signalman Ken Matthews's book and build it in the form of a drop-leaf cabinet attached to the wall. Mr. Matthews built one for 12-year-old son, Paul, after the experience of having his elder son, Lawrence, keeping the railway in the spare bedroom.

It won him first prize—£80—in a recent competition conducted by the *Australian Women's Weekly*. Made from framed hardwood, the model railway cabinet will have bookshelves and a toy storage cabinet added to it later. It measures 9 ft. x 5 ft. 9 in. x 10 ft. and is supported by strong hinges and detachable legs that fit securely into notched grooves.

Mr Matthews designed the cabinet while recuperating at home after an operation. He came with his wife and two sons from Birmingham, England, eleven years ago, to join the Department; and is now at Spotswood Signal Box. His other hobbies, in addition to carpentry, are yachting, photography and gardening.



Mr. Matthews, his son, Paul, and model railway

Prize winners

PRIZE money made available by the Commissioners for last year's competitions for "Best Kept Lengths" and "Most Improved Lengths" was shared by 232 members of track gangs.

Prizes up to £20, £11 and £6 were awarded to members of gangs that finished first, second and third respectively in each district. In the "Most Improved" section the maximum individual prize was £11.

Names of those who were successful in the competitions were published in the *Weekly Notice* of December 19. To them, *News Letter* offers its congratulations. In these times of fierce competition for business, good maintenance of tracks is of the utmost importance.

Much travelled

INQUIRERS at the Overhead Depot, Batman Avenue, will miss the pleasant Scots burr of Metro. Electrical Foreman J.

Melvin who, last month, retired after 41 years service. Fresh from Aberdeen, he started at Jolimont Workshops in 1920 when the Shops were busy with the installation of electrical equipment in the suburban trains. Mr. Melvin had three years service overseas in the First World War—with the Australian Flying Corps and the Royal Flying Corps, and has been twice around the world. Bowls, fishing and golf will occupy much of his future time, he says.

Rifle champion

LEADING Hand Blacksmith J. E. Dunstan, of Bendigo Workshops, recently won what is, in effect, the rifle championship of Victoria. To gain this honour he first had to win the championship of his club; then compete against other club champions for supremacy in his union, as the district association of clubs is called; and, finally, shoot against the other union champions. The final was fired at Williamstown over 300, 600 and 900 yards. Mr. Dunstan's score of 47, 49 and 50 is one that is likely to stand for a long time.

Nearly the hat trick

AFTER having achieved the rare distinction of winning both senior and novice individual events in the last Departmental ambulance competitions, Sub-Foreman W. E. Cox, of Jolimont Workshops, came second in the Australian Railways' interstate competitions held recently at Telopea, N.S.W. He was only one point behind the winner, thus coming very close to what would almost certainly have been a unique achievement. Mr. Cox has been at Jolimont Workshops ever since joining the Department, 15 years ago, and is the leader of the Workshops No. 1 Ambulance team. In his spare time, he trains an amateur football team.

When Head Office was a swamp

UMPIRING must be good for longevity as Mr. Harry A. J. Woolfe, at 83 years, can still do a spot of it occasionally. Mr. Woolfe, who at the time of his retirement, was a Storeman-in-Charge at Spotswood Storehouse, was an umpire with the V.F.A. for 35 years and a cricket um-

pire for 20 years. His umpiring now is confined to school cricket. He started in the Department in 1894 and recalls the days when there was a swamp where the Head Office now stands.

Snakes at Collingwood

PAINTERS working at Collingwood station, last month, found a 60-year-old notice giving sage advice on the treatment of snake bite and the chlorination of water. The notice, printed on cloth about 15 in. square, was found when the P.M.G. letter box was removed from the wall of the station building.

Three "Lifers"

THREE Ballarat North Workshop men have recently been made life members of local sporting organisations.

Mr. A. G. Polson (boilermaker) received life membership from the City Oval Bowling Club where he has been a committee man for the past 20 years. He represented the V.R. at interstate carnivals, twice winning the singles championship.

Umpiring for 30 years, and coaching umpires for the Ballarat Football Umpires Association earned Mr. H. M. Wallis (boilermaker) his life membership of that Association.

Mr. R. A. MacKenzie (blacksmith) who has umpired for 25 years, and served eight years as Secretary-Treasurer of the same organization, was also made a life member.

From South Australia



Using the indispensable public address system, on platforms 6-7 at Flinders Street, is Platform Supervisor A. B. Cotton. He comes from South Australia (his father, incidentally, was a guard on the S. A. Railways) and, although he has been 17 years in the Department, still frowns at Melbourne's weather. For recreation, Mr. Cotton enjoys touring the countryside, and, next season, will, as usual, support Richmond.

Sunshine



Miss Fisher receiving her sash from Mr. Orchard

MISS Wendy Fisher, representing the Sunshine V.R.I. Bowling club, was crowned *Queen of the Sunshine V.R.I.* in the local Institute hall last month. Mrs. Patricia Parker (car club) was second, followed by Miss Margaret McAndrew (swimming club) and Miss Val Thatcher (tennis club). The total money raised was £1,318.18.4d. The sash was presented to Miss

Fisher by Mr. F. Orchard, immediate past President of the Institute, while Mrs. Dorothy Baird (Melbourne V.R.I.) presented sashes to the other ladies. The guests included Mr. Roy Crick, M.L.A. and Mrs. Crick; Mr. J. W. Castley, Mayor of Sunshine, and Mrs. Castley.

Membership Clerk

APPOINTED V.R.I. Membership Clerk last year, Mr. David Catchpool has been keenly interested in Institute sporting activities ever since he began in the Department, at North Loco Depot, in 1947.



He has played both cricket and football in the V.R.I. competitions; is also a squash player, secretary of the Suburban Lines Tennis Club, and treasurer of North Loco Football Club. Any spare time left is occupied with secretarial duties for West Hawthorn Cricket Club.

RECENT RETIREMENTS

TRAFFIC BRANCH

Beaumont, G. P., Flinders Street
 Fox, R. F., Castlemaine
 Byrnes, J. J., c/- Room 55
 Johnstone, A. J., Williamstown
 Thomson, A., Echuca
 Hill, V.R., Wingeeet
 Bates, S., South Melbourne
 Worthington, L. F., Block Office
 Baring, H. J., Melbourne Goods
 Christensen, C. H. P., Melbourne Goods
 Slaughter, C. W., Flinders Street "C" Box
 Harris, J. R., Castlemaine
 Bavington, A. E. P., Brighton Beach
 Millar, J. A., Mentone
 Callaghan, H. C., Flinders Street "A" Box
 Crack, J. A., Fairfield
 Hatch, L. M., Spencer Street

ROLLING STOCK BRANCH

Thomson, E., Newport
 Miller, L. S., Ballarat North
 Heenan, H. R., Maryborough
 Crosthwaite, R. W., Newport
 Diacono, E., Newport

Larner, J. S., North Melbourne Shops
 Knight, A., North Melbourne Loco.
 Robertson, R. D., Maryborough
 Dixon, C. T., North Melbourne Shops
 McHenry, T. J., Newport
 Lawler, W. S., North Melbourne Loco.
 O'Rourke, P., Shelter Shed
 McGann, J. A., North Melbourne Shops
 Dargatz, C. E., Traralgon
 Trembath, E. G. W., Bendigo North
 Solazzo, O., Newport
 Reid, S. H., Jolimont
 Sayle, H. U., Bendigo North
 Finigan, M. A., Jolimont

WAY AND WORKS BRANCH

Wills, J. W., Foreman, Overhead
 O'Neill, B., R. F. Warragul
 Christie, J. A., S & T North Melbourne
 Slater, S., Ironworks North Melbourne
 O'Brien, J., W. F. Spencer Street
 Cree, H.G., Head Office

STORES BRANCH

Smith, E. E., Reclamation Depot

ACCOUNTANCY BRANCH

Rosman, N.E., Head Office
 Pitson, H.W., Bendigo Accounting Branch

. . . . AND DEATHS

TRAFFIC BRANCH

Carter, G. L., Ararat

ROLLING STOCK BRANCH

Laurie, J. H., Bendigo North

WAY AND WORKS BRANCH

Ferguson, J. C., Special Works, East Melbourne
 Johnson, B. J., Heywood
 Freund, N. P., Standard Gauge, Benalla
 May, R. E., W.F. Sale

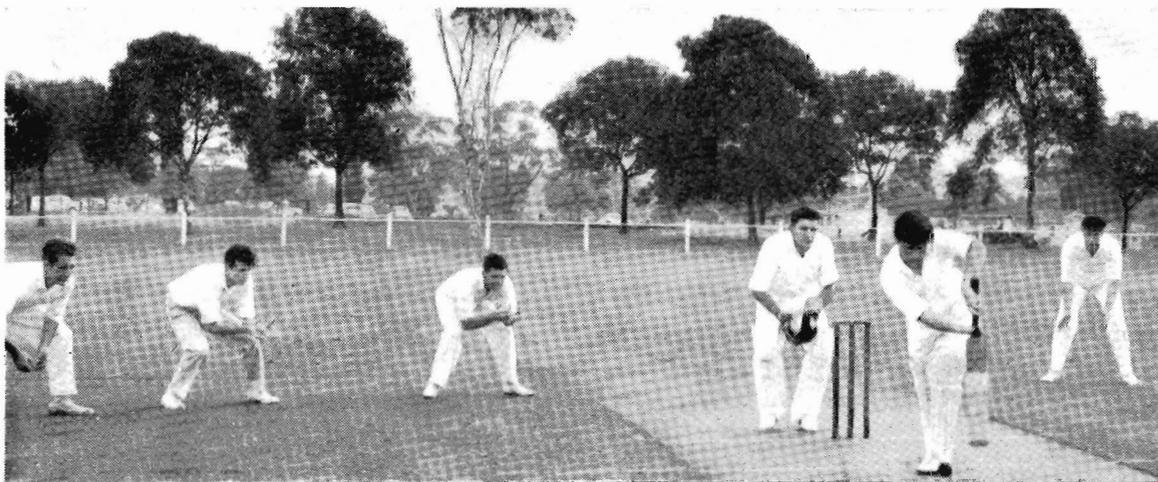
Strauss, W. G., Wangaratta
 Howard, H. W. L., Warragul
 Reid, S., W.F. Caulfield

ELECTRICAL ENGINEERING BRANCH

McLure, M. H., Country Lighting Depot, Spencer Street

ACCOUNTANCY BRANCH

Cobham, G. A., Head Office



Stores batsman J. Jenkins defends his wicket in the Loco v Stores match. Other players: (from left) L. Schickerling, W. Warren R. Chapman, Wicket Keeper M. Kilfoyle, N. McBean.

Table tennis

“SO near and yet so far”, aptly sums up the results achieved by the V.R.I. teams that played in the V.T.T.A. Summer Pennant season just concluded. Of the four teams that competed, three finished in fourth place on the respective ladders and so played in the first semi-final. However, each team was defeated. To maintain the Association's policy of gaining as much competition experience as possible, four teams have already been entered in the Northern Table Tennis Association's competition beginning on January 16.

At the time of writing the internal competition was nearing conclusion. With only two games to be played before the finals, four teams—Spotswood No. 1, Newport Stores, Suburban Lines No. 1 and Way and Works—were all equal, with 36 points, while Laurens Street were only one game out of the four.

Cricket

SCORES and results since last issue and up to time of writing were :

Loco, 6/218 (R. Chapman 101 not out) defeated Spotswood 130 (H. Dworecki 50, K. Schickerling 5/33).

Newport, 1/44 declared and 0/46, defeated Suburban Lines 41 and 44 (J. Spilsbury 5/21, L. Swanson 4/11, H. Durbridge 4/13, J. Heffernan

4/13). Newport won outright by 10 wickets.

Flinders Street, 188 (K. Cormick 86, A. Tanner 46, N. Kimpton 5/61) defeated Stores 71 (J. McCalman 4/9).

Flinders Street, 1/146 declared (R. Ricci 67 not out, K. Cormick, 41, K. Carmody 31 not out) and 0/4 defeated Suburban Lines 71 and 78 (P. Goldsmid 19 not out, J. McCalman 6/49, L. Ricci 6/14, R. Ricci 2/8). Flinders Street won outright by 10 wickets.

Loco, 154 (R. Chapman 89 not out, K. Schickerling 27, N. Kimpton 7/56) defeated Stores, 128 (R. Green 23, N. Kimpton 23, A. Foss 3/43).

Points : Flinders Street 12, Loco 10, Newport 8, Spotswood 5, Stores 4, Suburban Lines 1.

Bendigo Cyclists

BENDIGO Locomotive Depot is really proud of two of their Junior Clerks. John Sandiford recently won the Bendigo—Rochester amateur road handicap event from a strong field over 39 miles. A determined finish won the race for him from very keen competition.

Brian Sonneman, another successful cyclist from Bendigo, has also had many wins on both road and track.

Golf

THE V.R.I. Golf Club recently held President's and Captain's Day at the Midlands Course,

Ballarat. Fifty five players from metropolitan and country areas took part in what was a most successful outing, and some very good scores were recorded.

Results : President's Trophy, J. Dickman, Captain's Trophy, J. Williamson, Special Trophy, (donated by Maryborough players), I. Brewer, Ladies Event, (trophy donated by Mr. L. Cummins Hon. Sec. V.R.I. Golf Club), Mrs. J. Dickman.

Trombonist in a Gymnasium

FOR 31 years Mr. Sam Richards has been associated with the V.R.I.—24 of them with the gymnasium where he has been Physical Director since 1955. During his time with the gymnasium, it has been used by many successful sportsmen such as R. Garrard (Olympic wrestler) and Taffey Davies (Olympic boxer). Mr. Richards has also instructed the Glenhantly Presbyterian Boy's Club for about five years, helping them to win Y.M.C.A. pennants.

As a trombonist, Mr. Richards can recall his days of playing for silent film shows at Broken Hill. He was also associated with musical shows starring the late George Wallace and Bert Ray. In bands, Mr. Richards has played with the Prahran City, the Caulfield City and the Victorian Railways Military Band.

VICTORIAN RAILWAYS

NEWS LETTER

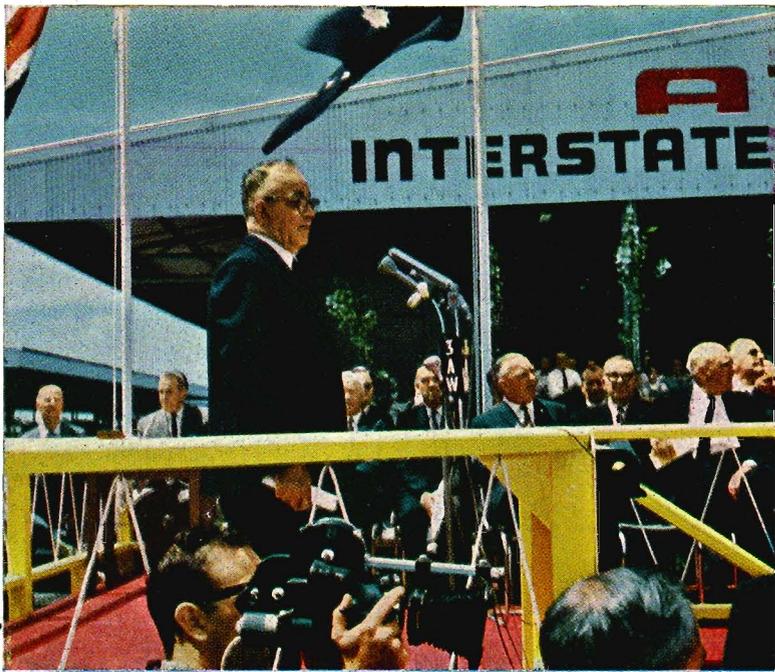
FEBRUARY



1962

SPECIAL STANDARD GAUGE SOUVENIR EDITION





Mr. Brownbill welcomes the first through train.

On January 3, 1962, Australian transport history was made when the first train direct from Sydney drew into Dynon, at 11 a.m., and thus signalled the opening for freight of the standard gauge line that linked three capital cities and Australia's greatest concentration of people.

The train was welcomed by the Chairman of Victorian Railways Commissioners (Mr. E. H. Brownbill); Cabinet Ministers; Members of Parliament; heads of Government Departments; representatives of business houses, manufacturers and transport organizations; and railway officials.

After breaking through a banner held by three attractive railway girls, the train (hauled by two S class diesel-electric locomotives) moved slowly up to the dais on which was the official party. Included in the party were the Federal Minister of Transport (Mr. H. Opperman), the Chief Secretary and Attorney-General (Mr. A. G. Rylah), the Minister of Transport (Sir Arthur Warner), Mr. W. C. Wentworth M.H.R. and members of his Committee, and Cabinet Ministers.

FRONT COVER.

SCENE to remember. The crowd strains for a better view, photographers pack shoulder to shoulder, the band's crescendo reaches its peak, and it's here! The first train ever to run directly from Sydney to Melbourne breaks through a banner held across the track by the railways' Veronica Tighe, Maureen Scully and Lilly Polanec to make transport history. The standard gauge link is an accomplished fact.

"This is one of the most important days in the history of the Victorian Railways", said Mr. Brownbill, "the day we all dreamed about and one that we despaired of ever coming true."

Three Capitals Linked

"The standard gauge now links Melbourne, Sydney and Brisbane, the capital cities of the most populous states in Australia.

"Ever since the railway lines crossed the Murray in 1883, thinking people realized that one day the great bar to efficient transport between the states must be removed; and there was a lot of thought and much planning towards this end.

DREAM

But it wasn't until the Wentworth Committee got on the job and presented its report in October 1956, that anything materialized. We are delighted that Mr. Wentworth and members of his Committee are with us today.

"After negotiation between the Commonwealth, New South Wales and Victoria, we got the green light to go ahead in November 1957, and now four years later this tremendous task has been well accomplished and we are proud of it.

"We didn't take over long to get out our plans and get the job done.

"Now, the standard gauge comes from Brisbane through Sydney to Melbourne. (Melbourne and Adelaide, of course, have a common gauge.)

Dual Gauge problems

"You'll notice as you go around this area, (and we propose to take you around in buses after these formal celebrations,)—you'll notice that there are very few examples of dual gauge. This is because of the complications of dual gauge working and the fact that trains can only pass over points and crossings in these areas at very low speeds.

"If any of you are particularly interested, a little later this year you'll be able to see, in the Spencer Street area, examples of dual gauge work and their complications.

"Where we are standing now in the Forwarding Agents' area is an example of the almost perfect co-ordination of rail and road transport, in which the road transport picks up the various commodities, loads them on to rail vehicles and allows us to do the hauling—for a very small consideration.

"You'll notice as you go around we have quite a bit of mechanical handling equipment, and special rail vehicles, and in the North Dynon area, you'll see the 4 ft. 8½ in. and the 5 ft. 3 in. gauges under common gantry cranes. Then, in the South Dynon area, we have one of the most up-to-date goods sheds for the handling of any 4 ft. 8½ in. gauge material. Under construction is a new diesel depot for the maintenance and running repairs, fueling,

1 COME TRUE

and everything that goes with diesel operation; and also for repairs to our electric locomotives.

"There's an administrative block almost completed; and just starting construction, a depot for the maintenance of the standard gauge rolling stock.

Most modern in Australia

"In the layout of this Forwarding Agents' area, you'll notice six very long sheds, with rails on each side of them. On one side is the 4 ft. 8½ in. gauge at ground level, and on the other side, the 5 ft. 3 in. at ground level, so that our agents may load rail vehicles or unload them straight into their road vehicles, or, take material out of them and store it on the platforms.

"We feel that this is probably the most up-to-date depot in Australia.

Locomotive utilization

"A little later you'll see these two locomotives (that were built in Australia by Clyde Engineering with two-stroke engines and electrical equipment from General Motors) cut off here, run round and hook onto the train that will, in less than half an hour, leave here for New South Wales.

"That indicates the very great use that we make of these diesels. We've got 82 of them, between

950 h.p. and 1800 h.p., and between them they've run 45 million miles since they were introduced in 1952; and 22 of them have run over a million miles each without any major overhaul.

"I don't think there is anything more that I need say, except to tell you how delighted we all are that so many Members of Parliament of all parties have come here with us today, indicating that there is no division of opinion on the necessity for this standard gauge link.

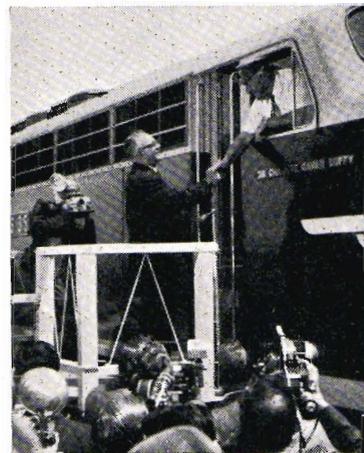
Particularly are we pleased to have with us so many patrons and friends who have come along to celebrate with us what we believe to be the most important move, this century, in transport.

"I must now officially congratulate the crew who have brought this train down on its historic run—the driver, Driver Binder; the guard, Guard Fraser; and the fireman, Fireman Wortmann.

"And now, ladies and gentlemen, it only remains for me to thank you for coming, and wish you all the compliments of the season—a happy and healthy 1962. And, you fellows who normally trade with us, for goodness sake make this depot out-of-date, so that we've got to double its capacity in 1963."



As the train arrived, the Victorian Railways Military Band broke into the strains of *Waltzing Matilda*, followed by *Advance Australia Fair*.



Mr. Brownbill greets Driver Binder. (Herald-Sun photograph)

BUSINESS BOOMS ON NEW LINE

AS *News Letter* went to press (on January 31) the additional freight gained by the standard gauge line at so early a date was most gratifying and pointed to a prosperous future for the new line.

Some of the developments during those first few weeks were:

- large tonnages of paper, formerly coming to Victoria by road, will now be sent by rail.
- experimental consignments of packaged briquettes have been railed to Sydney.
- inquiries have been received from Pakenham and Mornington Peninsula concerning fruit traffic to go from Melbourne to Sydney and Brisbane by standard gauge louvered rolling stock. Similar inquiries have been made concerning onions and potatoes for Sydney and Brisbane.
- large quantities of hardboard are expected to be railed from N.S.W.
- indications are that at least five standard gauge "Flexi-Van" wagons will be built and put into operation as soon as practicable.

Since the first straight through trains ran, on January 3, over 2,500 tons of freight daily moved between Melbourne and Sydney by standard gauge.

DYNON OFFICIALLY OPENED

WITH the coming of standard gauge, vast improvements have taken place at the Victorian Railways' mighty freight terminal of 124 acres at Dynon. A new forwarding agents depot has been created, its six platforms catering for both gauges; to its west, a new fruit shed is to be built; and tracks for both gauges serve the gantry crane and transfer areas. South Dynon's 73 acres has gone over solely to standard gauge.

It was only fitting that the January 3 celebrations should include the official opening of the standard gauge freight terminal, carried out by Victoria's Transport Minister, Sir Arthur Warner.

Sir Arthur said: "I would like to particularly welcome Mr. Wentworth and his committee here today because they were the initiators of the uniform gauge plan which has been carried into such wonderful effect over the last three years and, of course, it was the uniform gauge that brought about the necessity for this new terminal which has been built, to deal with this situation, by the Victorian Government".

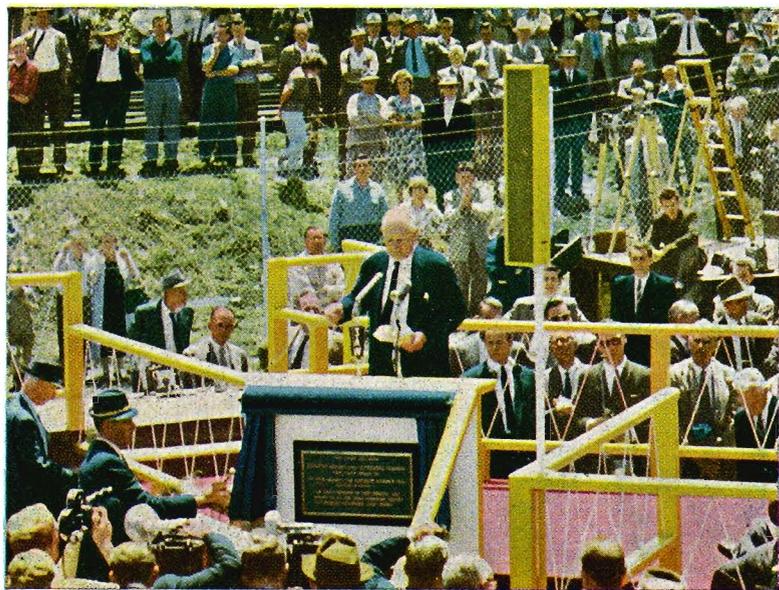
"I believe you will agree that it is the best goods terminal in Australia.

"Now on April 16 we are going to welcome the first passenger train and, no doubt, that will be done with a great deal of glamor, a great number of personalities will be present and everybody will be very thrilled.

Real business—freight

"On the other hand, the real business of the railways is freight. The amount of freight income of the railways for country and interstate is at least 10 times the income from passengers.

"All over the world there are problems of long-distance passenger traffic—probably emphasized in Australia by the fact that, in order to encourage airways in the early days, there has been tremendous subsidizing of air passengers. In fact, I think every passenger who



Sir Arthur Warner unveils a bronze plaque to commemorate his opening of the standard gauge freight terminal. The plaque will later be permanently positioned at the entrance to South Dynon.

flies interstate in an aeroplane today has an effective subsidy of £3 per trip. So, it has been very difficult for all of the railways of the Commonwealth to compete in passenger services.

"While we will have this passenger service and it will give us a great benefit, the real justification of the uniform gauge is freight.

"I believe that there is a continuing function of freight and a great necessity for the railways to handle a considerable proportion of it.

"The area of conflict between rail transport and road is really very narrow. Road, of course, must do all the short haulage, all the distribution to the various customers. It must bring the goods to the rail head.

Rail's economy service

"Rail is only competent to carry out long haulage of heavy goods, but to that function, of course, it brings great economy and great service, and I believe it's absolutely essential for the haulage of heavy cargo interstate and for the haulage of heavy cargo from the country areas to the seaport.

"We hear a lot about the conflict, but very little about the tremendous volume of business in respect to which there is no conflict. Perhaps that is because conflict brings news or is a news item.

"Now there have been one or two incidental matters which have followed the proposals for the uni-

form gauge. That is, of course, to remove as far as possible the loading and unloading of freight from within the city area.

"People seem to have omitted, or forgotten, the fact that a few years back nearly all the freight was hauled from the centre of Spencer Street. We have been engaged as a Victorian Government in trying to bring the freight and the heavy trucks out of the city, as far as possible.

Co-ordination

"Of course, the proposal of the uniform gauge brought about a new uplift in the railways which made everybody keen to go after the long haulage freight, and also keen to co-operate with private enterprise in doing it. I believe we have worked up in the last two years a co-ordination of freight which will find a great reward in the new uniform gauge which itself will make such difference in speed.

"I would like to congratulate the Commissioners and Mr. Reynolds, the Engineer in charge of all this work, I would like to thank the Commonwealth for all their co-operation in the uniform gauge proposals and to say to private enterprise: I hope we will be able to give you good service in the railways, and I believe we can help each other to reduce the current heavy transport costs in Australia."

"It gives me, therefore, great pleasure to declare the Dynon terminal open."

MESSAGE FROM MENZIES

Arrival at Dynon of the first standard gauge freight train from Sydney was symbolic of the progress and efficiency of Australia in 1962, said the Federal Minister of Transport (Mr. H. Opperman), who brought the message (at right) from the Prime Minister (Mr. R. G. Menzies).

"I think one would be extremely phlegmatic if one's heart hadn't beat a little faster and one's pulses raised their beat a little as we saw the first freight train come through direct from Sydney this morning" continued Mr Opperman.

"It is what will be described in later years, I know, as a most historic occasion and I would like to further emphasize that this is just one of the factors that indicate the progress of this State of Victoria.

"From where I come there is evidence of tremendous development. Here we have something that, while it's been thought of for almost a century, has now become an actuality."

Mr Opperman added that railways, equipped with their "modern tools,"

could meet competition with enthusiasm and a sense of service.

"I would congratulate those whose enthusiasm, enterprise and initiative in a co-operative gesture has led to today—the Commonwealth Rail Standardization Committee, the Victorian Government and the Transport Minister, Sir Arthur Warner, and the Railway Commissioners as well. Over these years I've had the occasion of seeing just the interest and drive that they have put into this.

"I hope sincerely that this very fine day we have here—a glorious Australian day—and the arrival of this train will be symbolic of the progress and efficiency of Australia in this year of 1962."

The Minister then read the message from Mr. Menzies—

THE Commonwealth, as a large contributor to the achievement of this remarkable event in Railways history, is delighted at its completion. I hope it will be permissible for me as a former Victorian Railways Minister to express my personal satisfaction in an event which should do much to solve the heavy transport problems of the eastern states and also afford to passengers a quick and comfortable transit between the two greatest Australian cities.

I very much hope that the public response to the standardization venture will be such as to make it clear that there are great economic advantages involved in it.

It gives me pleasure to know that you, who have taken such practical interest in these matters, should be present and should be able to speak for me.

GOLDEN WHISTLE STARTS FIRST OUTWARDS TRAIN



Camera shutters click as Mr. Brownbill starts first outwards train.

IMMEDIATELY after the arrival of the first through train from Sydney, at 11 a.m., its two S class diesel-electric locomotives were uncoupled and moved off to pick up the first Sydney-bound train, incidentally giving a public demonstration of the high availability of these locomotives.

A golden whistle was used by Mr. Brownbill to start the first Sydney-bound train and signal the inauguration of the Melbourne-Sydney standard gauge freight service.

"It was the most spectacular train I have ever seen in my 36 years of service" said Driver C. Kettle who, with Fireman R. N. Crockett and Guard E. J. Cole, took the train out from Dynon at 11.45 a.m. (See picture on centre pages).

With its brightly painted wagons glowing richly in the brilliant sunshine, the 1742-ton train was indeed an impressive sight as it moved slowly away. Its high speed open, box, louvre and flat wagons, including a Flexi-van, carried general goods, scrap iron and steel containers including some with malt and oil. Altogether, it was a striking demonstration of the ability of the railways to carry every variety of freight.

MELBOURNE'S NEW SUBURB—SYDNEY

SPEED-UP of deliveries over the new standard gauge line made Sydney almost a suburb of Melbourne.

That's how Managing Director of F. H. Stephens Pty. Ltd., Mr. E. R. Rowsthorn, saw the impact of standard gauge when he spoke on behalf of users of the Dynon freight terminal at the inauguration of the "straight thru" freight service.

"This is a wonderful gathering of share-holders in the Victorian Railways and I feel that a very appropriate tune should have been composed for the band to play today—"Over the Border", "said Mr. Rowsthorn.

"I want to say a special thanks to the Commissioners for the very fine set-up that is provided for the forwarding agents in this area, and in my opinion the increase of business will be such that further expansion will be necessary in the very near future.

"It must be very rewarding for the Minister of Transport, the Railways Commissioners, their staff, and workers connected with the standard gauge project, that this opening day for through goods traffic is now being celebrated.

"We congratulate all concerned in making a dream come true.

Once wasteland

"Some of the older folk here will no doubt remember Dynon Road when it was a rough old road going through from Melbourne to Footscray and beyond. Both sides were billabongs, swamps and waste land.

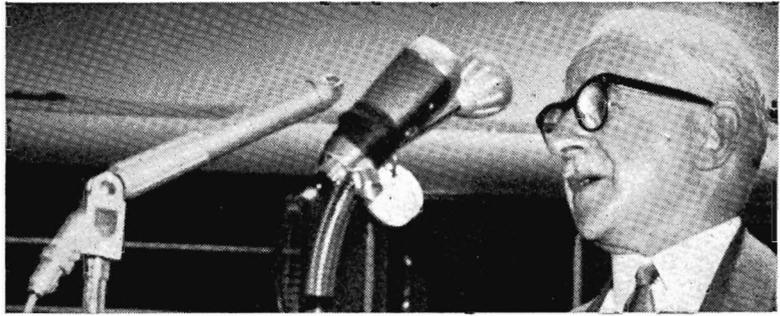
"In the beginning of the war years, the Commonwealth Government established a railway depot at what is now called North Dynon. It was used by both the Australian and American armies and it was a very important unit in connexion with the movement of defence and war supplies.

"After the war, Dynon became available for a limited amount of rail traffic but it was not until 1955 that the area was regraded, alterations made to tracks and railways, buildings re-conditioned with improved handling facilities, and Dynon became one of the most up-to-date railway terminals in the Commonwealth.

Growing importance

"Standard gauge has now been introduced to what we sometimes called old Dynon and that will add to its importance as a very great rail terminal here in the City of Melbourne.

"I understand it is possible to place 860 trucks per day for inward and outward traffic in old Dynon.



F. H. Stephens' Rowsthorn

(Photograph: Bruce Anderson)

"No doubt a lot of people here today, who perhaps are visiting this area for the first time, are surprised to see the development that has taken place and the progress which has been made in connexion with further installations going on at South Dynon.

"It is only a small portion of the engineering feats which have taken place in connexion with the standard gauge between Wodonga and Melbourne.

"I would say that the introduction of standard gauge is one of the most important things which has happened in this the State of Victoria and we are glad that this has taken place during the time of the many railway officials who have worked so hard during recent years.

Railwaymen friends

"Their devotion to duty and their willingness to co-operate with us—the transport people, the merchants, the carriers—in our day-to-day problems, has made us feel that we now can regard these people as friends.

"Less than 10 years ago the various State railway systems, together with the Commonwealth Railways, began to formulate a plan for improved interstate transport, with co-ordinated timetables, a great deal of attention paid to the quick trans-shipment of freight at the various borders, and the introduction of realistic freight schedules. This has led to rail transport being the most popular method of interstate transport of goods today.

Day saved

"Now, with the standard gauge through to Sydney and Brisbane—which is going to enable consignments to be in Sydney the next day, and at least one day will be saved in the transport time to Brisbane—we can almost say that Sydney can be called a suburb of Melbourne, because deliveries there will sometimes be possible in about the same time it takes to do fringe deliveries around the City of Melbourne.

"It is because of private enterprise principles, which have been introduced to the Commercial Branch of the railways, that the business on the freighting side is the success it is today.

"Until I became deeply interested in rail freighting, I had no idea of the complications connected with railway work.

Taken for granted

"I'm afraid that we take it for granted that inward trucks are placed where and when we want them, and that outward trucks are available just when we want them. And here, I would like to pay a special appreciation to the yard staff and shunters who do a particularly fine job of work.

"They often toil through the night and work under all sorts of difficult working conditions; they co-operate in every way and I think that they do a mighty fine job of work, which, as I said before, we do appreciate.

"On the administrative side, with the co-operation of many departments, each one to a certain extent relying on the other, it means that the Commissioners may be, and are, backed by a team of experts in their particular field.

"With the normal routine work going on, the pressing problem of the standard gauge must indeed have imposed a severe strain on a great number of people and we guess they are mighty proud of the milestone we are passing in Victorian history today.

"On behalf of the Dynon road users in particular, and the commercial community of Melbourne in general, we want to say a very sincere and grateful 'thank you' to the Victorian Government, and to congratulate the Victorian Railways on the occasion of the opening of the standard gauge linking the two greatest cities in the southern hemisphere."

PRESENTATION TO CREW

"GENTLEMEN, you must be the proudest men in Victoria today", said the Chairman of Commissioners (Mr. E.H. Brownbill) as he presented to each member of the crew of the first train from Sydney, a photograph, autographed by the three Commissioners, of the train's arrival.

Crew members were Driver H. Binder, Guard H. A. Fraser and

Fireman J. C. Wortmann, all from Wodonga.

The presentation, made a few minutes after the arrival of the train, was made possible by the use of a Polaroid camera which, by a special technique, produces a finished print almost immediately.

The prints were then slipped into frames already prepared and autographed.

FORK LIFTS FOR PHOTOS



Photographers on fork lift

CONTRIBUTING to the wide publicity obtained by the standard gauge opening were the arrangements made by the Department to facilitate the work of press, radio, T.V. and photographers.

Opposite the dais with the welcoming party and distinguished guests was a photographers' platform so placed that it commanded the best views and lighting. At the rear of the dais was a shelf with power outlets for radio roundsmen's tape recorders. As well as this, the Department recorded, in full, the three speeches, should the Press miss a point and desire a playback.

Five minutes before the arrival of the first train, an ELF wagon was pushed along the centre arrival road by W class locomotive 226. In the wagon were news reel and T.V. photographers who thus secured shots as though from the locomotive cabin of the first train.

Two fork lifts on the opposite side of the dais were used to give photographers the necessary height and to subdue back lighting.

Two telephones were specially installed for press use.

WELL DONE EVERYBODY !

IN a signed message to the staff the Commissioners said :

"We welcome this opportunity of sincerely thanking all concerned in the successful accomplishment of the great standard gauge project—the men who built the new track, ran the trains, etc.

Those who helped to make the ceremony, to commemorate the arrival at Dynon of the first standard gauge freight train, an outstanding success also deserve high praise.

Press representatives and distinguished guests were delighted with the arrangements made to celebrate the historic occasion.

Thanks to you all, the prestige of the Victorian Railways has never been higher".

TURKEY LUNCH

FOUR hundred and fifty lb. of turkey, 60 lb. of ham and 20 gallons each of fruit salad and ice cream were used for the cold buffet lunch served to over 600 guests by a Refreshment Services staff of 34. Liquid refreshment was also provided.

The food was cooked at the Dining Car Depot and kept in two iced T vans. To ensure hygienic conditions, it was carved in the vans and served from them to tables set up on platform B, that was enclosed by tarpaulins.

It was a major catering achievement by the Refreshment Services Branch.

FROM MAYOR OF WAGGA WAGGA

THE driver of the first direct train from Sydney gave the following letter to the Chairman of Commissioners (Mr. E. H. Brownbill) from the Mayor of Wagga Wagga (Cr. Ivan J. Jack) :

" Might I, on behalf of the Council and the Citizens of the City of Wagga Wagga, convey to you, the members of your Board and the Government of the State of Victoria, sincere congratulations on the occasion of the arrival in Melbourne of the first train to use the standard railway line connecting Sydney and Melbourne.

" This City, as you well know, has been closely linked with the railway service over the past eighty-two years, and the railway has been instrumental in assisting in the growth and development of this area, due to the City's location on the Great Southern Railway Line.

" We here, feel that the abolition of the "break of rail gauge" at Albury will bring with it lasting benefits to our two States, as well as to the Commonwealth of Australia as a whole, and we look forward with pleasure to the more efficient transport service which will be available.

" It is pleasing for me to be able to forward this message to you per favour of the Stationmaster at Wagga Wagga, who is entrusting the same to the care of the crews of the first train to use the one gauge rail link.

" Wishing the new rail services between the States of New South Wales and Victoria every success, feeling certain that the splendid service which will be offered to the public as a result will meet with the enthusiastic approval of all concerned".

WIRES FROM COMMITTEE MEMBERS

MEMBERS of the Wentworth Committee who were unable to attend the standard gauge opening, sent the following messages:

From Senator E. B. Maher—" Hearty congratulations on this splendid achievement. Wish function every success and an encouragement to further standardization on inter-capital connexions in Australia."

From Mr. W. J. Brimblecombe—" My good wishes for the occasion and the future."

FIRST THROUGH TRAIN TO SYDNE



SYDNEY CROSSES JACANA FLYOVER



"THE GAUGE GOES THROUGH"

EXCELLENT coverage was given to the standard gauge opening by press, T.V., news reels and radio.

On radio, 3DB's presentation—*The Gauge Goes Through*—was noteworthy. After an on-the-spot description of the opening, it began with a vivid narration of the hardships of travel between Melbourne and Sydney before the railway was built, and continued with a dramatised sketch of railway progress from 1854 to the present day. Some extracts from the latter part are given below.

In September 1854, the iron horse was unstabled in the colonies and our first train of four handsomely appointed luxuriously furnished and very commodious dog boxes made its 15 mile an hour dash from Flinders St. to Sandridge, or Port Melbourne as we know it now.

(A voice) "I think we may safely consider the possibility of N.S.W. lines ever meeting with those of Victoria as a very remote contingency."

By 1873, however, the steel tentacles had reached out from Melbourne to Wodonga. In another eight years, after making a detour to avoid the gorges of the Murrumbidgee, trains from Sydney were puffing impatiently at the Albury platform.

But there was still a three mile gap to be bridged. Meantime, interstate passengers were conveyed by coach between the two railheads of Albury and Wodonga.

Then on June 14, 1883, amid riotous celebration a long special train from Victoria crossed the Murray on a temporary wooden bridge . . . and, for the first time in the history of the colonies, two capital cities were connected by rail.

It was the largest interstate gathering on record. There was banqueting in the Albury engine shed (specially decorated for the occasion and lit by electric light) . . . two hundred Melbourne and Sydney waiters fussed around the 33 tables and there were speeches . . . and speeches . . .

(A voice) "I feel confident that with the increase of railway communication, the necessity of inter-colonial free trade will become daily more apparent and that the force of circumstances arising therefrom will at no distant date prove the indispensable necessity of abolishing all obstructions to trade, and of establishing an intimate union among all Australian colonies for their mutual welfare and common good.

"This first great union of capitals by rail will surely pre-figure a more abiding union when the difficulties which at present operate to keep the

colonies apart will melt like snow on the Australian Alps, and be carried away as the Murray carries the snow to the ocean."

Nevertheless, for some years interstate rail travellers faced the ordeal of a searching examination of luggage at the Border Customs Office.

(A voice) "Each side of the river has its Custom House, with active officers, who are careful that no smuggling takes place on the dividing line."

There was little glamour about our first *Sydney Express*. The dog box cars lit by flickering oil lamps, each accommodated 24. The journey took 19 hours—chugging to Albury in 6 hours 20 minutes . . . wasting an hour idling at way-side stations . . . changing engines, and performing the other mysterious jobs that seemed necessary to running a railway.

And, of course, there was the inevitable —

"Albury . . . Albury . . . all change . . . all change . . . Albury . . . all change."

People realized it was a cumbersome arrangement, this changing trains because the rails were different widths, but there was always someone to say that things weren't so bad after all —

(A voice) "The physical transference from the train of one colony to that of the other is made as easy as may be by the arrangements of the fine station at Albury, which includes an excellent dining room."

And no-one took very seriously W. F. Brennan's *Treatise on Switches and Crossings for Mixed or Compound Gauge Railways*, which, in 1910, pointed the way to unifying the gauges of Victoria, South Australia, and New South Wales, at the bargain price of £829,712.

Time . . . and trains . . . wait for no man.

Came corridor cars, dining car, observation car. Victorian travellers eagerly and instantly accepted the new air-conditioning . . . and steam was king on the 5' 3".

(A voice) "You can't run a good railway without spending money

and if you don't run a good railway you won't have any money to spend."

The late Sir Harold Clapp inspired by the famous blue train of the Baltimore and Ohio Railroad, embarked on his £198,000 experiment. *Spirit of Progress*—slick glamour streamliner of the Victorian Railways—was planned to perfection at Newport Workshops and out on the open track. Up and down the line, the strengthening of points and crossings secured the wide safety margin that fussy engineers demanded for more than mile-a-minute speeds.

The world was searched for non-rattling venetian blinds for dining and parlour coaches. A special train was driven hard at all the curves between Melbourne and Albury. On a table in the dining car, a bowl of soup was the test piece for sway. If the soup splashed over the rim of the bowl rail experts decided then and there to reduce the speed or flatten out the curve.

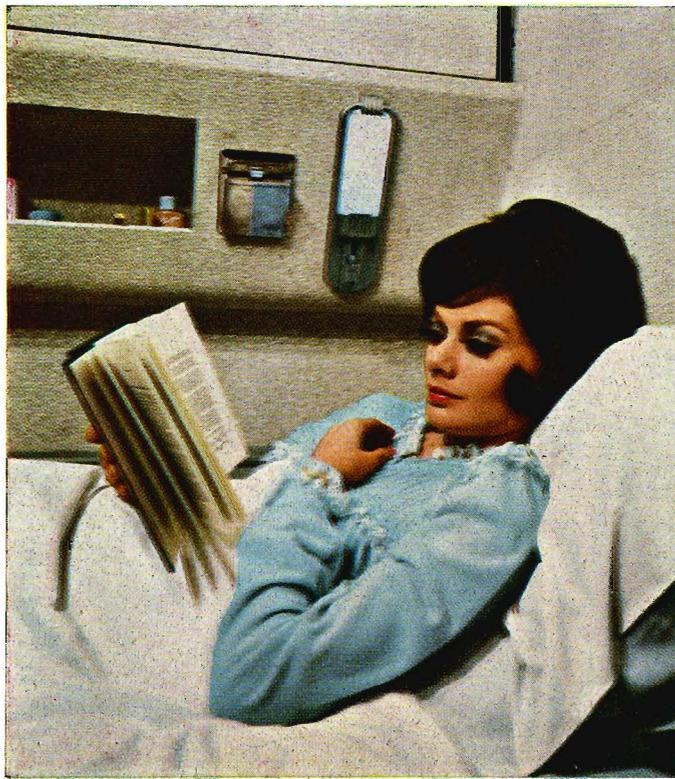
Spirit of Progress was launched on Tuesday November 23, 1937, slashing 6 hours from the interstate schedule of 1883; and, at a respectful distance behind the *Spirit* fast and heavy goods trains thundered through the night, bound for the border. Steam was king on the tough north-eastern line.

But it was still the same old familiar call . . . at the same old unearthly hour . . .

"ALBURY—ALL CHANGE. The *Sydney Limited* express carrying passengers booked in cars Nos. 1 to 8 is standing at the Sydney end of the platform and will depart at 10.40. The Sydney express carrying passengers booked in cars 9 to 15 will depart at 11 p.m. ALBURY—ALL CHANGE."

It was all change for freight as well as passengers.

Spirit of Progress! The power of steam has declined on the north-eastern line. Tonight, the sleek, efficient diesel sweeps long and heavy loads through the slumbering Kelly country into the beckoning hills . . . sweeps long and heavy loads straight



Individual lights are one of the many features of the new twinettes.

SILVER SLEEPER CARRIAGES WIN LIGHTING AWARD

A Certificate of Commendation for domestic lighting has been awarded to the New South Wales Government Railways for the lighting installation in its twinette and roomette sleeping cars.

The panel of experts appointed by the Illuminating Engineering Society placed the Department's entry in the domestic lighting section of this important contest because there was no other section in which it could qualify.

The sleeping cars entered in the contest were of the stainless steel air-conditioned types now in service on the Brisbane Limited Expresses. Similar cars, jointly owned by the Victorian and N.S.W. Government Railways, will form the new trains to be operated on the standard gauge line in April next.

THE GAUGE GOES THROUGH—(continued)

through to Sydney . . . for a rail-way dream has come true.

It was the green light for the standard gauge project just over four years ago. Cleverly conceived plans ensured least interference to existing services. A speed check here and there, an occasional brief pause along the track.

In the air-conditioned comfort of *The Daylight* and *The Spirit*, relaxed passengers sensed little of the vast activity around them—the construction of 320 culverts and 183 bridges; the deepening of cuttings; the raising of embankments; the building of mighty overpasses and pedestrian subways; alterations to stations; quarrying; ballasting, and tracklaying; the installation of vital signalling and safe-working equipment.

And now . . . the gauge is through; ready soon for maximum passenger speeds of 80 miles an hour over Australia's fastest track.

The first intercapital straight through passenger train for Sydney, *Spirit of Progress* will glide out of Spencer Street at 6.45 on the night of April 16. It will be followed at 8 p.m. by the new £1 million luxury silver sleeping express.

Turn in at Tottenham . . . rise at Redfern—or sleep from Spencer Street to Sydney Central if you wish. Foam rubber mattresses . . . hot and cold showers . . . individual reading lights . . . dining car . . . all the amenities of sophisticated travel—a far cry from the days of draughty dog boxes and flickering oil lamps. But what was it one of those early interstate travellers said way back in 1883 about the first *Sydney Express*? "There was scarcely any vibration due to the excellence of the carriages which are the finest in Australia."

Standards certainly have changed, and in April an old Albury custom will change too. No more will we hear echoing down the long bustling platform—the most unwelcome the most vexatious and the most frustrating . . .

ALBURY—ALL CHANGE!

For now—the gauge goes through.

The Gauge Goes Through was written for the radio by Geoff Palmer and produced by Peter Surrey.

Quotations are from speeches or documents of the period.

The judges had this to say about the Department's air conditioned sleeping cars:

"A block of miniature flats on wheels.

"The designers faced the lighting problems of every home builder—light to relax by, light to read and write by, light for the bedroom, bathroom and shaving mirror, corridor lighting, scullery lighting, security lighting and night lighting.

"However, in addition, every unit had to be scaled down to the smallest practicable size, made foolproof in operation, burglar and vandal proof, and integrated into the structural, mechanical and electrical system of the car, and had still to look aesthetically pleasing itself and satisfy, functionally, the seeing requirements of the travellers.

"The results reflect great credit on the designers' ingenuity, the manufacturers' craftsmanship, and the installation staff's accuracy.

"Every fitting, whether the dished, diffusing luminaires, the fluorescent strips behind the mirror, the little reading lamps, or the bulkhead fitting in the shower recess, is carefully selected, accurately installed, and maintained in excellent repair under the most trying conditions; indeed a domestic lighting installation which might serve as an example for many much more ambitious and less buffeted homes than these little miniature flats on wheels."

CROWDS WATCH TRAINS

PUBLIC interest in the standard gauge trains on the opening day was keenly maintained. Many people lined the fence around Dynon, near South Kensington station, to watch the arrival. Others, including numerous photographers, occupied vantage points between Broadmeadows and Dynon. In the country, little groups (many of them in cars) appeared at points all along the line to cheer a great transport achievement. Nor did the interest abate after the passage of the first train; on the contrary, it continued throughout the day.



Crowd at Albury

(Herald-Sun photograph)

WAGONS AND EQUIPMENT DISPLAYED

THE display of wagons and freight handling equipment at the opening of Dynon was a striking demonstration of the ability of the railways to handle every type of freight.

On display were :

- AF two-tier wagon specially designed for motor car transport with Ford *Falcons* using the portable loading and unloading ramps to show how cars are quickly driven on and

off both decks of the wagon ;

- BLF 40 ton capacity box cars, and demonstration of packing equipment and mechanical loading ;
- QH 90 ton capacity wagon with ramps for tractors to drive on and off ;
- SC wagon for carrying reels of sensitive cable ;
- heavyloading QW well wagons ;

- Flexi-van ;

- palletizers, tractors, mobile cranes, fork lifts and other lifting gear, protective jackets and similar equipment.

In addition, the Department's mobile advisory bureau was staffed by commercial agents to provide any information required. The bureau also displayed working models of the standard gauge passenger trains that will enter service on April 16.

TINPLATE EXPRESS ON STANDARD GAUGE



The third straight through standard gauge train from Sydney, shown between Tallarook and Broadford, arrived at 12.20 p.m. with 456 tons of tinplate. (Australian Publicity Council Photograph)

"A CRAZY SITUATION"

The second of a series of articles by Mr. J. L. Hawkins, Commissioners' Representative, Transport Regulation.

"TRADE, commerce and intercourse among the states shall be absolutely free". So reads Section 92 of the Constitution of the Commonwealth of Australia. In recent years, so many words have been written and spoken about this section that one could be excused for wondering what it's all about. What was it that suddenly brought this rather dull legal phrase into the limelight?

The Constitution was written in 1901 at the time of the federation of the Australian Colonies, and Section 92 was designed to prevent tariff barriers arising between the various states.

Until a few years ago, this Section was not thought to apply to interstate transport of goods and passengers and these movements were subject to the transport laws and regulations of the States.

In 1954, a N.S.W. road haulage company, Hughes & Vale Pty. Ltd. used Section 92 to challenge the right of the States to interfere in any regulatory way with its interstate transport operations. The High Court of Australia found that the State transport laws did not infringe the Constitution, but the road operator exercised his right to

appeal to the highest Court in the British Commonwealth, the Privy Council in London, and obtained a decision reversing that of the High Court.

Since this decision, a very substantial volume of completely unregulated road transport has occurred between capital cities. It is estimated that the road freight traffic between Melbourne and Sydney approximates 2,000 individual trips per week.

The owners of vehicles on these services do not even pay for the registration of their vehicles. They are obliged, by a later court decision to pay road maintenance fees, but these do not meet the cost of maintaining roads, nor do they represent any contribution towards the cost of building the roads or bridges—this cost is largely borne by taxpayers and ratepayers. This assistance, combined with the ease with which they can ignore industrial awards and conditions, places these road operators in a very favourable position to compete with the railways.

One bright spot from the railways' point of view is that the road haulers' competitive advantage in speed of transit between Melbourne

and Sydney has been lost with the completion of the standard gauge line between Melbourne and Albury.

Unless the Constitution is amended, and this involves a Federal referendum, it would seem that the community generally will continue to be faced with the regrettable economic loss involved in the duplication of services between capital cities. And, what is more serious, there will be a continuance of the tragic road accidents which are happening so frequently, especially on the Hume Highway.

Chaos arising from genuine interstate transport is bad enough, but we are also faced with the extraordinary circumstance of what is known as "border-hopping".

Border-hopping consists of carrying goods between towns within the same State, say from Melbourne to Mildura, and taking them for a short trip into New South Wales and back to Mildura so that the whole movement can be claimed to be an interstate one and not subject to state laws.

This crazy situation is causing such a substantial loss to this State that one wonders just how long it will be allowed to continue.

VICTORIAN RAILWAYS INSTITUTE NOTES

KNOW YOUR INSTITUTE COUNCILLORS

Mr. John I. Brain

KNOWN throughout the Department as "John I" Mr. Brain who is now Supervisor of Ticket Checking joined the service as a lad porter at St. Albans in 1915.



Mr. Brain

In the 'twenties' together with Mr. A. C. Brown (now Assistant Chief Traffic Manager) and the late Mr. E. J. Meara, he formed the 'Lines' football teams—drawn from the suburban lines staff. These later became the present V.R.I.

football association. Mr Brain was Hon. Secretary for many years as well as being captain and coach of the Box Hill lines team. He also started the "Lines" cricket teams of which he was Hon. Secretary, Treasurer and of course a player.

An Institute Councillor since 1947, he has represented the Institute on interstate visits of billiards and football teams. A keen gardener, Mr Brain hopes to keep the best garden in Bayswater after his retirement in April next.

Children's playground for Warragul

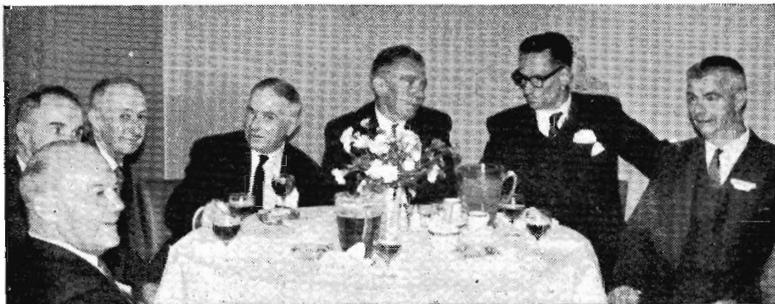
FOLLOWING on representations made by the Council, the Department has granted some land for the Warragul Centre to make a children's playground. The land is in an area almost free from traffic and surrounded by railway houses. An enthusiastic com-

mittee to further the project has been formed, consisting of Messrs. V. Williams, W. Wallace, J. Parsons, M. McCarthy, R. Huggett, V. Kenworthy and A. Dunstan.

Warragul, incidentally, was recently raised from a sub-centre to a centre.

Horticultural Society

ON March 10, the V.R.I. Horticultural Society will hold its second Annual Autumn Flower Show in Rooms 50 and 52 at Flinders Street. The Show will be open from 2.30 p.m. to 9.30 p.m., with the official opening at 3 p.m. Exhibitors are invited in the following sections: Dahlias, Roses, Cut Flowers, Vegetables and Fruit, and Floral Art. Schedules may be obtained from the Hon. Secretary of the society, Flinders Street. Exhibitors in the country may rail their exhibits to Melbourne, freight free.



To celebrate their 40 years of service, the 1921 apprentices—the first group that were trained in the V.R. Technica! College—held a reunion recently. Many of the 58 who attended were from outside industry, some came from the country and interstate. With them was their former instructor—Mr. O. E. Nilsson. Above is a group at one of the tables: (from left) Messrs. A. Murril, R. Jenkin, A. Hatchard, D. Russell, R. Kimber, H. McGown, O. Seebach.

Link with the Hobson's Bay Railway Co.

UNBROKEN railway service for possibly 98 years is the achievement of the Norman family. Mr. Des Norman, who is the present member of the family carrying on the tradition, started at Newport 22 years ago; served for four years in the navy; and is now a train examiner at Bendigo Loco.

His uncle, Mr. Perc. Norman, was the driver of the Royal Train that conveyed the Duke and Duchess of York on their tours in 1927.

Mr. Des Norman's father, Mr. Alf. Norman, was a driver, and joined the department in 1906.

His grandfather, Mr. William Norman, started at Ballarat in 1877. He drove V.R. trains when the railway to the west went only as far as Stawell.

Unfortunately, no records of the dates of service can be found for Mr. Norman's great grandfather, but it is believed he was one of the earliest drivers in Victoria and was with the Hobson's Bay Railway Co. in 1863.

Dancing and dogs

HOBBIES of Mr. C. A. Hegarty (MacLeod's A.S.M.) and his wife are a complete contrast.

Twelve months ago they decided to join a studio for ballroom dancing. At a recent examination, they passed (dancing together and not with their instructors) with commended marks.

The contrast appears with Mrs. Hegarty's other hobby—training of a greyhound, appropriately named "Lady MacLeod."

Koalas at Leongatha

TO the delight of local children, koalas can occasionally be seen taking a stroll along the foot-

paths of Leongatha. One furry Blondin has the habit of walking along the fence between the Departmental Residences of Stationmaster S. Ely and Rail Motor Driver A. Hunt. The koalas are very tame, and quite unperturbed by the on-lookers that gather. As Goods Clerk Ron. Mann came out of his house the other morning, he found one sitting on the back door step.

Smart work

THE day after the standard gauge opening, the public were able to see color prints of the opening on display at Spencer Street station. The process used (from colour negatives) involved complex, skilled work by the V.R. photographic staff.



(From left) Messrs. Leek, Valentine and Bolton

V.R. Men and Davis Cup

THREE Victorian railwaymen had the honour of being selected for the last Davis Cup Challenge Round Umpires' Squad. They were Messrs. Phil. Leek (Assistant Engineer, Machinery and Water Supply Division, Head Office), George Valentine (Equipment Inspector, Melbourne Goods) and Kevin Bolton (Traffic Branch clerk, Head Office). All three are members of the Victorian Lawn Tennis Umpires Association, and Messrs. Leek and Valentine are on the Association's Board of Management. Mr. Valentine who is immediate Past President of the Association, is one of Victoria's most experienced umpires, having officiated in the six Davis Cup Challenge Rounds.

The umpires' road to the Davis Cup squad is not an easy one. After a course of lectures and a written examination, it takes many years of experience in umpiring pennant, final, State and national championships to reach the required standard. From a State membership of 120, the 28 members of the squad are chosen.

Another railwayman—Mr. Alec Cobham, Claims Agent—as a member of the L.T.A.V. Council played a prominent part in the organization of the challenge round.

Was in Canal Zone

BEFORE coming to Australia, Assistant Stationmaster C. Stavris, of Broadford, was with the British forces in the Canal Zone of Egypt in the troubled days of 1956. At that time he was recruited for the Department. After a period



Mr. C. Stavris

at Flinders Street, he became an A.S.M. at Kilmore East in 1957, and was transferred to Broadford, last year. As well as Greek, his native language, Mr. Stavris speaks French, Arabic and a little Italian.

He was naturalised about a year ago.

Eighty and over

WORKING in the Signal and Telegraph Division would seem to contribute to longevity, judging by the number of octogenarians who were among the 91 attending the last reunion of the Division. There were no less than nine—Messrs. W. Morris (86 years old), W. Louch (85), A. Nicholls (84), C. March and H. Woolfe both 83), J. S. Gall and C. E. Blee (both 81) and H. Blake (82).

Trains Marching Girls

A railwayman with an unusual hobby is Driver E. Jorgensen, of North Loco., who trains a team of marching girls. An ex-navy man, he trains the West Newport Flamingoes, considered to be one of the best midget teams in the State. They have never appeared in a competition without gaining a place. Runners-up in last year's State titles, they hold the Northern, the North-West Zone, and Chadstone Championships and won the Burwood and District Championship two years in succession. Next month, they hope to win the State Championship at Sunshine.



Mrs. Jorgensen, the Flamingoes and Mr. Jorgensen

GOOD SERVICE

Parcels

WE would like to express our appreciation for the service, courtesy and attention that have been extended to our firm by all members of the staff at Tooronga Railway Station. We are constantly forwarding parcels by passenger rail and not once during the year have we had a single complaint from any of our clients.

Harris & Nugent Pty. Ltd., Malvern.

I wish to acknowledge my gratitude to the staff of Clayton Railway station. During the few weeks before Christmas the staff has done all possible to help me get my parcels on time. On the Saturday before Christmas knowing that I wanted urgently a parcel which was late, they 'phoned that the parcel had arrived. This is what I call SERVICE.

D. Tokkie, 336 Clayton Road, Clayton.

Sandringham

MY sister and I are holders of a Blind Pass each and I now write in appreciation of the kind help we receive at all times from the Stationmaster and all his staff at the Sandringham Railway station. This includes the drivers on the Beaumaris and Black Rock Bus Service which we use daily.

K. Birtchnell, 38 Cowper Street, Sandringham

Conductor praised

THIS letter shows my appreciation of the services of the conductor on the 5.40 p.m. train from Bendigo to Melbourne on the 2nd January. (Conductor was Mr. E. F. Weizenegger—Ed.)

Never before in four years of frequent travel between Melbourne and Harcourt have I seen a conductor do anywhere near the same amount of work.

The second class car was filled after leaving Castlemaine but he saw that each passenger had a seat. At each station he stepped off the train, showed passengers where there were seats, helped ladies with their luggage, and children on and off the train. There were many smaller tasks done, but each was done in an efficient and cheerful manner—particularly when he helped a disabled man from the station platform until he was comfortably in his seat.

To watch him work was pure delight to me and he is certainly to be commended . . . I feel sure that if you had more men like him you would really gain from other methods of transport.

Barry A. Rice, 10 Bond Street, Ringwood

RECENT RETIREMENTS

WAY AND WORKS BRANCH

Crawford, H. J. Engineer of Special Works.
Vial, F. L., Head Office
Jordan, J. S. & T. Engineer
Walker, A. L., R. F. Flinders-st.
Agosta, A., Workshops Spotswood
Triffitt, V. H., Ironworks, Nth. Melbourne
Zeally, P. J., S. & T. Flinders St.
Harris, A. E., S. & T. Caulfield
Price, J. O., W. F. Flinders St.
Bergin, J. T., R. F. Wangaratta
Cox, R. G., Head Office

ELECTRICAL ENGINEERING BRANCH

Melvin, F., Lighting and Power Depot
ACCOUNTANCY BRANCH
Cook, G. A., Head Office

REFRESHMENT SERVICES BRANCH

Holden, J., Relieving Staff
Goudy, C., Advertising Division
Croft, Miss C., Spencer St.
Hatt, Mrs. C., Grill Room, Spencer St.

ROLLING STOCK BRANCH

Stevens, L. H., Newport
Watson, S. T., Head Office
Delaney, M., Jolimont
Plunkett, R. L., Ballarat Nth.
Lowther, T. C., Newport
Plant, E. J., North Melbourne 'Shops
Silver, R. F., Bendigo
Ireland, A. E., Geelong
Robson, C. H., Jolimont
Williams, E., North Melbourne 'Shops
Howes, J. A., Newport
Collicoat, C. C., Bendigo North
Butler, R. W., North Melbourne Loco.
Bridson, A. E., North Melb. Loco.
Foran, R. E., Newport
Goldie, F. W., Newport

STORES BRANCH

Bedford, G. H., Printing Works
Hamilton, D. C., North Melb. Loco.
Price, F., Laurens Street Depot
West, K. L., North Melb. Workshop

. . . . AND DEATHS

WAY AND WORKS BRANCH

Clarke, E. J., Head Office
Sait, N. C., Ironworks, North Melbourne
Baldwin, E. W., R. F. Laurens St.
Schumann, R. E., Serviceton

ROLLING STOCK BRANCH

Dawes, J. H., Jolimont
ELECTRICAL ENGINEERING BRANCH
Hassett, T. P., Electrical Workshops



Bowls Carnival

VICTORIA will be the host State to about 230 visitors from the Western Australian, South Australian, Commonwealth, Tasmanian, New South Wales, Queensland and New Zealand railway systems at the inter-system carnival starting this month. It will begin with a reception to the teams and visitors at the St. Kilda Town Hall on February 26 and will conclude with a farewell dinner and presentation of trophies, at the same place, on March 8.

A comprehensive itinerary has been arranged which includes a tour of the bayside beaches and a full day at Ballarat.

The programme for the test matches and singles and pairs championships is as follows:

Tuesday, February 27.

- 1.30 p.m. Opening of carnival, Middle Park Bowling Club.
- 2.00 p.m. First test, Middle Park Bowling Club.

Wednesday, February 28

- 9.45 a.m. First round singles, Albert Park—V.R.I. Club.
- 1.30 p.m. Second test, St. Kilda and Middle Park Bowling Clubs.

Thursday, March 1.

- 9.45 a.m. First round pairs, Albert Park—V.R.I. Club
- 1.30 p.m. Third test, Melbourne and Elsternwick Bowling Clubs.

Friday, March 2

- 9.45 a.m. Semi-final singles, Albert Park—V.R.I. Club.
- 1.30 p.m. Fourth test, Northcote and Richmond Union Bowling Clubs.

Monday, March 5

- 9.45 a.m. Semi-final pairs, Albert Park—V.R.I. Club.
- 1.30 p.m. Fifth test, Essendon and Moonee Ponds Bowling Clubs.

Tuesday, March 6.

- 1.30 p.m. Sixth test, Brighton and Victoria Bowling Clubs.

Thursday, March 8

- 9.45 a.m. Finals, singles and pairs, Albert Park—V.R.I. Club.
- 1.30 p.m. Seventh test, Kew and Fitzroy Bowling Clubs.



Basketball premiers—the V.R.I. No. 2 Ladies' team. (From left) Top row: Misses J. Bunting, P. Alexander, M. Morrish, J. Ewins; (centre row) C. Petrie, R. Beachley (capt.), I. Constantine; (front row) S. Bumford, G. Major (scorer), J. Thurgood.

Table Tennis

The V.R.I. Table Tennis Association has just completed its open summer competition in which 12 teams took part. In the semi-finals Newport Stores beat Laurens Street and Suburban Lines eliminated Way and Works. In one of the most exciting finals seen for some time, Newport Stores defeated Suburban Lines, 6 rubbers to 5, to win the premiership.

Newport Stores Team: B. Smart, M. Carroll, and D. Constantin.

Suburban Lines Team: D. Catchpool, R. Lengyel, G. Lewis and M. Jarrett.

Premiers

THE V.R.I. No. 2 Ladies' Basketball team (from Melbourne Goods) beat Goldsbrough Mort, 29 goals to 17, to win the premiership of the F2 grade in the Victorian Ladies Basketball Association. When it is considered that the team was formed only little more than a year ago, this is a very creditable achievement (see photo. above).

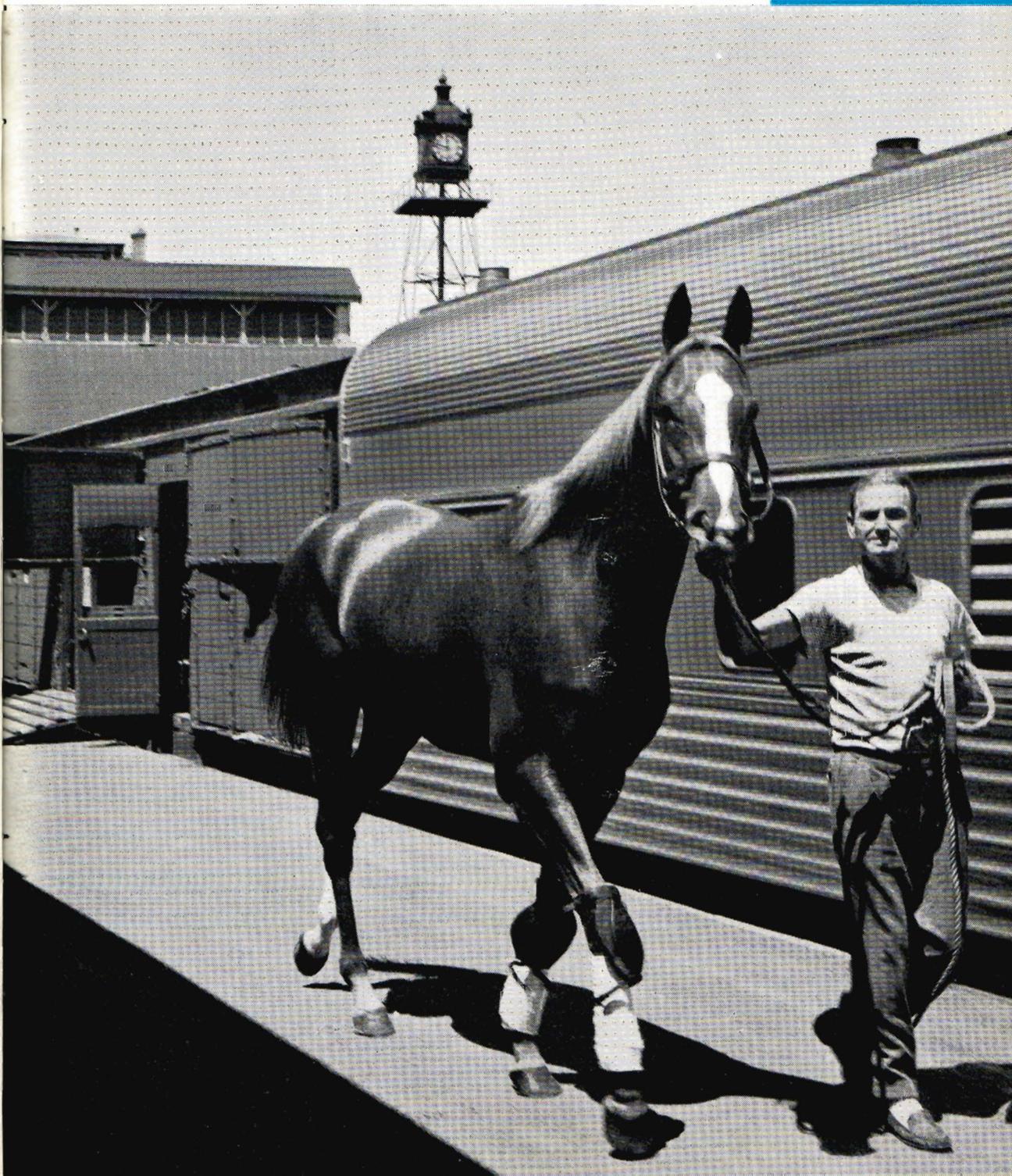
VICTORIAN RAILWAYS

NEWS LETTER

MARCH



1962



Standard gauge passenger trains

THE first passenger train to run over the new line will be a V.I.P. special, the stainless steel sleeper. It will arrive on Friday, April 13 with the Governor-General and Lady De L'Isle and leading citizens. Following close behind will be the silver sleeper's twin with a Press party.

The guests will be entertained at a garden party on the Friday afternoon at Parliament House. Over the week-end, carriages from the Press train will be on public display at No. 1 platform, Spencer Street.

On Monday night, April 16, the straight through passenger service will become a reality when *Spirit of Progress* leaves Spencer Street, followed shortly after by the silver sleeper. At Sydney, the order will be reversed with *Spirit of Progress* following the sleeper. *The Daylight* will take up standard gauge running the next day, Tuesday, April 17.

News Letter proposes to cover this historic occasion in colour in the June issue.

Stainless steel power van

AN idea of how the standard gauge sleeper express will look can be seen from the stainless steel power van that has been attached to *Spirit of Progress* since December and contrasts so strongly with the royal blue of the carriages. Jointly owned by the Victorian and N.S.W. railways, the van supplies power for the S.O.P. carriages that have been converted to head-end power in preparation for their use on the standard gauge

line. It is 75 feet long and has two 125 Kilowatt alternator sets, with provision for a third one. Eventually it will be attached either to the silver sleeper expresses or *Spirit of Progress* night trains when it will supply power, not only for air-conditioning and lighting, but for the electric kitchens in the buffet and dining cars as well.

How do they do it?

ACCORDING to advertised schedules, an interstate bus service does the Melbourne-Sydney trip in 14½ hours. Allowing 30 minutes each for two meal stops on the 556-mile journey, this would indicate an average speed of about 41 m.p.h. As this type of passenger vehicle is legally limited to 30 m.p.h. in built up areas, and (outside these) to 50 m.p.h. in Victoria and 40 m.p.h. in New South Wales, the interesting question is—how do they do it?

Loan money saves jobs

THE £400,000 of additional loan money that has been made available to the Department will provide work for 400 men who would have lost their jobs during the next few weeks owing to the closing down of the standard gauge project and associated works. About 250 of these men will be employed on important jobs in the metropolitan area that had either been deferred or slowed down for lack of money. Work will start or resume on such jobs as the Richmond station, rearrangement of portion of the Melbourne Yard, relocation of the Road Motor Garage, a new Electrical Con-

trol Centre in Batman Avenue, etc. These works have been selected because they have a high labour content and men can be quickly absorbed in them.

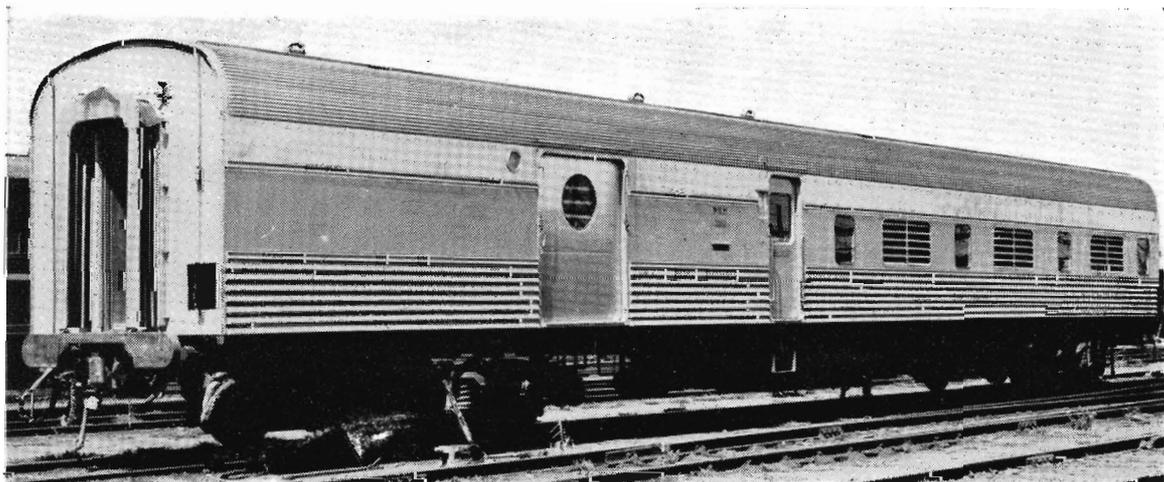
The rest of the men, most of whom are, at present, engaged on standard gauge work in the north-east, will be transferred to other important country jobs, including track relaying, that had also been deferred or slowed down by money shortage.

Standard gauge memento

AN interesting memento of the opening of the standard gauge line was sent by the Mayor of the City of Goulburn, Cr. E. J. McDermott, to the Chairman of Commissioners, Mr. E. H. Brownbill. It consists of a book—*City of Goulburn*—that was signed by members of the crews of the first through train from Sydney, and other railway officers present at Goulburn on January 2. Altogether there are 35 signatures including that of the Mayor.

FRONT COVER

Winners come by train. Australia's top stake-winning mare Wenona Girl, arrives by *Spirit of Progress*. With her, also came stablemates Grammar Lad and Young Brolga. A week after, Wenona Girl won the C.F. Orr Stakes and Grammar Lad the Chadstone Handicap. *News Letter* doesn't run a tipping service, but it *might* be a good idea to watch the horses that get a run on the rails.



Jointly owned power van on broad gauge bogies

POINTS FROM PARCELS

WHEN 3KZ planned its first cycle of Community Club Awards, the organizers were faced with the problem of collecting, on a set day, each week, over 200 bags of labels, bottle tops etc. from women's charitable clubs scattered throughout the metropolitan area. A 3KZ executive who had noticed from a suburban lines poster on his local station how widespread was the suburban rail system, thought that the railway might be the best answer, despite the fact that, wherever this advertising scheme had previously been run, motor trucks had been used to collect the bags.

After negotiations with Commercial Branch officers, a plan was evolved that resulted in speedy collection of the bags, with a minimum of trouble to the club officials and the complete satisfaction of all concerned.

Under the Community Club awards scheme, participating charitable club members (most of whom are housewives) make their purchases of food, clothing etc. from a list of selected products. Each cycle of the scheme runs for 13 weeks and, each week, the clubs must send in to the radio station proofs of their purchases in the form of wrappers, lids, etc. The station then pays cash awards to the clubs, under a points system, according to the amount of their purchases.

As competitive weekly awards are made (with final awards at the end of each scheme) the transport of the bags must be both sure and speedy. 3KZ officials say that the Victorian Railways parcels service fulfills both requirements. The importance of sure and rapid transport can be seen from the prize amounts paid out during the first cycle that concluded last October. Total cash awards amounted to £4,344 with awards to some clubs of over £500. The second cycle is now in operation and will finish in May.

About 160 clubs (school, youth, church etc.) participate, and, under the plan evolved by Departmental officers they lodge, every Wednesday, at any suburban railway station, their canvas bags containing the "proofs of purchase" in the form of labels, bottle caps, etc., that have been bought by their zealous members. No freight is payable by the



Collecting Bags at Flinders Street

senders, as a bulk account for this is afterwards rendered by the Department to the radio station.

The bags are immediately dispatched to Flinders Street station where they are collected by motor truck, and they have quite a bit to collect. During the first cycle, they collected, among many other items, 1½ million bottle caps of a well known soft drink and 1½ million aluminium pie dishes—the latter were sold for their scrap value and

realized nearly £350 which, of course, was duly returned to the clubs.

"Not one bag was lost, damaged or delayed in transit" said 3KZ Manager, Mr. N. E. Balmer, who also added that, although the Community Club Awards scheme has operated in 270 American and Canadian towns and cities, he believed this was the first time a railway system had been used for collection of the bags.

DIFFICULT HARVEST HANDLED WELL

DUE to the remarkably dry and sunny weather there were unusual features about the 1961/62 wheat harvest; it was difficult to estimate its size (it turned out to be 55½ million bushels, much bigger than expected); and the wheat ripened very early, and had to be harvested almost simultaneously throughout the State, thus placing a great strain on the railways' wagon supply. Normally, the wheat ripens first in the far northern areas and then, later, in the central districts, thus spreading the demand for wagons.

The first loading of the harvest occurred as early as November 13—probably a record. Soon afterwards it was pouring in from all the wheat growing areas of Victoria. It reached a peak during the end of December and the beginning of January with weekly loadings of 4,500 wagons and a maximum of 990 in one day, all of which had to be handled on top of busy Christmas period traffic.

In response to wires flashed to control centres, wagons were shuffled over the steel network to where they were needed. From the tall silos wheat poured into them; they moved off to marshalling yards; and railmen worked around the clock as the great wheat trains moved over the plains, like ships of the land, carrying their burdens to Geelong for shipment or to storages at Murtoa and Dunolly.

To accommodate the harvest that was pouring into the silos, the excess over their capacity had to be shifted. This amounted to 22½ million bushels or 25,815 wagon loads, and was completed by February 2. The remainder of the harvest (about 33 million bushels) will be shifted throughout the year. For this, 50,000 wagons will be needed.

The Commissioners have congratulated the Branches on their efficient handling of such a difficult harvest.

RAIL HELP IN BUSH



Rails hanging in mid-air were all that was left of the bridge near Tarrawarra that was destroyed by the bush fires. A temporary one, shown on opposite page, was built in three weeks. (*Herald-Sun Photograph*).

IMMEDIATELY news was received of the disastrous bush fires that swept the Dandenong Ranges in January, the Department, of course, placed its full resources of staff and material at the disposal of the controlling authorities. Its trained first-aid men (probably the largest number in any Government Department) and stocks of medical supplies were immediately available on request.

Acting on reports of a water shortage at Hurstbridge, a special train ran from Melbourne with five water tankers holding a total of 10,000 gallons. Fortunately light rain was falling when the tankers arrived.

Twenty-four stretchers were supplied to the Victorian Civil Ambulance for use in the St. Andrews area and 30 more sent to Upper Ferntree Gully by Melbourne and Metropolitan Tramways' bus. Other stretchers were held in Melbourne packed ready for dispatch. Two senior first aid officers also went to Ferntree Gully.

More than £13,000 damage was caused to railway property by the fires; the worst area affected was between Lilydale and Healesville where a wooden bridge near Tarrawarra was destroyed. Many chains of track were damaged; over 1,000 sleepers were burnt and telephone wires destroyed.

Working in co-operation with the Department of Agriculture, railway officers arranged the dispatch of dozens of wagons of fodder for use in the bush fire areas.

After the fires, the Department continued to maintain its emergency assistance scheme ready for action should they break out again. As part of this scheme, a special water train, of 37,500 gallons, is held in Flinders Street yard ready for movement to any part of the system at short notice.

Precautions

Those tragic fires emphasized the need for strict observance of pre-

cautions to be taken before fires are lit in the open in hot weather.

BUT... FIRES MUST NOT BE LIT IN THE OPEN FOR ANY PURPOSE ON DAYS OF ACUTE FIRE DANGER.

Days of acute fire danger are given full publicity by the Press and over radio stations.

In addition to newspapers and radio announcements as to whether or not fires can be lit in the open, officers in charge of railway stations and train control are advised of days of acute fire danger.

Government's thanks

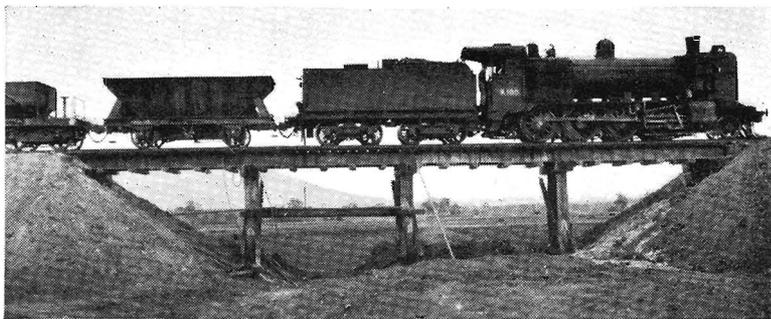
In a letter to the Chairman of Commissioners, the Hon. A. G. Rylah, Deputy Premier, wrote:

"Now that the immediate danger seems to have passed, may I convey to you the sincere appreciation of the Government for the part played by the Victorian Railways in the bush fires which recently devastated large areas of the Dandenongs.

FIRES

"The tankers provided by the Victorian Railways were of inestimable value in controlling the fires, and, without them, the situation could well have been worse.

"I would be glad if you would convey to all concerned my personal grateful thanks, and the sincere appreciation of the Government for the part they played in this disaster."



Ballast train passing over new bridge at Tarrawarra that replaced the burnt out bridge shown opposite.

FAST FREIGHT TO ADELAIDE

SWEEPING 1,000-ton loads through the night at mile-a-minute speeds, the fast freight to Adelaide provides a service never before equalled in the history of the Victorian Railways.

A few years ago, it took several days for freight to reach Adelaide: now, it gets there in 15 hours. Started on January 15, the service operates on five days a week, Mondays to Fridays in both directions. Goods received up to 3 p.m. at Dynon are available for delivery in Adelaide about 10 a.m. next day. In Adelaide, freight is accepted up to 2.30 p.m. and available at Dynon at 9.30 a.m. the following day.

Although only recently introduced, the new service is showing excellent results. Trains to Adelaide are running with maximum loads, and, in the reverse direction, traffic is also good. Motive power consists of two S class diesel-electrics, and time-keeping is excellent.

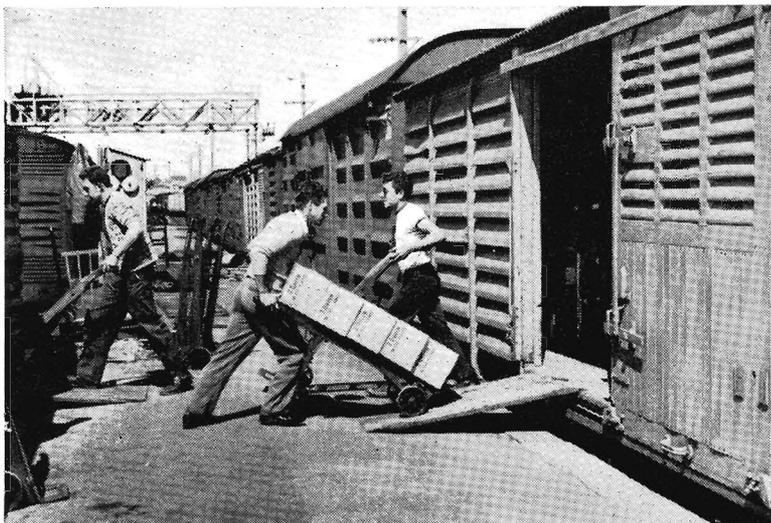
Country lines benefit

Introduction of the Adelaide fast freight has resulted in improved goods services on the Hamilton, Portland and Casterton lines. The speeding up of these freight trains considerably assists the movement of livestock to Melbourne and country centres.

Interstate link

Freight from Sydney and Brisbane reaching Melbourne by standard gauge is also linked with the express service to Adelaide. For example, consignments leaving Sydney late on Monday reach Adelaide early Wednesday morning — that is, in 41 hours, compared with the previous time of three days.

The Department is out to gain thousands of tons of new freight and any farmers, graziers and country business men who are supporting other forms of transport should now have a close look at what the railways have to offer.



At Dynon, goods are being transferred from standard gauge train (left) to Adelaide fast freight.

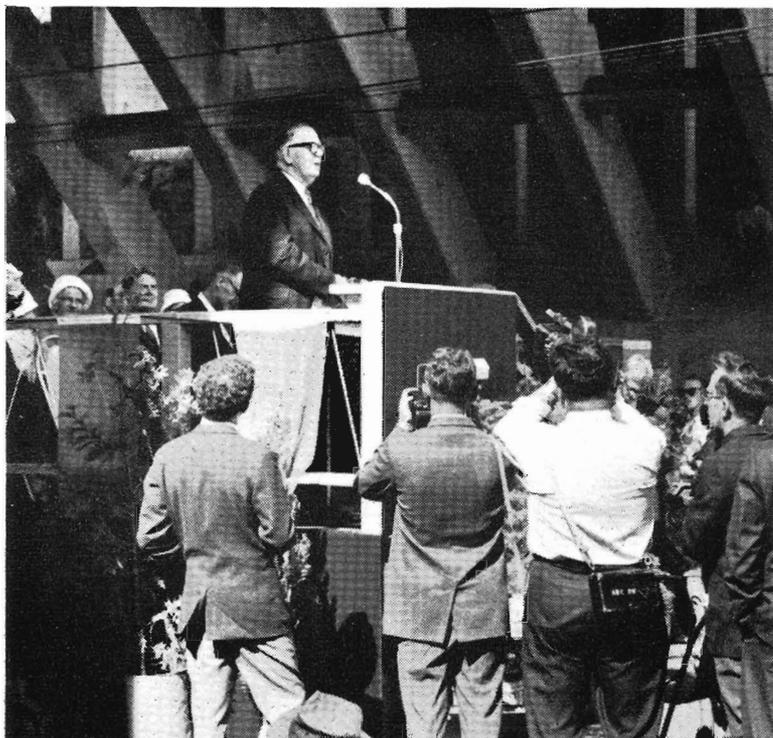
YES, WE HAVE SOME

THERE'S a lot can be written in praise of the banana—it peels with zipp fastener ease; seedless and juiceless, it can (unlike the water melon) be eaten, with poise, in any company; it's chock full of vitamins; and, pound for pound, has as much energy as a kangaroo steak sprinkled with paprika—but who'd want to eat that?

To a railwayman this modest, attractive little fruit has another advantage. It's a big customer of the rail. Over 50,000 tons a year pour down from the Gold Coast to satisfy Melbourne appetites; with up to 1,800 tons a week arriving at Dynon in peak months. In fact, banana

men say that enough of them arrive to supply every man, woman and child in Melbourne with 1½ lbs. each week. If you've missed out on your 1½ lb., somebody else has been getting your share—and the matter would bear looking into. And the banana doesn't travel entirely on its own; it's accompanied by 5,000 tons yearly of pineapples, and small quantities of other tropical fruit, including 300 tons of paw paws.

It's a pleasant thought to recall, as you bite the tasty banana, that it's helping to pay your wages, so that you'll have more money to buy more bananas that will help . . .



T.V. and press cameramen line up the Acting Minister of Transport, Mr. A. J. Fraser, as he declares the new line open for traffic.

BROAD GOES TO

AT one of the biggest events in the Dandenong's history nearly 5,000 people welcomed the first train to arrive at Belgrave's new electrified broad gauge terminal.

Along the new three-mile broad-gauge track from Upper Ferntree Gully, hills dwellers and visitors lined the fence and cheered the train on its way to Belgrave. Residents of Tecoma and Upwey decorated their newly built stations and crowded the platforms.

On board the train were 520 members of the Australian Railway Historical Society, Victorian School Railway Clubs, and Puffing Billy Preservation Society; all of whom were issued with special souvenir tickets for the trip.

At Belgrave, gay with bunting and flags, the train was officially welcomed by the Acting Minister of Transport (Mr. A. J. Fraser) who then declared the new line open for service.

On the official dais also were Deputy Chairman Mr. G. F. Brown, Commissioner Mr. E. P. Rogan, Parliamentarians Mr. W. A. Borthwick M.L.A. and Mr. G. L. Chandler M.L.C. representatives of local organizations and railway officials.

Part of the ceremonies included the delivery of letters by the train crew from the Chambers of Commerce at Tecoma and Upwey. These contained congratulations and best wishes from both Chambers to the Minister of Transport and the Victorian Railways Commissioners.

During the afternoon a pleasant musical programme was provided by the Newport Workshops Brass Band.



An attractive headboard told of history in the making as the first arrival train entered Belgrave station to the sounds of a tumultuous welcome.

GAUGE BELGRAVE

Electrification of the old narrow gauge line from Upper Ferntree Gully to Upwey, Tecoma and Belgrave now adds the latter three towns to the "outer suburbs".

For the time being the new line will accommodate thirty trains a day but will be increased later when new signalling equipment is installed.

It is interesting to recall that this is the first time in V.R. history that a narrow gauge line has been converted to broad gauge.

The history of the 18 mile narrow gauge (2 ft. 6 in.) line between Upper Ferntree Gully and Gembrook goes back to 1900. Regular train services ceased in August 1953, when the line was broken by landslide between Selby and Menzies Creek.

However, Belgrave's rapid expansion could not be efficiently served by narrow gauge. This became apparent back in 1948 when an Act of Parliament for broad gauge conversion was passed to make the new service possible.

Being the main commercial and shopping centre, serving many smaller towns in the hills, Belgrave is an ideal suburban rail terminal. It has the added attraction too, of offering the closer areas of the metropolis a quick and cheap run to one of Australia's most beautiful forest reserves. Direct access by train is now available to the "Puffing Billy" narrow gauge line, being readied by rail enthusiasts for resumption of running through scenic hill country to Emerald.



Typical of the residents' excitement at Belgrave were these messages of congratulation and welcome.



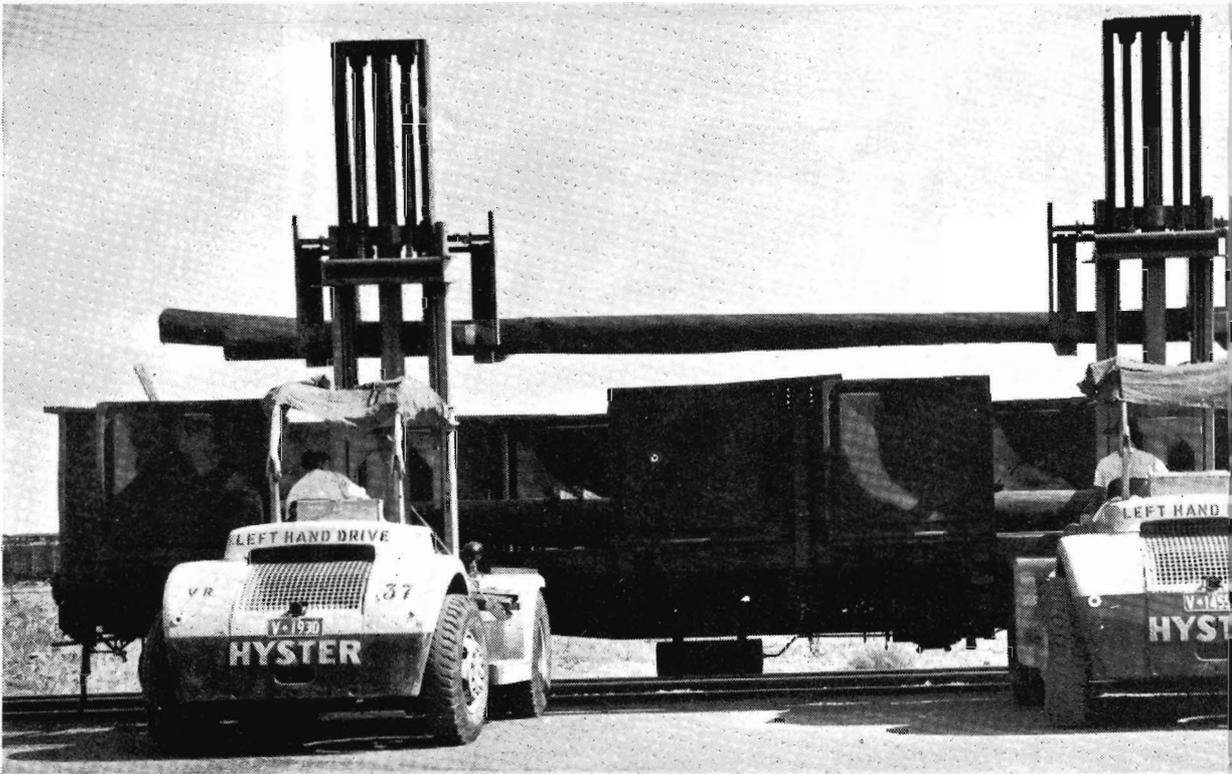
Mr. G. L. Chandler M.L.C., Master of Ceremonies, receives letters of congratulation delivered by Driver A. C. Rockett and Guard R. Amos from Tecoma and Upwey Chambers of Commerce.



Test at Tocumwal : To overcome the break of gauge various inventions and expedients have been tested, but found to be impracticable. Shown above is a test of the third rail system at Tocumwal on November 12, 1915. (Photograph was sent to *News Letter* by Mr. J. M. Eaton, formerly Yard Foreman at Seymour, now retired.)

Poles by fork lift : (*below*) In skilful co-ordination, fork lifts unload telegraph poles at South Dynon. The poles, 32 ft. long and a ton weight each, were sent from New South Wales for the P.M.G. Nearly fifty poles came in two wagons.

AROUND THE

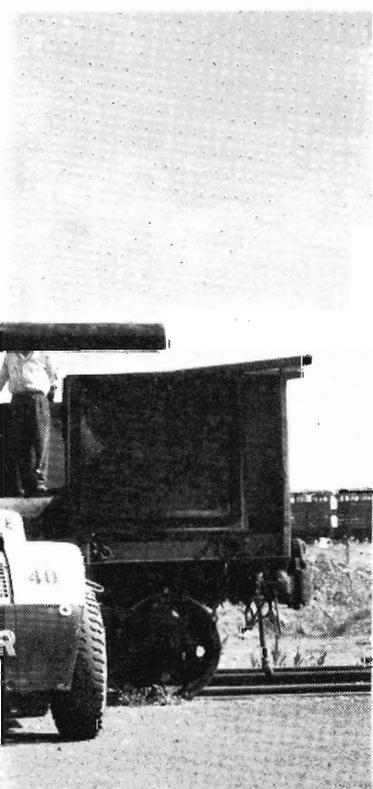


"Cuppa" for
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on the prem



Housewives: A tea and sandwich bar has been set up at the new auction rooms for Lost and Found Housewives, who with others, will be held in the more central new Inwards Parcels Office building) for the convenience of having a cup of tea.

SYSTEM



Blasting shattered the peace of the pigeons that live at the rear of Head Office as the channel and tunnel for this drain were cut. The drain, 1,516 ft. long and up to 20 ft. deep in parts will provide drainage for the new Spencer Street station and subway. It was necessary to cut 200 ft. of tunnelling, part of it through the embankment at the rear of the offices.

CLASSES FOR CONDUCTORS

The advent of the standard gauge line meant the recruiting of 24 extra conductors. To meet this heavy demand, special classes of instruction were started before Christmas and have just concluded.

It is essential that conductors be well trained, and no better tutor could be found than Conductor D. J. Freeland, (from *The Overland*)

- equipping of trains and the inspection, prior to departure, of water, soap, glasses, towels and fittings;

carriage hand rails at Refreshment and terminal stations.

On the fourth day trainees were made familiar with all the facilities available in the Spencer Street area. They visited the Equipping Room, Parcels Offices, Cloak Room, Luggage Hall, Ambulance Room, Dining Car Depot, Laundry and Shelter Shed. Instruction was given on working of plunger locked points and shunting.

Sleeping cars and their equipment was the subject for the next day, including the making, etc., of beds and breakfast tray service.

During the second week, trainees ran trains to Ballarat, Geelong and Bendigo, were instructed in gassing, lighting and watering of carriages, and also ticket checking and collecting.

Indicative of the soundness of the training given in the classes is the fact that, already, letters of commendation have been received by the Department about two of the trainees—Messrs. E. F. Weizenegger and B. Sharp.

Concerning the former, Mr. B. A. Rice of 10 Bond Street, Ringwood, wrote: "At each station, he stepped off the train, showed passengers where there were seats, helped ladies with their luggage, and children on and off the train . . . To watch him work was pure delight . . ." (Train was the 5.40 p.m. from Bendigo on January 2. The full letter was published in last month's *News Letter*).

Mr. Norman W. Strange, President of the Lawn Tennis Association of Australia, wrote as follows about Conductor B. Sharp:

"This note is to let you know of the friendly service and co-operation extended to my wife and myself by the Conductor on the Albury-Melbourne *Daylight* express on January 15. On arrival at Spencer Street we could not obtain the services of a red-capped porter and were left right at the back of the train with four large suit cases. The Conductor who was going off duty, carried two large cases right along the platform and almost to a waiting taxi. He left without our having the opportunity of thanking him. I have ascertained that his name is Brian Sharp."



Conductor Freeland demonstrates the use of public address system to Messrs. L. Lesiuk (left) and A. P. McDonnell.

whose wide experience also includes royal and vice-regal tours.

The course took a fortnight and classes consisted of six men at a time.

During the first three days, oral instruction was given in the matters that comprise a conductors duties, such as:

- equipment to be carried;
- safety of the public;
- general appearance of conductors;
- assistance to passengers, especially women, children, the aged and infirm;

- issue of blank utility and excess fare tickets;
- assistance in the time-keeping of trains by prompt attention to the detraining and entraining of passengers;
- announcing of station names;
- infectious diseases;
- duties at level crossings;
- illness of passenger;
- dining car service and refreshment stations;
- fire extinguishers.

Many other matters were covered even down to such details as cleaning

HOME FOR VETERANS



(From left) F 176, T 94 and E 236

THE Commissioners have leased to the Australian Railway Historical Society an area of land at Newport Workshops on which steam locomotives will be stored for public display.

Realizing that the advent of diesel-electrics spelt the doom of steam, the Society had approached the Commissioners with a proposal to preserve representative examples of the steam locomotive.

As a result, arrangements were made to lease the block, which contains a section of track, and place on it seven locomotives. The land, approximately 420 ft. by 130 ft. is opposite No. 29 Champion Road.

The Society has erected a fence around the land and has undertaken to paint the locomotives and maintain them in good order. It is expected they will be available for public inspection later this year.

The locomotives that will be displayed are:

- E 236, a 2-4-2 tank type, built in 1893 by David Munro & Co. and used mainly for suburban passenger services prior to electrification;
- T 94, an 0-6-0 goods locomotive, built in 1884 by Phoenix Foundry, Ballarat;
- X36, a 2-8-2 heavy goods type, built in 1929 at Newport Workshops;
- C 10, a 2-8-0 goods locomotive, built in 1922 at Newport Workshops;
- an A 2 type locomotive (4-6-0) with Walschaert valve gear. The A 2's were built at New-

port, Ballarat and Bendigo Workshops between 1907 and 1922 and for many years this locomotive was known as the *workhorse* of the system, running main line trains of all types from slow goods to express passenger trains;

- a D3 locomotive (4-6-0); built by various makers between 1902 and 1920, the D3 has also been used for most kinds of work.
- F 176, a 2-4-2 tank type engine, 82 years old, presented to the Society by Massey-Ferguson Ltd. of Sunshine. It is an old V.R. engine.

The E, T and X are the last of their classes, all the others having been scrapped. There are only a few of the C and A2 engines left, while the D3's are being progressively scrapped and will not last many more years.

The first locomotive (F 176) was placed on the site the week before Christmas and E 236, with T 94, at the end of January. The remaining locomotives will be placed as they become available, which is expected to be during the next few months. *Heavy Harry* (H 220) is, of course, already stored within a short distance of the group.

As a result of this project posterity will be able to see, as well as the later locomotives, the type that puffed around the system in the time of Queen Victoria and carried bearded business men of the 'nineties to their work in the city from such remote parts as Brighton and Box Hill.

Members of the Society have expressed their gratitude for the help given by the Commissioners to the Preservation Project and are keenly looking forward to playing their part in the work. The Society's Preservation Officer is Mr. A. C. Hill, 134 Bay Road, Sandringham.

DON'T STRETCH YOUR LUCK

Whether an accident kills . . . or injures . . . or only frightens you, is often a matter of luck.

Recently, a Junior Station Assistant crossed the running rails immediately in front of an electric train, just as a train in the opposite direction was departing. The approaching driver stopped his train a carriage length past the lad. But the lad was struck on the shoulder by the departing train.

Two days after, at another location, a Junior Station Assistant slipped and fell when crossing the pit immediately in the path of an oncoming train. Fortunately, the driver was able to stop his train about 10 yards short of the lad.

Neither boy suffered serious injury . . . but the results of these two accidents could well have been very different. The *results* of accidents are often a matter of luck.

But accidents themselves are not due to luck—they are caused . . . by people.

We can make 1962 a year free from serious accidents if we exercise reasonable care.

THEY ARE WELCOME

"I always look forward to this event. It is an important day for both the Department and yourselves. For you it marks the beginning of opportunities to become the best trained artisans in Australia. We know too that from amongst you boys here today we will be getting railway executives of the future".

This was the personal greeting of Mr. Commissioner Rogan to 180 V.R. apprentices welcomed at the V.R.I. on January 22.

To every boy present it was, no doubt, both a happy and an exciting ending to one of the most competitive apprenticeship selections for many years.

Choosing the right type of apprentice for the Department involves a great deal of careful planning.

During the weeks before the closing date for applications, departmental staff officers visited 62 technical and 47 high schools throughout the State. Co-operation by school teachers greatly assisted the officers in giving students a full understanding of what a V.R. apprenticeship really means.

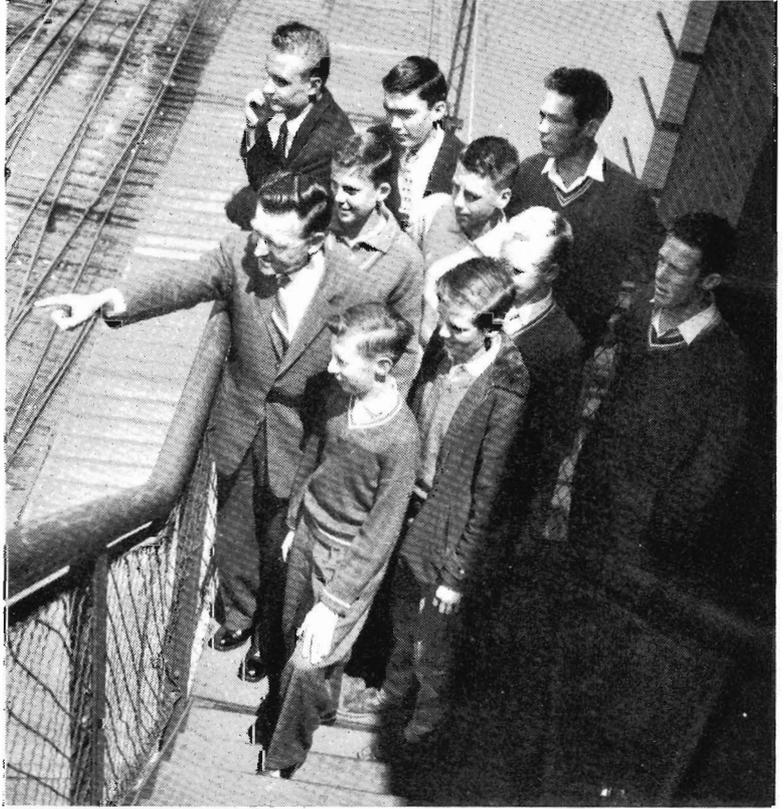
Consequently, when applications closed, 1,114 boys were in the running for the 1962 intake. To handle this response, eight selection centres were set up in main provincial towns in addition to the normal metropolitan centre. The task of the Board of Selectors was not an easy one due to the general high standard of the applicants.

Of the 180 chosen, 60 are country boys, and 19 are new Australians who have been educated in Australian schools. There is also a proportion of railwaymen's sons.

Twenty-five apprentices will be trained at Ballarat and Bendigo and the others at metropolitan workshops.

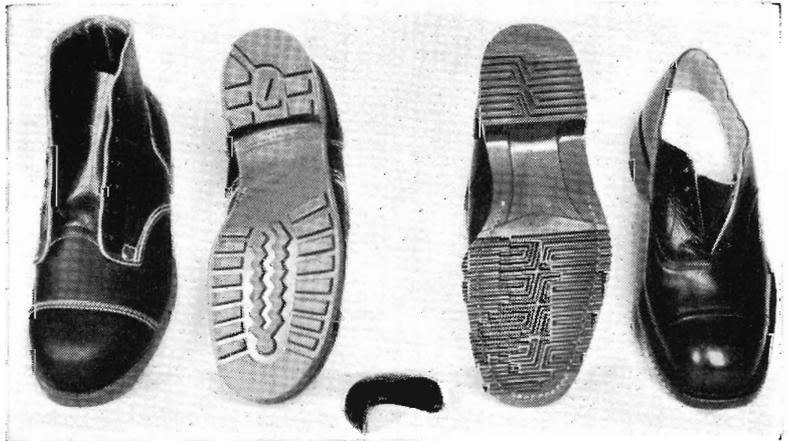
All told there are 24 trades represented in this year's intake. The Departmental facilities for training in each trade are widely recognized in both educational and industrial circles. Last year a special manual training centre was opened at Newport Workshops.

Mr. Rogan's welcome was supported by officers from several branches, the Railway Technical College and the Victorian Railways Institute.



Mr. Rogan with a group of the new apprentices

NEW SAFETY FOOTWEAR



Rubber-soled safety footwear, shown above, is now available. It is claimed that the rubber sole lasts considerably longer than leather, but leather-soled footwear will still be retained for those who prefer it. Rubber-soled safety shoes are available to employees for £2.15.0 a pair as against £2.13.6 for leather-soled ones; the boots are £2.15.0 (rubber-soled) and £2.10.0 (leather-soled). Cost may be paid in instalments of £1 deducted from pay. Application (on Form G. 253) should be made through your supervisor. Shown in the picture is the steel cap that reinforces the toe and withstands a pressure of 6,000 lb.

THE ROAD AHEAD

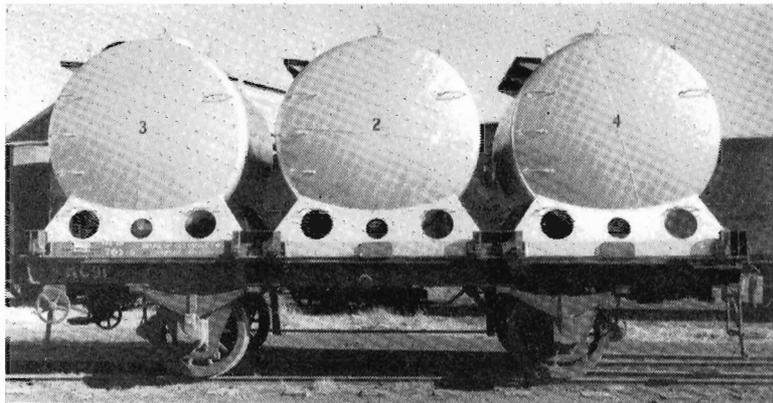
The third of a series of articles by Mr. J. L. Hawkins,
Commissioners' Representative, Transport Regulation.

UNTIL a few years ago, road carriers applying to the Transport Regulation Board for rights to operate goods or passenger services in competition with us generally based their claims on the unreliability and inefficiency of the railways and the comparative cheapness of their own charges.

Today, that is changed. Reference is seldom made to our inefficiencies. On the contrary, applicants, and indeed the Transport Regulation Board itself, frequently refer to the high standard and flexibility of our present-day services.

A little praise now and then is relished by the wisest men, and I think it is right that all railway men and women should share my personal feeling of satisfaction and encouragement in the knowledge that our combined efforts to give service are being recognized.

And this praise is not undeserved. With our improved methods of stowing, better packaging and faster and more frequent schedules, we are now successfully carrying traffic that, only a few years ago, few people would have considered sending by rail. Bulk tallow, structural steel, and reinforced cement beams are but a few of the types of goods now regularly rail-borne that until quite



Containers carrying tallow. At Dynon, steam fed pipes liquify the tallow before road trucks convey it to soap factories.

recently were regarded as unsuitable for rail transit.

Every year our operating facilities are being progressively improved and so long as each of us does our allotted job to the best of our ability, and we continue to work as a team, our progress is assured, despite the many road freedoms permitted under the Transport laws and the unfair advantages that enable road hauliers to undercut our rates for many types of traffic.

Briefly the road hauliers' unfair advantages are:

- their right-of-way—the roads—are provided for them largely at the cost of private motorists and taxpayers;
- they are not obliged to provide regular services to small and large towns alike;
- they do not have to consider the development and economy of the State when fixing their rates.

FAREWELL TO FLAGS

THE familiar sight of the guard's green flag being waved to dispatch Melbourne's suburban trains is fast disappearing. A traditional sight for more than 100 years, the green flag has been replaced on many trains with direct bell communication from the guard to the driver. A series of bell codes enables the guard to "talk" to the driver.

Green flags started disappearing as far back as 1956, on the introduction of the first *Harris* train. There are now 30 of the first series of *Harris* trains in running and three of the new series. Twenty-seven more are being built.

In recent months the fleet of 80 sliding door "Tait" trains has been fitted with direct bell communication. The only trains that will not be so equipped are the swing door trains.

To "talk" to a driver, the guard inserts a key into a small metal box in the brake-van and sends a series of signals that ring a bell in the driver's compartment.

By various rings, the guard can tell the driver to:

- look for hand signal from the guard;
- proceed;
- set back slowly;
- stop quickly.

The driver can also signal to the guard for him to come to the front of the train.

Although the new system is now in use, the green flag, together with a red flag is still carried in the guard's kit in case the bell fails.

To dispatch a train, the guard, after receiving the *right away* hand signal from the platform staff, blows his whistle, as formerly, and then rings through the starting signal.

The following disadvantages were overcome with the introduction of bell communication:

- at stations with an island platform, the driver had to "secure" his train and then cross to the opposite side of his compartment, open the door

to watch for the green flag, close the door, return to the driving seat and release the brakes before starting the train;

- on curved platforms, such as Flemington Bridge and Koo-yong, the guard had to leave his train and walk to a point where he could be seen by the driver. After starting, the speed of the train could not exceed 5 m.p.h. for two carriage lengths, to allow the guard to re-join;
- in foggy weather, it had often been necessary for guards to walk along the platform until the driver could see the guard's signal. After starting, the speed of the train had to be kept to 4 m.p.h. until the whole of the train had reached the point from which the signal had been given.

The introduction of the new system should further improve the time-keeping performances of suburban trains.

Medal for Mr. Matfin

ELECTRIC Train Driver George Edward Matfin has been awarded the Royal Humane Society's Silver Medal for his courageous rescue of a man from the path of the *Spirit of Progress* at Broadmeadows, last August. (See News Letter of September last, page 146.)

Mayor



Mr. Martin

ONE of the many railwaymen who have achieved distinction in civic life is Mr L. J. Martin, of the Timekeeper's Office at Melbourne Goods who is Mayor of Fitzroy. He has been a Fitzroy Councillor for five years ; is a Justice of the Peace and Chairman of the local school committee.

Mr. Martin has been at Melbourne Goods ever since he joined the Department in 1926 except for a period of military service in the south-west Pacific during the second world war, when he became a staff captain in the 4th Infantry Brigade.

Last November as Mayor he had the pleasure of officiating at the naturalization of five railwaymen from the Goods Sheds area. In leisure hours he is an active member of Fitzroy Bowling Club.

Mr. Donald's farewell

NEARLY 200 railway staff, the Chairman of Commissioners (Mr. E. H. Brownbill), Mr. Commissioner Rogan and heads of branches attended an informal farewell to Mr. W. J. S. (Bill) Donald, in the V.R.I. concert hall at Flinders Street. During his 48 years service, Mr. Donald was prominent in V.R.I. and Union activities, and, since 1957, was Officers' and Employees' Representative on the Board of Discipline. His career was more fully covered in last December's *News Letter*.

V.R. Ball

THIS year's Ball will be held at the Palais de Danse, St. Kilda, on Friday, June 29. Bookings will open on May 1, with Ticket Secretary Bryan Williams (auto. 1241).

As a result of last year's Ball, the Ball Committee have donated £50 to the railway auxiliary of the Frankston Orthopaedic Hospital.

Contributions, in the way of humorous railway stories, sketches or photographs, are sought by the Ball Committee for *News Litter* - this magazine's zany rival that was distributed at last year's ball. Contributions should be sent to Mr. I. Jelfs, Secretary's Branch, Head Office.

Lord Mayor's Fund

IN a letter to the Secretary for Railways, the Lord Mayor, Cr. M. Nathan, expressed "warm thanks" for the donation of £295.5.0 made by railway staff to the 1961 appeal for the Lord Mayor's Fund for Metropolitan Hospitals and Charities.

Gun collector

WORKS Foreman Lindsay Hocking, of Ouyen, is able to use his carpentering skill—he served his apprenticeship as a carpenter at Spotswood Workshops—to build up his large collection of firearms. These range from the early nineteenth century up to the second world war. In search of specimens he has travelled to many parts of the State. When found, the wood work of some is missing, but Mr. Hocking is able to restore them to their original condition. Pride of his collection is a .577 Terry breech loading percussion rifle that, in the early days, was issued to New South Wales mounted troopers. It is in excellent condition with the rifling almost perfect.

26 years at grill room

MRS. C. R. Hatt who retired after 26 years in the Grill Room at Spencer Street (24 of them as a Cook) had, at one time, six of her seven children working in the Department . . . surely a record. Mrs. Hatt says her busiest years were during the war when she was available on special call for cooking meals for the hungry soldiers on troop trains that arrived at all hours. Before coming to Melbourne she lived at Tocumwal and, later, at Corowa. In retirement, Mrs. Hatt is looking forward to spending more time with her eight grandchildren.

Handled millions

WELL known to railway staff is Mr. G. A. Cook, who, at his retirement last month, was O-in-C Superannuation Office. He was also a paying officer for many years. Mr. Cook came from Newtown (near Ballarat) in 1913 and



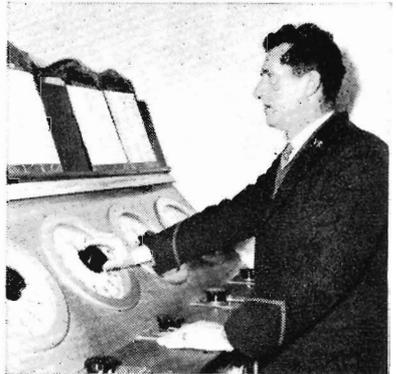
Mr. Cook

started work in Room 49 at Head Office in what was then the Paymaster and Cashier's Division of the Accountancy Branch. For 18 years of his career he was engaged on pay work, (mostly in the Pay Office at Spencer Street but also for three years at Flinders Street) during which many millions of pounds passed through his hands. He was in the Refreshment Services Accounting Office for 10 years and for 15 in the Superannuation Office. In the latter position he gave valued advice to all who approached him on the vital subject of superannuation.

Truth will out

FROM a recent press advertisement for a used car : "The car was left to a lady under the terms of her father's will, but only one or two adventures on the infamous Bourke Road was enough to convince her that the railway is the safe way."

At Flinders Street



Setting the Degraves Street indicator clocks from the control cabin is Station Assistant Lucio Campetelli of Flinders Street. He joined the Department 12 years ago, soon after his arrival from Italy, where he worked with Fiat in Turin.



ALTHOUGH not so famous as *The Last Train to Shanghai*, the last train to Erica certainly caused some excitement in that little mountain village, as Driver Jim Rae recalls. He fired locomotive 7 NA on that day in 1954. Mr. Rae has been 13 years in the railways; he is now at Seymour and has also worked at Traralgon and, of course, Moe. His father, a brother and two uncles are in the Department and his grandfather was a V.R. Storeman at Ararat. Driver Rae is shown on T 323 at Seymour.

Dang or Dong?

IN December *News Letter* a quotation referred to the Dandongadale river. Mr. L. Nolan, of the Car Shop at Newport, writes to say that he has always known that little river as the "Dondangadale". The quotation, however (from R. H. Croll) was correctly taken and the maps agree with Croll. But, as is sometimes the case with place names, the name of the parish is spelt differently, —Dondangadale. It looks as though the old-timers who so melodiously named it didn't care a dang about the spelling. The D. river is south of Myrtleford.

Ararat presentation

FOLLOWING the retirement of Mr. D. Allpress from the Department, presentations were made recently to him and Mrs. Allpress in recognition of their work for the Institute. About 40 attended a social evening at the Bowling Club house, together with representatives from the central Council. Mr. Allpress was president of the Ararat Centre for five years, secretary for 20 and a tireless worker always.

V.R.I. NOTES

KNOW YOUR INSTITUTE COUNCILLORS

Mr. A. Hargreaves

MR. Arthur Hargreaves, one of the Institute's most active councillors, began as a junior clerk in the Refreshment Services Branch, 38 years ago, and, after transfer to the then Transportation Branch worked at various suburban stations and the Outwards Parcels Office, until he was appointed to his present position of Safety Officer at Melbourne Goods.



Mr. Hargreaves

Mr. Hargreaves' interest in Institute sport began nearly 30 years ago when he was one of the Eastern Lines' best tennis players as well as a busy official of the team. In 1937, he was playing-captain when the Institute entered interstate railway tennis and sent a team to Brisbane. (It is an interesting coincidence that, 25 years later, Mr. Hargreaves

is at present in Brisbane as Institute Representative with the V.R.I. tennis team.)

He also captained the team for the interstate competitions in Melbourne (1938) and Adelaide (1939). In 1954 he was elected President of the V.R.I. Lawn Tennis Association. He is an Australian Lawn Tennis Association umpire and one of the foundation members of their Umpires' Association. In his earlier days he played football and cricket with Eastern Lines and with Mordialloc in district sport.

Mr. Hargreaves has been an Institute Councillor since 1949 and was Treasurer from 1958 to 1960.

Table tennis film

TWO films that were shown at annual meeting of the V.R.I. Table Tennis Association at Flinders Street greatly interested the gathering. The first was *The Science of Table Tennis*, an instructional film, made at Albert Park, that shows the various coaching methods used to improve a player's game; the other was *Railroading with Radar*, which demonstrates the use of radar in the big shunting yards of the Southern Pacific Railroad. Projectionist was Mr. M. Barker, V.R.I. Publicity Officer.

RECENT RETIREMENTS

WAY AND WORKS BRANCH

- Abbott, E. A., S. & T. Flinders Street
- Farmer, A. E., Bowser
- Foster, H. N., S. & T. Spencer Street
- Whelan, M., W.F. Sale
- Vallence, P. R., R. F. Laurens Street
- McRae, J. W. S. & T. Geelong
- Page, J. F., Spencer Street
- Scott, A. R., Workshops Spotswood

TRAFFIC BRANCH

- Iceley, S. E., Batman Avenue
- Ryan, S., Melbourne Goods
- McLarty, Mrs. L. H., Malvern Group
- Browne, M. J., Melbourne Yard
- McKernan, Mrs. D. M., Strathmore
- Readhead, M., Wodonga
- Fitzgerald, W. J., Head Office
- Robertson, H. L., Ballarat
- Gleeson, A. L., Spencer Street
- Hayes, W. S., Fawkner
- Mitchell, V. S., Melbourne Goods
- Mason, E. T., Seymour
- Forrester, V. M. C., Flinders Street
- Milne, W. A., C/- Metro. Sup't.
- Francis, T. H., Seymour
- Meaney, F. L., Geelong

ROLLING STOCK BRANCH

- Harrison, S. E. G., Newport
- Lees, R. G., Newport
- Hardman, A. E., Newport
- Scott, R. W., Bendigo North
- Sutherland, G. A., Bendigo
- Day, W. S., Newport
- Shell, G. E. T., E. R. Depot
- Zampatti, A. O., Newport
- Westwood, J. O., Ballarat North
- Liddicoat, C. J., Ballarat
- Rawet, D. I., Newport
- Johnsson, A. B., Jolimont
- Hunter, T. A. M., Head Office
- Dean, J. H., Newport
- Harvey, R. G., Bendigo North
- Stevens, W. E., Ballarat North

ACCOUNTANCY BRANCH

- Parker, R. G. R., Head Office
- Key, P. C., Head Office

STORES BRANCH

- Ritchie, J. V., Printing Works
- Donald, W. J. S., Spotswood Gen. Store
- SECRETARY'S BRANCH**
- Barnett, S. G. A., Head Office
- Irwin, A. J., Head Office

. . . . AND DEATHS

WAY AND WORKS BRANCH

- Gleeson, J. E., R. F., Relaying
- Bell, A. E., R. F., Warragul
- Dilorenzo, L., R. F., Caulfield
- Richards, E. W., Ballarat
- Lemon, R., Special Works
- Warren, H. W., W. F. Shepparton
- McCann, J. P., R. F. Relaying
- STORES BRANCH**
- Solowiej, A., Newport Wks. Storehouse

TRAFFIC BRANCH

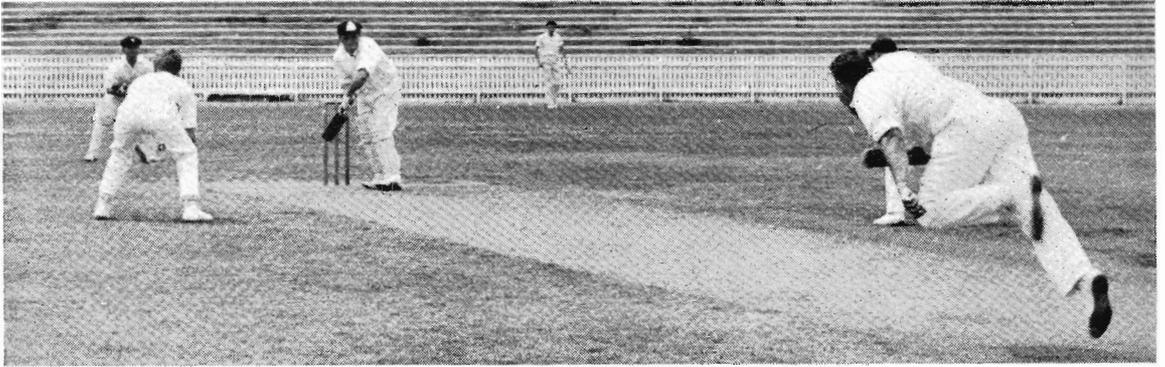
- Power, L. F., Melbourne Goods
- Rear, W. B., Geelong

ROLLING STOCK BRANCH

- Trewarn, H. N., State Mine
- Stevenson, J. N., Bairnsdale
- Coombs, L. J., Ballarat North
- Easton, W. E., Bairnsdale



RON BAGGOTT'S SPORTS PAGE



(Above) In the V.R.I. v Postal Institute match, fast bowler Norm Kimpton rocks one down to Batsman Brian Piper (Postal Inst.) (below) V.R.I. team, led by Captain Kevin Carmody, takes the field in the annual match against Postal Institute.

Postal v Railways cricket

THE annual match between the Railways Institute and Postal Institute was held at the South Melbourne Cricket Ground on February 19. These matches have, over the years, been noted for close finishes and this one was no exception. With one hour left to play, the Postal team, with 5 wickets in hand, needed 100 runs to win. By very forceful batting they got them but it was only in the last over of the day that the winning run was scored.

Scores: V.R.I.; 5/216 (J. Harris 91, L. Balcombe 86, A. Foss 18 not out, R. Zimmer 2/24);

A.P.I.; 9/223 (R. Zimmer 95, R. Owen 37, L. Green 24, G. Schmidt 24, J. Harris 3/59, N. Kimpton 3/70).

Many senior officers of both Departments, including Mr. G. F. Brown, Deputy Chairman of Railways Commissioners, and Mr. G. N. Smith, Director, Posts and Telegraphs, saw the play and thoroughly enjoyed the bright cricket.

V.R.I. cricket

RESULTS of the V.R.I. cricket competition since those last published are: Newport Workshops 5/215 (Colvin 93, Hill 71, Stevenson 34) drew with Spotswood Workshops. Rain prevented play on second day.

Flinders Street—9/257 (McCalman 142, Cormick 44, Harris 4/78 beat Spotswood Workshops 75 (Harris 40, McMahon 5/13). Newport Workshops 151 (Stevenson 41, Warren 4/41) beat Loco. 122 (Heffernan 4/48, Stevenson 2/10). Suburban Lines 3/150 (Balcombe 88, Hills 41 not out) beat Stores 5/127 de-



clared (Cooney 33, Jenkins 33, Balcombe 3/33). Flinders Street 171 (Cormick 55, Stevenson 2/21) drew with Newport 1/49. Rain stopped play. Loco 218 (Chapman 71, Foss 63) drew with Suburban Lines 4/102 (Smith 36, Williams 21 not out). Rain stopped play. Stores 3/82 (Dyson 29, Pitcher 27) beat Spotswood Workshops 7/66 (Kimpton 4/32, Thoms 3/33).

The four teams to contest the semi-finals and finals, results of which will be published in next month's issue, are: Flinders Street, Newport Workshops, Loco. and Spotswood Workshops.

Billiards and snooker

ALTHOUGH the heats of the 1961 V.R.I. Snooker Championship were played in December there was a delay, due to illness of some competitors, in playing the quarter finals, etc., with the result that the final was not played until recently.

In the semi-finals T. Hoare beat L. Williams 3 frames to 2 and J. McKain (who won the Championship in both 1959 and 1960) beat

R. Turnham 3 frames to 2. T. Hoare then went on to win the Championship by defeating J. McKain in the final, 3 frames to nil.

The Victorian team to visit South Australia for the Annual Billiards and Snooker Competitions is as follows: J. McKain (Capt.) G. Linacre (Manager)

| | |
|--------------|--------------------------|
| B. Alembakis | W. England |
| C. Carmody | N. Lancaster |
| K. Dunne | J. Maher |
| J. Dyson | W. Turnham |
| T. Hoare | J. I. Brain |
| | (V.R.I. Representative). |

Camberwell sport

CAMBERWELL is a station that holds its own sporting competitions. The first was a billiards tournament in which 12 competed, the winner being L. Linford who beat C. Van Stiphout. Trophies, including one for the best break (38) to A. Nicholson, were presented by Stationmaster G. Spencer. A table tennis competition has also been held, the winner being J. Oliver. It is hoped to hold others in snooker, chess, tennis and draughts.

VICTORIAN RAILWAYS

NEWSLETTER

APRIL



1962



New Track Machine

A new multi-purpose machine designed to mechanize the renewal of sleepers has been bought by the Department. Costing almost £4,000 it was built in South Australia, and is now in use on the broad gauge north-eastern line.

The machine is equipped with a spike puller for the withdrawal of dogspikes from the old sleeper. It then grips the sleeper and pushes it out of the track, in a similar but reverse movement, the new sleeper is inserted. If the new sleeper were some distance from the track, a winch with timber tongs on the machine could be used to pull the sleeper up to position. The machine also has a boring head for drilling dogspike holes in new sleepers. Rubber tyred wheels enable the machine to be moved off the rails to let trains pass.

After the machine has been in use for some time, a decision will be made whether to buy additional units. Experience could show that modifications might be required on later models.

Model locos. popular

THE Department's models of the B class diesel-electric and the C class steam locomotives are proving popular with organizers of processions and other outdoor events. Last month the B class model was in the Mildura Mardi Gras, Moomba, (see picture on this page), Dandenong Pageant of

Progress and the Parade of Floats at Williamstown. This month it will appear in the Bendigo Easter Fair procession on the 23rd. The C class model was in the Ballarat Begonia Festival last month.

Ballarat line centenary

ON the tenth of this month, a century ago, the line from Geelong to Ballarat was formally opened. (The Melbourne-Geelong line had already been opened in 1857.)

Thus, eight years after the opening of the first railway in Australia, Ballarat became the second of Victoria's large country centres to be linked by rail with Melbourne. The line from Geelong to Ballarat was actually completed at midnight on March 29, when, the contractor's men, working by torchlight, laid the last rail on the Moorabool Viaduct.

At the formal opening, a special train brought the Governor (Sir Henry Barkly) and guests from Melbourne and Geelong to Ballarat, where, after he had declared the line open, the guests were entertained at a banquet in the Mechanics' Institute. The next day, public traffic began with four trains each way.

On Saturday, the seventh of this month, the Australian Railway Historical Society and friends travelled in the *Ballarat Centenarian* over the original route of the line, *via* Geelong, and returned the same way. At Ballarat, special trams took them on a short tour of the city.

Talk to Travel Agents

TO ensure that Travel Agents authorized to sell rail tickets, are fully briefed on the advantages of the standard gauge passenger service, a talk was given recently to them by the Chairman of the Public Relations and Betterment Board, Mr. H. R. Hauptmann. The address was given in the V.R.I. ballroom at Flinders Street and included models of the new sleeper carriages and display panels of the interiors. Travel agents are located at 37 points, mostly around the city.

Impact of S.G.

IMPACT of standard gauge on the community created a public image that rail transport was on top . . . so much so that a letter was sent to *The Age* by a writer who thought it necessary to deny that the advent of the standard gauge line would mean the elimination of road transport between Melbourne and Sydney.

Will use train

YOUNG Melbourne secondary school teachers Jillian Commons and Patricia Ryan spent an unexpected three weeks in Austria last year—as hospital patients.

The girls, who come from Camberwell, returned home in the Willem Ruys after spending a year in Europe.

"We had hired a car in London and driven it from France down through Italy. We were on our way back through Switzerland and Austria when we collided with another car," Jillian said.

"Although neither of us was badly hurt, we were put into hospital for three weeks. We really enjoyed our stay there because we made so many friends.

"But, after that we decided to do all our travelling by train."

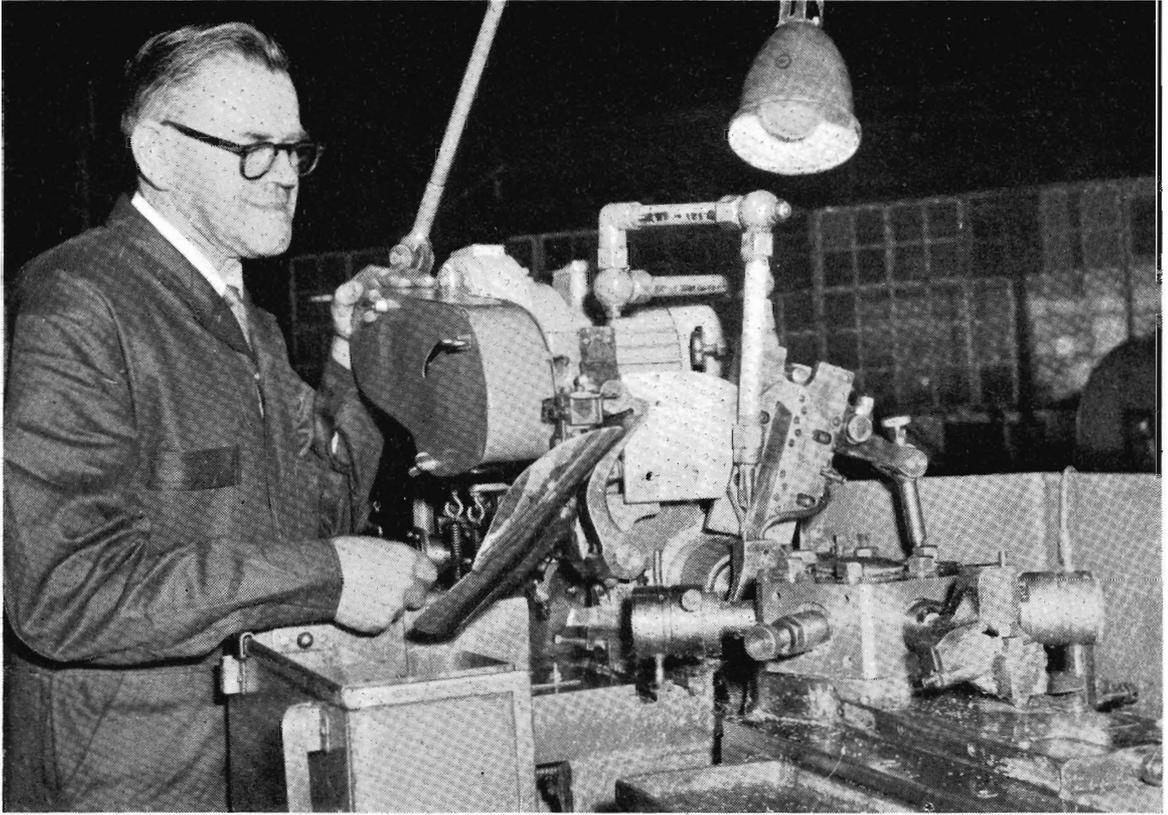


Model of B60 draws admiring glances from crowd at Moomba procession.

FRONT COVER

A lesser known aspect of railway operation is its printing. At the Photographic Section of the Stores Branch, Helio Machinist M. Sullivan prepares a sensitized master plate to be used for *Multilith* reproduction. This is one of the more recently developed printing techniques used by the Department to produce printed forms and general publicity.

SUGGESTOR'S SUCCESS



Mr. Welzel at an automatic screwing machine fitted with his slotting attachment.

The difficult we do immediately, the impossible takes a little longer could well be the motto of Maintenance Fitter F. Welzel, of Spotswood Workshops, who designed a slotting attachment for a screwing machine after the makers had said no attachment of the kind was available and it was not possible to fit one. Names of suggestors are, of course, not normally divulged but, in this instance, Mr. Welzel agreed to his name being used in *News Letter*.

A considerable number of the special screws produced on the automatic lathes at Spotswood Workshops require to have a screw driver slot cut in them. Only one of the five automatic lathes was equipped to machine this slot automatically during the production cycle. This limited the production of those screws to the one machine, or else made it necessary for them to be slotted in a hand operated machine—a slow and expensive process.

As the makers of the lathe could not supply a slotting attachment and, indeed, said that it was not possible to fit one, Mr. Welzel, who has made a study of the operating principles of these machines, conferred with the Workshops Manager and put in

a suggestion to the Public Relations and Betterment Board. At the direction of the Manager, the attachment suggested was built and has proved very satisfactory, thus achieving what was said to be impossible.

This is not, by any means, the first of Mr. Welzel's suggestions. Others of his that have been sent to the Public Relations and Betterment Board and accepted are :

- a method of drilling holes in padlocks on the automatic instead of the manual lathes ;
- a shear that gives a clean, square cut-off without distorting the material ;

- a faster and more exact method of making studs ;
- an improvement to the actuating gear on an automatic screwing machine which enormously extended the life of a bearing ;
- an improved method of deburring nuts.

Mr. Welzel joined the Department 21 years ago, after working with a private company, and has been at Spotswood Workshops ever since. His work can be almost said to be his hobby ; he is keenly interested in mechanical problems, particularly those associated with automatic machines ; and has a good library on the subject. At week-ends, however, he finds time to relax with gardening.

BOGIE CHANGE-OVER EXTENDS STANDARD GAUGE

WHAT amounts to a virtual extension of standard gauge freight service to cover all Victoria took place recently when fully loaded V.R. wagons were successfully transferred from standard gauge bogies to broad gauge bogies.

Selected Victorian bogie wagons can now be used from Port Pirie in South Australia to as far as South Brisbane, including all connecting broad gauge branch lines.

The change-over, under wagons of up to 40 tons capacity, takes only one hour, compared with over three hours required to transfer goods from one wagon to another.

Initially, the bogie exchange was carried out at the new diesel locomotive depot at Dynon where an overhead electric crane lifted the wagon off the standard gauge bogies which were wheeled away. Trestles were then placed under the wagon to keep it raised and allow the crane to lift the standard gauge bogies from the dual tracks and replace them with broad gauge bogies. The operation, is, of course, done similarly for the change from broad to standard gauge.

Plans are in hand to build a permanent centre with specialized equipment.

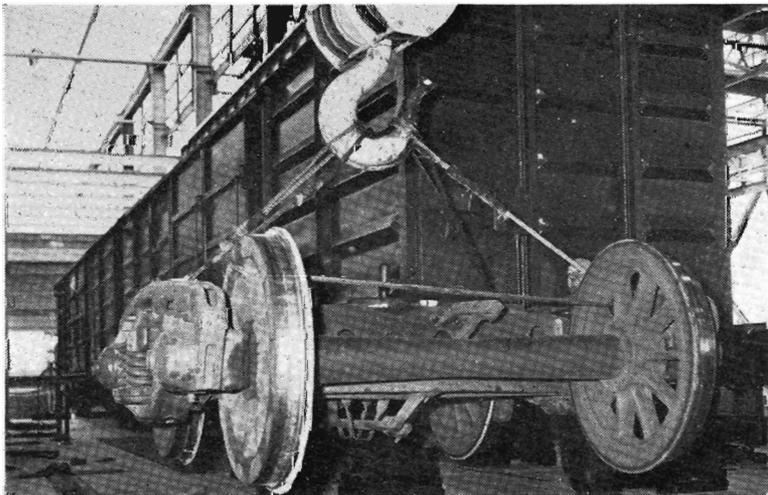


(Above) Wheeling away the standard gauge bogies.

(Below) While the raised BLF wagon rests on trestles, the overhead crane removes the standard gauge bogies.

"TRAINS" ON V.R. TRAINS

WE Americans take it for granted says *Trains* (U.S. rail-fans magazine) that we operate the world's most luxurious passenger trains. All in all, we do, I think, but the news from Australia is a bit disturbing. Down there the Victorian Railways' overnight *Overland* on the 483-mile Melbourne—Adelaide run includes sleepers with roomettes and twinettes in its consist (as well as leg-rest chair cars). The twinette appears to be the equivalent of our double bedroom *except* that each such accommodation includes a private shower! A shower abroad a U.S. train is still a rarity confined to the master rooms of the *Broadway* and the *Crescent*, perhaps a full-length Pullman lounge here and there, and office cars. But on the *Overland* every twinette occupant rates the amenity—plus a Continental breakfast in bed and the morning newspaper!



CHALWELL OF THE CHALET

IT is not often that a bushman achieves a public memorial. Sometimes a road or a track may be named after a pioneer, but rarely does anything more commemorate their courage and endurance. Usually, the sons of the bush pass away as quietly as they have lived. So, it is good to know that one of them—Ernie Chalwell of The Chalet—will be remembered in bronze. On the sixth of next month, it is planned to unveil a bronze plaque in memory of him, at The Chalet.

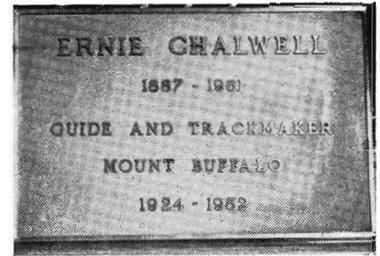
Ernie, as he was known to his legion of friends, died at Porepunkah in June last year. His connexion with The Chalet began as far back as 1913—before it was taken over by the Department. He left after a short stay, but returned in 1915 when he drove the horse drawn coach up the mountain with stores for The Chalet.

After the Department's era of Chalet administration began, Ernie was placed in charge of the horses and looked after them and the riders until his retirement, ten years

ago. He was a typical bushman who could turn his hand to anything. He kept the 16 horses in the "pink" of condition, doing all the feeding, grooming, shoeing, doctoring, and breaking in of young animals, helped only by a boy. He cut new tracks through apparently impenetrable bush and down almost impossible slopes.

Ernie was a wonderful guide who knew all the remarkable rocks on the plateau and delighted in showing them to his visitors. Among those he conducted on riding tours were a former Governor-General, a State Governor and Premiers. Out in the bush he could cook an appetizing meal of steak, chops and tomatoes that would do credit to any city chef. Everyone liked him as a friend and admired him as a resourceful bushman. So, a short time ago, a number of the regular riders contributed to the cost of the plaque that will be unveiled next month.

It will be placed on the face of a 20 ft.—high rock in the stable yard,



near where he used to sit on his horse *Punkah* and look over his party before starting on an all-day ride. The little ceremony will be attended by members of his family—he left a widow, three sons and two daughters.

For many years The Chalet staff was never without a Chalwell. Ernie's brother, Fred, started there as long ago as 1912. Ernie's daughter, Hazel, (now Mrs. Malcolm) and his sons Morsley and Willis (Bill) were also on the staff at one time or another. The latter is now at the Dining Car Depot.

“TROJAN” HORSE THEFT

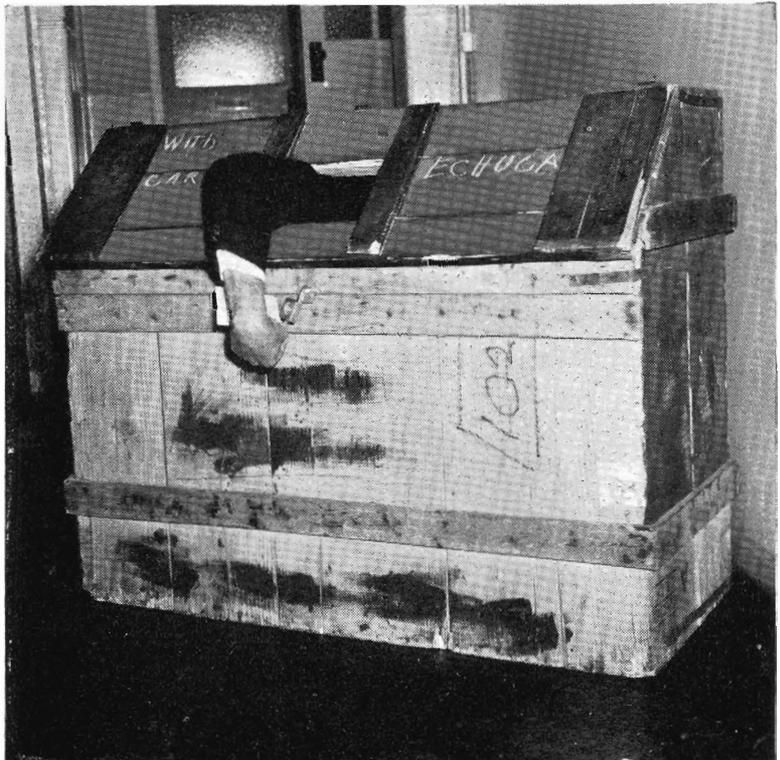
A warning that people who raided goods sheds and wharves could expect stern treatment from the courts was given recently by Judge Cussen when he sentenced a man to three years' hard labour for the larceny of £100 worth of consigned railway goods from Kerang goods shed in November 1960.

In the public interest, it was necessary that people who consigned goods on the railways should have a right to expect the goods to reach their destination, the Judge said.

The Crown case was that the accused man and two youths had built a special wooden crate to steal goods from the goods shed at Kerang. The crate had been constructed to allow a youth concealed in it to let himself out in the goods shed by opening a trap door in the lid.

One of the youths told the court that he had been locked in the crate, and had afterwards let himself out, taken goods from the shed and stored them in the box. The box had already been consigned to Echuca.

The man and the youths were intercepted by police at Echuca when they attempted to pick up the crate.



The actual box used in the theft showing how it could be opened from inside through the trap door.

WANDONG



Assistant Stationmaster Neal signals *Spirit of Progress*. No more will this be done after April 16; S.O.P. will then flash by on the standard gauge line.

MOST of Wandong's annual revenue (£23,077 last year) comes from its outwards goods tonnage. The largest item is timber cut from forests about six miles away and consigned to Maryvale for use in paper manufacture. From 60 to 100 tons a month are sent in the busy season. The passenger service (there were 3,779 outwards journeys last year) consists of 18 trains weekly in the "up" direction, and 13 "down". At present 18 passenger trains pass through the station daily (Sundays excepted). With the opening of the standard gauge line for passenger traffic on the sixteenth of this month, they will be reduced to 12.

Supervised by Broadford, Wandong is staffed by Assistant Stationmaster K. C. Neal and his wife. Mr. Neal has been at Wandong for six out of his eight years in the Department. Before that, he was in the city for 18 months and at Mysia for six. Both he and Mrs Neal are keen players in the local tennis competitions.

Today, Wandong is a small village, but there was a time when it had 4,000 people with two big timber mills, a brick kiln and, on Sunday Creek, a gold mine. The name *Wandong* is derived from a native word meaning "spirits"—but not the bottled variety.



Loading wagon with timber for Maryvale paper mill.



Mrs. Neal takes over while her husband is at lunch.

FREEDOM IS NOT FREE

(The fourth of a series of articles by Mr. J. L. Hawkins, Commissioner's Representative, Transport Regulation)

PEOPLE applying to the Transport Regulation Board for road rights often express annoyance at the action of the railway Commissioners in objecting to their applications.



They say that in a democracy such as ours, there should be no restrictions on the personal freedom of individuals and that everyone should be free to use whichever form of transport he chooses.

There is some merit in what they say; but they overlook one fundamental fact. The amount of freedom that can be dispensed by a democratic government is necessarily influenced by the ability of the community as a whole to pay the cost involved.

Industrial safety laws, restricted trading hours, traffic laws—all these limit our personal freedom to some extent, but we accept them without question because we know they are

designed in the overall community interest.

It is acknowledged that average rail costs are lower than average road costs. Why then cannot the railways compete with road?

The answer is that railway freight rates are not based on costs, but are designed in the interests of State development. Thus we find that commodities such as superphosphate, wheat and fruit for export, which could not bear high transport charges, are carried by rail at low rates.

If the railways are to remain anything like self-sufficient, it is necessary to offset these low rates by charging relatively high rates for more valuable classes of traffic. So it is that groceries, clothing, hardware, etc., are charged rates well above the cost of carrying them.

This rating situation would present an excellent opportunity for a road operator, if he were permitted to do so, to step in and compete on favourable terms for our high rated traffic.

Transport Regulation laws are designed to prevent this happening

and to protect community interests by preventing waste in vehicle and manpower usage. This is done by the co-ordination of rail and road operations—rail doing the main haul and road doing the delivery to and from the rail terminals.

Apart from the serious effect it would have on the railways, the lifting of all restrictions on transport would bring about serious road congestion, waste of manpower, fuel and vehicle resources, heavy road damage and an increasing number of road accidents.

The growing awareness of these things in the 1920's finally led the government in 1931 to enact transport regulation laws in the overall public interest. If the laws were necessary then, when there were 143,000 motor vehicles on Victorian roads, how much more necessary are they today when our roads are struggling to accommodate 888,000 vehicles.

The other States of the Commonwealth and indeed practically every country in the world have been forced to apply some form of regulation to the transport industry.

SERVICE MAKES FRIENDS . . .

Cheltenham and Frankston

I should like to bring to your notice my appreciation of the efforts made by the Station-masters at Cheltenham and Frankston to locate a satchel which I inadvertently left in the last train from the city. Although very late at night the officer at Cheltenham, who was operating the signal box, spared no effort to be of service. The prompt return of the satchel from Frankston saved me quite a deal of trouble.

—W. J. Clarke, 25 Bonanza Road Beaumaris.

Yarck

I would like to express our sincerest and most grateful appreciation to the caretaker of the Yarck railway station—Mrs. A. Furlong. We have been here 11 years . . . and at all times Mrs. Furlong proved to be a tower of strength . . . giving us every courtesy, civility and attention . . .

—James E. Fauld, Storekeeper, Yarck

The Overland

YOU no doubt receive many complaints, but I thought I would like to commend your Department for the excellent service supplied to my daughter when she travelled with her nine-months-old baby on *The Overland* to Adelaide last Friday night. She travelled in berth 1 Car 10, and I think the Conductor was Mr. Haig . . .

—A. S. Womersley, 34 Dorset Road, Croydon

ON our first trip on *The Overland* from Adelaide to Melbourne my wife and self would like to compliment the Victorian—South Australian Railways on a very enjoyable and the excellent services provided. We travelled in a twinette and can recommend them to rail travellers, also the conductor (Mr. Freeland) was tops in service and manner. *The Overland* in our opinion is the crack train of Australia . . .

—(Mr. & Mrs.) E. J. Fisher, 3 James Street, Northcote

School excursions

ON behalf of the school I wish to thank you for making arrangements for us to travel to and from Jolimont yesterday for the Combined Athletic Sports at Olympic Park. The organization was very effective and I would like you to know that the co-operation shown by your Department is much appreciated.

—H. L. Russell, Head Master, Lakeside High School, Reservoir

Spirit of Progress

OUR Organization had the difficult task of moving approximately 180 passengers from Melbourne to Sydney. They travelled on *Spirit of Progress* escorted by our two officers on duty. These two Escort Officers reported to me that the help and kind co-operation they received from Conductors of the train in Victoria and New South Wales were outstanding, and made their work during the long night journey much easier . . .

—P. J. Ashley, Port Liaison Officer, Governmental Committee for European Migration

ON TEST



. . . Hauled by two N.S.W. diesel-electric locomotives, one of the new standard gauge sleeper trains makes a test run between Sydney and Moss Vale. The luxurious £1 million train consists of 14 vehicles—roomette and

van and power van. The roomettes and twinettes will each carry 20 passengers and a deluxe twinette 18; a total of 198 per train. The dining car serves 48, in one sitting, with three-course meals or light refreshments. The latter are also available in the club car.



NO BOGEYS IN V. R. BOGIES

BOGIE seems to be one of those quaint words...more rhythmical than descriptive...yet admirable as a railway term.

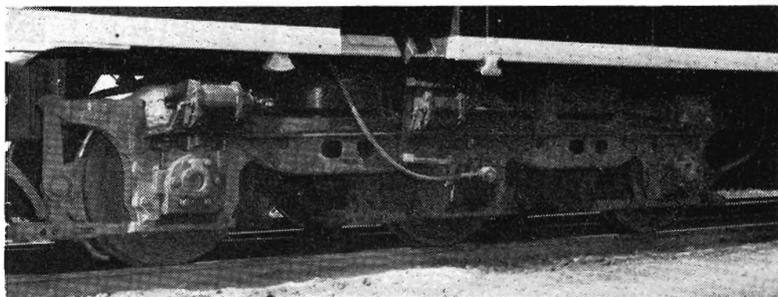
As far as can be gathered, "bogie" was coined in the early history of Northern England (long before the days of railways). It was the word used for a small four wheel wagon which...it is topical to recall...had a wheel base of 4 ft. 8½ in.

And the easy rhythm of the word is in keeping with the item of railway equipment it names...the arrangement of railway wheels to give a smooth ride, to guide the carriage or wagon around curves more efficiently and to distribute a heavy load over a greater number of wheels.

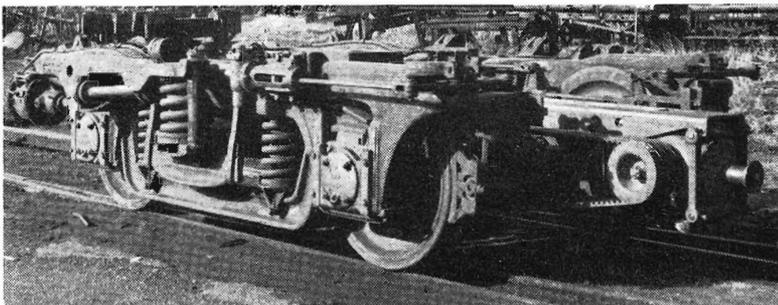
The Victorian Railways have various types of bogies. Each has its own particular job to do.

For the crack passenger express trains there are the modern *Commonwealth* bogies. These have a special helical spring suspension that gives truly "glide-ride" travelling. *Harris* trains also are fitted with *Commonwealth* bogies.

Roller bearings add to the safe running at high speed of modern



An atmosphere of power is portrayed by this diesel-electric B class traction bogie. The two bogies of a B class have electric motors with a driving force of 1500 horsepower.



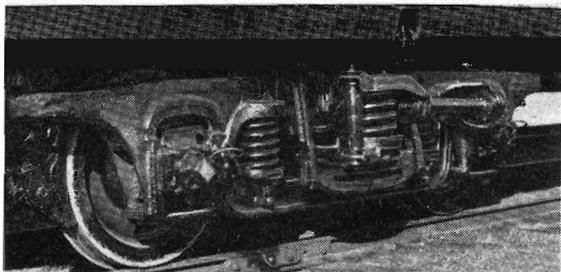
(Above) This modern *Commonwealth* type bogie has a gear box drive to operate electric generators on all steel passenger carriages.

bogies. Together with passenger stock, more and more freight wagons are being fitted with high speed bogies as part of the railways' programme for quicker goods handling.

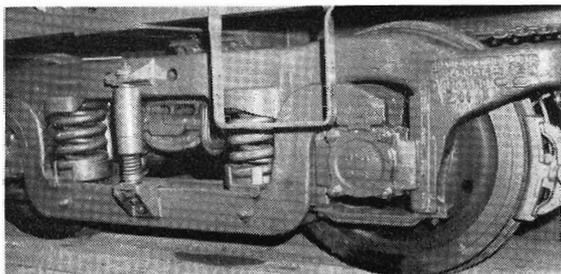
Typical of high speed freight

wagons are those on the Adelaide overnight fast goods and Mildura *Fruit Flyer* that run an express service at up to 60 miles an hour.

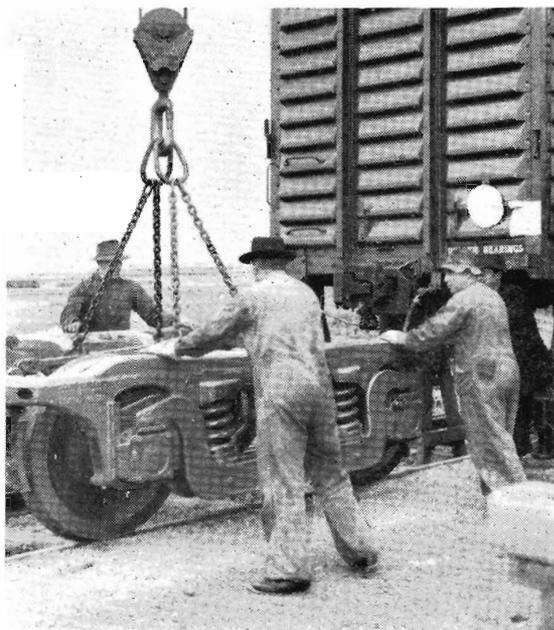
For extra heavy loads, bogies play a major role. The Victorian Rail-



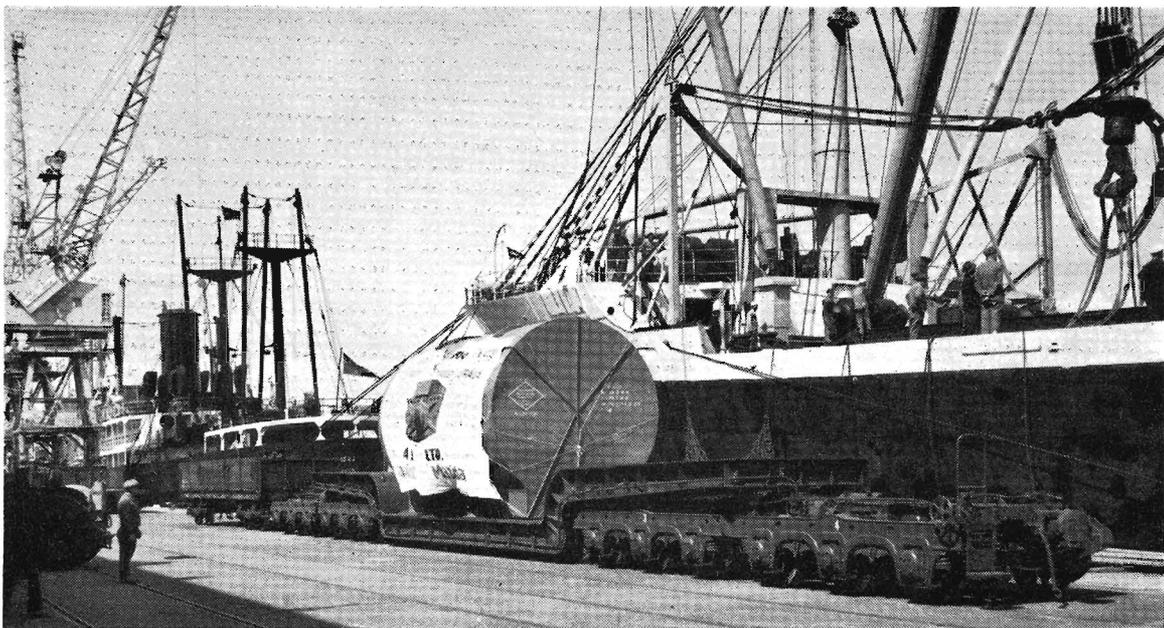
Harris suburban train bogies also are designed for glide ride travelling.



A close up shot of a BX fast freight bogie shows the helical spring suspension and shock absorber centrally placed.



Above is a topical picture of a standard gauge bogie being lowered ready for wheeling under a Victorian VP fast freight louvre van.



(Above) Multiple bogies under the 150 ton QW well wagon distribute the weight of a heavy electric stator

ways latest well wagon uses a combination of two or four six-wheel bogies according to the size of the load. With four bogies in use, a 150 ton load can be carried on the wagon.

With the advent of diesel-electric locomotives, more traction bogies are appearing on the railway scene. These are fitted with electric traction motors for powering the locomotive and are geared direct to the wheel axles.

Other types of traction bogies include the mechanical drive Walker Diesel rail motor, and, of course, the electric traction bogies of suburban electric trains powered from overhead wiring.

Latest activity in bogies is the changing over of those under Victorian freight rolling stock for use on standard gauge.

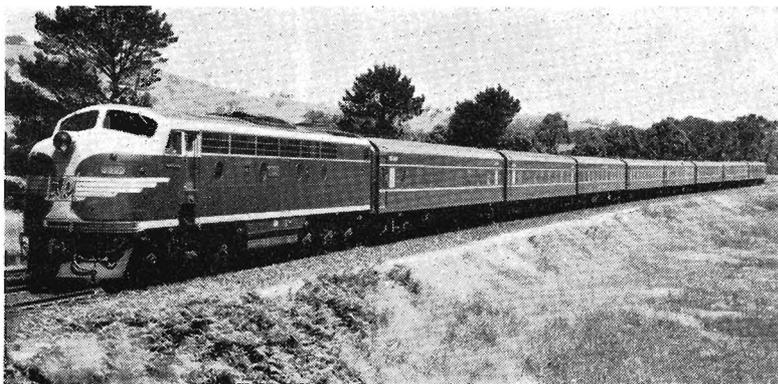
For many years, the broad gauge bogie has been used on fast freight trains crossing the border to South Australia. Now that the States to the north are linked by standard gauge the way is open, by modern bogie change-overs, for selected Victorian freight wagons to travel from Port Pirie to South Brisbane. (See story page 52).

In this new era of Australian railways, trade and commerce flows swifter and more efficiently between the States...it is a phase of national transport unity in which a railway bogie becomes an emblem, as it were, of broad national thinking.



(Above) High speed freight bogies enable urgent goods to be dispatched, if necessary, attached to passenger trains.

(Below) Commonwealth type bogies under *Spirit of Progress* have played a major role in giving interstate travellers one of the world's most comfortable trains.



LINES FROM OTHER LINES

Tunnel under English Channel

THE possibility that the British and French Governments will sanction the construction of a link across the English Channel—either a bridge or a tunnel—is becoming stronger, reports the *International Railway Journal*. The bridge project is strongly supported by French road haulage interests. The tunnel, on the other hand, has the support of the British and French railways. According to the Channel Tunnel Co., the advantages of a tunnel as opposed to a bridge are :

- lower construction costs ;
- no interference with shipping ;
- immunity to adverse weather.

The plan proposed by the Channel Tunnel Study Group calls for two main single-track tunnels and a smaller service tunnel. The two single-track tunnels would be connected about every 7 miles by two crossovers which a train could negotiate at speeds up to 40 m.p.h. Automatic block signalling installed for "both way running" would enable traffic to be handled irrespective of maintenance requirements. Signalling would be based on maximum speeds of 87 m.p.h. and trains could be run at an average speed of 65 m.p.h. The tunnel would be 33 miles long with a maximum gradient of 1 in 100. Locomotives would be multi-frequency electrics, capable of using DC current from third rail in England or, in France, AC current via pantographs.

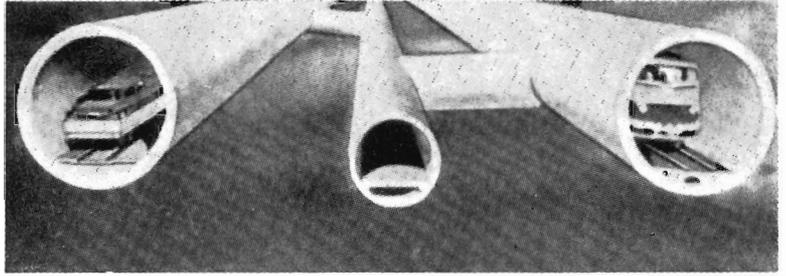
Vehicle Trains

ACCOMPANIED motor cars would be taken through the tunnel in trains of covered vehicles so designed that a car could be driven straight through from one end of the train to the other. Drivers and passengers would remain in their cars throughout the journey so that they could drive off immediately at the terminal. Cost of taking a car would be cheaper than the existing sea ferries and very much cheaper than the air ferries.

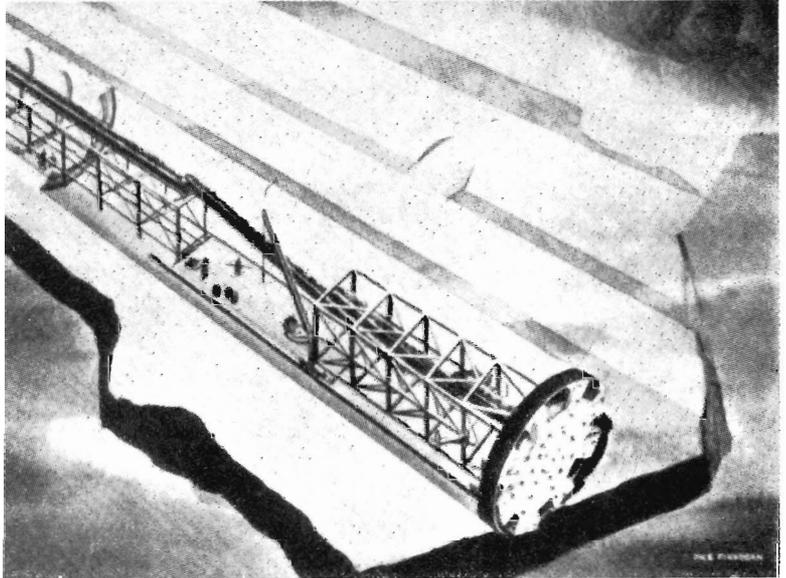
Daily capacity of the tunnel would be 216 trains. It is estimated that all the road vehicles that crossed the Channel in 1960, by sea and air, could be cleared through the tunnel in three or four days. Cost of the tunnel has been put at £105 million as against £210 million for the bridge.

New Queensland railway

THIESS BROS. and the Peabody Coal Co. of America have formed a joint company to spend £15 million to develop



Model showing the two main tunnels and the service tunnel.



Artist's impression of the digging head and earth conveyor system that would be used for construction work.

the Kianga-Moura coalfield in central Queensland.

The project will include a new 100-mile railway from Kianga to Gladstone, a washing plant and other facilities to allow production to rise to two million tons a year. Orders had been obtained from Japan for 3,400,000 tons of Kianga-Moura coal over the next seven years—the biggest overseas coal order ever received by an Australian company.

World's longest non-stop runs

IT is surprising that a country the size of England should have the longest non-stop run in the world, but, that is the case from June to September each year, a correspondent claims, when the *Elizabethan* does the London-Edinburgh journey of 392.9 miles non-stop in 395 minutes.

During the rest of the year France claims the record with the electrically operated *Sud Express* over the 359.8 miles between Paris and Bordeaux. The *Elizabethan* is steam hauled and usually the same two locomotives are used throughout the season, one based at Edinburgh and the other at London.

Freezer

A radically new type of refrigerated trailer has been put into operation to piggy-back fresh meat over the Burlington railroad (U.S.A.). It is built around a non-mechanical refrigerating system that uses liquid nitrogen and requires virtually no maintenance or repair. Meats can be carried at 5 degrees for as long as 8 days without attention. It is claimed that it will revolutionize food transport methods.



ONE of the first residents to call and welcome the Belgrave stationmaster, Mr. L. H. Noye, was Mr. W. J. Abraham, President of the Belgrave Chamber of Commerce. Mr. Abraham, who has lived locally for 14 years said that the electrified train service would be of immense benefit to local businessmen, particularly for the speedy parcels service. Mr. Noye, who was previously stationmaster at Devenish, moved into a new departmental residence—one of nine built at Belgrave.

Correspondent

ONE of *News Letter's* most valued correspondents is Clerk Frank Kelly, a well known figure at Newport Workshops where he has been engaged on costs investigation at the Accounting Office for 22 years. Mr. Kelly started in the then Transportation Branch in 1920, and after working in the Melbourne Yard and Goods Sheds for four years, he was selected for transfer to the Accountancy Branch. Before coming to Newport he worked in the Chief Clerk's Division and the Geelong Accounting Office. With a keen interest in, and wide knowledge of all aspects of railroading there are few developments at the vital railway centre of Newport 'Shops that escape his observant eye. And he never fails to keep *News Letter* posted on them. Outside railroading, Mr. Kelly's main interest is music; he has been an organist for many years



Mr. F. Kelly

and still plays regularly. He also likes to relax before the T.V. especially when there's a Marx Brothers picture showing.

Jolimont retirement

REPRESENTATIVES came from Bendigo and Ballarat Workshops, as well as metropolitan depots, to attend a farewell to Foreman Car Builder C. W. Robson at Jolimont Workshops. To mark the esteem in which he was held a presentation was made that included a pair of binoculars for himself and a set of coffee tables for Mrs. Robson.

Hat saves life

A practical demonstration of how a safety helmet can save your life occurred recently on the Spencer Street station job. A hammer head flew off the handle, shot 14 feet down into an excavation and struck a helmet on a worker's head. So great was the force of the blow that the tough helmet was split. But the wearer suffered only slight abrasions, and after first aid treatment, returned to work.

From The Netherlands

AS well as electrical machinery and aeroplanes, the Netherlands also export pretty girls to Australia. Below are three who are in the Department. Miss Joanne Tuininga, a typiste in the Stores Branch at Head Office, came to Australia nine years ago from Eindhoven, where, she says, practically everybody seems to work for the huge electrical company of Philips. Joanne is fond of both classical and popular music and plays tennis and golf.

Miss Lydia van Willigen left Amsterdam only two years ago and started in the Department last year. She is in charge of the technical library of the Engineer of Tests at Newport Workshops, a job that she finds very interesting. Miss van Willigen has acted as a model in the Department's publicity pictures of the new standard gauge cars. Her hobbies are drawing, painting and horse-riding.

Miss Cornelia Sweerts does not recall much about Holland, as she was only seven when she left. A typiste in the Rolling Stock Branch, Cornelia began at Newport Workshops, two years ago, and came to Head Office last year. Her father works in the Pass Office of the Secretary's Branch.



Miss Tuininga



Miss van Willigen



Miss Sweerts

Engineer and sportsman

WHEN Mr. A. J. Lansdown joined the Department in 1912 as a Chainman on the survey of the gravitation yards at North Melbourne, the surrounding area was a swamp on which an occasional duck might be shot.

He later became a draughtsman in the Track and Drainage division of the Way and Works Branch, and, afterwards, was Road Foreman at Flinders Street, Korumburra and Dimboola. Returning to Track and Drainage in 1937, he was, at the time of retirement, an engineer on the standard gauge project. In his younger days, Mr. Lansdown played district cricket with Fitzroy (1915-33) and Prahran (1937-42). As a baseballer, he played for Victoria and also, against Americans, for Australia.



Mr. Lansdown

Long service

MR. H. J. BARING, who recently retired as Assistant Superintendent, Melbourne Goods, must surely hold the record for length of service at one location—he had nearly 52 years in the Department, having started as a supernumerary on 24.1.10 at Melbourne Goods and having remained there till his retirement. Most of his long service was in the Bookkeeper's section until his appointment, in 1955, as Assistant Superintendent.

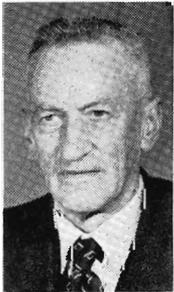
Long service

TRAFFIC BRANCH

Hillier, E. F. E., Hamilton
Tosh, J. H., Yarraville
Speed, E. J., Flinders Street
O'Dea, F. P., Melbourne Goods
Short, F. L., Bayswater
Smart, E. G., Ararat
Griffiths (Mrs.), A. G., Flinders Street
Whitmore, J. St.L., Head Office
L'Huillier, J., Head Office
Lynes, O. R., Box Hill
Challis, A. F., Rupanyup
Tolley, R. A., Burnley
Broderick, L., Warrnambool
Martin, G. A., Melbourne Goods

Bayswater's A.S.M. retires

"I'VE enjoyed every minute of my 48 years in the railways" said Mr. F.L. Short, when he retired after being A.S.M. at Bayswater for 36 years. He came there shortly after the line was electrified and has watched the locality grow to its present population of about 4,000. Mr. Short was born in the Strathbogie Ranges and began as a porter at Whitfield in 1914. Castle-



Mr. Short

maine, Warragul, Kaniva, Moe and Gembrook were among other stations at which he worked before Bayswater. A public farewell was given him in the local hall. He has left for a Queensland holiday and, on return, will work at his favourite hobby of radio.

V.R.I. NOTES

KNOW YOUR INSTITUTE COUNCILLORS

Mr. H. Best

MR. HARRY BEST, who joined the railways in 1912 as a lad labourer, became an apprentice the following year. From Newport Workshops he was transferred, as a fitter, to country locations—including Ballarat, Ararat and Bendigo.

In 1934, he spent some time with the Commonwealth Railways Department and a year later, while at North Melbourne Locomotive Depot, he passed his foreman's examination and was promoted to Fitter in Charge at Wodonga.

Subsequently he rose to the position of Foreman at Ballarat and, a few years later, he returned to Newport Workshops from where he had started.

Mr. Best's interest in the Institute started while at Geelong, where he held the position of honorary secretary for many years.

He was elected to the Institute council in 1954 and has



Mr. Best

since travelled throughout Victoria as council representative to the many meetings of centres and sub-centres.

Mr. Best at present is the Honorary Secretary of the Newport Workshop's Brass Band, having held the position since 1950. His enthusiasm for the band is shared by his two sons, who are drummers.

Autumn Flower Show

AT the official opening of the Horticultural Society's Flower Show last month, Mr. E. H. Brownbill, Chairman of Commissioners, said the standard of entries surprised him, as he thought water restrictions of the past few months must have made it exceptionally difficult for exhibitors. He congratulated winners on their entries and, at the request of the Society, presented a trophy and citation of honorary life membership to the inaugural president of the society, Mr. B. J. Mason, in recognition of his service.

Entries are invited from members for the spring show to be held on October 13. Membership of the Society is open to all railwaymen who are financial members of the Institute.

Inquiries can be made to the Hon. Secretary of the Society, Mr. D. J. Danahay, c/o V.R.I., Flinders Street.

RECENT RETIREMENTS

TRAFFIC BRANCH

Hillier, E. F. E., Hamilton
Tosh, J. H., Yarraville
Speed, E. J., Flinders Street
O'Dea, F. P., Melbourne Goods
Short, F. L., Bayswater
Smart, E. G., Ararat
Griffiths (Mrs.), A. G., Flinders Street
Whitmore, J. St.L., Head Office
L'Huillier, J., Head Office
Lynes, O. R., Box Hill
Challis, A. F., Rupanyup
Tolley, R. A., Burnley
Broderick, L., Warrnambool
Martin, G. A., Melbourne Goods

WAY AND WORKS BRANCH

Lansdown, A. J. W., Head Office
Palmington, A. H., Spencer Street
Watson, E. G., Wangaratta
Prott, G. W., Seymour
Spencer, W. H., Benalla
Carter, F. W. A., North Melb. S. & T.
Cale, A. N., Spotswood Workshops

ACCOUNTANCY BRANCH

Burns, Miss J., Head Office
Trevan, S. G., Head Office

ROLLING STOCK BRANCH

Loader, H. W., Elec. Running Depot
Rae, P., Ballarat
Burke, H. J., Ballarat North
Wheatley, T. E., Jolimont
Cook, R. F., Newport
Sinclair, A., Jolimont
Donovan, D. R., Head Office
Liverton, H. H., Seymour
Hawken, J., Jolimont
Tillers, H., Ballarat North
Lindsay, C. A., Bendigo North
Casey, W. P., North Melb. 'Shops
Sheppard, A. J., North Melb. Loco.
Perry, C. W., Newport
Sterns, A., Shelter Sheds
Bell, A. E., Bendigo North

STORES BRANCH

Browning, N. A., Printing Works
Harris, R. A., Head Office
Evans, T. B., North Melb. Loco.

REFRESHMENT SERVICES BRANCH

Wells, Mrs. M. E., Princes Bridge Cafeteria

SECRETARY'S BRANCH

Sanderson, Mrs. F., Head Office

. . . . AND

DEATHS

WAY AND WORKS BRANCH

Mortimer, P. A., North Melb. S. & T.
Lohde, A. M., Bendigo
Leitch, V., Geelong

TRAFFIC BRANCH

Skene, D. D., Dunolly
Blabey, R. G., Bendigo

ROLLING STOCK BRANCH

Brett, E. C., North Melb. Shops
Gorman, C. T., Newport



TWO hundred and thirty visiting bowlers and ladies from Western Australia, South Australia, Commonwealth, New South Wales, Queensland, Tasmania and New Zealand visited Melbourne recently for a 12-day Australian and New Zealand Railways Institutes Bowling Carnival.

Prior to the first day's play, an evening reception to all teams and visitors was held in the St. Kilda Town Hall where they were welcomed by Mr. E. H. Brownbill, Chairman of Commissioners, Mr. A. C. Stockley, General President, V.R.I. Mr. F. Orchard, Chairman, Carnival Committee, and Mr. F. Capp, Vice President, R.V.B.A.

The following day, at the Middle Park Bowling Club, Mr. Brownbill officially opened the Carnival and the first test was under way. In a series of tests, each System played all seven other Systems for the coveted Denniss Cup and Commissioners' Shield. In addition, each System was represented by one player in the Howse Cup singles championship, and one pair in the pairs championship for the James Cairns Trophy.

INTERNATIONAL BOWLS

The matches, played on 13 different Melbourne and Metropolitan Bowling Club greens in perfect weather, produced some brilliant bowling and exciting finishes.

Victoria won the Denniss Cup and Commissioners' Shield, while the Kiwi Trophy for the runners-up went to New South Wales.

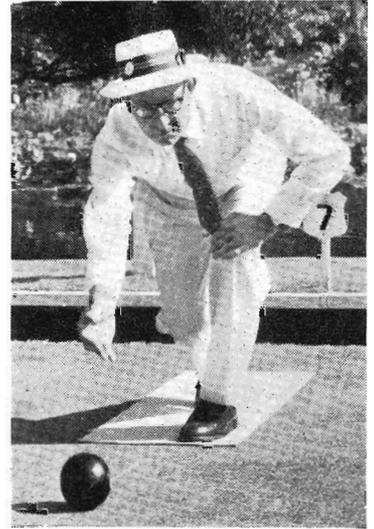
Results :

| | Won | Drawn | Lost | Points |
|-------------------|-----|-------|------|--------|
| Victoria | 7 | — | — | 7 |
| New South Wales | 5 | — | 2 | 5 |
| Queensland | 4 | 1 | 2 | 4½ |
| Western Australia | 4 | 1 | 2 | 4½ |
| South Australia | 3 | — | 4 | 3 |
| Commonwealth | 2 | — | 5 | 2 |
| Tasmania | 2 | — | 5 | 2 |
| New Zealand | — | — | 7 | — |

The final of the Singles Championship for the Howse Cup was one of the most exciting matches of the carnival. In a 31-up game between G. Sargeant (Victoria) and A. Chapman (New South Wales) the players were locked closely together throughout. G. Sargeant went to a 27 to 24 lead and appeared the likely winner but A. Chapman, with some fine

bowling, scored the next 7 points to win the Cup for New South Wales.

The final of the Pairs Championship for the James Cairns Trophy between South Australia and Western Australia resulted in a comfortable win for South Australia.



Victorian "Gil" Sargeant who missed winning the Singles Championship by only four points.



All Australian States and New Zealand were represented by these bowlers. From left, they are : E. Gee (W.A.), C. Martin (N.Z.), L. Lehman (Vic.), A. Simpson (N.S.W.), L. Warren (S.A.), W. Elliott (Tas.), and M. McCaffery (Qld.).

The Davey Paxman Trophy for the rink undefeated or with the highest aggregate was won by an undefeated Victorian rink skippered by L. Lehman.

Victoria was also successful in winning the W.A. Anderson Trophy, being the leaders in the Reserve Rink competition.

Social highlights of the carnival were :

A reception at the Melbourne Town Hall by the Lord Mayor of Melbourne to officials ; a day trip to Ballarat—approximately 300 making the trip—to see the Begonia Festival and also play social matches at five local bowling clubs—arranged by the Ballarat Regional Bowling Association; a tour of the Dandenong Ranges covering the areas recently ravaged by bushfires and a bowls afternoon for the visiting ladies arranged by the ladies of the Albert Park-V.R.I. Bowling Club.

These and many other events kept the visitors fully occupied and helped to make their stay in Melbourne a memorable one.

The carnival concluded with a farewell dinner at the St. Kilda Town Hall. Included in the 370-odd present at this function were Mr. Commissioner Rogan, several heads of branches, leading officials of the R.V.B.A. and of the numerous clubs who made their greens available.

In honouring the many important toasts and presenting the various trophies to the successful systems, speakers paid tribute to the manner in which the carnival had been organized. As a mark of appreciation Messrs. N. Dunn (N.S.W.) and R. Mathews (South Australia) presented Mr. W. E. Elliott, Carnival Secretary with a framed painting on behalf of all visiting systems.

Century makers

CENTURY makers in this season's V.R.I. cricket are Roy Chapman, Ted Barnes, Jim McCalman and Jim Harris.

Roy, a clerk in the Rolling Stock Branch at North Melbourne Loco came to Australia from Ceylon, seven years ago. For the past three years he has played with Loco and has been their most consistent batsman. Some of his scores this season were 101, 89, 21, all not out, and a 71. He played district cricket



Mr. Chapman

with Footscray last season but has since transferred to Prahran. On first coming to Australia, Roy played hockey on Saturday afternoons, in the winter, but has now become a keen follower of Australian rules football.

Ted Barnes, a clerk in the Refreshment Services Branch, is a brilliant all-rounder. In the opening game of the V.R.I. cricket he made 149 for Flinders Street against Loco. As an opener for V.R.I. in the last two interstate carnivals he rarely failed to give the side a fine start—half-centuries or more were frequent.

Ted has played with South Melbourne Cricket Club for 10 years. Starting at the age of 13, after one game in the Thirds he was promoted to the Seconds and stayed with them for nearly six seasons. This was his fourth season with the first XI.

In the 1959-60 season he won the Club's batting average with 48. Ted also plays football with Box Hill and last season, as full forward,

kicked about 50 goals. He also played for Williamstown.

Jim McCalman, an apprentice electrical fitter, normally at Spotswood Workshops but temporarily at Flinders Street, made 142 batting for the latter against Spotswood Workshops. Prior to making the century, Jim was looked on more as a bowler than a batsman, having had several good performances in the latter capacity this season. The best of them was his 4/9 against Stores earlier in the year; in the semi-finals he took 3/27.

Also at Spotswood Workshops is Jim Harris, a fitter and turner, who, in the finals scored a brilliant century (out of a total 166) for the 'Shops against Flinders Street. Another good score was his 92 against the Postal Institute. Formally, he played with Loco but when Spotswood entered a team this season, he transferred. Jim is another all-rounder—he plays basketball, baseball and table tennis, in addition to cricket and football with Williamstown Seconds.

V.R.I. Cricket

RESULTS of the V.R.I. Cricket Association Commissioners' Cup Competition since those last published are :

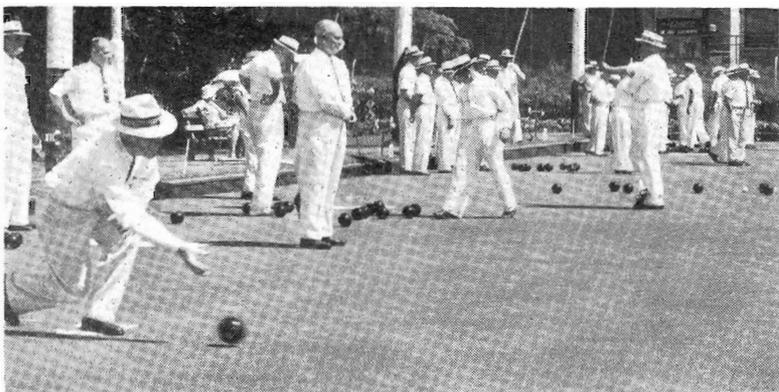
Semi Finals—
Flinders Street v Loco— Flinders Street 5/123 (Barnett 46, L. Ricci 34 not out, Schickerling 2/30, Warren 2/43) defeated Loco 120 (Sharp 52, McMahon 4/37, Kruss 3/24, McCalman 3/27).

Spotswood v Newport—Spotswood 161 (Harris 64, Duff 38, Hill 7/50 including hat trick) defeated Newport 70 (Stevenson 28, Frant 4/7, Harris 3/29).

Final—
Flinders Street v Spotswood— Spotswood batted first and looked set for a substantial score when it passed one hundred for the loss of only two wickets. However, it quickly collapsed, but excellent batting of Captain Jim Harris, who scored a brilliant century, helped it to reach 166.

Flinders Street, renowned for its batting strength, opened confidently and in just under two hours, it scored the necessary runs for the loss of only 4 wickets to win its sixth successive premiership. Scores: Spotswood 166 (Harris 101, Lees 25, Barnett 6/55, McMahon 2/26); Flinders Street 4/170 (R. Ricci 64 not out, Cormick 45, Duff 2/42, Harris 2/48).

At a short social function at the conclusion of play Mr. Commissioner Rogan presented the Commissioners' Cup to the winning team. Mr. A. C. Stockley (General President, V.R.I.) and Mr. F. Mitchell (Acting General Secretary) also congratulated the winners.



Bowlers in action at the interstate carnival. In the foreground are players from Victoria and New South Wales and further away, players from New Zealand and Queensland.

VICTORIAN RAILWAYS

NEWS LETTER

MAY



1962



Standard gauge souvenir issue of *News Letter*

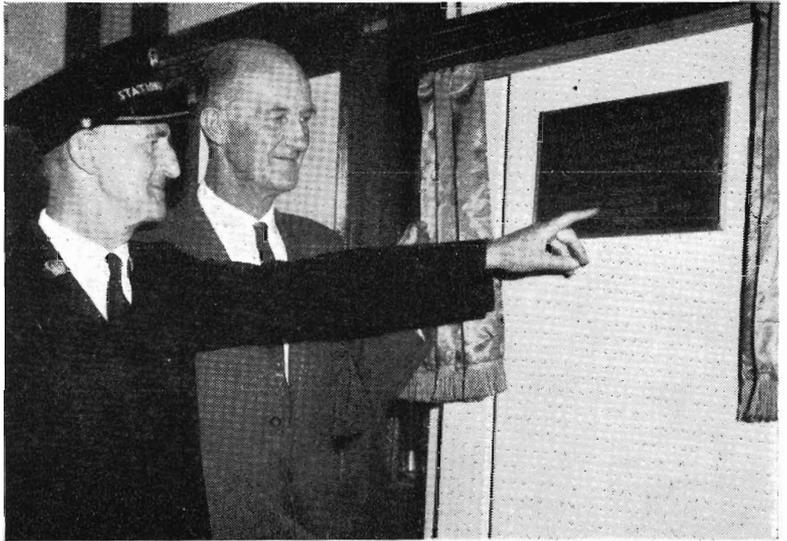
OWING to the Easter holidays and the extra time required for colour production, the opening of the standard gauge passenger service will be covered in a souvenir issue of *News Letter* next month.

Record tonnages on S.G.

THE volume of freight being railed over the standard gauge line is well up to expectation. On a record day, last month, seven trains arrived in Melbourne with a total gross load of 6,500 tons consisting mainly of tinplate, steel, general bulk loading and fruit. Much of the fruit was transhipped at Melbourne for South Australia. The same day, three trains left for Sydney. Even at 12 tons a semi-trailer, it would have needed more than 540 of them to lift the loading for that one day.

Ballarat Centenary

TO celebrate the centenary of the opening of the line to Ballarat, the Australian Railway Historical Society went by the *Ballarat Centenarian* over the original rail route to Ballarat (via Geelong). At the station a plaque was unveiled by the Mayor, Cr. A. D. Mason (see top picture). Ballarat's impressive station buildings date from 1862. The first section, erected in that year, comprised most of the masonry buildings (at present used as offices) on the north side of the



Ballarat's Stationmaster, Mr. F. J. Sanderson, points out a feature of the centenary commemoration plaque to the Mayor, Cr. A. D. Mason.

(Ballarat Courier photograph)

line, a bluestone engine shed and turntable, and the existing span roof over the passenger platforms and tracks. In 1877, the footbridge linking north and south platforms was built, together with an entrance lobby and waiting room on the south side. These were demolished in 1888 when a contract was let for the erection of the main station building which stands on the site formerly occupied by the old turntable.

Convicted

VANDALISM continues to be a costly item to the railways, but not all vandals escape without detection.

Damage to station buildings and rolling stock in the four years to June 30 last, totalled £136,550.

In the same four years 133 people were convicted by courts for committing acts of vandalism on trains or railway stations.

Bushrangers

ON Labour Day, D3 688 hauled a special train, from Kerang to Swan Hill and return, that had some very unusual features. A band provided music for dancing in van CV 5; a teenage and tiny tot quest was conducted on the train; and, en route, the train was held up by "bushrangers" who were speedily put to flight by the arrival of police in veteran cars. The trip was televised and appeared on country TV. (See lower picture).



Loco. D3 688 arriving at Swan Hill on Labour Day with over 500 passengers.

FRONT COVER

Final link: Near North Melbourne, Acting Special Ganger Ivan Cubela's gang hauls the last length of track into position on the standard gauge line, thus linking Spencer Street station with Sydney and Brisbane.



Mr. Hawkins

PASSENGERS PLAY THEIR PART

The fifth of a series of articles by Mr. J. L. Hawkins, Commissioner's Representative, Transport Regulation.

IT is frequently said by applicants for road services that passenger trains are run at a loss and should be replaced by buses.

But let us examine the facts.

Suburban passenger trains—nowadays commonly known as commuter services—are run at a loss. Their operation requires a large number of very costly carriages which are only needed to handle morning and afternoon peak travel. For most of the day they are merely occupying storage space and no business can operate economically while its capital investment is not profitably employed.

Losses in commuter services could be balanced by a substantial increase in fares. But this would obviously mean more private car

usage and aggravate already serious road congestion and parking problems.

Buses are unable to carry large numbers of people as quickly, efficiently and safely as the Railways, and I don't think anyone would seriously suggest that rail suburban services should be discontinued. It seems, therefore, that losses in these operations are justified in community interests and the Railways must continue their philanthropic role.

Country passenger trains are run at relatively low cost because they use tracks, signals and other facilities which are necessary, in any case, for goods train running.

The discontinuance of passenger trains would not, therefore, avoid many of the heavy costs of train operating and so long as revenue from passenger and parcels traffic exceeds the out-of-pocket cost of

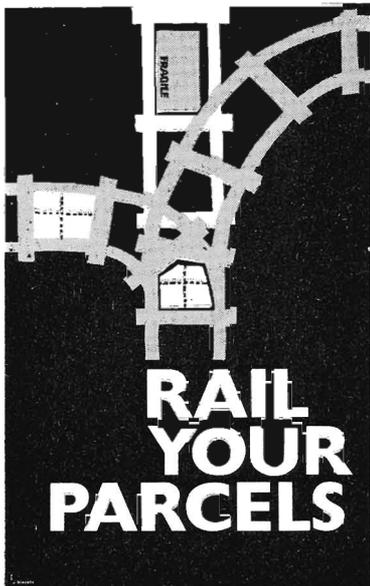
running passenger trains—that is to say, as long as they earn more money than would be saved by not running them—they represent a valuable addition to State income.

Since 1937, 39 branch lines have been closed and there are now few, if any, passenger trains not earning sufficient revenue to justify their existence while they are using tracks which are needed in any case for goods trains.

It is not generally realized that the provision of tracks, signals, stations and main terminals represents a very large part of the cost of running trains, and that the expense of these facilities varies little whether they are used by five or ten or more trains a day.

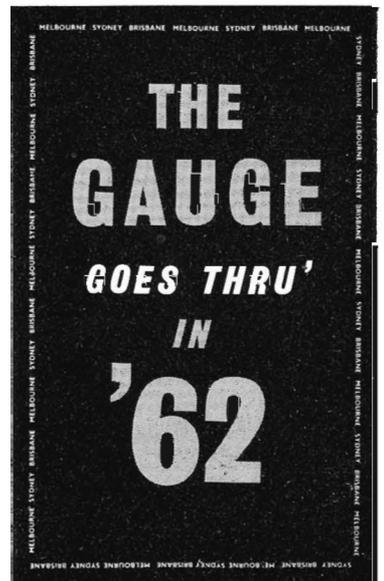
That is why volume of traffic is so very, very important in railway operations.

V. R. POSTERS AWARDED PRIZES



TWO of the Department's posters were awarded prizes in the 1961 competition of Outdoor Advertising Art. Shown at left is the "Rail your Parcels" poster that won first prize in its section, and (right) "The Gauge goes thru" poster that was awarded second prize. Designers of the posters were respectively Mr. C. Doherty and Public Relations and Betterment Board artist Clive Trewin.

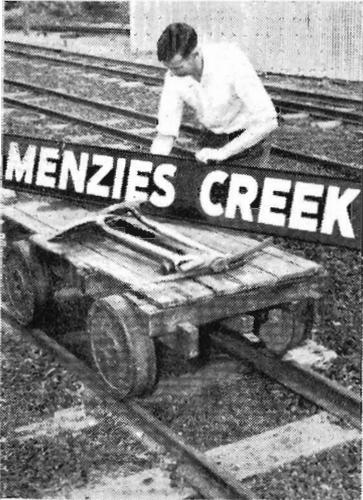
The competition, conducted annually by the Outdoor Advertising Association of Australia Inc., has separate sections for various types of advertising. Five entries were submitted by the Department. The judges of the 1961 competition were: Messrs. V. E. Greenhalgh (Director, Art School, Royal Melbourne Institute of Technology), Peter Hunt (Design Research Group), John Reeve (G. W. Green & Sons Pty. Ltd.) and W. Johnston (Director, Retail Traders' Association of Victoria).



After 9 years

PUFFING BILLY'S GOING HOME

AN eight mile section of *Puffing Billy's* narrow gauge railway line in the Dandenong Ranges will be re-opened for passenger traffic shortly, after having been closed for nine years. At first, trains will run from Belgrave to Menzies Creek, a distance of four miles, but later they will be extended to their final terminal—Lakeside.



Railwayman and *Puffing Billy* committeeman Robert Shires with the name-board for the temporary terminal at Menzies Creek.

After reaching Belgrave by electric train, passengers will transfer to the nearby narrow gauge platform by a pathway built along the narrow gauge transfer siding where the old line previously ran under a 32 ft. high arched road bridge.

The former stations of Selby, Menzies Creek, Clematis, Emerald and Nobelius will only be whistle stops as far as passengers are concerned, but buildings on the low level platforms, will be maintained by the *Puffing Billy Preservation Society*.

Trains will run on Saturdays, Sundays and public holidays, and possibly on selected days during the school vacations.

By the time the passenger service is restored, it will be the only narrow gauge railway line operating in Victoria. Narrow gauge trains have run from Wangaratta to Whitfield (30½ miles), Moe to Walhalla (26½ miles) and Upper Ferntree Gully to Gembrook (18 miles) and until the end of next month, from Colac to Weeaprounah (34½ miles). A 10

mile section from Weeaprounah to Crowes was closed in 1954.

The fate of the Upper Ferntree Gully to Gembrook line seemed certain when a landslide buried the track between Selby and Menzies Creek in August 1953.

The train service was suspended and, following a Departmental investigation, it was announced that the entire line would be closed.

Then, in a way probably never before seen in Victoria, and perhaps even Australia, the demand for the restoration of *Puffing Billy* began.

A group of people, backed by *The Sun* newspaper, formed the *Puffing Billy Preservation Society*. Almost overnight, came offers of money and assistance to help restore the now famous train.

Partly restored

It was found practicable to restore trains between Upper Ferntree Gully and Belgrave, the operating costs being charged against ticket sales, and any debit balance made good by the Society. Trains ran to regular schedules on Saturdays, Sundays and public holidays between December 1954 and February 1958.

However, finance became available allowing work to start on the conversion to broad gauge and electrification (authorised by Parliament in 1948), and the preliminary work of the Railway Construction Branch of the Board of Land and Works made it necessary to again close the line.

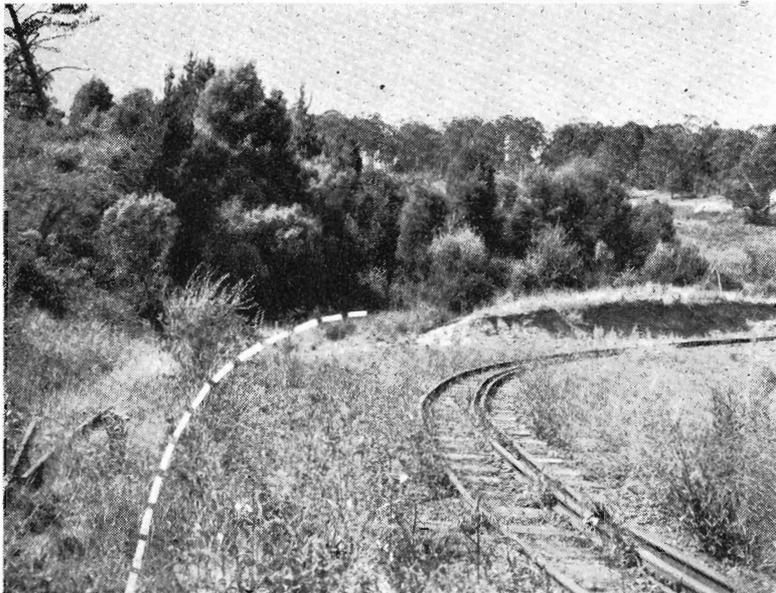
The NA locomotives and narrow-gauge carriages were transferred to Newport Workshops, and the work of re-constructing the old line began.

In the intervening time the Society continued its programme of work to allow the restoration of the narrow gauge trains. The Commissioners granted permission for an eight-mile portion of the line to be restored between Belgrave and Emerald Lake to the site of the former station, Lakeside.

Approval was also given for the restoration work to be carried out by volunteers of the Society, but under departmental supervision.

Within two months the work began. A new passenger terminal was built only a short distance from the Belgrave station. Extensive new sidings were laid, with rails and sleepers from the dismantled section. The former Belgrave station building was re-erected on a new platform.

Originally the work of the volunteers was supervised by Mr. Jack



A two chain curve and 350 yards of newly positioned track have allowed the landslide area to be by-passed. The approximate route of the former track is indicated by a dotted line. The pine tree (top left hand corner) gives an indication of the earth slide.

Cotter, a local ganger. However, in mid-1958 Mr. Ted Stott, who, prior to his retirement was Roadmaster in the North-eastern district, agreed to supervise, and he has continued to act in that position.

Army lends a hand

In November 1958, the work of the volunteers was supplemented by the 3 Field Engineer Regiment, a Citizen Military Forces unit, as a training exercise. At Belgrave the men built an engine shed, coal stage, ash pit and inspection pits.

The soldiers then "attacked" the landslide blocking the line.

An enormous earth barrier was formed. They built a new embankment at the head of the gully in front of the landslide approximately 35 ft. from the original alignment. After consolidation, members of the Society laid 350 yards of new track through the area and linked up again with the old line.

In order that trains could run over the spot, it was necessary to build the tightest curve permitted on the Victorian narrow gauge—two chains radius.

The Army is further assisting the Society by constructing the new terminus at Lakeside. This involves building a loop for the locomotive to run around the train, a passenger platform, and facilities for two large overhead water tanks. In addition, the restoration of the telephone line along the railway has been started by 3 L. of C. Signal Regiment and this, together with the terminal, is nearing completion.

School clubs, scouts help

Since 1956, members of various



The stands for these two 1,000 gallon water tanks have been built by members of the Citizen Military Forces at the new terminal, Lakeside. The new platform is obscured.

school railway clubs have regularly devoted their weekends assisting in keeping the undergrowth cut back along the line.

Last Christmas more than 500 rover scouts attending an International Moot at Wonga Park gave a day's work on the track as part of their social service activities. Young men of 16 countries worked alongside each other on the reconstruction project. The Army department supplied the tools for the day—600 picks and shovels—which were railed free, as a goodwill gesture by the Department, between Seymour and Upper Ferntree Gully.

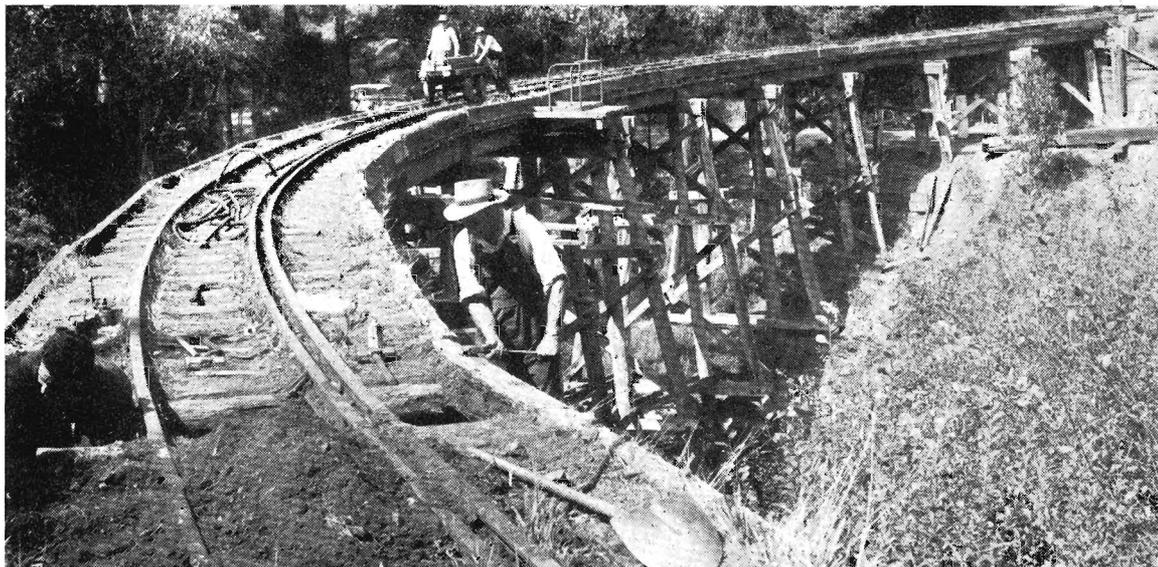
At Menzies Creek, the Society has stored a number of narrow gauge carriages that they have bought from the Department, which had been using them as workmen's huts.

The carriages have been painted, in the hope that they may eventually be sent to Newport Workshops and restored for use on the line.

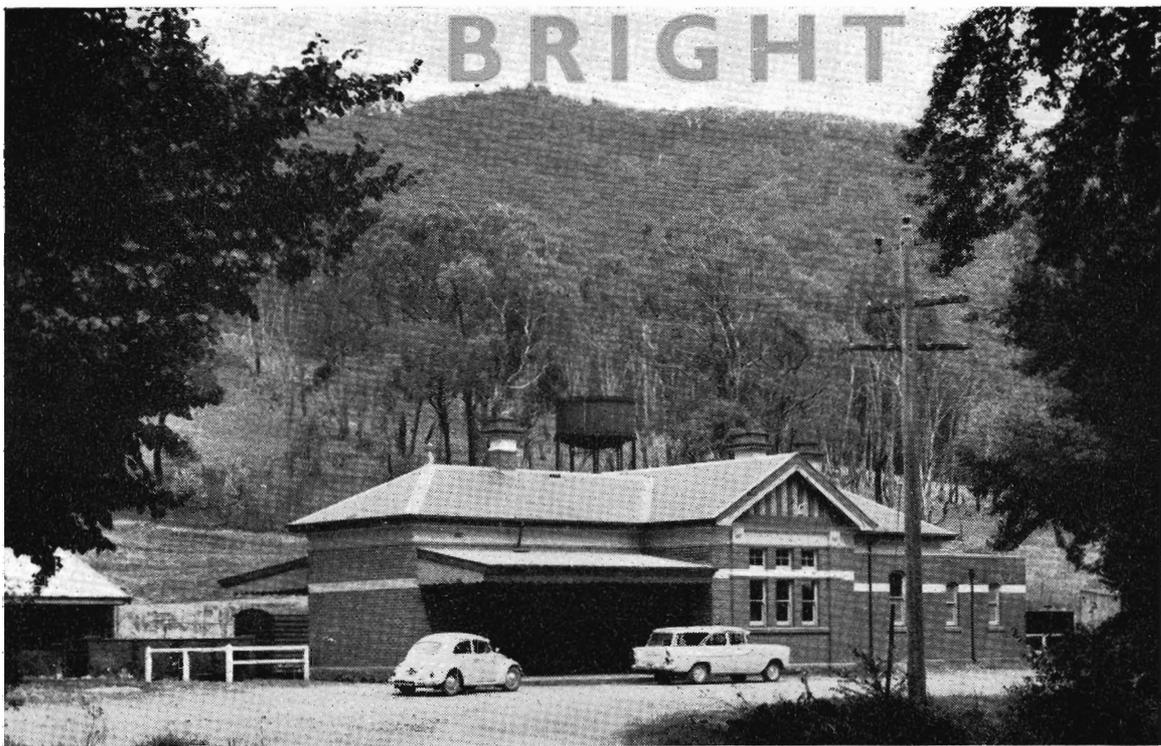
The Lakeside terminal should obviously appeal to many thousands of people, both adults and children alike, for the site is in a picturesque setting immediately opposite Emerald Lake.

The keenness of the volunteers, and their consistent loyalty in devoting so much of their personal time to a venture of this nature, speaks well of the interest that is aroused by trains of the *Puffing Billy* vintage.

The extension of electric trains to Belgrave (see *News Letter*, March 1962) may well mean the beginning of an even busier life for the 60-year-old line.

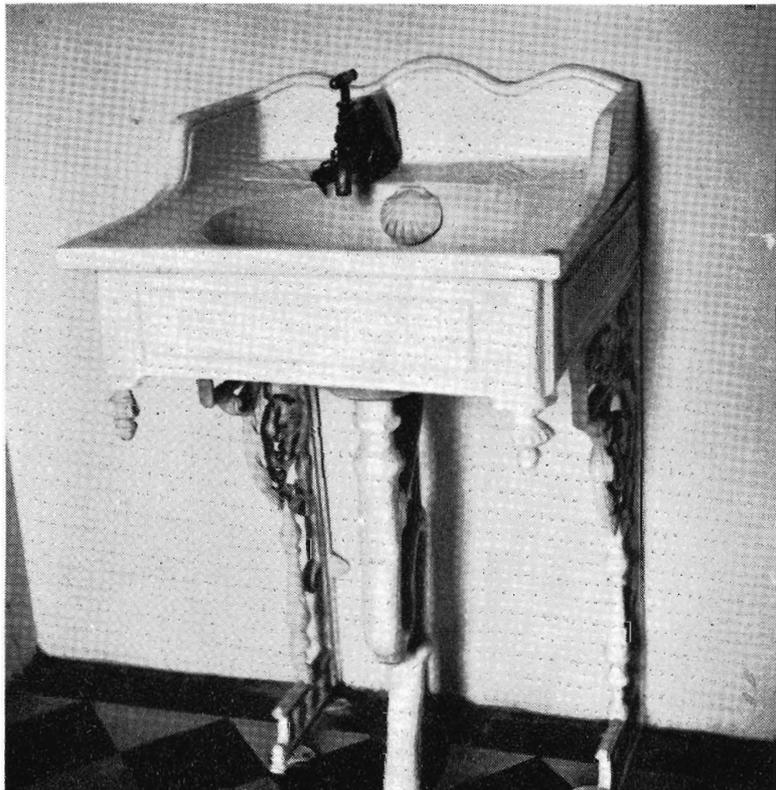


Railway bridge men recently started repairing the Monbulk Creek trestle bridge over which the narrow gauge train will run. They were the first Departmental staff to be employed on the unused line since 1954. Despite lack of maintenance, the timber bridge was in good condition.



(Above) The station building.

(Below) With its ornate ironwork supports, this wash basin at the station is an interesting relic of the Victorian era.



BRIGHT is certainly not among the Department's bigger stations (it has a staff of only two) but there are few that can boast as attractive an approach from the town. It is reached through an avenue of magnificent trees—outstanding even in a town famed for the glory of its trees. Elms, 50 ft. high arch the roadway to make a green tunnel of coolness in summer and, later, a breathtaking splendour of autumn colour.

The station building, a substantial red brick structure, was put up in 1890 when the line was extended from Myrtleford to Bright. Until 10 years ago, when economics decreed the cessation of passenger trains, mixed goods trains carried passengers who changed from the main line at Wangaratta.

Despite the inevitable delays as wagons were shunted there are many who retain pleasant memories of those leisurely journeys along the scenic Ovens Valley. There was time to look around; to alight at wayside stations and savour the coolness of the air; to watch the approach of the blue bulk of Buffalo; admire the hop gardens and tobacco plantations; and to catch the first glimpse of the alpine peaks at the head of the valley.

And on the return journey from Bright, you had to get up early—on most days the train left at 6.15 a.m. But early rising was surely a small price to see the morning sun slanting across the valley and tinting the granite walls of Buffalo with its delicate light. All that has now gone, of course, and, since cessation of the passenger service, valley travellers go by bus from Wangaratta.

The goods service consists of two trains weekly in each direction, arriving at Bright on Mondays and Wednesdays and departing on Tuesdays and Thursdays. The main outwards traffic is timber from the huge pine plantations controlled by the Forests Commission. Annually these great forests yield 11 million super feet of valuable softwood; part of which is railed from Bright and the remainder from Porepukah 3½ miles away.

Adjoining the station is the timber mill of Bright Pine Mills Pty. Ltd. which rails 40 tons weekly of kiln dried pine and 10 tons of wood flour. The latter, produced by special machinery from the shavings off moulding machines, is, as fine as wheat flour. It is sent to Melbourne for use in the manufacture of linoleum and other products.

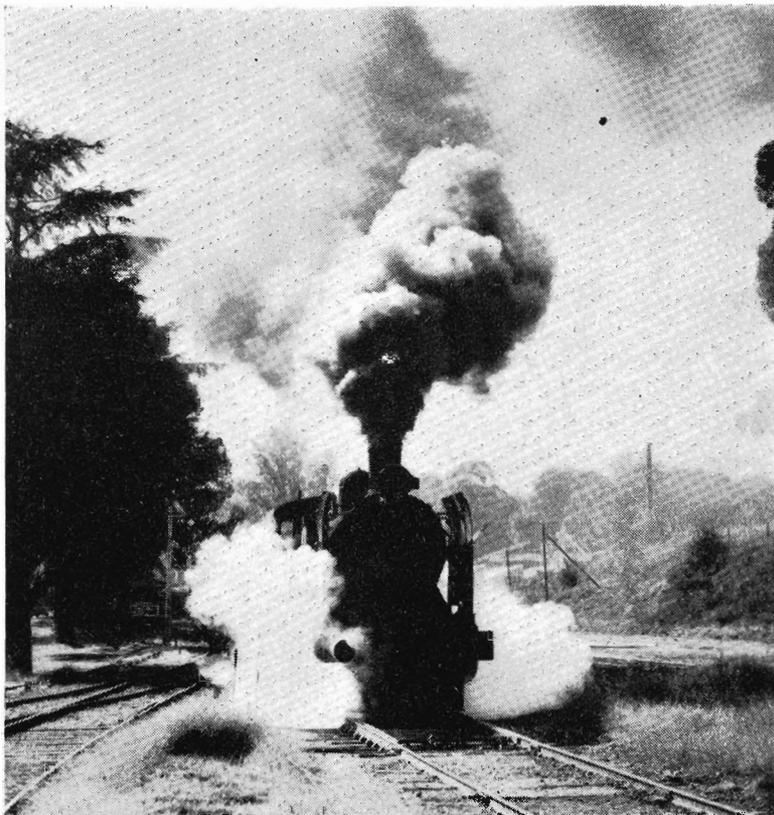
Among the outwards "smalls" are walnuts and hazel nuts (in season), apples, and tobacco.

Inwards goods amount to about 150 tons a month, the largest items being groceries for Hammer's and Errington's stores, and hardware for W. G. Butler & Sons.

Bright is the headquarters of No. 2 track gang which is responsible for maintenance of the section between there and Myrtleford.

Some vital statistics of the station are: distance from Melbourne, 196 miles; altitude, 1,002 feet; outwards revenue (last financial year) £13,187; outwards goods 3,560 tons; and inwards goods 1,802 tons.

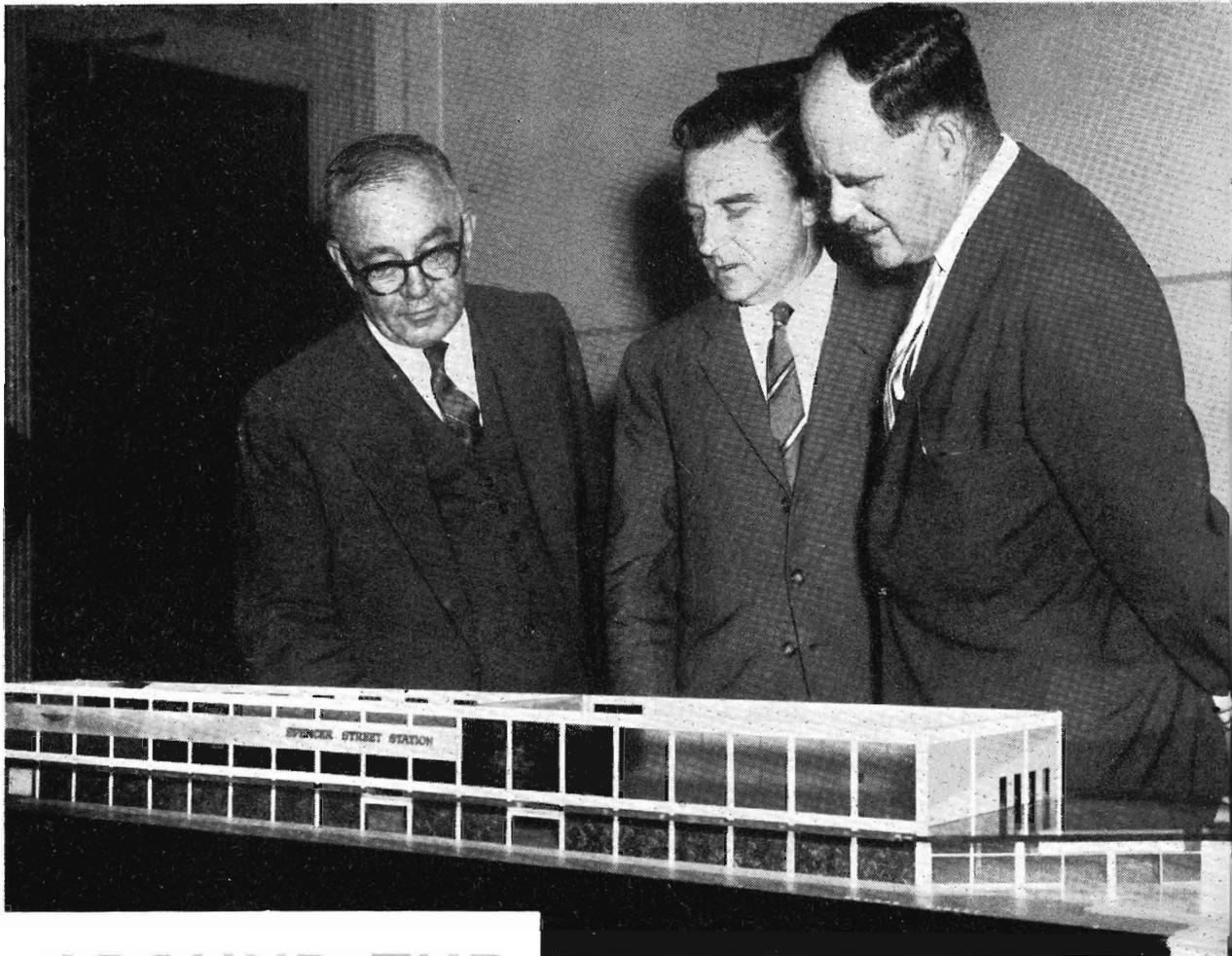
In March this year, the town celebrated its centenary. It was in 1862 that it was named after John Bright, an English Member of Parliament. The discovery of gold in the Ovens Valley in 1855 had quickly attracted thousands of miners and both Bright and the nearby ghost town of Wandiligong have colourful reminders of their romantic past. Those old miners who scrambled over the trackless ranges after gold found more than they realized. Their gold has gone; but they have left a legacy. Their little settlement has become the town of Bright—a place of enduring loveliness that grows in beauty with the passing of the years.



(Above) "Up" goods train, hauled by K 187, leaving Bright.

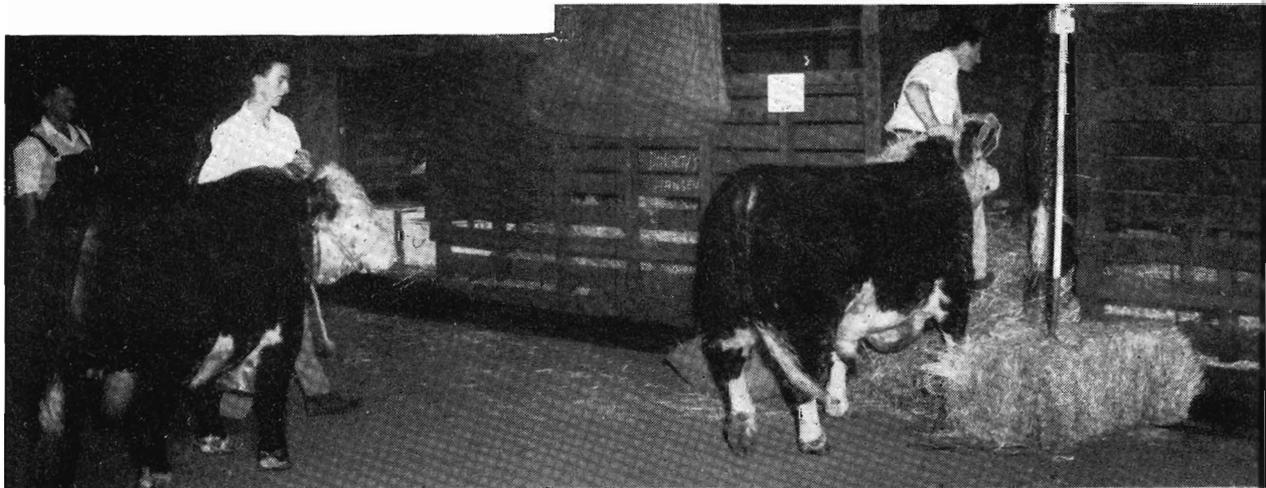
(Below) Ganger N. Woods preparing the KS motor before leaving to pick up members of his gang.





AROUND THE SYSTEM

£1 million station: Mr. E. H. Brownbill (Chairman of Commissioners), E. P. Rogan (Commissioner) and Mr. G. F. Brown (Deputy Chairman) inspect model of the new Spencer Street station building. Costing £1 million, the station building will be part of the rail terminal that will be the most modern in Australia.





(Above) Double Flexi-Van: The first double Flexi-Van goes into service. The wagon, 75-ft. long, carries two 35-ft. Flexi-Vans and is the first of ten to be used by two of Australia's major transport operators on the standard gauge line.

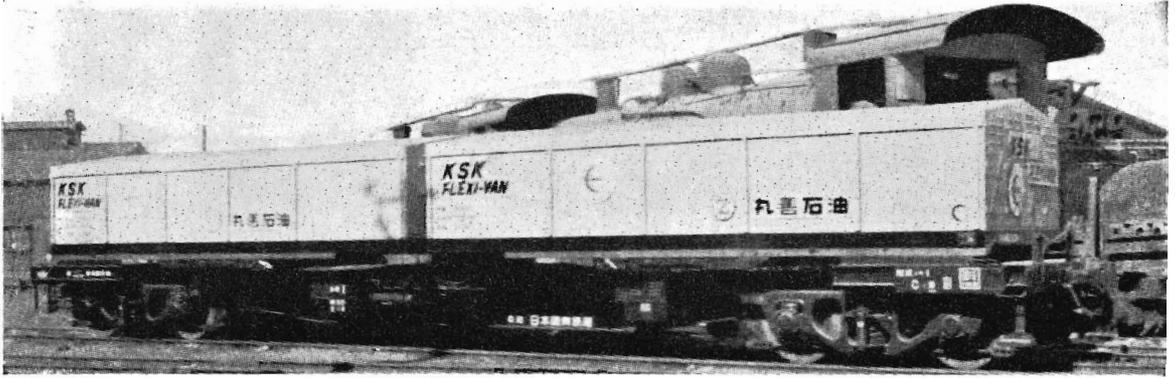
(Below) Another first: A week before the *Southern Aurora* made its splendid arrival at Spencer Street, this humble T loco., with its load of ballast, was the first loco. to enter the standard gauge track near Spencer Street station. (Photo, S. C. Whalley).



(Above) Last look: Organized by the Puffing Billy Preservation Society, this train took 300 members and friends over the narrow gauge line between Colac and Weeaprounah for their last look through a carriage window at the scenic Otway Ranges, as the line will close on June 30. *The Otway Ranger*, as the train was called, ran on March 31. The photograph (taken by R. Palmer) shows it about three miles from Colac.

(Left) £100,000 worth of stud stock went by standard gauge special train to Sydney for the Royal Easter Show. Altogether, 151 stud cattle and three horses were on the train - double the number railed to the show last year. Picture shows poled Herefords being loaded.

LINES FROM OTHER LINES



Flexi-Vans are being used in Japan to carry high-pressure ethylene gas. This unit, built under a licence from Fruehauf international, is used by an oil company to carry the gas from Kawasaki, near Tokyo, to Mitsuhamma on the island of Shikoku, about 550 miles south.

Toppers for top people

THE top hat is still worn by British Railways stationmasters when they meet V.I.P. passengers but the custom has been under fire recently. When the stationmaster at Cardiff donned topper and tails to greet a television comedian, Hughie Green, he was criticized by a Member of Parliament who said: "What if the rest of Britain copied it? You would have bank managers dressing up to greet their important customers. There's no saying where it would end".

Said British Railways: "It is left entirely to stationmasters themselves when they wear their top hats. Nothing is laid down. The ceremony is traditional and used as a mark of respect".

Mr. William Fearn, stationmaster at Victoria (London), defending the custom, said: "I think people like to see us in our toppers—especially the ladies.

"Americans are always after me with their cameras when I dress up. I please myself when I wear it, but apart from Royalty, Crown Ministers and judges, I'd turn out for any occasion I thought important."

Lined with velvet

ONE of the most ornate railway saloons ever, was built a century ago, for the use of Napoleon III and the Empress Eugenie over the Paris-Orleans Railway. Keynote of the decor was the Imperial crown and eagles. The upholstery was green silk damask relieved with red and gold; ceiling was fibrous plaster (like a Balwyn

brick-vener); and the dining car interior was lined with scarlet velvet.

A whiz on whistles

A girl in Johannesburg, aged 18 has the rare gift of absolute pitch—that is, she can recognise and name any note heard. As she lives near a railway line, a lot of her musical experience is made up of train whistles. When an engine driver sounds the whistle, her mind performs a split-second computation, and she says "Diminished fifth from C to F sharp, slightly flat".

Locomotive whistles can be a fascinating study; the girl is probably the country's leading expert on them. She analyses them all; steam, electric, and diesel.

Mono-rails for Japan

JAPANESE firms and overseas companies, it is reported, are negotiating for the rights to build mono-rail carriages and lines in Japan. Present schemes mooted include a nine-mile line from Haneda airport into the centre of Tokyo, which would cut present travelling time of air passengers from about one hour to 10 minutes.

The capacity of Japan's public transport has almost reached saturation point. Although Tokyo has plans for a new system of highways it is not expected that they will take much pressure from train services. About one million passengers, in peak periods, pass through downtown Tokyo stations in an hour.

One of the biggest advantages of the mono-rail system in city areas is the saving of land space. This is particularly important in Japan.

The Victorian Railways Depart-

ment built its own small mono-rail which was used on the building of the standard gauge line, and, more recently, in a confined space behind the Head Office when a deep drain was being laid. It was about 20 yards long, powered by a small petrol motor, and the wagons carried a quarter of a ton.

The shunters are elephants

ELEPHANTS successfully do the shunting in the sidings of the Raza Buland Sugar Co. and Rampur Distillery at Rampur, India, says *Indian Sugar*. Starting with one elephant, as a trial, they will soon be increased to three, and they are doing much more than was originally expected. With a little training, the intelligent beast rotates the turntable, says the magazine, and gives such an effective push with her forehead that the wagon is off the turn-table and the elephant can push it along the line again. Where there is not sufficient space, it pushes at an angle. On level track they can move 75 tons of rolling stock at a speed of about 300 feet a minute. Costs of the elephant shunters are lower than either locomotive or manual power.

Big merger

PLANS to merge have been announced by two American companies with assets of £2,455 million. The companies, the Pennsylvania and New York Central lines, if merged will become the world's biggest railway system, with approximately 20,000 miles of track and an annual revenue of £893 million.

KNOW YOUR INSTITUTE COUNCILLORS

Mr. R. G. Richards

IT was not long after joining the railways in November 1945, as a lad labourer at Newport Workshops that Mr. Robert Richards transferred to the then Transportation Branch as a porter at Footscray. Later, after study, he was promoted to shunter and leading shunter at Newport Yard. In 1961 he transferred to Lilydale as suburban guard.



Mr. Richards

Since his election to the Institute council in 1953 Mr. Richards has proved an outstanding worker. He was one of the youngest ever to be elected; at the time he was only 22 years of age.

As an official, he has given much of his time to Institute activities, especially on the sporting side. In the days when Suburban Lines Social Club was known as Northern Lines, he held the position of president of the football and cricket clubs, as well as being a player for both teams.

Mr. Richards is senior vice-president of the Suburban Lines Social Club, and junior vice-president of the V.R.I.T.T. Association. He also plays table tennis with Suburban Lines Social Club.

Institute work has taken him to many parts of the State but, as he said recently, "It's no use accepting a position of this nature unless one is prepared to devote as much time as possible".

Having just taken up golf, and playing mostly at Yarra Bend, he is trying hard to reduce his score.

More money-savers

THE V.R.I. discount scheme for members has recently been expanded. The new items that are obtainable at a discount are car safety belts (all approved types) including fitting, and pharmaceutical supplies (including cosmetics). In addition, arrangements have been made with a large metropolitan supermarket to supply groceries at a discount and give free delivery anywhere in the metropolitan area—telephone orders will be accepted after the member has identified himself.

Traralgon Juniors



The Traralgon V.R.I. junior team that was just defeated by one game in the local Tennis Association's competition for the Chas. Potter Memorial Shield: (back row, from left) D. Francis, B. Baxter, M. Thompson, G. Youl; (front row) V. Bremmer, T. Thoburne, S. Marshall, L. O'Meara.

Accountancy classes may close

THE Victorian Railways Institute Council has decided that, unless the number of students offering for the Accountancy Course (Stages 1, 2 and 3, and also Accountancy Law) increases considerably, there will be no alternative but to discontinue this tuition, as from the termination of the 1962 class year.

It has been very noticeable over the past few years, that students require instruction in bookkeeping, but do not desire to progress to the accountancy stages, which is the logical sequence with this type of education. However, the Institute Council hopes that sufficient students will nominate for the course during the remainder of this year, to justify continuation of the course.

By taking accountancy through the Institute classes, members save approximately 50% in fees, by comparison with outside teaching organizations. In addition, due to smaller classes, the instruction is almost individual. Students are ready to undertake examination by the Australian Society of Accountants. Those interested in the course should contact the General Secretary of the V.R.I. for further details.

S.L.S.C. Evening

THE home of Mr. Lou Balcombe, Assistant Stationmaster, Fairfield, was the venue for a recent Suburban Lines Social Club evening, at which various trophies for the season 1961-62 were presented.

The Club's table tennis team was successful in its first try in the V.R.I.T.T. Association; it played off in the final against Newport

Stores, but was narrowly defeated.

The cricket team, captained by Mr. Balcombe, did not do as well. However, it was the first time the club had entered a team for many years.

Mr. Bob Richards, Institute Councillor, congratulated members on the success of their club. He presented trophies to the following winners:

Cricket—

Best bowling average: R. Hills (signal adjuster, Clifton Hill)

Best batting average: Lou Balcombe (assistant stationmaster, Fairfield)

Best club man: Peter McMaster Smith (signalman, Ormond).

Table Tennis—

Runners Up Team: D. Catchpool (clerk, V.R.I., Flinders Street), R. Lengyel (Parcels Office, Spencer Street), G. Lewis (Motor Garage Depot, Jolimont) and M. Jarrett (clerk, V.R.I., Flinders Street)

Most improved player: M. Barker (Organizer and Publicity Officer, V.R.I.).

V.R.I. Film Unit

THE Institute expects to have more frequent visits of its film unit to country centres in the future. This has been made possible by the gift of a film projector from the Commissioners, and the training of Institute staff in its operation. In addition, the Institute can now obtain films from the State Film Centre thus making available a wide selection for exhibition. Since the inception of the scheme, 18 centres have been visited by the unit.



Bright's stationmaster

ALTHOUGH he came to Bright only last year, Stationmaster C. E. Exelby is no stranger to the district as he was stationed at Myrtleford, 19 miles away, in 1938. Starting in the Department as a lad porter at Moreland in 1933, he was at a number of suburban stations during the subsequent five years before going to Myrtleford. After a period there, he was transferred



Mr. Exelby

to Healesville where he remained for 10 years until, in 1951, another move—to Morwell—followed. In his younger days, Mr. Exelby played V.R.I. football with the Coburg and Essendon Line team, but, now, he finds relaxation with the rod, and has been long enough at Bright to know, as well as any local, the best spots to cast a line.

Yarraville S.M. retires!

WHEN former Yarraville Stationmaster Mr. J. H. Tosh retired recently, one of the speakers at a farewell gathering was Footscray Councillor R. Bassett. He, and other speakers, spoke of Mr. Tosh's popularity and the manner in which his duties had been performed in the 10 years at Yarraville.

Mr. Tosh joined the railways 47 years ago as a lad porter at Tocumwal. He rose through the grades of operating porter, assistant stationmaster and clerk to stationmaster. In addition to Yarraville, he was stationmaster at Bonnie Doon, Dalyston, Cowangie, Woodleigh, Mornington, Clarkefield, Pakenham and Tallarook.

Throughout the years Mr. Tosh was a keen all-round athlete, known in many country centres for his football, tennis and cricket interests. He was captain of several premier-ship teams and holds trophies for several "best and fairest" football awards.

Trouble shooting for 42 years

FOR 42 out of his 49 years service, Foreman Equipment Examiner A Sinclair, who retired recently, has been a *trouble man* at Jolimont, maintaining and repairing the electrical and mechanical equipment of suburban trains.

Starting as an apprentice fitter and turner at Newport Workshops, in 1913, he was transferred to Bendigo Workshops for a short time, and then, in 1920, came to Jolimont, with 11 others, when electrification of the second line (Williamstown) was completed.

Revenue "watchdog"

WHEN Mr. George D. Matthews joined the Traffic Branch in 1918 as a Junior Clerk, little did he ever realize that he would become the "watchdog" of railway income—Auditor of Revenue.

Succeeding Mr. P. Keay, Mr. Matthews, an associate of the Australian Society of Accountants, has had service in three branches—Traffic, Electrical and Accountancy, including several years at the State Coal Mine, Wonthaggi, as book-keeper and, later, as Accounting Officer.

For two years prior to his present appointment, he was Statistical Officer in the Accountancy Branch.

Between 1937 and 1946, he was Honorary Secretary of the V.R.I. T.T.A. and for six years was also



Mr. G. Matthews

State Treasurer of the Victorian Table-Tennis Association.

In his new position Mr. Matthews's main responsibility is the auditing of all railway revenue, which last financial year exceeded £43 million.

Nine audit inspectors, whose main job is to examine revenue books at all railway stations and depots, are directly responsible to him. Mr. Matthews is Chairman of the Ticket Committee, and a member of the Pass Committee. At present he is a member of a special committee appointed to examine the proposed introduction of a country ticket selling machine for the new Spencer Street station booking office.

Sandringham's "Freddie" Miller retires

ONE of the best known personalities at Sandringham—Mr. F. W. Miller—retired last month. As booking clerk there for 42 years, he had sold tickets to generations of local residents and had become as well known as the station clock. Mr. Miller's first job was at Coburg station but, in 1917, he enlisted with the A.I.F. and served abroad with the 5th Field Ambulance. On returning to the Department, he was posted to Sandringham. Both Mr. Miller and his wife have been active in local affairs—he was honorary secretary of the Sandringham City Band for a long period and Mrs. Miller was an early member of the ladies' committee of the Football Club.



Station Assistant B. Romanella cloaks a passenger's luggage at Flinders Street. During most of his five years in the railways, Mr. Romanella has worked in the cloak room. He came from Lucana, Italy, and, when off duty, enjoys touring and seeing as much of Victoria as possible.



Miss Marjorie (left) and Miss Catherine Malloy

A life-time of service devoted to the Department ended last month for gatekeepers Misses Catherine and Marjorie Malloy.

Having been at Maddon Grove, Burnley for the last 35 years, the two white-haired sisters were well known to thousands of motorists. Prior to moving to Burnley, they had been together at Marshall Street, Ivanhoe, and had been separated, only when they joined the Department, by one going to Charles Street, Merri, and the other to South Road, Brighton Beach.

When they were transferred to Burnley in 1935, only about 20 cars a day used the crossing; the remainder of the traffic was horse drawn vehicles. Two carriage trains ran only from Darling in those days, and passengers changed at Burnley. There was no bridge nearby over the River Yarra. Instead, what few motorists there were made the river crossing by punt.

Motorists were always "very nice" and there were many that they saw regularly. Since a television channel had opened in the area in recent years, they had recognized the faces of numerous T.V. personalities.

On their retirement from the Department, the two sisters bought their own home at Moorabbin, and for them a new experience began—it was the first time they had ever lived in a private home, as their father had been a railwayman with a D.R.

Twenty Years "Talkabout"

NO doubt a common thought must, at one time or another, have been in the minds of 137 young boys who, in 1942, be-

gan their trade apprenticeship at Newport Workshops: "what will we all be doing in 1962?"

Twenty years, of course, had to pass before the question could be answered.

This was the theme of the 1942 V.R. apprentices re-union dinner on March 16 when 82 now-long-experienced tradesmen had a good look at each other in a most convivial atmosphere.

The past years had scattered them all over the State, but the firm hand-shakes and good-humoured observations of grey hairs and balding heads showed that time could never dull the comradeship firmly sealed by a V.R. apprenticeship.



(From left) Messrs. R. Palmer, W. H. Chapman and S. Perlstein.

Guest Chairman was Mr. W. H. Chapman, Workshops Superintendent, Newport, who recalled the valuable wartime contribution of New-

port, shared by those present, when the workshops were able to manufacture ships, tanks aircraft and other defence materials as well as continuing general railway activity.

Guest also was Mr. R. Curtis, V.R. Supervisor of Apprentices for nearly 25 years. Mr. Curtis said it was a pleasing experience to see how his former charges had fared. He could remember very vividly the escapades of many of those present, but in every case there was an underlying loyalty to fellow apprentices that he always admired. Mr. Curtis said his invitation as guest to this function was a rewarding result of his association with the 1942 boys.

Convening committee was President Mr. R. Palmer (Fitter and Turner), Secretary Mr. G. Perlstein (Sub-Foreman Fitter and Turner), Messrs. J. Riley and W. Daley (Electrical Fitters) and Mr. A. Eaton (Sub-Foreman Fitter and Turner).

Mr. W. Bragg (Newport Steel Construction) was comper of entertainment in which he displayed his talents as a magician.

Intermingling of the gathering disclosed some interesting sidelights among personalities. Several are now trade teachers. There are two missionaries and two naval officers. Fifteen have become professional engineers. A few unexpected occupational changes, however, are a publican, funeral director, farmer and dancing teacher.

Commissioners' Guard

WHEN the inaugural standard gauge passenger train drew into Spencer Street last month with its V.I.P. compliment, Special Guard A. W. H. Burton was one of the first to alight on the platform.

Mr. Burton, now in his fourth year, in the much sought after position is only the fifth person to be appointed. Also, at the time of his appointment he was only 38 years of age, and the youngest appointee to the position.

The first departmental position he occupied was as a lad porter at Gardenvale in 1935.

Later he became a block recorder, and after the war, a shunter, leading shunter and goods guard.

During the years 1940 to 1945 he served in the army and rose to a signal sergeant in the 8th Division. He was in Darwin, New Guinea and New Britain.



Mr. Burton

SERVICE APPRECIATED

The wheat harvest

NOTWITHSTANDING that this Board's rail truck requirement had to be increased from the early estimate of 12,000 trucks to 25,815 trucks, a substantial increase in rail truck requirements, and that the Christmas and New Year special passenger train traffic had to be handled, your Department was, by the end of the second week in January, able to meet the Board's urgent requirements and permit of the wheat being taken into safe storage. The very close co-operation of yourself and your Commissioners, your staff and officers, with this Board and its staff and officers has again enabled the wheat growers of this State to be given a very effective service. It is the wish of this Board that you, your Commissioners, staff and officers be apprised of this Board's appreciation of such service

—*H. Glowrey, Chairman & General Manager, Grain Elevators Board writing to Mr. E. H. Brownbill, Chairman of Commissioners (See story page 35—Ed.)*

Courtesy at Flinders Street

ON Wednesday morning (February 14) I had the embarrassing experience of arriving at Flinders Street station No. 1 platform without my season ticket. I would like to record my appreciation of the courteous and considerate way in which a lady member of your staff handled the matter. The lady was on duty at the barrier opposite the Post Office in Flinders Street. Kindly consideration such as I received can go a long way in strengthening an organization in the eyes of the public, and I for one, am most appreciative.

—*H. Nicolson, 46 Mullum Road, Ringwood*

Holiday train tour

ON behalf of the Holiday Train Association, we as Committee Members who made the week-end tour to Port Fairy and Camperdown, would like to say a big "thank you" to you and your Department . . .

The Tour, like previous ones, was a great success. The assistance and attention given to the tourists by the train crew was outstanding . . .

—*A. Jackson, Miss D. Farr, writing to the Chairman of Commissioners*

From Legacy

SINCERE appreciation of the kindly and willing co-operation of your Stationmasters at the Flinders Street and Spencer Street railway stations during last month when we had hundreds of Junior Legatees—sons and daughters of deceased ex-servicemen—moving to and from the metropolitan and country areas of Victoria.

—*Ivan E. Layton, Executive Officer, Melbourne Legacy*

Dispatch of fruit

ON behalf of the members of the Methodist Church I wish to thank you and the members of the staff of the Kyabram Station for the wonderful way in which you have assisted with the dispatch of fruit "For Relief" (Rev.) *Howard W. Abbey, writing to Stationmaster, Kyabram*

Sick passenger

Iwould like to thank you for the help both you and the Guard, I do not know his name, (Mr. R. Blackman—Ed.) on the Yarram

train gave me on Saturday last when I travelled with a very sick woman. Thanks also to the Stationmaster at Caulfield.

—*Gretta Rodgers, 6 Ralston Street, South Yarra writing to Stationmaster, Korumburra*

Children's camp

Ithank the stationmasters and their staffs at Spencer Street, Frankston, Dimboola and Horsham for their assistance to the children and teachers who have attended the Children's School Camp at Somers

—*R. W. Chalmers, District Camp Secretary, Education Department, State School No. 1372, Dimboola*

Bag found

Iwould like to thank the Carrum Railway Station staff, (and the Lost Property Office) for the prompt return of my over-night bag which I left on the 5.40 p.m. down Frankston train last night.

—*B. J. Miller, 11 Exhibition Street, McKimmon*

RECENT RETIREMENTS

TRAFFIC BRANCH

Jackman, C. H., Bendigo
Smith, H. J. K., Spencer Street
Sutherland, A. C., Melbourne Goods
Fahey, J. L., Shepparton
Brain, J. I., Spencer Street
Miller, F. W., Sandringham
O'Shea, J. P., Melbourne Goods
Nolan, J., Croydon
Cabassi, E., Eastmalvern
Rice, T. E., Head Office
Gronn, E. M., Ballarat

WAY AND WORKS BRANCH

Fenwick, A. S. & T. North Melbourne
Smart, G., W. F. Ararat
Molloy, C. (Miss), Burnley
Molloy, M. M. (Miss), Burnley
Offerman, W. F., Special Works
Purton, B., Croydon
Brain, J. J., Sunbury
Twist, J. T., North East Standardisation

ROLLING STOCK BRANCH

Donohue, M. J., Jolimont
Piggott, F. M., E. R. Depot
Lees, R. G., Ballarat North

Barnes, E. C., Bendigo North
Carland, W. E., North Melb. Loco.
Womersley, A., Dimboola
Spence, N. G., E. R. Depot
O'Connor, J. P., Ararat
Watson, J. S., Newport
Muir, M. A., Jolimont
McIvor, A. H., North Melb. Shops
Ivanovich, B., Head Office
Wilkinson, H. F., Ararat
Bullen, D. M., Newport
Driver, P. A., Jolimont
Ball, H. C., Newport
McIvor, W. R., North Melb. Shops
Baker, J., Warracknabeal
Page, R. C., Jolimont
Gardiner, W. G., Newport
McInnes, M., North Melb. Shops
Hutchins, A. G., Jolimont
McDonald, P., Wodonga
Laverick, R. W., Newport

ELECTRICAL ENGINEERING BRANCH

Terry, A. V., Jolimont Sub-station

REFRESHMENT SERVICES BRANCH

Ramsay, C. J., Flinders Street

. . . . AND DEATHS

TRAFFIC BRANCH

Bailey, E. R., Metro. Supt's. Office

WAY AND WORKS BRANCH

Greaves, G. R., W. F. Hamilton
McGillien, J., R. F. Laurens Street
Bass, J. S., Staff Office
Forster, A., E., Sunshine Housing
Fuller, J., Chinkapook
Warren, H. C. S., Head Office

ROLLING STOCK BRANCH

Glover, T. A. E., R. M. Depot
Frost, W. R. H., North Melb. Loco.
Price, L. J., Newport
Chapman, W., Newport
Ward, E. J., North Melb. Shops
Wiebenga, H., Newport



Country Cricket Week

ALTHOUGH only four teams—Geelong, Benalla, Korumburra and Traralgon—competed, this fixture at the Royal Park Ovals was very successful.

On the opening day the players were welcomed by Mr. E. P. Rogan (Commissioner) and Mr. A. C. Stockley (General President V.R.I.) both of whom returned on the final day to present the trophies won during the week.

As will be seen from the results, many fine performances were recorded. Thursday (the day before the final) was the most exciting day. Benalla previously unsuccessful, easily accounted for the hitherto undefeated Geelong side. In the game between Korumburra and Traralgon to decide the team to enter the final next day, there was a most exciting finish. Traralgon failed by only 26 runs to reach the Burra's formidable total of 196.

In the final Geelong recorded a clear-cut win over Korumburra and took the D.S.J. Shield for 1962.

Results, Monday : Geelong 9/193 (R. Darcy 52, J. Squires 55, F. Torre 7/54) beat Korumburra 96 (J. Baird 70, C. Hovey 5/30, T. Piper 4/57). Traralgon 166 (M. Cook 56, T. Hind 5/52) beat Benalla 83 (D. Walker 30, M. Rode 6/17).

Tuesday : Korumburra 5/270 (T. Ladgrove 78, F. Torre 69, R. Smith 31) beat Benalla 81 and 7/119 (T. Hind 25, R. Barnes 6/28, T. Ladgrove 4/42). Geelong 292 (R. Wood 101 ret. C. Hovey 100 ret.) beat Traralgon 113 (R. Rode 51, C. Hovey 5/35).

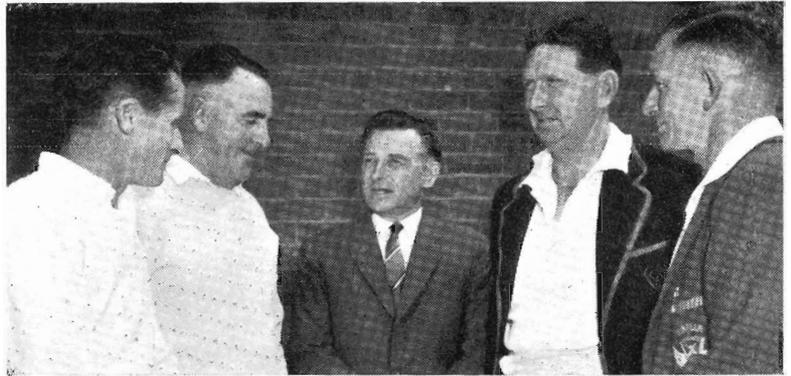
Thursday : Benalla 9/224 (T. Hind 86, D. Walker 66, T. Collins 3/14) beat Geelong 115 (J. Squires 29, R. Burns 5/41).

Korumburra 196 (R. Kelly 48, R. Smith 47, K. Blackman 3/28) beat Traralgon 170 (R. Rode 40, D. Orchard 38, T. Ladgrove 6/74).

Friday : (Final) Geelong 239 (R. Darcy 53, R. Woods 46, C. Hovey 38, R. Kelly 5/53) beat Korumburra 75 (R. Smith 20, R. Paley 6/16, C. Hovey 3/25).

The Cup was bought at lunch

WHILE the match between Traralgon and Korumburra was in progress, the two teams decided that they should play annually—preferably during Country Cricket Week—for a cup of their



Captains of the teams competing in Country Cricket Week are welcomed by Mr. Commissioner Rogan (centre). (From left) Messrs. C. Hovey (Geelong), J. Baird (Korumburra), M. Lethlean (Traralgon) and D. Walker (Benalla).

own. Accordingly, at the lunch adjournment, they sent out and hurriedly bought a cup. It was afterwards duly presented to the winners—Korumburra. Those Gippsland boys are really keen !

Country Bowls Week

A full week of bowling was enjoyed by the 127 country players who made up the 32 rinks—of which six were from Ballarat, five from Seymour, four from Geelong, three from Ararat, two each from Bendigo, Ouyen and Donald, and one each from Sale, Shepparton, Wangaratta, Dimboola, Port Fairy and Maryborough ; the remaining two rinks were composite.

Some excellent bowling was seen, the outstanding performance being that of T. Jenkins (Bendigo) who was in the Champion Four and the Champion Pair. He was also a runner up in the Singles Championship.

The afternoon of the final day was devoted to social matches between country and metropolitan players. Mr. E. P. Rogan (Commissioner) who welcomed the competitors on the opening day, also played in one of the social rinks.

At the conclusion of the social matches, Mr. Rogan, assisted by Mr. A. Cobham (Snr. Vice-President, V.R.I.) presented trophies as follows : Teams Championship Fours :

Bendigo No. 1 Team, (T. Jenkins, J. Smyth, W. Hamilton, L. Hindson). Runners up : Geelong No. 4 Team (L. Newton, A. Tullo, A. Scott, A. Wilkie).

Pairs Championship :

T. Jenkins and W. Hamilton. (Bendigo). Runners up : W. Groves, E. Maskell (Maryborough).

Singles Championship :

A. Traves (Bendigo). Runner up : T. Jenkins (Bendigo).

Consolation Fours :

Ballarat No. 3 Team (O. Hauser, J. Westwood, W. Viccars, R. Judd). Runners Up : Geelong No. 2 team (B. Wilkinson, D. Lehmann, R. Robinson, P. Gill).

Wimmera Bowls

A record entry of 28 teams competed at the sixth annual V.R.I. Wimmera Bowls Championships at Ararat.

Teams attended from Ouyen, Dimboola, Donald, Maryborough, Horsham, Hamilton, Port Fairy, Stawell, Warracknabeal and Ararat. Central council of the V.R.I. was represented with a team from Melbourne.

The Ararat V.R.I. has its own Bowling Green and Club (Mr. J. Wellard, President) but to accommodate 28 teams it was also necessary to obtain the use of the Ararat Bowling Club Green.

The Donald team, comprising J. Howlett, J. Willy, T. Young, G. Bertram (C), achieved success in all five games to win the cup. Maryborough team, S. Glover, J. Anthony, E. Maskill, F. Johnston (C), holders of the cup last year, defeated an Ararat team skippered by C. Cluff in a play-off for second place. These teams, with Dimboola, Ouyen and Horsham had each won four games.



Victorian players and officials who took part in the tennis carnival at Brisbane. Back row (from left): Messrs. J. Connell, R. Cleary, F. Jones, C. Williamson, B. Pearce; front row (from left) L. Cook, T. Fitzgerald, A. Hargreaves, M. Harford, R. Carmichael, K. Bolton.
Photograph: Queensland Railways.

Interstate Tennis Carnival at Brisbane

SIX systems took part in this carnival—New South Wales, South Australia, Western Australia, Commonwealth, Queensland and Victoria. Unfortunately heavy rain during the first two days necessitated play on hardcourts but, later, matches were played on the grass courts at Milton and, due to excellent organizing by the Queensland Carnival Committee and the co-operation of the competing systems, the full programme was completed.

New South Wales and Queensland were far too strong for the other States and won all matches by large margins. They met on the final day for the honour of holding the Blanch Cup and Commissioners' Shield for the next two years, and New South Wales won—the scores being: New South Wales 7 rubbers 15 sets 119 games, Queensland 2 rubbers 6 sets 89 games. Commonwealth and Victoria, both of whom had convincingly defeated South and Western Australia, fought it out for third place. Scores were Commonwealth 8 rubbers 17 sets 145 games, Victoria 4 rubbers 11 sets 126 games.

The McAndrew Doubles Championship Cup, played on a knock-out basis, went to M. and R. Lord (N.S.W.) who, in the final, beat L. Hasted and H. Downes (Queensland) 8-6, 6-3.

Several functions, and tours to places of interest, including a full day on the *Gold Coast*, were arranged for the visitors, all of which helped to make the Brisbane Carnival one to be remembered.

The Victorian party consisted of: R. Carmichael (Ultima), K. Bolton (Head Office), L. Cook (Benalla), C. Williamson (Head Office), T.

Fitzgerald (Wodonga), R. Cleary (Jolimont), F. Jones (Little River), B. Pearce (Seymour). Officials were M. Harford (Manager), A. Hargreaves (Interstate Representative) and J. Connell.

Football

FOR 1962 the V.R.I. Football League will comprise four teams—North Loco., Newport Shops, Melbourne Yard and Suburban Lines. Matches will be played at the Royal Park Ovals on Tuesday afternoons commencing at 2.45.

The draw for May is as follows:—
 May 1—Melb. Yard v Sub'ban Lines
 " 8—Loco. v Newport
 " 15—Newport v Melbourne Yard
 " —Suburban Lines v Loco.
 " 22—Loco. v Melbourne Yard
 " 29—Newport v Suburban Lines

Interstate Billiards and Snooker

THIS year's annual Billiards and Snooker Tournament between South Australia and Victoria was played in Adelaide. All championship matches were very close. The fight for the major trophy (the Dunkling Bowl) which is decided on a points system for teams matches in both billiards and snooker, went to Victoria with a total of 17 points as against South Australia's 15.

The individual Billiards Championships for the H. G. Rosevear Cup resulted in an all-Victorian final between J. McKain and T. Hoare, the former being successful with 400 to 360.

Tom Hoare also figured in the final of the individual Snooker Championship—his opponent being L. Pinder (South Australia). In a best-of-5-frames final, Tom, after being down 2 love, fought back to win the next three frames and take the title 3-2.

Trophies were also awarded players recording the highest breaks in both billiards and snooker in the teams matches. These were won by:

T. McLoughlin (South Australia)—billiards.

J. McKain (Victoria)—snooker.

As usual the hospitality of the South Australians left nothing to be desired, a full social programme being arranged and thoroughly enjoyed by all the visitors.

Three weapon tournament

THE most important event in Victorian Fencing is the Three Weapon Tournament conducted annually by the Victorian Amateur Fencing Association for a perpetual trophy made available by the Victorian Railways Institute. This year, nine teams took part. By winning the Epee and Sabre Events and finishing second in the Foil Event, the V.R.I. team won the Tournament.

Since the introduction of this event, 11 years ago, the V.R.I. team has won on 10 occasions.

Bendigo bowls

THE Bendigo Golf Club bowling green was the setting recently for the annual tournament between bowlers of Bendigo North Workshops and Ballarat North Workshops, to decide the holder of the L. J. Williamson Cup.

Two games of 12 ends were played, and at the finish of the first game Ballarat was 17 up. Maintaining their good bowling during the second game, Ballarat won with a score of 175 to Bendigo's 146. Mr. Les Williamson, who travelled from Melbourne, made the presentation of the cup to Mr. Polson of the Ballarat team.

VICTORIAN RAILWAYS

NEWS LETTER

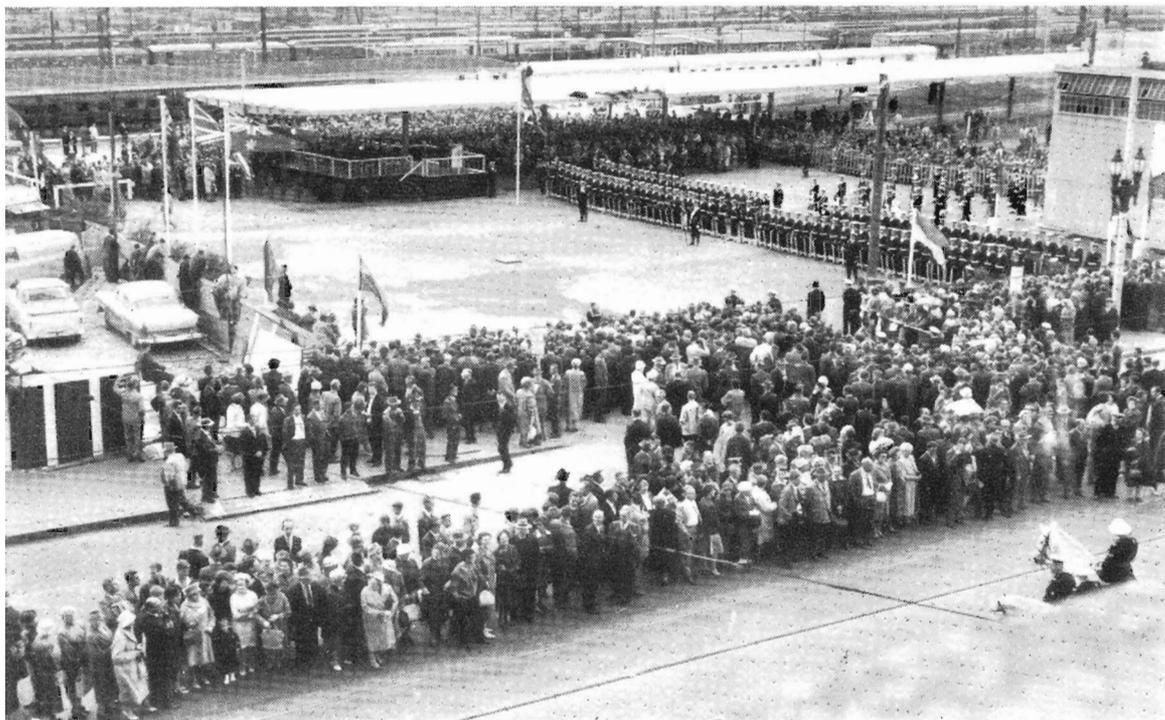
JUNE



1962

STANDARD GAUGE PASSENGER SERVICE SOUVENIR EDITION





Scene at Spencer Street on arrival of *Southern Aurora*

THROUGH PASSENGER SERVICE BEGINS

IA

April 12 (Thursday)

CELEBRATION dinner held at the Trocadero, Sydney, at 7 p.m., at which the Governor-General, Lord De L'Isle, announced the name of the new sleeper train. Afterwards, guests adjourned to Central Station and inspected the new train.

At 10.45 p.m. *Southern Aurora* left on its inaugural trip to Melbourne with the Governor-General, political leaders and other V.I.P.'s on board. It was followed, 10 minutes after, by the Press train on which were representatives of the dailies, periodicals, television, radio and news reels, and special writers.

FRONT COVER AND OPPOSITE PAGE

Love at first sight—that's passenger reaction to Victoria's new £1 million train *Southern Aurora*. Pictures on the front cover, and opposite, reveal why the train is an instant success.

April 13 (Friday)

At Wodonga, at 8.27 a.m., *Southern Aurora*, driven by Mr. E. H. Brownbill, Chairman of Victorian Railways Commissioners, broke through a garland, symbolic of waratahs and pink heath, stretched across the point where the new standard gauge track to Melbourne begins.

At 12.30 p.m. the train reached Spencer Street, where the Governor-General was welcomed by the Governor of Victoria, Sir Dallas Brooks. After a short ceremony at the station, guests were taken to the Melbourne Town Hall for luncheon. In the afternoon they were entertained at a garden party at Parliament House. The train crews were also guests at the party. Those returning to Sydney left by train at 5.30 p.m.

That evening, 100 railwaymen who were associated with the standard gauge work were tendered a dinner by the Commissioners.

April 14 (Saturday) and 15 (Sunday)

The new standard gauge rolling stock was on display at Spencer Street.

April 16 (Monday)

At 11.47 a.m. *Spirit of Progress* arrived at Spencer Street on its last run on broad gauge track. At 6.45 p.m., it left Spencer Street on its first regular trip on standard gauge. At 8 p.m. *Southern Aurora* also left Spencer Street to begin regular running.

I write to thank you most cordially for all the trouble you took over the journey which my family and I made in the famous *Southern Aurora*, and not least for our reception when we reached Melbourne.

I am especially grateful to you for giving me the opportunity of meeting so many people connected with the great enterprise of bringing about this single gauge service. It must, I am sure, have been a very proud day for you.

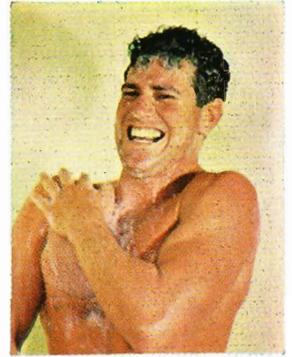
—Lord De L'Isle writing to the Chairman of Commissioners



Tuck-away bed



Continental breakfast



Hot and cold shower



Make-up mirror

"SOUTHERN AURORA'S" features



Club car refreshments



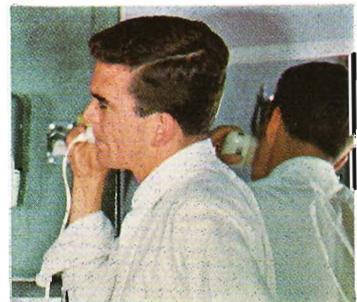
Office on wheels



Dining car



Roomette wardrobe



Plug for shaver

Twinette cabin

NEW ENTHUSIASM FOR RAIL TRAVEL

THE magnificent welcome everywhere given to *Southern Aurora* was stressed by Mr. H. E. Bolte, Premier of Victoria.

"It's my great pleasure", said Mr. Bolte, to welcome Their Excellencies to this State. I feel it's somewhat superfluous, because, since daylight this morning, Their Excellencies, and the new train, the *Southern Aurora*, have been met with tremendous enthusiasm in every little hamlet, farm, homestead, and crossing, all down the whole route, and I think that Their Excellencies must feel as I do today—that railroading hasn't come to the end of its tether.

"Instead, there's a new enthusiasm among the people generally in appreciation of the combined efforts of the three Governments—the Commonwealth who supplied 70% of the funds—my colleague from New South Wales, Mr. Heffron and his Government, who contributed 15%; and, of course, 15% was supplied by Victoria.

"Together they have now made it possible for these two great cities by world standards—Sydney and Melbourne—to be linked in the way they should be linked. We now have adequate communication with Sydney so that manufacturers in either area can produce goods today that can be marketed in the other city next day.

"I want to pay a special tribute to the Commissioners, and their staff, and to all the people who have had any part whatsoever to play in the completion of this great project.

"As you know, it's been the duty of the Victorian Railways, under the Minister, to be the constructing authority. New South Wales have played their part magnificently in producing this splendid new train, but here in Victoria we had to lay the track, and we had to do all the auxiliary works. To all of those people who did that, I believe we owe a great debt of gratitude."

A magnificent train

"As for the train itself—it's magnificent, ladies and gentlemen; and I can recommend all future travellers to, at least, give it a try. I believe that they'll be very agreeably surprised. It's equal to the world's best.

"Personally, I never sleep on a train, and when I was asked for an honest comment this morning at Albury, I said "Well it's the best train I've never slept on."

"And I really mean that, it is the best train. But that's only part of it; just think of the tremendous value to our national economy of the freight side—of how we are going to get benefit upon benefit from this project.

THE FUNCTIONS IN

IT was a brilliant scene at Spencer Street when the inaugural *Southern Aurora* moved its gleaming length quietly through Melbourne Yard and, sharp at 12.30 p.m. on April 13, drew into the station. On board were the Governor-General, Prime Minister of Australia, Premiers of New South Wales and Victoria, Lord Mayors of Sydney and Melbourne, Cabinet Ministers, Parliamentarians, Railways Commissioners, and leading representatives of the business and

"It's my duty today to welcome Their Excellencies to this State, and I can assure them that they have added lustre to this historic day. We thank Your Excellencies for your presence here, and trust that the remaining functions of the day will make it possible for you to return to Canberra tonight feeling proud of the accomplishment that we are gloriously celebrating."

END OF AN ERA

"I can report that all the passengers on the *Southern Aurora* have obeyed the exhortation of Robert Louis Stevenson to travel hopefully and we have all arrived in splendid order", said the Governor-General, Lord De L'Isle.

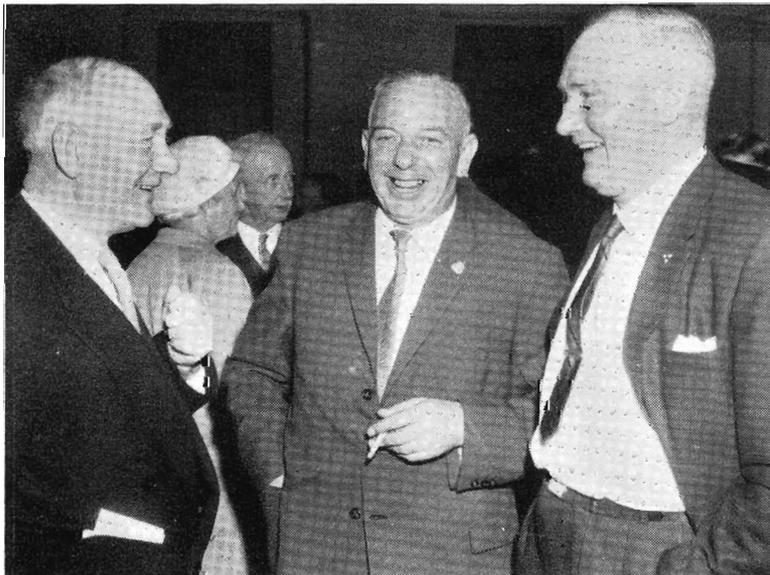


Lord De L'Isle
bourne.

"I thank you, Mr. Premier, for your very kind words of welcome. My wife and I, and my daughter, are delighted to have been among the select band who were permitted to travel on this train—on this first through passenger service from Sydney to Melbourne.

"This day marks the end of one era and initiates another.

"The words of Lord Tennyson (from *Locksley Hall*) kept ringing in my ears :



At the Town Hall luncheon: Sir Arthur Warner (Minister of Transport—left) shares a joke with Mr. A. G. Rylah (Chief Secretary and Attorney-General) and Mr. J. J. Brown (Federal President of the Australian Railways Union—right).

ARRIVAL

MELBOURNE

official sections of both States.

Flags were flying ; the Royal Australian Navy Guard of Honour gave the Royal Salute ; the Governor-General's standard was broken ; and an enthusiastic crowd welcomed the first standard gauge passenger train to reach Melbourne.

After short addresses, summarized below, guests were taken, in Avis and other cars, to luncheon at Melbourne Town Hall, and, afterwards, to a garden party at Parliament House.

*Forward, forward let us range,
Let the old world spin for ever down
the ringing grooves of change.*

" I also wonder whether his son, the second Governor-General, when he travelled from Melbourne to Sydney in his gubernatorial avocations, might not have repeated those lines to himself when he stopped at Albury."

Congratulations to railwaymen

" But, Mr. Premier, we can use Tennyson's word 'change' in a more optimistic sense today, because this is a hopeful day, a day for rejoicing, a day of beneficent change and I would like to end by repeating what I said last night in Sydney, I would like to offer my congratulations—my warm congratulations—to all those who have co-operated to bring this day about . . . to the Federal Government and the Prime Minister . . . to the Premiers of both Governments in the two States concerned . . . and, not least, to railwaymen of all levels who have worked, and toiled, and planned so hard, and so thoroughly, to bring this great enterprise to a successful conclusion".

AUSTRALIA TO BENEFIT

" THIS is a very notable day", said Mr. R. G. Menzies, Prime Minister of Australia, and " it's rendered notable by the presence here of people who have contributed powerfully to this result. Apart altogether from the Federal Treasurer (who's been a powerful contributor to this enterprise), the Premiers, and the Ministers for

Transport (including my own), we also have with us one—or two—or perhaps three members of a Committee which sat under Mr. Wentworth in the Commonwealth Parliament and had a very stimulating effect on the bringing about of this result.

" All these people have made a powerful contribution and we shall benefit from it—not only Victoria and New South Wales—but also Australia."

Tribute to Sir Harold Clapp

" The one thing I did want to do this morning was to confess to you that, long before some of you remember it, I was Minister of Railways in Victoria. I'm a railwayman at heart, and when I was Minister of Railways, the Chairman of the Railways Commissioners was the late Sir Harold Clapp, one of the greatest railwaymen we will ever know. He, himself, let us remember, years ago did a tremendous amount of basic work in the planning of uniform gauge development. He's no longer with us. I should wish to remember him today because I'm sure that if that great man were here in the flesh, and had seen this train roll in, he would have felt that one of his great dreams had been accomplished. I'd like to remember him on this occasion and to thank

all of those who from that time on have made contributions to a wonderful result."

FINISHED ON TIME

THE standard gauge project, Sir Arthur Warner, Victoria's Minister of Transport, pointed out, was one of those rare jobs that were completed on the due date.

" It is my very happy privilege", Sir Arthur said, " to thank Their Excellencies for joining us today and to welcome them to this State. I wish also to thank His Excellency for the complimentary words he has spoken concerning all of us who have worked so hard in Victoria to accomplish this wonderful job, which, curiously enough, if I may remind everybody, has been finished on the due date—a rare thing.

" And, Your Excellencies, not only are we very happy to welcome you here, but we hope this will not be your last ride to Victoria. We can guarantee that at all times our wheels are down and we are prepared to welcome you with the greatest sincerity on any occasion you may return to Victoria."



After lunch chat : (from left) Mrs. G. F. Brown, Mr. G. F. Brown (Deputy Chairman of Victorian Railways Commissioners), Mr. A. A. Calwell (Leader of the Federal Opposition) and Mr. E. J. Harrison M.H.R. (Federal President of the Australian Federated Union of Locomotive Enginemen) at the Town Hall.

SYDNEY CELEBRATIONS

THE dinner held at the Trocadero to celebrate the opening of the standard gauge passenger service was a grand function. Described by a columnist as "the greatest get-together between the States since Federation", the guests included the Governor-General, the Governor of New South Wales, the Prime Minister, the Leader of the Opposition, the State Premiers and Deputy Premiers, the State Leaders of the Opposition, Federal and State Ministers, Lord Mayors of Sydney and Melbourne, Railways Commissioners and State officials.

On the walls of the foyer were large pictures of the interior of *Southern Aurora*; further inside were coloured murals of Sydney and Melbourne; and behind the official table was a backdrop of velvet, in blue and gold for the Victorian Railways and Tuscan red and yellow for the N.S.W. Railways. Flowers included waratahs and pink heath, floral symbols of New South Wales and Victoria respectively.

The Governor-General, Lord De L'Isle, who announced the name of the new sleeper train, said that it was a most remarkable and agreeable occasion for his wife, daughter and himself, as they were about to make their first rail journey in Australia.

He pointed out that despite the advent of other forms of transport there is still need "of an efficient and up-to-date railway system to perform certain functions in the life of a nation that cannot be done by any other means." Railway managements and staffs,

he added, knew that they still held, as they had for more than a century, an indispensable place in a modern and expanding economy.

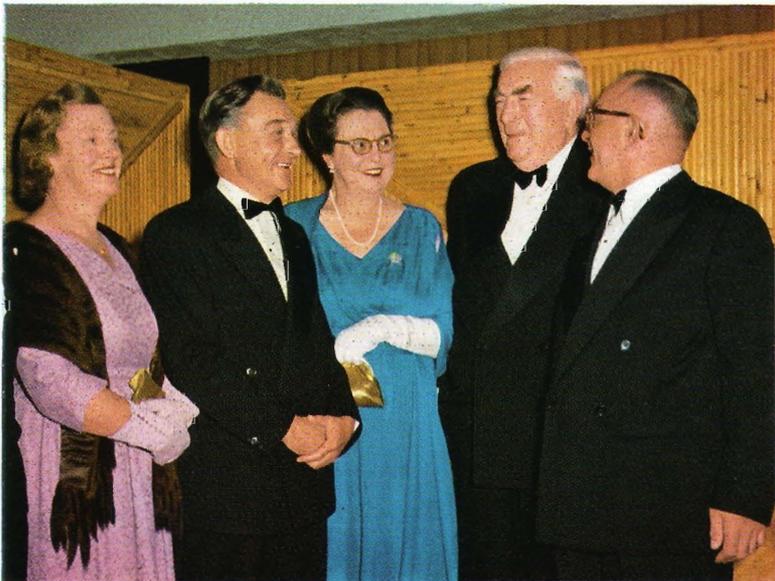
Mr. R. G. Menzies, Prime Minister of Australia, said the occasion was one of the historic moments in the development of Australian transport. The great revolution in modern times, was in transportation and communication. Any improvement in communication between what were once the old six colonies of Australia was a magnificent thing for the Australian nation—it brought the people closer together and induced a greater sense of unity, he added.

The new service would carry passengers and freight faster and more efficiently than had ever been done before, said Mr. R. J. Heffron, Premier of New South Wales. He was proud of the railway system but prouder still of the co-operation between the two States and the Commonwealth in finding the money to carry out the great work of standardization.

Mr. N. McCusker, New South Wales Commissioner for Railways, pointed out that the standardization was the first fruits of a bold and imaginative blueprint which has as its ultimate objective the linking of the continent from Perth to South Brisbane by standard gauge.



The Governor-General, Lord De L'Isle, after inspecting the locomotive hauling *Southern Aurora* on its inaugural trip from Sydney, gives his impressions of it to Mr. N. McCusker (left), New South Wales Commissioner for Railways, and Mr. E. H. Brownbill, Chairman of Victorian Railways Commissioners.



Before the official dinner at the Trocadero, Sydney, Mr. R. G. Menzies, Prime Minister (second from right) chats with Mrs. E. P. Rogan, Mr. E. P. Rogan, Victorian Railways Commissioner, Mrs. E. H. Brownbill, and Mr. E. H. Brownbill, Chairman of Victorian Railways Commissioners.

THROUGH CHILDREN'S EYES

AMONG the thousands who lined the track to see *Southern Aurora* on its inaugural run to Melbourne were the seven and eight-year-old children in Grade 3 at the Broadford State School. They recorded their impressions of the train in crayon, and afterwards sent them to the Department with a neatly pencilled letter :

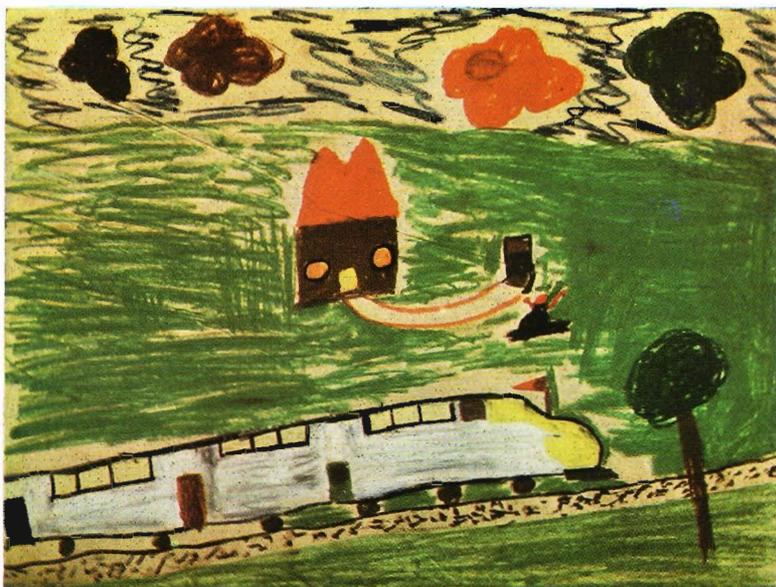
" Dear Sir,

" These are the drawings of the *Southern Aurora* which we saw coming from Sydney today.

" We were very happy to see Lord De L'Isle who waved to us.

" Yours faithfully,
" Grade 3 "

To Grade 3, the *Southern Aurora* varied greatly in shape and colour—sometimes quite startlingly. Decidedly modernist in their approach, they



One of the Grade 3 drawings (unsigned)

drew the train as they *thought* it should look—some even had a steam locomotive. Most noticed the Governor-General's pennant and a few included his wave.

The 45 sketches sent in were put

on exhibition in the Department's window on the Spencer Street station concourse and, later, in the N.S.W. Government Tourist Bureau's Melbourne office. The novel display attracted much attention.

DINNER TO STANDARD GAUGE MEN



A section of the staff at the dinner given by the Commissioners to a representative group of those who worked on, or where closely associated with the standard gauge project. The function was held at the Spencer Street Grill Room on the evening the inaugural *Southern Aurora* arrived, April 13.



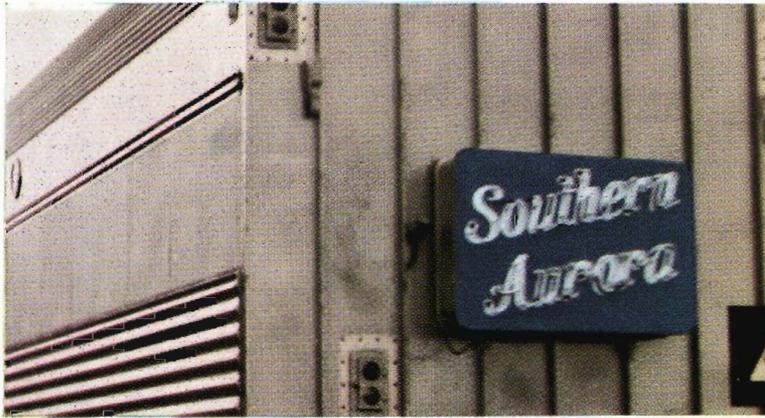
“SOUTHERN AURORA” ARRIVES





ALMOST HERE : *Southern Aurora* (above) snakes across the North Melbourne flyover into Spencer Street.

WODONGA CEREMONY : (left) Driven by Mr. E. H. Brownbill, Chairman of Victorian Railways Commissioners, *Southern Aurora* breaks through a garland, symbolic of waratahs and pink heath, stretched across the point where the new standard gauge track to Melbourne begins.



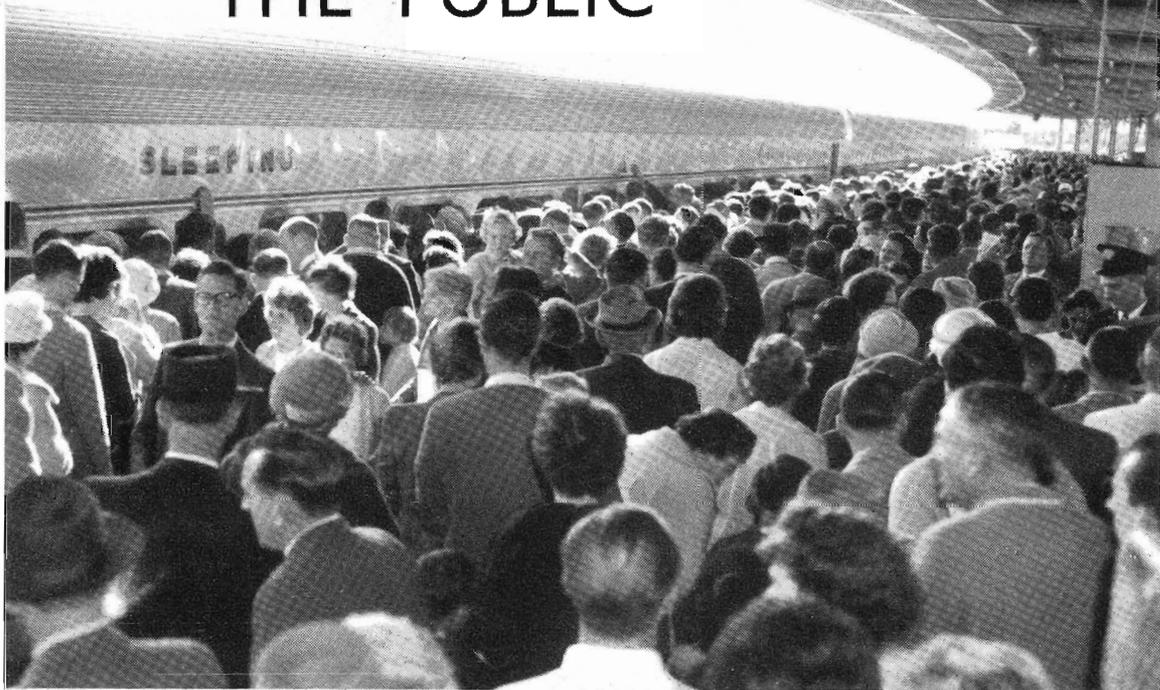
NEON NAME at rear of train.

RIVES



SPENCER STREET SCENES : (above) the Governor-General, Lord De L'Isle, inspects the Royal Australian Navy guard of honour; (left) Lord and Lady De L'Isle are greeted by Sir Dallas Brooks, Governor of Victoria. Waiting in line to greet them are (from left) Mr. H. E. Bolte (Premier of Victoria), Mrs Bolte, Mr. R. G. Menzies (Prime Minister of Australia), Mr. R. J. Heffron (Premier of New South Wales), Sir Arthur Warner (Victoria's Minister of Transport), Lady Warner, and Mr. A. J. Fraser (Victoria's Minister of State Development and Acting Minister of Transport).

TELLING THE PUBLIC



Some of the 50,000 who saw the display of rolling stock at Spencer Street. (Age photograph)

A one-day saturation campaign on all Melbourne commercial radio stations climaxed the Victorian Railways' special advertising for the opening of the standard gauge revenue passenger services.

The promotion, that made front-page news for the trade paper *Broadcasting and Television*, was based on the assumption that paying passengers on the first revenue train to reach Melbourne would be full of praise and eager to tell others; that the general public would want to hear what the first travellers had to say.

Contracts were taken out with each station to broadcast the comments approximately every half-hour from 10 a.m. to 11 p.m. Two experienced radio men—3DB's Advertising Manager, Geoff Palmer, and its Sales Manager, Malcolm Howard—armed with three portable recorders, rode the first "Southern Aurora" to Melbourne, and taped comments of passengers as they travelled. Copy, for reading by the station announcers to introduce each passenger's remarks, was also prepared on the train.

Tapes by taxi

As soon as *Southern Aurora* reached Melbourne, a taxi rushed Messrs. Palmer and Howard, their tapes, and Chairman of the Victorian Railways' Public Relations and Betterment Board, Mr. Hauptmann, to 3DB's studio where interviews and copy were selected, edited, cued, and duplicated for distribution to the various radio stations.

The radio advertising had a very important function—to bring constantly to the public ear, and so register, the name *Southern Aurora* that had been unknown until only a few days earlier; to let the public hear the genuine praise of the new train in the travellers' own words; to make the public aware passengers were now travelling straight through between Sydney and Melbourne by the standard gauge line about which they'd heard so much for so long.

Additionally, the Railways augmented their normal advertising for the new services with full-page advertisements, increased displays in travel agents' offices, and a week-end rolling stock exhibition.

The slogan "Straight thru' in '62"—with its abbreviated spelling to give a slick visual impact—was widely used, and provided unexpected, but welcome, publicity when it sparked off a brief controversy about simplified spelling.

The press advertisements were all created, planned and *lay-out* done by the Department's Public Relations section, using pictures by Railway photographers and typesetting from the V.R. Printing Works.

Display units for agents were also V.R. designed, and featured model carriages made in the Display Workshops.

Rolling stock exhibition

Popularity of the rolling stock exhibition exceeded all expectations—50,000 turned up over the two days. Displayed were two *Spirit of Progress* carriages—the composite sleeping/sitting car for Canberra passengers, and a 2nd class sitter—while from the *Southern Aurora* were the de luxe twinette carriage, roomette carriage, club and dining cars, and a power van.

Demonstrators explained the working of two roomettes, while the public

were able to walk through the carriages and examine a roomette and twinette cabin. Conductors and a hostess were included in the large staff on duty, to explain points of interest and answer questions.

The mobile advisory unit, with working models of the two standard gauge trains, a careers display, *Avis Rent-a-Car*, and working signal were also incorporated.

Publicity plan

This passenger service phase of standard gauge advertising was part of a public relations/publicity plan drawn up in December 1959. *News Letter* readers have had detailed accounts as the plan progressed—such as two special press inspections of the line at early and advanced stages of construction, the Royal Show display, illustrated talks, and the Dynon ceremonies on January 3.

In addition, over the period, hundreds of news items, information sheets, and photographs were issued to newspapers, magazines, T.V. and radio stations, and newsreels; posters and pamphlets were produced; signs erected; radio and press advertising put out.

Finally came the running of the inaugural *Southern Aurora*, with the Governor-General and its V.I.P. passengers. It was important news and the V.R. made it as easy as possible for media representatives to get and transmit.

Where sun would shine

The twin "Southern Aurora", with a representative Press party of 65, left Sydney after the V.I.P. train but ran ahead to reach Albury first, from where early stories were telephoned to the capital cities. Chartered taxis rushed photographers to Wodonga to cover the V.I.P. train breaking through a colourful garland as it entered the newly-constructed standard gauge track. The photographers had a specially built platform to lift them above the crowds, and a detailed plan that even showed in which direction the sun would shine.

At Spencer Street, areas were reserved for the Press; power outlets were provided beside the dais for tape recorders and speeches were taped for radio roundsmen who arrived by the following Press train, after the ceremony had concluded.

Wrote one broadcaster to Mr. Brownbill: "... In the 15 years I have handled promotions for radio, this was outstandingly the best I have been associated with ..."

In all, every possible effort was made to let the public know about the standard gauge trains. Results have been rewarding. The railway image is good but it is now over to the individual railwayman to keep it that way with first-rate service.



In their compartment on the inaugural *Southern Aurora* Geoff Palmer and Malcolm Howard check their taped interviews with passengers against copy for announcers.

SULTAN GOES BY TRAIN



The Sultan of Selangor (Malaya) chose the *Intercapital Daylight* for part of his trip from Melbourne to Canberra during his recent visit to Australia. He was accompanied by his wife, the Tengku Ampuan, and two of his ten children—one of them shown sitting beside him before the train left Spencer Street. The Sultan had been visiting his 16-year old son who is at school in Perth. In Selangor the Sultan has his main palace at Klang, near Port Swettenham, and a number of smaller palaces.

BIRD'S EYE VIEW

Southern Aurora was photographed by V.R. photographers from the air as well as the ground.

As some of the most impressive pictures of trains can be taken from the air, it was decided that the occasion justified the use of an aircraft for photographing the new train on its inaugural trip through Victoria.

Accordingly, at 10.30 a.m. on Thursday, April 12, railway photographers Lindsay Blackie and Roger Hayne took off from Moorabbin in a Cessna 172 4-seater aircraft. It was an all-V.R. job as their pilot was Railway Investigation Officer Jack Loftus whose hobby is flying and who holds a pilot's licence.

On the way up, they flew via Lilydale, Whittlesea and Kilmore and then followed the north-east line to Albury, making dummy runs over the line to ascertain the best places for the actual pictures to be taken on the following day. They landed at Albury aerodrome.

On the Friday, after photographing *Southern Aurora* as it broke through the garland at Wodonga, they rushed to the 'drome, took off and raced after the train. As the 'plane was only flying about 40 m.p.h. faster than the train it was some time before they caught up with *Southern Aurora*. It was photographed near Violet Town

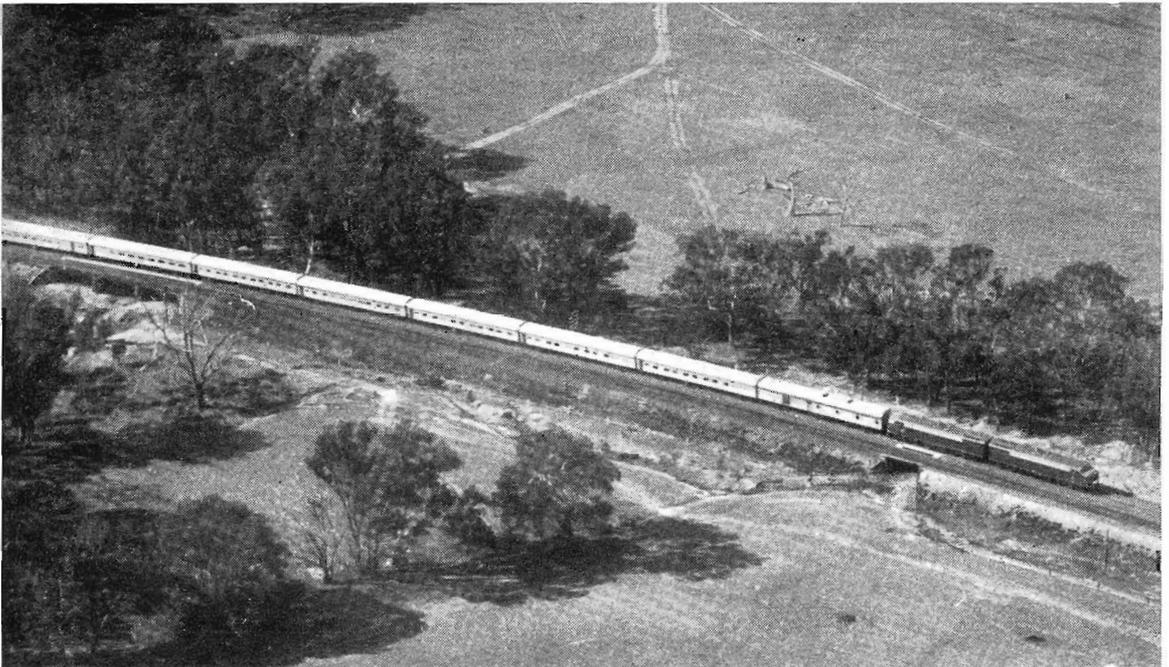


Before taking off at Albury, Pilot Jack Loftus (in plane) discusses plans with Photographers Lindsay Blackie (left) and Roger Hayne.

and Longwood. Unfortunately no further pictures could be taken after Longwood owing to low cloud. Nearing Kilmore, the weather caused the plane to be diverted from its course by Melbourne Control.

After landing at Essendon, they hurried to the flyover at North Melbourne and caught *Southern Aurora* as it passed over.

Unfortunately, flying conditions were bumpy and unfavourable to photography. Nevertheless, some good pictures were obtained. Cameras used were a 16 mm. cine loaded with colour film and a 2½" square reflex using colour negative material—the later giving colour prints, transparencies and black and white prints.



Southern Aurora from the air

SMOKE AND STEAM AT SPENCER STREET

THERE was a smell of smoke, steam and oil at Spencer Street when, in a blaze of glory, one of Australia's most famous trains—*Spirit of Progress*—arrived after having made its last run over the 5' 3" track. The steam and oily smells, so dear to rail fans, came from the panting A2 locomotives that hauled the *Spirit*. They were the centre of attraction and photographers took shot after shot of the engines and crews. It was a fitting finale to the last run of the *Spirit* on broad gauge—Victoria's famed train hauled by two of its most famous old locomotives. It was Monday, April 16, and on the train were 150 members of the Australian Railway Historical Society.

Since November 28, 1937—it was then the first air-conditioned train in the British Commonwealth—*Spirit of Progress* had been making its daily non-stop runs between Melbourne and Albury, and had justly earned its reputation for



Crowds packed Spencer Street for the arrival of last broad gauge S.O.P. at Spencer Street

comfort, reliability and speed. Over the years, steam had been replaced by diesel-electric locomotives, but, for the last trip, the Department co-operated with the A.R.H.S. by using steam power for part of the journey.

At Seymour, 61 miles from Melbourne, the train's diesel-electric was detached and replaced by the two A2 steam locomotives.

That night, the first standard gauge *Spirit of Progress* left Spencer Street at 6.45 p.m. on its direct run to Sydney. It was the first train to start the regular passenger service, leaving 1½ hours ahead of *Southern Aurora*.



Drove last broad gauge *Spirit*: (from left) Drivers H. Binder and N. Davey, Firemen R. Wirges and J. Wortmann.

DELIVERY OF S. O. P.

TO enable *Spirit of Progress* to begin a simultaneous service from Sydney on Monday, April 16, the train made a "delivery" trip over the week-end.

Leaving Melbourne at 12.45 p.m. on Saturday, April 14, and hauled by an S class diesel-electric, it reached Albury at 5.55 p.m. It was packed with members of the Australian Railway Historical Society and other rail enthusiasts, many of

whom had come over from Sydney to make the trip.

The train was stabled overnight at Albury; and, hauled by two N.S.W. 38 class (steam) locomotives, left next morning at 6.20 a.m.

Special stops were made on the way for photographs. The train set back about half a mile, and then moved forward to the rail fan photographers who blazed away with every kind of camera and film. Sydney was reached at 6.33 p.m.



Spirit of Progress on its delivery trip to Sydney: (left) crossing flyover at Springhurst (Victoria); (right) near Fish River, hauled by two N.S.W. 38 class locomotives.

AMONG OURSELVES . .

Porepunkah

A caretaker station, supervised by Bright, Porepunkah's main outwards traffic is timber from Porepunkah Pine Mills (about nine wagons weekly) and from the Glenbervie Timber Co. In season, there is also tobacco. Beer, groceries and some superphosphate account for most of the inwards traffic. Up till about 10 years ago, it was a very well known station to holiday makers as it was the rail head for Mt. Buffalo

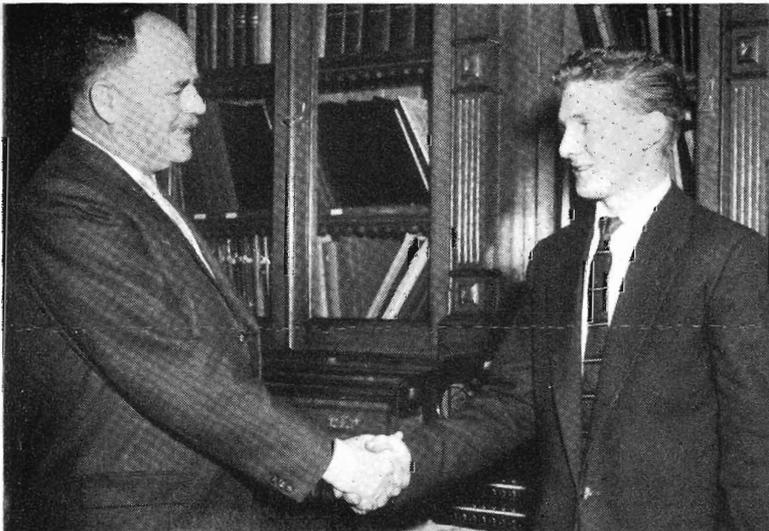


Mrs. Smith

Chalet and when The Chalet buses drew in for their loads of happy passengers the little station sprang into bustling activity. (Wangaratta is now the rail head.) The most likely derivation of its unusual name would seem to be from a native word meaning *meeting of the waters*.

Mrs. B. C. Smith has been Caretaker at Porepunkah for about eight months. Before that, she was living at Chiltern. Her husband is a member of the track force that maintains the line between Bright and Myrtleford.

Outstanding Apprentice



Apprentice Fitter and Turner Allen G. Bourquin is congratulated by Mr. G. F. Brown (Deputy Chairman) on his selection as the outstanding railway apprentice attending the V.R. Technical College during 1961. The award was presented to Allen by the Governor, Sir Dallas Brooks, at the Melbourne Town Hall during the recent Apprenticeship Week. Allen comes from Anakie (about 12 miles from Lara) and began his apprenticeship in 1959 at Newport Workshops.

V.R. clerk's exhibition



Mr. Leslie Sands adjusting one of his paintings in the exhibition he held recently at the Victorian Government Tourist Bureau. Mr. Sands is a clerk at Melbourne Yard where he has been located for 26 years. His spare time occupation is painting; and, since 1948 he has held six exhibitions in the city. Self-taught, he revealed artistic ability at an early age.

Staff Ball booking

BOOKING is now open for the 1962 Railway Ball to be held at the Palais de Danse, St. Kilda on Friday, June 29. Parties of any size can be catered for. Table bookings may be secured on pay-

ment of £1 deposit, with full settlement on or before June 22. Ticket secretaries are Messrs. Bryan Williams and Kevin Cahill, Room 60, Head Office (Auto. 1241). All railway people and their friends are invited.

Associated entertainment will be as attractive as in previous years and television personalities, including Toni Lamond (G.T.V. 9), will be there.

Wrong done to Wandong

THE gremlins that buzz around editorial offices have been extra busy lately. April *News Letter* showed 60 to 100 tons of timber being railed monthly from Wandong instead of the correct quantity—60 to 100 wagons. To avoid a ding-dong with Wandong, the wrong is now righted.

Sale Returned Servicemen

THROUGH the personal efforts of many returned servicemen, Sale recently became the seventh country centre to establish a sub-section of the Victorian Railways Returned Servicemen Section.

The State President, Mr. S. C. Thomas, M.B.E., and the State Secretary, Mr. R. E. Erwin of the Way and Works Branch, attended the inaugural meeting and installation of officers.

Signal Adjuster K. Eichler was installed as President and Ganger A. W. Jarred as Honorary Secretary.

V.R.I. NOTES



The committee members (above) of the Geelong Centre who recently gave the ladies a social afternoon in appreciation of their help in making the Centre's annual excursion to Queenscliff a resounding success. (Photo D. Lehmann)

Meetings will be held regularly and railway returned ex-servicemen from nearby towns have been invited to join their comrades at the Sale sub-section.

Over 50

AMONG recent retirements have been a number who had been nearly 50 years in the Department; a few who were even longer. Among the latter was Mr. G. M. J. Carns who had just over 50 years service when he retired. He began in the Department at Melbourne Goods but the following year was transferred to what is now known as the Commercial Branch. During his long career, he worked in every section of the Branch and the experience gave him an excellent knowledge of its intricate work. At the time of his retirement he was Principal Fares Officer.

Stationmaster B. Mason

WELL known throughout the service, Mr. B. ("Bart") Mason recently retired after having been stationmaster at Alphington for three years. Mr. Mason began as a lad porter at Brighton Beach in 1925 and since then has been stationed at Hampton, South Yarra, Royal Park, Djapur, Portland, Melbourne Goods, Geelong, Fitzroy, Great Western and North Brighton. He was a signalman at Ararat for 10 years and an R.S.M. for three years.

First 1962 lecture

A combined exhibition, illustrated talk and film night, will be the form of the V.R.I. Council's first lecture for 1962. It

will be held in the V.R.I. Ballroom, Flinders Street, on Wednesday, June 27 at 7.30 p.m. Mr. E. C. Smith, Senior Packaging Officer, Commercial Branch, will be the speaker, his subject—"Packaging and Claims Prevention"—will deal with the efforts of the Packaging Section to ensure the safe transit of goods sent by rail.

The exhibition, consisting of various items of equipment provided by the Department to assist in the safe carriage of rail traffic, will include an impact recording machine, used to detect bad truck movements. In his explanatory talk, Mr. Smith will show coloured slides of good and bad packing and stowing; and the results of rough handling. The film, "The Freight Goes Through", shows some of the steps taken by American railroads to minimize damage losses.

At the conclusion, a light supper will be served. Free rail passes for off-duty country railway staff who wish to attend are available. Applications for a pass should be made to the General Secretary, V.R.I. Flinders Street.

RECENT RETIREMENTS

TRAFFIC BRANCH

McDonald, H. A., Spencer Street
Power, J. O'C., Middle Brighton
Sinclair, S. F., Melbourne Goods
Walker, J. E., Melbourne Yards
Horwill, W. E., Dudley Street
Bond, F. E., Bendigo (Goods);
Hewett, J., Shepparton (Goods)
Sanderson, H. M., Ballarat
Mason, B. J., Alphington
Porter, N. A., Melbourne Goods
McAdie, R. C., Ararat

WAY AND WORKS BRANCH

Stevens, G. W., Head Office
Mammirelli, T., Special Works
Roberts, H., Shepparton W.F.
Chapman, T. J., Bendigo R.F.
Uren, W. T. J., Head Office
Kelleher, D., North Melbourne S. & T.
Hamilton, W. M. Flinders Street S. & T.
Rolls, J. A., Head Office
Howell, J. W., Shepparton R.F.
Hird, E. T., Ararat R.F.
Mason, E. R., Caulfield R.F.
Disher, R. H., Relaying (I) R.F.
Forster, R. J., Maryborough W.F.

ROLLING STOCK BRANCH

Jinks, C. J., Bendigo
Philbrook, G., Ballarat
Smith, C. A., Ararat
McMillen, D. W., Newport
Laurence, G. N., E.R. Depot
Hluszko, H., Newport
Gouldson, J., N.M. Loco.
Neal, T. J., E.R. Depot
Elliott, J., Newport
Pick, F. A., Jolimont
Page, W. M., Head Office
Morgan, J., Newport
Shugg, C., Newport
Slattery, L. P., Lilydale

STORES BRANCH

Westaway, C. K., Permanent Way Depot
MacDermott, W. C., Caulfield
Griffiths, J., Printing Works
Zubryn, N., Nth. Melb. Loco. Storehouse
Chapple, A. J. V., Spotswood General Storehouse

ACCOUNTANCY BRANCH

Loveluck, H., Head Office

. . . . AND DEATHS

TRAFFIC BRANCH

Stewart, E., Melbourne Goods
Hinton, E. J., Bendigo
Mahony, L. S. H., Melbourne Goods

WAY AND WORKS BRANCH

Gondolo, P., Ironworks, North Melbourne
Lowrie, W. J., Echuca W.F.

Watts, R. E., Newport R.F.
Johnson, W. G., Standard Gauge
Blake, W. J., P.W.M. Depot, Spotswood

ROLLING STOCK BRANCH

Thomas, H. A., Ballarat North
Wilton, S. O., Ballarat North
Branauer, K., Jolimont
Ferrarin, L., Shelter Sheds



RON BAGGOTT'S SPORTS PAGE

Table tennis carnival

AT the recent Intersystem Table Tennis Carnival held in Adelaide, four States again competed for the coveted Commissioners' Shield which was won by New South Wales who were undefeated. Minor placings were filled by South Australia, two wins, Queensland, one, and Victoria, nil. The Victorian team performed very creditably against formidable players, losing the first match to Queensland by the narrow margin of 17 rubbers to 16. In the other two matches Victoria lost to South Australia 20 rubbers to 13, and to New South Wales 25 to 8. The singles championship was won by South Australia's Syd. Morgan. South Australia also won the doubles championship with Syd. Morgan and Harold Merritt. The next Intersystem Table Tennis Carnival is expected to be held in Sydney, in September 1964, and arrangements will start almost immediately to train players to represent Victoria.

Attention golfers!

THE V.R.I. Eastern Gippsland Golf Club will hold its Second Annual Tournament at the Newry Golf Course on Sunday, July 29, beginning at 9 a.m. sharp. This picturesque course, 135 miles from Melbourne, consists of 18 grass greens and is one of the most popular in Eastern Gippsland.

Thirty events will be decided, including three for the ladies, and trophies will be provided for all events. The Tournament is open

to members of the V.R.I., and each member is permitted to nominate one friend. There will be 9, 18, and 27-hole stroke handicap events in three divisions—handicaps 16 and under, 17 to 23, and 24 to 27; and other events.

Metropolitan and country players are all welcome and excellent golf is assured with luncheon and afternoon tea provided.

Accommodation can be arranged, if required, and full particulars obtained from the Secretary, Mr. E. Grigg, C/o Loco. Depot, Traralgon. Entries close June 30.

Railways v. Postal Golf

A record number of 78 players took part in the annual match between the Railways and Postal Institutes held recently at the Latrobe Links, the V.R.I. Golf Club being host on this occasion.

The Postal Institute was successful in the teams matches for the R. L. Edwards Shield, winning 18 games to 14, with four drawn.

The trophy winners in the individual stableford competition were: Postal Institute, K. Quinn; Railways Institute, A. Hoffman.

Mr. R. Rolls (President, V.R.I. Golf Club) who was Chairman at the concluding social gathering introduced Messrs. W. Walker (Secretary for Railways), R. Jones (V.R.I. Councillor), A. Stevens (Assistant Director Tele. Communications) and H. Singleton (President, A.P.I. Sports and Social Committee). They presented the various trophies won during the afternoon.



Railways v Postal golf : A. Wilkinson (V.R.I.) hits off; (from left) K. Quinn (Postal), R. Wike (V.R.I.) and S. Farren (Postal).

Traralgon tennis

THE Traralgon V.R.I. Tennis Club recently concluded its tennis season with an American Tournament in the afternoon—won by Miss J. Gaywood and Mr. A. Bell—followed by a presentation social in the evening.

About 70 people attended the social, the highlight of which was the presentation of trophies to the winners of the various Club Championships for the year. They were: Men's singles championship, L. Morris; Ladies' singles championship, Miss J. Gaywood; Men's doubles championship, A. Peck and A. Bell; Ladies' doubles championship, Mrs. E. Bonighton and Miss H. Rice; Boy's junior singles championship, Barry Baxter; Girl's junior singles championship, Lynne O'Meara.

The presentations were made by Messrs. O. Thomas (President Traralgon V.R.I.), R. Hodgson (President Tennis Club), E. Grigg (Sports and Social Secretary); and Messrs. A. D. Bell and S. G. Bonighton who had kindly donated trophies for perpetual competition.

Tennis

FOR the third consecutive year the V.R.I. Tennis Association's final was contested by Suburban Lines and Jolimont. Suburban Lines once again proved to be too strong for their opponents and by winning five rubbers to one (rain preventing a decision being reached in two rubbers) annexed their fifth successive premiership. Lines will be all out next season in an attempt to make it "six in a row" and thus equal the record established by the Accountancy Branch team in the 1940's. Members of the teams were: Suburban Lines—K. Williams (Capt.) T. Sedmak, K. Wylie, and K. Payne; Jolimont—R. Cleary (Capt.) L. Murphy, R. Bell and K. Fulier.



Victorian team that played in the table tennis carnival at Adelaide: (left to right) back row—G. Lewis, J. Eldridge, B. Smart, S. White, G. Roiter; centre row—W. Ernsdoerfer, M. Carroll, W. Lawrie, E. Martin, O. Chan; front row—R. Harkins, F. McCloskey, J. Crouch, E. Campbell, G. Smith, J. Massouris.

VICTORIAN RAILWAYS

NEWS LETTER

JULY



1962



One in 400

LESS than a quarter of one per cent (1 in 400) of the products sent by rail by his Company were damaged, said Mr. R. Lambert National Traffic and Distribution Department Manager of Campbell Soups (Australia) Pty. Ltd. This was due, he added, to the co-operation given by the Victorian Railways Packaging Officers. Included in the products consigned by the Company are large quantities of bottled goods such as cordials and sauces.

Belt conveyors for Spencer Street

TWO mechanical belt conveyors are to be installed at the new Spencer Street terminal to speed up the handling of luggage. Passengers' luggage for outward trains will be carried on the conveyor belt from the ground floor of the terminal to the basement, and then along underground tunnels to the departure platforms. Luggage from incoming trains will go via the tunnels to the basement luggage room and then be elevated by the conveyor to the luggage hall for collection by owners. Passengers who wished to obtain their luggage immediately on train arrival could, however, do so.

What a time they had!

THERE are, naturally, comparatively few railwaymen who have ridden on the Commissioners' Tour train. But all of the 200 children at Lockington Consolidated School can boast of this experience. When the train arrived at Lockington (on the Elmore-Cohuna line) recently, the Commissioners were excitedly welcomed by the 200 eager faces. Stationmaster Jim Hearn and Assistant Stationmaster Norman Nash, were, in fact, pushed somewhat into the background. The children, with their teachers, were lined up in orderly fashion. They were shown the train and, to their huge delight, taken for a short ride in it. For many of the younger ones, it was their first train trip.

FRONT COVER

Intense interest was shown by ECAFE delegates as Mr. L. A. Reynolds, Chief Civil Engineer, used a plastic model to explain features of the new Spencer Street station buildings. (See story on page opposite).

Southern Aurora

SOUTHERN AURORA continues to keep in the news. A Sydney instrumental ensemble—Col Joye's *Joy Boys*—have recorded a pop number about it, which has done well in the top hits. And recently, a rug manufacturing firm requested permission to name a travel rug after the train.

Likes the name

THIS morning I heard an announcement over the air about the *Southern Aurora*, and was struck by the beauty and euphony of the name. How anyone can believe it is not beautiful passes my imagination.

"The fear expressed by some that it may be abbreviated to *Roarer* is not worthy of consideration, I feel sure. Such misusage is bound to carry a social stigma, comparable to that borne by the person who drops his h's.

"By all means let us keep this lovely name."

—Miss Margaret Hinder, 93 Paxton St., East Malvern, writing to the Commissioners

Around by rail

THE demand for all lines tickets is increasing. School students find them a convenient way to see Victoria during vacations. Recently, however, Stationmaster A. S. Bengtsson (Frankston) received the following letter from a traveller more advanced in years.

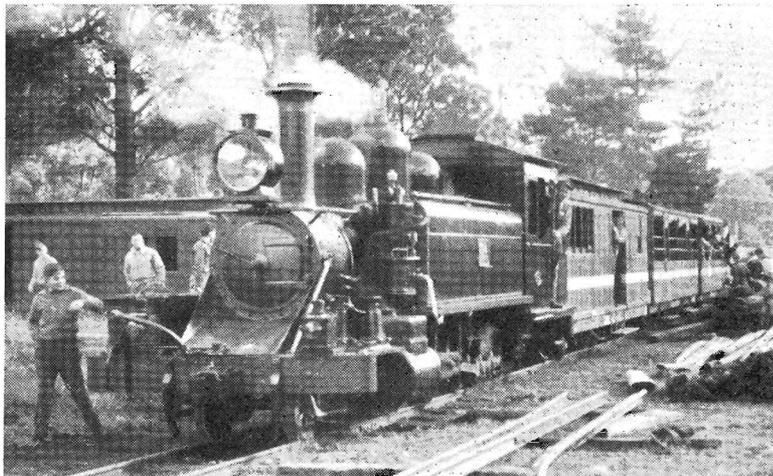
"I have just concluded fourteen days rail travel on an all lines ticket... the trips to various destinations in Victoria were really enjoyable. All rail travel was comfortable and speedy, rail staffs were helpful everywhere, and I enjoyed complete relaxation. I felt very happy, but a little disappointed that the fourteen days ended so quickly, so I have already decided to buy another fourteen days all lines ticket to further explore Victoria in the coming Spring. My age is 73, retired from the P.M.G. Department. I always like rail travel, and rail travel it will always be. Thanking you again for fourteen enjoyable days".—William O. Bell, 3 Kars Street, Frankston

Time-tables

THE Department's best seller must surely be the sectional metropolitan train and bus time-tables. First introduced in booklet form in April 1960, more than 400,000 have now been sold—at 3d. a copy—at metropolitan stations, bookstalls and Victour.

Aim of the Department is to provide up-to-date re-prints, and a recent example was a print of 35,000 that was delivered to stations seven days ahead of altered train services on a suburban line.

For printing purposes, the metropolitan area is divided into six sections, and each booklet ranges from 24 to 48 pages.



The gullies resounded again to the cheerful blast of Puffing Billy's whistle when he returned to service last month to haul a work train carrying members of the Puffing Billy Preservation Society from Belgrave to Menzies Creek. Photograph (by L. Whalley) shows the train at Menzies Creek. Official re-opening of the line will be on July 28.



The dual gauge track work at Spencer Street attracted the interest of these ECAFE delegates.

LAST month there met in Melbourne a group of railway experts whose business is the improvement of rail transport for 1,500 million people—more than half the world's population.

It was the Railway Sub-Committee of the Economic Commission for Asia and the Far East (ECAFE—pronounced EK'afay) which held its seventh session at Melba Hall from May 29 to June 6.

More than 50 delegates from 14 countries attended. They came from Cambodia, China, Federation of Malaya, France, India, Indonesia, Japan, Korea, Netherlands, New Zealand, Thailand, United Kingdom, U.S.S.R. and U.S.A. The Australian Delegation included three Victorian Railways officers—Messrs. L. A. Reynolds (Chief Civil Engineer) A. C. Brown (Assistant Chief Traffic Manager) and S. F. Keane (Superintendent of Locomotive Maintenance). A paper on the Preservation of Railway Sleepers in Australia was presented by Mr. Reynolds and one on Containers by Mr. Brown.

Among matters studied at the session were dieselization, container transport, railway administration, the increase of single-line capacity, railway regional research, and the development of international railway traffic.

In his opening address to the Conference, Mr. H. Opperman, Federal Minister of Transport, after welcoming the delegates, said that Australia, because of its size and rather isolated geographical position is very conscious of the importance of efficient railway systems.

"We have seen", continued Mr. Opperman, "the part that railways play in a nation's development, particularly a young nation like Australia.

"Today's world seems to have ever reducing distance barriers. Our neighbours and ourselves are drawn closer by vast improvements in transportation methods. No country can any longer regard itself as being remote from another. Certainly we, in Australia, have no wish to remain remote, and we are very conscious of the importance and the needs of the people to our far north.

"With this realization has come an awareness that we must facilitate the easier movement of merchandise, equipment, people and capital within

all our boundaries. This has brought in its train a desire that our neighbours should know more about us, our methods of doing business, our transport and—most important of all—have an understanding of our problems. These are the first ingredients for development, prosperity and harmony among any group of peoples and nations".

Mr. Opperman pointed out that Australian railways have been developed over a period of more than 100 years and, in that time Australians have learned many lessons—some of them, he added, at great expense.

"Features of unusual interest"

U Nyun, Executive Secretary of ECAFE, said that the conference had a special significance, as it was being held in a country, the railways of which possessed features of unusual interest such as the different gauges which occurred not only between systems but, in some cases, within the same system.

A field in which the Australian railways have made notable advances,



Flags of U.N. and many member nations make the opening of ECAFE at Melba Hall look like a miniature of the United Nations Assembly. (Photograph : News and Information Bureau)

he pointed out, is the preservative treatment of wooden sleepers. They have also carried out some very useful studies on the effect of heavy diesel locomotives on the track.

U Nyun referred to the technical assistance given by France and the United Kingdom Advisory Service and hoped that this valuable help from industrially advanced countries would develop.

Dealing with the railways in the ECAFE region, he said that, despite the development of other forms of transport, "railways continued to be the backbone of surface transportation". Freight on them increased by nearly one-half between 1951 and 1959. To cope with the increase, they were being modernized and improved in many directions. Most of the systems have decided on a planned dieselization and have commenced welding of rail joints to reduce track maintenance.

U Nyun thanked the Australian authorities, especially for the arrangements made for tours of inspection to study Australian railway methods.

Single-line capacity

At the conclusion of the conference, Mr. M. S. Ahmad, Chief of ECAFE Transport and Communications Division, said that one of the most important subjects discussed was the problem of increasing single-line capacity of the railways in the ECAFE region. Because of the limited money available it was not possible to double

the lines. It was therefore necessary to improve the carrying capacity of the single lines with a minimum of expenditure. Some countries of the region, such as Japan, had shown what could be done in that direction, continued Mr. Ahmad. Single lines in Japan, at present, are carrying 100 trains a day, and in certain parts

of India, single lines carry 90 to 95 trains daily.

Mr. Ahmad said the arrangements for the conference had been "very, very good" and the excellent facilities provided had made it possible for the delegates to work to schedule and produce their report on the due date.



(From left) U.S.S.R. delegates Messrs. M. A. Fufryanskiy, B. C. Riasanzev, I. J. Aksekov and V.P. Gorgassidze, admire the Department's model of a Southern Aurora roomette car on display in the lounge room at Melba Hall.



(Above, left) The cavitation pitting of an engine cylinder liner from a W class diesel hydraulic locomotive was the subject of discussion between (from left) Messrs. M. A. Fufryanskiy (U.S.S.R.), P. Deshayes (France), W. H. Moegerlein (Australia), P. D. H. Bonnefon (Observer, France) and Messrs. S. F. Keane (V.R. Superintendent of Loco. Maintenance) and R. H. Y. Roach (Newport Workshops Manager). (Above, right) At Dynon, this group keenly watches change over of bogies from standard to broad gauge.

Visits of inspection to Victorian Railways centres were arranged for ECAFÉ delegates by the Tours Liaison Officer, Mr. A. J. Petrie (Member, Public Relations and Betterment Board). These enabled them to study, at first-hand, Australian railway techniques, methods of operation, and achievements in the manufacturing of railway equipment. Groups of delegates inspected the North Melbourne Diesel Workshops, Dynon freight terminal, building work on the new Spencer Street station, *Southern Aurora*, Newport Workshops, and the rail welding section at Spotswood.

A dinner was tendered to the visitors by the Commissioners; and they were farewelled by the Victorian Government at a reception at Parliament House. They left by *Inter-capital Daylight* for Sydney where further inspections were made of railway activities.



This group was highly appreciative of *Southern Aurora's* Club Car.



Delegates were very interested in the Department's system of apprentice training. At Newport Workshops, Mr. W. Parr, Planning Engineer (second from right), explains some aspects of it to (left) Messrs. Fan Jui (China), Charat Phairpradist (Thailand), and E. E. Krijthe (Netherlands).



At Newport Workshops Laboratory, Mr. W. O. Galletly, Chief Mechanical Engineer, (left) and Mr. E. D. Connor, Engineer of Tests (right), discuss with Mr. A. Kandiah (Malaya) and Mr. R. C. Bond (British Transport Commission) technical problems concerning the production of staff exchanger rings.

DIALS GIVE THE ANSWER

JUST as great distances can be measured easily with a ruler, on accurately scaled maps, so can electrical circuits carrying huge currents be similarly scaled down, reproduced in miniature, and readings made, with similar ease but even greater accuracy.

This, broadly, is what is done by the Network Analyser recently built by the Electrical Engineering Branch.

On this instrument, solutions to complex problems that previously required long mathematical calculations, can now be read off on meter dials.

The analyser gives the answers to such problems as :

- the most suitable power capacity and spacing of substations for a given line and train service ;
- the tripping current settings required so that circuit breakers will open immediately in the event of short circuits.

The analyser solves these problems by reproducing on a small electrical scale the network formed by :

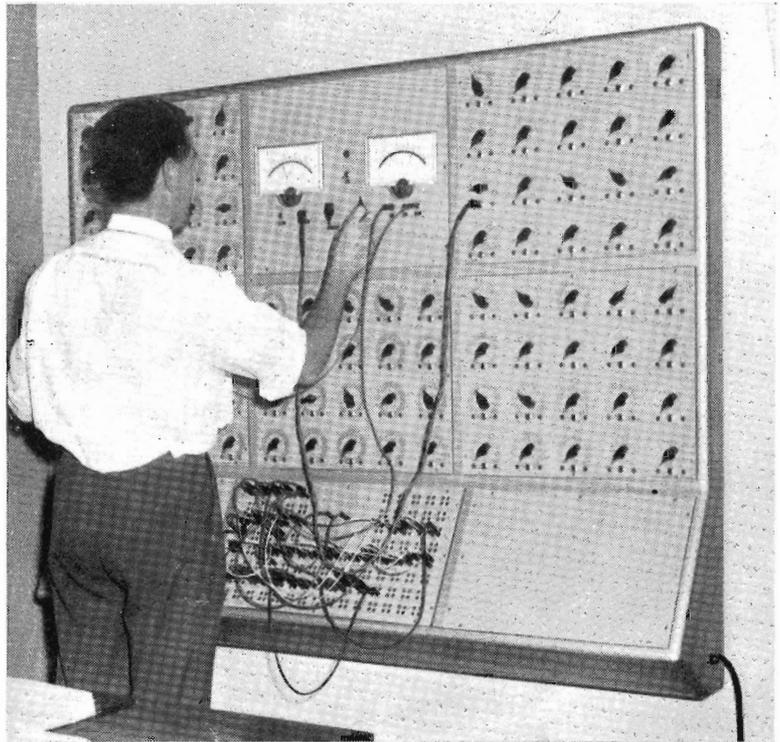
- the 22,000 volt transmission lines ;
- the substations (these convert high tension power to the 1,500 volts D.C. used by the trains)
- the overhead wiring above the track ;
- the motors of the trains ;
- the track itself which is the return path for the traction current.

On the main panel of the instrument are 100 dials each of which is a resistance unit that can be adjusted to represent one of the elements of the network listed above. Resistance units can be connected together to form any desired network by means of plug leads on the lower sloping face of the analyser (see photograph above).

Naturally, the vast power supply used in train operation must be scaled down to come within the scope of this small instrument. For example : a typical scale would use voltages that are 1/150 of the actual ones and currents 1/150,000 of actual. Thus 1 watt on the analyser would represent 22½ million watts actual.

Having decided on the power scale, the resistors are connected up to form the network and then set to the correct value according to the scale selected.

When the power is switched on, it is then possible to measure any current or voltage in the network.



Mr. P. D. McColl, designer of the analyser, sets up a problem on it.

When the scale is applied, this gives the answers to such questions as :

- the load on a transmission line ;
- the voltage at some point along the overhead wiring ;
- the current delivered by a particular substation, etc.

In the case of a proposed electrification, these quantities must be examined for a number of proposed arrangements and the best one selected.

These quantities can now be obtained simply by reading dials instead of making long and laborious calculations. The detailed electrical design of the line can then be commenced.

Consideration of such factors as the shutting down or addition of substations, or variations in switching arrangements, which would previously have meant a new calculation occupying several days, can now be done on the network and their effect on the various quantities studied almost immediately.

With this ease of solution it becomes practicable to consider a greater number of aspects of a problem.

In place of estimated solutions for special problems which would previously have been too time consuming to tackle mathematically,

the analyser will now give a fully resolved answer.

The behaviour of the existing substation network under various abnormal conditions can also be studied; for example—the minimum number of substations which need to be run for overnight traffic.

The analyser will be almost indispensable for the future problems to be resolved concerning the effects of the city underground traffic on substation power requirements, and the methods to be used for inter-connecting the overhead wiring of the underground tracks with the existing overhead.

The instrument is not restricted in use to railway traction networks, but can be made to represent any electrical network. In fact, the design is based on one used by the Snowy Mountains Hydro-Electric Authority.

The analyser was designed by the Substation Division and manufactured by the Testing Division of the Branch. It has an attractive modern appearance with opaline green panels and grey surrounds. The frame is of inter-locking extruded aluminium sections, and the panels of plastic laminate, the whole being made as a unit for wall mounting.

CHAPLAINS FOR NEWPORT

INDUSTRIAL Chaplains now call regularly at Newport Workshops.



Rev. Lawrie Styles

Australian Council of Churches.

A number of industrial establishments in Melbourne have this service. The Chaplains are supported by the Churches to which they belong; they are not, of course, paid any remuneration whatever by the in-

dustry to which they are attached. They are highly qualified men to whom anyone may go for help or guidance on personal problems of any nature.

The Department has agreed that they may visit any shop in the Workshops area on Tuesdays, and talk to anyone for a few minutes during such visits. But officers and employees are not permitted to leave their shop or place of employment during working hours to visit a chaplain elsewhere. Those who wish to see a chaplain privately may do so, during the lunch break, in a room marked "Industrial Chaplains" above the Manager's Office.

Making weekly calls to Newport Workshops are the Rev. Lawrie Styles (Anglican) and the Rev. Alan Reid (Presbyterian).

Mr. Styles came to Victoria about two years ago. He had six years experience as an industrial chaplain in England, where his "parish" was the coal mining, engineering and

cotton industries in the Manchester district. During the war he served as a pilot in the Fleet Air Arm, and joined the ministry shortly after.

Mr. Reid was ordained a minister five years ago and recently spent two years in the United States where his experience included a year at Harvard and three months working as a labourer in an aluminium factory. There he had the opportunity of seeing industrial chaplains from the *other side of the counter* as it were. He was also attached to a Negro slum area parish in Chicago for nine months.

Although he and Mr. Styles are, at present, the only chaplains calling regularly at Newport Workshops, two others are available if required. They are the Rev. Fr. W. G. Smith (Roman Catholic) and the Rev. John Turner (Churches of Christ).

"The aim of the Industrial Chaplain", said Mr. Styles "is not so much to bring men to church but, rather, to bring the Church to them."

STANDARD GAUGE SUCCESS

ABOUT a quarter of a million tons of new freight between Melbourne and Sydney will be gained by the Department this year, if present trends continue. This could be attributed to the new standard gauge line that opened on January 3.

Figures for the first three months to March 30, compared with those for the corresponding period of the previous year, showed an overall increase of 53,116 tons. This was made up of an increase of 39,597 tons of freight from Melbourne to Sydney and 13,519 in the reverse directions.

This increase in freight for the first three months is worth nearly £300,000 to the systems carrying it.

Although the line's fully centralized traffic control is not yet in operation, a high degree of operating efficiency is being achieved. The use of high speed bogies on rolling stock and, on the Victorian side, the absence of intermediate sidings requiring shunting movements enables a fast overnight freight service to Sydney to be given.

And, of course, inwards interstate freight has also been expedited. Freight from Brisbane is available in Melbourne on the third day after loading. From Sydney loading is obtainable the following morning after dispatch. This is a saving of

at least a day when compared with the previous service.

The recent introduction of the system of changing bogies between standard and broad gauge wagons has also helped to increase traffic. Victorian rail wagons can now be used from Port Pirie to South Brisbane, including connecting branch lines. Time-tables ensured that country trains connected with standard gauge services.

Passenger traffic is also very satisfactory. The demand for sleeping berths on *Southern Aurora* has exceeded expectation and the train is almost always fully booked.

A survey over a recent 10-day period showed that, for every 10 passengers using overnight trains, five occupied sleeping berths. Of the balance, who travelled as sitters, one travelled first class and four second class.

WEEKLIES WIN PRIZES

PERIODICAL tickets give their holders, of course, comfortable chauffeured travel. Now, under a 3 KZ promoted scheme, weekly periodicals may even bring their lucky holders cash prizes.

Four times weekly, during the currency of the scheme, on Tuesdays, Wednesdays, Thursdays and Fridays, the number of a weekly periodical ticket is being given out during 3 KZ's breakfast session. The number is announced three times during the session, which runs from 5.30 a.m. to 9 a.m. and is compered by Ron Cadee.

If the holder of the weekly ticket

bearing the number, brings it in to 3 KZ's office at 64 Elizabeth Street before 5 p.m. on the day the number is given out he (or she) will receive a prize of at least £10.

If not collected, the prize "jack-pots" by £1 for each of the four days weekly that it remains uncollected.

A point of interest for station staff, is that no advantage could be gained by holders keeping their expired tickets, as *only the numbers current during the week* are eligible for prizes. All railway ticket holders are, of course, obliged to return their expired tickets to the Department.

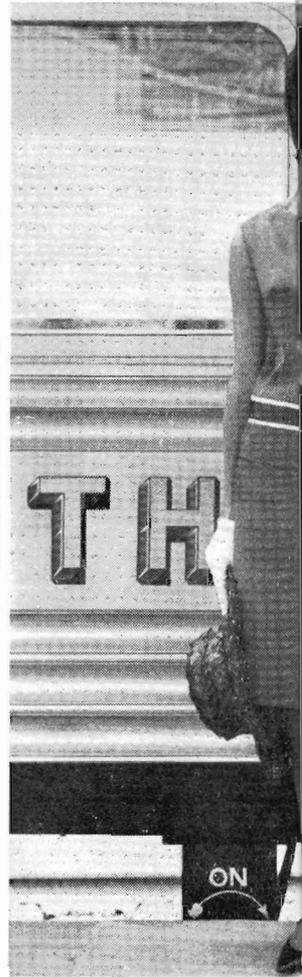


A Journey by Train : ABV 2 cameramen shoot a scene at Spencer Street for Channel Two's programme, *A Journey by Train*. One of a series in Two's educational programme for schools, it is intended for Grade 2 Social Study and shows a mother with two children and a baby making an interstate journey by train. Beginning with the departure from home, it shows just how a train journey is made and all the facilities that are available to travellers. Among the shots are : arrival of train at platform, interiors of roomette and twinette, departure scenes, conductor bringing in bassinette, preparing a breakfast tray, etc. Final scene shows children being told a bed-time story and the boy climbing into sleeping berth.

AROUND THE SYSTEM

Toreador by train : Miss Elizabeth Ferguson shows pressmen a few steps on the platform at Spencer Street Station, on her arrival from Sydney. Melbourne-born Miss Ferguson has been a bullfighter in Spain, where, she said, she had killed 15 bulls in 45 corridas, was gored seriously six times and tossed several more times.

(Herald photograph)



For the girls : It's fashion to go advertising up-to-the-minute fashions and Esta Handfield, the model is "first lady" and (top, right) "a one"





Southern Aurora, so what better background could be found for mens? In these pictures, recently taken by Henry Talbot for John wearing *Sportscraft* clothes in (above) " a line borrowed from America's these travel dress with a diagonal insert of ripe red linen to contrast strongly with the navy linen ".



Meets a need : (Above) Steadily increasing business is being done by this new Refreshment Services cafe at Dynon, since it opened just over five months ago. Catering for rail users who have business at Dynon, as well as railway staff, it serves hot meals, snacks and light refreshments.

The Campbells are Comin' : (Left) Guests of Campbell's Soups (Aust.) Pty. Ltd. being piped aboard the special train that took them to Shepparton for the opening of the company's new plant there. Representatives of the company are shown welcoming Mr. A. G. Rylah (Acting Premier).

AN INTERESTING COMPARISON

*The concluding article by Mr. J. L. Hawkins,
Commissioners' Representative, Transport Regulation.*



Mr. Hawkins

IT is often said that the ideal transport set-up for a State or a nation is a system of regulation which takes advantage of the best features of each form of transport.

It would be true to say that in the case of traffic which can be carried on rail or road the prime advantage of road transport is its ability to give door-to-door delivery without intermediate handling.

However, the recent trend among road hauliers of handling goods to and from large depots, involving separate terminal deliveries, is progressively removing the door-to-door operating advantage. Bringing goods to a depot involves the same handling as bringing them to a rail terminal.

Advocates of road transportation seem to overlook the fact that door-to-door delivery is given in the case of the very substantial tonnage of rail traffic that moves between private sidings.

What are the advantages of railways? The main ones are—

- Superior fuel efficiency : the average diesel-hauled train gives 154 ton-miles of transport for every gallon of fuel used. The average road truck gives 63 ton-miles for every gallon of fuel.
- Superior labour economy : the ability to move many hundreds of tons of goods in one train with a crew of three men.
- Safety : rail transport is much safer than road transport because it has exclusive use of its right-of-way.

In a letter to the "Age" recently, an observation made more than 50 years ago by Professor W. G. Kernot (then Professor of Engineering at the University of Melbourne) was quoted. Professor Kernot had said, "It is not the running on rails which is the most important feature of the railway; it is the elaborate organisation to prevent accident, the signalling system, the systematic inspection of every part of the rolling stock, the education of the drivers and their certification after rigid examination, the large station staff and the like. If transport by road will one day challenge

transport by rail, then, unless precautions are taken in motor car travel similar to those existing in rail travel, there will assuredly be heavy casualties on roads".

The passage of time has shown the wisdom of this far-sighted statement.

- Decreasing unit costs : the more that is carried on a train, the lower becomes the cost of transport of each item on that train. This is because additional tonnages can be carried on existing tracks, often on existing trains, with little or no increase in costs. The fixed plant of the railways, such as tracks and marshalling yards, has unlimited capacity for the foreseeable future.
- Built-in flexibility : the railways can absorb extreme fluctuations in traffic. A striking example of this is the handling of wheat harvests without interference with normal service requirements.
- Community advantage : the magnitude of the Railways and their State ownership enables them to operate under a system of rating which is designed in the interests of the community by assisting the development of the State.

In earlier articles I have attempted to explain why, in the face of all these advantages of rail transport, road operators are able to undercut our rates for certain traffic.

I have pointed out that road hauliers' costs and charges would be much higher if they, and not the general public, were responsible for the provision and upkeep of roads suitable for heavy vehicle use; if they were obliged to operate regular services to small and large towns and to provide vehicles and staff to move heavy volumes of traffic such as the wheat harvest, in short periods. In many cases, too, road charges would be necessarily higher if operators complied fully with traffic and industrial laws and conditions.

The inherent advantages of the railways are so obvious that I often

wonder if Commonwealth and State laws could not be framed in such a way as to lessen the heavy capital expenditure on transport and reduce the chaos and human suffering resulting from the movement on main highways of large volumes of traffic which could be carried in safety on the enclosed rail roads.

In this series I have told you some of the facts as I see them of a subject on which the public generally is very ill-informed. This lack of knowledge is largely responsible for the belief held by many people that there should be complete freedom of transport. You can help to correct this attitude by taking every opportunity to put the facts of the matter before people who are interested.

If anyone would like to have further details of any aspect of my necessarily brief articles I would be very glad if they would get in touch with me. My address is—Room 97a, Railway Offices, Spencer Street, telephone 62 0311 extension 1046. If any group of railwaymen at any location would be interested in a round-the-table discussion on this interesting and important question of transport I would be only too happy to attend.

YEARLY TICKET HOLDER'S THANKS

I thank you for the outstanding courtesy and patience that have been extended to me during the currency of my first class yearly ticket, Melbourne to Adelaide. Although I have always tried to book well ahead, there have been occasions when changes have been made at short notice. I have found the officers concerned with the original issue, and with bookings, especially at the Spencer Street Station booking office, obliging and helpful to a degree. Other members of this company who have used the ticket on transfer join me in sincere thanks.

—R. W. Nettle, Personnel Administration Pty. Ltd., Adelaide

FIGURES TELL THE STORY



A section of the Accounting Office at Newport Workshops

EVEN the smallest one-man industry must be able to check, at any time, the state of its business. The error of a month ago may be too late to rectify now. So one essential of good management is good accounting—to highlight a problem as soon as it arises and so enable it to be dealt with promptly.

Newport Workshops, one of the State's biggest industrial plants, depends on its Accounting Office for this.

When the size and complexity of the Workshops are considered, it is obvious that accounting there is highly specialized work, for the materials used cost approximately £2 million yearly, and the annual wages bill for a staff of 3,000 is over £2½ million.

The Accounting Office (a section of the Accountancy Branch) works in close co-operation with the workshops' planning engineers. Operating costs can be checked at any time so that the management knows readily the expenditure, to date, on any particular project.

The Accountancy guardians of the Workshops' purse number 36. They can cost the construction of a passenger train down to the smallest nut and bolt, their figures reflecting every economic detail of the train's construction and also its future maintenance after it enters traffic.

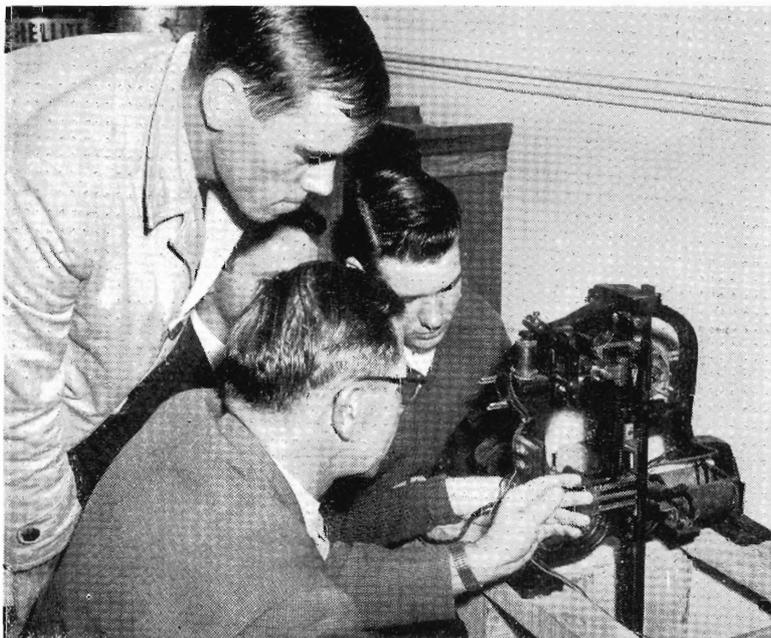
The work is highly mechanized. Punched card accounting machines at Head Office process the data and return the results to the Accounting Office for further treatment, as there still remains much that can only be done by the human brain.

Payment of wages at Newport is a specialized operation, too. When the payrolls are received at the Accounting Office, the checking and making up of accurate cash amounts for each individual employee is a mammoth task, and the distribution of the wages throughout the Work-

shops is just as big a job. Even so, the whole of the 'Shops can be paid in only 10 minutes. Naturally, excellent safeguards protect the cash.

The Newport accounting staff are truly important "Men (and women) of Service" behind the rolling wheels of every train.

WHAT ARE THEY DOING?



This could be a scene from a Hollywood thriller—something like "G men test bomb mechanism in cellar". Actually, it shows Mr. C. H. Brown, Instructor in Horology at Royal Melbourne Institute of Technology, explaining the mechanism of Maryborough's station tower clock to some of his students. Sent for repair to the teleprinter fitters in Head Office, it aroused considerable interest as it is a comparatively rare type. Known technically as a *weighting train movement*, it was made in England about 60 years ago. Maryborough's station tower clock, incidentally, is the Department's only tower clock outside the metropolitan area.

THEY THANK YOU

Southern Aurora

AS I was a passenger in a roomette on April 17 on *Southern Aurora*, I wish to say what a wonderful trip I had from Sydney to Melbourne. The Conductor was so helpful and courteous one could not wish for anything better for comfort in travelling and I shall advise my friends to travel by train and enjoy the same comfort and luxury travel. I hope to have another trip in the future on *Southern Aurora* when I visit my daughter in Newcastle.

—(Mrs.) E. C. M. Romey, 8 Silver Mines Road, St. Arnaud

Albury-Melbourne trains

NOW that the time-tables of our trains from Albury have been changed and we will not have the staff that have served us for so long, I would like to say on behalf of my family how well they have always served us—the hostesses through the years when the children had to go to boarding school, the dining car staff, etc.

—Mrs. S. K. Finlay, Thurgoona Park, Albury, N.S.W.

Police Bowling Club

OUR sincere thanks to Messrs. M. J. Sharp, S. Holmes and A. Edward of your Department who so helpfully and courteously assisted us in arranging a block-booking for our members to travel to Sydney to participate in the Australasian Police Bowling Carnival in that State.

Up to the last minute, various alterations in the plan had to be made, but, despite this, our official who made the arrangements was always treated with the utmost courtesy; and the pleasant manner with which he was received made light work of an otherwise onerous duty. At no time was anything a trouble to the Officers named.

—A. Warlow, Honorary Secretary, Victoria Police Bowling Club

Dried fruit crop

ONCE again the dried fruit crop has been successfully harvested. This, in no small measure, is due to the co-operation between the staff of the Commonwealth Employment Service and the Victorian Railways . . .

In particular, the staff of Superintendent Train Services Division, Refreshment Services and the Commercial Manager are worthy of mention. The Stationmasters and their staff at Spencer Street, Redcliffs, Mildura and Nyah West were always most co-operative. Mr. Gibson of the Refreshment Services Division, the Manageress of the Refreshment Room at Spencer Street, and the Manager of the Refreshment Room at Ballarat were most helpful in providing meals for the migrants travelling from Bonegilla to the Sunraysia area . . .

—R. A. Smee, Regional Director, Department of Labour and National Service, writing to the Secretary

State Relief Committee

IN its annual report the State Relief Committee thanks

- railwaymen, generally, for “the services they give in the dispatch and receipt of goods, livestock, fruit, and urgent fire and flood relief consignments;”
- the Commissioners for the honorary audit of books by Accountancy Branch officers; the boxes placed on metropolitan railway stations for collection of parcels; and free use of store at Flinders Street.

School party

ON behalf of the staff and students of this school I wish to express thanks for the excellent organization and courtesy that you and your staff gave to our party on their visit to Melbourne to see “My Fair Lady”. It was very good of you to arrange with the Metropolitan Tramways Board for buses from Spencer Street Station to the theatre and return. Everything went very smoothly.

—C. S. Alexander, Head Master, Bendigo High School writing to S.M. Spencer Street. A similar letter was also received by the S.M. at Bendigo

Umbrella returned

THIS evening I was careless . . . enough to leave my umbrella on the train. The lady assistant on duty and the male assistant arranged for the return of the umbrella by the next train.

I would like to express my appreciation and say that the conduct of both, particularly Assistant 1573, was a credit to you and to the Railways. They gave the impression that the whole aim of their lives was to see that I got my umbrella back.

—James R. Pettigrew, 3 Norfolk Ave., Surrey Hills, writing to S.M. Surrey Hills

From Country Party

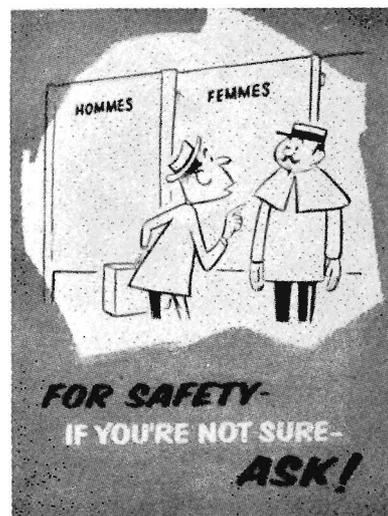
AT our Annual Conference in April delegates expressed appreciation to the Commissioners and the staff on the expeditious manner in which the near record wheat harvest of 1960-61 had been transported . . .

—W. H. Louch, General Secretary, Country Party

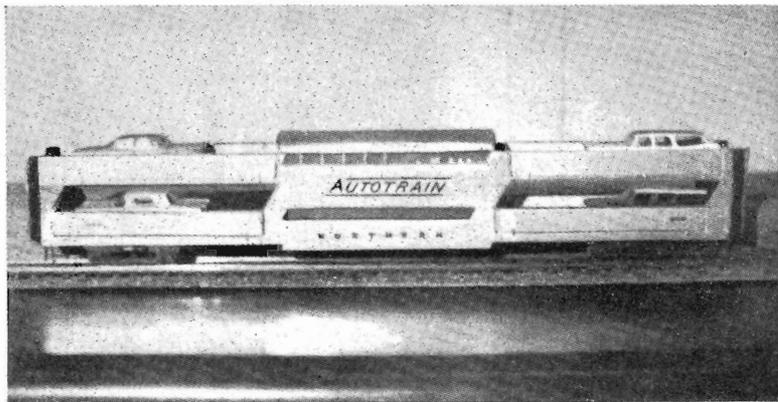
Mildura

NOW that the 1962 fruit harvest has been completed, I wish to express the thanks of the Committee for the services rendered by the Victorian Railways. Your supply of rail transport as required has been of tremendous assistance to the fruit growers of this district. The Committee particularly appreciates the efficient and willing co-operation of the Station Masters and staffs at Mildura and Redcliffs stations.

—F. R. Messenger, Chairman, Growers' Conciliation and Labor League, Mildura.



LINES FROM OTHER LINES



Model of one of the service cars that would be spaced throughout the Autotrain and would have food dispensers, toilets, etc.

Piggyback for motorists ?

MOTORISTS would drive their cars onto a train, stay in them until arrival at the destination and then drive off, under a proposal made by an industrial engineer in *Railway Age*. *Autotrains*, as the correspondent calls them, would be designed to carry the long distance motorist on inter-city trips at a cost lower than that of running his car and, at the same time, avoid the danger and boredom of road travel.

The typical *Autotrain* wagon would resemble the double-deck wagons now used to carry automobiles. It would carry 8 to 10 cars secured by automatic retractable wheel blocks. Design would permit walking from wagon to wagon. Portable electric heaters wired to train line power would be provided for each auto.

A second type of wagon, known as a *Service Car* would be spaced equally throughout the train. Automobiles would drive on and off through these wagons which would have hinged side walls matching with loading ramps at terminals. Each *Service Car* would have space for four automobiles, as well as an enclosed centre section on each deck with food vending machines, snack bars, a conductor's office, and 20 toilet rooms. As well as private cars, the *Autotrain* could carry (on single-deck wagons) motor buses, express road trucks and mail trucks. The originator of the proposal (W.D. Edson, New York Central System) stresses that there would be no shunting, no frills, and little terminal expense—just fast mass transportation.

False prophet

THE gross exaggeration of the powers of the locomotive, or to speak in plain English, the steam-carriage, may delude for a time, but must end in the mortification of those concerned. What can be more plainly absurd and ridiculous than the prospect held out of locomotives travelling twice as fast as stage coaches. We trust that Parliament will, in all railways it may sanction, limit the speed to eight or nine miles an hour, which we entirely agree is as great as can be ventured on with safety. *From the Quarterly Review, March 1825. (Railway Gazette)*

Composer on wheels

THERE are lots of things that can be done, with ease and enjoyment, on a train—from taking a nap to taking a shower. Now, another has been added to the list—composing music. William Sydeman, one of America's leading composers of serious music, does his best composing on trains, says *Time*. "If I'm in the studio" says Sydeman "I want to get out, but if I'm on the train I can just lock out the window. After all, Mozart liked to write in a carriage".

The composer lives with his family in a Manhattan suburb but is thinking of moving farther out to increase his present travelling time to 40 minutes.

Los Angeles and rail transit

MORE and more, American city authorities are realizing the importance of rail transit to the very existence of their cities. Despite the millions of dollars lavished on motor freeways, they have proved incapable of coping

with the traffic problems. One of the latest cities to reach this conclusion is Los Angeles where a recent plan put forward calls for the use of electrically powered trains running on rubber-cushioned, continuous welded rail. The design of the trains, says the Los Angeles Metropolitan Transit Authority, will permit maximum speeds of 70 m.p.h. and schedule speeds of 34 m.p.h. The latest in electronic controls for automatic regulation of speed and train headway would be adopted "to permit maintenance of a very high standard of service".

U.S.S.R. railways

IN a recent report, the Soviet Minister of Railways, Mr. Boris Beshchev, said that electric and diesel locomotives now hauled over 60% of all freight in U.S.S.R.; the production of steam locomotives had been stopped since 1957. In the last six years, 6,200 miles of line had been converted to electric traction. Concerning future traffic trends, it was expected that, within 20 years, the quantity of freight carried would be trebled, but passenger traffic would increase by only about 50 per cent, due to the more rapid growth of air and motor traffic. (The ECAFE delegation told *News Letter* that there was no need to advertise railways in Russia).

125 m.p.h. trains for Japan

WORK is in progress on a new trunk line in Japan on which electric trains will travel fast enough to compete with air lines. When the line is finished, in April 1964, trains will cover the 310 miles between Tokyo and Osaka in three hours, and attain a maximum speed of 125 m.p.h. At the present time, Japan's fastest train—*Kodama*—covers the same distance in 6½ hours.

The line, costing over £200 million, will traverse a region containing nearly half Japan's entire population and accounting for almost three-quarters of its industrial production.

Read while you wait

A library of 2,000 volumes has been installed at the railway station at Hildesheim, in the Federal Republic of Germany, for the benefit of students and school children waiting for trains. If the idea proves successful—and if the readers do not lose their sense of time and miss trains—libraries are to be installed in other stations. (*Unesco Features*.)

20 years at canteen



For nearly 20 years Mrs. E. Grieve has been on the staff of the Main Canteen at Newport Workshops. On her retirement recently she took with her the best wishes of every one in the 'Shops. Mrs. Grieve came to Australia from Bournemouth, England, in 1919 and has lived ever since at Williamstown. (Photo: L. Flewin)

Refreshment Services changes

NEW Assistant Superintendent of Refreshment Services, following on the retirement of Mr. C. J. Ramsay, is Mr. J. G. Gibson who has been Chief Clerk of the Branch for the last six years. Mr. Gibson began 42 years ago in the Transportation Branch at Geelong.



Mr. Gibson

Four years later he was a booking clerk at Burnley and in 1919 went to the Dining Car Depot which was then in the Transportation Branch. Shortly after, the Depot was taken over by the then recently created Refreshment Services Branch.

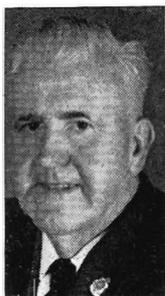
Mr. Gibson gained wide experience in key positions of the Branch—three years as Staff Clerk, five as Acting Chief Clerk, seven years as Inspector and, in 1954, appointment as Manager of the Dining Car Depot.

Mr. Gibson's predecessor, Mr. Ramsay, had 48 years service and was also at the Dining Car Depot when it was taken over by the Refreshment Services from the Transportation Branch. Among the senior positions he occupied in the Refreshment Services Branch were

Manager of the Dining Car Depot (he was there for nearly 20 years), Acting Manager of the Bookstalls Division and Chief Clerk. Both he and Gibson are keen bowls players—Mr. Ramsay being a past President of Carnegie.

Claims' Chief Clerk

THE evacuation of Darwin was recalled by Mr. A. C. Cook when retiring recently from his position of Chief Clerk of the Claims Office, Commercial Branch. In the hurry, the personal effects of many people were insufficiently addressed and, as a result, were sent to the wrong town or, sometimes, the wrong State. The staff of the Claims Office had quite a job to locate them. In those hectic times, it was also difficult to trace missing consignments in North Queensland owing to the heavy military traffic in the region.



Mr. Cook

Mr. Cook started in 1913 at Ballarat, and, at the age of 18, enlisted with the 39th battalion. He sailed in 1916 for France, was wounded and gassed at Messines in 1917, and returned to Australia in 1919. After resuming with the Department in the then Transportation Branch, he was afterwards transferred to the Claims Division.

Outside the Department, Mr. Cook's main interest is returned soldiers' activities. He was president, and, later, secretary of the Mitcham sub-branch of the R.S.S. & A.I.L.A. for 28 years, and was elected a Life Member of the League in 1950. Bay fishing and gardening will occupy much of his leisure in retirement.

Information wanted

A member of the Military Research and Collectors' Society of Australia is seeking information on the Victorian Railways Volunteer Regiment that existed from 1900 to 1904.

Do you know: the reason for formation of the unit within the V.R.; location of the unit in Melbourne or whether there were any companies or detachments in country centres; whether there was a dis-

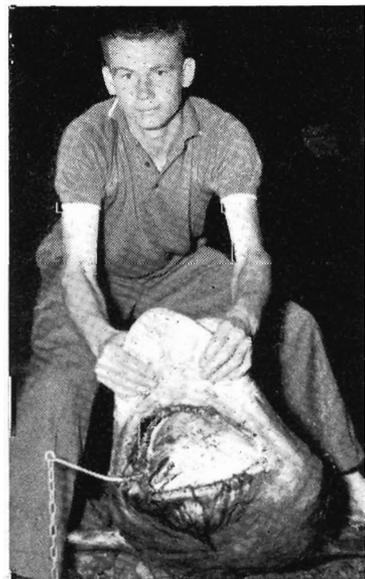
tinctive badge (hat and collar) and shoulder title regimental colour, a distinctive standard or banner; details of annual camps, bivouacs, etc. and location of the headquarters and orderly room of the unit; or have you any photographs or a description of the uniform worn.

Information can be sent in the first instance to Editor, *News Letter*, V.R. Administrative Offices, Spencer Street, Melbourne.

Station Decoration Competitions

JUDGED by a twenty-five per cent increase in entries, greater interest was shown in last year's competitions for Tree Planting and Decoration of Stations, Depots, Barracks and Rest Houses. The results have been published in Weekly Notice No. 28. The total prize money that can be won in this year's competitions is £1,053.10.0.

The biter caught



Michael and shark (Herald-Sun Photo.)

WHEN Junior Clerk Michael Crewes found that a shark was taking most of the snapper for which he was angling, near Altona, he simply baited a rope and chain line with a snapper and caught the shark—a 9-footer. A keen bay and river angler, Michael uses his own 18-ft. boat with 5 h.p. engine for bay fishing. He has been in the Principal Timekeeper's office at Newport Workshops for two years.



Mr. F. Marshall, with some of the exhibits he entered in the last Sale and District Autumn Flower Show. Of his 18 entries, 16 gained first prizes and one a second. Four were "champions". In addition, he won the E. Byers perpetual trophy (shown in front) for the second year in succession. Mr. Marshall is in the Stores Branch at Sale. Prior to that he was a bridge ganger for about 20 years.

New Manager for The Chalet

THE wide horizons and blue distances of alpine regions are familiar scenes to the new Manager of the Chalet, Mr. J. McK. Stewart, as, in his younger days he was one of those walkers to whom the Bogong Plains and, indeed, most of the inaccessible mountain country of Victoria, were as familiar as their own backyards. One trip he made to Lake Tarli Karng (the "Secret Lake" hidden on 5,000 ft. high Mt. Wellington)



Mr. Stewart

will be remembered by another railwayman who was in the party—Mr. F. Slade of the Accountancy Branch. They wore out a pair of boots each and maintained that they made at least 100 river crossings before losing count. Mr. Stewart began in the Accountancy Branch in 1925 and joined the Refreshment Services in 1952. He has been Staff Clerk and Relieving Manager of The Chalet for the last five years. He succeeded the former Manager, Mr. K. J. Fletscheer who has moved to the Head Office of the Branch at Flinders Street.

V. R. I. NOTES

KNOW YOUR COUNCILLORS

Mr. G. Smith

ONE of the youngest of Institute Councillors, Mr. Graeme Smith of the Superintendent of Train Services' division, became a councillor last year, at the age of 27. He started in the Department at Jung, in 1949, and, after a period at Melbourne Goods was transferred, six years later, to his present division. In 1958, he was appointed a timetable officer—one of the youngest to have been appointed to that grade.



Mr. Smith

Mr. Smith takes an active interest in V.R.I. activities generally, but especially in table tennis. He has been secretary of the V.R.I. Table Tennis Association since 1958,

and in that year went to Brisbane as an observer at the Australian championships. Two years after, he organized the interstate championships held in Melbourne, and, last May, was in Adelaide as Assistant Manager for the V.R.I. team playing in the carnival. He was also a delegate at the conference held afterwards.

Back Yard Gymnasium

MR. MATT O'CONNOR, a rope splicer at Newport, is following his father's example of helping young people. Mr. O'Connor learnt boxing from his father, and is now having his son taught judo. (John, although only thirteen, already holds the orange belt). To help other lads in their spare time, Mr. O'Connor has built a gymnasium in his back yard.

A contrast appears in another of his activities, as he is also the manager of a concert party which helps to entertain elderly people.

Redan Cricket Club

A railwayman—Mr. Jack Spiers of the Stores Branch at Ballarat—captained the Redan Cricket Club's first eleven which, last season, were "A" grade premiers of the Ballarat Cricket Association. He also topped the batting average with 355 runs—an average of 25.3.

RECENT RETIREMENTS . . .

TRAFFIC BRANCH

Webb, S. A., Franklin Street
Gard, C. E., Bendigo
Livingstone, D. W., Hurstbridge
Roche, J. C., Numurkah
Goynes, H. J., Bendigo
Dempster, J., Bendigo
Sing, J. A. V., Geelong
Hunter, Miss G. M., C/o Metro. Supt.
Cristfield, R. F., Flinders Street
Vowles, A. R., Frankston
Rickard, J. N., Melb. Goods
Carnew, N. H., Dunkeld
Taylor, E. D., Elmore
Cunningham, T. C., Spencer Street

ROLLING STOCK BRANCH

Wills, V. E. H., Geelong
Wilkie, D. McL., Ararat
Drury, R. E., E.R. Depot
Moody, J. A., Jolimont
Bena, S. M., Hamilton
Stopperton, T. D., Newport
Sparrow, V. W., Jolimont
Dunn, A. M., E.R. Depot
Still, J. S., Newport
Maddocks, A., Newport
Muldoon, J. H., Bendigo North
Howells, R. H. H., Newport
Kennedy, C., E.R. Depot
Grenfell, N. T., Newport
Spinks, C. L., Ballarat North

WAY AND WORKS BRANCH

Romero, N., R.F. Wangaratta
Hollingworth, A., Marong
Fuller, R. E., Head Office
Pocock, G. A., Spencer Street
Eddy, M. S., Wunghnu
Hein, E. F. N., Pakenham
Hay, W., R.F. Seymour
Arnold, L. H., Head Office
Carstairs, W. J., Sale
Bridfoot, W. J., Benalla
Edwards, T., Caulfield

REFRESHMENT SERVICES BRANCH

Grieve, Mrs. E., Newport Canteen

ELECTRICAL ENGINEERING BRANCH

Evans, E. W., Electrical Workshops, Spencer Street
Leigh, G. C., Power Operation Room, Batman Avenue

STORES BRANCH

Corke, V. M., Newport Workshops Storehouse
McEwan, J. A., Newport Workshops Storehouse

ACCOUNTANCY BRANCH

Graham, Miss H. M.E., Head Office
Gale, A. E., Flinders Street

. . . . AND DEATHS

WAY AND WORKS BRANCH

Garrett, W. G., R.F. Wangaratta
Flaherty, J., R.F. Flinders Street
O'Meara, J. T., R.F. Ballarat
McDonald, F. J., Head Office
O'Callaghan, M. J., Workshops, Spotswood
Anderson, E. L., W.F. Laurens Street
Mulveahil, J. J., P.W.W. Depot

TRAFFIC BRANCH

Doherty, C. J., Melb. Goods
Ramelli, J. P., Creswick
McEachen, N. R., Melb. Goods
Morrison, W. A. McN., Seymour

ROLLING STOCK BRANCH

Wells, C. R., Ballarat North
Stefanovic, P., Newport

ELECTRICAL ENGINEERING BRANCH

Anastasiou, M., Flinders Street



RON BAGGOTT'S SPORTS PAGE

Tennis

THE 1962 V.R.I. State Championships were concluded recently with the playing of the finals which were contested by metropolitan players only, as all country entrants were eliminated in the previous rounds.

The singles title went to Kevin O'Sullivan (Stores Branch, Newport), who beat Ray Cleary (Jolimont Workshops) 6-2, 6-4.

There was nearly an upset in the doubles when the favoured pair, Keith Williams (A.S.M., Dennis) and Ken Wyllie (Elec. Fitter, Footscray), after comfortably winning the first set, dropped the second and were down 3-1 in the final set to the Jolimont Workshops pair, Ray Cleary and Len Murphy. However, Keith and Ken recovered and went on to take the title 6-1, 4-6, 6-3.

Football

WITH a little more than half the season's matches already decided, Newport remain undefeated in the V.R.I. Football

League. The position of the teams is as follows :

| | Played | Won | Lost | Pts. |
|--------------------|--------|-----|------|------|
| Newport ... | 5 | 5 | - | 20 |
| Loco. ... | 5 | 3 | 2 | 12 |
| Melbourne Yard ... | 5 | 2 | 3 | 8 |
| Suburban Lines ... | 5 | - | 5 | - |

Results of matches played since last issue are : Newport (16-17-113 points) beat Suburban Lines (0-2-2 points) ; Newport (8-11-59) beat Loco (4-6-30) ; Melbourne Yard (12-29-101) beat Suburban Lines (2-1-13) ; Loco (6-12-48) beat Suburban Lines (1-9-15) ; Newport received a walkover from Melbourne Yard.

Table tennis championships

THE 1962 V.R.I. Table Tennis Championships will be held on Sunday, July 29, at the V.R.I. Ballroom, Flinders Street. The Committee has decided that, this year, the Men's Singles and Doubles events shall be played the best of five games—all matches. This will be an added incentive for

players to enter as they will be sure of participating in a minimum of five games. Entries close on Friday, July 20. Entry forms are obtainable from the secretary of your local Centre or the honorary secretary, V.R.I.T.T.A. Flinders Street.

Golf

QUEENS Park, Geelong, was the venue for the first of this season's V.R.I. Golf Club's popular Sunday outings. Sixty players took part in a Stroke Competition which was won by J. Mitchell, off 27 with a net 58, from A. Wilkinson off 22 with a net 60. Mrs. Wike won the Ladies' Trophy.

There was great excitement at the eighth when Norm Ellis, having his first game with the Club, holed out in one.

The next outing, which will be President's and Captain's Day, will take place at Mt. Xavier, Ballarat, on Sunday, July 22.

Another popular fixture with railway golfers is the V.R.I. Wimmera Golf Club's Annual Tournament to be held at the Dimboola Links on Sunday, August 19.

PRIZE WINNERS

VICTORIAN RAILWAYS TECHNICAL COLLEGE



Group of prize-winning apprentices who were presented with £400 prize money for their work during 1961. In centre of second row are (from left) Mr. R. W. Curtis (Supervisor of Apprentices), Mr. C. S. Morris (Chairman of Staff Board) and Mr. J. A. Douglas (Principal, V.R. Technical College).

VICTORIAN RAILWAYS

NEWS LETTER

AUGUST



1962



B60

B60

VICTORIAN RAILWAYS

COMMEMORATE

10 YEARS OF MAIN LINE DIESEL ELECTRICS

FIRST B CLASS No 60 COMPLETES 1 1/2 MILLION MILES
LAST B CLASS No 85 COMPLETES 1 MILLION MILES

JULY 16 1962

Heaviest load

Last month, the heaviest train load ever moved in Victorian Railways' history reached Melbourne on the standard gauge track. The train had a gross load of 2,300 tons of steel, was hauled by two S class locomotives and a T class, and came from Unanderra in New South Wales. The steel was carried in two trains from there to Albury. The same week end, almost 10,000 gross tons of loading reached Melbourne by standard gauge.

Super record

The Department established an all time record for the movement of superphosphate up to the end of the financial year, June 30. The amount carried, 699,553 tons, was 43,220 tons more than the previous record figure—that for the year ended June 30, 1960.

Early in the year, 24 additional freight trains, mainly carrying superphosphate, ran every week for three-and-a-half months on six lines in central and western Victoria. These trains speeded deliveries during the height of the season. First introduced in 1961, this scheme has proved highly successful.

Half way to the sun

THESE days, when rockets are leaving for Venus, and various bits of ironmongery are whirling round overhead, it may not be inopportune to point out that the V.R. can also talk in space men's figures—the 49½ million miles clocked last month by the Department's fleet of 91 main line diesel-electric locomotives is a bit over half-way to the sun.

Puffing Billy opening

A full report of the opening of Puffing Billy's line on July 28, when *News Letter* went to press, will appear in the September issue.

FRONT COVER

To the strains of *Happy Birthday* played by the Victorian Railways Military Band, *The Overland* draws into Spencer Street where an informal ceremony was held, commemorating the Department's tenth anniversary of main-line diesel-electric locomotives. See story on page 116.

40th Anniversary Reso Tour

A party of 60 Victorian business men have just completed the 40th Anniversary Reso Tour.

The first Reso Tour left Melbourne in August 1922. The Commissioners of the day began these tours as they recognized the advantages that men in business and on the land would gain from a first hand acquaintance with Australia's great natural resources.

A special train, known as the *Victorian National Resources Development Train* was used. That train still runs on tours within Victoria, but, for interstate tours, normal train services are used.

A telegraphic code word—RESO—taken from the first four letters of the word *resources* is now used for both the special train and the tours.

During the past 40 years, 56 Reso Tours have been made to various parts of Victoria, other Australian States and New Zealand. Inclusion in a Reso Tour is by nomination or invitation only.

Heavy Harry moved

Locomotive H 220 has been placed with the other old locomotives that are preserved at Newport

Workshops on the land leased to the Australian Railway Historical Society.

Do you want the calendar ?

EVERY year *News Letter* prints on its back cover a reproduction of the departmental calendar. It shows public holidays, the date of Good Friday the following year, and the terminating dates of pay fortnights.

A suggestion has been made that this calendar is of no use to readers. The local tradesmen supply calendars, it is said, and although they don't show pay fortnights, the suggestor thinks that every member of the staff can calculate pay dates—even if his pocket doesn't tell him.

So, if you want a calendar in *News Letter*, please write and let us know. The address is THE EDITOR, NEWS LETTER, HEAD OFFICE.

If you don't write, it could be taken that you do not require the calendar.



THEY'RE STUCK! Foods in cartons—such as tinned fruit and condensed milk—are now being carried in pallet size loads, as shown above. The cartons are held together by a special adhesive, in such a way that they are resistant to train movements but can easily be separated on arrival at destination. Each pallet load of tinned fruit weighs just over 1½ tons. This method eliminates the steel strapping of cartons at factory and also facilitates handling of goods in transit.

NEW UNIFORMS

A new design of uniform for Stationmasters and Assistant Stationmasters has been approved by the Commissioners and will be on issue as soon as supplies are received.

With the introduction of standard gauge passenger service, new uniforms were adopted for the hostesses on *Spirit of Progress* and *Intercapital Daylight*.



New uniform for S.M.'s and A.S.M.'s. (modelled by Mr. W. Ferguson of the Uniform Clothing Depot)

The new uniforms for S.M.'s and A.S.M.'s (see picture at left) will have :

- lapels ;
- gold braid on coat sleeves ;
- gilt buttons on coat, black bone buttons on vest ;
- belt loops on trousers (with buttons sewn inside tops) ;
- side pockets and hip pocket in trousers.

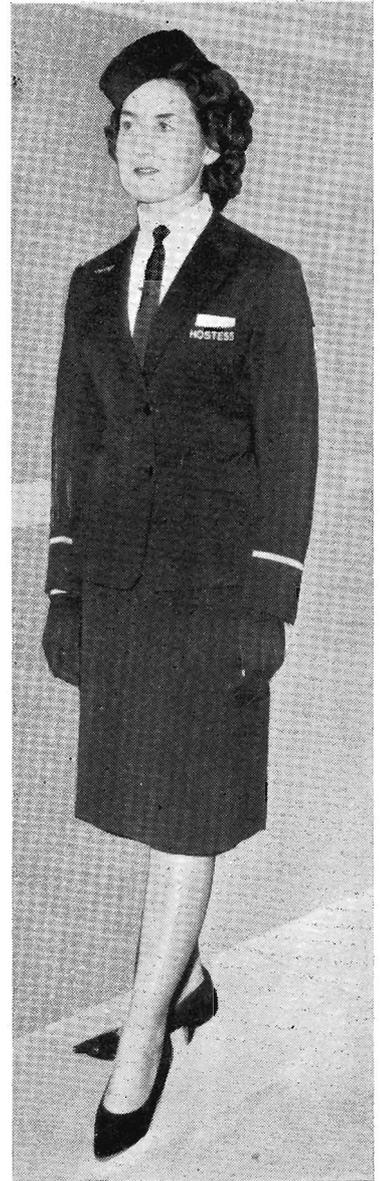
SI-RO-SET CREASES FOR TROUSERS

ALL uniform trousers issued are now permanently creased by the *Si-Ro-Set* process, a method of fixing durable creases in woollen garments that was developed by the Commonwealth Scientific and Industrial Research Organization.

The creases are not affected by normal wear, commercial dry cleaning, rain, hose spray or even immersion in water. Nor does the process affect the strength, wearing properties and feel of the material.

Trousers so treated should, when not in use, be hung over a rail or placed on clothes hanger so that the creases fall naturally into their correct position.

Although each pair is branded to show that they are permanently creased, it is advisable to mention it if they are to be dry cleaned. This should ensure that the creases are pressed by the cleaners into their original position.



Miss E. Heran, hostess on *Spirit of Progress*, in her new uniform

TENTH BIRTHDAY

AN informal ceremony at Spencer Street station on July 16, and a luncheon given by Clyde Engineering Co. Pty. Ltd., marked the tenth anniversary of main-line diesel-electric locomotives in the Victorian Railways.

The ceremony was held, at 8.45 a.m., on the arrival of *The Overland*, hauled by locomotives *Harold W. Clapp* (B60) and B85. It was ten years ago, that B60, the first mainliner to be bought by the Department, left Spencer Street on its initial run. Since then it has clocked 1½ million miles—at the rate of 150,000 miles a year. B85, the last B class locomotive bought, completed 1 million miles on the trip.

The occasion was made memorable by the presence, in the official party, of Lady Clapp (widow of the former Chairman of Victorian Railways Commissioners, after whom B60 was named) and a son, Mr. Harold W. Clapp.

The Overland was welcomed by the Deputy Chairman of Commissioners, Mr. G. F. Brown, Commissioner Mr E. P. Rogan, and Mr. O. G. Edwards, General Manager of Clyde Engineering Co. Pty. Ltd.,

manufacturers of the locomotives.

Passengers on the train had received souvenir folders marking their participation in the noteworthy trip.

The train crew—Driver A. M. Hargreaves, Fireman K. E. Rickard and Guard L. C. Dunstone—were each presented with an inscribed wallet by Lady Clapp, on behalf of the Commissioners, and with an engraved tankard by Mr. O. G. Edwards.

At the conclusion of the function the Commissioners presented a souvenir pen and pencil set to Lady Clapp to commemorate the historic occasion.

On display, alongside the B class locomotives that brought in *The Overland* were F, W and T class locomotives. When, at 9 a.m., *Southern Aurora*, hauled by an S class diesel, arrived on an adjoining track, the public saw a unique display of the Department's most modern locomotive power.

Musical items were provided by the Victorian Railways Military Band.

The luncheon, given by Clyde Engineering Co. Pty. Ltd. at the Hotel Australia, was attended by the Assistant Minister of Transport, Mr. E. R. Meagher, and senior railway and Company executives.

Mr. Meagher said that the record freight revenues were largely due to the fact that the Department had a dieselized haulage system that cut down time, gave better transport facilities to customers and so induced more freight. Already 95% of the Victorian Railways' passengers and 70% of freight are diesel hauled. The Department now has 91 main line diesel-electric locomotives and by 1970 will have gone over completely to diesel traction.

"The end of the steam locomotive was certain" said Mr. G. F. Brown, Deputy Chairman of Commissioners,



Lady Clapp presents crew members with an inscribed wallet each. (From right) Guard L. C. Dunstone, Fireman K. E. Rickard and Driver A. M. Hargreaves. At left is Mr. G. F. Brown, Deputy Chairman of Commissioners.



(Left) Sir Harold Clapp in the cab of B60 on the occasion of its naming ceremony at Spencer Street on July 15, 1952. (Right) His widow, Lady Clapp, in the cab of the same locomotive, ten years later.

“once the Electro Motive Division of General Motors began the mass production of diesel electric locomotives. Steam, with an efficiency of 6% could not compete with a machine that was 26% efficient.”

All the efforts that had been made over the years, he said, to improve steam efficiency had only increased the maintenance problem, as the larger steam locomotive had more and heavier parts to maintain. This reduced its availability for the job of moving people and goods.

A wonderful achievement

Obtaining a mileage of 1½ million after only ten years, continued Mr. Brown, was a wonderful achievement, particularly in a small state, such as Victoria, where the longest rostered job is to Mildura, only 350 miles away. It took the A2 class steam locomotives (built in 1912 and scrapped from 1952 onwards) 40 years to reach that mileage. The S class steam, specially allotted to run high speed passenger trains such as *Spirit of Progress* and *Albury Express*, took 26 years to attain the same mileage. And it needed four locomotives to be sure of running the two rostered trains a day in each direction.

“This achievement of the B class diesel electric locomotive reflects

great credit on the engine manufacturer, the design of the locomotive, its builder, and the men who maintain and roster it for service”, he said.

Above all . . . accessibility

It was probably not generally realized that when the B class was ordered, the Electro Motive Division of General Motors had not then built any six wheel bogies with each axle motored, nor had they any design for a double ended locomotive. The flexicoil bogie was specially designed for one motor per axle. Mr. Brown recalled the arguments that ensued when, in 1950, he arrived in Chicago to express the views of the Victorian Railways on what was required; and the compromises that occurred as a design was thrashed out suitable to E.M.D., to Clyde Engineering to build, and conforming to his own theories of “minimum parts with simple circuits and, above all, accessibility”.

The Victorian Railways have maintained, to date, their 1,600–1,800 h.p. range for an overall cost of less than 9d. a mile; and their 950 h.p. range for 5.9d. a mile.

At the end of the first decade of diesel main-line operation, the 26

B class locomotives have run over 30 million miles, the 18 S class over 8 million miles in five years, and the T class more than 10 million miles in seven years.

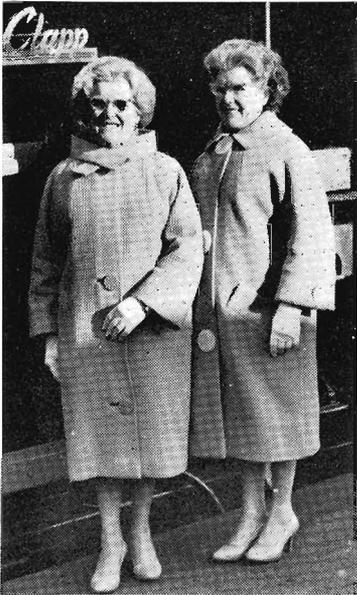
Those figures, said Mr. Brown, reflected great credit on the Chief Mechanical Engineer and his locomotive engineers and laboratory staff. But the full economies of diesel operation, he added, could not be maintained without full utilization—and that was where the Traffic Branch played its part.

In commenting on developments over the last 15 years, Mr. R. E. Purves, Chairman and Managing Director of Clyde Industries Ltd., said that under an agreement made in 1948 between the Electro Motive Division of General Motors and Clyde Engineering, it became the task of the latter to develop the General Motors locomotive to suit the entirely different operating conditions that prevailed in Australia. In that task, the Electro Motive Division “was unstinting in its help with technical resources, railway *know-how*, and its extensive railroad experience”.

Mr. Purves described the period of tremendous activity that followed, with visits here by Hal Hamilton and



The Victorian Railways Military band playing at the ceremony. In a letter in *The Sun*, L. Willshaw wrote "Thanks to the band which braved the icy morning to cheer us at the diesel locomotive anniversary. It took away that Monday morning feeling. More please".



The Misses Beatrice and Sylvia Lewis, visitors from England who are touring Australia, were interested spectators, as their family has a long tradition of service on the British railways. Their father was a passenger guard, and their grand-father and great grand-father were both stationmasters. Several of their nephews are also railwaymen.

Herbert McLean of E.M.D. and visits to America by Clyde Engineering engineers—notably Fred Shea, Jack Richards and George Lee. Mr. Shea, who had been Chief Mechanical Engineer of the South Australian Railways, and Mr. Lee were both former Victorian Railways apprentices.

Referring to the mileage run by B60 and B85, Mr. Purves paid a tribute to Victorian Railways maintenance arrangements which "have been such an important factor in achieving the records".

Mr. G. Rogers, formerly Chief Traffic Manager, recalled that he and the then Chief Mechanical Engineer (Mr. A. Ahlston) travelled over the lines on which diesels could operate, to get all the information possible about main-line diesel operation. And, he added, there was no one more enthusiastic about the capacity of diesels than Mr. Ahlston.

It was just over 40 years ago, said Mr. Rogers, that he was invited to attend a trial run of a diesel engine that had been installed at a quarry near Melbourne. The quarry had been started by money subscribed by some railwaymen, as well as others. The engine made a most successful start, but, a week later, broke down. The trouble was that, in those days, there were not enough men trained in diesel maintenance.

That was a different story to Clyde's. He congratulated Clyde Engineering on the excellence of its locomotives and the railway executives of today on the job they were doing with them.

GOOD WORK

ON Friday, July 6, I had the misfortune to miss my daughter aged nine, waiting on the platform at Flinders Street. Through a misunderstanding, she waited on platform 1, where the Lilydale train arrived, instead of the usual platforms 2 and 3 where I would have found her.

After I went home, the Railways staff on the above mentioned platforms must have co-operated like clockwork, and arranged to have my daughter brought to the door by the Railway lady at Glenberrie station.

By this time there was an asthma attack on her, but she was brought home before any complications arose, thus avoiding much inconvenience to her and her parents. . . . I would like you to know how my wife, daughter and I appreciated the valuable attention and service the staff on duty after 5.30 p.m. gave us.

D. J. Hogan, 29 Crisp Street, Essendon.

BOYS LOVE TRAINS

EVER since railways began, the romance of the iron road has captured the imagination of boys, young and old, and it is significant that the invasion of other transport mediums has done little to replace railways as a most interesting and satisfying hobby.

Evidence of this is the expanding number of school railway clubs in Victorian colleges, technical, high and state schools.

These happy youngsters themselves charter special trains for excursions to places of their own choosing. They are keen railway photographers and train spotters, and keep themselves up to date with the latest developments of our modern railway system by inspections of train control, station yards, locomotive depots, freight terminals, etc.

Apart from the education and interest of railways, boys also learn to develop their organising potential by running their own clubs. They elect office bearers and plan their activities in a business-like way. Discussion and voting at club meetings follow the pattern of recognized rules of debate. In addition, railway interest gives boys an insight into many trades and professions that helps greatly when choosing a career in later life.

Model railways, too, play a big part in the club activities. Many of the boys construct their track layouts

to represent Victorian Railways station yards. They also become skilled model makers and display miniature rolling stock in club exhibitions. The meeting room serves as a medium for exchanging model making techniques.

Clubs are now affiliated with the Victorian School Railway Clubs' Association. The Department has provided a room at North Richmond station for the Association's headquarters where regular meetings, lectures and socials are held.

The Department also encourages the initiative of the boys in other ways, by the supply of interesting Victorian Railways literature and school project folders; by lending movie films and slides and giving general assistance in planning railway excursions and inspections.

The Victorian School Railway Clubs' Association produce their own magazine *Railway Club Review* which is written and edited by club members. It is run on the lines of a professional magazine and carries advertisements to help defray the cost of production.

The Public Relations and Betterment Board recently featured an attractive display of school Railway Clubs' activities in the Spencer Street

station concourse.

Public interest in school railway clubs has not gone unnoticed by the press either. The *Woman's Weekly* featured a full page article boldly titled "Railway Clubs are booming"; *The Sun* ran an article "They're really on the rails".

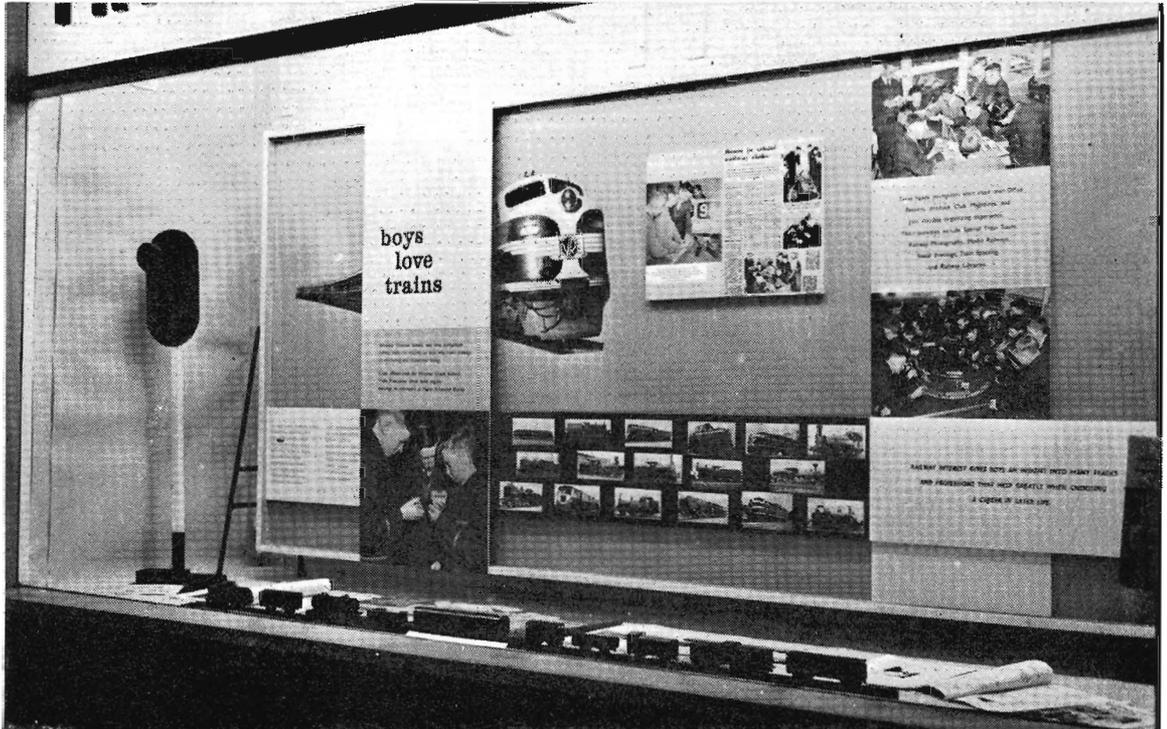
The boys, too, take pride in letting the public know about their clubs. Their excursion trains carry headboards that tell the name of the club and the destination of their outings. An attractive designed Victorian School Railway Club's Association badge in red and silver has been adapted for lapel-pins and tie-clips that are proudly worn by members.

Nineteen Victorian School Railway Clubs form the Association. They are:

Fawkner State School, University High School, R.V.I.B. School for Blind, Geelong College, Carey Grammar School, Caulfield Grammar School, Camberwell Grammar School, Melbourne High School, Reservoir High School, Scotch College, St. Kevin's College, Trinity Grammar, McKinnon High School, Essendon Technical College, Nunawading High School, Templestowe High School, Northcote High School, Ballarat North Technical School, Keon Park Technical School.

And membership is expanding, with another four clubs in the process of formation.

(Below) This striking display at Spencer Street station concourse tells the School Railway Club story with large illustrations and interesting examples of model making.





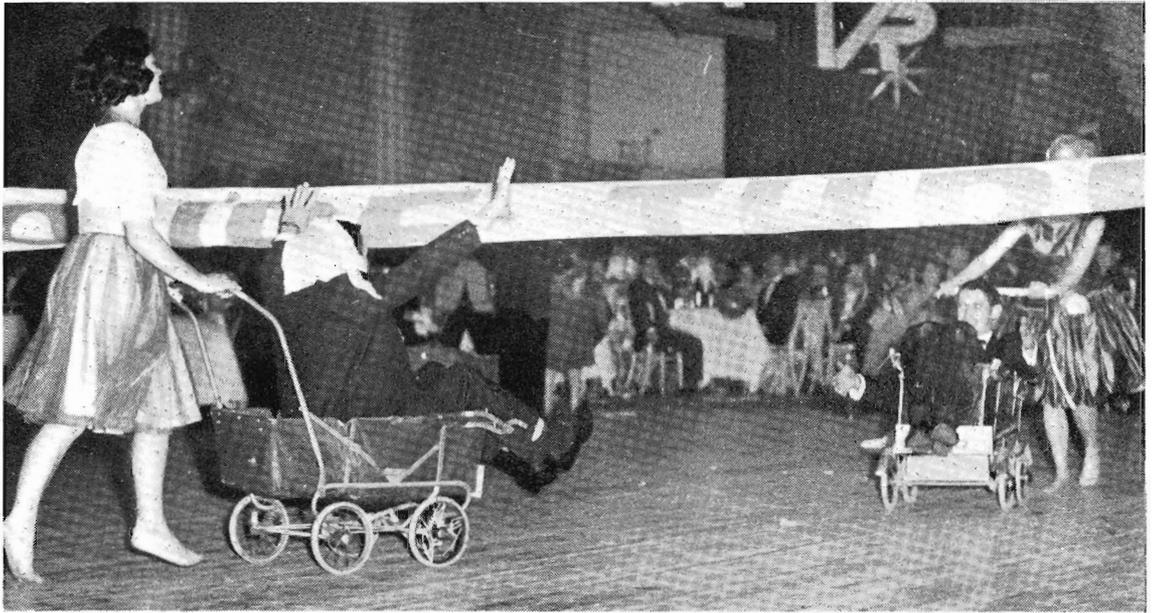
▲ **Praise from a Prince :** Prince Christian of Hesse gives a reporter his opinion of *Southern Aurora* on his arrival at Spencer Street. "A wonderful train" he said, "cleaner than the best French train, more comfortable than the best American one, and more glamorous than the Orient Express. It has every comfort for the passenger". The Prince added, that although he had travelled the world, he had never seen a train to surpass it. Accompanied by his wife, Princess Ann, he stayed for a short time in Melbourne before leaving by *Spirit of Progress* for Canberra.



▲ **The latest :** Mr. Ollie Polasek shows how the bicycle is used. Europe's latest snow sport craze, the has a fixed ski at the rear and a moveable ski—by handle-bars—at the front. The rider uses skis to assist control as the bicycle speeds down slopes. It makes its first public appearance at the Mt. Buffalo, this season, where Mr. Polasek is an in

AROUND THE SYSTEM

▲ **Prize winning depot :** Mr. R. T. Hind, Works Foreman at Caulfield Works Depot, cuts back an evergreen Japanese Lantern shrub at his Depot. The Depot was a first prize in its section of the 1961 competitions for Planting and Decoration of Stations, Depots, Barracks and Rest Houses.



Staff Ball : - At this year's Railway Staff Ball (held at the Palais de Danse, St. Kilda), Mr. Colin Morley (Commercial Branch) wins the *Inter-Branch Perambulator Stakes* (above). Competitors in this marathon had to drink a bottle of milk, pick up a number of assorted grocery items, and get to the finishing line in a perambulator. And the finishing tape read "You're thru' in '62". Below is a happy group among the 1,100 railway people and their friends who hugely enjoyed themselves at the ball.



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Deputy Chairman of Commissioners, Mr. G. F. Brown, presents an historic locomotive number plate to the Blind Boys' Railway Club. On Mr. Brown's right are Peter, Club President, Residential Matron Mrs. E. Dunell, Club Adviser Mr. J. McLean and School Headmaster Mr. A. Dovey.



The number plate presented to the boys came from steam locomotive A2 932. Under the plate is a short history of the loco. in ordinary type and Braille.



Peter and Ross follow the tracks, by their sense of touch, on a matchstick diagram of Spencer Street station yard layout. With them is Mr. J. McLean, the club's adviser. In the right foreground is a section of the model railway which the boys operate themselves.

SEEING RUN

BLIND boys at the Burwood R.V.I.B. school railway club certainly know their trains. Out there they run the Stratford, Sale and Bairnsdale Railway Company . . . a model railway layout that has three station yards planned and named after those locations.

Consequently a good-will visit to their club by Mr. G. F. Brown, Deputy Chairman of Commissioners, had all the background atmosphere of railway executives exchanging their views.

Mr. Brown presented the boys with a historic number plate that steam locomotive A2 932 carried when it hauled the *Sydney Limited*, *The Overland* and main-line passenger trains during its 48 years service. The plate is mounted on polished wood and is accompanied by both an ordinary type and Braille inscription that tells the locomotive's history. As the figures on the number plate are raised, they can easily be distinguished by the boys' sense of touch.

In return, the club president, Peter, presented Mr. Brown with a Braille inscribed pass that serves as a standing invitation to use the S.S.B. Company's Rolling stock.

The presentations were covered by metropolitan press reporters and photographers and television cameramen.

Afterwards Mr. Brown faced a barrage of penetrating questions by the boys. Flexi-van, bogie-change-over, straight-through passenger and freight services on standard gauge were some of the subjects that revealed the boys' extensive knowledge of railways. Eventually the steam locomotive came up and they asked spirited questions on its preservation. Surprisingly, one lad was not keen about the black colour of the steamers. Appreciating the boys' love of steam locomotives, Mr. Brown replied "Boys, you're certainly pre-susuring me on this one".

The boys then demonstrated how their railway system operated.

HANDS TRAINS

The school has made a room available for the boys' model railway layout and club functions, but the club itself is solely organized by the boys, aged from 10 to 13 years. They elect office bearers and decide the policy of the club and the use of its equipment.

Club Adviser is Mr. Jack McLean, a sighted railway enthusiast, who makes novel aids for the boys to learn about railways by their sense of touch and sound.

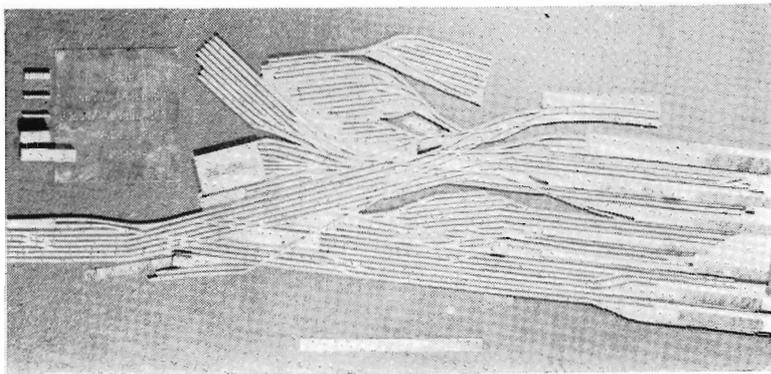
In making a complete Spencer Street station yard layout, Mr. McLean used lines of matchsticks, which allow the boy's sensitive fingers to follow points, crossings and signal boxes in a maze of broad and standard gauge tracks.

He also embosses the outlines of locomotives and rolling stock on thin aluminium sheets and adds descriptions in raised braille characters.

Mr. McLean encourages the boys to operate their model railway like a real system. Each boy acts the part of a traffic man, engineer, etc. With the aid of braille timetables and a braille faced clock, the trains can be run to a schedule. The boys are given talks on railways and are taken on railway inspections to get the "feel" of a real life railway system.

The Blind School Railway Club is affiliated with the Victorian School Railway Clubs' Association. Member clubs are keenly interested in the blind boys' activities and model layout. In addition, the Department, as part of its policy of fostering school railway clubs by the supply of interesting V.R. literature, is now making tape recordings of selected *News Letter* articles which the boys will have played back to them.

Commenting on the success of the Blind School Railway Club, the Residential Matron Mrs. E. Dunell summed it up this way, "Blind School authorities are delighted with the keenness and initiative of the boys who are further illustrating the determination of students to tackle any activity enjoyed by normal sighted children".

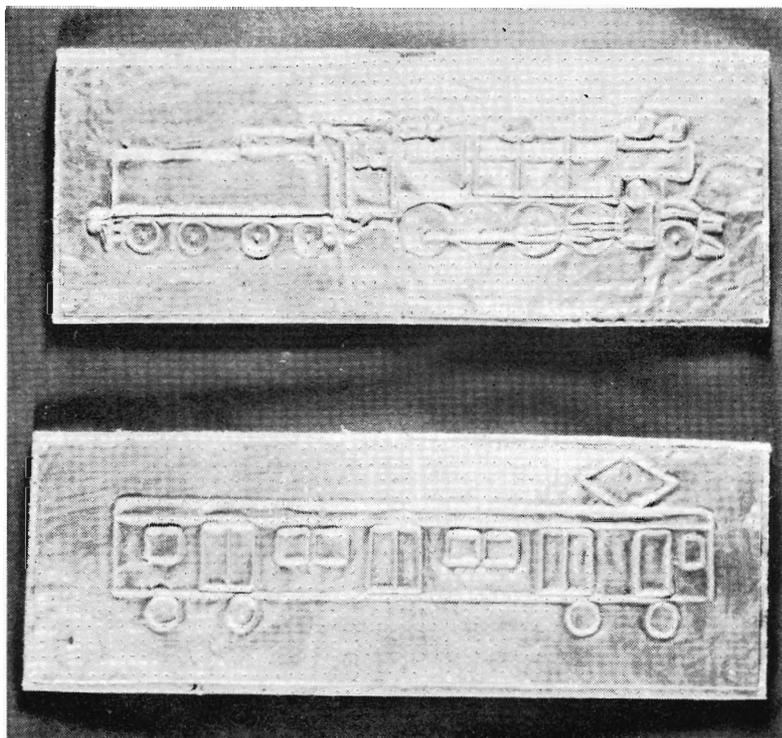


(Above) This matchstick diagram, made by Mr. McLean, is an accurate representation of Spencer Street station yard. It features both broad and standard gauge tracks which, together with platforms and signal boxes, are identified by braille inscriptions.

(Right) Mr. Brown was delighted to accept a braille inscribed pass, from Club President Peter, that allows the bearer to use the club's rolling stock.



(Below) A C class steam locomotive and a Harris suburban electric motor carriage outline, embossed on this aluminium sheet, are typical of many such diagrams that teach boys about Victorian Railways rolling stock.



PACKAGING AND CLAIM PREVENTION

THE first of this season's V.R.I. lectures was given at the Institute Hall, Flinders Street, by Mr. E. C. Smith, Senior Packaging Officer. Among those present were Mr. G. F. Brown, Deputy Chairman of Commissioners, Mr. E. P. Rogan, Commissioner, senior departmental officers, and representatives of the New South Wales, South Australian, Commonwealth and Tasmanian Railways. The talk was accompanied by a film and slides; and there was a display of equipment used in claim prevention. A condensation is given below.

Packaging and claim prevention are inseparable from safe and efficient transportation.

Transportation of goods from supplier to consumer throughout this State has been one of our main industries for many decades. Four major systems are at present meeting the transport needs of Australia, i.e. rail, road, sea and air. The two very healthy and modern newcomers to the transportation field are, of course, road and air.

In 1920, rail and sea were the only ways of carrying goods throughout Australia. Air transportation was just a dream; and roads were not capable of economically carrying long distance or interstate road haulage.

Australia's population in 1920 was 5½ million; last year it was 10½ million. Together with this increase in population has gone the development of motor and air transport. As a result, Australia's original systems of rail and sea transport now have a degree of competition completely unforeseen by our predecessors.

New section established

In 1930, the Commissioners of that time showed a full appreciation of the needs of rail users by establishing a packaging section, which was then known as the Claims Prevention Section. It provides a scientific approach to the protection of the valuable goods handed over to the Department for delivery. With the growing competition from road transport, the railways had to meet the challenge of door-to-door transport and deliver goods in the same condition as they were received for dispatch. The packaging section has done a good deal to build the prestige of the Department by giving its clients that type of transport so necessary for the welfare and future growth of our organization.

Three other railway systems have adopted our method of packaging and claims prevention. In the past three years, the Commonwealth Railways, the South Australian and West Australian systems, have each appointed a claim prevention officer.



Mr. Smith

The two latter systems sent an officer to Melbourne for a period of three weeks to study our system before establishing it in their States. It is understood that the Tasmanian Railways are now establishing a claim prevention section.

Packaging for transport

Mr. Smith revealed that, in an address he gave recently to the National Packaging Association of Australia, he stressed the importance of packaging for safe transport as well as for eye appeal, sales, and for impulse buying that were all so necessary with today's buyers. He pointed out that many thousands of pounds worth of goods were lost every year through inadequate packaging. There are many manufacturers who will spare no expense in producing a well-designed article of good quality and appearance, but who suddenly become economically-minded when the time comes to transport that article from their factory to the consumer.

At the conferences of the Packaging Association, he added, he continually keeps before the manufacturers the vital necessity of packaging for transport as well as for sales appeal. He considers the latter should take second place to that of transport.

Claim prevention

Whereas the section's work of packaging can be done by some of the

more experienced officers keeping in close touch with rail users; claim prevention calls for the co-operation of thousands of other railwaymen. As a weak link in a chain can ruin the effectiveness of the entire chain, so also can a weak link in our transportation chain ruin our goodwill with our clients. Some weak links in a chain are:—

- a receiving checker who gives a clean receipt for a consignment already damaged;
- a stower who fails to properly stow or make use of packing equipment;
- staff who fail to properly fit a tarpaulin to a wagon;
- a shunter who does not appreciate he is controlling a vehicle holding five or six tons of goods valued at from £1,000 to £10,000;
- the shedman who carelessly discharges a wagon.

The section's constant aim is to emphasize to any such weak links that they should always handle all goods as though they were their own property.

The display

Among the items on display were two of special importance for claim prevention. They were the impact register and pneumatic dunnage. The Department has a number of impact registers which are placed in wagons or vans and record every longitudinal movement of the van. A calibrated chart tells of the severity of any impact in miles per hour, the actual time of the impact and the date. They can operate on the "down" and "up" journey to any part of the State and will continue to operate from seven to eight days. With severe impacts, disciplinary action is taken with the staff concerned.

One hundred and sixty units of pneumatic dunnage are used by the Traffic Branch. They are made in Melbourne at a cost of £32 each and inflated to about 5 lb. per sq. inch. Two units are placed between the load and protected by dividing boards.

Another item of equipment of great use in claim prevention is the camera—each packaging officer has one. Some of the results were shown in the 80 odd photographs on display. The section considers that one photograph is worth a thousand words. Reports are illustrated with photographs showing the extent of damage to consignments. The camera is again used to show the correct way of stowing machinery, bulk loads etc., and the types of vehicles used.

Specialized transport.

The concluding section of the talk was illustrated by colour slides. In commenting on them, the speaker pointed to the success achieved by the Department in moving certain commodities that required specialized transport.

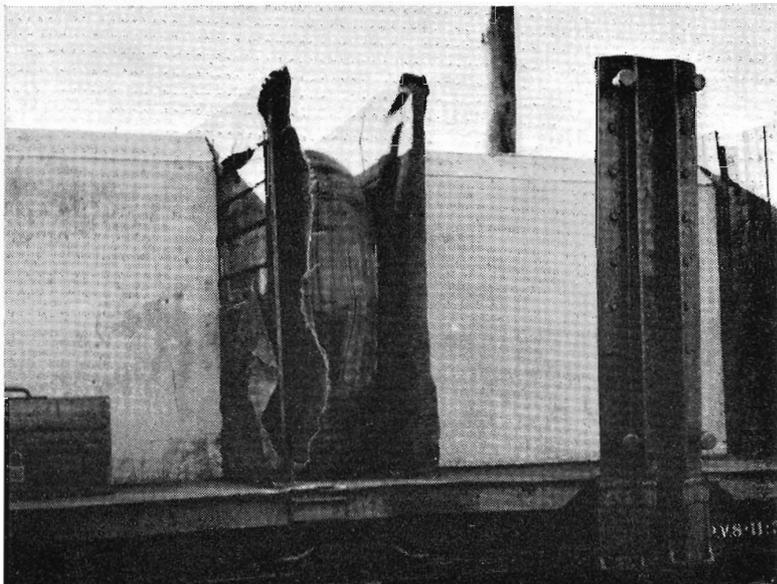
High tension cable for the State Electricity Commission's lines—previously sent by road—is such a commodity. It must be carefully handled, as vibration during its transport can injure the soft aluminium strands. As a result of special steps taken by the packaging section's staff, and the conversion of a wagon fitted with ride control bogies, this traffic is now successfully carried by rail. In a period of five months we carried 475 reels of the cable for a revenue return of over £15,000.

Palletized paper

The Department is constantly demonstrating its ability to handle palletized loads by rail. It possesses all the necessary modern equipment, such as bogie vans, fork lifts, cradle forks and pallet trucks. An increasing number of manufacturers are demanding carriage of their goods on



Wine cask with buffers. Made from discarded Westinghouse hose pipes, they protect the casks from damaging contact with each other.



Pneumatic dunnage with protecting dividing boards being used for transport of concrete culverts.

pallets, particularly interstate, as it cuts down the costs of handling and saves considerable time. The Victorian Railways have successfully carried palletized loads of all types of foodstuffs interstate, and handled inwards loads from country stations. Cement, firebricks, powdered products, canned fruits, etc., can all be satisfactorily handled by the department in this way.

Tin-plate

One of the finest examples of packaging and material handling can be seen in the way the Department transports tin-plate in what are known as *stillages*. This heavy and valuable material is received in Melbourne in lots of 19 rail vans, each of which contains 40 tons. Three fork lift operators discharge two vans at the same time. Each driver is kept continuously on the move by two pallet truck operators working one in each of two vans. The 19 vans usually contain about 760 tons of tin-plate. Unloading of the vans begins at 12.30 a.m. and the entire load is discharged

by 7 a.m. Since the beginning of this year 23,000 odd tons of tin-plate have been received at South Dynon from Port Kembla. The approximate revenue is about £120,000.

An executive officer of the manufacturers of the tin-plate, recently informed the Chief Commercial Manager that "due to the method of handling tin-plate, the material is being landed at the consignee's premises in a condition as good as anything in the world today. Regular deliveries are now being made by rail as compared with spasmodic ship transport. Container manufacturers are kept fully supplied at very short notice, and the speedy, regular delivery of tin-plate in perfect condition makes the possibility of a fruit glut in country areas very remote indeed".

T.V. Sets

With proper packaging, such comparatively easily damaged equipment as cooking stoves, refrigerators and T.V. sets are successfully carried. Several of the slides shown depicted examples of excellent packaging of these goods.

THAT WAS SERVICE

YESTERDAY I had occasion to arrange for my niece to travel from Spencer St. to Wangaratta by the 5 p.m. train. This young lady had recently been through a serious operation and is still using crutches.

I want to record my warm appreciation of the attention and courtesy we both received from every member of the Railway staff with whom we

had contact—several porters and the Conductor of Car No. 1—all of whom went out of their way to ensure my niece's comfort and the minimum of walking distance to the rail car. And the 'red-cap' luggage porter excelled himself. It was V.I.P. treatment indeed, and we both felt very grateful for the kindness shown to us.

G. D. McKimmon, 22 Oak Grove, East Malvern

At Bright

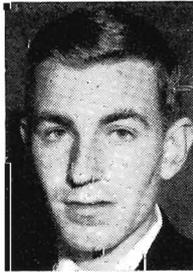


Mr. A. Lambert, shown loading a wagon with "smalls" in the goods shed at Bright, has been in the railways for three years. Prior to that he was with the Lands Department. Like almost everyone else in the town Mr. Lambert is fond of fishing. And who wouldn't be, with the Ovens River at your back door?

Australian teams at two Olympic Games—in Helsinki and Melbourne. These were highlights in a long career in sport administration, during which he has been an executive member of the Australian Olympic Federation, president of the Victorian Amateur Swimming Association, chairman of the Melbourne Swimming Club, and vice-president of the Victorian Amateur Water Polo Association. Mr. Uren is well known throughout the country districts, as he was a bridge inspecting engineer for many years. He was awarded the C.B.E. in 1956.

Trains are his hobby

AS is appropriate to the birth place of railways, there are probably more rail enthusiasts in England than elsewhere. Most Englishmen seem to have an affection for trains, but Clerk Malcolm Robert ("Bob") Palmer of the Timetables Division is a real enthusiast. Ask him about a major train of any country and a volume of details is immediately forthcoming. Bob, who is now 21, left England when he was 10, for Australia;



Mr. Palmer

stayed here six years, then went to England for a while before returning permanently to Australia. He has worked in the New South Wales Railways and also with the British Railways. It was not until he came to the Victorian Railways, however, that he achieved his ambition of working in the Traffic Branch.

While with the British Railways, he did as much train travelling as possible on leave—and managed trips to Stamboul and Sicily. His marathon achievement, however, was to make 18 trips (nearly 5,400 miles) in six days on the *Caledonian*, the crack express that flashes up and down between London and the Scottish border averaging over 60 m.p.h. and touching 100 in parts. His log of the trips was afterwards published.

Bob joined the Department two years ago, and, on his first leave, managed to cover about 7,000 miles, by rail, in Victoria and N.S.W. Several of his photographs have been published in *News Letter*.

Began with Queensland Railways

MR. L. H. Arnold, who has retired as Signal and Telegraph Engineer, was, at the start of his career, indentured as cadet engineer with the Queensland Railways. He joined the Victorian Railways in 1921 and has been in the Signal and Telegraph Division until his retirement. Some of the major jobs on which he worked, were the design of the Geelong line automatic signalling and also suburban interlocking. In 1958 he went to New Zealand to investigate boom barriers and flashing light signals. In the field of V.R.I. sport, Mr. Arnold was a member of the only Victorian team that won, in 1928, the Blanch cup for interstate railway tennis.



Mr. Arnold

His last trip



Guard Ron Skey, Fireman Don Spinks and Driver Bill Brady at Ferguson on one of the last runs of G42 on the Colac-Weeapoinah line. Due to transfer from Colac, this was actually Driver Brady's last trip.

(Photograph: N. W. De Pomeroy)

Golden pass book

WHEN the Commonwealth Bank recently celebrated its "Golden Anniversary" (it was founded in 1912) it invited some of its depositors with the oldest accounts to the central offices and presented them each with a golden pass book. Among them was Mr. L. W. Twomey of the Wheel Shop at Newport Workshops. His account was opened in October 1912, when he was only a year old, by his grandfather. Mr. Twomey's mother also received a similar presentation—her account was even older, as it had been opened a few months before. Mr. Twomey has been 28 years in the department, starting as a cleaner at North Melbourne. Later, he was a fireman, at Warragul and other Gippsland locations. He went to Newport Workshops in 1946 and is now a Fitter's Assistant.

And, at the Bank's Exhibition in its Elizabeth Street building, Victorian Railways were featured at one end with a display of models—the first Sydney Express and today's *Southern Aurora* in T.T. scale, and cut-away 1/12th scale models of *Southern Aurora's* twinette and roomette carriages.

Managed Olympic teams

MR. W. J. T. Uren, recently retired engineer from the Track and Drainage division had the distinction of managing

Munitions to meals

FROM a war-time munitions factory worker to manageress of Spencer Street Head Office cafeteria is quite a change, but to Miss M. E. O'Keeffe, one of the most essential features of her position is the steady flow of satisfied customers patronizing the well stocked Room 2A.

Joining the Department in 1945, Miss O'Keeffe has been manageress since February, 1950. An average



Miss O'Keeffe

of 500 to 550 customers visit the cafeteria each working day, where at busy times there is a staff of four.

An indication of the sales volume is the quantity of milk sold—240 bottles a day.

Besides over-the-counter sales of sandwiches, cakes, confectionery, soft drinks and smokes, there is provision at seven tables for 35 persons.

A keen Carlton football supporter, Miss O'Keeffe is the holder of a season ticket, and would not miss a game. She has high hopes for the team's prospects for this season. Her brother, Mr. D. O'Keeffe, is stationmaster at Fairfield.

for enrolment should already hold their Intermediate Certificate or equivalent qualifications.

The fees for interstate students are £4.10.0 per subject, and a student is allowed two years to complete the three subjects in stage 1 of the course. Students may enrol for one, two or all three subjects at the one time. However, if a student completes his subjects within twelve months, but fails in any one of them at the annual examination, he would be required to pay another fee for the subject before he could repeat it.

Fees for servicemen, when enrolments are made through the Services Vocational and Educational Scheme, are £3 for one subject or £8 for three subjects when one stage of three subjects is taken concurrently. These fees operate irrespective of where the serviceman is stationed.

Although the Department of Technical Education's certificate is awarded only on successful completion of the full four year course, students may make written application for the issue of a statement on their completion of stage 1.

The Department's address is 45-47 Broadway, Sydney.



Horticultural Society

THE V.R.I. Horticultural Society's autumn show, held in March, was most successful; and was followed by a talk on the care of roses given by Mr D. Danahy, hon. secretary.

Entries are invited from members for the spring show, to be held on October 13, next. Further information can be obtained from Mr. Danahy, c/o V.R.I. Flinders Street.

Enthusiasm at Lilydale

THE Institute already has a metropolitan sub-centre at Sunshine; it is hoped that another may ultimately be established at Lilydale. The staff there are keen on social activities; they have organised many functions, and recently entered a team in the local carpet bowls competitions. The games are played in the fire brigade hall, with seven teams competing. V.R. team members are: Messrs. P. O'Sullivan (captain), R. Richards, K. Barnes, B. Hailes, J. Hall, G. Fletcher, E. Neyenhais, G. Wenker and J. Rees.

Marched to victory

THE West Newport Flamingoes, the team of marching girls trained by Driver E. Jorgensen of North Melbourne Loco., swept all before them last season. They won four championships, five "best leader" sashes, 19 gold medals, five seconds and three thirds. Railwaymen's daughters are well represented in the team. In it are three of Mr. Jorgensen's—Toni, Joanne and Suzanne; and there are also Judith (daughter of Mr. A. King, Jolimont) and Lorna (her father is Mr. A. Solomano of Newport Workshops). Inspired by their success, the team hopes to go to New South Wales next season and try for the Australian titles.

Transport Course

THE Department has been advised that the Correspondence Teaching Division of the Department of Technical Education, Sydney, has made available to interstate students its correspondence course in Transport Administration. The full course consists of four stages of one year each; but, at present, only stage 1 is available through correspondence tuition. Applicants

RECENT RETIREMENTS . . .

TRAFFIC BRANCH

Taylor, T. O., Ballarat
Gordon, C. E., Ballarat
McAndrew, I. C., Spencer Street
Ryan, S. J., Melb. Goods
Downing, T.R., Flinders Street
Smith, J. A., Melb. Goods
Ritchie, T. N., Geelong
McNeil, D., Hamilton
Sharples, Mrs. I. M., Bendigo
Hebden, J. B., Melb. Goods
Cotter, Miss P. M., Williamstown Bch.
Gray, F. G., South Kensington

WAY AND WORKS BRANCH

Wilson, J. V. (Mrs.), R.F. Laurens St.
Cassell, G.H., W.F. Spencer Street
Johnstone, R.V.A., S & T Flinders St.
Healey, M. P., S & T Spencer Street
Butler, G. H., Special Works
Coghlan, C., R.F. Caulfield
Jacung, L. L., Special Works
O'Brien, F. L., R.F. Shepparton
Mitchell, V. H. J., R.F. Seymour
Gemmell, R. G., W.F. Geelong
Edwards, M. (Mrs.), R.F. Caulfield
Power, J. W., R.F. Laurens Street
Baker, F. G., R.F. Dimboola
Wright, A. J., Special Works

ELECTRICAL ENGINEERING BRANCH

Booker, H. F. J., Overhead Depot

ROLLING STOCK BRANCH

Wilby, G. V., Jolimont
Brown, H. W., N.M. Shops
Weber, L. A., N.M. Shops
Murphy, W. P., Newport
Deller, A. E., Newport
Badham, J. H., Bendigo
Skilton, J. D., Newport
Harris, A. S., Ararat
Huntingdon, J. R., N.M. Shops
Johns, C. C., Newport
Johnson, J. W. U., Newport
Matthews, D. J., Jolimont
Mason, G. L., Newport
Bussey, H. V., Newport
Cullinan, J. T., Newport
Dargeval, J. A., South Dynon
Creangauc, T. H., Ararat
McGoogan, G., Jolimont
Best, H. N., Newport
Robertson, L., Ararat
Goodwin, H. P., Newport
Ball, J. J., E.R. Depot

STORES BRANCH

Cook, W. J., Head Office

REFRESHMENT SERVICES BRANCH

Tulloch, Miss G. M., North Melbourne
Hemus, W., Head Office (Flinders St.)
Hallett, A., Advertising Division

ACCOUNTANCY BRANCH

Dillon, D. P., Head Office
Leitch, R. P. C., Flinders Street

. . . . AND DEATHS

TRAFFIC BRANCH

Law, J., Shepparton
Bourke, R., Melbourne Goods
Stephens, J. K. H., c/o Metro Supt.

WAY AND WORKS BRANCH

Meade, D. P., R.F. Relaying (1)
Campbell, R. L., Special Works
Kazmierczak, J., Spotswood Workshops
Walton, W. H., R.F. Ballarat
Bradshaw, W. F., S & T Caulfield

ROLLING STOCK BRANCH

Atchison, H., Wodonga
Pouliot, F. M., Bendigo
Bradley, W. D., Ballarat
Zakitis, J., Newport

ELECTRICAL ENGINEERING BRANCH

Blank, T., Overhead Depot



Interstate Ladies' Basketball

IN the February issue of *News Letter* a photograph appeared of the V.R.I. Girls Basketball Team that had just been successful in winning a premiership in the Victorian Women's Night Basketball Association.

This photograph was seen in Adelaide by members of the South Australian Railways Institute Ladies' Basketball Club who decided that they would like to "do battle" with their fellow railway women in Victoria. So, the challenge went out; was accepted; and for the first time, ever, railway women met in interstate sporting competition.

Two games were arranged, one for Saturday afternoon and the other on Sunday, July 14 and 15.

The Saturday game against the V.R.I. No. 1 Team was the championship match, the winner to hold, for 12 months, the perpetual trophy donated by the South Australian Railways Institute. This was an excellent match with the South Australian girls' better team-work giving them a slight edge over the Victorians who fought tenaciously right throughout. South Australia, 27 goals, beat Victoria 23 goals.

A social game was played on the Sunday; and, in this, the visitors proved too strong for the V.R.I. No. 2 Team and ran out comfortable winners, scoring 49 goals to 22 goals.

On Saturday night a theatre party, followed by supper, was attended by both the South Australians and Victorians while on Sunday morning the visitors were taken on a tour of the bayside beaches and other places of interest in and around Melbourne.

It seems certain that the Victorians will visit Adelaide next year to renew the many friendships made and also attempt to bring back to the V.R.I. the fine trophy now available for annual competition.

The South Australian party consisted of: Misses Helen Britcher (Captain), Barbara Clayton, Jennifer Ehrke, Shirley Hamilton, Rosemary Meredith, Raelene Hayward, Elaine Moody, Helen Wicks and Glenys Hedley. Mrs. B. L. McInnes acted as chaperon and was accompanied by Mr. McInnes, General Secretary, South Australian Railways Institute.

Members of the Victorian teams were: No. 1 team; Ronda Beachley (Captain), Irene Constantine, Frances Reilley, Pat Whitwam, Carol Petrie,



Play in the match between Melbourne Yard and Suburban Lines.

Joan Thurgood and Carmel Boyce. No. 2 team; Marie Ferguson (Captain), Verraine Barclay, Gloria Carroll, Pat Blencowe, Frances McPhee, Brenda Crawford, Shiela Bumford and Pat Alexander. Official Scorer—Miss Rosemary Baird.

Football

HIGHLIGHTS of the V.R.I. July matches were Newport's first defeat for the season by Loco, and Melbourne Yard's victory over Loco—the first time the Yard has defeated Loco for many seasons. Results of matches played since last issue of *News Letter* are: Melbourne 6-8 (44) beat Loco 5-8 (38); Newport 19-23 (137) beat Sub. Lines 1-1 (7); Melbourne Yard 13-12 (90) beat Sub. Lines 5-2 (32); Loco 8-7 (55) beat Newport 4-5 (29); Newport 4-11 (35) beat Melbourne Yard 1-2 (8); Loco 9-12 (66) beat Sub. Lines 0-3 (3).

Position of teams is as follows:

| | Played | Won | Lost | Pts. |
|------------|--------|-----|------|------|
| Newport | 8 | 7 | 1 | 28 |
| Loco | 8 | 5 | 3 | 20 |
| Melb. Yard | 8 | 4 | 4 | 16 |
| Sub. Lines | 8 | - | 8 | - |

With each team having only one match to play, Newport cannot be displaced from top position and the right to play in the grand final at North Melbourne football ground on Tuesday August 21. The preliminary final will be played between Loco, and Melbourne Yard at Royal Park on August 14, the winner of this match to meet Newport in the grand final.

Billiards

Just how hard it is to win a premiership in any sport is amply illustrated by the performance of the V.R.I. Billiards Club "A" team.

For the fifth consecutive season this team finished in top position in the Melbourne Clubs' Amateur Billiards Association competition,

but during that period has not been able to win a premiership. After defeating R.A.C.V. in a closely contested semifinal the V.R.I. team lost to Musicians, 4 games to 2, in the Grand Final and once again had to be content with the title of Runners-up.

Two old rivals—Jim Frame and Les Williams—met in the final of the Club's Annual Championship Tournament; Les was Club Champion in both 1959 and 1960 but Jim had that honour in 1961. What promised to be a titanic struggle was marred somewhat when Jim Frame had "cue" trouble, due to faulty chalk, in the early part of the game and thus allowed Les Williams to gain a winning break which held to the finish and scored, comfortably, 500 points to 335.

Golf

Fine weather and a large roll up of members contributed to the success of the V.R.I. Golf Club's President's and Captain's Day at the Mt. Xavier course on Sunday July 22. The 75 participants (from Dimboola, Daylesford, Geelong, Ballarat and Melbourne) were all delighted with the hospitality extended by the host club.

The President's Trophy was won by H. Peacock (Melbourne) with a 73 off the stick for a net 62.

Max Kewish (Geelong) won the Captain's Trophy for the Best First Nine while the Ladies Trophy went to Miss Rice of Ballarat with a 90 on a handicap of 11 for a net 79.

The difficult feat of a "hole in one" is becoming common with members of the V.R.I. Club. In June it was Norm Ellis, last month it was the club's popular treasurer, Bill Brown. Bill scored his "ace" at the fifth at Albert Park in one of the recent regular Friday competitive games conducted by the Club.

VICTORIAN RAILWAYS

NEWS LETTER

SEPTEMBER



1962



THE MONTH'S REVIEW

V.R. on show

IF you go to the Royal Show, don't miss the V.R. exhibit, "Life Lines". The theme of this year's display is freight; and the Department's capacity to handle every kind is emphasized by the beautifully made, large (1/12th) scale models of vans and wagons. Then, of course, there is the fascinating model railway in operation, that includes, among its rolling stock, a very ingenious working model of a Flexi-van. Free literature is available, and Commercial Agents will answer inquiries. Full report will be in next issue.

Calendar stays

THE response to last month's *News Letter* question, asking if readers wanted the calendar in each December issue, was clear and definite. They certainly do want—and appreciate—it. And, by way of good measure, there's a new kind of calendar on page 139.

Cuckoos and windows

THE Englishman who writes to *The Times* after hearing the first cuckoo in spring could have his counterpart in Melbourne's suburban train travellers, according to a *Herald* paragraph by Columnist E. W. Tipping. "Can spring be far away?" he writes, "We actually saw a fellow open a window in our train this morning. This to the people of Melbourne, on August 17, is the same sort of harbinger as the first call of the pallid cuckoo is to the readers of *The Times* of London".

Cut in live-stock rates

LIVE-STOCK freight rates from seven important centres to Melbourne have been slashed by about a quarter. The lower rates are of an experimental nature to gauge whether additional traffic gained will offset lower revenue caused by the reduction.

The centres selected for the test—Hamilton, Ballarat, Bendigo, Deniliquin, Tocumwal, Camperdown and

Bairnsdale—are representative locations that appeared to have good prospects for greater traffic. To obtain the concession rates, rail users must enter into a contract with the Department to move all live-stock from any of the seven centres by rail.

Last year, as an experiment, the Department entered into contracts with interested parties at Hamilton who could offer regular consignments to Melbourne. It was known that considerable quantities of fat stock were being moved in and out of the district by road.

After the introduction of the lower rate, the stock traffic railed from Hamilton increased more than six-fold in 12 months.

The slashing of the general live-stock rate was a major move by the Department in recent years to recapture traffic. Although it was realized that seasonal conditions caused year to year figures to fluctuate, the progressive decline in the proportion of stock handled by rail was of serious concern.

It will be some time before the results of the experimental freight rates are known, but there is no likelihood that they will be extended to other centres, at present.

More freight from standard gauge

FREIGHT traffic between Victoria, New South Wales and Queensland rose by almost 80,000 tons in the first five months of this year when compared with the same period last year. This was an increase of 38% outwards from Victoria and a 6% increase into the State.

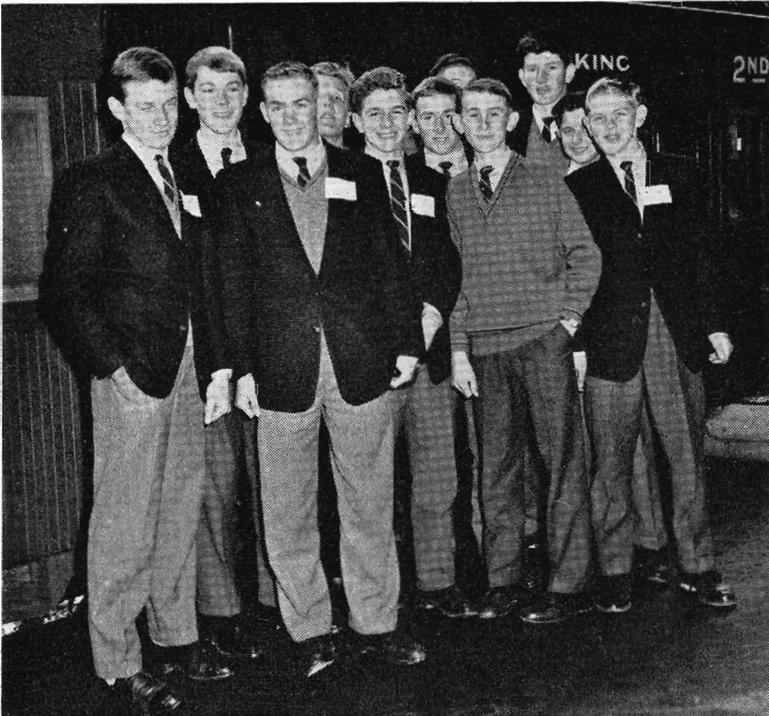
Most of the increase can be attributed directly to the opening of standard gauge services, which began in the first week in January.

The figures confirmed a prediction, made in May, that the Victorian Railways would gain about 250,000 tons of new freight this year between Melbourne and Sydney.

This could boost revenue of the combined railway systems by about £1½ million.

FRONT COVER

Immortal Puffing Billy hauls the first official passenger train, in nine years, over the Monbulk Creek trestle bridge (see story on pages 132 & 133).



School students now use the train to further their studies and help their careers. Shown above is a group from the north-east; they came to Melbourne to see for themselves the conditions of work in the industries that interested them. This "careers excursion" was arranged by the Melbourne Rotary Club in conjunction with local Rotary Clubs. In another recent excursion, boys from Echuca Technical School visited Morwell Technical School and began the first of what is expected to be an annual "exchange" tour.

THE NEW MORWELL

HUNDREDS of Morwell and District residents, including groups of children from local schools, last month watched a short ceremony to mark the opening of a new station building erected at a cost of £30,000.

Cr. J. C. Balfour, M.L.A. for Morwell, who officially opened the new building said that it would be a very great advantage, not only to departmental staff, but to the general public and to the town of Morwell.

The new brick building has ample room for parcels, and passengers are provided with a spacious waiting room.

The opening ceremony started a few minutes after the arrival of the Commissioners' Tour train on which senior railway officers had been visiting stations in Gippsland.

The station was decorated with bunting, and pennants flew from six flag poles erected at the edge of the car park. A public address system ensured that the large crowd could hear the speeches made by the Shire President, Cr. A. L. Hare, O.B.E., the Deputy Chairman Victorian Railways Commissioners, Mr. G. F. Brown, and Cr. Balfour.

Cr. Hare, recalling the old days when the station was lit by kerosene lamps, said the progress that had been made was obvious. Today, he added, with good train services, Morwell was practically a suburb of Melbourne. The population, at present 15,000, was increasing by a thousand a year. If it continued at that rate—the station might have to be enlarged.

The new station, said Mr. Brown, was only one aspect of the new look for the Gippsland area that had been given by the Victorian Railways over a period of years. The next stage—the deviation from Morwell to Moe to allow for the extension of the open cut—was now in hand and would be finished by September next year.

Cr. Balfour, in the course of his address, said that the Railways were out to get business, and the people, as shareholders in the Railways, should support them. To the local young people, he pointed out that, if they treated the new station as their own property, Morwell would always be proud of it.

After the ceremony, local residents inspected the station. Many complimentary remarks were made to the



Munching apples that had been handed to them from the Commissioners' Tour train, these Morwell school children were among the large crowd that saw the official opening of the new station building.

Stationmaster, Mr. D. C. Ross. Dozens of children swarmed around the official party and the crew of the train to obtain autographs.

The tour train attracted considerable attention, both from adults as well as children. Many young photographers made straight for the

D3 locomotive hauling the train, as steam locomotives are a rare sight at Morwell.

The official ceremony was recorded on tape by two Gippsland broadcasting stations, 3UL Warragul and 3TR Sale. In addition, it was filmed for television by GLV 10.



Mr. Brown, Deputy Chairman, and the Stationmaster, Mr. Ross, watch Cr. Balfour open the barrier gates of the new Morwell station buildings (Morwell "Advertiser" photograph).

BILLY PUFFS AGAIN

HUNDREDS of people waited for several hours at Belgrave last month to obtain tickets for the first trip on *Puffing Billy* after a colourful re-opening ceremony that restored the now famous train to the Dandenong Ranges.



Mr. E. R. Meagher, Assistant Minister of Transport (now Minister of Transport), who officially re-opened the line.

History was also made on that day, as it was the first time in the century-long history of the Department that a narrow gauge railway line had ever been re-opened (see *News Letter*, page 68, 1962).

The Victorian Railways assisted the Puffing Billy Preservation Society in holding a re-opening ceremony on the new narrow gauge platform at Belgrave, and, despite adverse weather, several thousand people attended.

The narrow gauge terminal and station were decorated with flags, bunting and shrubs.

An elevated dais was erected for the official party, and the speeches broadcast over a temporary public address system.

The Newport Workshops Brass Band took up a position on the coal stage early in the afternoon, and musical items were broadcast.

People started to form a queue for tickets on the first trip four hours before it was due to leave. Tickets were sold out within 30 minutes of the booking windows being opened. The second trip was also booked out soon after booking opened.

Representatives of the Royal Victorian Institute for Blind School Railway Club at Burwood were present, and 14 year-old Peter, President of the Club, accompanied the Deputy Chairman of the Victorian Railways Commissioners, Mr. G. F. Brown, on the first trip. Mr. Brown drove the NA locomotive on the one hour return trip.

Speeches

"Initially it was thought that the restoration job might be impos-



Portion of the crowded platform at Belgrave narrow gauge station. Passengers on the train were waiting for the opening ceremony to start.

sible" said Mr. A. P. Wymond, President of the Puffing Billy Preservation Society, "as such a tremendous task had not been attempted before by volunteer labour. But we've made it, with the help of many good friends. It's been estimated that over the years we have done about £20,000 to £30,000 worth of work.

"Now we must start work on the section beyond Menzies Creek to Lakeside as we hope to open the line right through, probably some time this summer".

Mr. Wymond expressed sincere thanks for the help that was given by a number of people, especially the Victorian Railways Commissioners, and their officers whose sympathetic assistance, he said, has helped the Society so much.

Among the telegrams of congratulation received by the Society was one from the Directors and Members of the Welshpool and Llanfair Railway in England which operates on very similar terms to the Puffing Billy Society and maintains reciprocal membership rights with it.

Councillor K. Colby, President of the Shire of Ferntree Gully, expressed to the members of the Puffing Billy Preservation Society, the deep and earnest gratitude of the local people. He had no doubt that the train would be one of

Victoria's greatest tourist attractions.

Mr. G. F. Brown, Deputy Chairman of Commissioners, said that beyond looking after the locomotives, and the safety of the passenger cars, and providing technical advice and general assistance on the rehabilitation of the track, the Victorian Railways have very little to do with the line. The work is done by a volunteer organization to which every credit should be given.

Although the track was in good order at the time it was closed by the landslide in 1953—to get the train running again, from Belgrave as far as Menzies Creek, meant the replacement of thousands of sleepers; the cutting down of all the trees that had grown in the intervening years and the building of terminal facilities. The volunteers who did that work were to be congratulated, he added.

Mr. E. R. Meagher, Assistant Minister of Transport, said "Almost 62 years ago, a group of very solemn gentlemen with long beards and tall, hard hats started a commercial enterprise to run a service for the shifting of potatoes and people between Ferntree Gully and points in the hills. Their sole object, was a commercial one; today our purpose is quite different. It is not a solemn occasion and our interest is not in opening a commercial enterprise but in re-opening what has become an institution.



First time past the landslide that, nine years ago, caused the suspension of train services to Gembrook The two chain curve, at 5 m.p.h., is the tightest permitted on a narrow gauge line.

Personality train

"Over recent months you have heard a lot about the great progress that has been made in the railway system of this State—about the new Sydney-Melbourne trains, and so on. Here we have the smallest train in the State, with the greatest personality of the lot, thumbing its nose at them and saying 'Progress to the end. I am going to persist and you are not going to kill me off.' The reason he is not going to be killed is, of course, because a lot of people will get tremendous pleasure out of having this rather strange, quaint little train, running through the beautiful hills for no other purpose than for those people to enjoy being on it.

"We can be grateful" continued Mr. Meagher, that we are living in a country where it is possible for all the mechanism of the State and all the tremendous economic forces to be set at bay by a group of enthusiasts—by a train with a personality—and by a lot of people who say 'Well, let's give the kids something to ride in and never mind all the rest of it!'"

Capacity loads

Since the service has been resumed, regular trips have been run on Saturdays and Sundays, and each trip has carried a capacity load. And, even on the first wet Sunday, over 1,000 passengers were carried.

Many inquiries from organizations have also been received for the running of special trips during the summer months.

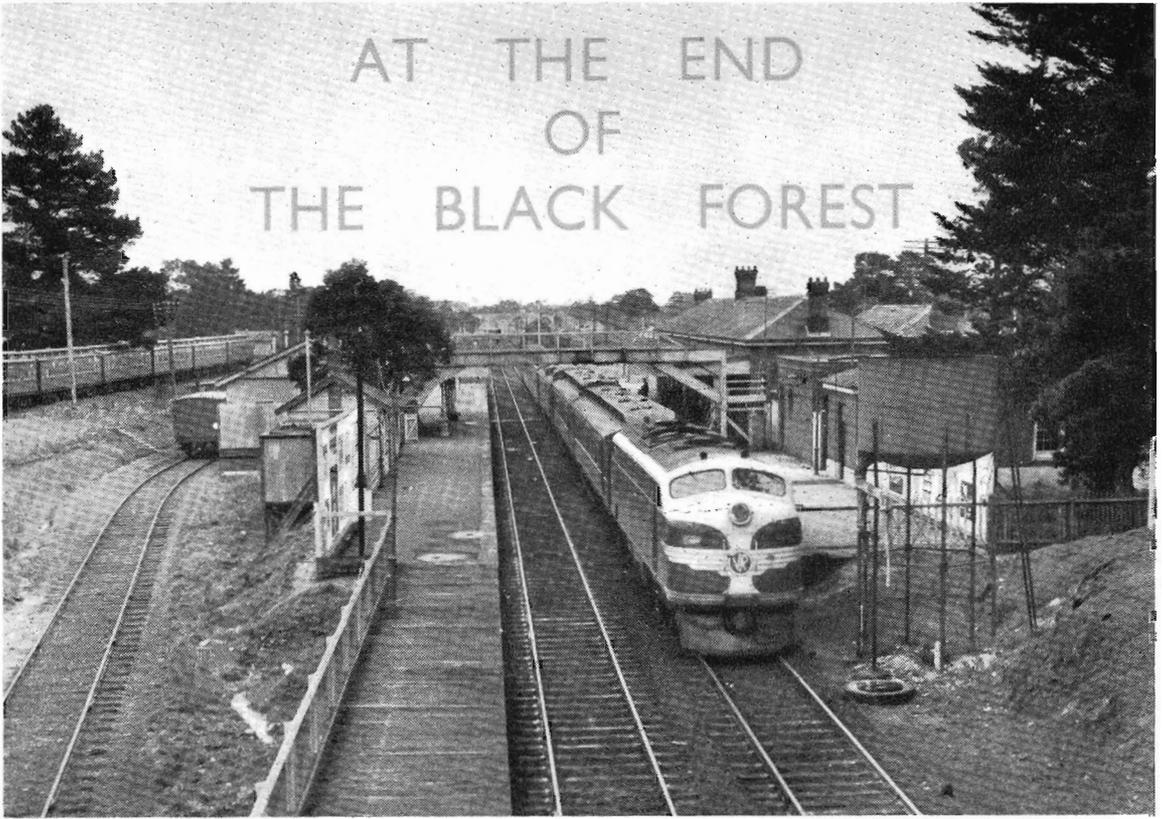
As a special attraction, the Society has issued an attractive booklet giving the history of *Puffing Billy* and a brief account of the other

narrow gauge railway lines in Victoria, all of which have since been closed. The booklet contains many historic photographs. Sales (at 2/6d. plus postage) will assist the Society in raising revenue to ensure that *Puffing Billy* will chug-chug through the hills for many more years.



The Deputy Chairman of Commissioners, Mr. G. F. Brown, watches as Peter 14-year-old President of the Royal Victorian Institute for Blind School Railway Club at Burwood, "drives" *Puffing Billy*.

AT THE END OF THE BLACK FOREST



Arrival at Woodend of 12 noon train from Bendigo

ROMANCE may die with the passing of the years, but often a memory lingers. So, an echo of those earlier days of bushranger and gold miner remains in the name *Woodend*. It was so called, a hundred years ago, because it was then at the end of the wood—at the end of the notorious Black Forest which extended from there to Macedon and was infested with bushrangers who preyed on the travellers between Melbourne and the goldfields to the north.

The colour, danger, and excitement of those days have long since gone. Scan the horizon ever so hard, there's not a bushranger in sight; and positively no one to take your money—except the bookies at Woodend races.



In the Goods Shed, Assistant Stationmaster A. L. London and Yard Assistants check consignments.

The little settlement was originally known as "The Five Mile" after the creek of that name in the vicinity. On its banks the diggers of the early days would camp after their arduous climb over the Great Dividing Range. They would rest awhile before pushing on to the gold fields at Bendigo and Mt. Alexander.

Visitors come to Woodend today, not only for the stimulating air—the town is 1850 ft. up—but for its famous golf course, and the race meetings. Woodend, incidentally, made racing history early. In 1863, a local resident, Joseph Harper, won



Signalman A. Else about to signal a train. One of the station's three signalmen, Mr. Else comes from Heskett, about eight miles away. He formerly played with Heskett in the Riddell district football league.



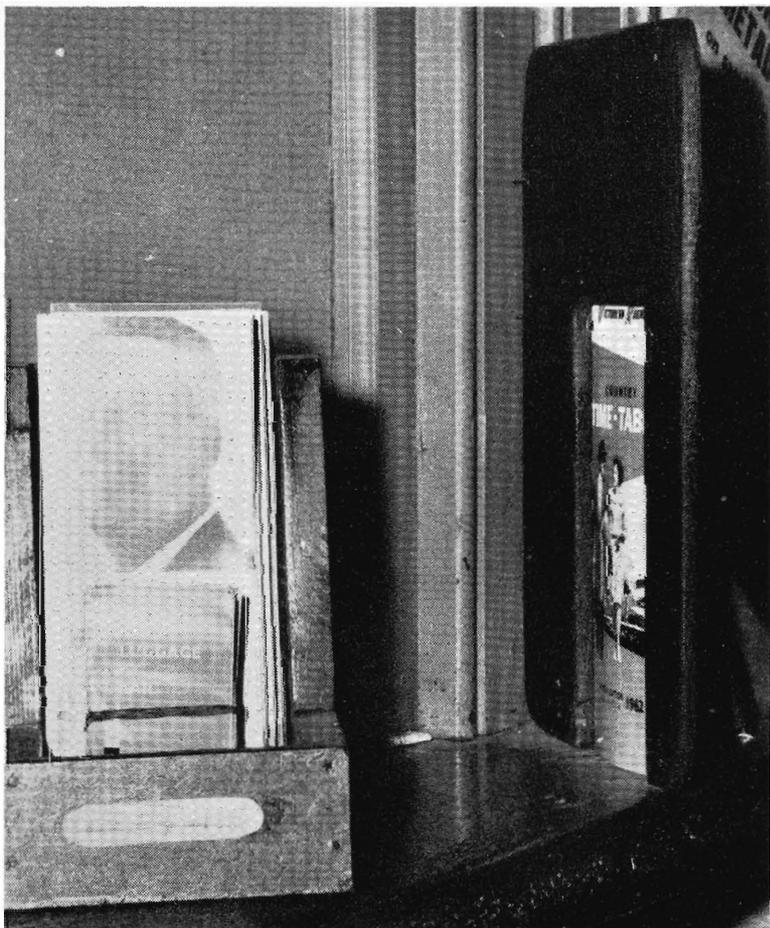
(Above right) Station Assistant G. M. Farkas (left) and Rail Tractor Driver E. G. Davidson sort Castlemaine from Bendigo loading.

the third Melbourne Cup with Banker. At present, there are six meetings a year at the Woodend Race Club's track ; and two picnic meetings, on New Year's Day and Australia Day, at Hanging Rock.

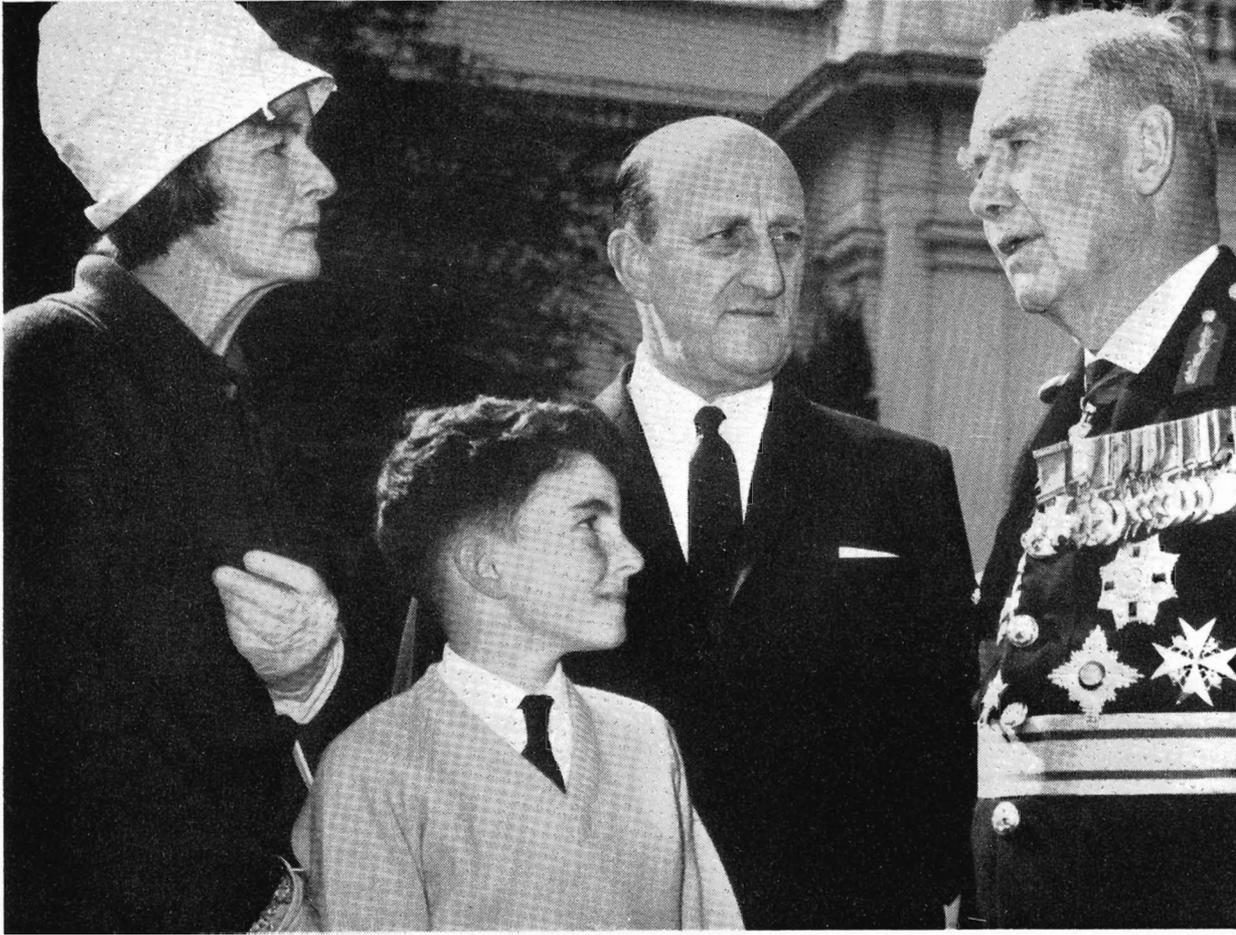
This year the Shire celebrates its centenary. Last year saw the centenary of the opening of the railway line to Woodend. The first section built, from Footscray to Sunbury, opened on January 13, 1859. But, due to bad weather, disputes between contractors and their men, and delay in progress payments, the 24½ miles between Sunbury and Woodend was not opened until July 8, 1861.

Woodend's traffic today is mainly passengers ; for the year ended 30.6.61 there were 30,167 passenger journeys outwards. The service consists of six passenger trains, daily, in each direction (Mondays to Saturdays) and three each way on Sundays. About 50 passengers, each week-day, make the return trip for their work in Melbourne.

Inwards goods total 1,300 tons annually ; and outwards, about 160 tons. Nine goods trains, in each direction, pass through daily, and one terminates there. As well as the Stationmaster, Mr. A. E. Norton, there is a staff of 12 to handle Woodend's traffic.



Locally made holders for pamphlets and country time-table at the booking window. The time-table is ingeniously held by a spring-loaded T hinge, so that it can be easily removed.



PROUD MOMENT : Conductor D. J. Freeland, with Mrs. Freeland and son Gregory, chat with the Lieutenant-Governor, Sir Edmund Herring, on the lawns at Government House, last month, when Mr. Freeland received his British Empire Medal. The citation for the award specifically mentioned Mr. Freeland's service on Royal and Vice-Regal trains.



ARC

← **QUEEN VICTORIA**
of Athlone, on
Intercapital Day
Majesty Queen

TELEPHONE ins
tested by Mr. J. V
ation. The teleph
between locomoti



TRIBUTES to *Southern Aurora* were paid by Brigadier A. Linnett, the new editor-in-chief of Salvation Army publications in Australia. Shown being met by Salvation Army colleagues on his arrival at Spencer Street with his wife and children. Brigadier Linnett said "It's a lovely train, the service was good and the children were well looked after".

UND THE SYSTEM

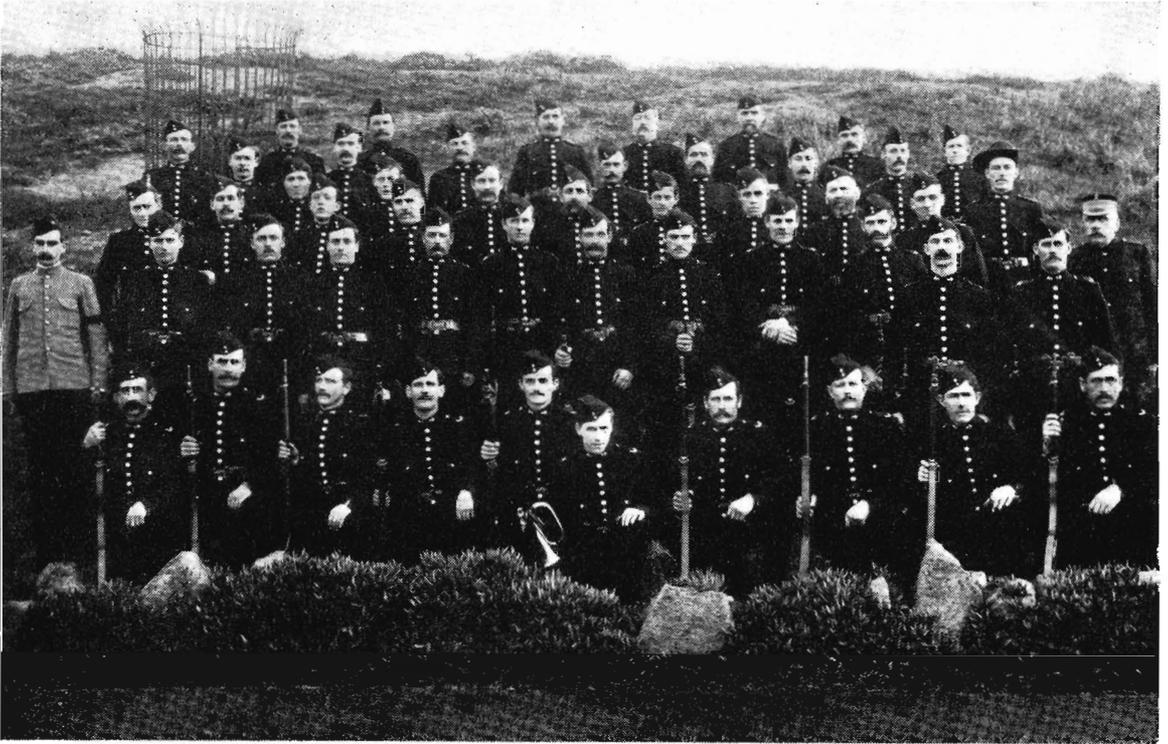
'S grand-daughter, Princess Alice. Countess
arrival at Spencer Street station last month by
Princess Alice, who is a great aunt of Her
Elizabeth, travelled in the N.S.W. State Coach.
(Age photograph)

d in cab of *Southern Aurora* locomotive being
tirling, Inspector of Diesel Locomotive Oper-
is for communication, in case of emergency,
ew and guard, power van attendant or head
conductor.



BOYS OF THE OLD BRIGADE

THE July issue of *News Letter* published a request by a member of the Military Research and Collectors' Society of Australia, for information on the Victorian Railways Volunteer Regiment that existed from 1900 to 1904. In response, the photograph (*below*) was sent in by Mr. E. H. Bryan, a retired Accountancy Branch officer, and the following details supplied by 80-year-old Mr. C. L. Wadelton who, at the time of his retirement, 15 years ago, was Stationmaster at Spencer Street.



The Victorian Railways Volunteer Regiment. At the extreme right between the second and third rows is the commanding officer, Colonel J. W. Hacker, who was then the Department's Chief Accountant

"The reason for the formation of the unit", says Mr. Wadelton, "was probably much the same as for the present Squadron, i.e. the need in the Field Force of men who would know what to do first in events involving railway working—repairs to points and signals, rolling stock, permanent way and so on until the arrival of complete resources.

"There was no walkie talkie in our day; but away from a railway, we could set up a chain of signal stations with flags or lamps to keep in touch with temporary headquarters. If enough insulated wire were available we could set up and operate a field telegraph—or cut in an instrument on a permanent telegraph line if such were in the vicinity, all Morse code of course.

"There were no formations outside Melbourne. The uniform consisted of:

- blue trousers with the broad red stripe of the engineers;
- red tunic with upright collar and brass buttons;
- blue slouch hat with broad red band. Brim at left turned up and held by badge (like the later Digger Hat). I have quite forgotten the details of this badge, but think it most likely was the usual engineers badge—we were classed as engineers and generally considered as connected with the Permanent and Militia Engineer Companies.
- Glengarry cap—blue with red crown;
- khaki jacket for working and ordinary drill occasions—also with an upright collar;
- overcoat—heavy, of very dark grey wool. This was rolled like a long sausage and when the two ends were buckled together it was looped over the right shoulder.
- badges—two brass V.R.V.R. badges held to shoulder straps by brass split pins on the coat actually in use.

"Headquarters and orderly room were at the Engineers Depot in Alexandra Avenue just beyond the Rowing Club Sheds.

"Full strength comprised two companies A and B. Our Commanding Officer was Colonel J. W. Hacker then Railways Chief Accountant. Officers were Lieutenants Murdoch and Ison of the Way and Works Branch. Quarter-Master Sergeant was Harry Henley of the Audit Office.

"The king pin of the whole show was our Reg. Sgt.-Major Morton of the Permanent Military Forces—a real warrior and a champion with the single stick and sword versus bayonet contests.

"We drilled one night a week at the Depot and on Saturday either drilled in the open or went to Port Melbourne for target practice.

"Camps were held at Easter at Langwarren where the Army held a big area. All these formations were called up at the same time—permanent, militia, and volunteers—including the Rupertswood Field Battery of 4 guns equipped and run by Sir Rupert Clarke.

"One eventful field day was the *Battle of Gardiner's Creek*, which

was quite a big show. Looking back, it seems the idea was for the red army to force a passage of the creek defended by the blue army.

"Both forces were mostly Militia but on our side I recall the Melbourne Scottish and I think the University Rifles were present.

"Our particular job was to storm and carry the embankment of the railway line. This was defended stoutly by a company of Militia, and if taken we could probably turn the enemy flank. After a lot of blank cartridges and excitement, we fixed bayonets and rushed to the foot of the bank to be stopped by the bugle's 'Cease Fire'. I never heard the outcome. Gardiner station is not far from this old battle field.

Arms

"The issue was the single loader Martini-Enfield rifle and the long bayonet with the triangular cross section. A leather ammo. pouch was carried at the back of the belt, and pulled around to the right side in action.

"This rifle was a good weapon, using the .303 cartridge and very accurate up to 800 and 1,000 yards. The bullets had the old round tip—standard until the needle pointed bullet came into use. The breech action was just the same as the Martini-Henry, also the Francotte rifle used by junior cadets in the schools—with which most of us were familiar.

"In those days it was considered the natural and proper thing for every young chap to qualify in some way to bear arms in defence of his country, and one never heard it referred to as a *duty*. It was rather a pleasure.

"In your issue of April 1956 you printed a paragraph based on a letter I wrote you when I learned of the birth of the Squadron. May it have a long and useful life.

"The old Regiment had a short life—but a gay one.

"My certificate of Discharge was signed by Brigadier-General J. M. Gordon, Commandant Military Forces".

VACANCIES IN TODAY'S SQUADRON

THE 41 Railway Squadron will be going into camp next month. At present the strength of the unit is about 90, but there are still vacancies for designing engineers, surveyors, track men and fitters, aged 17-35 years. This unit is composed entirely of railway employees. Its purpose, in time of war, is to operate a system of railways.

The demands made on members' time are not excessive. The only obligation is attendance at the annual 14-day camp. For this camp, army scale pay is given and the Department makes up the difference between the army pay and that normally received in the Railways by the member of the unit. The same pay arrangements also are made for two 10-day courses, each year, that members might attend.

In addition, members may, if they wish, volunteer for seven further days of training at army rates of pay only.

Further information may be obtained from Messrs. G. N. Murphy, Room 140a (Auto. 1361); D. Catchpool, V.R.I. Flinders Street, (Auto. 1109); and K. Smith, Water Supply Division, Head Office, (Auto. 1304).

A NEW CALENDAR

CALENDARS have always given trouble. The old Roman calendar, just before Julius Caesar reformed it had slipped about three months, so that winter arrived during autumn. Caesar's calendar, although much better was still a bit out, so that by 1582 it was at least 10 days in error. The corrected one prepared under Pope Gregory, dropped those days. It was not introduced into England

until 1752. And when this happened, wild mobs stormed through the streets crying "Give us back our eleven days", believing their lives had been shortened by that period.

Floating round Melbourne, at present, is a calendar, which, unlike the others, is designed to save trouble—not cause it.

The inventor of this boon is unknown. His (or her) ingenious achievement is printed below:

| Fri. | Mon. | Tues. | Wed. | Thur. | Mon. | Same Day |
|------|------|-------|------|-------|------|----------|
| 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| 14 | 13 | 12 | 11 | 10 | 9 | 8 |
| 21 | 20 | 19 | 18 | 17 | 16 | 15 |
| 28 | 27 | 26 | 25 | 24 | 23 | 22 |
| 35 | 34 | 33 | 32 | 31 | 30 | 29 |

The advantages are:

- Every job, naturally, is a "rush"—everyone wants his order delivered yesterday, if not before. With this calendar the apparently impossible is easy—customers can order on the 7th and take delivery on the 3rd.
- All customers want their jobs on Monday—so there are two Mondays in each week.
- There are several extra days at the end of the month for those end-of-the-month rushes.

- There are no bothersome, non-productive Saturdays and Sundays.

- There's a new day each week, "Same Day". On this day "While you wait" and "Same Day" jobs can be handled without interruption to the weekly schedule of promises. Everyone will be happy—boss, customers, and staff.

Note: The adoption of this calendar should not prove difficult as it is believed many concerns have been working to a similar schedule for years.

'VINTAGE" CAP BAND



Group of guards, date unknown.

A beautifully preserved cap band, similar in design to those issued about 1862, and used for many years after, has been brought to *News Letter* by Mr. J. McLean, a railway enthusiast.

On a background of black cloth, the insignia (top) is of heavy silver thread, the crown being fabricated on a red velvet base. The silver work takes up nine inches by three inches on the 24-inch-circum-

ference band. Despite the amount of embroidery, it weighs only 1½ ounces.

Although suggestive (to twentieth century eyes) of elderly beatniks, the guards of those days (lower picture) wore their caps with the dignity becoming men who held important positions in an expanding service that was almost the life blood of a pioneering community.

Under the nonchalant, devil-may-

care attitude usually assumed by the Victorian male when being photographed, those stalwarts undoubtedly had their worries—certainly not about satellites but, may be, about Ned Kelly.

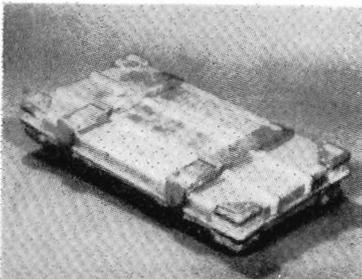
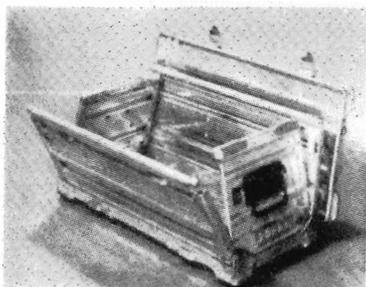
And, who knows?—perhaps those impressive caps helped to keep them working on the railways, instead of rushing off to the goldfields like so many wild, colonial boys.

LINES FROM OTHER LINES



SAVING BRIDGE: When the Louisville and Nashville Railroad's bridge over Beargrass Creek (U.S.A.) was almost entirely submerged by flood waters, these wagons loaded with scrap iron were placed on the bridge to anchor it in position until the water had subsided. (*L & N Magazine*.)

Collapsible containers in Rhodesia



The R.R. Railcon container can be collapsed (top) to the convenient shape shown in the bottom picture.

A light-weight collapsible aluminium alloy container service known as "Railcon" has been in use for some time on the Rhodesia Railways and is popular with a large number of business firms. Strongly built yet completely collapsible, the containers are only half the weight of wooden containers of comparable size and can be assembled or collapsed in half a minute. The containers are hired out by the

railways to the customer who packs them himself and they are taken to their destination either by goods or passenger train. They are then collapsed and returned empty, free of charge, to the customer. About 1,200 of the units are available.

Containers in U.S.A.

IT is the contention of Mr. W. D. Steadman, president of a Canadian firm making containers for truck and rail usage, that the container will ultimately replace much of the railway piggybacking equipment now used.

Mr. Steadman says that the container is so much more flexible and practical than the trailer van that the rail will ultimately tend to favour its use.

Although granting that it is now easy to roll trailers on and off flat cars, he maintains that container manufacturers are now developing cheaper handling equipment that can be used economically even in light traffic depots.

Named by poets?

THERE is a poetic quality about the names of many of the crack Japanese trains—such as the over night expresses *Asakaze* (Morning Breeze), *Sakura* (Cherry) and the special expresses *Tsubame* (Swallow) and *Kodama* (Echo). Then there are *Hinode* (Sunrise), *Kibo* (Hope), *Komadori* (Robin), *Tobiume* (Plum) and *Aozorora* (Blue Sky)—all of them excursion trains for school children.

U.S. railroads in 30 years time

A healthy—but vastly changed—railroad industry will be serving the U.S. within the

next 30 years, said Mr. John D. Loftis, assistant marketing director of the American Car and Foundry Division of A.C.F. Industries, Inc. He said, that instead of the 149 railroads and switching lines operating today, there will be only 12 transportation companies operating, with three competitors in each of the four regions of the country.

Gross ton-miles will increase four times over today's levels, said Mr. Loftis, and the average life of a car will be shortened from the current 35 years to 10 in order to take advantage of technological advances.

The next 30 years will also see such developments as automatic 50-car trains speeding cargo from Los Angeles to New York in 72 hours by electronically chosen loops with no crews.

These forecasts are not just imaginary, he said, for "all of the technological knowledge needed for the train of 1992 is available today".

National Museum of Transport

A unique feature in St. Louis (U.S.A.) is the Showcase of Transportation History in the National Museum of Transport. The museum presents an unrivalled railroad collection of over 30 locomotives and assorted rolling stock, a city transit display representing periods from the horse car to the motor bus, highway vehicles, and many smaller related items. There, visitors (120,000 yearly) feel the vitality of history by sitting in the cab of a steam locomotive, boarding a double-deck bus, or walking into the first railway tunnel west of the Mississippi.

Conductor's help appreciated

IN a letter to the Secretary, Mr. N. T. W. Allan, Commissioner of Police, New South Wales, highly commended the action of Conductor A. D. Reifenberg (Spencer Street) in helping the police in an incident at Albury railway station earlier in the year. While police were arresting a wanted criminal at the station, a violent struggle ensued in which they were assaulted. Mr. Reifenberg went to their assistance, and with his help, the offender was subdued.

"There is no doubt", wrote Mr. Allan, "that Mr. Reifenberg acted in a most courageous and public spirited manner on the occasion in question. His help was greatly appreciated by the police concerned who have reported that, had it not been for his timely intervention, they could have been seriously injured in attempting to overpower this extremely violent criminal".

Treble possibles

NEWPORT Workshop's Accounting Officer, Mr. J. A. Narracott, holds a rare record in rifle shooting. He is the joint holder of the Australian record of two treble possibles—a "treble possible" being a score of three possibles over three consecutive ranges. Mr. Narracott's possibles consisted of a group of 7 shots over each of the three ranges of 300, 500 and 600 yards and each shot was a bull, thus securing the maximum score of 105 (5 for each bull).



Mr. Narracott

The first possible was obtained at the old Port Melbourne range, in 1935, and the second (a few months later) at Hurstbridge.

During his 25 years of rifle shooting, Mr. Narracott shot in a Victorian team against England in 1936, was captain of South Melbourne Rifle Club for seven years, and gained two King's Badges and a Metropolitan Rifle Club of Australia Championship.

Some years ago, he joined Coburg Football Club, and is now Treasurer

of the Club, delegate to V.F.A. Board of Management, and member of the V.F.A. Finance and Progress Committees. He is also Vice-President of the Northern District Football Association.

On T.V.

OCCASIONALLY on T.V. there is shown a safety educational film that depicts the application of resuscitation methods to a victim of drowning. What most watchers do not know is that the film depicts an actual occurrence, and the main participants are railwaymen—First Aid Attendant R. E. Luckman, Production Assistant A. Hayden and Equipment Examiner C. MacRae, all of Jolimont. The incident occurred towards the end of last year when a man was seen to sink in the Yarra, near Princes Bridge, after attempting to swim across. Mr. Luckman obtained police and ambulance assistance and, when the casualty was recovered from the river, applied artificial resuscitation together with the other two railwaymen. In the meantime, T.V. cameramen had arrived, and recorded the incident.

Newport personality retires



Mrs. W. Bennett and "friend" who attended her farewells at Newport Workshops last month. For about 20 years this dummy has turned up at most farewells in the 'Shops—sometimes dressed as an angler, or, perhaps, a golfer, according to the hobby etc. of the person retiring. As Mrs. Bennett had been in one of the Refreshment Services' Canteens for 19 years, the dummy appeared as a cook. She was at the Spring Shop Canteen where up to 800 customers are served daily—and was liked by every one of them.

50 years printing

WHEN Mr. F. Leviny retired as Assistant Printing Manager, he had completed nearly 50 years in the Department's printing works. He started in 1912 as a messenger, when the printing section was in the basement of Head Office, and has seen the development of the Department's staff magazine from the *V.R.I. Review*, to the *V.R. Magazine* and then the present *V.R. News Letter*. He has also seen new and radical developments in the technical side of printing.



Mr. Leviny

During the first World War he served for over three years with the 59th battalion of the A.I.F. In sport, Mr. Leviny was one of the original members of the Latrobe Golf Club and a handicapper for several years. He also played in V.R.I. cricket.

THEY THANK YOU



Mr. Norton

AFTER his four years experience of Woodend's climate, Stationmaster A. E. Norton is well qualified to express an opinion on it; and his opinion is decidedly favourable. Although the town's altitude is about 1840 ft., he maintains that the winters are bracing and sunny, and the summer is delightful, with the warmest day always about 10 degrees cooler than Melbourne. Mr. Norton's first job in the V.R. was at Seddon in 1928. Later, he worked in the Mallee and Wimmera; at Nhill, he recalls, the pollen from rye grass would rise like clouds from the paddocks. He takes an active interest in church affairs, being Secretary, Session Clerk, and an Elder of St. Andrew's Presbyterian Church. Like most of the locals, he is a keen gardener.

But the pictures are good

THERE'S a club at Head Office whose members subscribe to overseas photographic magazines which (having that kind of appetite) they eagerly devour. Some time ago, one of them spotted an advertisement for what promised to be a really magnificent magazine. So, they opened the purse and mailed their order for it. On arrival, it certainly was a splendid production—hundreds of glossy pages, and lavishly illustrated. Unfortunately, the only English words were on the title page. The rest of the letterpress was in nicely printed Japanese.

Apprentices wanted

THE value of a railway apprenticeship with its excellent training is well known. This year, the Department is calling for 160 apprentices in 17 different trades. Those selected will begin their apprenticeships on January 21, 1963. Applications close on October 29.

Spencer street cloak room

Iwould like to bring to your attention the exceptional service received today from the staff of the Cloak Room, Spencer Street station, in recovering a case containing irreplaceable personal papers which I left on the 7.39 a.m. Ringwood-Spencer Street train today. Nothing was any trouble to these gentlemen, and I only regret that I was unable to obtain their names. . .
K. W. Turton, 16 Heath Street, Blackburn.

Purse found

YESTERDAY morning I had the misfortune to lose my purse on the 7.56 a.m. train Jacana to Melbourne. Without much optimism I rang the Flinders Street Lost Property Office and was pleasantly surprised to learn that it had been handed in by Guard J. Beames. I would like to pay tribute to the officers concerned for their friendly and helpful service.
—Shirley Lewis

Children's Camp

OUR Directors and myself are deeply grateful to the Victorian Railways, and to the officers of your Department, for their kindly interest and practical assistance in the transportation of children to and from the Camp, from their respective towns in the State. We here feel that our work is of national importance, and last year the Camp extended the medical and other facilities to 2,871 children
—E. H. Price, Manager, Lord Mayor's Children's Camp, Portsea

Handbag

ONE of our lady readers dropped in to ask us to publicly express her appreciation of the courtesy and consideration of the (Assistant) Station Master in charge of the Dandenong railway station last Saturday night when she left her handbag in the train.

When she reported her loss, he sat her down in comfort, rang Noble Park station, and got the staff there to locate the missing bag. They put it on the next train to Dandenong, and in next to no time, the lady had the bag. Just as well, too, because it contained the key to her home, which was locked up.

She's very appreciative of the railways' service after this experience.

—Dandenong Journal.

(The officer concerned was Mr. J. J. Fitzsimmons—Ed.)

Livestock

Ithank the Railways for the wonderful "run" my cattle got from Wodonga to Pakenham last week. I was amazed when they arrived at Pakenham about 9.30 a.m. after leaving Wodonga about 5.30 p.m. That was really on time all the time.

I would like also to compliment the staff at Pakenham. Nothing was a trouble to them—finding out information re train running, etc. (I speak also for Messrs. McCrae Bros., Dalyston.

—H. Bourke, Monomeith Park Monomeith.

RECENT RETIREMENTS

TRAFFIC BRANCH
McQuade, P. P. Batman Avenue
Mullen, J., Geelong
O'Connor, R. S., Reservoir
Bray, D., Bendigo
Guinea, K. C., Echuca
Lawry, A. W., Bendigo
Doyle, R. W., Oakleigh
Laskie, E. M., Melbourne Goods
Miller, A. J. V., Head Office
Watson, L. J., Batman Avenue

WAY AND WORKS BRANCH
Hyde, G. R.F. Shepparton
Ogden, L. J., Maryborough
Griffin, P. J., Glenhuntly
Speak, J. C., North Melbourne
ROLLING STOCK BRANCH
Ridgway, A. V., Newport
West, J. P., Wangaratta

Seggie, W. J., Jolimont
Kennedy, V. H., Jolimont
Perrin, G. H., Ballarat
Braidie, H. L., Ballarat North
Gkavazis, P. D., N.M. Shops
Charles, A., Newport
De Masi, F., Jolimont

ACCOUNTANCY BRANCH
Griffin, R. V., Newport
Steindorf, C. W. F., Newport
McMahon, V. P., Head Office

STORES BRANCH
Magill, F. R., Spotswood General Storehouse
Burnett, L., Printing Works
Levin, F., Printing Works
Graves, A. T., Reclamation Depot
Hopper, S. A., North Melb. Workshops

. . . . AND DEATHS

TRAFFIC BRANCH
Kaulfuss, A. D., Seymour

WAY AND WORKS BRANCH
Saunders, D. S., R.F. Benalla
Brain, B. J., R.F. Bendigo
McCarthy, J. G., W.F. Flinders Street
Whitling, F. C., R.F. Korumburra
Houston, F., W.F. Ballarat
Kirkwood, J. H., R.F. Relaying (1)
Tarr, S., R.F. Bendigo

ROLLING STOCK BRANCH
Mauder, A. E., Bendigo North
Lee, W. J., Shelter Sheds

ELECTRICAL ENGINEERING BRANCH
Allen, L., Power Operation Room, Batman Avenue

STORES BRANCH
Ellis, A. G., Spotswood General Storehouse



RON BAGGOTT'S SPORTS PAGE

Football

THE preliminary final of the V.R.I. Football League was played at Royal Park between Loco and Melbourne Yard. It was a hard fought game with the Yard—a much improved team this season—hanging on grimly until the final stages of the game when Loco, despite inaccuracy in front of goal, was able to go away to a 20 point win (8-21 to 7-7) and thereby qualify to meet Newport in the Grand Final.

The Grand Final between Newport and Loco was also a hard fought game, marred somewhat as a spectacle by a strong wind which considerably upset the players' judgment. However, the scores were close throughout; and it was not until half way through the last quarter that Newport, with the assistance of the wind, gained the upper hand and went on to a 13 point victory. This is Newport's fourth premiership in the five years that it has been a member of the League.

| Scores : | Newport | Loco |
|-----------------|---------|------|
| 1st quarter ... | 2-1 | 3-3 |
| 2nd quarter ... | 4-2 | 3-3 |
| 3rd quarter ... | 4-6 | 4-8 |
| Final ... | 6-10 | 4-9 |

Among the many interested spectators at the game were Messrs. E. H. Brownbill (Chairman of Commissioners) E. P. Rogan (Commissioner) and A. W. Cobham (Acting General President, V.R.I.).

P. Watts (Newport) was adjudged the Best and Fairest Player in the League for season 1962 and the trophy for the leading goalkicker for the season was won by J. Callaghan (Loco).

Golf

THE V.R.I. Eastern Gippsland Golf Club held its second annual tournament at Newry, and combined with the local members in a 37 event program in which 127 players competed for about 75 trophies. The tournament was divided into two sections, one for V.R.I. members and the other for local members and visitors.

Results of the 27 Hole Scratch Events were :

"A" grade V.R.I., A. Knight, (Melbourne) 113 strokes; "A" grade Visitors, E. Fitzclarence, (Maffra) 118 strokes; "B" grade V.R.I., A. George, (Traralgon) 125 strokes; "B" grade Visitors J. Lee,



The ball eluded both of these players in this incident during the preliminary final between Loco and Melbourne Yard.

(Newry) 128 strokes; "C" grade V.R.I., B. Cullen, (Traralgon) 128 strokes; "C" grade Visitors, R. McLean, (Heyfield) 132 strokes; Ladies (V.R.I.), Mrs. A. Godsil, (Warragul); Ladies (Visitors), Miss J. Harrod, (Maffra).

Splendid work was done by the ladies of the Newry Golf Club in providing luncheon and afternoon tea for the large number of contestants. Although many assisted in the organization of the tournament, a special note of thanks is due to Mr. E. Grigg (Sports & Social Secretary, Traralgon V.R.I.) and Mr. A. Cron (Rail Motor Driver, Maffra) for their efforts in this direction.

V.R.I. Golfers are reminded that the North Eastern V.R.I. Golf Tournament will be held at the Golden Vale Golf Course, Benalla, on Sunday, September 30. Full particulars are available from Mr. W. Hadley, Hon. Secretary, V.R.I. Benalla.

Table tennis

THE annual championships of the V.R.I. Table Tennis Association were again played at the Institute Ballroom, Flinders Street. Entries received were slightly below last year's, a total of only 23 entering for the men's singles event, including two players from Horsham, (the only country competitors). Interest in the ladies' events, however, was much more encouraging, with ten competing for their singles championship.

Five events were played on the four tables. Results of finals were: Men's singles—G. Lewis beat W. Laurie, 21-16, 21-19, 21-19; Men's doubles—S. White and R. Harkins beat C. Barker and R. Austin,

21-19, 16-21, 14-21, 21-18, 21-14; Men's singles consolation—B. Smart beat G. Comopoulos, 24-22, 21-11; Ladies' singles—G. Campbell beat P. Blight, 21-5, 21-5; Ladies' doubles—G. Campbell and B. Pascoe beat P. Blight and G. Francis, 15-21, 21-12, 21-12.

At the conclusion of play afternoon tea was served to players and visitors present. Mr. J. Crouch, Senior Vice President of the Association apologised for the inability of Mrs. I. Evans to attend and present the L. J. Evans Memorial Shield. Mr. Crouch then introduced V.R.I. Councillors Messrs. F. McCloskey and L. Bennett who presented the trophies to the respective winners.

Mr. Lewis who received the L. J. Evans Memorial Shield is only 18 years of age and was a member of the team that represented the V.R.I. at the recent Inter-System Carnival in Adelaide.

Win for V.R.I. riflemen

THE annual interstate railways' competition for the Triggs Shield, held in conjunction with the Queen's Shoot, was staged at the Enoggera Rifle Range, Brisbane, between teams of four from the New South Wales, Queensland and Victorian Railways Institutes.

The Shoot was conducted over ranges of 500, 600 and 700 yards; and Victoria, with a total of 387 points won the Shield from N.S.W., 377 points, and Queensland, 370.

The Victorian team consisted of Messrs. J. Chamney (Capt.), R. Schulze, P. Allen and L. Duffus. Messrs. R. Sullock and W. Cody, although not participating, gave plenty of moral support.

VICTORIAN RAILWAYS

NEWS LETTER

OCTOBER



1962



Orthopaedic auxiliary

SINCE the inception of the V.R. Employees' Auxiliary, in 1946, £26,079.10s.0d. has been contributed by railway staff to buy equipment etc. for the Orthopaedic Section of the Royal Children's Hospital. Collections have increased from £60.1s.4d. in the first year to £2,939 in 1962. Some of the items on which funds have been spent are : laboratory buildings and equipment £3,386 ; electrocardiograph £400 ; endowment of beds £2,000 ; television sets £1,624 ; rebuilding and equipping kitchen £4,140. (See picture on page 157.)

Steel for Queensland

ILLUSTRATING the advantages of private sidings and the new bogie changeover technique at Dynon was the first consignment of steel sent recently to Queensland for a bridge on the Mt. Isa railway.

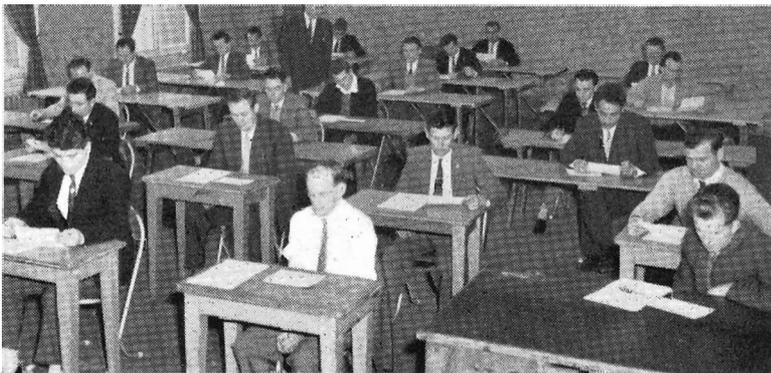
The consignment was loaded into a 50-ton ELF wagon at the Springvale private siding of Kelly and Lewis Pty. Ltd. The load then went undisturbed through the three

Opinions sought



Customers' opinions on the suitability of a proposed van were sought when Departmental executives recently showed Forwarding Agents the model—in foreground—of a 52 ft. long VLF type van. (The existing VLF vans are 40 ft. long). In the background is a model of the BLF van. (From left) Messrs. F. C. McCarter, Australian Sales Manager, Thomas National Transport (Melb.) Pty. Ltd. ; J. R. Rewell, Chief Traffic Manager ; T. K. Higgins, Manager for Victoria and Tasmania, Thomas National Transport (Melb.) Pty. Ltd. ; A. C. Brown, Assistant Chief Traffic Manager ; E. R. Rowsthorn, Managing Director, F. H. Stephens Pty. Ltd. ; and R.C. Burgess, Chief Commercial Manager.

S.M.'s examination



Candidates for the Stationmasters Examination, last month, study their papers at the start of the examination. Altogether, there were 23, from suburban and country centres.

eastern states, after, of course, a transfer of bogies at Dynon.

The first consignment was 30 tons ; altogether 600 tons of steel will be sent for the bridge which is part of the £30 million reconstruction plan for the Townsville to Mt. Isa railway.

That's the spirit

APPALLING shrieks were coming from the Ghost Train tent at the Royal Show, says *Sun* columnist Keith Dunstan, and outside was the sign "No Driving Strain—Travel By Train".

Shorter but not Lower

LOWER Ferntree Gully's name has now been officially shortened to Ferntree Gully. This brings the station name into line with the locality recognized by the postal and electoral authorities, as well as the local organizations. Until stocks become exhausted, rail tickets, maps and other publications will retain the present name.

A.R.H.S. growing

THE annual report of the Australian Railway Historical Society shows an increase in membership of 25% over the previous year—there now being 321 full members. During the year, eight special train excursions were run. Noteworthy was the success of the 12" L.P. record, made by the Society. Nearly 900 of the discs have been sold, including 27 to overseas buyers.

FRONT COVER

WHAT'S THIS ? Another bashing ? No, it's just one of the sets at last month's realistic first aid competitions at Mt. Evelyn. North Melbourne Loco. No. 3 Team, in the Senior Improvised Material Event, is removing an injured stockrider from his burning hut. (See story on pages 150 and 151).

MODERN LILLIPUT DRAWS CROWDS

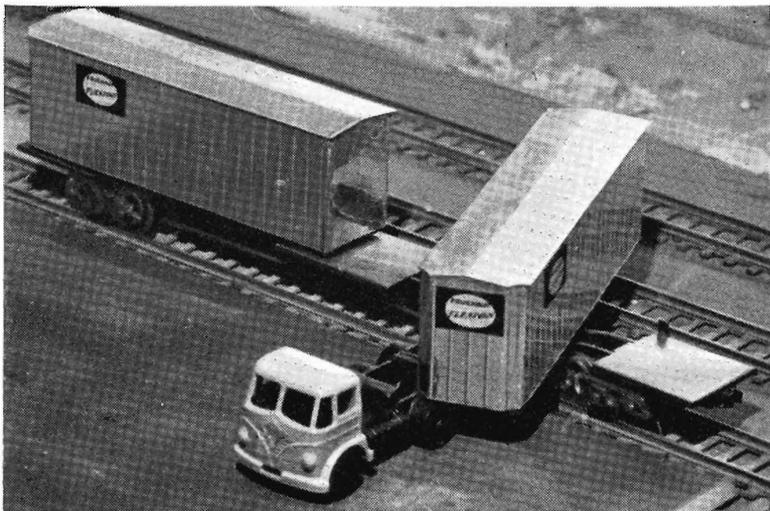
IF trains had existed when Swift wrote his *Gulliver's Travels*, then doubtless he would have included a tiny railway in Lilliput to further his hero's adventures.

It would have fascinated his readers; but no more so than the one in the V.R. Exhibit at the Royal Show—to judge by the way it drew everyone who came within sight.

For, who could resist? There, in the window was a modern mechanical Lilliput. It lacked only the Lilliputians—the V.R. model makers haven't quite got round to robots yet. But . . . give them time . . .

The crowds gazed from outside, then moved in and continued to watch with unconcealed delight as the little trains, faithful replicas of their big brothers, moved ceaselessly over the tracks. There were diesel-hauled freight trains, a briquette train with electric locomotive, electric parcels van, the incredibly long *Southern Aurora*—all gliding over the 60-ft. layout, past the station with its tiny hoardings, tirelessly clocking up the miniature miles. In fact, during the entire Show period, each train ran over 6,000 scale miles.

These remarkable little trains are scaled down to only 1/10th of an inch to the foot, yet the model of *Southern Aurora* faithfully depicts the lighted neon name at the rear.



The model Flexi-Van (almost actual size) which continually transfers its body on and off the rail wagon.

The theme of this year's exhibit was *Life Lines*, and, as well as the model trains, six king-size 1/12th scale models of modern freight wagons were displayed.

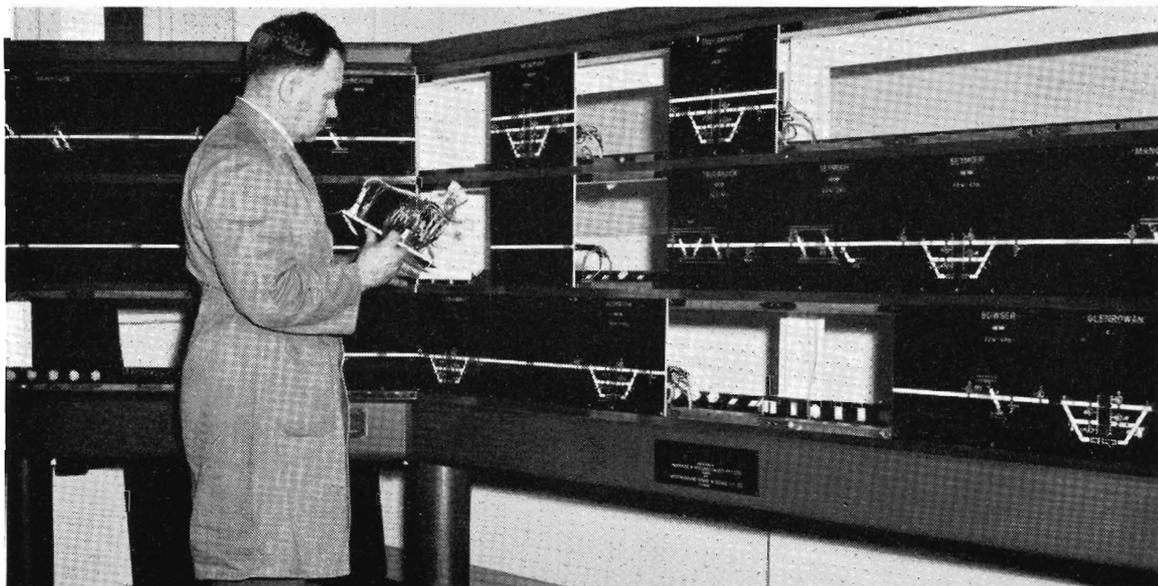
A marvel of the model-maker's art was the Flexi-van at a siding on the model railway layout. Regularly, it transferred its Flexi-Van body from the road semi-trailer to

the rail wagon and back.

The exhibit also included colourful display panels, stands for the free distribution of railway literature, and advisory bureau staffed by Commercial Agents. A hostess was also on duty.

Quite a number of visitors offered their congratulations to the Department on the excellence of the display.

C.T.C. PROGRESS



All Centralized Traffic Control equipment has arrived from England and is being assembled by the contractor, McKenzie & Holland (Aust.) Pty. Ltd. Fitter is shown installing a panel in the Australian-made illuminated track diagram in the Traffic Control room at Head Office.

"VICTORIAN RAILWAYS TO '62"

A COMPREHENSIVE story of the Department is about to be published and made available at a special privilege price on a subscription basis. Railway employees, who wish to buy it, may have the cost deducted from their wages, either in one amount, or at the rate of 5/- a pay.

Titled *Victorian Railways to '62*, the book will have nearly 300 pages, with over 280 illustrations—some in full colour—and 37 chapters. Two colour printing will be used throughout and the book will be bound in blue plastic-coated cloth with gold lettering—the Department's colours. Preparation of the book is in an advanced stage and printing will start before the end of the year.



Mr. Harrigan consulting newspaper files in the Melbourne Public Library.

Its publication is at a most appropriate time, for in 1962 there began a new era in rail transport, with the opening of the standard gauge line, the consequent upsurge in interstate freight and passenger business, and the extension of such modern techniques as centralized traffic control, Flexi-Van and other special wagons.

The story of the Victorian Railways is partly the story of Victoria itself, as the railways for many years provided the only cheap and quick means of land transport in the colony. The railways grew as Victoria grew; opening new lands, developing towns, and forming the indispensable link between the lonely settler in the bush and the city to which his produce was sent.

It's a fascinating story—full of colour and life—and packed with curious but little known incidents. How many Victorians, for instance, know about

- "De Bergue's Patent Permanent Way";
- the murder of an official at Flinders Street station;
- the Deepdene Dasher;
- twilights;
- the Pink Line;
- free building tickets?

Some years ago, *News Letter* ran a number of historical articles, and a series on old locomotives. So great was the interest shown that all the back numbers of those issues were quickly exhausted. This could be a reliable pointer to the success of *Victorian Railways to '62*.

Special privilege price

If ordered and paid for before December 3, 1962, *Victorian Railways to '62*, in the standard plastic-coated blue cloth binding will be sold at the special price of 40/-d. Purchasers may, if they wish, choose the personalized binding which will be available at the special price of 50/-d.; these copies will have the inscription in gold letters "Personal copy of....."

Railway staff may collect their books at Head Office or have them sent free to their nearest railway station. If the books are posted, they will cost 2/-d. extra to places within Victoria and New Zealand (2/6d. to British Commonwealth countries and 4/6d. to other countries).

If sold on or after December 3, 1962, prices of 60/-d. and 70/-d. respectively have been fixed, plus postage etc., as above.

Accompanying this issue of *News Letter* is a form that will enable the price to be deducted from payrolls.

Page proofs and sample binding may be seen at the Public Relations and Betterment Board, Room 98, Head Office.

Printing and editing

Production of the book indicates the diversity of work in the Department. It will be printed by the Department's own printery, many of the photographs have been taken by V.R. photographers, layout and sketches have been done by artists of the Public Relations and Betterment Board (Messrs. C. Trewin and K. Hutchison) and editing by Messrs. H. R. Hauptmann and A. J. Petrie, Chairman and Member of the Board respectively.

Other people, including Public Library officers, have readily helped with the supply of information and photographs.

The only important photograph that could not be found was of Mr. William Murray Ross, creator of the Rosstown Junction railway from Elsterwick to Oakleigh, but over which only one train ever ran. Rosstown is now Carnegie.



Public Relations and Betterment Board artists C. Trewin (left), K. Hutchison (right) and Board Member A. J. Petrie at work on history proofs.

The author

Mr. Leo J. Harrigan, the Electrical Engineering Branch Accountant, whose painstaking research over a lifetime has produced the history, was born at Williamstown, cradle of the Victorian Railways, and lived there for many years. That interesting old seaside suburb also accounted for another of his life-long interests—shipping.

Like many other boys of that, and the present, time he was fascinated by locomotives; he jotted down their numbers as he spotted them; and could soon recognize the engines and their drivers, who frequently returned his friendly wave.

In 1914, he joined the Department as a junior clerk, following in the footsteps of other members of his family. His grandfather, father, brothers and uncles were all railwaymen.

At the end of the first world war he was in the Navy.

Developing an interest in general history, he gradually narrowed to Australian, then Victorian, and finally settled on transport history—with his speciality, the Victorian Railways.

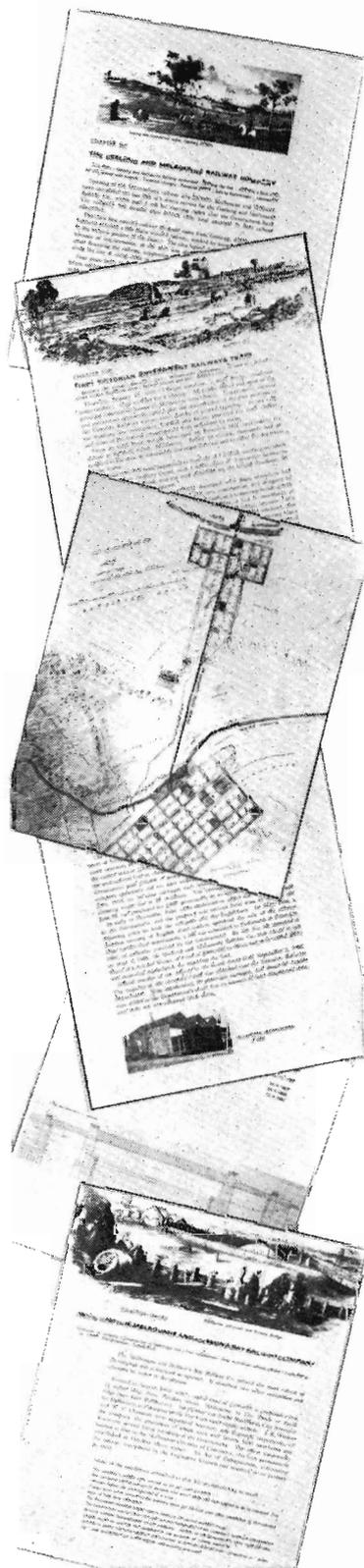
As an accredited researcher, Mr. Harrigan studied all the relevant documents, reports, and old newspaper files in the Melbourne, Parliamentary and other libraries. For many years, he read steadily; and tirelessly collected every scrap of information on the Department, filing it away for later use. When on holidays in the country, he never failed to visit the local newspaper office and Mechanics' Institute—often gleaning rich rewards.

Like all historians, it hurt him to see the indifference with which so many people treat irreplaceable material of historical importance. Fre-

quently he would rescue from destruction a faded old letter or book that its owner was carelessly throwing out, and place it in his continually expanding library.

As a result of this lifetime study, he became the recognized authority on V.R. history and the final arbiter on its obscure points. He has also been, and continues to be, of great assistance to the Department in answering the more difficult queries from that growing band of inquirers who are interested in what happened in the past.

Mr. Harrigan has been associated with most Australian historical societies and also with the Railway Advisory panel of the Museum of Applied Science. For several years years he was an adviser on flag etiquette to the Premier's Department.



Some specimen pages

FIRST-AID FINALS

MORE than 60 railway first-aiders competed in the 52nd annual state first-aid competitions at Mt. Evelyn last month. Messrs. J. Smith, J. Coughlin, N. Henderson, T. Chafer, D. J. Melton (Bendigo North Workshops No. 1 Team), and H. P. Isaac (Ararat) won the top awards and will represent Victoria at the interstate competitions in Perth this month.



R. W. Clark, diesel maintainer of South Dynon, after hearing a cry of " Help " is confronted with two men in need of immediate assistance.

In the Senior Teams competition, Bendigo North Workshops No. 1 (445 marks) defeated Ballarat Traffic No. 1 by half-a-mark, with Jolimont Workshops No. 1, third (419 marks).

The Senior Individual Event was won by H. P. Isaac of Ararat (162 marks), and the Novice Individual by R. W. Clark of South Dynon Diesel Depot (143 marks) who also gained third place in the Senior Individual.

Newport Workshops No. 5, (389 marks) won the Novice Teams competition from Numurkah (365½ marks), with Bendigo North Workshops No. 4 (360 marks) filling third place.

In the contests, teams were presented, in a realistic setting, with " an accident " and had to treat the " victim " as seen fit. In all sets, competitors had no idea of the nature of the accident, and in some were unaware of the facilities available for treatment, having to rely on the clothing they wore.

Later, at a dinner held in the Melbourne V.R.I. ballroom, Mr. Commissioner E. P. Rogan said the high standard of the competitions again illustrated how valuable was the work of railwaymen who were fully trained in first aid. This was particularly evident in their community activities, and it was pleasing to see so many young competitors entering the finals.

The adjudicators were Doctors E. R. G. Shiel, D. Donald, H. Johnston, W. D. Refshauge, C.B.E., J. H. Gowland, R. Howard and V. C. Dyring.

In addition to senior Victorian Railways officers, the New South Wales Government Railways, the Australian Railways Union, Civil Defence School (Mt. Macedon), State Electricity Commission, Victorian Civil Ambulance, St. John Association, and the Australian Transport Officers' Federation were represented.

Next year the Australian Championships will be held at Mt. Evelyn, following the Victorian finals in September.

The six events, and the "accidents" were :

Senior Individual

While attending to his television aerial a man slipped and slid down the roof. He saved himself from falling to the ground by grasping the spouting, but, in doing so, injured fingers on both hands, strained his shoulder muscles and sustained shock. A neighbour who ran to help, bumped into the supporting ladder, knocked it over and received rib injuries and gravel rash.

Novice Teams—Improved Material

A head-on collision occurred between two inspection motors, each carrying a passenger. One man was knocked unconscious and thrown under the motor, receiving head injuries. The second remained on his motor but his chest was injured.

Novice Teams—Material Supplied

At a private home the unconscious owner was found lying near an outside barbecue. He received burns, a fracture to one arm and was bleeding from arm wounds.

Transport—Novice and Senior Teams

A man, in custody, attempted to escape from his escort by jumping from a moving vehicle and rolling down a steep embankment. He sustained various injuries and was unconscious, requiring transport to a waiting vehicle.

Senior Teams—Improved Material

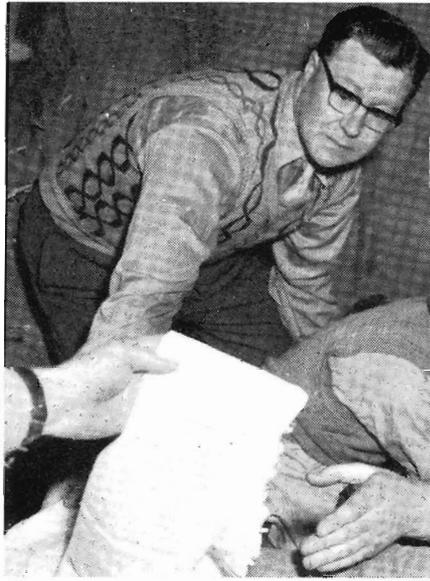
On arrival at a hut, from which thick smoke was issuing, a stock rider runs out, falls over his equipment and injures his shoulder. His mate, still inside after being overcome with smoke, had a broken arm and burns to the face and leg.

Senior Teams—Supplied Material

While installing a new lift at Flinders Street station, a fitter fell into the lift-well. He received body injuries and possible internal injuries. It was necessary to remove him from his confined under-the-surface position.



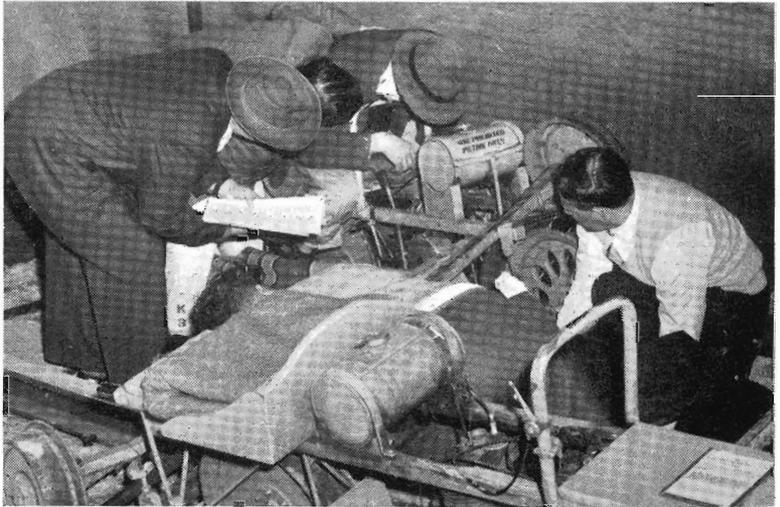
Against a background of directional signs, cameraman Harry Learer of ABV 2 films one of the events.



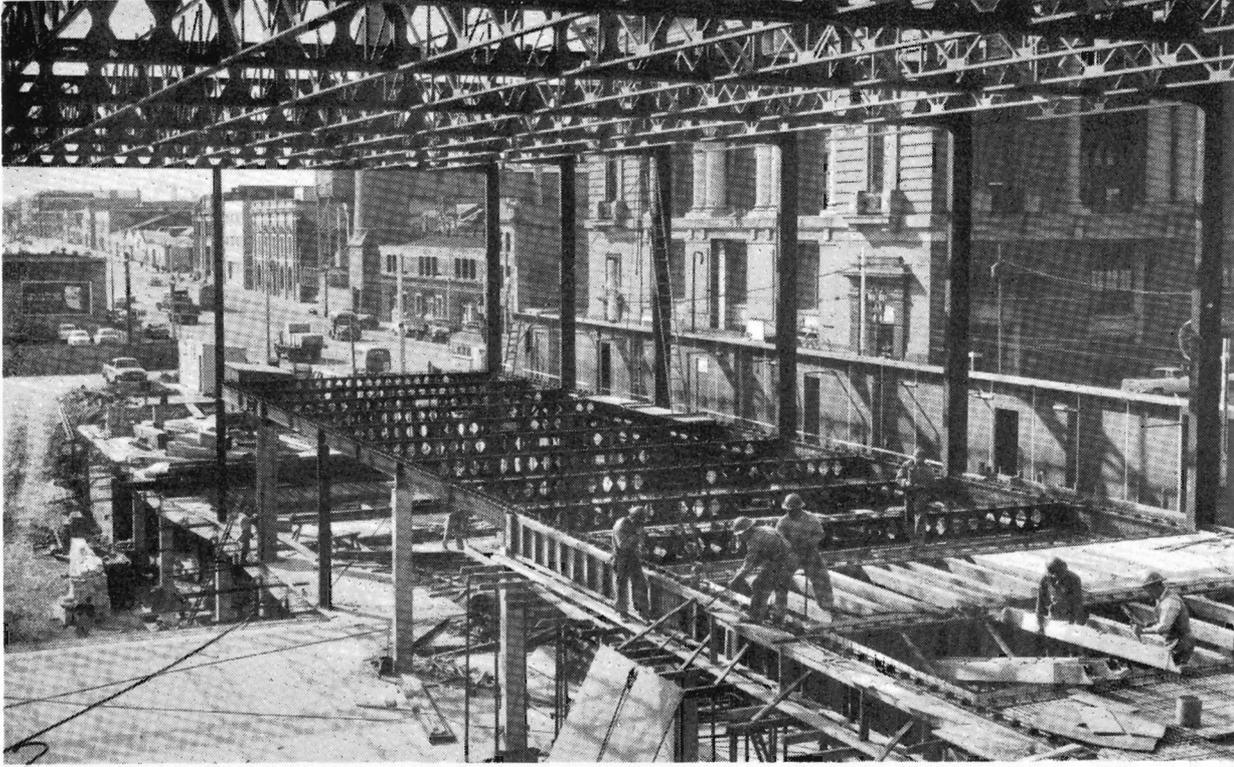
(Left) In the Senior Supplied Material event competitors work below ground level on the "patient" lying injured after falling down a lift well.



(Below) When two inspection motors collided one driver was flung underneath and the other lies slumped over the motor. While team members work, the adjudicator (with question sheets) watches closely.



Young, and not so young, intently watching one of the dramatic competitive events.



The ground floor, with basement below, and steel beams of the first floor waiting gallery and roof of the main concourse.

CHANGING SPENCER STREET

These pictures show progress made in the erection of the new Spencer Street station buildings that are drastically changing the old station, which has had comparatively little alteration during its long life.

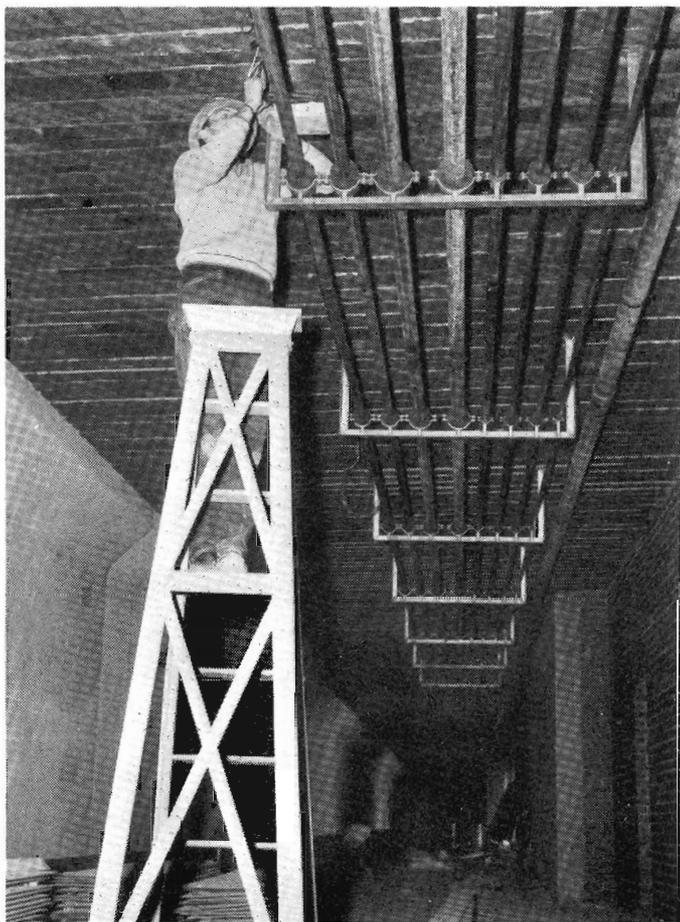
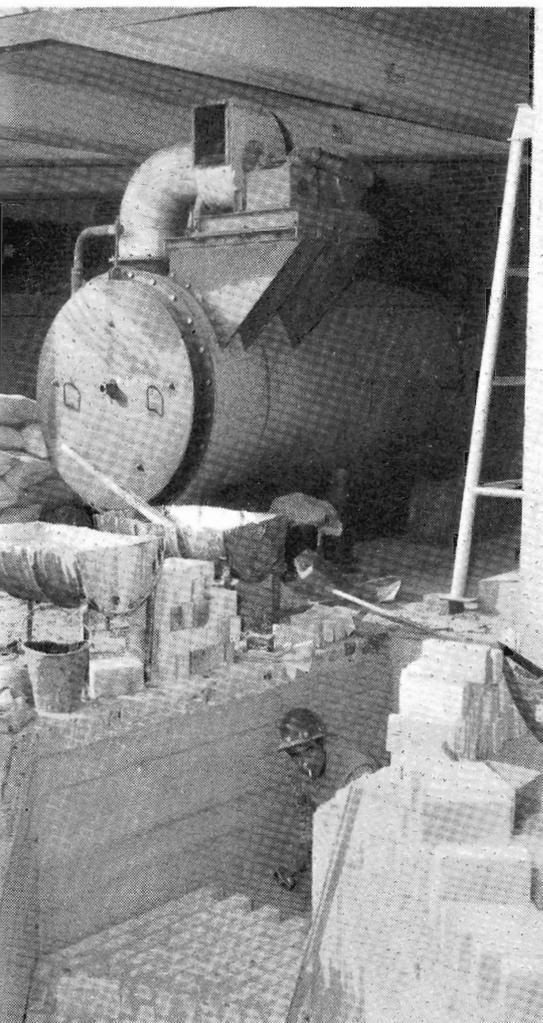


Concrete piers and cross-heads for the vehicular overpass leading from the inner car park to Spencer St.





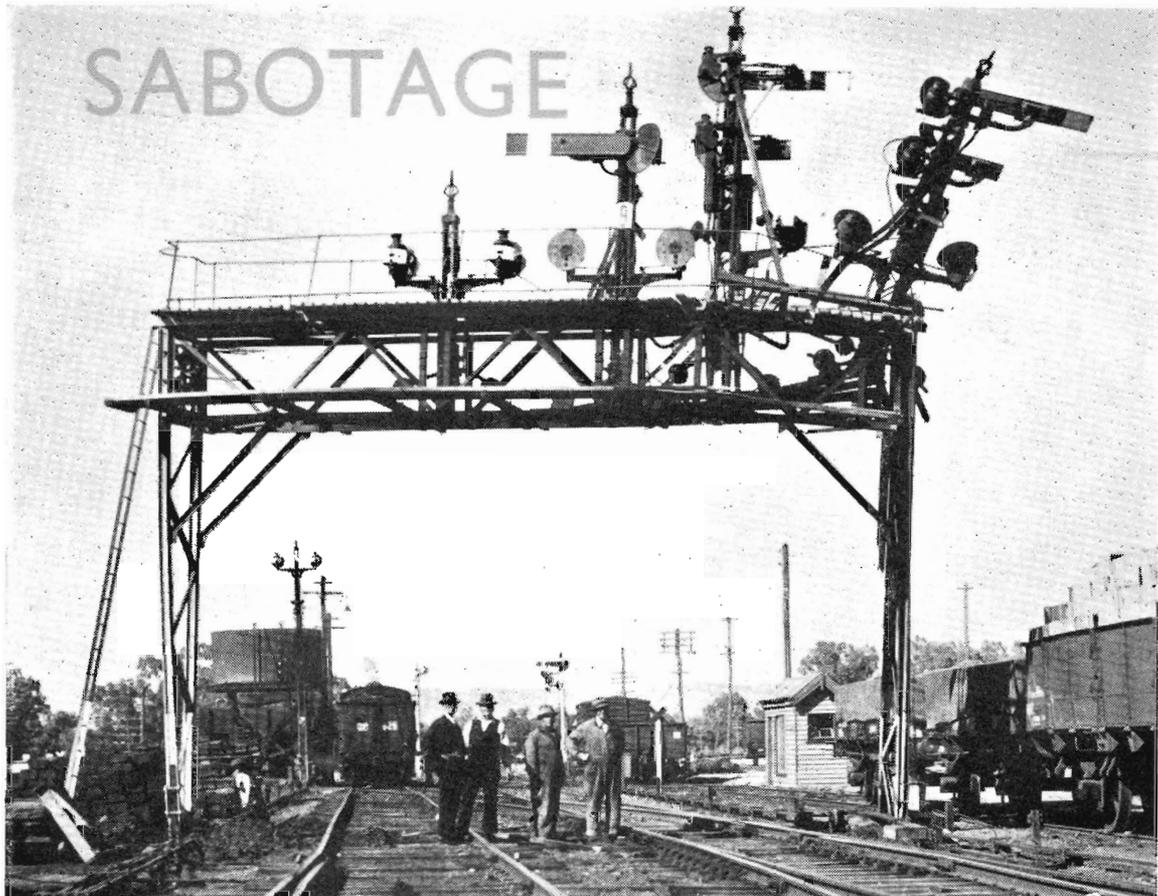
The steel skeleton of the building from the street, looking south.



▲ Service pipes for water, power, etc., in the parcels tunnel below No. 1 platform.

◀ The boilers for heating the building, and, in foreground, channel for the underground flue.

SABOTAGE



The signal bridge at the Melbourne end of Wangaratta Yard, showing the damage caused when it was struck by the elevated gun barrel in the early morning of January 18, 1945. (Photograph: A. R. Lyell Collection)

THE following is an account, by Mr. A. R. Lyell, of what was, in all probability, the only act of enemy sabotage carried out on an Australian railway system.

The Melbourne "Herald" of January 20, 1945, carried a picture of a derailment at Wangaratta, under the heading "this is what happened when gun hit platform". The picture and the news were then two days old, apparently due to censorship regulations, and behind that simple statement lay a remarkable story of deliberate train wrecking by enemy aliens—probably a unique accident in Australia's railway history.

As a member of the Military Court of Inquiry, which was immediately assembled by order of Major-General C. A. Clowes, I was privileged to hear the evidence given at the Victorian Railways' Inquiry, as well as that given by Army witnesses.

At that late stage of World War II, the fixed defences of the Australian capital cities were being dismantled and the weapons stored. Numerous 3.7-inch anti-aircraft guns were being railed to a storage depot in the

Sydney area, generally two at a time, whenever wagons were available.

On Wednesday, January 17, 1945, two of these guns were loaded, barrels leading, at Melbourne Goods Yard, each in a four-wheel wagon, and formed part of the composition of No. 117 Fast Goods, which left Melbourne Yard nightly at 9.25 p.m., usually hauled by the Victorian Railways only 4-8-4, H. 220 ("Heavy Harry"). The wagons carrying the guns were the eighteenth and nineteenth vehicles.

While the locomotive was over the pits at Benalla, the train was inspected by a train examiner, who testified that the guns appeared to be securely lashed in their respective wagons and that the barrels were in the horizontal position. The highest point of each gun was 13' 9" above rail level and the train there passed under a low footbridge, the underside of which was 14' 9" above the rails.

Approaching Wangaratta, the

driver observed that the down distant signal was "on" so he reduced speed and whistled. The home signal was then pulled off, the train picked up speed again and proceeded through No. 2 road, which was equipped with automatic staff-exchanging apparatus.

The smash

At 4.24 a.m., the signalman at Wangaratta, who had come on to the platform to retrieve the staff after the passage of the train, was amazed to see a shower of sparks as the train passed under a signal bridge about six chains on the Melbourne side of the station, immediately followed by erratically weaving wagons, which appeared to be heading for where he was standing outside the signal box.

In the meantime, H. 220 and 17 wagons had raced past on No. 2 road and disappeared into the darkness in the direction of Wodonga.

The remainder of the train, less four vehicles lying in odd positions on Nos. 1 and 2 roads, came to a halt and the guard came forward to investigate.

By this time, the driver had noticed a considerable reduction in train-pipe pressure and concluded that a brake hose had burst. To quote from his statement—

“I placed the engine in mid-gear and coasted to a stop. Taking my lamp and a spanner, I went to the front of the locomotive and removed the spare brake hose and proceeded back along the train. After passing 17 vehicles, I found there were no more—I left with 50 and a van. I therefore decided that there had been a breakaway, so I instructed the fireman to place himself on the rear wagons with his lamp, while I backed the train to Wangaratta”.

The result

At some time after leaving Benalla, where, it will be remembered, the guns passed safely under a low foot-bridge, the barrel of the leading gun had become elevated to approximately 60 degrees, with the result that telephone wires crossing the track about 23 feet above rail level had been torn down and, approaching Wangaratta, the gun struck the signal bridge at the Melbourne end of the yard.

The impact fractured the elevating cross shaft of the gun, allowing the barrel to run up beyond the vertical, until it was stopped by striking the mounting. This tore loose the counterweight—a hollow casting filled with lead—which dropped on to the baseplate of the gun.

Passing under the bridge, the gun had been forced backward but the momentum immediately threw it forward again, so that the counterweight was catapulted over the side of the wagon, struck the end of a sleeper on an adjacent track and bounced back under the wheels of the train.

Gun examined

The damaged gun was returned to Melbourne and dismantled at an Army workshop. The fractured shaft was subjected to metallurgical examination by Railways and Army experts and both parties agreed that the fracture was caused by impact and not by fatigue or other weakness.

This indicated that the barrel had been elevated prior to striking the bridge. The design of the elevating gear ruled out the possibility of the barrel working up from vibration. In any case, the elevation and traversing handles had been lashed when the gun was loaded at Melbourne and the locking pin was in place.

The corporal in charge of the loading gang inspected the lashings and, supported by two of his men, denied, on oath, that the method of “twitching” the ropes was that used by his gang. An inspection of their work confirmed this point.

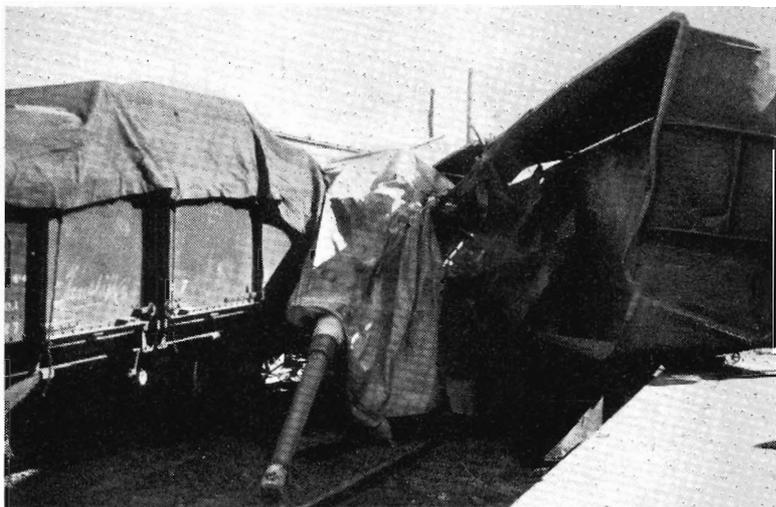
The suspicion that the gun had been tampered with in transit was now becoming a certainty and the question became one of deciding who was responsible, and at what stage of the journey the interference had taken place.

Several days before the derailment, a number of German naval officers from the raider *Kormoran* had escaped from a camp for prisoners-of-war in the Goulburn Valley. Most were recaptured within a couple of days but two managed to reach Albury before being picked up in the railway yards on the day after the derailment!

served the guns and decided on a certain course of action.

If the saboteurs moved north ahead of the wagons with the guns, they would be quite safe in the event of a wreck and, in any case, it was likely that the ranges would slow a train down sufficiently for them to “go over the side” without much trouble before their sabotage could become effective. As it turned out, a stop at the top of the Glenrowan bank made this easy.

It appeared certain that the elevation of the gun was the work of someone familiar with artillery weapons, particularly as the locking pin had to be located and removed in the dark. As the 3.7-inch anti-aircraft gun was a standard British weapon, used by the Army in France prior to Dunkirk and by the Merchant Navy, it was reasonable to assume



The second anti-aircraft gun and its wagon in the position in which it finally came to rest after the derailment. (Photograph: A. R. Lyell Collection)

This significant piece of news could be the lead that we were looking for.

A reconstruction

A likely reconstruction of the events leading up to the derailment is as follows:

Benalla was the nearest large railway yard to the camp from which the prisoners had escaped and was an obvious choice for escapees who wished to “jump the rattler.”

The mountain ranges in the vicinity of Glenrowan are visible from the Benalla area and, to a stranger, could possibly indicate the site of a tunnel, where an elevated gun could cause maximum havoc. At the very least, communications would be interrupted, thus hampering pursuit of the fugitives. It is reasonable to assume that the escapees would have been in the vicinity of the Benalla railway yard before the arrival of the train, would have ob-

that German naval officers would have a working knowledge of the gun.

All other factors being considered, it appeared highly probable that the damage had been caused by the escapees, but, when questioned, they naturally denied all knowledge of the matter.

The punishment for their escapade was 28 days' detention in Melbourne Gaol for escaping from lawful custody.

And so ended, perhaps inconclusively, an inquiry into what was probably the only case of deliberate train wrecking by enemy action in Australia. In retrospect, one must admire the resourcefulness of those responsible—they saw an opportunity of disrupting their enemy's communications and acted on it. In a reversal of roles, I think we would have done the same thing ourselves.



Mr. Sedunary placing his order.

FIRST BUYERS OF "VICTORIAN RAILWAYS TO '62"

SINCE it was decided, several years ago, to proceed with the publication of the history, hundreds of people have indicated their interest and had their names recorded; when the cost was recently determined, letters were duly sent to them.

The first buyer under the Pre-Printing Privilege Purchase Plan, however, was Mr. E. T. Sedunary, of Balwyn, who arrived at the Public Relations and Betterment Board's office on the day the announcement of cost appeared in *The Age*. Placing an order for two copies in standard binding (one for a friend) Mr. Sedunary said that he bought it mainly for his two sons, both of whom

are keenly interested in railways and have a model railway of their own. Mr. Sedunary, who is now in the Civil Aviation Department, was formerly a railway officer. He worked with the Transportation Branch in-Head Office from 1938 until 1941 when he enlisted in the R.A.A.F.

Buyer of the first copy in personalized binding was Mr. C. B. Christesen O.B.E. Mr. Christesen, who is the editor of *Meanjin Quarterly*, is a collector of Australiana and interested in historical research. Incidentally, prior to the war, when he was a publicist for the Queensland Government, Mr. Christesen was working on a history of the Queensland Railways.

ONCE UPON A TROLLEY

RECALLING the days when many Victorian country roads were impassable quagmires after heavy rain in winter—and rail was the only usable transport—was a little ceremony at Rupanyup held by local Presbyterians to celebrate the ordination jubilee of the Rev. E. H. McLean Shugg B.A. They presented him with a framed photograph of himself and Mrs. Shugg standing beside the remains of the motorized tricycle used frequently by Mr. Shugg in his pastoral duties. The heading over the picture read "Once upon a Trolley".

The tricycle was bought from the Department for £77 by Rupanyup Presbyterians in 1914 for Mr. Shugg to use in travelling to Marnoo, on Sundays, when roads were impassable. He used it until 1919, and other ministers in the 'twenties.

Mr. Shugg (shown at right with the tricycle) told *News Letter* that it was "a tremendous benefit" to him.

"The little motor would go pop-popping along the track and I'd pass horse vehicles hopelessly bogged", he said.

It would cover the 15 miles between Rupanyup and Marnoo in well under the hour—a journey that normally took him two-and-a-half hours by horse and jinker, he added.

The tricycle has stood, unused,



for nearly 40 years in the yard of the Presbyterian manse at Rupanyup. Mr. Shugg now lives in retirement at Kew, but still preaches on most Sundays, throughout the State, as a supply minister. About 10 years ago, he was Moderator of the Presbyterian State Assembly.

When shown the photograph,

Mr. G. P. Burgess, Safe-working Officer, recalled that, in the early 'twenties, as motor cars became popular, country people, in parts of the state, would drive into town for the football, and then, after heavy rain had fallen, would often leave their cars at the station to be returned by rail.

Vice-Regal visit

HIS Excellency the Lieutenant-Governor has asked me to write and thank you for the excellent arrangements which you so kindly made for Dame Mary Herring and himself to use the Vice-Regal Coach for their visit to the Latrobe Valley.

They greatly appreciated your assistance in this matter and the well-planned rail travel arrangements added greatly to the smooth-running and enjoyment of the visit as a whole.

His Excellency and Dame Mary also very much appreciated the efficient and willing services of the Conductor, Mr. Snell, and would be glad if you will kindly convey their thanks to him.

A. G. Oldham, Colonel, Private Secretary to His Excellency, the Lieutenant-Governor writing to Mr. E. L. Black, A/Superintendent of Train Services.

Legacy appeal

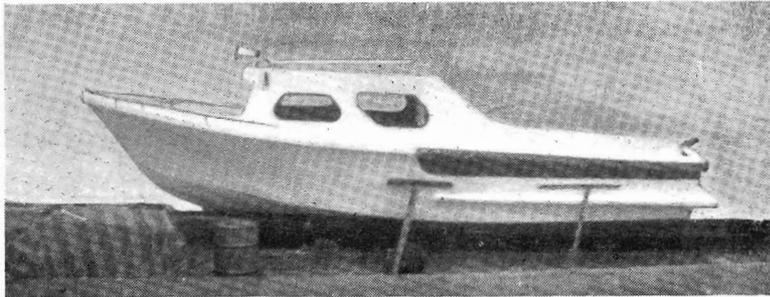
THE V.R. Returned Servicemen's Section announced that the appeal for Legacy, conducted throughout the Department last month, realized just over £560. The President and committee thank those contributors and voluntry collectors who made the appeal so successful.

Nicest Listener Award



This presentation of a cheque for £2,960 to the Orthopaedic Section of the Royal Children's Hospital received 3 UZ's "Nicest Listener Award" for the day. The cheque was in full payment for a new ambulance and resulted from voluntary contributions from railway staff. Dr. Keys Smith, Medical Superintendent of the Section, is shown receiving the keys of the ambulance from Mr. R. H. Y. Roach, Manager of Newport Workshops, where the presentation took place. In centre is Lady Murdoch, President of the Hospital.

Ready for launching



After many months of hard and exacting work, Driver E. A. Laurie of Geelong completed this 19 ft. 6 in. cabin cruiser in his back yard. Fitted with a Rover 6 cylinder engine, it has two bunks and eating accommodation for two people. Plans for the launch were obtained from New Zealand. When the weather breaks, the *Shir-Ann* will be launched and filled with fish and fun.

The late Mr. A. E. Vizard

DEEP appreciation of the late Mr. A. E. Vizard's work, and sympathy with his relatives, was expressed in letters received by the Commissioners from Bunge (Australia) Pty. Ltd. Dalgety and New Zealand Loan Ltd., W. S. Kimpton and Sons and Louis Dreyfus and Co. Ltd. Mr. Vizard was a Traffic Branch officer whose work with the wheat harvest and general export traffic had brought him in close contact with grain and shipping executives.

Track prizes

PRIZE money for the track competitions for the Best Kept and Most Improved Lengths for year ending June 30 last was shared by 243 members of track gangs.

Prizes up to £20, £11 and £6 were awarded to members of gangs that finished first, second and third respectively in each district. In the Most Improved section the maximum individual prize was £11. Winners' names were published in Weekly Notice of September 25.

Good track maintenance helps to retain—and increase—traffic.

Majored in Russian

AMONG recent graduates of Melbourne University was Accountancy Branch Clerk Antony Malaniuk who did a Bachelor of Arts course in languages. For the ten subjects required for the degree, he took Russian (six subjects), German (three subjects) and Modern History. Mr. Malaniuk, who has been eight years in the Accountancy Branch, began his course five years ago. He came to Australia in 1950



Mr. Malaniuk

from the Ukraine where he had studied at the Lviv University to become a teacher, majoring in Latin. Now that study is over, he hopes to find more time to enjoy his favourite game, chess.

LINES FROM A DRIVER

*The news you had in August's Letter
About Victoria's heaviest train,
I think that I not long did better,
Although they both could be the same.*

*My train did run on August third,
Eleven fifty was the time
Ex Albury, you take my word,
It sped along the standard line.*

*"S" three-one-three, and three-one-one
Were coupled to this mighty train,
Two willing horses for the run
The load was two, three, three and nine.*

*I only write this queer old letter,
That I to you the facts can show,
That just in case I did do better
Your readers yet the truth may know.*

*P.S. Another look upon the place
Where of this record you did write
Made redness shoot up in my face
Because I sure was one month late.*

*And as you see I had much pain
To write this letter you in rhyme
The news about my record train
You've got now for another time.*

"An Engine Driver"

(As you to us the facts do show,
We print them though we do not know
Your name; but, if you do much better,
Then, write again to

Ed. News Letter.)

Debater

A member of the debating team of four, that represented Victoria at the Australian Debating Championship held recently in Perth (and won by Western Australia), was Mr. Trevor Howe, a clerk in the Accountancy Branch. Debating



Mr. Howe

has been an interest of Mr. Howe's for many years. He began with the V.R.I. Debating Society and, when it ceased activity, joined the Adult Education debaters. He is now captain of their A grade team, vice-president of the Debaters' Association of Victoria, and representative of Victoria on the council of the Australian Debating Federation. Mr. Howe started with the Traffic Branch in 1933, was transferred to the Accountancy Branch two years later, and served four years with the R.A.A.F. in the 1939 war.

Wins £1,000



Mr. A. J. Mann

A keen follower of Collingwood and a former player in the Werribee League, Parcels Assistant A. J. Mann of Flinders Street, certainly knows his football. Last month, his knowledge of the game won him £1,000 in *The Australian Women's Weekly* football contests. As first prize winner, in the fourth and last contest, he forecast the winning margin of Victorian Football League teams with a total error margin of only 72 points. His nearest contender had a total error margin of 99 points. Mr. Mann's win will greatly help him to expand

another of his interests—his home and garden. Orchids, ferns, fruit and vegetables are his specialities. He plans to build a glass house and a sun room out of his big win, which will, no doubt, always remind him of the pleasure—and reward—he has gained from football.

Wallet restored

I would like to commend the action of a member of the Staff at Flinders Street Cloak Room (opposite Degraves St.).

After collecting my case at 5.50 last Friday, I made my way along No. 1 platform, not knowing I had left my wallet on the counter.

A few minutes later I was approached by a porter, who courteously ascertained if I'd left anything behind, etc. I thanked him, but didn't think to obtain his number or name as I was so relieved to have had my property returned, even before I'd noticed its loss.

His prompt action saved me a great deal of worry, as the wallet contained my bank-book, money, etc.

C. M. James, writing to Stationmaster, Flinders Street.

Slide shows at Spotswood



Mr. W. L. Hart, Storehouse Manager, showing some of his slides taken in Holland and Belgium.

EVERY Wednesday during lunch interval at Spotswood General Storehouse office, the blinds are drawn and an interested group arrives for a weekly show of their colour transparencies.

Realizing the interest in colour photography, the Recreation Club, some time ago, raised funds, bought a projector and arranged the shows.

Recently, the first anniversary showing was held, and a selection of the year's best slides presented.

During the year, over 16 of the staff, ranging from the Storehouse Manager to a junior storeman, contributed programmes. They covered a wide variety of subjects, including travelogues of Britain, Europe, the Far East, New Zealand, Australia and the Pacific region; other shows featured veteran cars, Moomba and various railway subjects. There were three 8 mm movie programmes.

Members have enough slides on hand to continued weekly showings until the end of the year.

V.R.I. Men's Basketball

AFTER finishing "runners-up" in the Business Houses Summer Competition the V.R.I. Mens' Basketball Club was promoted from F. 1 to D grade for the winter competition. In addition, the Club fielded a second team - graded F.2 - in the winter competition.

Promotion did not affect the play of No. 1 team, which finished in top position, won its semi-final by 23 points and seemed assured of its first premiership. However this was not to be, for, in a tense Grand Final the scores were level after full time had been played; in the extra time period their opponents outscored them by 2 points thus leaving V.R.I. once again "runners-up". Players who represented the V.R.I. throughout the season were: G. Bell (Capt.), R. Smith (Vice Capt.), R. Cole, J. Holness, D. Kerby, A. Carey, T. Watson, R. Duff and E. Huber.

No. 2 team also did well, 13 wins and 5 losses being sufficient to ensure the double chance in the finals. After losing the semi-final by 2 points this team comfortably won the preliminary final, but was defeated in the grand final, 30 points to 23. Players in the No. 2 team throughout the season were: R. Wyatt (Capt.), G. Comopoulos (Vice-Capt.), J. White, R. Hill, P. Stow, J. Topma, R. Clarke, M. Chorley, R. Ward, M. Paton and S. Smith.

Both teams have been entered in the summer competition, the No. 1 team being promoted to C grade and the No. 2 team to F. 1 grade.

Premiers



Players and officials of Newport Workshops team, premiers in the V.R.I. competition.

RECENT RETIREMENTS

TRAFFIC BRANCH

Payne, W. F., C/- Metro, Sup't.
Graham, J. B., Flinders-St.
Prince, H. H. N., Head Office
Brodie, P. L., Bendigo
Upton, R. M., Blatman Avenue
Dhu, Mrs. A., Flinders-St.

ROLLING STOCK

McGowan, J. P., Newport
Edwards, K. H. C., Newport
Hurnall, F. L., Ararat
Miller, J. O., Newport
Bevan, P. E., South Dynon
MacIntyre, A. G., Echuca
Branford, P. J., Newport
Bice, C. S., Newport

Vassallo, M., N.M. Shops
Kearney, R., Newport
Jones, J. H., Jolimont
Hobill, W. J., Newport
Adams, H. W., Newport

WAY AND WORKS BRANCH

Linford, F., Kyabram
Bissett, G. F., Warragul
Rogers, L. J. B., North Melbourne
Weeks, B., Dobie
Ross, J. P., R.F. Warrnambool
McGlynn, R., S. & T., Flinders-St.
Ball, M., R. F. Dimboola

ACCOUNTANCY BRANCH

Woollard, S. W., Head Office

. . . . AND DEATHS

TRAFFIC BRANCH

Sells, A. L., Ballarat
Vizard, A. E., Head Office
Robb, W. H., Melb. Goods
Sodoma, W., Melb. Goods

ROLLING STOCK BRANCH

MacKellin, H. E., Newport
Yates, F. J., E.R. Depot
Kleeberger, P., Newport
Fishburn, R. T., Jolimont

Cuthbertson, C., Newport
Sharpe, J., Bendigo North

WAY AND WORKS BRANCH

Kingston, W., Spotswood Workshops
Morce, G. W., Spotswood Workshops
Quillinan, M. E., R.S. Seymour
Kearney, V. J. P., Special Works
Caygill, L. G., R.F. Warragul
Celata, A., S. & T. Caulfield

Table tennis

THE five V.R.I. teams entered did very well in the recently concluded winter pennant competition of the Victorian Table Tennis Association. Four of the teams reached the finals, and the remaining one (B4) finished fifth. Two of the teams—E5 (comprising B. Smart, M. Carroll, D. Crowder, L. Black) and F4 (M. Jarrett, L. Lalor, J. Massouris and B. Jamieson)—won

the finals of their respective grades and brought home two Pennant flags for the V.R.I. The E10 team was narrowly beaten in its final; and the D5 team, although winning the final, was beaten in a challenge final. As proof that these matches are becoming popular with V.R.I. players, five teams have again been entered in the forthcoming V.T.T.A. Summer Pennant competition.



Country Sports Weeks 1963

| | | |
|---------|---|----------------|
| Tennis | — | March 4 to 8 |
| Cricket | — | March 18 to 22 |
| Bowls | — | March 25 to 29 |
| Golf | — | Sept. 9 to 12 |

Country Golf Week

THE 1962 Country Golf Week held at the Rosedale Golf Course, Aspendale, attracted 114 players—66 from the country and 48 from the metropolitan area.

Mr. E. H. Brownbill (Chairman of Commissioners) and Mr. A. Cobham (Acting General President, V.R.I.) welcomed the players at the official luncheon on the opening day. Mr. W. Walker (Secretary for Railways) presented the trophies won during the week at a dinner held at the conclusion of play on the final day. Mr. Doug. Bachli, Australian Amateur Champion, was the guest speaker at this function.

Upsets were the order of the week as both the holders of the Teams Championship Cup—Bendigo—and the State Open Railways Championship—Alan Clohesy—lost their titles. Bendigo after a close call in the semi-final against Geelong—it won 3 matches to 2—met Benalla in the final and was defeated by that team, 3 matches to 1 with one square at the 18th. The Benalla team consisted of I. Dawkins (Capt.), J. Manning, S. Green, W. Tavendale and J. Kelly.

The State Open Railways and the Country Railways Championships resulted in a dead heat between the present title holder, A. Clohesy (Geelong), and J. Manning (Benalla) with a score of 127 for 27 holes. J. Manning won the title in a play-off over five holes.

Other major events played over 27 holes on the final day resulted as follows:

Country Open Championship (players with handicaps 14 and over)—R. Beecroft (Korumburra) 122 strokes; Country Minor Championship (players with handicaps 14 and over)—J. Brewer (Shepparton) 131 strokes; Country 27 Holes Handicap; B. Dafter (Geelong), net 109.

Trophy winners for the minor events played during the week were:



The winning team, Benalla, in the Country Golf competitions; (from left) S. Green, W. Tavendale, I. Dawkins, (Capt.) J. Manning, J. Kelly.

W. Burke (Hopetoun), G. Scholes (Geelong), C. Rodway (Shepparton), B. Beecroft (Korumburra) and F. Jones (Little River).

Metropolitan players successful in winning trophies were: W. Blundell, E. Lee, A. Hoffman, A. Morvay, K. Taylor and K. Giovanetti.

V.R.I. Wimmera Golf Club Tournament

THE 13th of these annual tournaments was recently held at the Dimboola Golf Club and a record number of 60 men and 12 ladies from Melbourne, Port Fairy, Ararat and other Wimmera towns took part.

Mr. J. Fraser (President) welcomed the visitors at a delightful afternoon tea provided by the ladies of the Dimboola Golf Club. A most enjoyable day was then brought to a close with the presentation of the following trophies:

Wimmera Championship—A. Knight (Melbourne); "A" Grade handicap—V. King (Dimboola); "B" Grade handicap—W. Burke (Hopetoun); Teams Event—A. Dix, V. King & W. Burke; Nearest pin on 18th—R. Vandy (Melbourne); Once a year players—K. Moncrief (Ararat); Championship—Mrs. A. Thomas (Dimboola); Handicap event—Mrs. C. Barron (Dimboola); Secret Nine—Mrs. A. Pianta (Dimboola);

Cricket

THE most pleasing feature of the V.R.I. Cricket Association's annual meeting was that nominations were received from nine teams to compete for the Commissioner's Cup for the season 1962-63

which begins this month. The teams are: Flinders Street, North Loco, Newport 'Shops, Spotswood 'Shops, Stores, Suburban Lines, Melbourne Yard, Jolimont 'Shops and Coburg-Essendon Line.

All cricketers are reminded that the next Inter-System Carnival will take place in Adelaide from February 4-13, 1963. Applications for selection in the V.R.I. team close on Saturday, November 24, 1962. Further particulars may be obtained by telephoning me at auto 1109.

Country Centre Carpet Bowls Tournament

ABOUT 200 players from nine country centres competed in the 1962 Carpet Bowls Tournament held recently at the V.R.I. Melbourne.

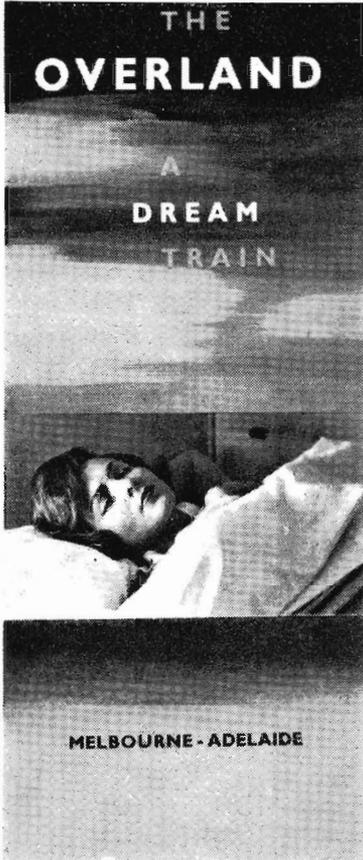
Centres represented were: Ararat, Ballarat, Benalla, Bendigo, Dimboola, Geelong, Korumburra, Maryborough and Seymour. A team from Geelong Retired Railwaymen's Club also competed.

Fifty games were played, each game taking approximately 1½ hours to complete, before arriving at the ultimate trophy winners who were: Mens' Teams Championship, Bendigo No. 2 (Runners-up, Geelong); Ladies' Teams Championship, Ballarat No. 1, (Runners-up, Maryborough No. 1); Mens' Consolation Event, Ararat. No. 1; Ladies' Teams Championship, Bendigo No. 2 (Runners-up, Geelong); Ladies' Teams Championship, Ballarat No. 1, (Runners-up, Maryborough No. 1); Mens' Consolation Event, Ararat No. 1; Ladies' Consolation Event, Ararat.



Colour folder

THE first of the Department's new colour folders on the interstate trains has now been issued. Featuring *The Overland*, it has an attractive cover (see picture) and opens out to a spread of pictures, in full colour, setting out all the travel comforts and luxuries which make that train—and the Sydney ones—unsurpassed in the world. A similar folder is in production on the Sydney services.



Cover of the new colour folder

Old rails still serve

WHEN rails and material from the Ben Nevis-Navarre line were bought by the Shire of Stawell, in 1957, the primary purpose of the Council, says the Australian Municipal Journal, was to obtain a large supply of cheap building material for constructing about 200 new bridges throughout the shire. The venture has been very successful, and the savings in cost of bridge construction, compared with orthodox designs, will amount to £150,000

over the nine years during which the rails are being used. Appropriately, some of the rails have been used in the reconstruction of the new offices—in the roof of the council chamber and in the concrete floor of the upstairs section.

Live-stock increases

THE result of reductions, made this year, in live-stock rates from six country centres—Ballarat, Bendigo, Deniliquin, Tocumwal, Camperdown and Bairnsdale—has been very encouraging. In the first 16 weeks, during which the cuts operated, increased weekly loadings of live-stock were recorded from all the centres. They ranged up to more than double the loadings for the corresponding periods last year, the average increase being 66 per cent. Hamilton, where rates had already been cut last year, with great success, also showed a further increase of 53 per cent. In total, the increases have resulted in 108 extra vans of live-stock each week.

To obtain these concession rates, rail users must enter into a contract with the Department to move all live-stock from the centres by rail.

Night Shift

FOLLOWING the success of its recording, *Steam on the Five-Foot-Three*, the Australian Railway Historical Society has produced another high-fidelity L.P. disc—*Night Shift*. Giving 50 minutes of New South Wales locomotives at their best, it was recorded, on still, crisp nights, on southern and western N.S.W. lines. The use of professional recording equipment has, the Society maintains, enabled the highest quality disc to be produced, with great subtlety and discrimination of sound. There are photographs and detailed notes on the cover. At 50/-d. each, plus 2/6d. for packing and postage, discs are obtainable from A.R.H.S. Record Dept., 77 Gamon Street, Yarraville.

Worth quoting

PRIVATELY-OWNED cars had increased by 100 per cent between 1952 and 1962. During that period there had been a substantial decrease in the number of passengers using public transport. It was in the interest of the national economy to encourage people to use public transport, by providing rapid, reliable services at reasonable costs, said the Minister for Shipping and Transport (Mr. Opperman) at the annual conference of the Australian Road Transport Federation held at Mildura last month.

"V.R. to '62"

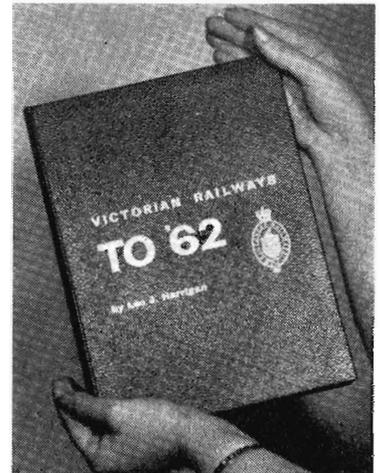
WIDE public interest is being shown in "Victorian Railways to '62" at its specially reduced pre-printing price of 40/- (plus postage).

Orders averaging 100 a day have been coming in from all over Australia, but mainly from the Melbourne metropolitan area.

In addition, strong staff support started shortly after details were given in last month's *News Letter* of purchase through payroll deductions.

A number of orders are for two or more copies.

Railway staff, who still wish to purchase their books by pay deductions, can obtain the necessary authority from the Public Relations and Betterment Board, Room 98, Head Office. The pre-printing concession expires on December 3.



Dummy of book

FRONT COVER

Victors in that most humane field of contest—first aid—were these V.R. men shown arriving at Spencer Street by *The Overland* after winning the Australian Team Championship in Perth last month. The team, from Bendigo North Workshops, beat Queensland by 1½ marks. New South Wales was third with only another mark less. (*From left*) Messrs. T. Chafer, D. J. Meltcn, N. Henderson, J. Coughlin and J. Smith (leader).

TICKET PRINTING MACHINE FOR SPENCER-ST.

EARLY next year, an electrically operated ticket printing machine will be installed in the country booking office at Spencer Street.

The machine, on order from England, will have 1260 printing plates to cover the majority of country destinations to which tickets are regularly issued. Blank standard card tickets—coloured to indicate first or second class, excursions, concessions, etc.—will be used.

To operate the machine, booking clerks will move a sliding printing carriage to quickly select the required printing plate. The blank ticket will then be inserted in the printing carriage and, after automatically printing the date, journey details and printing plate number, the machine will eject the completed ticket. At the same time the machine will print, on a record paper strip, the fare paid, the printing plate number and the progressive number of the ticket issued.

Pins on the printing plates actuate a totalizer mechanism to record the total cash value of tickets issued by the machine. A printed record of this amount may be obtained on a special totalizer card at any time, but it will usually be obtained at the start and finish of each clerk's period of duty.

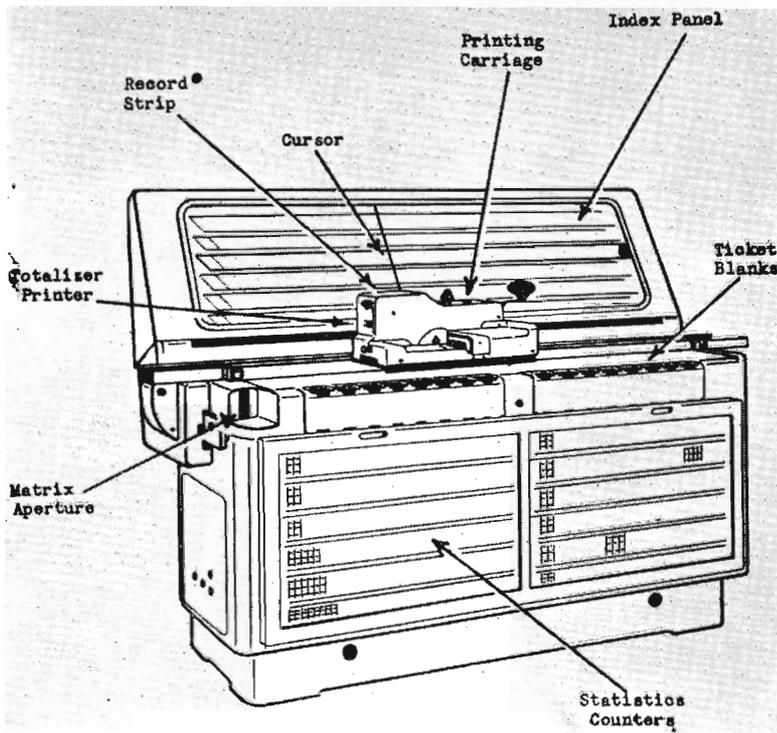
By using a special attachment, a progressive total can be made, at any time, of the number of issues registered by each individual printing plate. Another attachment can be fitted to increase the capacity of the machine with extra individual printing plate units.

The time needed to issue a ticket will not be greatly reduced, as the machine is intended for frequent, but not intensive, bookings of many types of tickets to many different destinations.

The main advantages of the machine are that it will simplify accounting work, be more flexible than manual booking, eliminate the keeping of large stocks of pre-printed tickets, and allow the attention of booking clerks to be centred on sales service rather than the keeping of accounts. In addition, the handing over by booking clerks between shifts of duty can be done without interruption of service.



Operator moves the carriage to select a printing plate. At the present time, no machines of this type are operated in Australia, but they are extensively used in Great Britain and on the Continent.



SILVER ANNIVERSARY

ON the twenty-third of this month, *Spirit of Progress* will be 25 years old. To mark the occasion, every passenger on the train arriving in Melbourne that day will receive a souvenir pamphlet; and couples on the incoming train having their silver wedding anniversary on the same day will be presented with a memento by the Department. The gift will be a circular silver tray, a Sheffield reproduction.



Spirit of Progress near Kilmore East.

The great day

Twenty-five years ago, on November 23, 1937, *Spirit of Progress* began the first of its daily runs between Melbourne and Albury on broad gauge to connect with New South Wales trains to Sydney. That day the first completely streamlined, air-conditioned, all-steel train in the Southern Hemisphere was introduced to Australia. In addition there was the pride of knowing that the new train had been built in Australia by Victorian Railways craftsmen.

How it began

Spirit of Progress was an idea conceived in 1934 by the late Sir Harold Clapp, Chairman of Victorian Railways Commissioners. After a tour of America, Canada, Great Britain and Europe he was deeply impressed by air-conditioning. Only three years later his experience overseas materialized and gave Victoria a train that, true to its name, would keep pace with the latest innovations of rail travel.



Miss Veronica Tighe, Traffic Branch typiste, admires one of the silver salvers that will be presented to couples on *Spirit of Progress* who are having their silver wedding anniversary on 23rd this month.

Achievement

On the Melbourne-Albury broad gauge service, *Spirit of Progress*, as a single train, was able to run both the forward and return daily connexions with the two standard gauge New South Wales expresses running in each direction between Sydney and Albury.

In a normal year's running, it was covering over 140,000 miles, carrying over 200,000 passengers, while the dining car was catering for approximately 126,000 meals and 45,000 serves of light refreshments. On its daily run it averaged a mile a minute for much of the 190½ mile trip. It was then hauled by one of four powerful streamlined S class steam locomotives, each nearly 86 ft. long and having 6 ft. 1 in. coupled driving wheels. These locomotives were named after men famous in Australian history—Mathew Flinders, Edward Henty, Sir Thomas Mitchell and C. J. Latrobe.

Keeping abreast

In 1954, diesel-electric locomotives replaced steam on *Spirit of Progress*. Late in 1957, saloon type carriages with individual reclining seats were included in the train's make-up. This was typical of *Spirit of Progress* continuing to progress.

Then came the great day of April 1962. At last *Spirit of Progress* was released from the shackles of a broken gauge and was readily adapted for the 596-mile run straight through on standard gauge between Melbourne and Sydney.

Twins

Spirit of Progress, in its new role on standard gauge, had to take over the running of the two New South Wales expresses that it formerly connected with at Albury. Thus it had to become two trains to run the daily service in each direction straight through between Melbourne and Sydney.

However the planning of the dual train *Spirit of Progress* was smoothly carried out. Standard gauge had

allowed the New South Wales Sydney-Melbourne *Intercapital Daylight* to run over the border to Melbourne. Thus the Victorian Railways *Daylight* express, running the connecting service between Melbourne and Albury, was no longer required and so helped create a twin *Spirit of Progress*.

Rejuvenation

When the familiar blue and gold carriages went through the workshops to change the bogies from broad to standard gauge, the opportunity was taken to further modernize them. Amenities such as floor heating, hot water supply to wash rooms, improved lighting and an alteration to the air-conditioning were included.

Two of the carriages were converted to each provide sleeping and sitting accommodation for Canberra passengers.

To give continuous refreshment service, buffet cars were also modernized and converted from broad to standard gauge to replace the former dining car.

Finally a luxury *Southern Aurora* type twinette sleeping carriage, and a power generating van were added to each train.

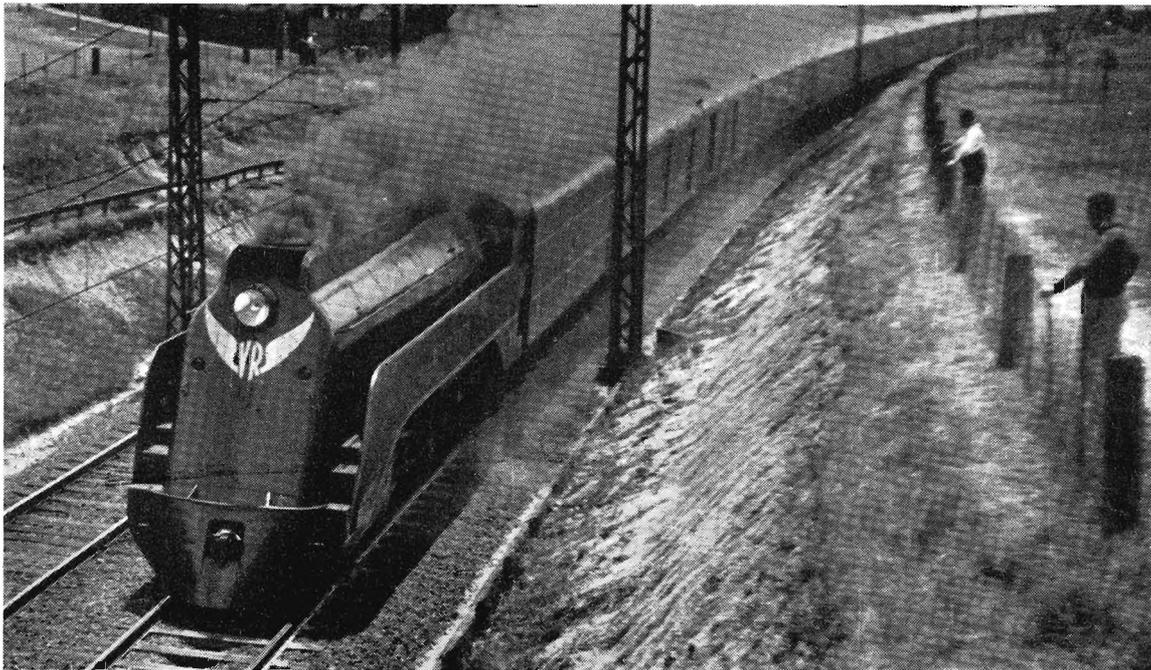
Forging ahead

Today, *Spirit of Progress* carries 32 sleeping berth passengers, and up to 102 first and 376 second class sitting passengers on each train.

It is hauled by a V.R. 1800 h.p. S class diesel-electric locomotive between Melbourne and Albury and a similarly powerful N.S.W. diesel-electric locomotive that takes over between Albury and Sydney.

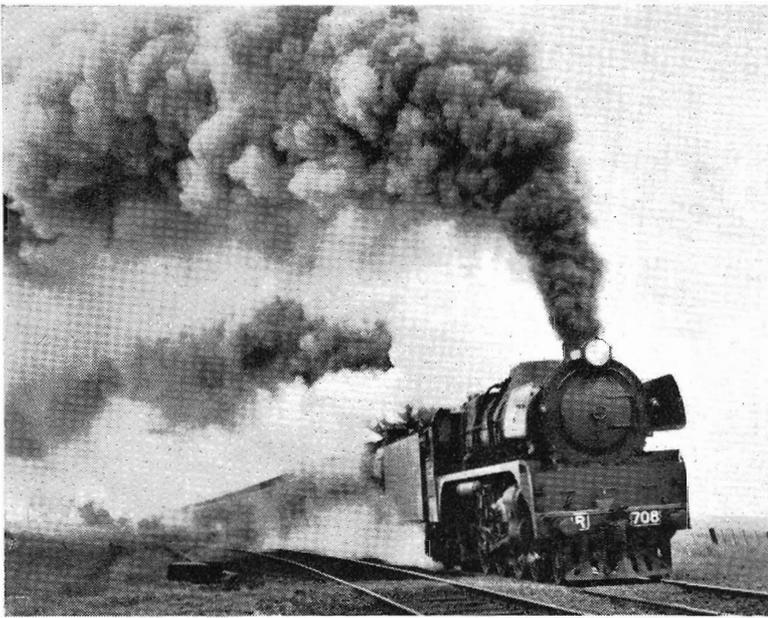
This is the straight-through *Spirit of Progress* now providing its daily service from both Spencer Street and Sydney Central stations and continuing the very essence of its name . . . to be proudly carried into the future in the service of the Australian train traveller.

FIRST AND LAST

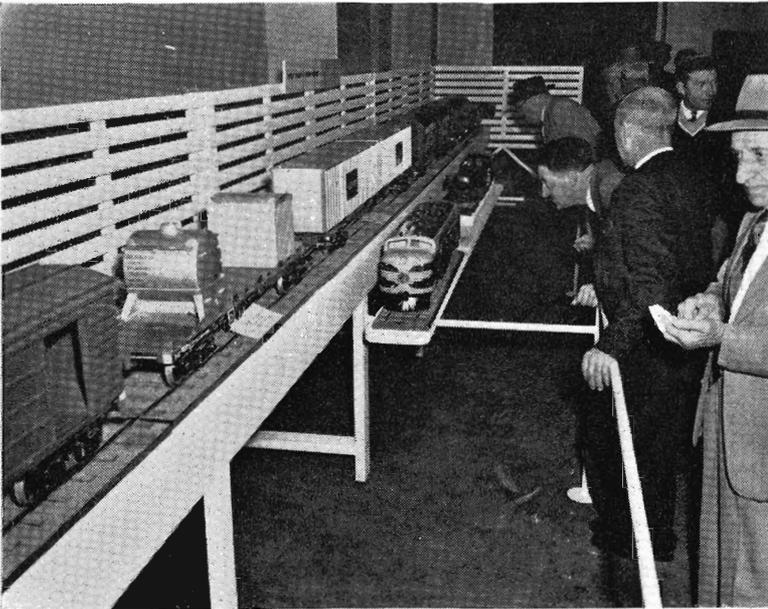


These two pictures of *Spirit of Progress* were taken at exactly the same spot, near Glenbervie, but with an interval of nearly 25 years between them. Above is the first *Spirit of Progress* arriving from Albury, on November 24, 1937 (it had, of course, made its first trip, from Melbourne, the previous evening). Pictured below is the famous train making its last run on the broad gauge track on April 16, last. Both photographs were taken by Mr. F. W. Cropley, Director of the Science and Technology Careers Bureau.





Special train from Melbourne to Bendigo for the railway line centenary.



Rolling stock models in display at the City Hall.



A group of retired railwaymen who visited the display; (from left) Messrs. A. Owen (guard), J. Milburn (driver), J. H. Badham (District Rolling Stock Superintendent), J. Sutherland, M. A. Lynch, S. F. Brogan (drivers), A. Johns (signalman).

BENDIGO LINE CENTENARY

THE centenary of the Melbourne-Bendigo line—traditionally known to railwaymen and historians as the “main line”—was celebrated last month by a display in the Bendigo City Hall, a special train, and the unveiling of a plaque at the station.

Included in the display were models of six freight wagons, the first Melbourne-Sydney express, roomettes of *Southern Aurora* and *The Overland*, and a B class diesel-electric locomotive. As well as panels featuring railway activities, there was also interesting historical material from the Bendigo City Council, the city's free Library, its Historical Society and Bendigo North Workshops. The exhibition, opened by Mr. E. P. Rogan, Commissioner, was visited by more than 5,000 people.

On Saturday, October 21, members of the Australian Railway Historical Society and others interested, left Spencer Street for Bendigo in a train hauled by two R class locomotives.

The importance of the centenary was recognized by the Melbourne City Council. The Lord Mayor, Cr. M. Nathan gave Mr. I. S. Sloggett, President of the Railway Historical Society (Victorian Division) a special message of goodwill for delivery to the Mayor of Bendigo, Cr. R. A. Rae.

On arrival of the train at Bendigo, the party was officially welcomed, and a plaque unveiled at the railway station by the Mayor. The plaque, which was jointly presented by the Department, the Australian Railway Historical Society (Victorian Division), and the Bendigo City Council, bears the inscription “commemorating the centenary of the opening of the main-line railway from Melbourne to Sandhurst (Bendigo)”.

After a tour of the city, some of the visitors remained in Bendigo and made another special train trip, leaving shortly after midnight Saturday, for Kooloonong—the terminal of the line—257½ miles from Melbourne. On the return trip to Melbourne they detoured over the branch line from Kerang to Koondrook, receiving an enthusiastic welcome from a large crowd.

BRUCK'S BIG TRAIN



One of the 50' signs that were attached to the special freight train that took £250,000 worth of new looms for Bruck Mills (Australia) Ltd. to Wangaratta.

THE biggest single consignment of machinery to be railed to one firm in Victoria, in recent years, was sent last month from North Dynon to Wangaratta. The special train (consisting of 12 bogie wagons, mostly flat-tops) carried new looms worth £250,000 for Wangaratta's biggest industry—Bruck Mills (Australia) Ltd.

At North Dynon, an official party assembled to give the train a send-off. Short addresses were given by Mr. E. H. Brownbill (Chairman of Commissioners), Mr. J. F. Barns (Managing Director of Bruck Mills) and Mr. H. E. Bolte, Premier of Victoria. Mr. S. Same, Managing Director, Comfort Shirt Co. Pty. Ltd., handed Mr. Barns an order for one million yards of cloth—the first six month's out-put of the new looms—to be used in making *Gloveave* shirts.

"Today", said Mr. Brownbill, "Bruck Mills are showing that they have confidence in Victoria, that they believe in decentralization, and, above all, that they realize rail is the safest form of transport and that it will get their very valuable equipment to Wangaratta on time. We are proud that they have come to that conclusion and selected us to take this special train from this ter-

minal to their private siding inside their works at Wangaratta".

To these points, Mr. Bolte added: "To have the co-operation of the Victorian Railways and Bruck Mills in this combined enterprise is really worthwhile". After breaking a bottle of champagne over the bogie of one of the wagons, the Premier then blew a guard's whistle, waved the green flag, and dispatched the train.

The train ran express to Benalla, and stayed there overnight so that its arrival at the Company's siding was in daylight and a cameraman could record the event for a colour documentary film. The film, when completed, will be shown overseas as part of an export drive.

The Department handles each year more than 10,000 tons of freight (including 9,000 tons of briquettes) for Bruck Mills; and every possible assistance, in the way of freight concessions, has been given to the firm as an aid to decentralization.

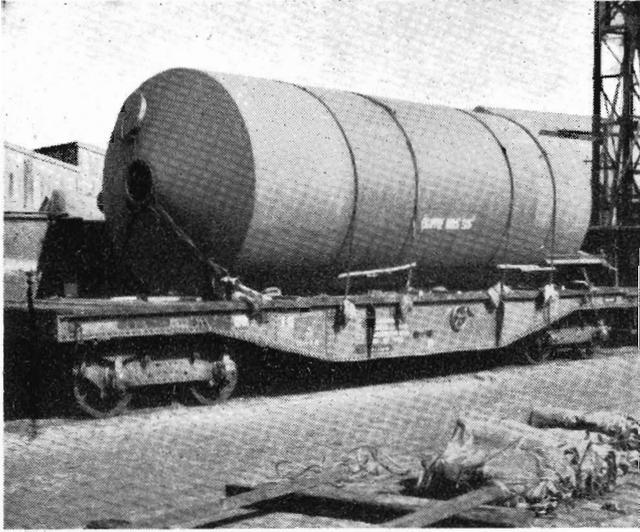
The new looms, from the Draper Corporation of U.S.A., are the most modern and highly productive looms available in the world for the type of fabrics manufactured by Bruck Mills. Their installation will increase output by 50%.



While the Chairman of Commissioners, Mr. E. H. Brownbill (left) and the Managing Director of Bruck Mills (Australia) Limited, Mr. J. F. Barns, watch, the Premier of Victoria, Mr. H. E. Bolte (right) inspects the whistle and flag that he used to dispatch the special train from North Dynon.

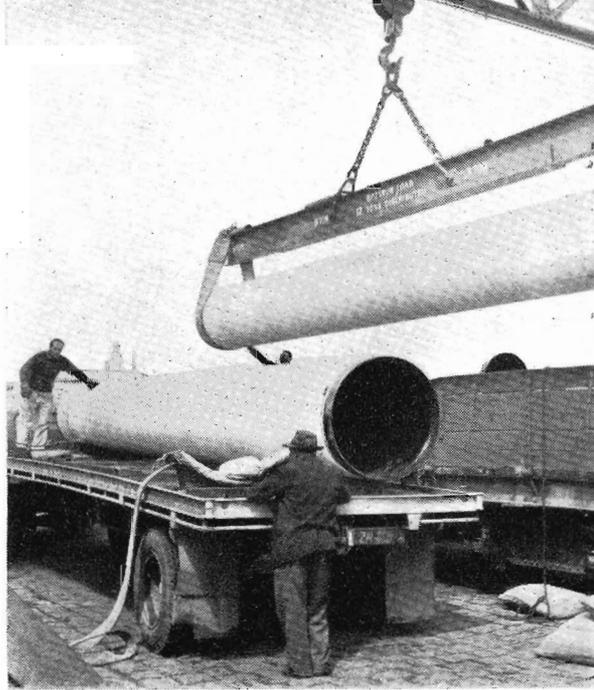
More than 800 skilled operatives will begin production with the new plant this year. Specialists from U.S.A., Britain and Switzerland are now at Wangaratta to install the equipment and supervise the running of the machinery.

Bruck Mills use 75,000 kw. hours of electricity annually and 100 million gallons of water. They have three railway sidings on the property.



FROM MELBOURNE GOODS : This wheat silo—32ft long, 9 ft. 6 in. in diameter, and weighing 3½ tons—has been sent to Ultima.

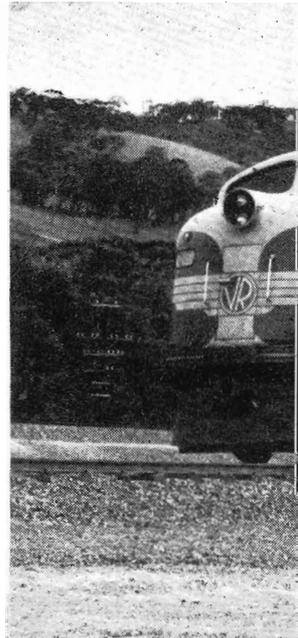
Eight thousand tons of cement-lined steel pipes are being railed to Bendigo, before Christmas, for the State Rivers and Water Supply Commission's pipe line from Eppalock to Bendigo. Picture shows one of the consignments being loaded.



AROUND THE SYSTEM



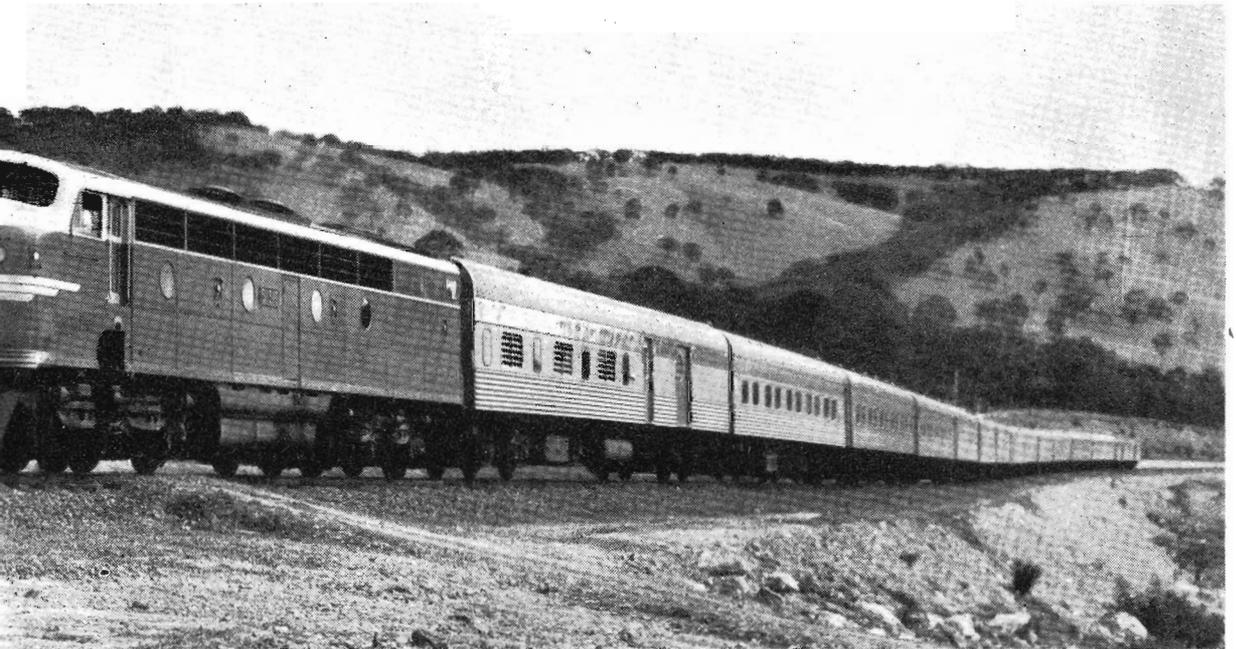
TESTING : Electrical Fitter-in-Charge J. D. Morelli (left) and assistant R. McLure, of Traralgon, check the insulating block joint between adjoining track circuits. This is done by connecting rail joints in a circuit with dry cell ; any leakage is revealed by deflection of a voltmeter needle.



SOUTHERN AURORA n

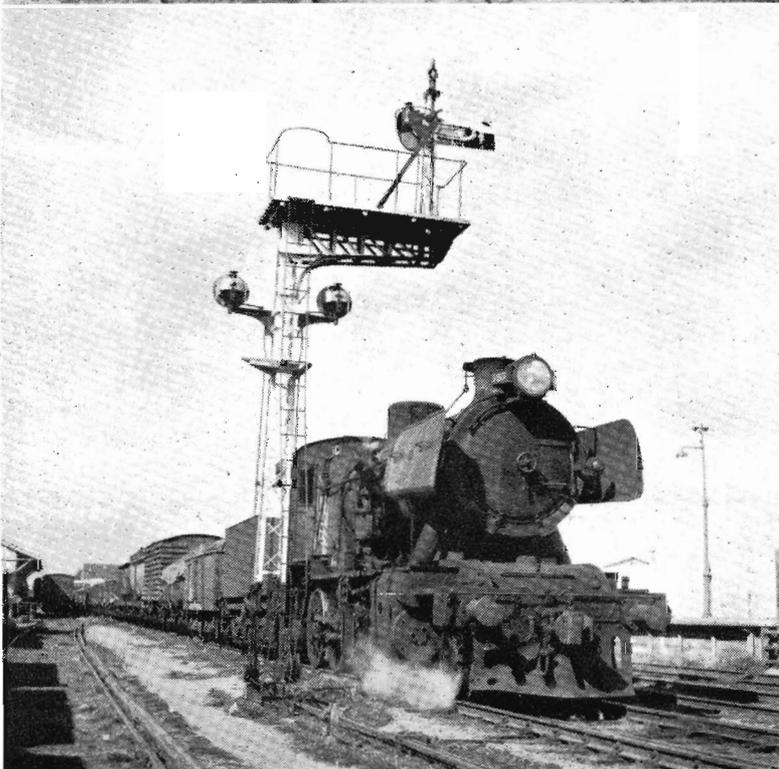


EXECUTIVES' VISIT : The Australian Administrative Staff College at Mt. Eliza, which conducts special courses for leading business executives, includes in each course a tour of railway and other installations. A group above is shown, with railway officers, during a recent visit to Train Control at Spencer Street.



ilmore East : high " occupancy " of *Southern Aurora* seats has been characteristic of the train since its inception. The proportion of berths occupied to the very few that are vacant is most gratifying.

SALE



(Top) *The Gippslander* leaving Sale for Bairnsdale. (Below) A goods about to leave for Traralgon, there being one in each direction, five days weekly.

TODAY, you reach Sale in *The Gippslander*, smoothly gliding through the country in the quiet and luxury that only air-conditioning gives. Through the wide windows you can watch the Baw Baws to the north peering faintly through their morning mists, and the Strzelecki Ranges looming in the south. By the time you've had a snack in the buffet car, the train is moving into Sale, cutting out the 128 miles in 3½ hours. You can spend several hours in Sale and return to the city after a 260-mile journey with less fatigue than that from an hour's car drive. It's good travelling, by any standard.

But, in 1865, the same journey took eight days . . . in coaches that rocked, bucked, swayed, and were often bogged. And, when things became difficult for the struggling horses, passengers had to get out and walk. Horses were changed up to 50 times on a trip. The "roads"—full of potholes and quagmires—nosed their way through dense forest and impenetrable scrub. When Cobb and Co. took over the run, they cut travelling time to 22 hours

during the summer. But they would not commit themselves to a winter time-table ; and fares were as high as £7.10.0d.

In 1871, a Melbourne syndicate with a capital of £700,000 formed a company to build a railway. Later, the Government took over the venture and began building the Gippsland Railway (Oakleigh to Sale) in 1874.

The construction of this line was most unusual, in that it was opened for traffic in unconnected sections. The Sale to Morwell section was opened first when Driver John Crabtree drove the locomotive *St. Kilda* along the track in June 1877. It came from the Hobson's Bay Company and was renamed *Sale*. Two second class carriages from the Essendon Company were used. To get the rolling stock to Sale, it was brought from Melbourne in the steamer *Warhawk* which sailed along Bass Strait, into the Gippsland Lakes and up the Latrobe river. The rolling stock was then hauled the final three miles to Sale by bullock wagon.

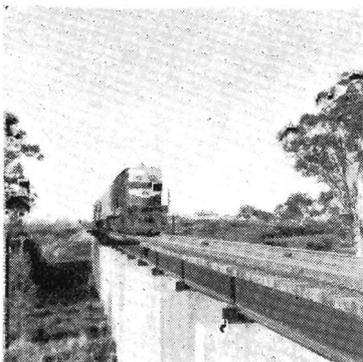
Other sections of the line were opened—Oakleigh to Bunyip on October 8, 1877 ; Moe to Morwell on December 1, the same year ; Moe to Bunyip on March 1, 1878 ; and South Yarra to Oakleigh, April 2, 1879. Passengers bridged the gaps by horse coaches until all sections were linked.

Guns and bagpipes

It was a great day when, in March 1878, the line was officially opened. A special train left Oakleigh at 8 a.m. with a party of about 300 including the Minister of Railways, Mr. John Woods, and other cabinet ministers. It stopped at all stations and picked up additional passengers.

Sale was crowded with visitors from all parts of the district ; some having come by an early train from Morwell, Traralgon and Rosedale. Hotels were packed to their limits. About 500 people were on the station to greet the train and, as it drew in, several guns were fired in salute. To quote *The Argus* of the day, " Members of the Friendly Societies appeared in regalia, and the demonstration made by the Highlanders, who had their bagpipes with them, could not be overlooked. Triumphal arches erected in the main street welcomed the party to the 'New Province of Victoria'." In the evening the town's streets were lit by Chinese lanterns and by transparencies in front of the principal houses." A banquet, attended by 90 guests, was held in the State school.

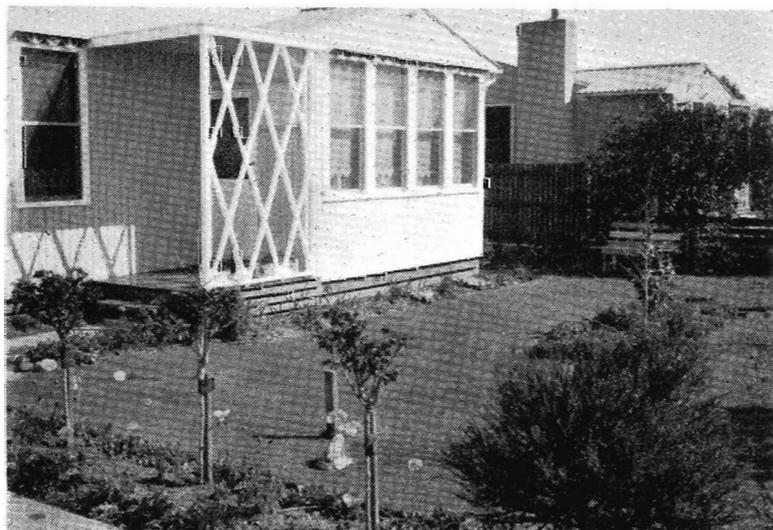
In its early days, Sale was known as Flooding Creek. It was later renamed after Admiral Sir Robert Henry Sale who had figured prominently in the Indian Mutiny of 1857. The Port of Sale is more than a



(Left) *The Gippslander* crossing the Thomson River (Right) Stationmaster M. E. Larkins makes clearing arrangements with Driver W. Wake of the up goods to Traralgon.



Opening of line to Sale, 1878.



This Departmental residence, occupied by Road Foreman W. J. Crowley, won Eastern District second prize in last year's Best Kept Residence competitions.

hundred years old ; the Thomson and Latrobe rivers were its highways to the sea. From a little settlement of 13 huts in 1853, Sale has grown to a city of 8,000, with secondary industries and first-rate schools and colleges that attract over 3,500 students from all parts of Gippsland.

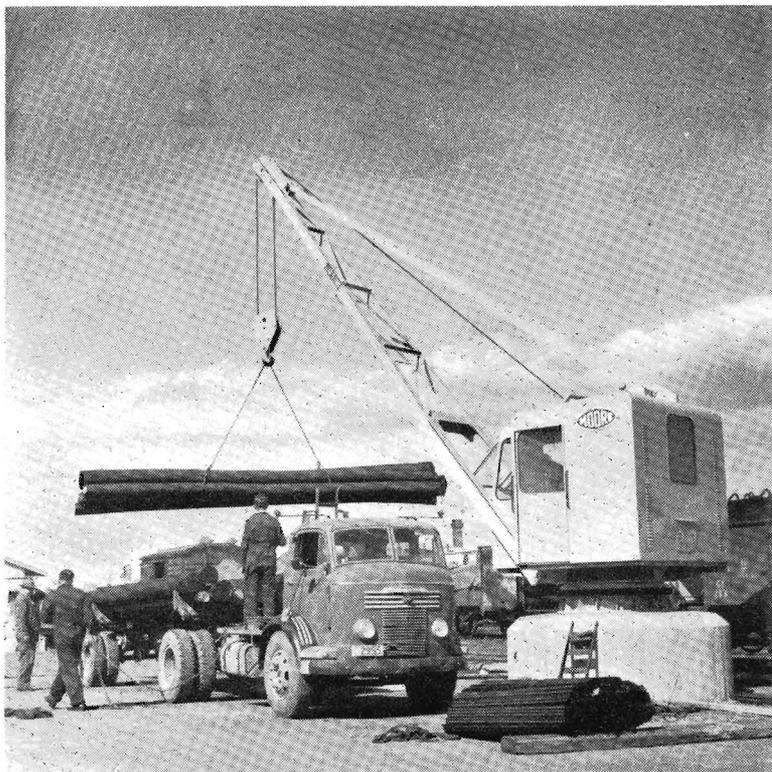
Rail traffic has shared in this expansion. Total outwards revenue of the station, last financial year, was £65,639 and passenger journeys outwards, 23,385. The freight tonnage of 5,456 tons in and 34,581 out was built up by industries that include a plastics factory (it employs 100), butter and bacon factories, an engineering works and a gas plant. The East Sale R.A.A.F. base also provides considerable rail traffic. A superphosphate depot is near the station for handling fertilizer in bulk ; in a peak month over 1,000 tons arrive. Inwards parcels revenue averages nearly £1,500 a month.

Passenger trains make two return trips to Melbourne six days a week, and, of course, there are the excursion trains on Sundays.

As well as the station staff of 13, there are two loco crews at Sale, Stores Branch men, and a depot that is the headquarters of Way and Works staff totalling 150. Railway activity in the city and district is, indeed, a considerable stimulus to local business.



In the station office : (from left) Stationmaster M. E. Larkins in a discussion with Assistant Stationmaster H. Wilson : Assistant Stationmaster D. McTaggart is at desk and, in background, Junior Station Assistant P. Kewley weighs a parcel.



Six-ton crane unloads poles for P.M.G.



Goods Trucker D. Orchard completes unloading of van.



Clerk J. Iles weighs a consignment.

HIGHEST BRIDGE PAINTED



The bridge, looking towards Albion

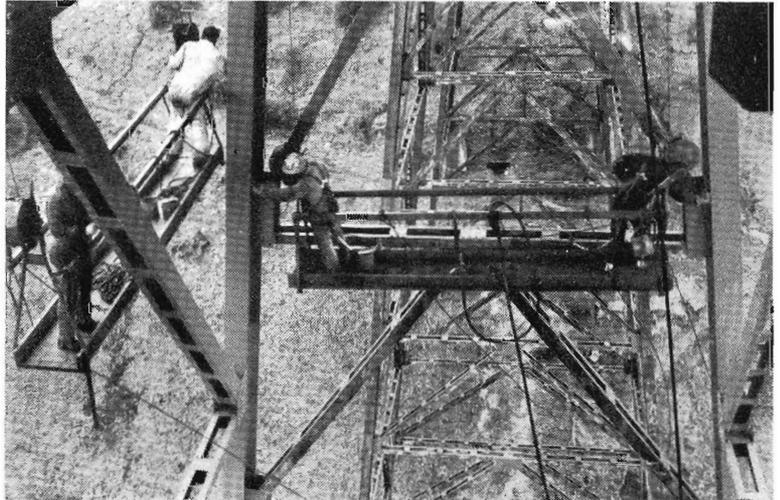
THE big job of painting Victoria's highest railway bridge, over the Maribyrnong River, between Albion and Jacana, has been finished. It took over three years and was the first complete painting since the bridge was built in 1929.

This steel bridge is 1,260 ft. long, 181 ft. high from creek bed to rail level, and carries two tracks—one for broad gauge passenger and freight trains and the other for standard gauge. Originally both tracks were broad gauge, but the up line was converted to standard gauge at the end of last year (see *News Letter*, January 1962).

Estimated weight of the bridge is 1,640 tons, and the foundations were sunk 60 ft. to solid rock.

The surface was cleaned by disc-grinding and sand blasting—the latter used 110 tons of a special sand. The steel was then given a priming coat and a finishing coat in grey.

Both brush and spray painting were used. Altogether, six tons of red lead and oil, 1,560 gallons of other paints, 455 gallons of paint



Painters at work

solvents and 175 gallons of solvent for cleaning air lines were needed . . . it's the sort of job that makes painting your 5-room weatherboard look a pushover.

A start has now been made on painting another high bridge, over the Moonee Ponds Creek, about a mile away on the same line.

MR. J. A. Ross brings a wealth of experience to his appointment as Claims Agent in the Commercial Branch, in succession to Mr. A. W. Cobham. Starting



Mr. Ross

as a messenger in the old Telegraph Branch in 1916, he transferred to Claims work a year later in the then Transportation Branch. In 1924 Mr. Ross qualified as an accountant and was one of the first in his branch to do so. When claims were placed under what is now the Commercial Branch he was accordingly transferred; later he rose to Chief Clerk of the Claims Division in 1947 and then became Assistant Claims Agent four years later. Mr. Ross is also a Justice of the Peace for all Bailiwicks.

What the suitcase held

MR. A. W. COBHAM, who was appointed Chairman of the Board of Discipline following on his retirement as Claims Agent, recently recalled that the biggest surprise he had ever received during



Mr. Cobham

his 49 years in the Claims Office occurred when he was urgently requested to go to the Lost Property Office and examine the contents of an overdue suitcase that had been opened to ascertain the owner's name.

It held £30,000 in £1 notes.

The subsequent history of the case concerned police and Taxation authorities.

Apart from his work, Mr. Cobham's main interest has been tennis administration, in which he has played a leading part. A member of the Council of the Lawn Tennis Association of Victoria for 36 years, he has been on the Committee of Management for nine Davis Cup Challenge Rounds and has represented New South Wales as a member of the Australian Council.

In V.R.I. affairs, he has been a Commissioners' Representative on

the Council for ten years, and, for six months of this year was Acting General President. Mr. Cobham has also represented the V.R.I. in interstate cricket and tennis and was a member of the only Victorian tennis team that won the Blanch Cup.

When not engaged on Board of Discipline cases, he is often on the Bench at Camberwell and Malvern courts, having been a Justice of the Peace since 1951.

For the Games

TWO V.R. men will be among the Field Games officials at the British Empire and Commonwealth Games in Perth. By a remarkable coincidence, they have the same surname but are not related.

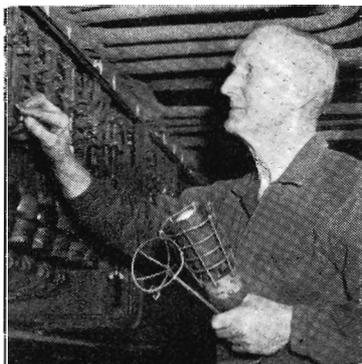


Mr. W. Fraser

One, Mr. W. Fraser, is an engineer in the Testing Division of the Electrical Engineering Branch. He has been interested in athletics for over 30 years and was secretary of the Kew Harriers for 14 years.

Mr. S. J. Fraser, an electrical fitter at Jolimont Workshops, has been an official of the Box Hill Athletic Club for 20 years and, in his younger days, belonged to the Moreland Harriers. His wife, who was the founder of the Box Hill Women's Amateur Athletic Club will accompany him to Perth.

Another railwayman, Mr. W. J. Edwards, Pass Officer in the Secretary's Branch, has a son, Michael, who is a competitor at the Games. Michael is a hammer-thrower and his best throw is over 190 feet.



Mr. S. J. Fraser

Institute Councillor

Mr. K. W. Mackenzie

APPOINTEED an Institute Councillor in October 1948, Mr. K. W. Mackenzie has the longest service of any of the present Councillors. Since 1958 he has been a Commissioners' Representative on the Council.

Starting in the Department in 1920 at Melbourne Goods, he joined the Ambulance Division in 1935 and became Ambulance Officer six years ago. His official duties in ambulance competitions, naturally, bring him in contact with a wide circle of railway staff throughout the State.



Mr. Mackenzie

As well as being a Councillor, Mr. Mackenzie is president of the V.R.I. Fencing Club; is a Life Member of the Golf Club, and was its secretary for about ten years. While in the latter position, he managed several interstate golf teams. He is also a Life

Member of Coburg Rifle Club, and a Civil Governor of the Victorian Life Ambulance and the Sutherland Children's Home.

Although Mr. Mackenzie is interested in the administrative side of several sports, the only recreation in which he takes an active part, at the present time, is bowls. He belongs to the South Oakleigh Bowling Club and, last year, was a member of a pennant winning team.

Life Governor

MR. J. DORBIE, a welder at Bendigo North Workshops has been made a Life Governor of the Victorian Civil Ambulance Service. Mr. Dorbie has been associated with V.R. first aid work for many years. He obtained his first certificate in 1938 and has qualified each year since, obtaining, in all 25 certificates and, of course, the Gold Life Membership medal.

Hats can take it

RECENTLY, a length of heavy steel wire, one inch thick and weighing 2 lb. a foot, whipped round and struck an employee on the head. Fortunately he was wearing a tough safety hat. As a result, the only damage was a small crack in the hat. The wearer was saved from serious injury or perhaps worse.



Mr. Nicholls

When off duty, Assistant Stationmaster G. A. Nicholls of Woodend may often be found playing a round on the town's famous golf course. The club has 250 members, he says, many of whom live in Melbourne. Mr. Nicholls was born in Camperdown and joined the Railways there in 1953. He has been two years at Woodend and, despite the nippy mornings, likes it much better than his previous location in the Mallee. He is a member of the local school committee.

Theatre train

THE Board was recently approached on behalf of the Sacred Heart Convent of Mercy Ballarat East concerning their desire in connection with their 50th Anniversary to bring a large party of Sisters and students to Melbourne to attend a matinee performance of the "Sound of Music". As a result of the Board's approach to your Department the party moved by rail and we have since received a letter from the Reverend Mother M. Bonaventure expressing appreciation of the arrangements made. She says, *inter alia*,

"I cannot speak highly enough of the courtesy and efficiency of the station staffs at Ballarat East and Spencer Street and of the members of the bus service, all of whom contributed so materially to the success of the trip. There were altogether 63 Sisters and 381 students, but there was not the slightest hitch from departure to return. The train was heated throughout, and it left and returned as scheduled. The buses stood lined up awaiting us at Spencer Street and took us to the theatre in record time. They were just as prompt after the performance. On the return journey by train, Sisters and students each had an excellent lunch of sandwiches, cakes and fruit. We were awaited and assisted at every point, and the price was extremely reasonable. To us, the whole was a miracle of organization. We cannot thank sufficiently those who arranged it for us".

A. V. C. Cook, Acting Secretary, Transport Regulation Board writing to Mr. J. L. Hawkins, Commissioners' Representative.

TRAFFIC BRANCH

Brown, A. F., Williamstown
Sefton, G. E., Melb. Goods
Foster, J. A., Moorabbin
Davis, H., Maryborough
Hunt, H. A., McKinnon
Canny, J., Melb. Goods
Addicoat, W. E., Seymour
Egan, T. F., Melb. Goods
Coad, J. W. F., Flinders-St.
O'Hehir, Mrs. M., Flinders-St.
Clough, J. C., Fairfield

ROLLING STOCK BRANCH

Jones, A. J., Newport
Knight, C. C., E.R. Depot
Whittaker, J., Donald
Menadue, J. F., Newport
Friand, T. D., Newport
Blake, E. J., Newport
King, C. A., Jolimont
Dooley, G., South Dynon
McErvale, J. L., Ballarat North

WAY AND WORKS BRANCH

Tarr, R. G., S. & T. Bendigo
Morris, W. O., W.F. Shepparton

Morris, M. E., R.F. Spencer-St.
Bryan, W. J. T., Eng. Special Works
Weston, F., R.F. Spencer-St.
Kennelly, O. D., Head Office
Stevenson, A. L., Spotswood Workshops
Hedley, W. C., Ironworks, North Melb.
James, W. H., W.F. Echuca
Warren, E. J., W.F. Shepparton
Schade, C. E., W.F. Spencer-St.
Rowlands, L., R.F. Korong Vale
Britton, E. D. (Mrs.), R.F. Laurens Street
Hughes, D. P., R.F. Laurens Street
Robertson, F. H., W.F. Newport

STORES BRANCH

Weller, B. R., Spotswood General Storehouse

ELECTRICAL ENGINEERING BRANCH

Sleeth, J. McL., Jolimont Substation

SECRETARY'S BRANCH

Palmer, J. A., Head Office

. . . . AND DEATHS

TRAFFIC BRANCH

Cotton, A. B., Flinders-St.

ROLLING STOCK BRANCH

Pedler, C. W., Newport

WAY AND WORKS BRANCH

Frichot, R., R.F. Bendigo
Langstaff, H., R.F., Seymour

Nuske, G. F., R.F. Murtoa
Mills, A. S., W.F. Korong Vale
Smith, J., W.F. Shepparton
Walters, B. J., R.F. Korong Vale

STORES BRANCH

Getley, E. H., Head Office

SECRETARY'S BRANCH

McWilliams, J., Head Office

Travelling Scholarship

A travelling scholarship for employees of the Western Australian Government Railways has been sponsored by the Rural and Industries Bank of Western Australia. Under the scheme, a selected employee of the W.A.G.R. will be sent, each year, on a tour of the eastern states to broaden his education and general knowledge.

The first winner of the scholarship, Mr. William E. Kirkham recently arrived in Victoria. During the five days spent here, he visited Newport and Ballarat Workshops and the South Dynon Diesel 'Shop area, places of special interest to him, as he is a fitter by trade. Before leaving, Mr. Kirkham expressed his deep appreciation of the courtesy received at every place during his visit. He also went to South Australia and New South Wales.



Mr. Kirkham

Benalla Football Club

WE thank the Victorian Railways for the co-operation and attention given to the Benalla Football Club members when we recently hired a train to

transport our team and supporters from Benalla to Rutherglen, and, a fortnight later, from Benalla to Wangaratta. We would like you, also, to pass on our sincere thanks to the train crews and the railway staff at Benalla station. A special thanks to the Stationmaster, Mr. Arblaster, and his clerk, for their assistance and for so willingly obliging by handling the sale of tickets for us.

—Kevin Morrison, Secretary, Benalla Football Club

A TIP
from an **EXPERT**
on handling materials!

- pick up correctly
- keep secure grip
- set down easy
- put in safe place



Golf

THE annual North Eastern V.R.I. Golf Tournament was held recently at the Golden Vale Links, Benalla. In addition to the north-eastern towns, players attended from as far afield as Geelong, Melbourne and Maryborough. All paid tribute to the fine work of the organisers, Messrs. Ike Dawkins and Bert Hadley. A special mention was also made of the ladies for the luncheon and afternoon tea provided.

For the fourth time in the last five years the championship was won by J. Manning (Benalla) with a 70 off the stick.

Other results were:

"A" grade handicap—S. Green (Seymour) net 71; "B" grade handicap—F. Bellett (Maryborough) net 70; Nine Holes Out—R. Wapling (Benalla) net 34; Nine Holes In—R. Jones (Melbourne) net 34; Bradman Trophy—J. Davis (Benalla) 138; Non-members Golf Club Event—M. Crimmins (Benalla) 118; Associates Event—Mrs. D. Pollard (Seymour) net 72.

The V.R.I. Golf Club also held a most successful Sunday outing to Ballarat last month, some 75 members taking part. A Stableford Competition was played and both trophies went to Geelong representatives—S. Climpson winning the major prize with 35 points while the trophy for the first nine went to E. Brown. Mrs. Yates of Ballarat was successful in the ladies' trophy.

Cricket

THE V.R.I. Cricket Association's 1962-63 season is under way and the first round of matches have been completed.

Results were:

Flinders Street, 5/102 (A. McMahon 35, E. Barnes 28, K. Stevens 4/27) beat Spotswood 7/96 (J. Hanley 34, K. Duggan 27, A. McMahon 4/54, E. Barnes 3/19); Newport Workshops 3/73 (T. Durbridge 38, T. Atkins 28 not out) beat Loco 60 (K. Schickerling 29, J. White 5/24, L. Swanson 3/0 hat trick); Melbourne Yard 1/142 (A. Curtis 61 not out, J. Massouris 38 not out, J. Fisher 25) beat Codon 68 and 50 (H. Caudry 21 not out, N. Torr 9/34, A. Curtis 3/14, and J. Smith 2/9); Suburban Lines 5/149 (L. Balcombe 54, R. Hill 50, J. Hird 2/37) beat Stores 112 (J. Pitcher 29, I. Robinson 21, R. Hill 4/32, K. Ingram 4/51.) Jolimont Workshops—Bye.



Players at Ararat after opening of Club Room extensions.

Ararat Bowling Club

SUNDAY, October 6, was a great day for Ararat V.R.I. Bowling Club, as it was the official opening of the new club room extensions. The fine building, erected by volunteer labour, is certainly a tribute to the hard working committee.

After a short speech by the club president, Mr. J. Wellard, members and visitors joined in a social game.

The ladies' committee, who had been hard at work in their new kitchen, provided such a real country afternoon tea that many of the players said they found it difficult to complete their bowls.

Among the visitors was Mr. D. Allpress, a life member of the club, who is now living at Upwey. Central Council was represented by Messrs. F. McClosky, L. Lynch, D. O'Donnell and L. Knight. Mr. M. Barker represented the General Secretary.

Table tennis

ANOTHER successful internal competition has finished. A new club in the competition, Suburban Lines, very nearly took off the premiership in each of the three grades. The A grade teams were more evenly matched than in previous

years and a Challenge Final was played before Way and Works became 1962 A grade Premiers by beating Suburban Lines. Suburban Lines' teams were more fortunate in the B grade and Ladies' grade. After a very close match, Suburban Lines No. 2 team beat Way and Works to win the B grade Premier ship. In the Ladies' grade, Suburban Lines became Premiers by beating Train Services.

In premiership side

TWO railwaymen—Eric Webster and Brian Tudor—were in Trafalgar's winning premiership side this season. Eric, a centre half-back, also played with Essendon for several seasons. He comes from Korumburra, where he joined the Road Foreman's Office as a clerk, 11 years ago. He is now with the Way and Works Branch Accountant in Head Office. Brian, a rover, has been with Trafalgar for five seasons and has also played with Essendon Thirds. He has been an Accountancy Branch clerk for five years, and, at present, works where they keep the money—at the Pay Office. Twelve Gippsland teams play in the Latrobe Valley competition; Trafalgar were also premiers in 1958 and 1923.



TO ALL
NEWS LETTER READERS
SEASONAL GREETINGS
AND
BEST WISHES
FOR THE NEW YEAR

Punctuality

SUBURBAN trains have established a post-war record for "on-time" running. Their time-keeping has been improving since the middle of last year.

During October, 94% of trains reached Flinders Street or Princes Bridge within two minutes of their scheduled arrival time; of these 87% were right on the dot. This was an improvement of 3% over the previous best "on-time" figure, recorded last January.

The travelling public are assisting railway staff to achieve the improved time-keeping. Many people, in addition to buying their periodical tickets earlier, are reaching their local railway station sooner and are

thus avoiding the last few seconds rush to entrain.

During the morning peak, between 7 a.m. and 9 a.m., 192 electric trains reach Flinders Street and Princes Bridge each week-day. In the half hour from 8.30 a.m. to 9 a.m. a train arrives every 30 seconds. During the two hours of the main evening peak, 184 trains depart—an average of a train every 40 seconds.

The public appreciate good time-keeping; it helps to hold their patronage and is one of the most valuable forms of advertising.

History sold out

AS *News Letter* went to press, orders for the Department's history "V.R. to '62" had topped the 4,000 mark and were still coming in. Over 2,500 of these were from railway staff. Price of the history was based on a sale of at least 4,000 copies. As it is not expected that many extra copies will be printed, those who have bought the history will have a book that could increase in value as time goes on.

Printing is starting this month and will take about 20 weeks to complete.

Diesels on disc

THE first recording to be made of the sounds of V.R. diesel locomotives was issued early this month.

Recorded by technicians from 3 DB radio station, the seven-inch 33 1/3 disc was produced in co-operation with the Department's Rolling Stock and Public Relations staff.

The 12 tracks include whistles, locomotive engine sounds, departure of trains from Melbourne, sounds of a passing rail car, passenger and freight trains. Both standard and broad gauge trains are featured.

The sounds were recorded at Lubeck, Healesville, Spencer Street and near Craigieburn.

The Underground

TENDERS were called last month for the sinking of three shafts and driving of tunnels in the city area to provide information on under-surface conditions along the route of the proposed underground railway. The shafts will be sunk in the Flagstaff Gardens, the Exhibition Gardens and on railway land near the corner of Spring Street and Wellington Parade. They will go as deep as 80 ft., with horizontal exploratory tunnels extending up to 50 ft.

The Railway Construction Branch of the Board of Land and Works will test rock and soil samples obtained from the shafts and measure water levels and the flow of water in the rock strata. The Melbourne University and the Mines Department will co-operate in the tests.

At Geelong



Father Christmas may be a little old fashioned in his dress, but he certainly moves with the times in rail transport at any rate. Last month he arrived at Geelong's No. 1 platform by diesel-electric locomotive. Then, by way of contrast, he changed to a vintage Rolls-Royce to reach the local Myer Emporium.

Worth Quoting

THE site for the Dandenong plant was chosen to meet both present and future needs. Convenient to rail transport, compact and practical in layout, the design allows for expansion to meet the growing demands of the entire Australian market for several years to come. (from an advertisement for Australian Window Glass Pty. Ltd's new plant)

FRONT COVER

Typiste Jill Williams pins up one of her sketches to brighten the walls of the office at Newport Workshops. Self-taught, she sketches mostly in pencil. Other interests of Miss Williams are singing and ballet dancing; she has danced with the Williamstown Light Opera Company and is in the chorus of that Company's production of *Brigadoon*.

STERLING SERVICE

THERE was a notable gathering at Spencer Street on the 23rd. of last month when a short ceremony was held to commemorate the silver anniversary of *Spirit of Progress*.

It was notable because there were gathered together, as guests of the Commissioners, a number of people representative of those who built, launched and ran the famous train 25 years ago. Among them were three ladies—Lady Clapp (widow of Sir Harold Clapp) who chose the name of the train that was conceived by her husband; Lady Dunstan, widow of Sir Albert Dunstan, the Premier who launched the train; and Mrs. M. Rudd, who was Miss Monica Hillman, stewardess on the first run and also Australia's first train stewardess.

Aboard the train were two couples who celebrated their silver wedding anniversaries on the 23rd. and who were presented with silver trays.

After the *Spirit* drew in at 10 a.m. to the strains of a fanfare from the Victorian Railways Military Band, the guests were welcomed by Mr. E. H. Brownbill, Chairman of Commissioners, who, after pointing out that the train had travelled over 3½ million miles and carried nearly 5 million passengers, said it had captured the imagination of the public right from the start. At its introduction it was almost ahead of its time, and it had been kept up to date ever since.

"It's now hauled by diesels . . . the carriage interiors are slightly different . . . but the public still are being served by one of the great trains of the world", he said.

After giving an individual welcome to the guests—most of whom were retired railway staff—Mr. Brownbill then presented a silver tray to Mr. and Mrs. S.R. Castles of Wagga Wagga, N.S.W., and Mr. and Mrs. W. A. Meyer of Goroke, the couples from the train who were celebrating their silver wedding anniversary.

The guests

In addition to the ladies already mentioned, those who attended (R indicates "retired") were: Messrs. **A. C. Ahlston**—Chief Mechanical Engineer during construction (R); **J. Anderson**—Fireman on the first run (R); **G. E. Burnell**—as Enginemen's Instructor trained crews to use the S class steam locomotive, he retired as Superintendent of Locomotive Running; **Robert Clyne**—Secretary, Victorian



The arrival at Spencer Street.

School Railway Clubs Association; **M. A. Dean**—Special Guard on the trial run (R); **T. D. Doyle**—Rolling Stock Engineer during construction (R); **W. Featonby**—was Superintendent of Steel Car and Wagon Construction, now Assistant Chief Mechanical Engineer; **D. J. Freeland**—Conductor on trial run; **W. P. Hambridge**—designed the interior of the carriages (R); **J. Y. Harvey**—Secretary, Australian Railway Historical Society (Victorian Division); **A. M. Hughes**—designed the streamlining of the S class locomotives (R); **W. R. James**—Foreman Boilermaker at Newport Workshops during construction (R); **John Kerley**—President, Victorian School Railway Clubs Association; **F. Myers**—Driver on trial run (R); **E. R. Nicholson**—Leading Hand who made the prototype compartment to prove the drawings, now Sub-Foreman at Newport Workshops; **A. D. Pardon**—worked as rivet boy on original carriages, now electric train driver; **J. Plate**—waiter on first run, now head steward; **A. J. Terry**—Foreman Car and Wagon Builder responsible for the wooden interior fittings, now Carriage Superintendent; **I. S. Sloggett**—President, Australian Railway Historical Society (Victorian Division); **M. C. Snell**—Conductor on the trial run; **W. T. Stephens**—Sub-Foreman Blacksmith during construction (R); **H. H. Trinnick**—Chairman, Made-in-Australia Council; **W. R. Walton**—Sub-Foreman Car Builder who supervised the marking and setting out work of all interior frames and fitt-

ings (R); **D. Yates**—Foreman Pattern-maker during construction (R).

Tea and talk

After the presentation of the trays, the party retired to the Refreshment Room for morning tea.

There was a ceaseless buzz of chatter as stories about the train were recalled by those who had helped to build or run it.

"Nearly every celebrity was on the *Spirit* in those days", said Mrs. Rudd, "I can recall Marjorie Lawrence—at the peak of her career—Gladys Moncrieff, the Viennese Boys' Choir, and, of course, Prime Ministers and other political V.I.P's".

"Don't forget Richard Tauber and Lawrence Tibbett", added Conductor D. J. Freeland.

The silence and smooth riding of the train were completely novel to passengers, at that time, who naturally judged speed by the amount of noise and vibration.

Some passengers would be eager to bet that the train was only doing 40 when it was approaching 70.

"But we soon convinced them with the watch and the mileposts" said Conductor M. C. Snell.

Mr. F. Myers, who reached the record of 79 m.p.h. on the trial run, said the speed would have been higher had he not been compelled to shut off when some cows appeared on the line in the distance.

Stories about the arresting personality of Driver G. E. Lynch (who,



Mr. and Mrs. S. R. Castles (above) and Mr. and Mrs. W. A. Meyer (below) receive their silver tray from Mr. E. H. Brownbill, Chairman of Commissioners.



Retired Rolling Stock Engineers T. D. Doyle (left) and A. M. Hughes chat with Lady Clapp and Lady Dunstan (right).

unfortunately, died recently) were recalled by Mr. J. Anderson. An amateur ventriloquist, Mr. Lynch would mystify locomotive loving youngsters when they were looking over the engine and heard men's voices coming from places quite impossible of holding anyone.

"I came back not so much to see a train but to see the men who built it", said Mr. W.T. Stephens.

"They were equal to any in the world . . . they did some wonderful jobs . . . I can remember when some of us were admiring the finished boiler for *Heavy Harry* and we looked at one another and agreed it was so good that it was a shame to put water in it", he said.

Mr. Stephens, who retired ten years ago, has exchanged the noise and oil smells of the Workshops for the quiet and fragrance of the bush—he lives at Healesville.

The silver trays

Wide publicity through press, window displays and travel agents about the offer of a silver tray for every couple on the train who celebrated their silver anniversary on that day caused inquiries to be made to the Department.

As a result, it was understood that two or three such couples would be on the *Spirit* but, of course, there was the possibility of others being on it who had not notified the Department of their intention to travel. Mr. A. J. Petrie, Public Relations and Betterment Board Member, joined the train at Albury and when passing through Wallan signalled the number of those couples actually on board. He also checked the marriage credentials.

Mr. and Mrs. S. R. Castles—married at the Church of St. Phillip, Urana, N.S.W.—go to Melbourne about half a dozen times a year . . . and always by train. Mr. and Mrs. W. A. Meyer—married at St. James Church, Branhholme—combined their trip with sight-seeing in north-eastern Victoria.

Congratulations

In a telegram of congratulations, the Prime Minister, Mr. R. G. Menzies, who was Victoria's Minister of Transport when *Spirit of Progress* was planned, said ". . . it set a new standard for Australia and has maintained it with remarkable success for years. I travelled on it regularly . . . and always think of it with pleasure. Congratulations on your silver anniversary".

A cable from South African Rail-



Messrs. A. J. Terry (left) and E. R. Nicholson (both from Newport Workshops) meet their former colleague Mr. W. R. Walton (right) now retired.



As the couples left the train, the Victorian Railways Military Band, under the baton of Conductor J. S. Martin, played the Bridal March.

ways joined the administration "in celebrating the 25th anniversary . . . Maintaining a standard, as you have, requires unremitting effort—as we know from experience with our *Blue Train*, now 23 years in service. May the reputation of *Spirit of Progress* continue to grow, and may it continue to stimulate rail travel. Best wishes for the future".

Goodwill wishes were also received from Canadian National Railways, Canadian Pacific Railways and N.S.W. Government Railways.

And there was a big card addressed to *Spirit of Progress* from Christine of 60 Albion Road, Box Hill. "A happy day to the Driver", wrote Christine, "it is my birthday, too, but I am just 7".



(Right) Mrs. Rudd (formerly Stewardess Monica Hillman) and Conductor D. J. Freeland swap S.O.P. yarns.



Retired Foremen W. R. ("Billy") James (left) and D. ("Davy") Yates have a smile for the *News Letter* photographer.

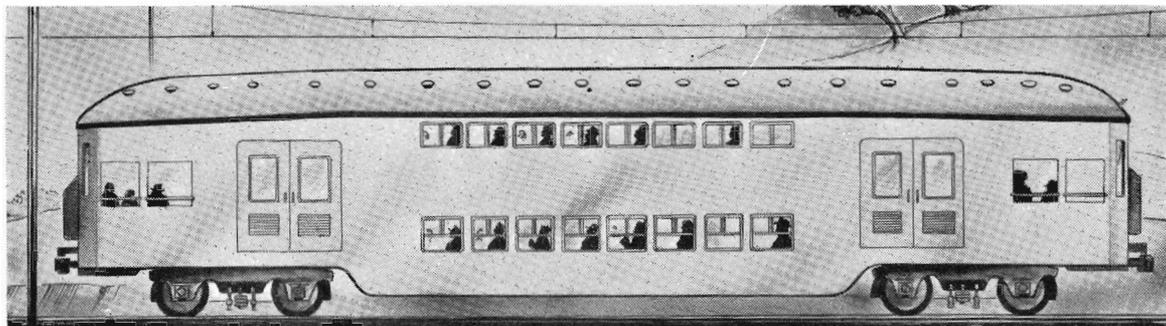


Messrs. F. Myers (driver on trial run of S.O.P.) and J. Anderson (fireman on first run) in the cab of S 314.

BRIEF CASE RETURNED

YESTERDAY I left a brief case in 10.42 a.m. train from South Yarra. You were good enough to ring up this Company to say the brief case was being returned to Clayton Railway Station where the writer picked it up on his way to the city to catch a plane to Canberra where he was due to attend an important meeting. Your service is much appreciated and we are writing to express our thanks . . .

—Walter A. Jack, Clayton North, writing to Stationmaster, Dandenong (Station Assistant Mrs. L. Fairweather was responsible for this prompt and courteous action—Stationmaster W. T. J. Wicks.)



Artist's impression of the new carriages

N.S.W. DOUBLE DECKERS

THE Victorian Railways will follow with interest the introduction of double-deck carriages for Sydney's suburban electric train system. At present, this Department is putting into service five seven-carriage *Harris* trains a year. The current programme provides for a total of 30 trains and it is doubtful if any changes will be made during that period.

However, preliminary planning for the next batch of V.R. suburban electric trains has now been put in hand and due consideration is being given to the desirability and practicability of introducing double-deck carriages into the Melbourne suburban service.



Slightly wider doors of new carriages will allow three passengers to join or alight simultaneously, compared with two passengers as in the present cars.

A radical change in Australian passenger rolling stock will take place, towards the end of next year, when the first N.S.W. double-deck trailer carriages go into service.

The New South Wales Government Railways has placed a £3 million order for 120 double-deck trailer carriages with Tulloch Limited, of Rhodes. The first of the carriages will be delivered in September, 1963, and others will follow at the rate of 40 a year.

They will overcome the problem of increasing seating accommodation without lengthening trains, which would involve costly alterations to platforms and signalling. The new carriages are designed to seat 132 passengers—60 more than the present steel carriages. The lower level will seat 80, and the upper deck 52.

When deliveries are completed, many eight-car trains will include two double-deck carriages. These will be increased to four double-deck cars when coupled with the newer and more powerful motor carriages. A train consisting of four double-deck and four single-deck cars will increase seating by 240, bringing it to 820—an increase in seating of about 41% (new *Harris* trains seat 515). When operated as four-car sets, one or two double-deck cars will help form these trains. The new carriages, of modern design, will progressively replace the old wooden-type trailer carriages.

Australian materials

They will be made entirely from Australian materials, aluminium alloy and fibre glass being used extensively as well as steel for highly stressed components. Seats of new design and sun-repelling glass windows will be features of the new cars. Ventilation will be provided by direct flow of air through windows, assisted by extractor fans and roof ventilators.

Each car will have two entrance vestibules, slightly wider than those on the present all-steel cars. Although carrying more passengers, loading and unloading times are expected to be about the same, as three passengers will be able to alight simultaneously, compared with two abreast as at present.

Three steps will lead to the lower saloon, and five to the upper deck. Both levels will have a 6 ft. 3 in. ceiling height. Passenger seating over the wheels—at mid-level—will be similar to existing seating arrangements in the present steel carriages.

The first 40 cars to be delivered will be fitted with automatic closing doors and will replace trailer cars on the ten power-operated door trains now in service. Provision has been made in the design for the easy installation, later, of power-operated doors in the remaining cars.



Mock-up of double deck carriage.

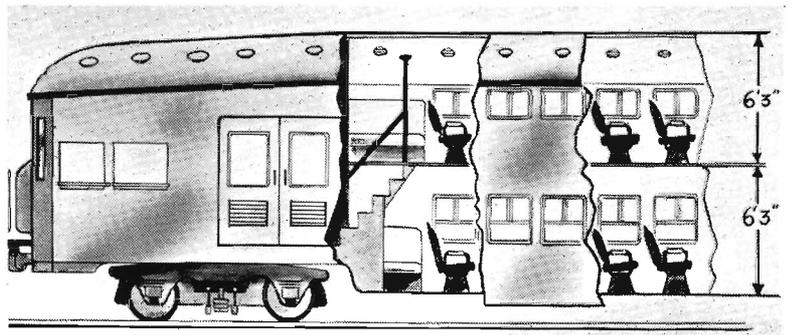
PICNIC TRAIN

YESTERDAY this Society organized a picnic to Mirboo North for our customers and their children. Approximately 900 travelled by special train from Morwell. The interest was unbelievable, we could easily have used two trains. May I take this opportunity of thanking :

- the Loco staff at Traralgon for their enthusiasm in polishing and cleaning the loco ;
- the train staff—loco driver, fireman, guard and the special foreman on the train who did everything possible to make the children happy ;
- your staff at Morwell and Mirboo North for their excellent co-operation.

Because of this enthusiasm from your staff and the reception by our customers and their children, we will make a tentative booking next year for a repeat picnic to Mirboo North

G. J. Benson, Secretary, Morwell Co-operative Limited.



Artist's impression of cut-away section showing seating arrangement. Three steps lead to lower saloon and five to upper deck. (N.S.W. Department of Railways photographs).

3,000 PUPILS

On behalf of the Central Gippsland Secondary Schools Sports Association, I would like to express our appreciation of the organization of train transport for 3,000 pupils to Warragul on October 17, 1962. The

four trains involved ran perfectly to schedule, and all those who assisted should be commended on their good services.

—D. F. Macaulay, President, Central Gippsland Secondary Schools Sports Association



RAILWAY MUSEUM OPEN: On November 10, Mr. G. F. Brown, Deputy Chairman of Commissioners, opened the Railway Museum of the Australian Railway Historical Society in the Newport Workshops area. Despite the unfavourable weather, a large crowd arrived to inspect the seven locomotives and rail tractor on display.

AROUND THE SYSTEM



HOPEFUL
 Petersen Se
 on their w

ROAD TAN
 at Melbour



BUILDING OPERATIONS for the new Spencer Street station are making dramatic changes in the old buildings. Holes suddenly appear in solid walls; partitions are torn down; and new vistas open up.



SO HAPPY, these girls from the Bjelke-of Physical Culture in Sydney were to Ballarat to compete in the Royal North Street competitions.

↑ **HIGH NOON AT SPENCER STREET** : Rattlesnake Jim (wanted for holding up the Wells Fargo coach) might well hitch his hoss here before calling on the Deepoh Master. The temporary verandah shelters the Cafeteria..

↓ **THE MAN IN GREY** has moved from his old location to a new position on the approach to the suburban barriers.



BY RAIL : This road petrol tanker goods was consigned to Perth by BP Australia Ltd.

GANGERS' SAFETY TRAINING COURSE

SPECIAL industrial safety training courses for gangers are being held at centres throughout the State. The course—or the conference as it might more appropriately be called—lasts one day. Already, it has been given in Wangaratta, Benalla, Shepparton, Seymour, Tallangatta and Yea, as well as the metropolitan area. Other centres

will follow.

"Safety is everybody's business" pointed out Mr. E. P. Rogan, Commissioner, in the course of a talk when opening the series of conferences. "It is not merely the business of the Chief Safety Officer, the heads of branches or the Commissioners—it's everybody's business because accidents are so personal, both in

their origin and in their effect".

The duties of gangers naturally put them in the front line of railway safety, he said, but they were equally responsible for the safety of the men who worked with them.

"The safety record of any gang will be no better than the safety record of its ganger" Mr. Rogan added.



Gangers from the north-east attend a safety training course in Head Office

STANDARD GAUGE AND AIR LINES

PLANS submitted by TAA for low-priced air travel between Melbourne and Sydney to retain passengers being won by the standard gauge railway have been shelved. This was revealed in the Department of Civil Aviation's annual report.

The report disclosed increasing concern by Civil Aviation authorities at the likelihood of price conscious air travellers being attracted to the standard gauge line.

The Minister for Civil Aviation (Senator Paltridge) said that in the first few months of this financial year air traffic had continued to grow in an encouraging way, although the growth of passenger traffic on the important Melbourne-Sydney route had been affected by competition from the standard gauge railway.

The standard gauge service could well divert 5 to 10 per cent. of air traffic temporarily, but in the long run the effects might not be so serious, he claimed.

The report said the D.C.A. had rejected the TAA proposal following strong opposition by Ansett-A.N.A. to any form of fare reduction on the Melbourne-Sydney route.

TAA proposed that tourist flights should be operated on the Melbourne-Sydney route after 9 p.m. with Vis-

count aircraft fitted with high density seating at a single fare of £6.10.0d

It was also proposed that family discounts should be introduced on selected mid-week days on this route.

The report said these steps were suggested by TAA in view of the commencement of more attractive train services on the new standard gauge railway.

Major route

TAA submitted that the improved standards of service, and relatively low rail fares would attract large numbers of tourist passengers away from the air services.

It said the operation of the proposed flights after 9 p.m. would minimize the diversion of existing tourist traffic carried at normal fares.

Both operators agreed that the Melbourne-Sydney route played a vital part in the economic results of their overall operations.

At present the airlines were carrying about 60 per cent. of the total passenger traffic between Melbourne and Sydney and an improvement in the competitive attractiveness of rail travel could divert substantial numbers of passengers from the airlines, the report said.

The operators disagreed, first on the extent to which the new rail service would affect air traffic and,

secondly, on the effectiveness of TAA's proposals in preventing loss of traffic to rail transport.

The report said the present half return fare by tourist class aircraft was £9.12.0d. The first-class rail sleeper was £6.13.0d., which was almost 30 per cent. less.

Tried before

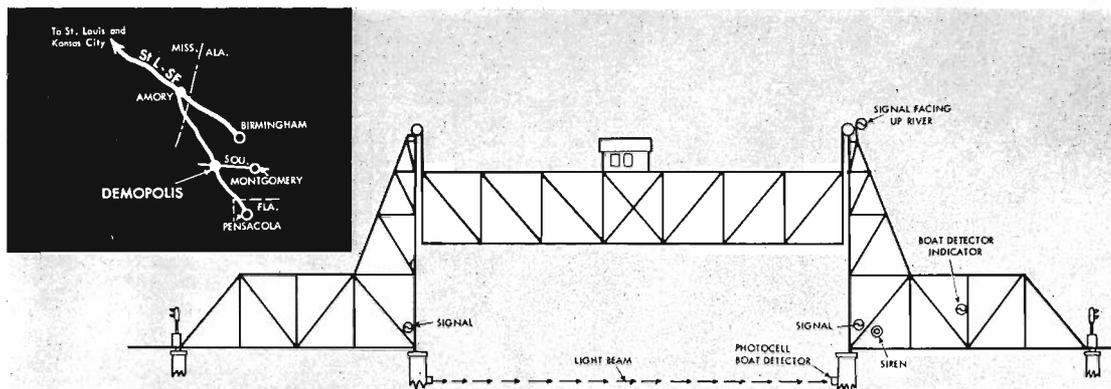
Ansett-A.N.A. expressed strong opposition to any form of fare reduction on the route for these reasons:

- The proposed type of promotion had been tried some years ago by Ansett-A.N.A. with a £6 fare.
- The new service would divert tourist passengers from the present 8 p.m. flights and would not attract sufficient new business.
- Such a move would cause a demand for a similar type of service on other routes.
- The promotion of a scheme of this nature would help to draw attention to the train services.

Ansett-A.N.A. also opposed the adoption of the family travel plan, because it had been tried by the company some years ago without success.

—(The Age)

LINES FROM OTHER LINES



Lights flash and siren sounds for six minutes, then bridge drops automatically, controlled only by approaching train.

Automatic Bridge Lift

AUTOMATIC controls allow the St. Louis-San Francisco railroad (U.S.A.) to dispense with the services of an attendant to control the movements of a vertical lift bridge. The bridge, on a light-traffic line, spans the Black Warrior river at Demopolis. It is normally in the raised position, and is lowered automatically on the approach of a train.

Approximately two miles in either direction from the bridge, short track circuits detect the approach of a train and determine the train's direction. If the train is headed toward the bridge, sirens on the bridge approaches begin to sound, and the steady green navigation lights change to flashing yellow. Six minutes later the bridge begins to descend, the sirens cease operating, and the navigation lights change to flashing red.

When the bridge is fully seated, the railroad home signals change from red to green. At this time, the train will be about 1,000 ft. from the bridge. Train speed is restricted to 15 m.p.h. from the approach until it has crossed the bridge. As soon as the train has cleared the bridge, it returns to its normally raised position.

A light beam and a photo-electric cell serve as a boat detector. These are affixed to the piers directly beneath the lift span. The lamp which provides the light beam is turned on only when a train approaches. A boat detector indicator is provided on one of the fixed spans to aid in adjusting the photocell system, and is lighted when the detecting light beam is interrupted. At any time during the descent of the

bridge, until the bridge is fully seated, interruption of the beam will cause the bridge to rise. The bridge will begin to descend again as soon as the light beam is continuous.

There are also push buttons that permit manual operation by trainmen and motor car users. River traffic is relatively heavy, but there are only two trains daily each way. (*Railway Age*).

Safety of railways

RAILROADS were the safest way to travel in 1961, according to statistics released from Washington by the Association of American Railroads.

In a report on travel safety, the A.A.R. noted that railroads were almost four times as safe as domestic airlines, half again as safe as buses and 22 times as safe as motor cars. The report, based on figures from the Federal Government and other authorities, rated the railroads' performance with aeroplanes and motor vehicles on the directly comparable basis of passenger-miles per fatal accident.

The railroad picture was even brighter in the comparison of fatality totals alone. There were 20 railroad passenger fatalities in 1961, most of which were due to traveller carelessness, such as attempting to board or leave moving trains.

The American Railroads carried nearly 317 million passengers a total of 20.3 billion miles last year, making the railroad fatality rate .1 per hundred million passenger miles. The rate for auto travel was 2.2, for domestic airlines .38 and for buses .15.

B.R. all-lines ticket

A new 14-day all-lines "rover" ticket was introduced recently by British Railways. On sale during part of the year only, it costs £25 (£38 first class). It has been estimated that a determined traveller could cover 10,000 miles in two weeks. (The Victorian Railways all-lines 14-day ticket costs £12.16.0d. second class and £16.10.0d. first.)

Fast Japanese train

JAPAN'S new "super express" train reached 118 m.p.h. in tests recently. It attained this speed within five minutes of starting and was almost completely free from vibration. The National Railway Corporation will test the train at its maximum planned speed of 155 m.p.h. early next year.

It is expected to carry passengers from central Tokyo to Central Osaka in less time than domestic airlines can. (*The Age*).

Driverless trains in new tube?

LONDON authorities are planning to use driverless trains on a new 11-mile tube route, reports *The Herald*. The new £65 million line will run through the heart of London to Walthamstow in the north.

Experiments are being made with automatic driving controls which would be regulated by "programmed machines" interpreting a timetable of punched paper rolls. A superintendent would keep an eye on the automatic controls.

The line will take six years to build and the cost will be met by borrowing and, possibly, higher fares. It will carry 64,000 passengers an hour. To move the same number of people by road a super-highway of 14 lanes would be needed.

New C. C. M.

MR. MALCOLM McLACHLAN, the new Chief Commercial Manager, has been Chief Special Officer and Supervisor of Weighing since 1957. He started in the Department as a Junior clerk, and in the early years worked at various suburban stations. Later he was transferred to Head Office where he assisted in the preparation of statistical information that was used in connexion with the electrification of several suburban lines.



Mr. McLachlan

In 1932 he was appointed a Commercial Agent. In that position he visited almost every Victorian railway station to discuss rail transport with the staff and local business men. His duties also included investigation of sites for new suburban stations in the electrified area.

Discussing future developments, Mr. McLachlan said that, provided transport policy remained unchanged, he could foresee rail traffic increasing as a result of improved services and rolling stock and the growth of industry generally. A vital factor in this increase would be the maintenance of friendly co-operation between the railways and the business world.

Mr. McLachlan is a keen inland angler and has a practical knowledge of farming. Until recently he was a District Commissioner of the Narre Warren Pony Club and a member of the committee of management of the Oakwood Riding School.

From D. Esses to D. R. S. S.

IN addition to the usual farewells and presentations made when he retired last July as Bendigo District Rolling Stock Superintendent, Mr. J. H. Badham was recently presented with an electric shaver by the District Superintendents with whom he had worked while a relieving D.R.S.S. The accompanying letter, which expressed thanks and appreciation for Mr. Badham's co-operation, was signed by District Superintendents F. Collins (Geelong), E. Waterhouse (Ballarat), J. Seddon (Bendigo), D. McInnes (South Eastern), R. Arthur (Seymour) and Asst. District Superintendent A. Dix (Ararat).

Appreciation

SOME passengers, who regularly travel in the guard's van of the 5.4 p.m. to Dandenong, recently showed their appreciation for help given them by guards. They made their own presentation to Guards A. ("Bert") Brown and T. ("Scotty") O'Neill just before those guards retired. Two of the passengers are blind, a third passenger, Mr. W. Joseph, who made the presentations, helps one of the blind passengers across the busy road at Oakleigh where he alights. Also associated with this farewell was Mr. W. McEwen, now living in retirement, but who had travelled in his wheel chair in the van of the same train for 25 years.

Rose from the ranks

THE army legend that every soldier carries a marshal's baton in his pack is none the less true in the railways. This was exemplified in the career of Mr. R. C. Burgess, who retired last month as Chief Commercial Manager.



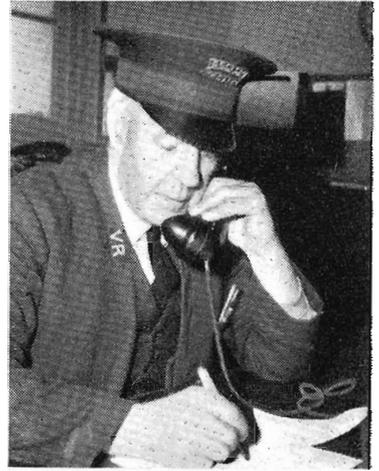
Mr. Burgess

Starting on the bottom rung of the ladder as a porter at Jolimont in 1913, Mr. Burgess transferred the same year to Melbourne Goods as a messenger. He developed a natural flair for figures and graduated to acting clerk, then waybilling typist and calculator, and eventually held 15 different positions in Melbourne Goods before transferring to the Revision Bureau in 1927. Five years later, he was appointed to the General Passenger and Freight Agent's staff as a Commercial Agent.

During the last war Mr. Burgess was liaison officer to the Reserve Stocks Committee before he was lent to the American Army in 1942 as Headquarters Movements Officer of Commonwealth rail transport. Later he became supervisor of the Rail Accounts Section, Department of the Army.

Resuming his activities as Commercial Agent, Mr. Burgess was appointed Chief Commercial Manager in 1953, and also became a member of the Institute of Transport.

President of Hanging Rock



Mr. Benney

ASSISTANT Stationmaster J. E. Benney of Woodend is President of the Hanging Rock Racing Club that holds annually two of Victoria's most famous picnic race meetings—on New Year's Day and Australia Day. The New Year's Day meeting attracts about 20,000, many of whom arrive early, bring their lunch and enjoy a picnic at the course made picturesque by its background of Mt. Macedon. And at the end of the day they go home, sometimes lighter in pocket, but always lighter in heart. Although he is the club president, Mr. Benney never has a bet—he just likes horses and racing. He has been at Woodend for 33 years and stoutly maintains that it has the best all-round climate in the State.

Commendation

IN a letter to the Department, the Secretary of the State Electricity Commission brought under notice that Stationmaster G. E. Spencer and Station Assistants G. Naylor and S. J. Bennett were instrumental in apprehending a man who was later convicted of stealing briquettes from the Commission's Camberwell Briquette Depot. "Their vigilance and public-spirited action are much appreciated," he added.

Worth Quoting

"TRAIN travelling is the way to get to know the people... what they're thinking and the way of life. So, I went to Alice Springs by train", said Mrs. Maymie R. Krythe, an American freelance journalist and author who recently visited Melbourne. (*Herald*)

SIGNALMAN Peter Tedde, of Frankston, has no difficulty in recalling his Departmental number—10429—as it also gives the date of his birthday—10th April, '29. It would be interesting to discover if any other railway staff have such a numerical coincidence. Mr. Tedde came from Italy (Sardinia) in 1955 and, three years after, joined the Department at Geelong. He was at Middle Brighton and Westgarth before his transfer to Frankston, a year ago. Last year he took a trip to Sardinia and North Italy where his mother lives. He returned with a wife; and now has a baby daughter. An enthusiastic follower of Australian Rules football, Peter barracks for Geelong and has played in V.R.I. matches.



Mr. Tedde

Oakleigh Councillor

OAKLEIGH citizens have again chosen a railwayman to fill a vacancy in their city council. The successful candidate is Mr. R. E. B. Wells, Accounting Officer at Jolimont Workshops. He replaces on the council his former personal friend, the late Mr. L. J. H. Morgan, who was a clerk in the Medical Division. Mr. Wells is Hon. Treasurer of the Oakleigh Swimming Pool Committee of Management which runs the public swimming pools for the city council. His first interest in swimming pools began when Oak-



Mr. Wells

leigh had no facilities for swimming. Together with other enthusiastic citizens, he was prominent in forming an organization to finance the construction of the fine eight-lane Olympic pool that he now helps to manage. Mr. Wells is also actively associated with the Mentally Retarded Children's Centre at Oakleigh which was the first of its kind in Victoria and has been taken as a pattern for a number of other centres in this State.

Cement

THE Board would like to express its appreciation of the assistance and co-operation at all times given by the Victorian Railways Commissioners and their staff to the requirements of the Company in arranging for the rapid and methodical transport of the Company's product and its supplies of coal and other manufacturing materials. This has contributed largely to the smoothness of the Company's operations in supplying the Victorian public with cement.—*from address given at annual meeting by Sir Clifden Eager, Chairman of Australian Cement Ltd.*

Somerville

WE thank you for the co-operation in making possible the Monday goods train service during the end of May, June, July and August this year and for the efficient service at all times given by your Stationmaster, Mr. Barnes, and his staff at Somerville.—*John Brunning & Sons.*

School excursions

DURING the recent school vacation in South Australia, this Bureau arranged tours involving rail travel for approximately 400 students divided among eleven schools. Several of these schools used the Spencer Street Station as many as four times, each time involving a luggage transfer. I would like to bring under notice the willing assistance and service

given by the Stationmasters and staff at Spencer Street Station and would especially commend Mr. O'Connor of the Cloak Room who was a great help in taking care of luggage of those parties passing through Melbourne.—*W. F. Thomas, Manager, Victorian Government Tourist Bureau, 272 Collins Street, Melbourne*

On wrong train

ON September 28, my son boarded the Albury train instead of the Numurkah. Within minutes he had been located by Control. I do thank them. I also thank the Stationmasters at Seymour, Mangalore, Murchison East and Benalla who kept in touch with us. Special thanks, also, to the V.R. worker and his wife who took the lad home for dinner.—*(Mrs.) Joyce E. Myers, Dookie*

Wodonga

We would like to express our appreciation of the co-operation we have received from your Officers and staff at the Wodonga Goods Sheds. Their efficient handling of our goods is of great assistance to us and enables us to maintain a high standard of service to our clients.—*L. G. Lewis, Manager, Spare Parts Division, Preston Motors, Pty. Ltd., Albury*

RECENT RETIREMENTS

TRAFFIC BRANCH

- Deverall, J., Spencer Street
- McIntosh, D. T. F., Footscray
- Allan, R. L., Geelong Goods
- Thwaites, J. E., Bungaree
- Ball, G. N., Ormond
- Hannah, T., C/- Dist. Supt., Ballarat
- O'Neill, T., Williamstown
- Sharkey, J. J., Bendigo
- Smith, W. L., Spencer Street
- Sharp, M., Seaford
- Beuthin, C. C., Flinders Street
- Fothergill, C. L., Maldon

WAY AND WORKS BRANCH

- Lunn, A. H., R.F. Flinders Street
- Barber, W. H., Spencer Street
- Rowe, N. F., W.F. Warragul
- Jenks, A. J. W., W.F. Laurens Street
- Gendall, J., W.F. Hamilton
- Fitzpatrick, A. J., R.F. Maryborough
- Undy, H. D., W.F. Ballarat
- Thompson, P. G., R.F. Flinders Street

ROLLING STOCK BRANCH

- Oliver, L., Bendigo North
- Blackie, D. J., Bendigo North
- Harvey, H. H., N.M. 'Shops
- Jeffrey, J. F., South Dynon
- Hamilton, W. A. N., N.M. 'Shops
- Rowe, G. H., Jolimont
- McCarthy, W. T., E.R. Depot
- Maher, E. N., Newport
- McLaren, W. M., Jolimont
- Wilcock, W. V. H., Ballarat North
- Wilson, S., E.R. Depot
- Ashton, T., N.M. 'Shops

REFRESHMENT SERVICES BRANCH
Parnell, W., Spencer Street

ACCOUNTANCY BRANCH
Heathcote, A. C., Head Office

ELECTRICAL ENGINEERING BRANCH
Outhred, J. C., Head Office, Flinders St.

. . . . AND DEATHS

TRAFFIC BRANCH

- Brown, J. A., Head Office

WAY AND WORKS BRANCH

- Castle, K. F., R.F. Bendigo

- Francis, B., Spotswood Workshops
- Jacobs, D. S., R.F. Echuca

ROLLING STOCK BRANCH

- Johns, A. L., Jolimont

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RON BAGGOTT'S SPORTS PAGE

Tennis

THE V.R.I. Tennis Association's 1962-63 season has begun and results of the first round of matches are—Suburban Lines "A" beat Melbourne Goods, 6 rubbers to nil; Traffic beat Codon, 5 rubbers to 1; Jolimont beat Suburban Lines "B," 5 rubbers to 1; Melbourne Yard—bye.

It is proposed to hold the State Championships on Sundays March 3 and 10, 1963, thus enabling country players who are competing in Country Week, March 4 to 8, to participate. Full particulars will be published in the late January and early February issues of the Weekly Notice.

Cricket

THE second and third round games of the V.R.I.C.A. have been completed and highlights were centuries by Lou Balcombe (Suburban Lines), Ted Barnes (Flinders Street) and a fine bowling performance by Brian Whelan (Jolimont Shops) in taking 9 wickets for 10 runs.

Details of the matches are :

Second Round—

Loco 3 for 77 (Chapman 34, Foss 25 n.o., McMahon 3/54) beat Flinders Street 6/75 (Geary 32 n.o.,

Campbell 22 n.o., Smith 3/36, Blackman 3/13).

Suburban Lines 3/129 (Balcombe 62, Southam 48) beat Melbourne Yard 8/92 (Massouris 29, Fisher 20, Hill 4/29, Ingram 3/34).

Newport 127 (Durbridge 35, Atkins 35 n.o.) beat Spotswood 53 (Hanley 25, White 5/23, Swanson 4/29).

Jolimont Shops 1/78 declared (Harratt 54 n.o.) beat Codon 37 and 8 for 31 (Whelan 9/10 and 3/16, Cleary 4/14). Stores—bye.

Third Round—

Newport 7/251 (Durbridge 58, Hill 70, Atkins 34, Campbell 3/53, Kruss 3/56) beat Flinders Street 4/242 (Barnes 118, McCalman 62 n.o., Swanson 3/61).

Stores 7/200 (Dyson 56, La Fontaine 42 n.o., Cooney 40, Dow 3/60) beat Jolimont Shops 181 (Dow 60, Cleary 40, Fleming 35, Dyson 4/54, La Fontaine 3/40).

Suburban lines 4/163 declared (Balcombe 120 n.o., Hill 29 n.o., Harris 3/48) beat Spotswood 106 and 7/78 (Harris 46, Hills 5/41, Hill 4/16 Southam 3/22).

Loco 9/278 (Chapman 69, Callaghan 31, Sharp 30, Doublas 30) beat Melbourne Yard 97 and 76 (Hoff-

man 54 n.o. and 24, Smith 5/42, Schickerling 4/60). Codon—bye.

The position of the teams is :

| | |
|-----------------|-----------|
| Suburban Lines | 12 points |
| Newport | 12 " |
| Loco | 11 " |
| Melbourne Yard | 7 " |
| Flinders Street | 6 " |
| Jolimont Shops | 5 " |
| Stores | 5 " |
| Spotswood | 3 " |
| Codon | 1 " |

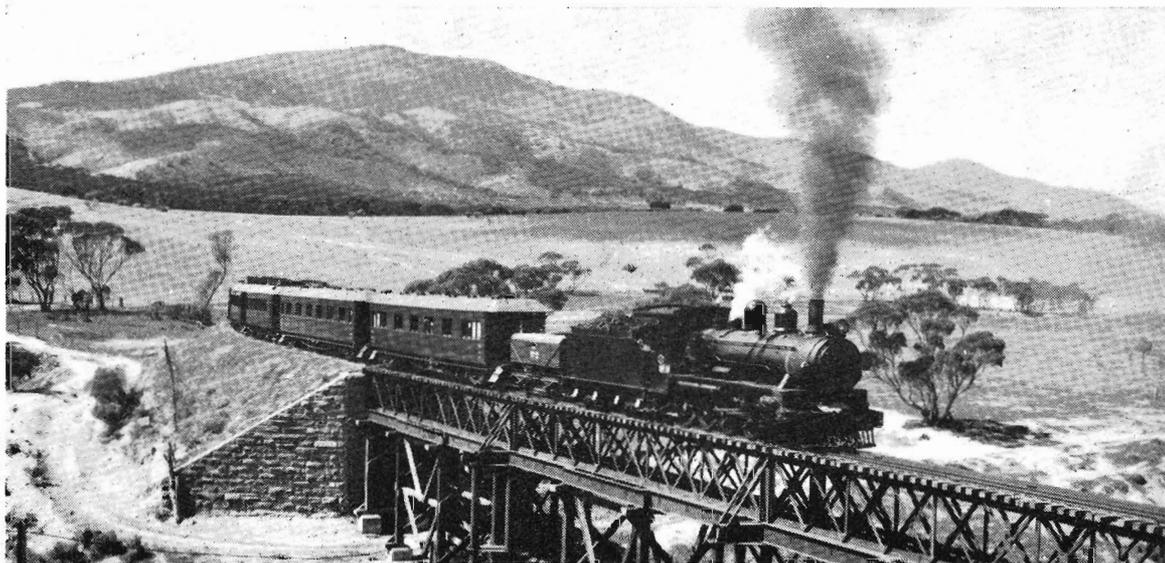
Ten Pin Bowling

ONE of the Institute's strongest clubs, Suburban Lines, has tried to keep the social part of the club well up to date; to do this they have run various functions for members and their families. Their latest activity is the formation, for the first time, of a Ten Pin Bowling Club.

Teams competing in the competition are—Bell, Northcote, Reservoir, Dennis, Broadmeadows, Newmarket, Fairfield and the V.R.I. The games will continue until April 30 when the finals will be played.

Those interested in this new sport may get further details from the Hon. Secretary, Mr. P. Mace, signalman at Westgarth.

THE PICHI RICHI PATHFINDER



The Pichi Richi Pathfinder on Saltia Creek Viaduct, near Woolshed Flat, South Australia. This special train recently took 108 members and friends of the Australian Railway Historical Society from Peterborough to Port Augusta and return via Quorn. (Photograph, John L. Buckland)

1963

Terminating dates of pay fortnights shown in **Blue**
 ○ Public holidays (Good Friday, 1964—March 27)

1963

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