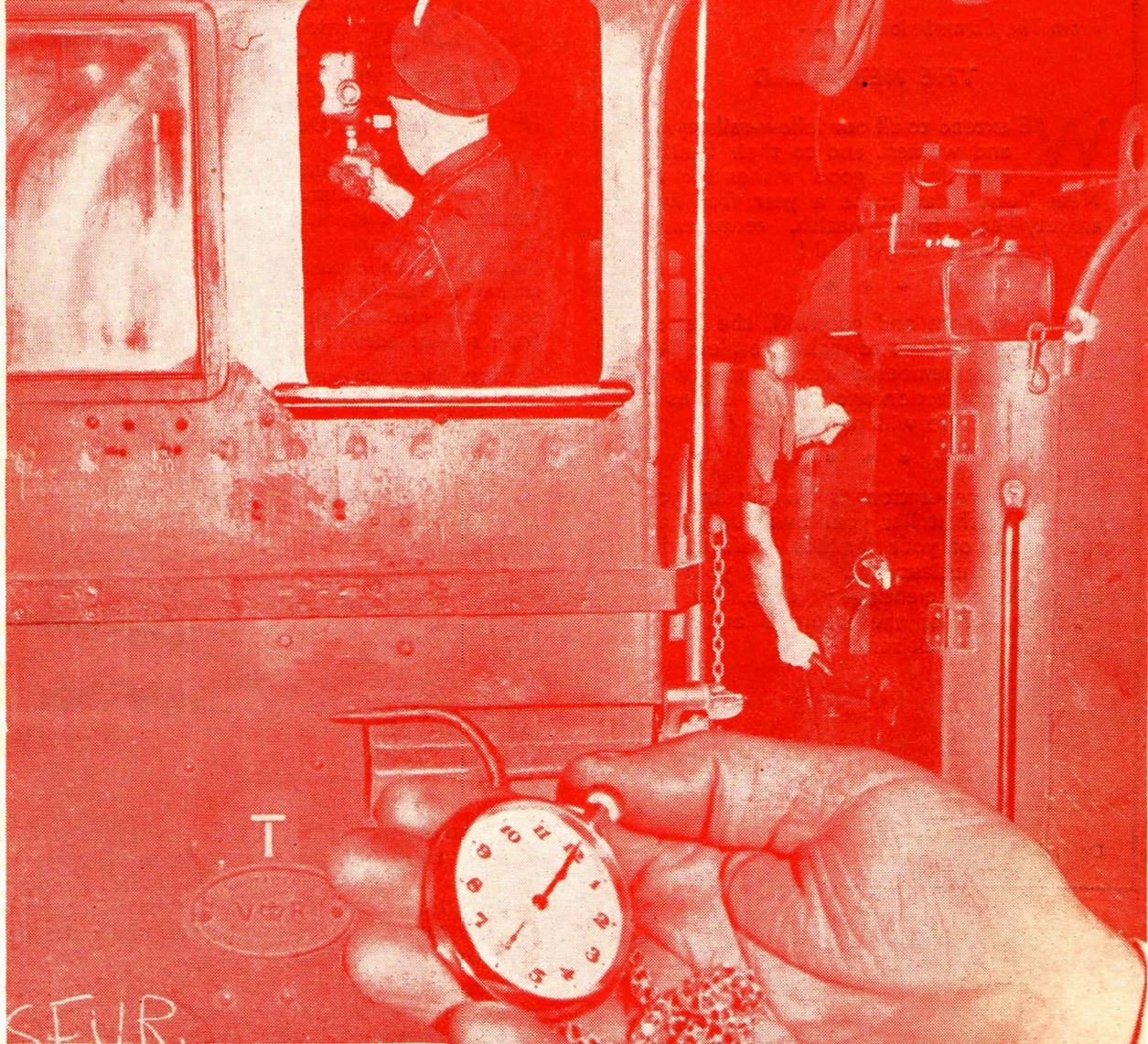


Railway New Year



*The Victorian
Railways*

NEWS LETTER

January 1949

Issue No. 220

MR. CANNY WAS A COMMISSIONER FOR 14 YEARS

Successor Is Mr. Fletcher, Chief Civil Engineer

From The Commissioners - - -

THE NEW YEAR

WE extend to all our fellow-railwaymen and women, and to their families, our sincere good wishes for the New Year. May it be a year free from anxiety and bring health, contentment and happiness to you all!

* * *

With wisdom and goodwill, the lessons of 1948 can be used to make the New Year one to be remembered with no misgivings, but only satisfaction and pride. Let us all resolve that we will make it so!

* * *

Railway reputation is largely in your hands. With it lies your own future, and the future of your families. Safeguard it well by enthusiasm and pride in your job, by work conscientiously done, by due consideration of the interests and needs of your fellow-citizens.

McHanno Chairman
A. G. Canny Commissioner
A. L. Richards Commissioner

December 1948.

COMPETITION....

GOOD PRIZES

For the most interesting account received on the subject of "Why I Like Being a Railwayman" three prizes are offered: £2/2/-, £1/1/- and 10/6. Entries may be from 50 to 500 words in length, and will be judged on **what** is said rather than the **way** in which it is put. Railway man includes railway woman. Closing date for the competition is January 28, 1949, and winners will be announced in the March issue.

Send your entries to: EDITOR, "NEWS LETTER,"
Railway Offices, Spencer Street.

STATE Cabinet last month appointed Mr. A. G. Fletcher (Chief Civil Engineer) a Commissioner to succeed Mr. M. J. Canny, whose term of office expired on December 31.

Mr. Canny, who has reached the age of 66, was a Victorian railwayman for over 51 years. His career is an inspiration to all ambitious young men. Commencing at the lowest rung of the ladder—in the capacity of Supernumerary Messenger at the Melbourne Goods Depot—he was soon appointed to the clerical staff in the goods train service section of the Head Office.

From there he was selected in 1904 for transfer to the Secretary's Branch, where he gained wide experience as Secretary to various Commissioners, including the late Sir Thomas Tait.

In 1919 he returned to the Transportation Branch to occupy the newly-created post of Outdoor Superintendent. He subsequently visited the United States of America to study railroading practices, and in 1923 he was appointed Assistant General Superintendent of Transportation, becoming Head of the Branch in the following year.

Mr. Canny remained in that post until January 1, 1934, when he was appointed a Commissioner. For some years he has represented the Department on the Grain Elevators Board and the Metropolitan District Firewood Committee.

* * *

A returned soldier from the First World War, Mr. Fletcher entered the railway service as a Draftsman in 1913. Appointed District Engineer, Bendigo, in 1921, he was transferred in the following year as District Superintendent at Geelong under the district co-ordinated control system.

Promoted Superintendent of Goods Train Service in March 1933, he became Assistant General Superintendent of Transportation on January 1, 1934. Four years later, he returned to the Way and Works Branch as Chief Civil Engineer.

As the inland transport employers' representative on the Inland Transport Industry Committee of the International Labour Office, Mr. Fletcher visited Geneva in 1947. During the same visit abroad, he investigated modern railway trends in Great Britain and on the Continent.

Mr. Fletcher is a Member of the Institution of Civil Engineers (London) and of the Institution of Engineers, Australia.

300,000 Tons of Goods Traffic for Kiewa Hydro-Electric Works

NEGOTIATIONS between the Department and the State Electricity Commission have been completed for the building of hopper trucks to carry cement in bulk, and for the provision of extra siding accommodation at Bandiana—the railhead to serve the enlargement of the Kiewa Hydro-electric Scheme. This State Electricity Commission plan contemplates one of the greatest constructional works ever carried out in Australia.

A brief explanation of the Kiewa Scheme gives some idea of the immensity of the project.

Five and a half thousand feet above sea level in the Alpine region of north-eastern Victoria, two great reservoirs will be built. For the Pretty Valley Reservoir, it is proposed to build a huge multiple-arch reinforced concrete dam. Rising 200 feet above the stream bed, it will store 160,000 acre feet of water.

The other dam will be of the earth and rock-fill type, rising 100 feet. Several smaller dams and dykes are to be built. All will be fed by the winter snows and the springs and streams within an area of 47 square miles.

From these reservoirs water will be led along great rock tunnels and through a series of power stations at successively lower altitudes. The head waters of the Mitta Mitta River will also be diverted to the power stations.

The torrents of water cascading down from the snow-capped mountains will be harnessed to provide light, heat and power.

A power station already in operation has been built above ground. But the new scheme provides for five more power stations, all in underground caverns. Eighteen miles of tunnels—the largest more than 300 square feet in sectional area—will be blasted through solid rock to bring the waters to the turbines.

The power generated at Kiewa will be transmitted to Melbourne over double circuit steel tower transmission lines. The north-eastern part of the State will be served direct from Kiewa.

The total capital cost of the scheme is estimated at £25M.

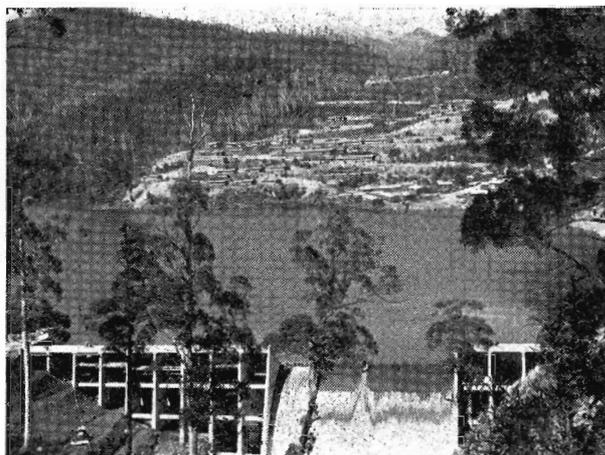
Planning Rail Transport

THE State Electricity Commission estimates that the works will involve the rail transport of 300,000 tons of material, mainly constructional. Some of the principal items are: cement, 120,000 tons; transmission line switchgear, 30,000 tons; fuel, oil and petrol, 30,000 tons; and rails and sleepers, 12,000 tons. The traffic will be spread over several years on a planned daily and weekly tonnage basis.

Due to heavy wintertime snow-falls, constructional work must be almost entirely carried out between November and April. Therefore, it will be necessary to transport practically the whole of the cement during those months. Ordinarily, cement is carried in sturdy, brown paper bags. But the cement for the S.E.C. project will be conveyed in bulk from Fyansford, near Geelong, to Bandiana.

For this purpose, Rolling Stock Branch Engineers are now designing special hopper trucks, each with a capacity of 40 tons of cement. At Bandiana the cement will be delivered into storage silos by means of an underground hopper and conveyor system. Road waggons of 20-ton capacity will transport the cement from the silos to the construction site.

HOPPER TRUCKS FOR BULK CEMENT



Lake Guy, source of supply of water operating No. 3 Power Station, with the township of Bogong in the background.

When the bulk cement traffic is completed, the hopper trucks will be converted for use in carrying briquettes from the Yallourn area.

Adoption by the State Electricity Commission of Bandiana as a railhead has been facilitated by the co-operation of the Army Authorities, who have agreed to make available an area near the Ordnance Depot.

The existing sidings are of 5' 3" and 4' 8½" gauges . . . an added advantage if the Commission has to obtain materials from New South Wales. The site also offers ample space for buildings and storages, together with a 12-ft. wide platform for immediate use pending the provision of additional sidings and storage facilities.

The Department will lay down the extra sidings, and the remainder of the work at Bandiana will be carried out by the State Electricity Commission.

RAILWAY POLICE IN U.S.A.

The Pennsylvania Railroad (U.S.A.) has begun a course in police training, said to be the most comprehensive ever undertaken by any railroad company. Classes cover criminal procedure, scientific investigation, laboratory technique, first aid and public relations.

MACHINES WITH BRAINS

Statistical Division—"Heart and Brains" of V. R. facts.

"STATISTICS!" said Porter Brown with derisive emphasis. "Don't talk to me about statistics—I don't want to have anything to do with them."

"They're very important," we protested mildly.

"The thing that's important right now is that it's two days until pay day. I don't suppose . . ."

"No!" we said firmly.

"I thought not. Oh well, I'll just have to make out a budget in future—and stick to it." With the stub of a pencil he began his calculations on the back of an old envelope . . . smokes, fares, lunches. . . . and a statistical summary of his finance shaped its way to a neat conclusion.

"I'll have 25/- a week over," he announced triumphantly.

"Did you allow for the rent?" we asked.

Porter Brown groaned. "I thought it was too good to be true." And once more the man who hated statistics lost himself in a maze of figures.

You cannot run your daily affairs and you cannot run a business (especially the State's largest business) without statistics. Statistics play a vital part in railway working. They tell what goods are being sent and what revenue they are producing, whether passenger journeys are being maintained, where traffic is growing and where it is falling off, what wages and other working expenses are costing, how many train miles are being run . . . all these and countless other details which are used to make services better, and operation more efficient.

Heart of the railway "facts and figures" organization is the Statistical Division of the Accountancy Branch. The Division has its share of savants who think in terms of decimal points, and of bright, young men bristling with Accountancy diplomas, but the bulk of the routine is carried out by railway women: as pretty a bevy of young ladies as ever graced any Melbourne office. They control the Machines With Brains.

There are 40 electrical Machines With Brains in the Statistical Division: punching machines, tabulating machines, sorting machines, a verifier and an interpolator. They are known generically as "Powers Machines." All day long they add, subtract, classify and tabulate information with automatic precision and amazing speed. In next to no time they will convert a meaningless jumble of figures to a valuable summary.

Small pasteboard cards are used as "ledgers." The machines transfer information to the cards by means of punched holes; the position of the holes having a significance which is based on an ingenious code. To you or me they are merely holes in cards. To the Machines With Brains they are basic statistical records.

An ordinary waybill, for example, is made up of many items—forwarding and destination stations, date of dispatch, class and weight of goods or number of live-stock, and freight charges. Each of these details is transferred to the cards through the medium of punched holes.



One of the Punching Machines in operation.

Then sorting machines sort the cards into numerical order under the particular classification required (such as waybill number, station number, or class of goods), and the tabulating machines print and total the information recorded by the strange little "ledgers."

Every waybill issued from every station in Victoria goes through the same process. Summarize them all as you proceed; and at the end of the year there's your freight information for the Annual Report!

Punched cards are also used to record the running of each train: the number of vehicles making it up, where engines, cars and trucks are attached or taken off, the miles run, tons hauled and time lost on every trip. This is invaluable information. The mileage data is used for determining, among other things, when rolling stock is due for overhaul.

From Labour and Material dockets, information is prepared which shows the expenditure incurred for repair and construction, and the cost of each job—be it the fitting of a small bolt or the building of a new locomotive.

The hours worked in every shop and on every job; the different classes of workmen employed; and the time taken by each class, is also obtained from the tens of thousands of dockets which arrive from every major workshop in the State. No task is beyond the capabilities of the Machines With Brains. Among the forms which come to the Division as part of normal routine are freight abstracts and waybills; train running statements and graphs; running, shunting, switching and light locomotive returns; time cards; material dockets; and payrolls.

The first use of Powers Machines by the Department goes back to 1921, when the Transportation Branch acquired a sorter and a tabulator for mileage records. The present organization was set up in 1926, and today employs about 60 railway folk. In addition, there are another 40 railway men and women attached to the Statistical Division, mainly working on special aspects of Revenue and Mileage Statistics.

(Continued on opposite page)

Trainee "Sparks" Drivers Go To School

MEN who drive the electric trains must be reliable, cool and capable. In a normal day's running, a Driver may cover as many as 120 miles, make 130 station stops, and pass 500 fixed signals. He must be on the alert during the whole of his shift; keep strictly to a time-table; know exactly where, and where not, to stop. Passenger safety—as well as safety of equipment worth some £70,000—is largely in his hands.

Before he can be accepted for training "on the Sparks," he must hold a Locomotive Driver's certificate and be proficient in all forms of signalling and safe-working. Many Suburban Drivers have years of experience behind them as Engine Drivers and Firemen.

When a man is chosen for tuition in electric train driving, he goes to the Electric Running Depot at Jolimont—to school. For two weeks he assimilates black-board lectures, learns what makes a train "tick," and how to effect emergency repairs.

There is a special suburban motor coach, in skeleton form, in the Lecture Hall and here the Trainee-Driver does his ground-work. It is equipped with all the controls of a train and the student "drives" it hundreds of miles before he gets his first taste of controlling a real train.

Travelling Foreman Ben Baxter is lecturer, coach, guide and friend of the trainees. One of the most experienced "sparks" men in the service, he began his railway career as a Cleaner back in 1906, graduated through firing and driving, and qualified as an Electric Suburban Driver 25 years ago. He has been Foreman since 1930. Older hands will remember his father, Foreman John Baxter, of North Melbourne Loco Depot, who retired in 1922 and who, at the age of 86, is not as steady on his legs as he used to be, but otherwise is as fit as a fiddle.

In his time Foreman Ben Baxter has trained hundreds of new "sparks" men. Any one of them will tell you about his never-failing courtesy, sympathy and painstaking treatment of individual problems both in the class room, and out on the track.

In the third week of his course the trainee takes over the controls on the track between Reservoir and Thomastown, and at Flemington Racecourse (normally used only on race days). Here Mr. Baxter teaches him stopping and starting and gives him practical instruction in roadside repairs.

After a week of continuous practice, he is ready to be launched on the job and to take trains over the suburban system, with a selected Driver travelling with him in the cabin.

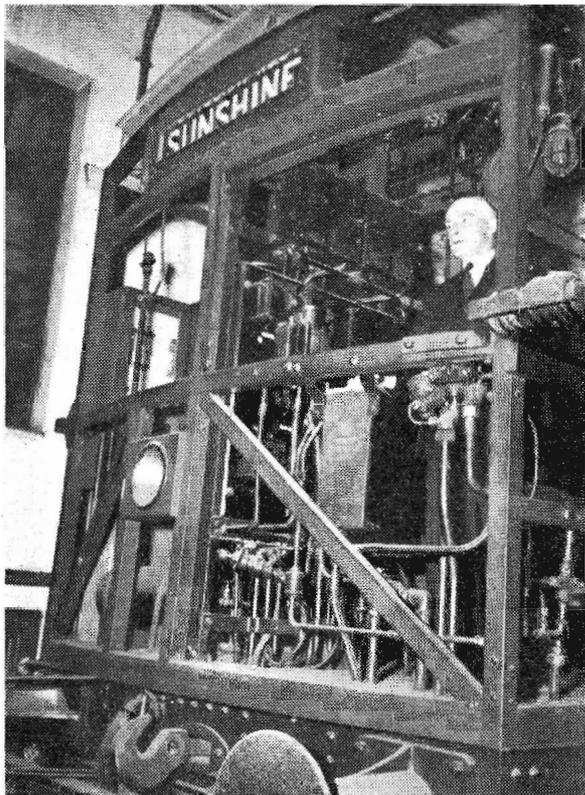
During this phase of the course he reports to the Electric Running Superintendent (Mr. G. Ogilvie), and to Asst. Running Superintendent (Mr. H. Maynard) for interview and oral examination. Both Mr. Ogilvie and Mr. Maynard came to the Depot as trainees, and rose to executive posts.

By the end of the fifth week, the new Driver has covered every inch of the 173 miles of electrified track, is fully conversant with all the roads and signals—and is ready to go "solo."

It's a big day in his life, but after his intensive 5-weeks' training, joined with his engine driving and firing experience and his studies in safe-working, he is confident and competent. Maybe his heart beats a little faster, but his hand is as steady as ever.

For his protection, and the protection of passengers, there are several safety devices. The driving handle is of a "dead-man's" type, which must be held in place to be "on" and which automatically flies to the "off" position if released, cutting off power and applying the brakes.

Should the train be taken past a signal at danger, a "trip" apparatus automatically puts on the brakes. There are safety devices in the mechanism, too, ensuring that electric trains will keep out of accidents. The Driver is, himself, a delicate piece of mechanism and his eyes, ears and general



Mr. Baxter in the cabin of the skeleton coach used for training new Drivers.

physical fitness are checked regularly.

At present there are about 400 Electric Train Drivers attached to the Running Depot. Every month or so one or two of them glances resentfully at the calendar or the Medical Officer's certificate, and packs his kit for return to store.

Charlie Catlin, Arthur Seidel, Charlie Mathieson, Dick Jenkins, Billy Lobb . . . all these "old-timers" have retired recently, but there have been younger men to take their places and carry on the "sparks" tradition pioneered through a quarter of a century.

Superintendent George Ogilvie and Foreman Ben Baxter take charge of the newcomers, appraise them with experienced eyes . . . decide whether they will measure up to the high standard demanded. Another training course begins, the routine of safe, fast, dependable service goes on.

UNITED EFFORT IS VITAL THIS YEAR !

THE present acute staff shortage must cause grave concern to all railwaymen who have the interests of the service and of their fellow-employees at heart. Extensive advertising for recruits—by such means as the press, radio, posters and theatre screens—has produced some results, and so has the direct approach made through schools to young people reaching the age for employment. Generally, however, the response has been disappointing. Numerous vacancies still exist in various grades, in all Branches of the service.

OUR FRONT COVER

SOMEWHERE in the distance a clock strikes 12. An exuberant adolescent kicks a kerosene tin down the street for the sheer joy of living. The band at the local dance hall swings into a spirited rendering of Auld Lang Syne, and the packed throng choruses the tune. New Year!

Somewhere in a Locomotive Depot a smiling Driver extends his hand to the Fireman. "Happy New Year, Joe." "Same to you, Jack." Over at Flinders Street a Signalman makes the "road" for an electric goods; a branch wire is tapped out rapidly from Ballarat; the Duty Train Controller at Head Office makes a brief entry in the log; "The Overland" roars through Lubeck at 60 m.p.h. . . . its shrill whistle echoing on the dying moments of the old year, lingering into the new.

New Year! Railway New Year!

FOOD FOR BRITAIN FROM STORES MEN

LAST month, the 'News Letter' had the moving experience of reading many letters, written by our kinsfolk in England, acknowledging food parcels sent by the Spotswood Stores Branch "Food for Britain Appeal."

Regular minimum fortnightly pay contributions of 3d. are being made at the Spotswood General Storehouse, Reclamation Depot, Stores Branch, Head Office and the Storekeeper's Office, Newport Loco. Since the Fund commenced in June 1946, a total of £180 has been collected and expended.

Up till 1947, the Fund was responsible for sending 142 7-lb. food parcels to individual addresses. Since then, the food has been sent in bulk to the British Ministry of Food. In this way, over 40 cases and cartons, weighing about 1½ tons, have been distributed to Institutions for sick and poor people.

Mr. A. R. Loveless (Spotswood General Storehouse), who is Secretary of the Fund, stated that, "if other groups of railwaymen feel like starting a similar fund, I will be glad to give details of the procedure."

While this perturbing state of affairs remains, the System is seriously handicapped in the efforts to provide satisfactory standards of service, and implementation of the big post-war plans for modernization continues to be retarded.

Moreover, practically all sections of the staff, and particularly those in the operating branches, are being adversely affected by the inevitable postponements of annual leave—because relief cannot be made available—and the impracticability, for the same reason, of observing ordinary hours of work.

It has been made abundantly clear that the customary means of advertising and publicity cannot be solely relied upon for the solution.

Personal Contacts Valuable

Other methods must be tried out, and it is believed—indeed, experience has shown—that good results can be obtained from personal contact by railwaymen who are prepared to act as recruiting agents or, in other words, as salesmen for the vacant jobs that must be filled if the service is to carry out its proper functions.

As salesmen of railway jobs, we need feel no diffidence about approaching likely prospects. Good value is offered. Few avenues exist in which better opportunities are open to the young man about to enter a career or, for that matter, to the not-so-young man who has not yet established himself.

The variety and interest of railway work should be a good selling point in an approach to prospects who wish to avoid the purely routine tasks associated with many other industries. It is manly work in which pride can be taken, and it is public service in the best sense in that it is vital to the business and social life of the whole community.

Railway Career's Advantages

Wages and conditions, too, compare very favourably with those of other avocations. Permanency, which means security of employment, is in itself an important consideration, as those will agree who have seen times of depression and their effect throughout the community, and especially upon the less essential industries.

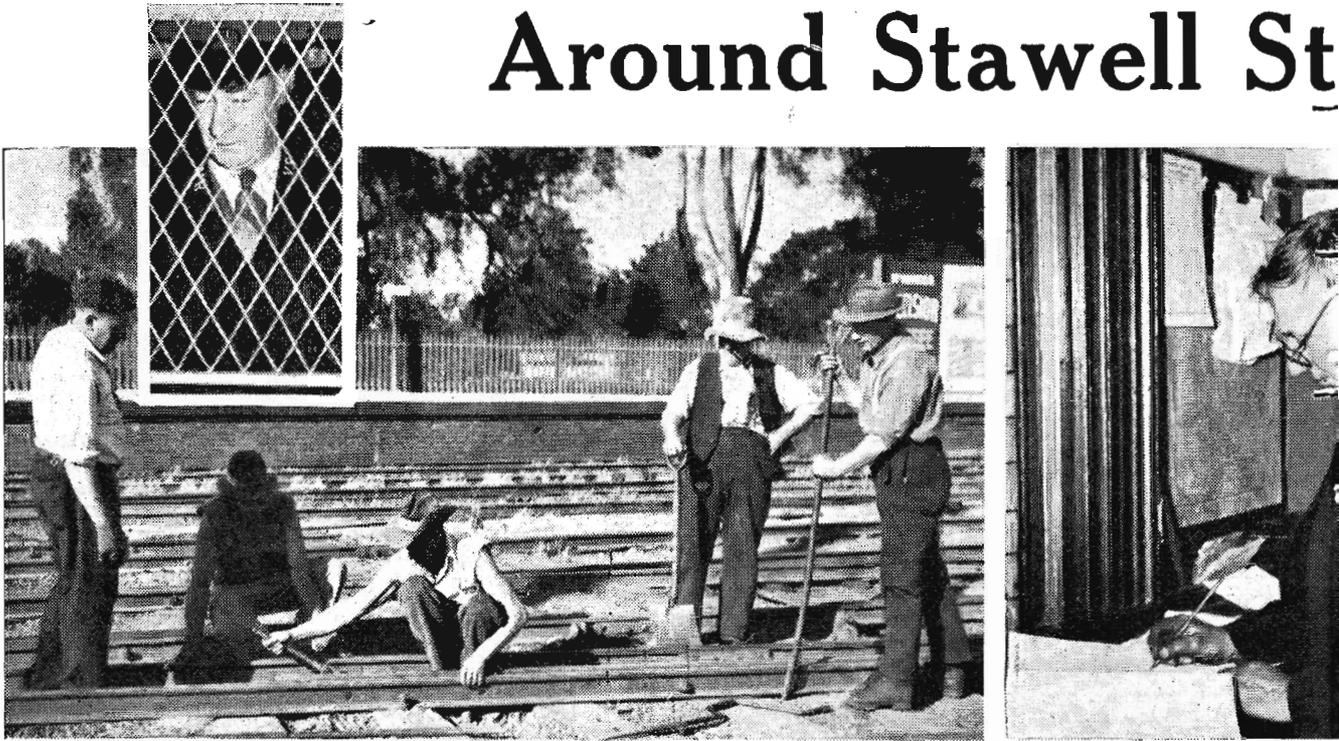
The liberal superannuation scheme provides further security for the railwayman's future, and long-service leave and the privilege of free travel for himself and his family while on holidays add to the attractiveness of employment in this, the State's biggest industry.

If for no better reason than self-interest, it is up to every railwayman to do what he can to make these advantages widely known. In this and any other way open, there is an obligation upon all of us, in fairness not only to the railway industry but also to ourselves and to our workmates, to engage as actively as we can in salesmanship of the vacant railway jobs. Railway prestige is at stake, and no one would wish to see the existing staff disabilities continued if they can be corrected.

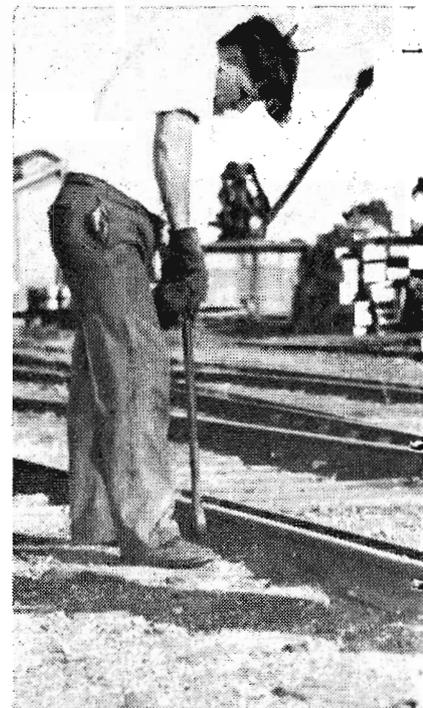
Incidentally, a bonus is still being awarded for each new employee introduced, provided he remains with the railways for at least six months.

Will YOU make a New Year resolution to join the ranks of recruiters ?

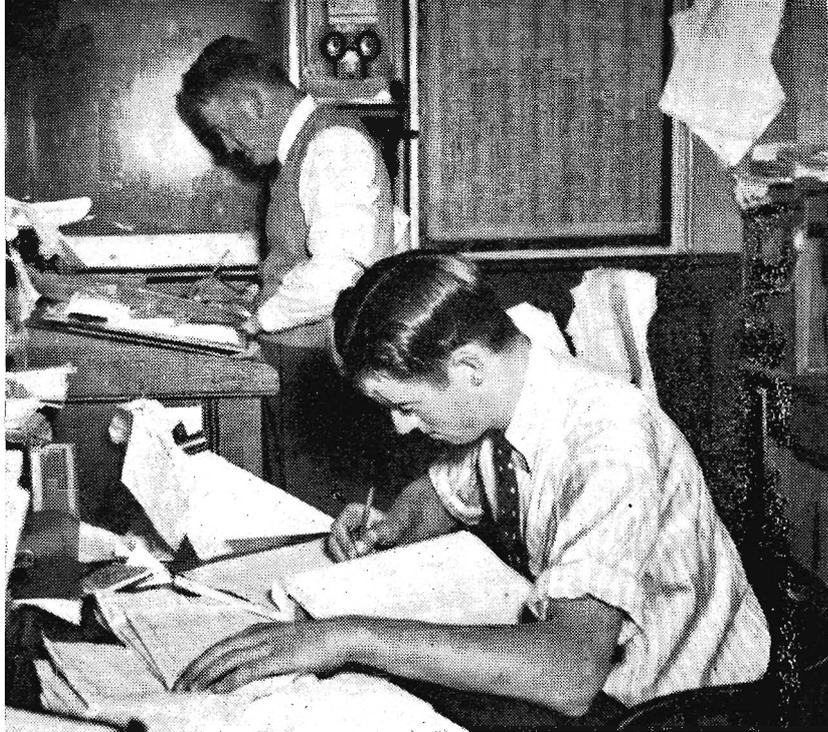
Around Stawell Sta



IN THE opinion of visitors, railwaymen at Stawell are exceptionally lucky people . . . they live at the year through! Publicity Photographer John Hirons was in the district recently and he secured men at work. Top (left to right)—Repairers Walker, Smith, Aitken, White and Hampson; Station R. Warren check the ledgers; Clerks S. Wormald and J. Pianta in the Goods Office. Inset—A.S. window of the Booking Office. Lower (left to right)—C. Bates, J. Wilson and L. Musumeci stack R. Reeves; Jack Carr makes a staff exchange; Repairers Stevens, Boag and Loveridge set off down



ation...



a wonderful holiday resort all these photographs of railway-master W. Hayward and Clerk M. L. Nicholson framed in the x parcels; R. Chenoweth and the line on their trolley.



"FATHER OF RAILWAYS" HONOURED...

Stephenson's first job in his very early youth was to herd cows and keep them from being run over by coal waggons, for which he received a daily wage of twopence. Later, he was employed in a colliery, where he revealed mechanical genius.

In spite of almost complete illiteracy and lack of training, his skill as a mechanic earned him appointment as a Colliery Enginewright at the age of 31.

His big chance came in 1821, when a group of British investors obtained Parliamentary consent to construct a railway between Stockton and Darlington.

Although it was intended to work the railway with horses, Stephenson persuaded the promoters to adopt steam locomotion, and was given the job of building three locomotives at the locomotive works he and his friends had started in Newcastle.

He was appointed Engineer of the Stockton and Darlington Line—the first public steam railway in the world—and drove his "Locomotion No. 1" at its opening on September 27, 1825.

Preceded by a rider on horseback carrying a flag, the historic locomotive hauled the train at a speed of six or eight miles an hour.

The train consisted of six waggons of coal, one passenger carriage (the world's first, though it was a mere box on wheels), 21 coal trucks (fitted with seats), and six more loaded coal waggons.

In October 1829, the famous "Rainhill" trials were carried out to decide the suitability or otherwise of steam locomotion for the Liverpool and Manchester railway, then nearing completion. Four locomotives were entered for the £500 prize, which was won by Stephenson's "Rocket."

Although to modern eyes the little engine would present a quaint appearance, it may be said to have originated all essentials in locomotive design.

He subsequently built many railways in England and on the Continent, winning both fame and financial success. The last days of the "Father of Railways" were spent quietly in a large mansion in Chesterfield, where he died in his 68th year.

90 ON JANUARY 13

THURSDAY, January 13, 1949, marks the 90th anniversary of the ceremonial commencement of the Victorian Railways. At 10.20 a.m. on that date in 1859, a special train hauled by the Department's only passenger locomotive departed from Batman's Hill (now Spencer Street) Station for Williamstown. It was a momentous occasion.

The train consisted of six carriages, including a State Coach for the Governor of the Colony of Victoria (Sir Henry Barkly) and his staff. The remainder of the cars were crowded with Heads of State, City Councillors, and other dignitaries. A salute from the Volunteer Artillery Battery on Batman's Hill and excited cheering from the thousands gathered near the station sent the train off into history.

The special train raced through "the village of Footscray" at 30 m.p.h., and reached Williamstown at 10.42 a.m. More than 70 ships anchored in Hobson's Bay were dressed in flags. Her Majesty's colonial steam sloop, "Victoria"

NEWs just to hand from overseas shows that the centenary of the death of George Stephenson—whose name is inseparably linked with railways—was publicly commemorated at Chesterfield (England) where this famous man died. The humble cottage where he was born has been purchased and will be made over to a National Trust. The Commemoration Service was an impressive event, with the exhibition of railway and other engineering items creating widespread interest.

YOUR RAILWAY QUIZ

TO begin 1949, we present for your pondering a nice mixture of questions ranging from borrowing to eggs. However, each has a railway significance. So, fellow "quizzians," see how much you know before taking a peep at Page 11 for the answers.

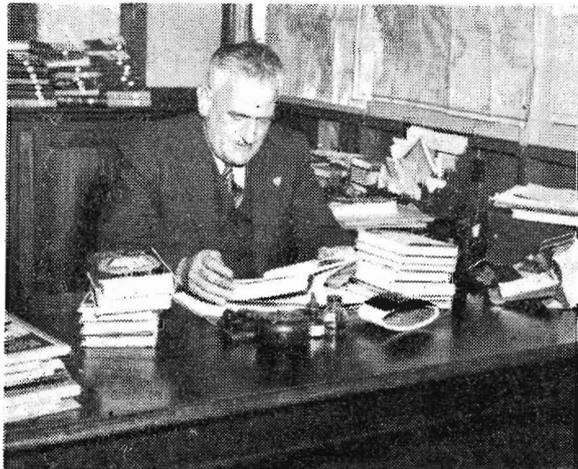
- (1) Elsewhere in this issue is a reference to the regretful postponement of the Royal Visit. You know, of course, that Royalty has previously travelled on the V.R. system. For that reason, we expect even the not-so-old to recall how many Royal Trains have been run—and the years, too!
- (2) Real loco fans will no doubt be scornful about this one. Nevertheless, there are people like us who only recently discovered which were the driving wheels on a loco. Have you yet to be enlightened?
- (3) This has nothing whatever to do with borrowing books, lawn mowers, or "just a drop of milk" . . . Well: lots of men in the Way and Works Branch know all about "borrow pits"—and it's up to you to say if you are in that learned company.
- (4) We run trains—a profound statement, indeed. Using "running" in the sense of "owning" we also run a Poultry Farm out Noble Park way. Last year, those valiant fowls produced (in dozens) 23,000, 33,000, 43,000 or 53,000 eggs. Take your pick please.
- (5) Australia's first public railway was opened on September 13, 1854. It was operated by the Melbourne and Hobson's Bay Railway Company. That fact is fairly generally known; we're hopeful that you'll be aware of the date on which the Victorian Railways Department was formed?
- (6) The railway family in Victoria is a pretty big one. For the year ended June 30 last, the wages and salaries bill amounted to the tidy sum of £11,586,048. Having been given that most useful (!) clue, it is now your job to say how many men and women were in the service at June 30.

(in charge of Commander W. H. Norman, father of the late Mr. C. E. Norman, a former Chairman of Commissioners), fired a salute in unison with the guns of Fort Gellibrand.

After a round of addresses at Williamstown Station, during which the official dais twice collapsed under the weight of the guests, the train proceeded to Sunbury to inaugurate the first 23 miles of the Melbourne-Bendigo line. Here the line contractors provided a most elaborate banquet for the official guests and the builders of the railway. A feature of the affair included the roasting whole of two bullocks.

Public traffic commenced between Melbourne and Williamstown on January 17 and to Sunbury on February 10, 1859. The total mileage of the System at that time was 30 miles.

V.R.I. Librarian Big R.S.L. Figure



TO more than 3,000 railway ex-servicemen (and women), Norman Wilson needs little introduction, for it was he who compiled "Return to Civil Life," the little booklet issued on discharge to every soldier, sailor or airman—and female auxiliary—of the Second World War.

The comprehensive pocket-sized guide to everything the "new civilian" needed to know (from legal rights to details of housing loans), bore the deft touch of a compiler who was keenly aware of ex-service problems.

As a soldier of the First World War, Norman had himself returned to the perplexities and worries of re-adjustment. As Vice-President of the R.S.L. he was in constant touch with the problems of the '39-'45 "digger." No better man could have been chosen to produce "Return to Civil Life."

Norman Wilson is Librarian of the Victorian Railways Institute, a post he has held for the past 13 years. Before joining the Institute staff he was with the South Melbourne Municipal Free Library for 24 years.

Long Library Experience

Give him a new book to examine, and in 10 minutes he will tell you what the story is all about, evaluate its literary merit, estimate its popularity, and know to which group of readers it will appeal. You get that way after 27 years' practice.

Away from the job, he is on a score or more of ex-servicemen's committees. He represented Australia at the 1946 Rehabilitation Conference in New Zealand; has been Victorian delegate for many interstate R.S.L. conferences; is Senior Vice-President of the R.S.L. in Victoria and a member of the Federal Executive; is on the Re-construction Training Committee of Victoria; ex-servicemen's representative on the Red Cross Homes Committee; and a Trustee of the (1939-45) War Widows' Home Trust.

He even finds time to hold the office of President of the South Melbourne Baseball Club. All in all, Norm Wilson does quite a job of work.

Author: "At last I've found out what the public really wants."

Friend: "What's that?"

Author: "Its money back."

RAIL DIETITIAN'S MANY, VARIED DUTIES



ONE of the most interesting jobs in the whole Department must surely be that of Dietitian Elsie Topp. A petite, trim, brisk, competent railway woman, she has her own laboratory, kitchen, and office at Flinders Street. She also travels to Refreshment Rooms all over Victoria to assist and advise Managers, Cooks and Pantry-maids in various phases of their duties.

Before any recipe can become part of a standard menu it must be tried and tested . . . and approved . . . by Miss Topp. She checks all menus to ensure that they are seasonable and offering ample variety. The quality of foodstuffs purchased must be maintained, too—and here again her analyses are indispensable in determining whether goods supplied measure up to trade samples.

The Department's fetish for hygiene is world-famous. Some of Miss Topp's most important tasks are in ensuring that standards of cleanliness are not relaxed. Daily, she tests milk for bacterial count and citrus fruit drinks for purity.

In addition to all these jobs, Miss Topp has many welfare duties to perform. She trains Refreshment Services girls in appearance and hygiene, supervises the design of uniforms, and keeps an eye on quarters and working conditions.

Before becoming a railway woman in 1941, Miss Topp completed full nursing training, and was Dietitian at the Alfred Hospital for 4½ years.

ANSWERS TO RAIL QUIZ

(1) Four—1901, 1920, 1927 and 1934. (2) Those wheels to which the side and connecting rods are affixed and through which the power developed in the cylinders is made available for hauling the train. The tractive power of a locomotive is limited by the weight on these wheels.

(3) Earth is sometimes taken from inside the railway boundary fence and used in assisting to build up embankments, but the excavations remain. This is a blatant case of repudiation since the earth-filling is never returned! (4) 33,000 dozen. (5) March 19, 1856. (6) 26,404.

Little Willie: "Does Santa Claus speak English, mummy?" Fond Mother: "Why do you want to know that?" Little Willie: "Well, he used the same words last night when he knocked his toe against the bedpost as Daddy uses when he has lost his collar stud."

"Goods" Veterans Go

WITH the recent retirements of Timekeeper Sam Greer and Bookkeeper Les Stephens, the Melbourne Goods Depot has lost two fine railwaymen. Both gave over 48 years' service to the Department.



Messrs. GREER (above) and STEPHENS



Mr. Greer spent his whole career at Melbourne Goods. "I was appointed Junior Clerk in 1900," he told us, "and I replaced a lad who had been transferred to Head Office—the present Mr. Commissioner Canny. A few months later I moved to another job, and my place was taken by a new junior, to whom I showed the ropes before I left. I must have taught him well—he is Mr. Burt Kelly, now Secretary for Railways!

"During the half-century I've spent here I've seen many changes, many people come and go, many strange happenings. There's not an office over here that I haven't worked in at some time. I've found interest and pleasure in every job I've held and I've been associated with a wonderful lot of fellows. I don't like having to say goodbye to them."

Mr Greer plans a visit to America, where his daughter, well-known concert pianist Joyce Greer, is achieving considerable success.

Mr. Stephens is already quite well known to "News Letter" readers, for his reminiscences—which appeared in the August issue—caused many a chuckle.

During his career he saw service all over Victoria, acquiring a wide railway knowledge and a wealth of amusing anecdotes. He rose from Junior Clerk to Bookkeeper.

His favourite lines, by Moore, are very appropriate

*"When Time, who steals our years away
Shall steal our pleasures too,
The mem'ry of the past will stay
And half our joys renew."*

INTERSTATE FIRST AID CHAMPIONS

WINNING by one of the smallest margins in the history of the event, Western Australia (419½ points) defeated South Australia by half a point in the Australian Railways Ambulance Competitions held in Sydney in November. Victoria with 409½ points was third.

Our heartiest congratulations are extended to the victors. A word of praise, too, for the South Australians who went so close to repeating their win of 1947.

Mr. W. J. Blackburn (Ambulance Officer), Manager of the Victorians, comprising Maryborough No. 1 Corps, said that his team performed splendidly in all sections, each member proving a worthy representative of the Victorian Railways service.

BRILLIANT GIRL ATHLETE



Photo: Courtesy "The Age."

HOLDER of the Victorian Women's Amateur Athletic Association's 90-yards hurdle title, Wilma Collins recently began the 1948-1949 track season in brilliant fashion. A member of the V.R.I. Women's Athletic Club, she won on the opening afternoon: the 90 yards hurdle; 100 metres sprint; high jump; and, in addition, she played a dominant part in her team's relay victory. Here is a fine action study of the tall, blonde Wilma, who is a Typiste in the General Passenger and Freight Agent's Office, clearing an obstacle in race-winning style. . .

High Artistic Ability

MR. VIC MARGETSON, Officer-in-Charge of the Commercial Drafting Section, is the latest railwayman to reach his 65th birthday—and receive his first superannuation cheque. The "News Letter" welcomes this opportunity to wish him health and happiness, for he has been a very good friend to the journal.

The photographic layouts which have helped to brighten the pages have been his work, or the work of his staff, and many of them have been done at short notice to meet a printing "deadline."

Mr. Margetson came to Australia from England in 1909 and was immediately appointed commercial artist with a printing company. Three years later he became a railwayman, his first assignment being Lithographic Artist for steel work construction on the Flinders Street Viaduct duplication. A term in the Structural Office followed, and then map-making for the Chief Architect.

The most modest of men, Mr. Margetson possessed the unusual combination of high artistic ability, an equable temperament, and executive capacity. He will be greatly missed by his many friends in all Branches of the Department.





"GOODS" PERSONALITIES

THERE is plenty of talent at Melbourne Goods Depot. Many of the men who load and clear 350,000 trucks a year, and handle all the recording and accounting that goes with them, are more than just good railwaymen.

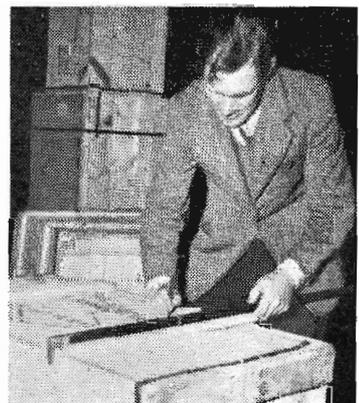
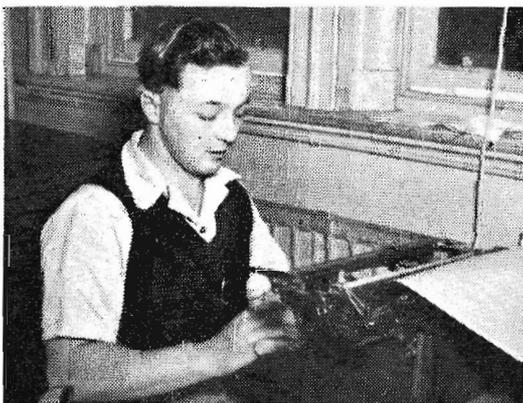
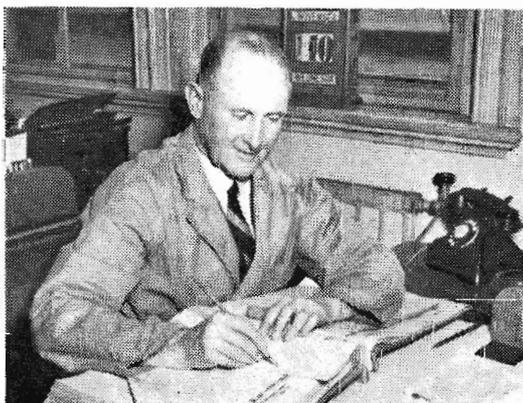
They have made their name in football, boxing, golf, athletics, singing and—raising prize fowls. Publicity Photographer John Hirons took a camera over to the Depot recently, and secured these pictures of 14 outstanding Melbourne Goods personalities, as they went about their daily business.

Working quite peacefully, side by side with League footballers (whom 50,000 spectators claim he robs) is Umpire Keith McLellan, who has handled first-class games for the last ten years. To umpire 1948 finals he travelled to Broken Hill, Mt. Gambier, Burnie, Hobart and Launceston and during the season covered 6,000 miles by plane. Keith is versatile. He is an interstate V.R.I. Table Tennis player, and a slow spin bowler with Richmond Seconds.

Charlie Munton specializes in umpiring, too, but he likes a tall goal-post to lean on. Previously he was a V.F.L. boundary umpire and graduated to the sinecure of goal umpire some years ago. In his younger days he could run like a hare, and he represented Victoria in 120 yards hurdles and 400 yards sprint events. Another old umpire, Jack Hayes, prefers to sit comfortably in the stand, and hurl invective at the "mug in the white outfit who knows absolutely nothing about the game." Jack earned his share of abuse during several League seasons.

(Continued on next page)

PICTURES:—Left, reading down—Keith McLellan, Dick Mullaly, Aub Baillie, Fred Ziegler. Above, from left—Bill Lane, Arthur Holzer, Alec Harry, Jim Malone, Charlie Munton, Jack Hayes. Below, from left—Tom Edwards, Jack Dempsey.

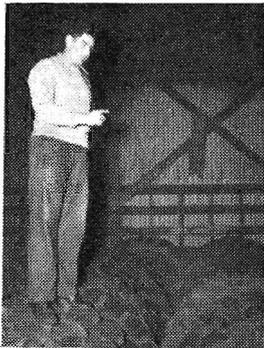


GOODS DEPOT TALENT

Bill Lane is still capable of putting in a smart dash to the station but is ruefully conscious that he's "too old at 40" to amass any more cups and sashes. Among Bill's trophies are awards for Bendigo, Warracknabeal and Queenscliff half-miles and a Kyneton sprint. The feat he is most proud of, however, is that of leading the Melbourne Goods Football Team to victory three seasons in a row, to hold the Commissioners' Shield perpetually. You can see Keith McLellan admiring the shield in the top left-hand corner picture on Page 13.

Among the footballers are Dick Mullaly, a life-member of the V.F.L., and one-time Secretary of South Melbourne; Preston star Jack Dempsey, who played in the League for seven years, including a grand final; Jim Malone and Ted Larsen of North Melbourne; and that grand old-time champion Len ("Mother") Mortimer whose prowess with the place kick is still common gossip 37 years after his retirement from the game.

It is interesting to note that Ted Larsen will be off to the University this year to study for a Physical Education Diploma. He is an all-round athlete who spends most of his spare time at the Institute Gymnasium, where you will



Ted Larsen



Len Mortimer

find V.R.I. Boxing Instructor Aub Baillie putting him through the hoops. Aub has been in charge of boxing instruction since 1939. A former professional feather-weight, he won 36 out of 39 fights before injured hands forced his retirement from the ring.

Alec Harry is a man of many parts. A former Stawell Gift runner, he is now trainer with Essendon Football Club and the trainer of several well known bike riders at the Board Track, including N.S.W. champion W. Selby.

Pennant Golfer Arthur Holzer, Baritone Fred Ziegler, and fowl-raising wizard Tom Edwards complete the round-up. Arthur, incidentally, strenuously denies he can give Pickworth, 3 holes and beat him 2 up. By the time his "cobbers" in the Bookkeepers' office have warmed up to tales of his skill, Arthur is ready to deny frantically that he has ever played golf at all.

Fred Ziegler came to Australia with the Viennese Boys' Choir in 1939. Here he married an Australian girl and settled down to become a Victorian railwayman. Fred has stuck to his studies and, so far, has won two awards at South Street, polled 11,000 votes in the Amateur Hour for a duet with Otto Nechwatal, and has appeared over the A.B.C. and most "B" class stations. He has a fine baritone voice, and sings in four languages.

And last, but by no means least, meet the "chook man," Tom Edwards. Certificates awarded to Tom's fowls at Shows over the last 30 years would paper the walls of a five-roomed house.

Recognized as one of the greatest experts in the country, and eagerly sought out as a judge of prize stock, Tom travels all over the State to adjudicate in Shows where his own birds are not entered. For those Shows he does enter, the "betting" is always on which bird will run second.

Mr. A. J. LETHAM RETIRES

TO the regret of many friends inside and outside the Department, Mr. A. J. Letham (Commissioners' Representative on the State Coal Mine Industrial Tribunal) recently retired from the service because of ill-health. It is hoped that, with freedom from the burden of official duties, his condition will show a marked improvement.

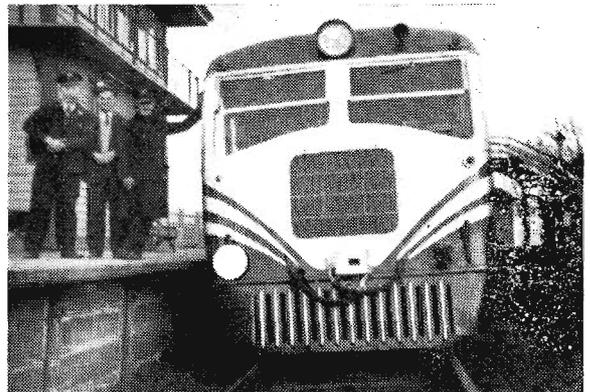
With Mr. Letham's retirement, the Department loses an officer who has played an invaluable part in staff administration. The first 16 of his 44 years' service were spent in the Transportation and Electrical Engineering Branches.

Selected for transfer to the Secretary's Branch, he fulfilled expectations by displaying conspicuous ability in a series of responsible positions.

Amongst these were: Departmental Advocate before the Federal Arbitration Court and the Railways Classification Board; Commissioners' Special Officer; Member and, for several years, Acting Chairman of the Staff Board; and Commissioners' Representative on the Railways Classification Board and the State Coal Mine Industrial Tribunal.

Over the years, Mr. Letham gathered a wide and probably unique knowledge of staff questions and industrial awards. The sense of fair dealing which he invariably exhibited won for him the confidence and respect of the many employees and trade union officials with whom he came frequently in contact.

His sound judgment and wise counsel will be greatly missed by the Administration.



LIKE rail-users who have travelled on our modern diesel rail-cars, these three members of the Wallan Station staff appreciate the all-round improvements which the vehicles are providing. From left: Porters D. Madin and J. Saunders and Yard Porter G. Peterson.

LORD MAYOR THANKS V.R. MEN

"Dear Mr. Harris,

It gives me very genuine pleasure to write on behalf of the Committee and for myself to convey to you an expression of warm appreciation for the magnificent assistance which you and your fellow Commissioners have given the Lord Mayor's Fund for Metropolitan Hospitals and Charities in connexion with the 1948 Silver Jubilee Appeal.

I understand from our Secretary, Mr. Burton, that since the very inception of the Fund the Commissioners and employees of the Victorian Railways have maintained one long and wonderful record of generous and consistent support of the Fund's activities. I can assure you that this splendid assistance is highly valued by us all.

Kindly accept for yourself and convey to your colleagues very sincere and grateful thanks from the Committee and myself. With many thanks,

(Signed) James S. Disney,
Lord Mayor."

Letter, dated November 24, addressed to the Chairman of Commissioners (Mr. N. C. Harris).

POSTPONEMENT OF ROYAL TOUR REGRETTED

WITH British people throughout the world, Victorian railwaymen learned with profound regret that the forthcoming tour of Their Majesties the King and Queen, accompanied by Her Royal Highness Princess Margaret, had to be postponed indefinitely because of the King's health.

Victorian railwaymen were naturally looking forward with keen interest to the tours which would be made by the Royal Train. Since the first announcement of the visit, the Department had been closely associated with the overall arrangements.

At the Newport Workshops, progress had been made with the work of adapting an all-steel country passenger carriage for use, initially, on the Royal Train and, afterwards, as a Vice-Regal car. (This vehicle will replace No. 1 State Car which was built at Newport Workshops 59 years ago.)

Work on the new car will proceed but, with the postponement of the Royal Tour, other important rolling stock construction will take precedence. The woodwork of the car will consist of beautiful Australian timbers, including ribbon walnut, figured walnut, silver ash, and silkwood.

The car will be air-conditioned and insulated against heat, cold and noise. Fluorescent lighting will be used in the various compartments, with incandescent lighting in the corridor.

ORIGINS OF STATION NAMES

COBURG: First called "Pentridge." Desiring to remove the odium attaching to the name of the Penal Establishment in that locality, the station was re-named "Coburg" in honour of the Duke of Edinburgh, who was also the Duke of Saxe and Coburg and Gotha.

GREDGWIN: Native. Greedgin or Gree-jin. A small swamp or natural water hole, the water in which became polluted by the leaves from oak trees dropping therein. In the local aborigines' dialect, the name meant "dirty water."

WUNGHNU: James Cooper, an educated and intelligent blackfellow of one of the River Murray tribes, gave the pronunciation as "one yuh," and said that it meant boomerang.

MURTOA: Named by Mr. Walter Madden, Lands Officer, Horsham, 1873. He obtained the name from a local aboriginal who said it meant "home of the lizard." The place, at that time, was lizard infested.

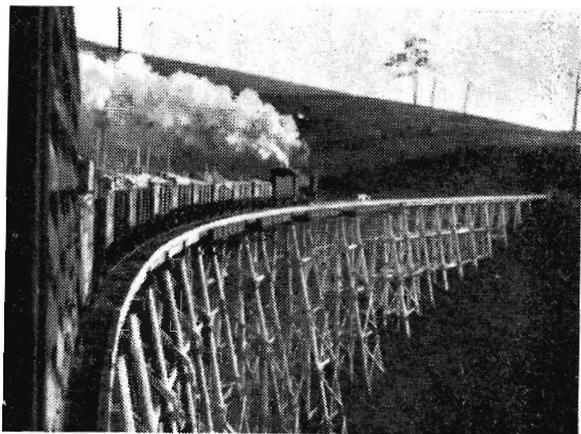
AIR FREIGHTER TO CARRY 11 TONS

DETAILS have recently been released of a new 42-ton freighter transport which will be the largest of Britain's freighter planes when it takes the air early this year. This "Universal Transport" will carry 11 tons of freight, and its direct operating cost for a stage of 500 miles will be a little over ninepence per ton mile.

(NOTE: It is interesting to compare this rate with the average Victorian railway charge of 1.65 pence per ton mile.)



BELOW is K.186 "digging in her toes" on the two miles of 1-40 grade up to Nayook. The bridge, which is the highest timber trestle of its kind on our system, is built on an 8-chain curve. At left, we see Driver T. Hayes and Fireman A. Stevens, with Guard A. Armste in front, taken at Noojee.



V. R. I. Sporting Highspots

THE second annual V.R.I. Country Golf Week held in Melbourne between November 8-12 was voted an outstanding success. It attracted 41 railwaymen-golfers—double the number of entries received last year.

Representing most Branches and many different grades, they came from Ballarat, Benalla, Bendigo, Geelong, Warragul, Korumburra, Dimboola, Seymour, Mortlake, Gheringhap, Little River, Numurkah, Gisborne and Natimuk. Results:

Country Teams' Championship: Benalla d. Ballarat, 3 matches to 2. Scores: G. Long lost to J. McCarthy, 5 and 4; J. Manning d. I. Dawkins, 2 and 1; F. Neilson lost to J. Ward at the 19th; J. Morrison d. F. Findlay, 5 and 4; D. Tavendale d. J. Dixon, 1 up.

Open Singles Championship (27 holes): E. Tinker (Warragul) and J. Roche (Numurkah) tied with a score of 128. Tinker won on a count back.

"Minor" Singles Championship (27 holes—handicaps, 13 and over): F. Jones (Little River), 143 gross.

Singles Handicap (27 holes): H. Fletcher (Gisborne), 118 net.

Stroke Event (18 holes): F. Jones (Little River), 76 net.

Bogey Event (18 holes): J. Jupp (Bendigo) and E. Boyce (Seymour), 4 down.

4-Ball Event (18 holes): J. Jupp (Bendigo) and H. Fletcher (Gisborne) 7 up.

Combined Country and Metro. 4-Ball Event: V. Mullen (Dimboola) and F. Heath (Melbourne), 7 up.

Combined Country and Metro. Foursomes Event (9 holes): H. Fletcher (Gisborne) and K. Mackenzie (Melbourne), 3½ net.

As this issue went to press, the selectors of the V.R.I. Cricket Association were about to make their final choice of the team to take part in the Interstate Carnival in Sydney between February 1-10.

Early last year, the first post-war Interstate Cricket Carnival was held in Tasmania when New South Wales won the "Mick Simmons" Cup, Victoria being second.

Revival of the V.R.I. Life Saving and Swimming Club is to be attempted. This Club was a flourishing one before the war, but due to various causes, it has been impossible so far to re-organize.

Railwaymen and women interested in the sport are invited to get in touch with Mr. R. M. Kydd (V.R.I. Sports Secretary) with the idea of calling a meeting and electing office-bearers.

THESE MEN WORK IN A COOL WORLD

OF the 500-odd occupations filled by railway men and women, making ice is among the most unusual.

The Railway Ice Works, on the fringe of the Melbourne Yards, produce about 3,300 tons of ice between September and April each year, for use in the 417 refrigerated "T" trucks. During half a century they have played their part in making a much-appreciated service available to rail patrons.

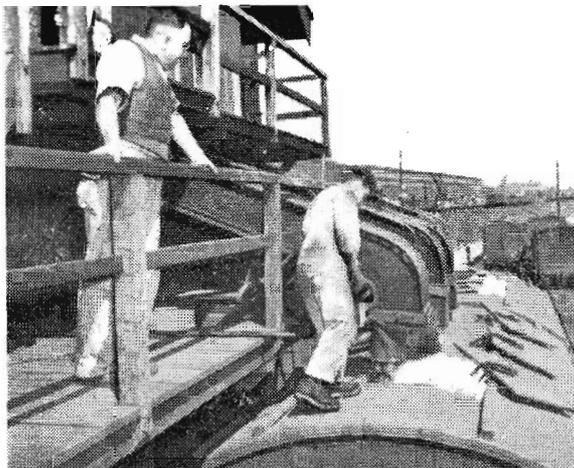
Iced "T" trucks are used principally to carry butter, cheese and meat, but they are also invaluable when export fruit is to be moved from cool stores to ships.

The Ice Works men make the ice, clean the "T" trucks thoroughly, and load the ice into the storage bins. It is a 7-day a week job, with 30 trucks a normal day's work. As many as 88 trucks have been got away in one day. This record performance was put up during the 1946 fruit season, when the "ice men" worked from 8 a.m. to midnight, despite pouring rain. They are rightly proud of that effort.

Ice is made in long moulds which are filled with water and frozen in brine by carbon dioxide. Each "batch" takes about 16 hours.

When frozen, the blocks are taken up by lift into the store room, where 120 tons are always held as reserve against plant breakdown. However, good maintenance ensures that breakdowns are rare, and once the machines have been started, they can be relied on to run for 24 hours daily during the whole season, with never a stop.

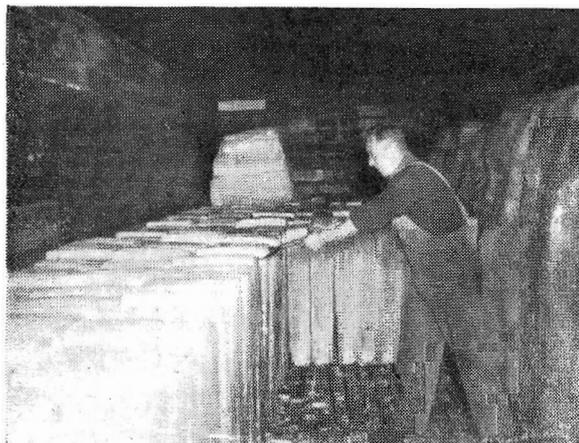
When a "T" truck is to be iced it is run into the Ice Works siding and halted underneath an ice chute. Blocks



Supervised by Fitter-in-Charge Hill, ice is loaded through hatches in the truck top.

The Ice Works' assignment is usually of seven-months duration with men selected from North Melbourne Workshops. The team has more or less stabilized to Stationary Engine Drivers George Sheen, Joe Brannan, and Charlie Bower, Ice Pullers Frank Gomez, Paddy Finnigan and George Roper, and "Outside men" Ted Campbell, Jack Wakeling, Jim Henderson and Frank Pearce. Manager of the works is Fitter-in-Charge Bob Hill, who stays with his plant all the year through. Frank Gomez is the oldest inhabitant, for he has been on the job for 20 successive seasons.

"Snow" was the Ice Works cat. She died last year at the age of 21 (the newspapers carried the story at the time) and she is buried in the Melbourne Yard. "Snow's" claim to fame is without precedent in Melbourne Yard feline history—during her long and quite unsheltered lifetime no pitter of little paws ever arrived to disturb her serenity.



Pulling ice in the main store room, which holds 120 tons.

of ice are splintered and run down the slide into hatches on the truck-top.

The truck is then ready for three or four days' service—for a trip to Shepparton and back, perhaps, or to Warrnambool, or may be to Albury or Tocumwal, where arrangements will have been made for the New South Wales Railways to have a refrigerated truck waiting at the transfer point.



A metropolitan railwayman sent the "News Letter" this jocular approach to our staff recruiting campaign.

Two men were discussing a mutual acquaintance. "Nice fellow," said one, "but have you noticed how he always lets his friends pick up the dinner bill?" "Yes," replied the other. "He has a terrible impediment in his reach."

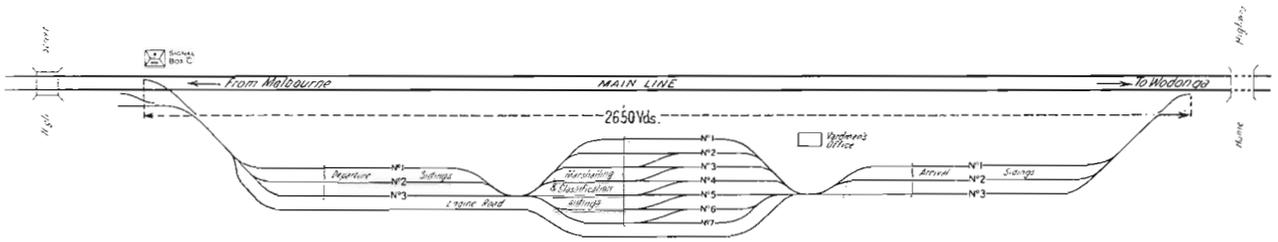


FEBRUARY 1949

Issue No. 221

The Victorian Railways
NEWS LETTER

HIGHER SERVICE STANDARD FROM NEW SEYMOUR MARSHALLING YARDS



ONE of the Department's important post-war projects—the new Marshalling Yards at Seymour—is nearing completion. The Yards were built because the limited space in the Seymour railway area prevented expansion of existing facilities for the efficient handling of the two-way traffic.

THE heavy "up" traffic will be concentrated at the new location, thus allowing "down" traffic to be dealt with independently in the existing Seymour Yards. The operating conditions, resulting in greater expedition of trucks and trains, will ensure not only economy in operation but a higher standard of service to railway patrons.

As goods and live-stock trains move down from the Goulburn Valley and North-eastern Districts, they pick up trucks from stations *en route*, consigned to Melbourne, Newmarket and other destinations. Under the new operating methods, the trains will leave the main line about two miles on the north side of Seymour and enter the arrival roads in the new Yards.

Locomotives will be detached and, as shown in the above sketch, will travel via the special engine road to Seymour for "engine requirements."

Movement By Gravitation

The trucks will move by gravitation into the marshalling and classifying sidings. There, they will be sorted out and trains will be re-formed. Live-stock trucks will be marshalled and run direct from Seymour to the Newmarket Saleyards.

Similarly, trucks with perishable commodities, now attached to several trains, will be merged into a separate train so that, on arrival in the Melbourne Yard, they can be dropped direct, without further shunting, into the Perishable Shed at the Melbourne Goods Depot.

Trucks for the Montague Shipping Shed, where traffic from New South Wales is now dealt with, will also be formed into trains. Those for lines beyond Melbourne will be grouped together and, as far as possible, into station order.

Hitherto, it has been necessary from time to time to divert via Bendigo, because of congestion in the existing Seymour Yard, live-stock trains from Echuca and beyond. This diversion, which entailed additional train mileage, will be avoided when the new Yards are in use.

A highly important consideration also is the substantial savings expected to be made in the standing time of goods trains.

The marshalling yards extend for over a mile. They comprise three arrival tracks (totalling 6,000 feet in length); seven marshalling and classifying sidings (7,200 feet); and three departure roads (8,000 feet). The tracks throughout have been graded to permit shunting by gravitation. The arrival and departure roads are capable of accommodating 447 trucks, and the marshalling sidings, 177 trucks.

As the Yards will be used mainly at night, powerful, glare-less and shadow-less lighting units have been mounted on 50 ft. poles at 46 points.

Handling of the traffic will be further assisted by the installation of a network of loud-speakers at selected points throughout the Yards. At each point "speak-back" telephones are connected to the nerve centre of the Yards—the Yard Foreman's Office.

STAFF RECRUITING BONUS PLAN EXTENDED . . .

COVERS ALL NEW EMPLOYEES NOW

IOs. bonus will now be paid to any railway man or woman introducing a new employee IN ANY GRADE, provided the nominee completes six months' continuous service.

Address your nominations to the Secretary for Railways, Room 225, Railway Offices, Spencer Street.

They must be received with the employment application, or before it is lodged . . .

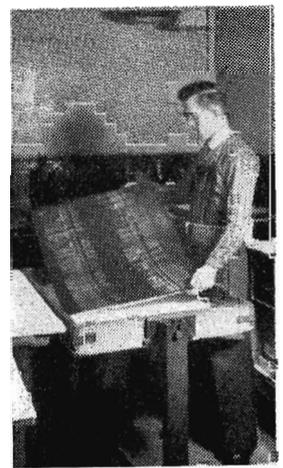
LET'S ALL HELP FILL STAFF VACANCIES

She was a very, very good Secretary, but clock-eyed.

* * *

"Why do you carry that rabbit's foot about with your money?"

"For luck." "Had any yet?" "Yes. My wife put her hand in my pocket last night and thought it was a mouse."



THREE PHASES of the preparation of aerial photographs for use in railway operation. The pictures show, from left to right, the correction of distortion by the special rectifying camera; the intricate process of assembling a mosaic; and a mosaic after it has been re-photographed, ready for use as a plan.

AERIAL PHOTOGRAPHY PROVES SUCCESSFUL FOR RAILWAY SURVEYING

TOWARDS the end of 1946, lectures were given at Melbourne University on "Principles and Application of Aerial Photography." A Victorian Railways' Engineer was an interested student. He realized that aerial photography as a means of survey could have valuable railway application, and although the lecture course concentrated mainly on plotting from a plate scale of 500 feet or more to the inch, he visualized a scale for railway purposes as large as 40 feet to the inch.

Extensive discussions were held with experts, and the Department arranged for experimental flights. Early results were encouraging, and good use was made of experience to develop an efficient technique.

About 200 miles of tracks have now been photographed from the air, the survey including stations, yards, workshops and depots. Photographic enlargements have proved so satisfactory that they can be issued as large-scale detail plans.

The system is quick, economical and accurate. Every feature of the landscape is shown clearly, and to scale—tracks, bridges, water courses, cuttings, embankments, fences, buildings, telegraph poles. One particular survey completed an assignment in 4½ days which would have taken months by ordinary methods, and would have cost many times as much.

Process Is Ingenious

In aerial survey, the plane flies over the required area and the camera takes over-lapping pictures which can be joined together to make a photo-map. Theoretically, it is an easy matter, but in practice complications arise, for air pockets, variations in flying height, tip and tilt of the aircraft, and similar factors cause distortion in the pictures.

The first step in correcting the distortion is to select—and mark—clearly defined objects appearing on the prints received from the flying contractor. Then a survey party measures the distances, on the ground, between those objects. The information is supplied to technicians who can then make corrections and bring the final prints to a true scale.

The process of correction is ingenious. Photographic negatives taken from the aircraft are placed in a special rectifying camera at the Photographic Division, Head Office. The camera can be moved up or down, or tilted

to any angle. Beneath the camera lens is a table which can be tipped backward or forward, and on which sensitized paper is laid.

The combination of camera and table allows the reverse of factors which adversely affected the original photo to be mechanically produced, and a photographic print can be made on the sensitized paper, in which faults are rectified.

The rectified prints are assembled into a mosaic, by a system not unlike solving a jig-saw puzzle, with the various pictures cunningly joined to form a composite photograph.

Each mosaic usually covers a half-mile strip of territory. The completed mosaic is re-photographed and unlimited copies can be made. It is these copies which are now used as plans.

In the use of aerial photography for railway survey, the Department is among the pioneers. Only six months ago the leading American journal, "Railway Age," deplored that "railroads seemed to be overlooking an opportunity in their failure to make greater use of aerial surveys."

"Flying Scotsman"—Again Non-Stop

The "Railway Gazette," discussing the latest British Railways time-tables, says that "what will be greeted, no doubt, as the restoration most reminiscent of the pre-war years, will be the resumption of the non-stop running between London and Edinburgh by the 'Flying Scotsman'.

The time in each direction will be 7 hours 50 minutes, and the through portion for Aberdeen will arrive there 30 minutes earlier than at present. The average speed to and from Edinburgh will be 50.1 m.p.h., as against 47.6 m.p.h. when non-stop running was introduced in 1928."

WHERE 190 STEAM LOCOMOTIVES GET FIRST-CLASS ACCOMMODATION



WHEN an engine comes back to town after making a trip to the country, it is given board and lodging at North Melbourne in the State's largest Locomotive Depot. This boarding-house for engines caters for 191 permanent lodgers, and a number of casuals. Service is high-grade. Over 450 Artisans, Technicians and Cleaners are engaged solely in looking after the guests, and there are 250 Drivers and 250 Firemen as well.

The working lives of nearly 1,000 railwaymen, therefore, are centred around the North Melbourne Locomotive Depot . . . and its star boarders. Everything associated with locomotive running is attended to at the Loco Depot, including washing out, oiling, watering and cleaning of engines and, of course, the provision of train crews.

When an engine comes in after a job, it goes to the ash-pit. The Driver drops the dump-grate and his Fireman knocks the cinders and ashes out of the fire-box. Although the engine now has no fire, there is quite a head of steam in the boiler, and it can still be "driven under its own steam." Normally the engine comes over the pit with about 150 lb. of steam in the boiler. The Fireman closes the dump-bar and the ash-pan slides, and the engine moves off to collect firewood for lighting its next fire, as well as to replenish coal and water supplies.

The coal is loaded by a mechanical coal-handling plant which puts the supplies aboard in a few minutes. The plant is of a bucket-elevator type, which can elevate 50 tons an hour, and store 250 tons in its two bunkers. It is driven by a 20 h.p. electric motor. The actual loading of the coal is done through balanced chutes equipped with rapid cut-off undercut gates. About 360 tons of coal a day is supplied to engines serviced at this Depot.

Oil is now used extensively as a locomotive fuel. Although a satisfactory substitute for coal, it is far more costly. The oil storage tanks at North Melbourne Loco Depot hold 48,000 gallons altogether. About 20,000 gallons of oil are used each day for fuelling engines.

After coal (or oil), firewood, and water have been taken, the Driver takes his engine into the main shed. He makes a thorough inspection, lists any defects—and his job is over. Sometimes he hands over immediately on arrival to a Hostler, who attends to the ash-dumping, re-fuelling and examination.

The Driver has finished work for the day, but there is no rest for the engine, if it is needed for an evening trip. The mechanics set to work on it and make any adjustments needed. A new fire is set, and soon the locomotive is ready to go out on another task.

As in so many railway establishments, maintenance is the key-note of loco depot activity. The maintenance is no haphazard affair, but follows a clearly defined pattern. Every locomotive has its own history sheet on which a detailed record is preserved of all examinations made.

There are six main overhauls to an engine. The "A" examination is carried out every 1,500 miles, or every month—whichever is the sooner. It covers inspection of wheels, tires, axles, engine frames, the oiling of flange lubricators and intermediate buffers, and a check of the turbo-generator, voltage and lamps.

(CONTINUED ON OPPOSITE PAGE)

Maintenance Secret Of Locos' Great Work

Every 3,000 miles an "AB" examination is given—a comprehensive check over the engine, which takes a man about eight hours, and a thorough boiler examination by a Boilermaker. Every 12,000 miles there is an "ABC" examination which takes four days; at 24,000 miles an "ABCD" examination; at 36,000 miles an "ABCE;" and at 72,000 miles a very comprehensive "ABCDE" examination which occupies some 14 days. "S" class and "Garratt" engines have inspections even more frequently.

The date of inspection and the name of the examiners are recorded, and the examination sheet itself is checked over by the Depot Foreman and the District Rolling Stock Superintendent.

Detailed lists are kept of engines due for examination, and steps are taken to see that they are back at North Melbourne by the time their turn arrives. This is no small task, for locomotives are inveterate wanderers and liable to be found anywhere from the Upper Murray to Orbost.

In addition to these regular overhauls, an engine is inspected after every run. The outgoing Driver fills in a card with any defects he has noticed, and the adjustments must be made before the loco can go out on the rounds again. It is one of the first tasks of an incoming Driver to check over the faults found by his predecessor and make sure they have been fixed.

Maintenance, maintenance, maintenance—that's the secret of good locomotive performance. The eternal round of cleaning, polishing, adjusting and mending cannot be relaxed for a single moment. Although an engine is massive and powerful, it is a delicate piece of mechanism calling for careful attention.

"Heavy Harry" (H.220) hauls an average load of 800 tons each trip, and has covered 7,680 miles in a month. The locomotives lodged at North Melbourne travel, between them, about 400,000 miles monthly.

Roster Board's Value

The design and construction of Victorian Railways' engines are both first-rate, but it is only skilled maintenance which allows such consistent demands to be made on them.

At North Melbourne Loco Depot about nine major overhauls are carried out each week. In that time, too, a couple of hundred engines are given minor overhauls.

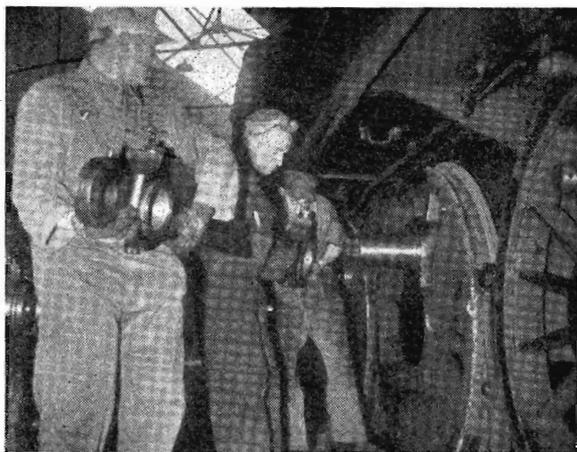
A large proportion of this work is carried out in the huge glass-roofed building which is the hub of the Depot. There are three electrically-operated turntables in the building, leading to a multitude of roads where the engines are lodged. "A" and "B" tables are used for engines which are to be prepared for a run. "C" table takes locomotives to the area where major examinations and substantial repairs are effected.

With so many locomotives lodged in the main building, and on the outside roads, it would be a long job for the incoming Driver and Fireman to find their engine unless given some guide.

For the convenience of all concerned, a roster board is posted in the depot. It lists all locomotives by number, the times they are due to depart, their destination, and at what table or road they can be found.

Other useful information is given by a board which shows the home depot of every engine in Victoria. It is an interesting point that "S" class locomotives, used to haul "Spirit of Progress," are stabled, not at North Melbourne, but at Seymour, where the Loco Depot is fully equipped and quite capable of looking after them. "Spirit of Progress" engine crews all live at Seymour or Wodonga.

A Foreman Mechanic's board, side by side with the location and roster board, shows any defects or limitations in the



Mechanics at the Loco Depot taking down a side-rod during an examination.

use of engines. Certain test engines, for example, must be used only on specified lines. Others are kept on local runs because the time for a major overhaul is drawing near.

As soon as they come on duty, the Driver and Fireman inspect these boards, and they have all the information they need, at their fingertips. They join their engine. The Driver makes a painstaking examination, tests the brakes, oils movable parts, and satisfies himself that his charge is in perfect running order. The Fireman makes sure the fire is burning properly, that the level of water is correct, and that all his equipment is sound.

Everything is ready now. Slowly the engine leaves the Depot on its way to pick up the passenger carriages or goods trucks it is to haul to Ararat or Traralgon, Bendigo or Seymour, or anywhere and everywhere, north, south, east or west. It is one of some 160 engines leaving the Depot during the day. All get the same skilled attention, from "Heavy Harry" right down to an insignificant "E" type loco. The boarding-house for engines at North Melbourne Loco Depot is indeed first-class.

CHANCE TO MAKE BRITISH RAILWAY PEN FRIENDS

THE Secretary of the Women's Section of the British Railways (Western Branch) Staff Association, Worcester Branch, has written to the Commissioners requesting their assistance in encouraging correspondence between employees of the Victorian Railways and members of her organization. Here is what she wrote:

"This Branch has expressed a keen desire to commence a correspondence section to write to staff of the Victorian Railways with a view to reaching a better understanding of the conditions thereon, and to form a bond of friendship."

"News Letter" readers desirous of making a pen friend within the British Railways are advised to write to Miss M. B. Dunn, Secretary, Women's Section, British Railways (Western Region) Staff Association, Worcester, England.

SAVE INJURIES THIS WAY!

KEEP FLOORS CLEAR OF ANY MOISTURE, LITTER AND RUBBISH THAT MAY CAUSE YOU AND OTHERS TO FALL . . . AND MOST LIKELY SUFFER A PAINFUL, EXPENSIVE INJURY . . .

HEARTY GREETINGS TO 169 APPRENTICES

THE Chairman of Commissioners (Mr. N. C. Harris) welcomes the 169 new Apprentices who began their 5-year trade-training courses last month. Other officers in the picture are (from left to right): Messrs. G. Grant and L. Arnold (Selectors), H. W. Tran (Principal, V.R. Technical College), R. Curtis (Supervisor of Apprentices), J. Fowler (Chairman, Board of Selectors) and W. Elliott (Secretary, V.R.I.).



“WELCOME to the railway family,” said Mr. Harris. “This is a large family, and you may feel a little lost and lonely for a while. But don’t get the idea that nobody is interested in you. We are all very concerned in your progress and welfare, for the future of the Railways lies—to a large extent—in your hands. You are tomorrow’s Tradesmen, Foremen and Engineers.

“As you know, it is easy for lads of your age to get jobs these days. All of you could earn more money, at the moment, than you will receive as an Apprentice. But you are wisely looking to the future, and I would like to congratulate you on that. I don’t want to sound pessimistic, but history shows that every war is followed by a boom, and every boom by a depression. As tradesmen, you will have a great measure of security.

“So keep looking ahead, take the educational side of your training seriously, be clean in your habits, look after your health, and never substitute wish-bone for back-bone. We are all delighted to have you with us.”

The new Apprentices cover 19 trades. Forty-four lads will become Fitters and Turners, 30 Boilermakers, 27 Electrical Fitters, 12 Car and Waggon Builders, 10 Electrical Mechanics, and the remainder will be divided among other interesting trades. Sixty-eight of the newcomers are country lads. Thirty-nine were previously employed by the Department as Lad Labourers or Messengers.

To choose the Apprentices, a Board of Selectors conducted interviews in Melbourne, and at Geelong, Ballarat, Bendigo, Mildura, Ararat, Shepparton, Wangaratta and

Traralgon. The Board was much impressed by the difficulties which some applicants faced—and overcame—in gaining education.

One lad (who has been appointed Apprentice Fitter and Turner) obtained both his Proficiency and University Intermediate Certificates by correspondence.

Many applicants travelled long distances to school every day and were able to tackle “home-work” only by will-power and tenacity.

The appointment of a new group of Apprentices is a big event in the Department’s annual routine. Every lad has been chosen after careful consideration, and has shown himself mentally and physically capable of carrying out a trade-training course. For the next five years he will be under constant supervision, in the class-room and on the job. At the end of that time he should be able to take his place beside any tradesman, anywhere in the world.

Railwaymen throughout the whole system will join in welcoming the 169 new lads into the service and in wishing them the best of luck in their training.

“Tie” Stations’ Value In Lightning Storms

CIRCUIT-BREAKERS
PREVENT SPREAD
OF TROUBLE

POSSIBILITY of damage to suburban overhead wiring, rolling stock and sub-station electrical equipment through the failure of line insulation has been further reduced by the new “tie” stations at Edithvale and Darling which were recently brought into use. It is expected that two more—at Oakleigh and Essendon—will soon be in operation. Others are situated at selected points in the suburban electrified area.

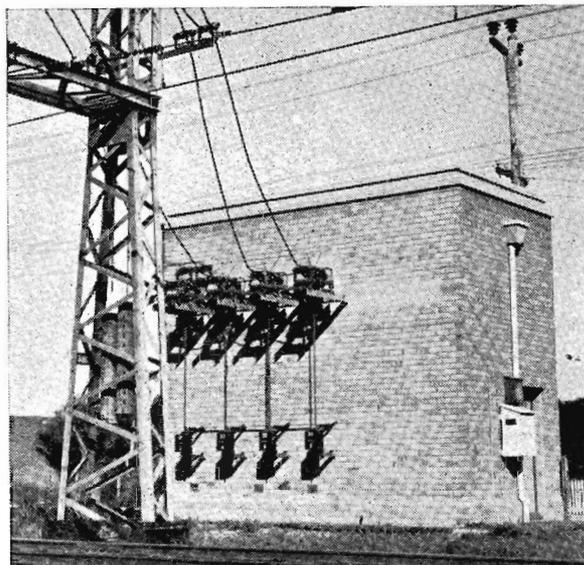
These “tie” stations contain high-speed circuit-breakers which, when abnormal conditions occur, automatically “cut-out” a faulty section, thus preventing the trouble from spreading and perhaps seriously dislocating train services. Most automatic and manually operated sub-stations also have these high-speed circuit-breakers.

Lightning is the most usual cause of insulation failure. A lightning flash charges the lines to a high voltage which “spills over” the surface of the porcelain insulators in the form of a spark.

The spark may be harmless in itself, but its passage through the air forms a conducting path along which the 1,500-volt power current flows in the form of a fierce arc. If allowed to persist, its heat will quickly burn through the wire and crack the porcelain, allowing the wires to fall.

When the “tie” station at Footscray was brought into use its value was demonstrated within the first few days. During a severe electrical storm, lightning flashed over an important insulator at South Kensington but, beyond burning the surface of the insulator, no harm resulted. The power supply was not interrupted.

By way of contrast, a lightning storm in the same vicinity 12 months previously caused a widespread breakdown of train services in that location. The insulator was broken



Most of the electrical equipment in the “tie” stations is made within the Department.

and the wires burnt through at the point of support. The wires fell to the track and many hundreds of feet of wire were damaged through burning. Repairs were so extensive that there was single-line working for several days.

High-speed circuit-breakers have been so effective that no serious damage has been caused to overhead wires through electrical causes on any lines where they have been installed. All electrical equipment, except the high-speed circuit-breakers themselves, are made in the Department’s Workshops at Spencer Street.

Do’s And Don’ts For New Camera Owners

THERE are more cameras on the market this year than have been seen for many a long day. With the advent of warm weather, albums should soon begin to bulge with mountain, seaside, and front-garden snap-shots. So many books have been written on “How to Take Good Pictures” that it would take the average man years to read and digest them. But for the benefit of the amateur who has taken a few films (and doubtless learnt quite a lot from trial and error) here are some basic Do’s and Don’ts.

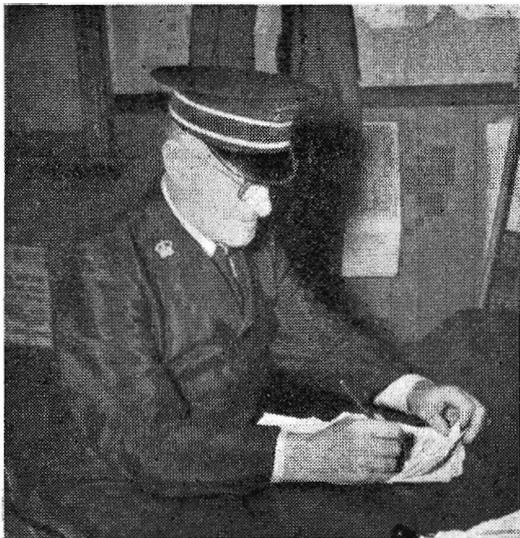
DO :

see that the lens is perfectly clean if you want sharp pictures.
load the film carefully and avoid jamming.
keep the correct distance from your subject.
turn the film immediately after taking a picture. You may save spoiling two good films.
watch the sun! A proportion of shadow will improve your picture, but the sun should not be shining into the lens glass.
make allowance for parallax when taking close-ups. Lens and range finder do not cover the same field at close range.
(The book of instructions you obtained with your camera will probably explain this.)

DON’T :

move the camera when you click the lever. And don’t make hand-shots at speeds less than 1/25 unless your nerves are unusually steady.
use oil or grease on the shutter. It will only cause the shutter to stick, and result in inaccurate exposures.
pull camera bellows out suddenly. The suction may cause out-of-focus shots by buckling the film.
force camera parts if something jams. Examine the camera carefully until the obstruction is located.
Or, better still, take the camera to a good repair man.
load films on the same bench you use for mixing chemicals.
You will get spots.

And finally : don’t expect sharp enlargements from “fuzzy” negatives. You just can’t have them !

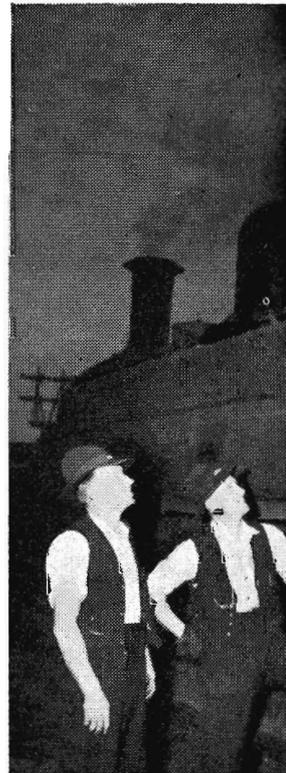
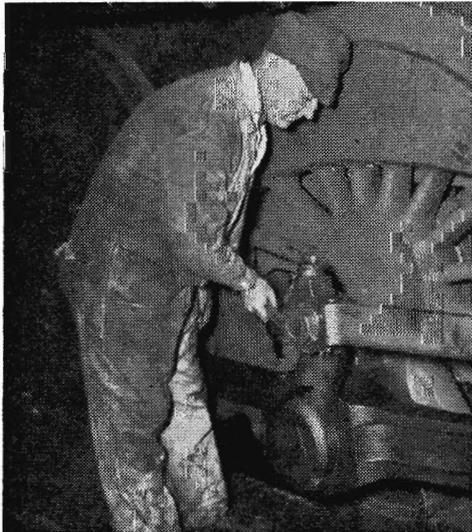


TRAR

Ninety-seven miles from Melbourne, Traralgon is a railway and railway junction for the Sale and Maffra lines. Some of the railway staff on the job. The following are: H. Dacy; Bob Gates handing over correspondence to Fitter Harry Feore; Fitter Harry Feore at work on a locomotive. Below are Shunters Bill Jurey and Ken Howes. Photos on the right-hand side are of "Chum"

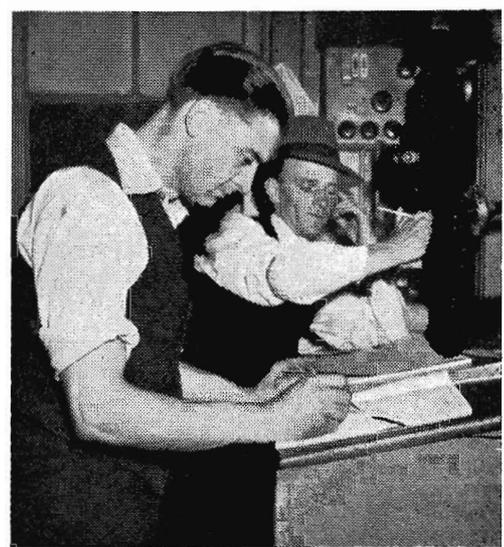
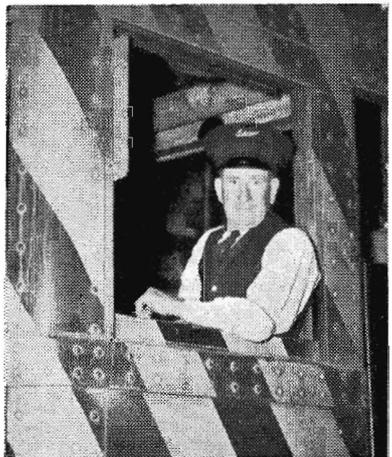
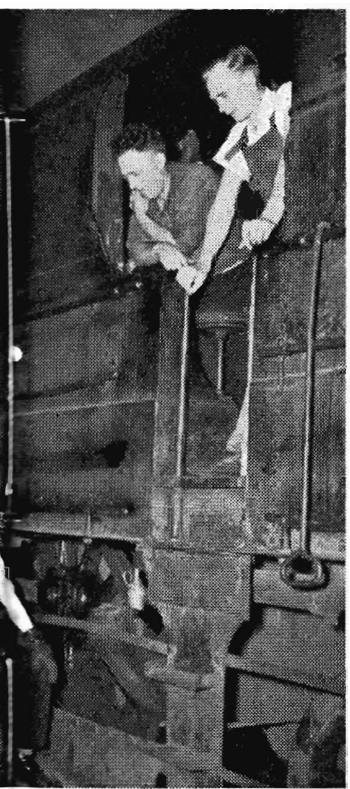


man R. H. ... group in the ... room; A.S. ... 'phone mess ... Les Doherty ... Motorman J. ... motor cabin ... run



ALGON

is an important agricultural and pastoral town,
ees. These pictures, taken recently, introduce
ur photos on the left-hand side show Stationmaster
rce from the Loco Depot to Parcels Porter George
and Jack Gooden and Ted Grigg on the coal stage.
Driver Norm Brown and Fireman Roy Hodgens.
Watts signing for his pay from A/Depot Fore-
Wilson ; a happy
Institute billiard
. Isaac taking a
ge, while Porter
signs off ; and
Dwyer in his rail
ready for the
Maffra.



YOUR CHANCE TO LEARN FIRST-AID IS — NOW!

February's Rail Quiz

FROM tickets to tunnels . . . that's the range covered in this month's series of questions to test your general railway knowledge. We frankly admit that some of them are pretty tough ; still we imagine that you will find the answers, appearing on Page 12, informative and perhaps not a little surprising.

LAST year, 634 Victorian railwaymen received first-aid awards. In 1949 we aim to double that figure ; we want to bring the Department's complement of qualified ambulance men well beyond the present total of 5,305."

That statement was made by Mr. W. J. Blackburn (Ambulance Officer), who is now completing arrangements to start first-aid classes in the metropolitan area on February 7. Classes in country districts will commence as soon as the present organizing tours are finished.

As an encouragement to first-aid students, the Commissioners will pay an award of £2/2/- to those who successfully complete their first year of tuition. Members of permanent corps will receive 4/- for each fortnightly practice meeting, and Superintendents, 5/-.

Tuition in first-aid is free, and bandages, etc., are supplied for use at classes. Passes are issued for rail travel from home stations to stations where classes are held.

"We are also making an all-out effort this year to bring the number of corps up to the required strength," Mr. Blackburn said. "These are the real back-bone of the First-aid organization, and I would like all railwaymen interested in becoming members of a corps to get in touch with me."

First-aid classes will be formed anywhere in the State, provided a qualified Instructor is available. Where there is no Instructor, first-aid will be taught by correspondence from the Ambulance Office at Spencer Street Station.

- (1) Cardboard tickets have been in use throughout the world's railway systems for a long, long time. They were invented by an Englishman away back in . . . and his name was
- (2) Thumbing our way through the Commissioners' latest Annual Report, we spotted figures giving the total traffic train mileage run by steam (including goods and mixed) and electric passenger and goods trains. Steam trains, of course, cover a wider area than the "sparks" which, however, run more often. Remembering those two points, which type do you think ran the most miles?
- (3) We've all heard of "S" and "X" class locomotives. Besides those two classes, there are quite a few others. Let's see : there's the "A2" . . . But, enough. It's your job, now!
- (4) You have, of course, often meditatively looked at one of those bits of timber . . . known as sleepers . . . on the tracks. But, if you were asked to write down the precise dimensions of a sleeper in our 5' 3" gauge track, could you confidently do so?
- (5) Seeing "Spirit of Progress" glide out of Spencer Street Station the other evening on its 190-mile non-stop run to Albury, a bystander remarked : "The Spirit's as full as a bus on a wet night ! Wonder how many she carries when fully loaded ?" Could you have enlightened him?
- (6) If all the tunnels on the V.R. system were placed end-to-end, there would be a continuous tunnel for a distance, ranging between some yards and 10 miles. That's a real helpful lead, isn't it? Still, have a couple of guesses.



COUNTRY V.R.I. OFFICIALS MEET IN CITY

EVERY year the annual meetings of the 18 V.R.I. country centres and sub-centres are attended by one or more representatives of the Council, all of whom are metropolitan railwaymen. In that way, the activities of even the most distant sub-centres are brought more personally before the Council.

But it was not until recently that officials of the various country centres and sub-centres were, for the first time, brought together for a conference.

They met in Melbourne, when the Council was represented by the General President (Mr. T. R. Collier) and the General Secretary (Mr. W. E. Elliott). Important matters were on the agenda, and the conference was such a success that a

recommendation has been made that it be held annually.

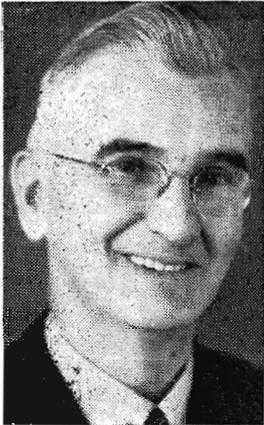
The Council expects that, as a result of the meeting, which provided scope for a valuable inter-change of ideas, the conduct of Institute affairs throughout the State will be greatly improved, with consequent benefit to members.

Taken at the end of the conference, this picture shows from left to right : Alan Cowling, Seymour ; Ron Helman, Korumburra ; Bert Hare, Traralgon ; Jack Moore, Benalla ; Bill Elliott, General V.R.I. Secretary ; Bob Grace, Ouyen ; Jack Baker, Dimboola ; Eric Smart, Ararat ; Tom Collier, General V.R.I. President ; Harry Tobin, Warragul ; Bert Gibson, Korong Vale ; Bert Messenger, Ballarat ; Bob Jones, Maryborough ; Bob Emmerson, Bendigo ; Vic Rose, Geelong ; Bob Brent, Stawell ; and Martin Fitzpatrick, Hamilton.

INTRODUCING

MR. A. P. TAYLOR, whose promotion from Assistant Chief Civil Engineer to Head of the Branch took effect on January 1, when he succeeded Mr. A. G. Fletcher, the new Commissioner.

Mr. Taylor brings to his new post 38 years of practical railway engineering experience, initially, on the construction of new lines in many parts of the State and, later, in a great variety of important undertakings in the Way and Works Branch.



He began as an Engineering Student in the Railway Construction Branch in 1910, rising to the position of Superintending Engineer in 1926. Seven years later, his services were made available on loan to the Way and Works Branch as Inspecting Engineer to assist in the supervision of the many unemployment relief works then in progress.

Permanently transferred to the Branch in 1936, he was then appointed Metropolitan District Engineer, with headquarters at Flinders Street.

He became Assistant Chief Civil Engineer in 1939 and, during Mr. Fletcher's absence overseas on an official mission in 1947, acted as Head of the Branch.

Mr. Taylor is a Master of Civil Engineering, a qualified Municipal Surveyor, and a Member of the Institution of Engineers (Australia).

Reference will be made in the next "News Letter" to Mr. Taylor's successor, and to a number of other promotions in the Way and Works Branch.

HELP BANISH QUEUES!

QUEUES at suburban station booking windows, especially on Monday mornings, are irritating to passengers and railwaymen alike. Moreover, they often cause train delays. At individual stations, trains may leave only a few seconds behind schedule but, in the aggregate, it means not inconsiderable late arrivals at terminal stations, with consequent inconvenience to many people.

To assist in relieving congestion at the windows on Monday mornings, the Commissioners arranged, as from January 14, for weekly periodical tickets to be renewed at any time after 4 p.m. on Fridays. These tickets, which can also be renewed on Saturdays, Sundays or Mondays, are available for travel until the following Saturday.

This new arrangement has obvious advantages for people who do not work on Saturdays and Sundays. When returning home after work on Fridays, they can now renew their weekly periodical tickets without the need for returning to the station over the week-end.

The facility mentioned does not apply to new weekly periodical tickets, which continue to be issued only on Sundays or Mondays.

Queues are always a bad advertisement. Metropolitan railway men and women can help to abolish them by bringing this extended renewing period to the notice of passengers who are holders of weekly tickets.

Big Rail Traffic For Scout Jamboree

RINGWOOD'S BUSIEST PERIOD

BETWEEN December 29 and January 9, when the Pan-Pacific Scout Jamboree was held at Wonga Park, Ringwood Station experienced the busiest period in its history. In that time, about 30,000 scouts travelled on special trains to and from Melbourne; and nearly 25,000 visitors were conveyed by special trains from and to the city. Bus services arranged by the scout authorities ran between the station and the camp, seven miles away.

Special interstate trains were run to and from Melbourne, where the scouts transferred to special electric trains. Seven trains were run from New South Wales, one from Adelaide (with an extra train on the return trip), and one from Mildura. Ordinary country trains carried more than 1,200 Victorian scouts to Melbourne.

For the transport of scouts on leave and for visitors to the camp, 26 special electric trains were run between Ringwood and Melbourne.

To facilitate the issue of tickets to scouts travelling on leave, the Department had 30,000 tickets specially printed

VANDALISM? NONE WHATEVER!

NO finer tribute to the behaviour of the scouts could be recorded than that there was a complete absence of any vandalism in the trains that conveyed them. Often the trains were heavily loaded with scouts carrying bulky equipment but, even then, they were so careful that not one window was broken. Neither was there an accident involving injury to a scout.

THIS reflects great credit not only upon the scouts themselves, but also upon the organization to which they have the honour to belong. Therefore, it is a real pleasure for the "News Letter" to congratulate the scouts and, on behalf of the Victorian Railways, to say: "COME AGAIN!"

and supplied to the camp authorities. Dating the tickets was avoided by the use of symbols for the various days of availability.

The installation of a public address system at Ringwood Station helped in the smooth handling of the traffic. Scout leaders used the system to control the detraining and entraining of their commands.

Throughout the period of the Jamboree, Mr. R. C. P. Wilson (Traffic Inspector) was at Ringwood Station in charge of the special traffic, and as Liaison Officer between the Department and the camp authorities. He paid a tribute to the splendid manner in which the permanent and extra Ringwood Station staff, led by Stationmaster A. C. Urquhart, worked as a team.

Refreshment Services Branch staffs also played their part in the success of the railway arrangements. Meals were supplied to scouts at Seymour, Benalla, Spencer Street, Ararat and Ballarat. At each point, careful planning enabled large numbers of scouts to be served rapidly. At Ararat, 750 breakfasts were provided within 30 minutes.

"NEWPORT" MEN HAVE MONSTER PICNIC

THE Newport Workshops Machine Shop Social Club throws its collective hat into the ring with the friendly challenge that the annual picnic it holds is the biggest undertaken by any group of Victorian railwaymen . . . and among the biggest of its kind in the State.

If the Club can, as it did just before Christmas, organize an outing that attracts 700 people, there seems to be some substance in the claim.

They hired the spacious Recreation Reserve at Lower Ferntree Gully; they had a merry-go-round, miniature train and aeroplanes; they had ice cream, soft drinks and sweets; they had toys and books handed to the kiddies by Santa Claus; and they had a sporting programme of 41 events to suit young and old.

Not a detail was overlooked: even qualified first-aid attendants were on hand.

What's more, everything, except the train fare, was absolutely free to members and their families. Basis of the



Exciting finish of the main race . . . the Machine Shop Handicap, 100 yards . . . won by Harry Powell. From left to right: Frank Duscher, Harry Fraser, Bill Mearns (third), Harry Billings (second), Charlie Singer, and Harry Powell (first).



The miniature train was only one of the many diversions that made the kiddies happy.

finance is a mere 6d. a pay from the 120 members throughout the year, with other special efforts to augment funds. All the money goes to providing the picnic; no other functions are arranged.

It was the Club's fifth annual picnic and, in the words of Hon. Secretary Alan Williamson, "it was the best ever. The weather was kind (it rained right at the end of the day); everything went with 'Spirit of Progress' precision; and, while the men looked after all the details, the womenfolk and the kids had a roaring time."

OUT OF THE PAST

Trowel Stirs Memories

A silver trowel with a carved ivory handle was brought along to the "News Letter" office recently by Mrs. Adrian E. Bagnall, of Eltham, whose husband is a grandson of Mr. A. S. Sutherland, once Chairman of Directors, Melbourne Railway Company. Mr. Sutherland was presented with the trowel in 1855.

It was a memento of commencement of work in joining the Melbourne Railway Company's lines with those of the Hobson's Bay Company. That February 8 should be the 90th anniversary of the Melbourne and Suburban Railway Company's inauguration adds interest to the relic.

In 1857, Parliament authorized the Melbourne and Suburban Railway Company to build a line from Princes Bridge to Windsor, with a branch from Richmond to Hawthorn.

On February 8, 1859, the section to Punt Road opened for traffic with a daily service of 35 return trips. By the end of the year the Yarra had been reached, but construction of the Cremorne Bridge brought many problems to the contractor, and the track to Windsor was not opened until the end of 1860. At Windsor, the lines met those of the St. Kilda and Brighton Railway Company.

The branch line was taken from Richmond to Pic-nic (near the Yarra at Burnley), and then across to Hawthorn. The first section came into operation in September 1860, and the full line in April 1861.

But the company met with severe financial difficulties, and a new syndicate—called the Melbourne Railway Company—took over. This new company later amalgamated with the Melbourne and Hobson's Bay Company. Amalgamation plans included the linking of the two systems by a culvert under Swanston Street. The silver trowel was given to Mr. Sutherland the day work began.

In passing, it is interesting to note what became of the Melbourne and Suburban Railway Company's stations. Punt Road became Swan Street, and then Richmond. Cremorne vanished in the early sixties. Commercial Road became Prahran, Chapel Street is now Windsor, and Church Street is East Richmond. Pic-nic was demolished over 50 years ago.

ANSWERS TO RAIL QUIZ

(1) 1836; Thomas Edmondson. (2) Steam, 8,031,335 miles; electric, 7,709,163. (3) A2, C, D2, D3, H, K, N, S, X, G (Narrow Gauge) . . . all superheaters; A1, D1, D4, E, T, Y, NA (Narrow Gauge) . . . all saturated. (4) 9' x 10" x 5". (5) 465. (6) 1.4 miles.

Apply For War Gratuity Now

The Ministry of Post-War Reconstruction advises that there are still many thousands of ex-service men and women who have not applied for their war gratuity.

If you want your war gratuity credited, so that payment can be made in March 1951, you should lodge your application now. Application forms may be obtained from any Post Office.

One Monday morning three men of solemn appearance called at the office of an overseas Railroad Superintendent. The spokesman explained that they were Elders of the church near the station, and had come to ask if orders could be given for the 12.15 p.m. train not to sound its whistle when approaching the station on Sundays.

Asked the reason for the request, the Elder replied: "Our Meenister times his sermon by the whistle of the engine, and yesterday the 12.15 p.m. train was 20 minutes late."

INSTRUCTORS
GUESTS OF
STUDENTS



STUDENTS at departmental Safeworking Classes in Melbourne who are now stationed in various parts of the State should be interested in the accompanying picture. It shows 21 of the students, who were in the classes between October and December, entertaining their popular Instructors . . . Charlie Whisken and Bill Kirkpatrick, seated on the left and right respectively of the Chairman (Porter Fred Langcake).

Our Photographer caught the party, mostly Porters from the metropolitan area, having a grand and glorious time at a specially arranged dinner in Melbourne recently. Messrs. Whisken and Kirkpatrick each received gold sleeve links and tie pins, together with the sincere thanks of the students, for their untiring efforts to make them proficient in safeworking.

Fred Langcake said that this was probably the first time a comparable function had been held by safeworking students. It had been a great success, enabling them to show not only their appreciation to the Instructors, but also to meet one another "off the job."

Out of it had come the suggestion that there should be an annual re-union of all former safeworking students. He urged that anyone interested should get in touch with Mr. Kirkpatrick at the V.R. Institute.

OUR FRONT COVER

TO take this month's front cover picture, Publicity Photographer John Hiron travelled with this gang to the Latrobe River Bridge between Traralgon and Glen-garry. His action shot shows Bridge Skilled Labourers Joe Luscombe, Henry Crozier and Frank Arscott, and Ganger Dick Marshall preparing to replace bridge timbers.

LOOK AFTER
PAYROLLS
FOR 3,000
METRO. V.R. MEN



TAKEN just before the recent retirement of Mr. S. L. Greer (Timekeeper), this picture shows the staff in the Timekeeper's Office at the Melbourne Goods Depot. They are responsible for the preparation of fortnightly payrolls for nearly 3,000 railwaymen. In addition to preparing payrolls for the permanent and casual employees at the Goods Depot, the Timekeeper's staff carries out this work for the men employed at the Melbourne Yard, Flinders Street and Spencer Street Stations, and also for Goods Guards, Suburban Guards and other Transportation Branch employees at several metropolitan locations.

Standing—from left: Bill Barbour, Bill O'Reilly, Tom Harman, Ken Cleve, Des Stone, John Taylor, Frank Ziegenbein, Greg Morley, Harry Sims and Cec Eastham. Sitting—from left: Alex Armitage, Harry Dacy, Johnnie Brown, S. L. Greer (ex-Timekeeper), Dick Rennie and Con Manley.

Real Feast Of Railway Sport Ahead

“WITH three interstate railway sporting carnivals and three ‘country weeks’ arranged for cricket, tennis and bowls enthusiasts between now and the end of June, we are entering upon one of the busiest sporting half-years in our history,” said Mr. Roy Kydd (V.R.I. Sports Secretary) last month.

V.R.I. COUNCIL DINNER GREAT SUCCESS

ARRANGED, as the V.R.I. General President (Mr. T. R. Collier) explained, “by Councillors themselves to show their appreciation of the assistance given the Institute by many people and organizations,” the annual pre-Christmas Council Dinner at Headquarters was attended by more than 150 people.

The Chairman of Commissioners (Mr. N. C. Harris) praised the Institute for the work it was doing for railwaymen in so many spheres. He assured the Council and members that the Commissioners would continue to help the Institute in every practicable way. “This great educational, social, and sporting organization,” Mr. Harris said, “is very close to the hearts of myself and fellow-Commissioners.”

Heads of Branches present included Mr. B. Kelly (Secretary for Railways), Mr. M. A. Remfry (General Superintendent of Transportation), Mr. E. H. Brownbill (Acting Chief Mechanical Engineer), Mr. L. J. Williamson (Comptroller of Accounts), and Mr. L. C. Stewart (Comptroller of Stores).

Among the special guests were Messrs. T. F. Brennan (ex-Comptroller of Accounts) and D. Cameron (ex-Chairman, Staff Board). A hearty welcome was accorded Mr. A. E. Hyland (former Chairman, Betterment and Publicity Board) who, since 1926, has been associated with Federal Government activities in the United Kingdom and Australia.

During the evening, which included several interesting speeches and excellent items by concert artists, honorary life-membership medallions were presented to Messrs. C. G. Walker and R. W. McClelland, both of whom, up to their retirement from the Department last year, had rendered valiant service to the Institute over many years.

Origins of Station Names

SPENCER STREET: The street, from which this station takes its name, was so called by Governor Sir Richard Bourke in 1837, after Earl Spencer, previously Lord Althorp.

LONGLEA: Formerly called “Axe Creek.” Changed to Longlea about 1903, and so named after Mr. W. J. Long, a Councillor of the Strathfieldsaye Shire, who owned Stonebridge Park, near the station.

BUNNINGYONG: Native. “Bunnin-youang,” a big hill, like a knee. “Bunnin” means knee; “youang,” hill.

QUAMBATOOK: Native. “Quambartook,” a rat.

WILLAURA: Said to have been named by the surveyor from the names of his two children . . . William and Laura. The place was previously called “Wickcliffe Road.”

OUYEN: A native name for some waterholes in the vicinity of the station. “Ouyen” means “ghost.”

EUROBIN: Called after local creek and waterfall. “Eurobin” is a native name meaning “big lagoon at foot of a mountain.”

CRIB POINT: Station takes its name from a point of land running out into Western Port, and forming part of the Commonwealth Naval Base. The point obtained its name from the fact that two men built a “crib” or “hut” thereon in the early days, and spoke of it as their “crib.”

V.R. cricketers and tennis players will go to Sydney between February 1-10 and March 9-16 respectively. During the period March 16-26, railway bowlers from South Australia, Western Australia, New South Wales and Queensland will play against Victoria in Melbourne. Dates of the “country weeks” in Melbourne are: cricket, March 28-31; bowls, April 4-8; and tennis, May 2-6.



Reg Sawyer

When this issue went to press, tennis followers were awaiting the selectors' announcement of the Victorian side to play for the “Blanch” Cup.

“This year,” said Mr. K. McIver (Hon. Secretary, V.R.I. Tennis Association), “not only Victoria but the other competing States must do something special to break the remarkable sequence of victories by our New South Wales friends.



Ken McIver

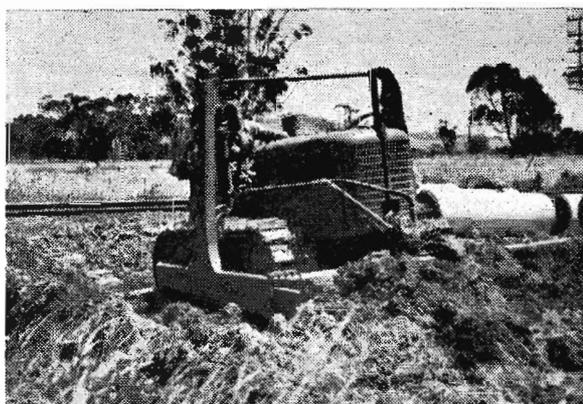
“The first interstate matches were held in 1921 and, except in 1928 when Victoria won, New South Wales has been victorious on every occasion! We have been eagerly looking forward to this carnival . . . the first since before the recent war . . . and our chaps have been practising strenuously to improve their tennis. With the other States doing likewise, everything points to one of the keenest tussles for many years.”

As with all other sporting activities of the V.R.I., all members, regardless of grade, branch or location, will be eligible for selection in the Victorian bowling team. The games will be played on a number of metropolitan rinks, and it is hoped that V.R. men on annual leave and those who are working shifts will witness the matches, details of which will be announced in the next issue of the “News Letter.”

V.R. GIRL SEEKS LEAVE COMPANION

MISS MARIE HORAN, a Clerk in the Signals and Telegraph Division (Head Office), has asked the “News Letter” to help in her quest for a railway-girl-companion on a proposed rail trip to Western Australia during her annual leave about September next.

“I am very fond of travel,” she said, “and I hope there is a girl somewhere in the service who would like to use her railway pass on a trip across Australia.” Marie, who is in her mid-twenties, proposes to be away for about three weeks. Her private address is: 29 Barry Street, Brunswick.



Massive Equipment in Use

GOOD progress is being made with the £760,000 re-grading and duplicating job on the 18-mile section between Longwarry and Yarragon in Gippsland. Part of a larger programme, it is designed for the efficient handling of a greatly expanded brown coal traffic in the years immediately ahead. The State Coal Committee estimates that 1,000,000 tons of brown coal will be produced in the Yallourn North area in 1949-50.

The concentration of mechanical earth-moving equipment is the biggest ever used on a Victorian Railways' undertaking. Bull-dozers, graders, scoops, shovels, tractors and motor trucks are working at high pressure on the job between Drouin and Yarragon, which entails the excavation and shifting of about 1,000,000 cubic yards of earth.

Two contractors are engaged on the work, and the Department is also using heavy mechanical equipment for sections of the regrading and the building of bridges, culverts and road crossings.

Some of the new cuttings will be over 50 feet in depth, and embankments will rise to more than 40 feet. Stretches of 1 in 50 grade are being converted into easier grades of 1 in 110. It is expected that the earthworks between Drouin and Warragul will be completed by the end of June next. At that time, the laying of the new "up" track by the Department will be in progress.

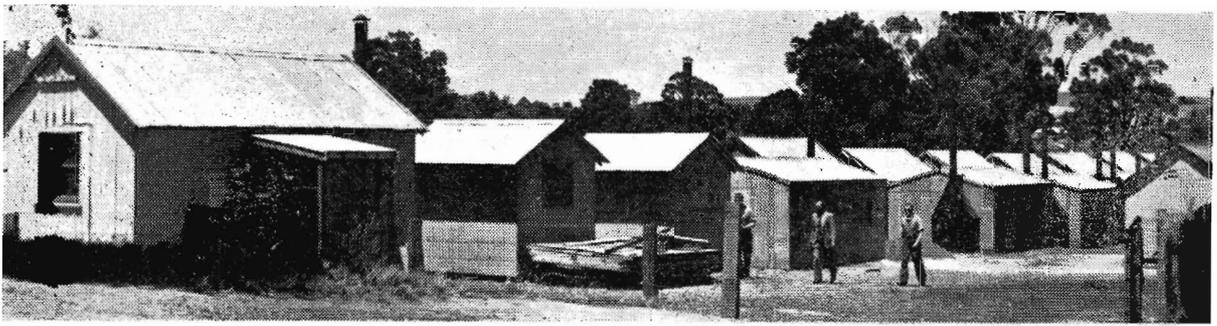
PICTURES ON THIS PAGE

TOP : A self-powered tournapull, which excavates and loads simultaneously, transporting between 12-15 cubic yards of earth. Here it is being assisted by a tractor over a soft part of a recently-made cutting.

CENTRE : A V.R. bull-dozer accelerating the completion of earthworks for the extension of a culvert.

BOTTOM-Left : V.R. Tractor Driver Mick Millay. **Right :** Lands Officers' Assistant Tom Moloney setting out fence lines.

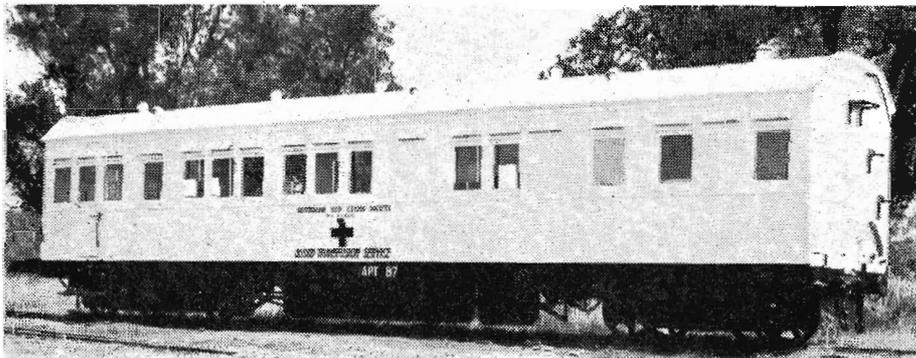
(More pictures on next page)



MORE PICTURES TAKEN ON GIPPSLAND TRACK JOB

ABOVE: The V.R. workers' camp at Warragul. Each portable provides sleeping quarters for four men. Arrangements have been made for electric power to serve the area for lighting and for hot and cold showers. Messroom and recreational facilities are provided. A similar camp will soon be established at Drouin.

BELOW—Left: Moving under its own power, this tournapull is carting earth for building up the embankment paralleling the line beyond the point seen at the top of the picture. Right: V.R. Drag-line Operator Reg Bastow controlling the emptying of earth into one of the motor trucks which are used when filling has to be transported distances outside the normal range of a tournapull.



MOBILE BLOOD CLINIC IN W.A.

A new mobile blood transfusion rail coach was put into service on the Western Australian Railways recently.

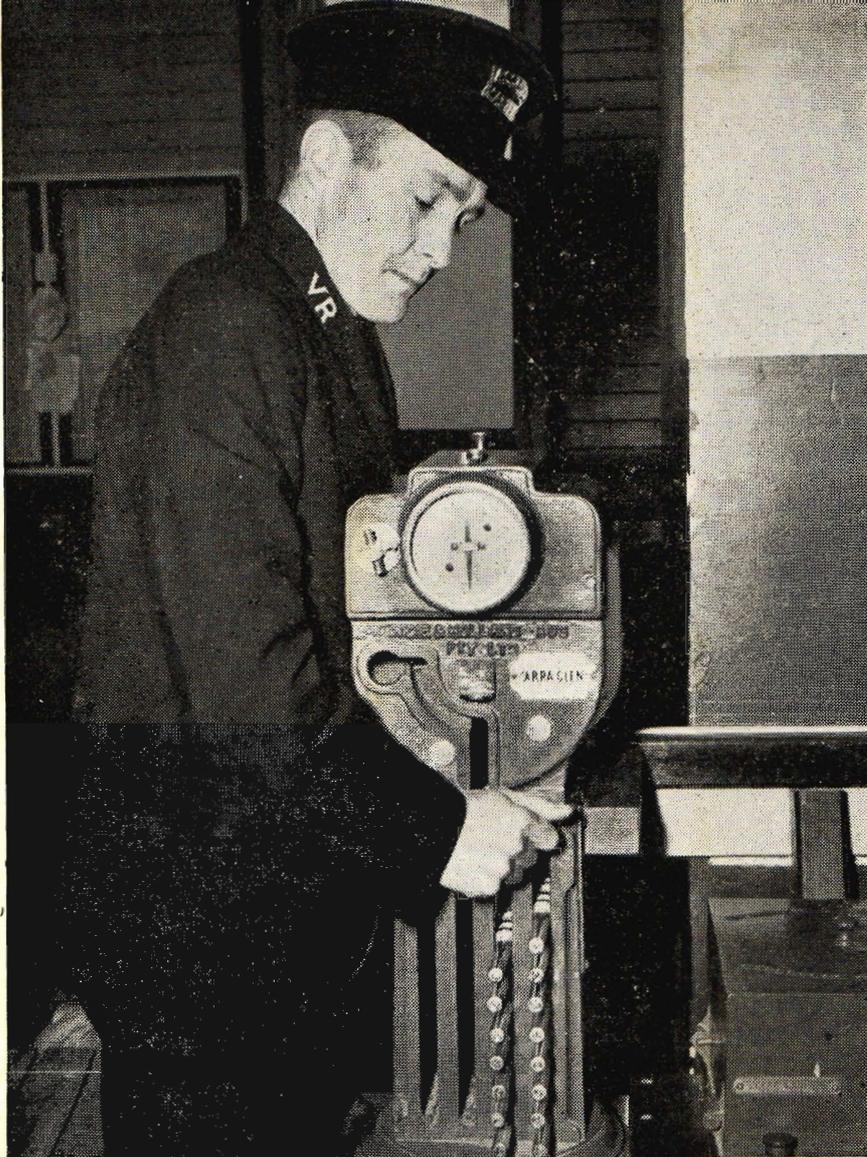
The vehicle, originally a second class "AF" type suburban coach, was converted for use by the Red Cross Society, and internally reconstructed and fitted complete at the Department's Midland Junction Workshops.

Painted white externally, the interior is fitted up with an office and reception compartment; a bleeding theatre with four couches; a blood processing compartment with refrigeration; a rest and living compartment with couches, table, wardrobes and cupboards; and a kitchen with a wood stove, hot and cold water, stainless steel sink, cupboards

and a sterilizer. A lavatory and toilet compartment is also provided, fitted with a hot and cold shower bath. All internal compartments are finished in white enamel.

Believed to be the only railway coach of this kind in the world, it will be hauled to country centres throughout the State for the collection and immediate treatment of blood from donors unable to make the trip to the Red Cross Society's blood clinic in Perth.

“APPROPRIATE JEWELLERY FOR CHRISTMAS”
—Newspaper heading. Perhaps, but take care nobody sees you doing it.



MARCH 1949

Issue No. 222

The Victorian Railways
NEWS LETTER

Why I like being a Railwayman

ALTHOUGH Fitter John Evans of Newport Workshops has retired, he retains a keen interest in all railway activities. So keen is his interest, in fact, that he sent along an entry for the "Why I Like Being a Railwayman" competition.

"As I am a retired railwayman," he wrote, "I am uncertain of my right to participate in your competition, but am enclosing my personal views just in case." No railwayman would debar a retired colleague from the rights or privileges of railroading, and Mr. Evan's entry was accepted. On its merits it won first prize. It is published below for the information of everybody. A cheque for £2 2s. is on its way to 25 Queensville Street, Footscray: the present address of ex-Fitter John Evans.

Allotting second and third prizes was no easy task, for many of the entries were of a uniformly high standard. In the end, it was decided that Fitter and Turner E. J. Shields of Newport was the £1 1s. prize winner, with Signalman C. W. Slaughter of Flinders Street "C" Box earning third prize of 10/6.

It was an interesting competition, and produced some interesting entries. The three main reasons why railwaymen LIKE being railwaymen are, it seems, for the security of the job, the good friends made, and for the sense of responsibility which arises from working in a service indispensable to the community.

Second-prize winner Shields summarized one of his "likes" tersely. "In this—the biggest industry in the State, an industry that absorbs every conceivable type of tradesman—one meets personalities from all walks of life: men and women who have made a name for themselves in football, cricket, boxing, athletics, music, arts, raising prize fowls, and a host of other activities. This reason, and many more, make me proud to be a small cog in the wheel of such a grand and indispensable industry."

Fitter and Turner Shields found in the railway life, too, the realization of a boyhood dream: to build engines.

Third-prize winner, C. W. Slaughter, included an unusual "like" in his list: "when off duty, being able to relax completely." His general comment on being a railwayman is that "Nothing is perfect, but as a whole I have satisfaction and pride in working for the Railway Department."

Congratulations are extended to these prize-winners, and sincere thanks to all others who submitted entries.

Here is the first-prize winning entry:

WHY I LIKE BEING A RAILWAYMAN

By JOHN EVANS.

The man who says that he has the perfect job is either a fool or a liar, but the balance between advantages and disadvantages in one's employment makes all the difference between living and merely existing. A desire for progress, for the use of science and invention to make working conditions advance to what they could be, will always give rise to some discontent—what has been described as the "divine discontent" that spurs humanity on.

When I first became a railwayman I was in my thirties, and had experience of private employment with several firms. Being a tradesman with a real interest in my craft I found that the lack of continuity of employment made it difficult to maintain interest in my work. Fluctuations in the wheat crop or the price of wool, a temporary lull in the manufacture of machinery for factories, or bridge building, or some other outlet for the products of engineering workshops, meant the end of a job, and the search for another. Under such circumstances one's employment becomes nothing more than the means of earning food, clothing and shelter, and the orderly planning of such long-term items as house purchase becomes impossible.

As a tradesman in the V.R., I could look forward to lifelong employment, unless some major national catastrophe occurred. So with that question settled I began to think about other aspects of the job. No sane man likes to have so little interest in his job that going to work is like going to prison, and the knock-off whistle is the sign of a brief respite from drudgery and boredom. Now why did I feel different about the railways? Rates of pay were about the same, equipment different in some respects, but no better than many shops where I had worked. But there were some fundamental differences.

(Continued Page 6)

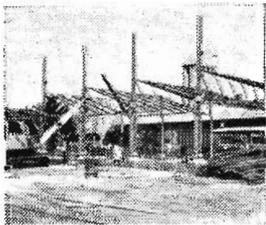
WE USE

MASSIVE MECHANICAL EQUIPMENT

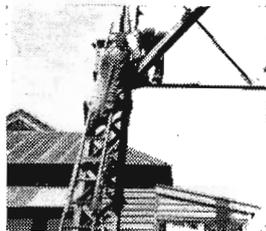
Maintenance Workshop Being Built

SCORES of railway labourers in gangs welding picks and shovels on big regrading and duplicating jobs; rakes of trucks being manually loaded with earth and then moving along the line to be emptied by hand-shovelling for building up new embankments . . . these were familiar sights before the outbreak of the Second World War. Today, the scene has changed dramatically. The Way and Works Branch, keeping pace with modern construction trends, is now using mechanical earthmoving and constructional equipment on an unprecedented scale.

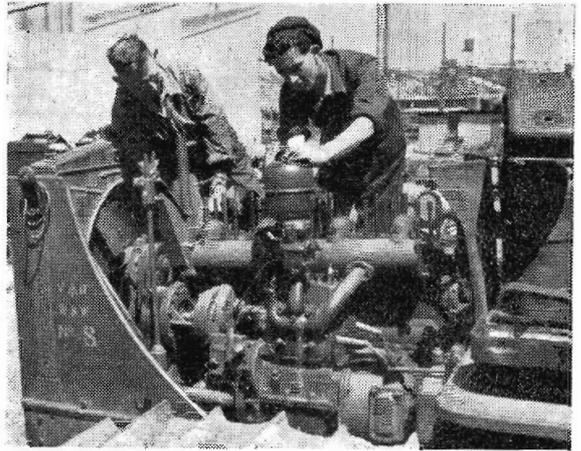
During the past five years, the plant has been steadily built up, until now it is estimated to be worth in the region of £250,000—and more is being bought. Without this massive and varied equipment, it would have been impracticable for the Department to proceed with the big track and bridge works that form an important part of the Commissioners' £15 million post-war modernization plan.



Left: Early stages in construction of new maintenance workshop.
Right: Struts are locked in place for main girders.



For demolition, earthmoving and constructional work, the Department 10 years ago had one dragline excavator, two air-compressors, three portable welding plants, six winches, and a few concrete-mixers. Now, there are 14 excavators (also used as shovels and draglines), 18 crawler tractors (scoops or bulldozers), 47 air-compressors, 70 pumps, 18 winches, 66 concrete-mixers, eight portable welding plants and many other constructional aids, including a 10-ton diesel crane on rails.



During an extensive overhaul, this crawler tractor receives expert attention from Fitter Jack Osmond and Fitter's Assistant Dave Taylor.

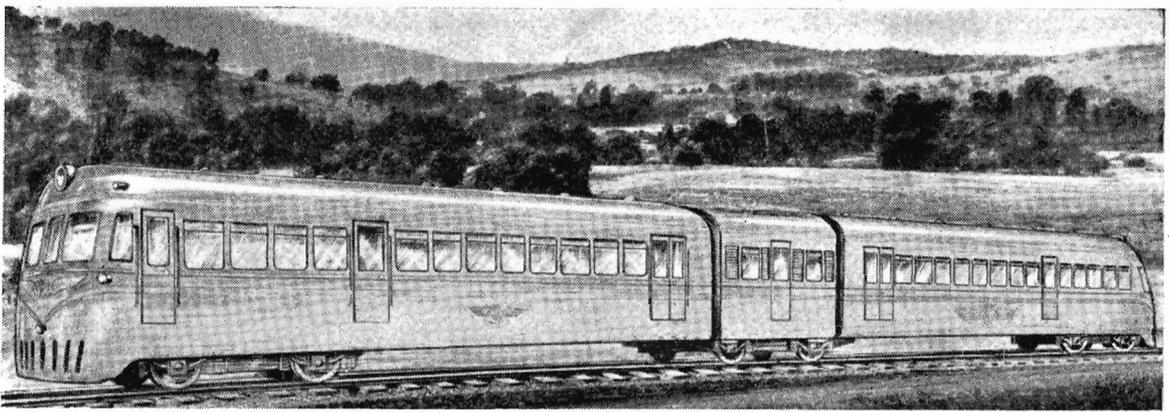
Compressed-air plays an important part in many of the Branch activities. It operates impact wrenches for tightening and loosening bolts; pneumatic picks for breaking up roadways and concrete foundations; air-saws for cutting heavy timbers; rock drills for blasting and general demolition work; and tie-tampers. Powerful petrol-driven pumps can deliver up to 60,000 gallons of water per hour; concrete-mixers range in capacity from three to 10 cubic feet. The portable welding plants are used for bridge work, welding rail crossings *in situ*, and in repairing mechanical equipment.

Maintenance and testing of the whole of this valuable plant is carried out at the Inspector of Ironworks' Division at Laurens Street, North Melbourne. A decade ago, the Division's fitting staff, mainly engaged on field repairs to stationary plant, totalled 29. Since then, with the ever-increasing mechanization, it has risen to 61. The work demands versatility as well as a high standard of efficiency. It ranges from the maintenance of many types of diesel engines, where it is necessary to work to 10,000ths of an inch, to the overhaul of heavy turn-tables, lifting cranes, coal handling plants, etc.

The demands upon the Division have outgrown the limited space in the present workshop and a new, modernly-equipped Maintenance Workshop, to cover 33,000 sq. feet, is in course of construction.

OUR FRONT COVER

ASSISTANT Stationmaster W. Groves, one of the railway team at Healesville, was snapped by Publicity Photographer John Hiron recently as he withdrew an electric staff from the instrument to let a train through to Yarra Glen.



Artist's impression of how 280 h.p. diesel rail-cars will look when in service.

Diesel Power Units on the Way

ADVICE has been received that the first of the power units for the 280 h.p. diesel rail-cars has been shipped from England, with the second unit to follow in about a month's time. They are part of an order for 12 of this capacity, intended for service on main and important country branch lines.

Comfort will be the keynote in the coach bodies, which will be built in Melbourne. Features include central heating, adequate toilet facilities, special lighting and plenty of space for parcels, mails, luggage, etc. Details of the seating accommodation, which will determine the number of first- and second-class passengers to be carried,

will be announced later.

The accompanying picture shows how the cars will appear in service. Each vehicle comprises three sections: two for passengers, separated by a twin-engined power unit. Fully loaded, the cars are expected to be capable of speeds up to about 60 m.p.h.

Of the total of 30 rail-cars ordered six, ranging in capacity from 102 to 153 h.p., are now in running on various country lines. As this issue went to press, arrangements were in hand for another car to go into service, to be followed shortly by an additional one.

TWO DENILQUIN RAILWAYMEN PASS ON

With deep regret the deaths are announced of two fine Denilquin railwaymen: Shedman W. Murrells, who retired only four months ago, and Engine Driver W. Featherstone. Mr. Featherstone, who was only 52 years old, was a veteran of the First World War, and about 40 returned soldiers formed a guard of honour at his funeral. Workmates from Denilquin railway station were pall-bearers.

Mr. Murrells was Shedman at Denilquin for a quarter of a century. Well-liked, and popular with all who knew him, he was a wonderful "ambassador for the Department." The story of his career was published in the December 1948 "News Letter."

Sincere sympathy is offered to the relatives of these two good railwaymen.

ORIGINS OF STATION NAMES

EMERALD. So named by the Rev. Doctor Bleasdale, who found precious stones in the nearby creek.

COPE COPE. Native. "Gope Gope." A large lake fed by smaller lakes.

Road Motor Drivers Set Fine Example

ONCE again, V.R. Road Motor Drivers have set a splendid example of care on the highways, and in the 1948 Freedom from Accident Competition (conducted by the National Safety Council of Australia), have won 67 awards for good driving. Four railwaymen have now driven continuously for 18 years without accident. Two have 17 years to their credit, three 16 years, and one has 15 years.

Drivers Freston, Watson, Fleiner and Keating are the "18-year-men". They have scored the possible, for it is only 18 years since the Department began entering drivers in the competition.

This is a splendid achievement and an object lesson in a State where carelessness on the roads is far too common.

World Above The Clouds



●
Railway men and women make holidays happy days at . . . The Chalet, Mt. Buffalo National Park.
●

The Chalet: The gardens in the foreground are a blaze of colour for many months each year. They have been formed by building earth beds over the granite base.

LYING on the fringe of the Australian Alps, 4,500 feet above sea level," says the guide-book, "Mt. Buffalo National Park is Australia's tourist playground. Once believed to be merely a winter resort, it is now popular all the year round and holidaymakers flock there from all parts of the Commonwealth. Visitors stay at The Chalet, a superb guest-house on the rim of the Buffalo Plateau, equipped with every imaginable comfort. It is owned and managed by the Victorian Railways."

Guide-books are traditionally liberal in their judgements, but the host of railway men and women who have holidayed at Mt. Buffalo National Park will agree that the resort is delightful, and the standard set by The Chalet high.

Every year about 5,000 holidaymakers stay at The Chalet, and hundreds of day trippers, campers and hikers have meals in the dining room or cafe. A railway staff of 75 looks after them—well!

Manager Bob Wright is mine-host of the organization: a veritable Pooh-Bah whose incidental duties include those of Postmaster, Fisheries and Game Inspector, Returning Officer, Crown Lands Bailiff, Poundkeeper, and Justice of the Peace.

The Chalet generates its own light and power, has a hot water system, runs its own garage and motor transport fleet, keeps a huge larder of stores and provisions, stables 18 hacks, and keeps 20 miles of roadway open with a snow plough during the winter months.

"The Chalet is quite a little city," points out Mr. Wright. "It has a post office, bank agency, trunk line connexion with anywhere, a two-way frequency-modulation radio link with Mt. Hotham

and Bright, a cafe which serves morning and afternoon tea, tobacco, cigarettes, toilet goods, cosmetics and chemist's sundries. There are two large lounges, a drawing-room with a grand piano, a concert hall, a billiard and table tennis room. Pictures are screened weekly. Our own cars take guests on sightseeing trips and out to the snow runs. We have a ski equipment hire service which can outfit every holidaymaker in the house. We even have ski instructors—Canadians Herb Hall and Paul Heikkilä—who taught the latest technique to 1,200 skiers last year. And if you like rowing, we can hire you boats at Lake Catani.

"The railway men and women here cover a chef, kitchen staff, waitresses, housemaids, porters, drivers, mechanics, clerks, typists, carpenter, gardener, storeman. We're equipped for any activity, any emergency."

Manager Wright has plenty of able assistants—Peter Hargreaves, for example. He maintains all the electrical, mechanical, hot water, telephone, sewerage, and drainage installations in the house.

(Continued Overleaf)

WORLD ABOVE THE CLOUDS



In the ballroom at The Chalet, or out riding along the scenic tracks (Len Saunders is the horseman), or enjoying a delightful meal in the spacious Dining Room, a Mt. Buffalo holiday is superb all the time.

He keeps all the clocks repaired. Daily he supplies meteorological data to the Weather Bureau. He has been at The Chalet for over 20 years and knows every wire and pipe-line on the Plateau.

Then there is Ern Chalwell, who has been in charge of the stables and ski room for 25 years, and who conducts the all-day riding parties; Mrs. Finn, who bears all the problems of Dining Room supervision; Head Porter Frank Maloney, who banishes luggage bother; his wife, who is Housekeeper in control of 200 rooms; Laundry Man Fred Zilz, who learnt the art of snowy washing over in Austria; Carpenter "Con" Conway; Gardener "Pat" Patrick—all these, and others like Housemaids May Morris, Hattie Browett and Ethel Hannan, all of whom have over 5 years' service at The Chalet to their credit.



Catering for 5,000 guests each year and for twice that number of "casuals" calls for careful organization. Spotless rooms, four-course meals to delight the epicure, efficient service, and the little details that make The Chalet a paragon of good housekeeping do not "just happen." They come about from good work and good supervision.

At The Chalet, as at every railway location, the boast holds good that "our men know their jobs."

CONTINUED FROM PAGE 2.

WHY I LIKE BEING A RAILWAYMAN

Firstly I changed location, working a year in each of two shops, and getting along quite well, and then finally settling down in a job with a little more personal responsibility and a definite part to play in regular repairs and also the building of new stock. This made the V.R. a subject of personal interest, and good workmanship a matter of personal pride. There were cynics who loudly denied such interest, but I noticed that they, like myself, seized opportunities to see "The Spirit" when finished, and also "Heavy Harry" when first moving under his own steam. We became interested in the moving of the wheat crop, development of rural areas, water conservation and power production, and finally organized one of the many little discussion circles that are to be seen in railway shops every lunch-time. Gone now was the feeling of frustration with its typical phrase—"What's the use?"

Like most of my workmates I am not an angel or starry-eyed idealist, but I like to derive satisfaction from my work just as I do from my food, the comfort of my home or the interest of my hobbies. As a railwayman I was one of a necessary staff, not personally indispensable but part of an indispensable service. Some of my best friends were met whilst working in the railway shops, and they are still my friends now that I am retired. So, considering all things, if I could have my time over again, I would again be a railwayman, but next time I would start younger.

APPLE & PEAR BOARD PLEASED

"Dear Sir,

As the 1948 Apple Season has now drawn to a close, I desire to place on record our appreciation of the co-operation received from your Administrative Officers and Stationmasters, which has in no small measure contributed to the success of the distribution of apples in case lots in country centres.

We look forward with pleasure to a continuance of the arrangement with your Department when the 1949 season opens.

Yours faithfully,

M. PASCOE,
Secretary."

... Secretary of the Victorian State Office, Australian Apple and Pear Marketing Board, writing to the Commissioners.

* * * * *

Some people will listen to you only when you whisper to somebody else.

Men still die with their boots on—but one boot is usually on the accelerator.

Some men are fired with enthusiasm; others are discharged with enthusiasm.

Shifting the Harvest "A Good Show"

Railwaymen receive high praise

NEW COMPETITION :

GOOD PRIZES FOR RAILWAY JOKES

HAVE you heard this one? One of our rail motors (which has since been replaced by a diesel), was chugging along a branch line one hot and sticky day. Suddenly it came to a stop. A passenger in one of the corner seats, drowsy and too lazy to open his eyes, murmured, "Why are we stopping?" "There's a cow on the track," said the Driver. About half an hour later the rail motor stopped again. "What's the matter this time?" demanded the sleepy traveller. "Cow on the line," said the Driver. "Hell," grumbled the passenger, "Have we caught up to that cow again?"

Does that yarn make you helpless with laughter? Or does it make you chuckle? Or does it leave you cold? A teen-age railway lad described it succinctly as "corny."

All right . . . can you tell a better yarn with a railway flavour? If you can, the "News Letter" would like to hear from you. In fact, for the best jokes received, with a railway atmosphere, six prizes are being offered: £1, 10/-, and four of 5/-.

Jokes can be of any length (although the shorter the better), and preference will be given to original yarns in awarding the prizes. Send your entry (or entries) for the "Have You Heard This One?" competition to the Editor, "News Letter," Railway Offices, Spencer Street. Closing date for the competition is May 7, and winners will be announced in the June issue.

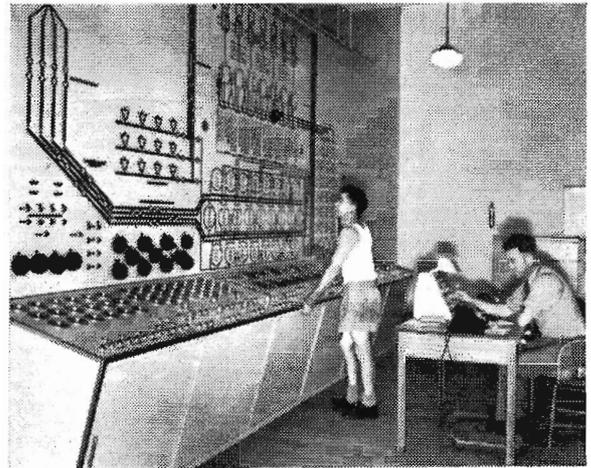
AIR-CONDITIONED CARRIAGES BEING CONSTRUCTED

PART of the Department's progressive policy to raise the standard of travelling comfort for country passengers is the provision of all-steel, air-conditioned carriages. Two of the new cars were recently placed in running on the Melbourne-Albury service. Under the present programme, 18 others are to be built.

Except that the exteriors are painted red and the men's toilets have been divided into two compartments, the cars are identical with "Spirit of Progress" vehicles, whose smooth and quiet riding qualities have won the approval of many thousands of passengers.

The Victorian Railways were the first in the Southern Hemisphere to introduce air-conditioning of passenger carriages—in December 1935, when an "AE" car was converted. Today, the Department possesses 37 air-conditioned vehicles, including 25 passenger carriages; four sleeping cars; two dining cars; five buffet cars; and one parlour-observation car.

ONCE again the season's wheat harvest has been shifted by the Railways, with over 17 million bushels transported in ten weeks, 91 per cent. of it in bulk. And once again the farmers, millers, agents, and the press of both metropolitan and country areas have been loud in their praises of the Department's efforts.



Control panel of a Geelong silo.

A typical tribute (it is one of many hundreds) is this letter from the Cosgrove Silo Committee to the Chairman of Commissioners:—

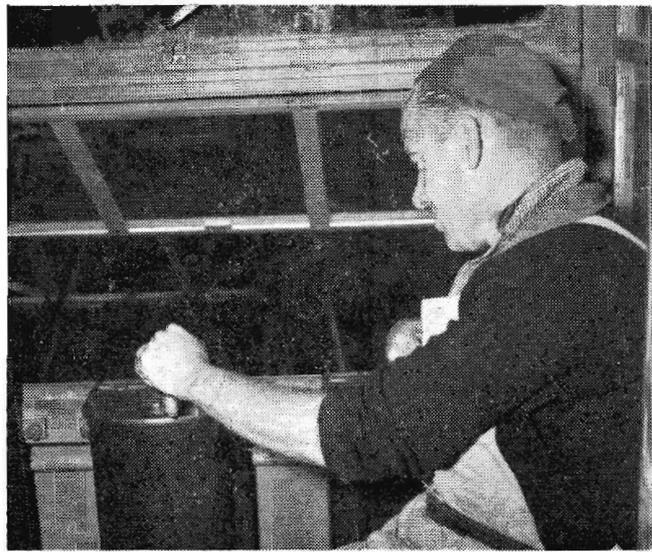
"On behalf of the wheatgrowers of this district we wish to thank and congratulate you for the rapid and satisfactory manner in which the railways have cleared the wheat silos this season. We feel we owe much to the efforts of Mr. Dunlea, Stationmaster at Shepparton, who took a personal interest in the job of transporting the wheat.

The train crews gave of their best and they handled the trucks on the short loop at Cosgrove in a way to help the silo Manager. It has been the most successful season yet."

Only splendid co-operation between railwaymen has made possible the efficiency characterizing the 1949 effort. In the peak week, 4,028 truckloads of wheat were moved—a total which speaks for itself. In ten weeks, 24,843 trucks were supplied for the harvest, and five million bushels carried to Geelong, three million to Dunolly, and four million to Marmalake storages.

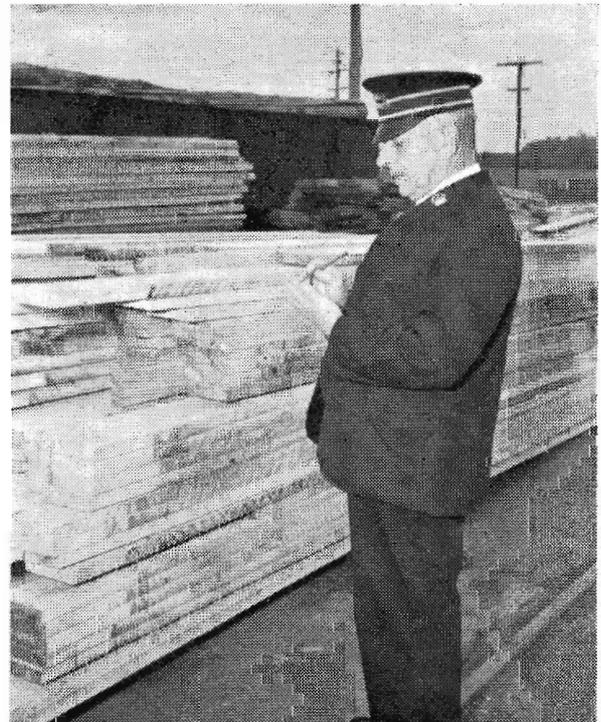
It has been a good show all round!

Left to right: Gantry Crane Operator Jimmy Bennett looks down on the work-a-day world below ; Charlie Anderson couples up a loco ; Repairers "Mac" MacMillan, Ron Roland, George Alexander and Wally Watts wage a never-ending war on weeds.



RAILWAYMEN AT HEAL

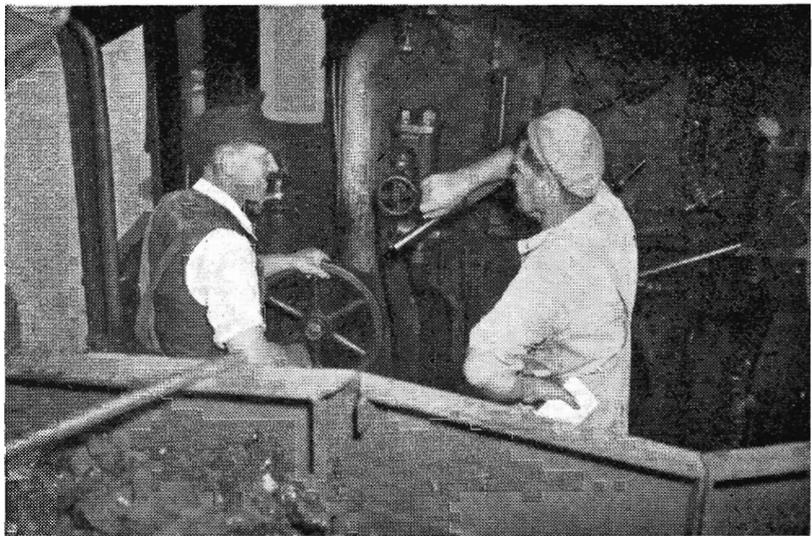
Below—left to right : Clarrie O'Brien tenses his muscles to switch the points ; Stationmaster H. F. in the station yard ; Tractor Driver Cliff Exelby checks over his machine ; Driver Harry Harrington a yarn between jobs ; Lad Porter Frank Kupke sorts a batch of pails





ESVILLE

W. Pithie checks timber consignments and Fireman "Ranji" Gardiner swap wheels.



WAY AND WORKS BRANCH ENGINEERS EARN PROMOTION



PROMOTIONS in the professional division of the Way and Works Branch following the recent elevation of Mr. A. P. Taylor from the position of Assistant Chief to Chief Civil Engineer include: Messrs. W. O. Brown, Assistant Chief Civil Engineer (formerly Engineer of Maintenance); H. C. Thomas, Engineer of Maintenance (Engineer of Special Works); and H. R. Tonkin, Engineer of Special Works (Metropolitan District Engineer) . . . seen from left to right in the above picture.

Each of these officers possesses long and extensive railway engineering experience on many important undertakings throughout the State. Messrs. Brown and Tonkin spent the early years of their railway service, before qualifying as engineers, in the Transportation Branch. Mr. Thomas was in the Railway Construction Branch for 20 years. Since transferring to the Way and Works Branch, much of their progress has been along the same channel: Engineer, District Engineer and, before coming to Head Office, Metropolitan District Engineer at Flinders Street.

Bob McNeil Gains Commerce Degree

FIRST of the Accountancy Branch Commonwealth Reconstruction Trainees to graduate from Melbourne University is Bob McNeil of Railway Offices Accounting Office. Twenty-eight year old Bob, who served as a R.A.A.F. pilot for 2½ years, and flew night-fighters in England, was in the Cashier's Division before enlistment. On his return he was granted leave by the Department to attend the University, and he qualified for his Commerce degree in three years . . . a fine effort for which he earns a deal of credit. Congratulations, Bob McNeil, B.Com.

BOY SCOUTS APPRECIATIVE

Addressed to the Chairman of Commissioners (Mr. N. C. Harris), the following letter of appreciation from the General Secretary, Victorian Boy Scouts' Association (Mr. F. R. G. Sanders) was received too late for the February "News Letter":

"I have been directed by the Pan-Pacific Scout Jamboree Council to convey to you our sincere thanks for the splendid co-operation and assistance extended to us by the Victorian Railways in connexion with our recent Jamboree at Wonga Park, near Ringwood.

We fully realize the difficulties under which your staff worked; the fact that the railway transport arrangements were so completely satisfactory reflects great credit on all concerned.

In all our negotiations with your officers, we received the utmost courtesy and assistance. As we do not know the names of all who were responsible for the detailed work and we feel it would be invidious to make distinctions, my Council would be glad if you would convey to all concerned our most sincere thanks for their very efficient and helpful service."

In his reply, the Chairman said that it gave the Commissioners great pleasure to know that the staff had earned this appreciation.

RAIL TENNIS TEAM CHOSEN

Consisting of both metropolitan and country railwaymen, the V.R. tennis team selected to visit Sydney for the Interstate Railways Carnival between March 9-16 becomes one of the most representative sporting sides to compete for this State. Players selected are:

Jim Bolger (Office Assistant, Nth. Melb. Loco); Ron Carmichael (A.S.M., Yackandandah); Jack Conboy (Clerk, Accounts Branch, Head Office); Eric Grant (Office Assistant, Spotswood Workshops); Vin Snow (Fireman, Wodonga); Jack Trevena (Motor Driver, V. R. Printing Works); Doug Voddison (Elect. Fitter, c/o Signal Supervisor, Nth. Melb.); and Percy Walter (Clerk, Warragul).

From the eight names announced, two emergencies will be picked in Sydney. Jack Conboy (Captain) and Percy Walter (Vice-Captain) are the only players with previous Carnival experience. Manager of the team will be Arthur Whisken (Clerk, Spencer Street Booking Office), who filled a similar post when the Victorians played in Adelaide before the war.

* * * * *

Although operating with a staff of only 484,000 railwaymen (compared with 515,000 before the war), the French National Railways carried 20 per cent. more passengers last year than in 1938. Freight traffic also increased considerably. Quick turn-round of waggons accounted greatly for the improved result.

* * * * *

The Indian Railways have started a campaign against ticketless travel. Seventeen platoons of police and 34 special railway Magistrates are being employed in the task of apprehending "scalpers" and trying them on the spot.

Where there is any doubt as to the station from which a ticketless passenger began his journey, he is now liable for a penalty, plus the full fare from the terminus station. Offenders may receive up to three months' imprisonment.

RAILWAY GARDENERS CREATE BEAUTY



Nurseryman George Dunn keeps weeds in check.

SOMETIMES they speak a strange language. "I think we should use *Ficus Stipulata*" you may over-hear one of them saying. His friends will shake a decisive head. "No. *Ampelopsis Veitchii* would be better. And we could have a line of *Melia Azedarohs* near the gates."

They speak the strange language of gardeners. No professional gardener worth his salt would call *Daphne Heath* anything but *Brachyloma daphnoides*, or refer to *Oxylobium alpestre* as wall-flower-pea. But, despite such idiosyncrasies, the gardeners of the world create beauty, and for that we must honour them.

Bringing beauty to our own little corner of the universe are Alex Topp and his thirteen assistants: the railway gardeners. Gardener Tom Gleeson is at Ballarat, but the others range through the metropolitan area, looking after stations and cuttings, green belts and flower strips, and rows of ornamental trees.

Their work does not pass un-noticed. Only last month a scientist at the Commonwealth Serum Laboratories wrote, to the Chief Civil Engineer. "I should like to express my appreciation of the way the gardens are laid out, and kept in order, especially at East Camberwell and Royal Park Station. Not only is the layout commendable, but I have noticed how suitable is the choice of shrubs, trees and lawn grasses. I know these two stations best as I travel between them each day. I should be glad if you would pass on to the officers concerned this appreciation."

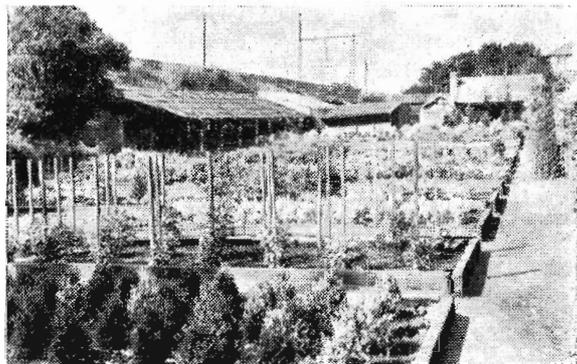
Head Gardener Topp, who directs these activities, has had long experience. He was already a fully trained Landscape Gardener when he became a railwayman, thirty-six years ago. Learning railway methods on the Box Hill section, he knocked off gardening for 4½ years to shoulder a rifle with the 1st A.I.F., and on return took over the stretch between Glenhuntly to Frankston. For some time he was Nurseryman at Flemington Bridge, and then received promotion to his present post.

"Unfortunately," he says, "we have a lot of lee-way to make up before we get back to our old standards. During the recent war we had to carry on with the most meagre of skeleton staffs and in many cases our plots and gardens died out, or ran wild. We are still short-staffed, and it is not possible to carry out much new work . . . or even to recover the ground we lost."

"Men with Green Fingers."

"Once, we supplied plants and shrubs to stations throughout the State, but we are unable to do so these days."

With that philosophy of the true gardener he adds quietly: "But there's always next year—and the year after that." Maleesh.



A general view of the Flemington Bridge Nursery.

Seeds are produced, and seedlings and little trees grown, at the Flemington Bridge Nursery. Behind the tall fence flanking Flemington Road, is a dwarf forest of cypress, privet, sugar gums, lantana, grevillea, rhus, celosia, pines; a fairy garden of phlox and asters, marigolds, cannas, dahlias. There is a glass house where cuttings strike; a potting shed where frail plants and suckers are given a temporary home of their own, to gather strength.

Production from the Nursery has not yet returned to pre-war proportions. It is recorded that, in one year, 85,000 gums, pines and deciduous shade trees, 100,000 cypress, privet, dahlia bulbs, chrysanthemums and seedling annuals, and 60,000 small flowering shrubs were distributed to various railway stations and works from Flemington Bridge.

In what is apparently an age of vandalism, Mr. Topp's section suffers severely. At times, the theft of newly-planted shrubs reaches 50 per cent. But what upsets this good gardener most of all is the strange mentality of folk who, coveting a Christmas tree, saw off young pines level with the ground. "Overnight," says Alex Topp, "up to five years' careful work is wantonly destroyed."

It is only the moronic few, however, who destroy the beauty which the Railway Gardeners strive so earnestly to create. To most people, the work of the men with green fingers is indeed beautiful—and a joy forever.

LATE-RUNNING OF COUNTRY TRAINS OFTEN UN-AVOIDABLE

RAILWAYMEN generally will be interested in a press statement recently issued by the Commissioners in reply to published criticism of the late-running of country trains. The Commissioners said that it was extremely difficult, and often impossible, to maintain good time-keeping under present conditions, and particularly during holiday periods of heavy traffic.

"No one is more anxious than we are to provide convenient, reliable and comfortable services," the Commissioners stated, "but we continue to be handicapped by shortage of coal, and also by the poorer quality of much of the coal that we are receiving. For this reason, we cannot provide a full pre-war passenger service on country lines and, with fewer trains, the engines have frequently to haul greater loads than those on which the schedules are based. They cannot, therefore, maintain the prescribed speed. The reduced number of trains, moreover, results in a heavier concentration of van goods traffic, and more time is consequently taken in unloading the vans. Additional staff to assist in this extra work is not available, although we have taken every means open to us, and at considerable cost, to recruit the labour needed.

"Without information regarding the trains to which the correspondent refers, we are unable to comment on the criticism of the attitude of the station staff and train crews. Under single-line working, however, it does happen that late running results in delays at crossing stations where the arrival of another train must be awaited. In such cases the impression might be wrongly created that the staff are wasting time.

"Regarding the general criticism that train improvements have been negligible, the Commissioners said that this could not reasonably be applied to the services normally provided before the Department was handicapped by dearth of coal. Actually, considerable progress had been made both in the frequency and quality of train services. Present plans, moreover, embrace extensive modernization, at an estimated cost of £15 million. They include the construction of sufficient air-conditioned country passenger carriages of 'Spirit of Progress' type to enable cars of this type to be used on every country train to and from Melbourne; modern locomotives; the introduction of numbers of completely up-to-date diesel rail-cars (several of which are already operating on country lines); improved tracks to permit faster running; and more express trains on lines where justified by traffic.

"The programme of improvements is being delayed by shortage of materials, coal and manpower, but it nevertheless is proceeding as quickly as conditions permit.

"Our objective is a greatly improved standard of service generally," the Commissioners said, "but, like most other industries at present, we are limited in our progress by lack both of essential materials and of labour."

This reply will enable railwaymen to rebut comments that are often ill-informed. Criticism of this kind, however, shows how necessary it is that station staffs and train crews should not give travellers any grounds for an impression that the best efforts are not being made to save time wherever possible. A leniently, lackadaisical attitude on the part of any member of the staff at a stopping station, when a train is running late, is bound to have an unfavourable reaction upon already irritated passengers.



Mrs G. D. JONES

Is First V.R.I.

Committee-Woman

SMILING at you in this picture is Mrs. G. D. Jones, a member of the portering staff at the Geelong Station, who has the distinction of being the first Committee-woman in the history of the Victorian Railways Institute. Her recent election at the Geelong Centre gave as much satisfaction at Melbourne Headquarters as it did locally, where she has always been a keen and active helper in Institute affairs, particularly on the social side.

In her Departmental position of Ticket Checker on the main barrier gate at the Geelong station, this popular railway-woman's courtesy and efficiency have made her well-known to many hundreds of rail travellers.

Within five months of entering the service in 1943, Mrs. Jones gained her full Ticket Checker's Certificate, "a performance that compares favourably with anything my own sex has done," remarked an appreciative Geelong official.

RAIL QUIZ FOR MARCH

INCLUDED in this month's series of questions is . . . believe it or not . . . something about an item that appeared in your February "News Letter." The idea is to test the retentive powers of your memory about a very recent announcement . . . and an important one, too. In addition, there are other questions calculated to keep your eyes lifted towards the ceiling, while the mind gropes for the correct answers, which are on Page 15.

- (1) On Page 10 of the February "News Letter," you were told of the number of V.R. men who had received First Aid awards during 1948; and the total number of qualified ambulance men in the Department. Recall those figures?
- (2) The Train Control System was introduced in the Transportation Branch nearly a quarter of a century ago. No further clue about a system that has done so much towards raising the efficiency of train services. To get full marks, you've got to say the year the system started.
- (3) Rails in many parts of the V.R. system are welded into lengths of between 100-270 feet. But on one section . . . and not so very far from Melbourne, either . . . there's an unbroken stretch of welded rail that is close to 3,000, 4,000, 5,000, or 6,000 feet long. This is a 'sitter' . . . for those who know their welds.
- (4) If . . . we say if . . . you felt like buying out the whole of the Victorian Railways, well, you simply would not have the money. Still, it's good to day-dream about going along to the bank, drawing a cheque for . . . and then boasting that the system is all yours.
- (5) Flinders Street Station, which includes Princes Bridge Station, is one of the busiest passenger stations in the world. Back in 1941, special tallies were taken of the number of people passing through the barriers. The daily average total was pretty high. How many?

Train Lighting Depot Helps Make Travel Comfortable

NEXT door to the Shelter Shed at West Melbourne lies the Train Lighting Depot. It is a quiet and unassuming organization, but it plays no small part in adding to the comfort of country travellers. Day-in, and day-out, Train Lighting Inspector Ellingson and his team of railwaymen work modestly and efficiently behind the scenes.

Putting on the light in a carriage is easy—merely a matter of throwing a switch or applying a torch to the gas mantles. The real work of the Train Lighting staff lies in a non-stop round of maintenance. Globes and mantles must be replaced, wiring and conduits kept in good order, generators repaired, batteries charged, and gas cylinders filled. Looking after the stoves and hot water systems in dining and buffet car kitchens is another job handled at the Depot.

Buffet car refrigeration is a further task, while one of the biggest responsibilities of all is the maintenance of the complete self-contained units installed on all air-conditioned cars. This is an immense task calling for a high standard of electrical and mechanical skill. There is a full-time job at the Depot for 105 men.

On the Victorian system, about 550 country passenger cars are electrically lighted, and the remainder burn Pintsch gas. The Pintsch gas is carried in cylinders under the carriages, and it is a job of the Train Lighting staff to fill the tanks before a train leaves. Pintsch gas is manufactured at North Melbourne (by the Department's own plant) from crude oil. It has a greater calorific value than coal gas, and has the added advantage of being compressible to 120 lb. per square inch. Travelling gas holders—special railway trucks with cylinders and compressor engine—take supplies to country centres.

On electrically lighted country passenger cars, batteries are carried on an underslung unit. A generator, belt-driven from the axle, supplies power and charges the batteries while the train is in motion. When the train stops, the batteries take over.

The first Victorian train to be equipped with electric lighting was the Sydney express in 1922. The Adelaide express followed and then other important trains. The weight of electric lighting plant, dynamo and batteries, makes it economically impossible for all carriages to be converted from Pintsch gas to electricity. All newly constructed country cars are, of course, electrically lighted and air-conditioned.



Battery charging at the Train Lighting Depot.

Looking after the batteries is a major activity of the Train Lighting Depot. Batteries are removed for overhaul about every two years. They are stripped, renovated, filled with fresh acid, recharged—and put to work again. For air-conditioned cars, special heavy duty batteries are employed, a modification of the batteries used by British submarines during the Second World War.

FROM Warragul comes the sad news that Train Examiner Alf Gresham has died at the age of 49. Mr. Gresham had been stationed at Warragul for eleven years, and before that was at Benalla and Geelong. Well-known and popular, he took a keen interest in railway social life. Years ago he was a prominent V. R. I. boxer, and after retirement from the ring kept a kindly eye on the rising generation of boxers.

No greater tribute could have been paid to Mr. Gresham's popularity than the big muster of railwaymen who attended the funeral.

STATIONMASTER GILLESPIE RETIRES

AFTER 50½ years' railway service, the latter ten of them spent at Sandringham, Stationmaster D. P. Gillespie has begun a well-earned retirement. But before he signed off for the last time, his colleagues gathered around to shake his hand, wish him long life and good health, and present him with a standard lamp, a cigarette lighter and a travelling rug.

"Mr. Gillespie was a good Stationmaster," writes one of his staff, "and everyone under his charge had a great respect for his efficient and co-operative manner. It has been a pleasure to work beside him."

Public Address System Plays Big Part In Rail Traffic Handling

SOON after the public address ("loud-speaker") system was introduced on the platforms at the Flinders Street Station about 10 years ago, the Commissioners were gratified to receive a letter from the Honorary Blind Workers' Association reading, in part: "... We wish to express the appreciation of blind citizens at the use of loud-speakers on the Flinders Street Station Platforms. These mean to the blind what the illuminated indicators mean to the sighted."

SINCE then the public address system has been extended to other passenger stations, also to goods and passenger yards and to workshops. Now, plans are in hand for further extensions. Besides the Flinders Street Station, there are public address systems serving the platforms for train announcements at the Spencer Street, North Melbourne, Caulfield, Upper Ferntree Gully, Geelong, Ballarat, Bendigo, Seymour, Warragul and Ararat Stations — and later on they are to be brought into use at Richmond.

Also they are at the Flemington Racecourse and the Show Grounds Platforms where they have been of marked assistance in handling big crowds.

Portable Equipment, Too

In addition, the Department has a portable public address system which has been used at Jolimont and Richmond Stations for directing crowds arriving from big sporting events on the Melbourne Cricket Ground.

Perhaps the most valuable application of the system has been in goods and passenger yards. It is in use at the following Yards: Melbourne (goods and passenger), Jolimont, North Geelong, Ararat, Ballarat, Bendigo and Yallourn, with Geelong and the new marshalling yards at Seymour next to receive it.

The system installed at the Melbourne Goods has expedited the movement of the many thousands of trucks through this busy Yard. Focal point of the system in the extensive Melbourne Goods Yard is the Control Office at Dudley Street, West Melbourne.

Here, an Assistant Yard Superintendent is on duty day and night controlling the movements of trucks. Seated at a specially constructed table, fitted with a microphone, loud-speaker and automatic and harmonic telephones, this officer is in prompt, two-way contact with the outside staff at 10 "key" points in the Yard.

Aids Accounting Work

To facilitate cost accounting at the Newport, Ballarat, and Bendigo Workshops, there are networks of microphones throughout the shops connected to a Central Recording Bureau in the Accounts Section. When employees change jobs, they are handed "Change Time Slips," which show the code numbers of jobs and the times the changes are made.

Through the microphones, they then contact the Central Recording Bureau, giving the relevant details for immediate incorporation in the cards relating to the production cost of each job.

Careless Cutting Causes Casualties

EVERYONE from time to time handles cutting appliances in industry . . . and that goes for the railways, too . . . from scissors and chisels to power-driven saws, planers, etc. However efficiently cutters may be guarded, want of care on the part of the user can result in accident. At all times therefore, when engaged on any cutting operation, give your work every attention. IF YOU MUST CUT SOMETHING, CUT OUT CASUALTIES.

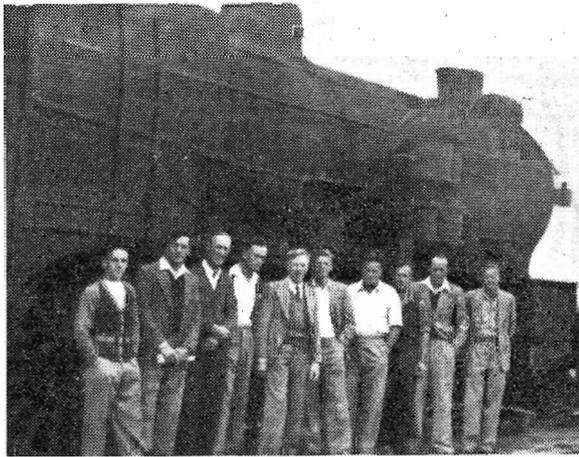


9-YEAR OLD SKETCHER IS V.R. MAN'S SON

ONE day Ian MacLaren may be a very famous name in the Art world. The nine-year-old son of Telephone and Telegraph Engineer A. MacLaren, he is a student of Septimus Power and learning rapidly. Since the age of three, Ian has been sketching. He shows a confidence and concentration well beyond his years, and a genuine interest in art—particularly the old masters. The pencil sketch produced here has suffered considerably in its reduction from original size, but gives "News Letter" readers some idea of this youngster's exceptional talent.



"Horses with 'flu feel the same as we do," says a daily paper. A horse points out, however, that there is nothing in human experience like sneezing into a nosebag full of chaff.



A typical V.R.I. class Instructor A. E. Creetman with his Engine Working pupils at Dimboola.

Railway Engineer Laid Out Jamboree Camp



ASSISTANT Engineer Ian Hodges (Electrical Engineering Branch), a Group Rover Scout Leader, was asked last Easter by the Scout authorities if "he would tackle the job of laying-out a 1,000-acre property, replete with all facilities, for a Scout Jamboree." Although quite without experience in such matters, this 27-year-old V.R. man promptly accepted what proved to be an immense undertaking.

Sequel was the widely-praised Wonga Park Camp, setting for the Pan-Pacific Scout Jamboree held during the Christmas-New Year holiday period. Up until the beginning of December, after which he obtained leave from the Department to concentrate fully on the job, Ian devoted almost all his spare time to the big task of surveying, planning and directing—with the enthusiastic co-operation of hundreds of fellow-voluntary workers—the setting up of an "all-canvas town" to accommodate 11,500 scouts. The "town" included 200 camp sites, with all necessary administrative, hospital, sleeping, cooking, lighting, water supply, sanitation, and road facilities. The location of everything on the camp site . . . from taps to tents . . . was accurately plotted on a mountain of plans. And when the camp was thrown open, every tap and tent was in its pre-arranged place. For the duration of the Jamboree, Ian was elevated to the rank of Commissioner. With an army of plumbers, carpenters, electricians, etc., he was responsible for all maintenance work within the camp.

For his great work, he was awarded the Medal of Merit by Lord Rowallan, Chief Scout of the British Empire. Incidentally, Ian's achievement is underlined by the fact that only two other scout leaders received such distinctions during the Jamboree.

Ian, whose father is Officer-in-Charge of the Superannuation Division, Accounts Branch, joined the Railway service in 1939 as an Apprentice Electrical Fitter. A Newport Technical College scholarship winner, he was awarded a Free Place at the Melbourne University and, in 1945, he resumed in the Department with the Degree of Bachelor of Engineering Science.

* * * *

It happened in a busy city street. "Excuse me, Constable," said the very meek motorist, "I've been parked here for over an hour, waiting for my wife who is buying a hat. Would you be so kind as to order me to move on?"

* * * *

Rastus: "What's de mattah with Sambo, Mandy?"
Mandy: "Dis 'ere insomnia. He keeps waking up every three or four days."

* * * *

ANSWERS TO MARCH RAIL QUIZ . . .

- (1) 634; 5,305. (2) 1926. (3) 4,748 feet on the Melbourne-Geelong Line. (4) £80,178,873 at June 30, 1948. (5) 310,761.

V.R.I. EXAM. PRIZE WINNERS

THE prize-winners in the V.R.I. 1948 Annual Examinations merit warm congratulation. The general standard of work was high, and to have become "dux" called for a lot of ability and hard work. Here is the full list of prize-winners:

RAILWAY SUBJECTS.

"PETER ALEXANDER MEMORIAL" PRIZES

E. Quillian, Cleaner, Dimboola—93% Engine Working, Junior Grade; C. W. Keys, Fireman, Geelong—96% Engine Working, Senior Grade; N. Toulmin, Fireman, Geelong—93% Westinghouse Brake, Junior Grade; S. G. Janetzki, Fireman, Dimboola—94% Westinghouse Brake, Senior Grade; E. A. Brunt, Repairer, Nullawil—90% Permanent Way.

"T. H. WOODROFFE" PRIZES

A. E. Osborne, Clerk, Flinders Street—86% Safeworking, "A" Division; T. J. Reilly, A.S.M., Barnawartha—80% Safeworking, "B" Division; B. Hunter, Painter, Bendigo Works—90% Safeworking, Way & Works.

"W. R. BROWN MEMORIAL" PRIZES

R. J. Pitman, Porter, Hamilton—79.48% Station Accs. & Management, Junior Grade; G. T. Perry, A.S.M., Eaglemont—76.63% Station Accs. & Management, Senior Grade.

"V.R.I. COUNCIL" PRIZES

M. C. Brown, L/Porter, Merrigum—83.03%, Ticket Checking; W. J. Johnson, Storeman, Ouyen—85.4%, Storeman's Duties, Junior Grade; N. R. Emmett, L/Lab'r., Ouyen—85.7%, Storeman's Duties, Senior Grade.

Special Council Prize

G. S. Truemen, Porter, c/o Metro. Supt.—81%, Safeworking, "B" Division.

BROTHERHOOD OF RESONIAN'S" PRIZE

Section 1—
N. Toulmin, Fireman, Geelong—91.5%; C. W. Keys, Fireman, Geelong—91.5% (shared prize).

Section 2—

A. F. Gay, Repairer, Fairfield—65.5%.

COMMERCIAL SUBJECTS.

"A. E. HYLAND" PRIZE

L. T. Lynch, Clerk, Secretary's Branch, Spencer Street—92%, Shorthand, Elementary Theory; J. W. Ryan, Clerk, Dept. Munitions, Footscray—85%, Shorthand, Advanced Theory; Miss C. Styles, Typiste, Taxation Dept.—140 w.p.m., Shorthand Speed; Miss C. Dorgan, Junior Typiste, Rolling Stock Branch—41 w.p.m., Typewriting.

* * * *

A teacher was dealing with the meaning of the familiar phrases. His pupils had been answering well until he came to "mumbo-jumbo." There was an awkward silence, which was at last broken by a boy calling out: "Mumbo-jumbo means a dumb elephant, sir."

LETTERS TO THE EDITOR

FINANCE

The resume of the Commissioners' Report for 1947-48, published in a recent issue, reveals some very interesting facts and data concerning the operation of the service. Its perusal is depressing, as one discovers that although no effort is spared to increase efficiency, our Department "just doesn't pay" and there appears to be no argument with those graphs, as proof that freights and fares must be increased again if we are to hold our position as a vital section of the State's economy. But higher charges do not attract custom; more likely they will reduce it. We also find suggested as a deterrent to road competition, a tax on such transport on a mileage basis, but this method may not be altogether desirable as to many it would appear to entail hardship for one small section of the community. Increased taxation on any branch of production results in higher costs generally.

The value of all public utilities and services, whether they provide transport or gas, electric power or water, is registered in a very real and concrete form in the value of the land of the State of Victoria. This is known as site value or unimproved land value, and is that quality or worth which land receives through the very existence of the community and the activities of its members. Railways operation plays a big part in the creation of this value. To prove this, we have only to imagine the effect on land values, were all railway activities to cease, and tracks and rolling stock be demolished.

An instance from American history is relevant. There, railways were constructed by private companies which received free grants of land adjacent to surveyed routes. On completion of construction, this land was sold and because a railway system was then serving it, land which was of little value previously realized more than sufficient to compensate for total outlay. This method was very different from that used in Victoria, but the value of railways operation is still held in the land. To quote a learned Judge as recently as 1947 . . . "I have always asserted that the Railways was the most profitably run institution this country has ever had, and, far from being a losing proposition, it is making very handsome returns indeed, and no adequate balance sheet ever took into consideration the accretion of land values in this State as a result of it. If you put the land values increase on the credit side of your balance sheet, instead of owing £30,000,000 worth of capital, you will have a credit of perhaps £100,000,000."

In view of this important fact it is appropriate to suggest that the Department receive some of the value it creates. Although it may be controversial to advocate a levy on a State-wide basis, the idea could be applied when any new line construction is being considered. Values prior to construction and after could be taken into consideration and a special Railways levy made on the increase. This would deter land speculators and assist our budget to some degree whilst not entailing hardship to anybody.

L. Hurley,
Train Examiner.

STATISTICS

I have read your article "Machine with Brains" appearing in the January edition of "News Letter" with interest.

I do not agree, however, that the commodity code analysis accurately indicates the description of traffic handled, excepting perhaps in truck load quantities.

I submit the code number used for less than truck loads is mainly determined by the rate charged. For example, superphosphate in 3-ton lots is coded 4 as is firewood in truck loads, and both would be coded 74 if, for instance, contract rate were applicable.

Your article also stresses the importance of accuracy, yet the total analysis of the code numbers at the foot of the waybill illustrated is incorrect.

"Critic."

(Quite right about the code numbers. "Critic." Naturally an article of that type can only be of a general nature. The waybill used for the photograph was selected at random and its error stresses the need for accuracy by station staffs. Thanks for the "rap". Editor.)

MODEL BUILDING

You may be interested to know that the "News Letter" is read with interest by quite a number of people outside the Railway service; copies are passed on to us by friends in the Railways and are looked forward to each month.

As a means of expanding their interest, a number of Railway enthusiasts formed a club, known as the "Victorian Model Railway Society." Our Society covers many branches of railway interest, apart from modelling locomotives and rolling stock, and we would like to extend an invitation to V.R. men with similar leanings to come along and contact us.

The title of our monthly news bulletin is the "Coupling," and the Editor and myself wish to offer congratulations on the marked improvement in the "News Letter," particularly the photographs.

W. P. Fairlam
(Publicity Officer.)

Yours truly,
Leslie G. Poole
(Editor.)

V.R. GIRL COMPETES AGAINST DUTCH ATHLETE



A thrilling moment in the 80-metre hurdle at the Melbourne Cricket Ground. Mrs. Fanny Blankers-Koen sweeps to the lead, slightly ahead of Wilma Collins (centre) and Shirley Strickland.

(Photo. Courtesy "The Argus")

ONE of Victoria's outstanding women athletes, 19 year-old Typiste Wilma Collins, of the Traffic Branch, seems almost assured of representing Australia at the Empire Games in New Zealand next year. That is the opinion of most critics after her recent great performance against the "Flying Dutchwoman," Mrs. Fanny Blankers-Koen, before a crowd of 30,000 who attended the women's athletic carnival at the Melbourne Cricket Ground. It was a severe trial for Wilma. In the 80-metre hurdles, she was competing against one of the fastest women runners in history: her other opponent was also in world-class: Shirley Strickland, Australian representative at the last Olympic Games in England. Wilma actually led to and over the third hurdle, and from the next it was 'neck and neck' in a race that had the crowd yelling with excitement. The Dutchwoman scored by two yards: the others tied, but only after Shirley had desperately "thrown" herself at the tape.

In the high jump, Wilma again opposed Mrs. Blankers-Koen, who scaled 5 ft. after the V.R. girl and another competitor had been eliminated at 4 ft. 11 in. Just before the jump, she was jestingly rebuked by Mr. Jan Blankers, husband of the Dutchwoman. "Wilma," he said determinedly but in faltering English: "You're a very, very naughty geerl. You should 'ave a spike in the 'eels of your shoes . . . and then you jump 'igher" After all, he should know . . . he is one of the world's leading athletic mentors.

"To meet and run against such a phenomenal athlete as Mrs. Blankers-Koen is the highlight of my career," Wilma said. "She is a charming woman; she loves Australia; and I won't be surprised if she returns with her husband and two children to settle in this country. Hope it's Melbourne—and that she joins the V.R.I. Women's Athletic Association"

With Wilma in the spotlight on the arena, the V.R. and V.R.I. were also in the forefront on the administrative side of the Carnival at the M.C.G.: Mr. Jack Williams (Engineer, Signal and Telegraph Division), who is President of the V.R.I. Athletic Association, was Carnival Manager; Secretary was Miss Lil Neville (V.R.I. Staff), who, amongst other official positions in the women's sporting world, is Secretary of the Victorian Women's Athletic Association. Both were warmly congratulated on the excellence of the arrangements which they, in conjunction with the various sub-committees, made for the Carnival.

APRIL 1949

Issue No. 223



The
V I C T O R I A N
R A I L W A Y S

New Letter

BRITISH RAIL EXECUTIVES STUDY OUR PROBLEMS

Mr. J. Elliot (seated) and Colonel A. C. Payne examine Annual Report with Mr. G. Stewart (right) of Secretary's Branch. Stenographer is Audrey Foote (Secretary's Branch).



MR. JOHN ELLIOT, who has come to Victoria to investigate and report on the State's railway system, was appointed General Manager, Southern Railway, England, in October last year, consequent on the appointment of Sir Eustace Missenden as Chairman of the Railway Executive. Mr. Elliot, who was born in 1898, was educated at Marlborough and the Royal Military College, Sandhurst. He was gazetted to the 3rd Hussars in 1917, and was on active service with his regiment in France, Belgium and on the Rhine until 1920, when he resigned his commission to enter journalism.

Newspaper Experience

After experience in America on the "New York Times," and in England on the "Daily Express" and "Evening Standard," on the latter of which he became Assistant Editor, Mr. Elliot, in 1925, joined the Southern Railway as assistant to Sir Herbert Walker in charge of publicity and advertising. In 1930 Mr. Elliot was appointed Development Officer in the newly-formed Traffic Department. He was made Assistant Traffic Manager in 1933; Assistant General Manager in 1937; and in 1939 was appointed Deputy General Manager, which position he held until he assumed the duties of General Manager.

Mr. Elliot played an important part in the development of Air Raid Precautions before the outbreak of the Second World War, and during the war A.R.P. was largely his responsibility. He was active also in organizing the Southern Railway Home Guard. In August 1947, Mr. Elliot was

awarded the American Medal of Freedom with Bronze Palm for his services to the U.S. Armed Forces in the Second World War.

Mr. Elliot was closely connected with the organization of the railway-operated air services since their inception, and became Chairman of Great Western and Southern Air Lines Ltd., and a Director of 10 airline companies associated with the railways, including the very successful Channel Islands Airways. In 1935, in company with Sir Eustace Missenden, Mr. Elliot visited the United States and Canada to study rail, road, and air conditions in those countries.

He was appointed in 1943 Chairman of the Managing Committee of the Railway Research Service. Mr. Elliot, who is a member of the Institute of Transport, is a Director of British and Foreign Aviation Ltd., Olley Air Service Ltd., Thomas Cook and Son Ltd., Hay's Wharf Cartage Co. Ltd., and other companies.

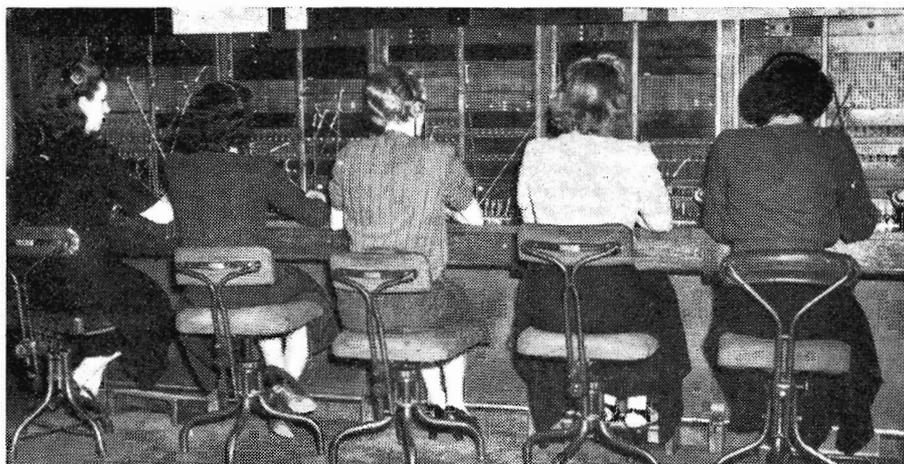
COLONEL PAYNE

Colonel A. C. Payne, who accompanied Mr. Elliot to Victoria, established the Southern Railway Staff Training College at Woking, Surrey, after the Second World War. It is a residential college for 20 students at a time. Students are selected from the most promising members of the various branches, and given more detailed instruction in the activities of their own particular branch. The courses last from two to four weeks and the results of all examinations are entered on staff records.

(Continued on Page 6)

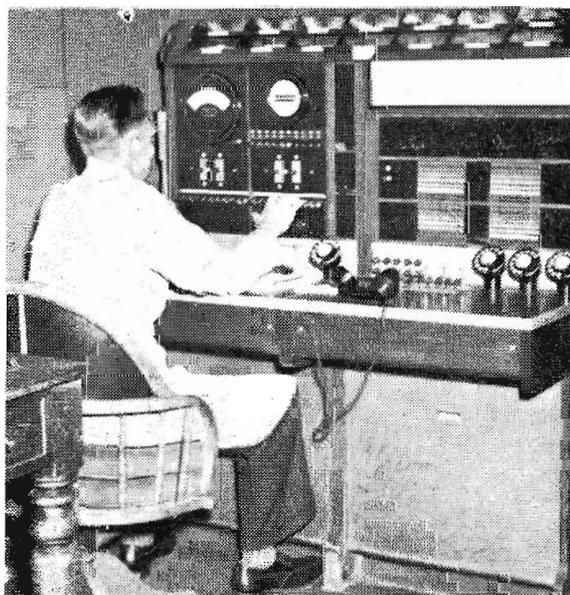
The Victorian Railways News Letter

Nerve Centre Of Telephone Network



Telephonistes on the Postal inwards call board handle 4,000 calls each day. (Right) Senior Telephoniste Lesley Cox is in charge of the manual section.

AN old English recipe for jugged hare begins "First, catch your hare." The Railway Telephone Directory has he same direct simplicity. "To make a departmental call," it says, "first ascertain the correct number." The rules are few and logical, but if they are obeyed implicitly the telephone will give perfect service, year in and year out. It will save miles of walking, reams of memo paper, dozens of man-hours. A twist of a handle or a few flicks of a dial can put you in touch with all Victoria: and beyond.



Mechanic-in-charge Ken Kimber checks on the automatic equipment.

Nerve-centre of the telephone network spreading across the face of the State is the Telephone Exchange at Head Office, where a bevy of pleasant-voiced railway Telephonistes control the boards and plugs. The automatic equipment is in an adjoining room; voiceless, impersonal, efficient, steel-brained, metallic-fingered. To the technician, the manual and automatic sections are both part of the Automatic Exchange. But the layman prefers to think of them as two entities: the one warm and friendly, the other Frankensteinian.

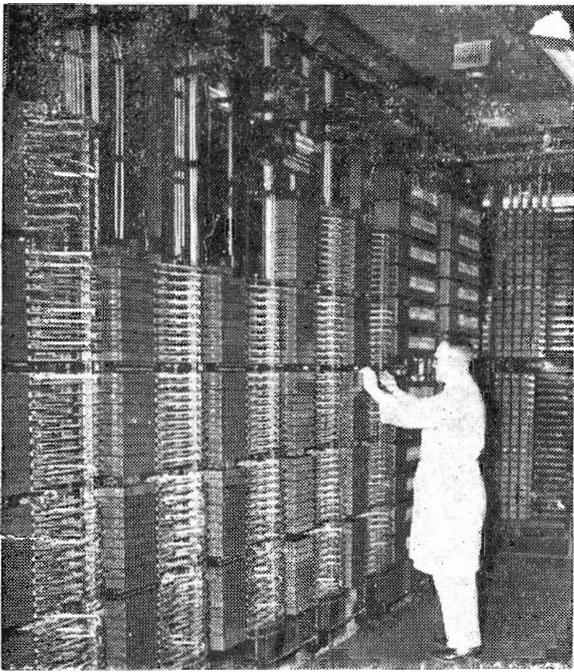
Between 9 a.m. and 5 p.m. on a week day, about 4,000 people ring the Department. There are 50 incoming lines, 980 automatic extensions, and about 300 harmonic extensions. It takes a staff of five to cope with the work through the "postal" system, and three girls are on the harmonic board. Senior Telephoniste Lesley Cox has been in charge of the manual section for many years. Trained originally by the P.M.G.'s Department, she became a railway woman when the present exchange was introduced.

"Happy On Job"

Lesley Cox likes the job. "We are a very happy team down here," is her comment. "The work is more than usually interesting, and we deal with pleasant people. Or perhaps I should say *mostly* pleasant. We strike occasional "snags" who delight in being rude on the 'phone, but they are rare.

"You must have your wits about you on these boards, for members of the public are often terribly vague. They want a man named Mr. Jones in the 'Transportation Branch,' or the 'Freight Section' . . . and sometimes become quite annoyed when asked for more detailed information.

"And although the story is against this section, I'll tell you one amusing tale. The event occurred some years ago . . . the girl on the switchboard was new . . . and she didn't stay long. A woman rang up about 8 o'clock one night, trying to trace



Maintenance on the automatic relays.

her missing husband. 'I know he was on the 6 p.m. Oakleigh train,' she said, 'but he hasn't come home yet. Can you tell me where I could find where he might be?' The new Telephoniste suffered a minor brain-storm. Suddenly she got a bright idea and made the necessary connexion . . . to the Lost Property Office. We've never quite lived that one down."

But no such highlights occur to brighten the life of Exchange Mechanic-in-charge Ken Kimber. For he is in charge of the "room next door" where the automatic equipment clicks away with cold precision. It is the only equipment of its kind in Australia, and in tip-top condition after 14 years' strenuous work. In that 14 years something like 125 million calls have passed through the exchange. More than 30,000 calls were registered in one day, during a peak Christmas rush.

The equipment is manned 24 hours daily, and the Electrical Mechanics work three shifts. Mostly, their duties consist of routine maintenance, but a sudden shrill buzz, or the urgent flicker of a red light, stirs them into sharp activity. Delicate as a watch, strong as a locomotive, the equipment is a tyrannical master.

Ken Kimber has been in charge of the section since 1946. Joining the Department as an Apprentice on the Exchange 26 years ago, he grew up with the new system. His lieutenant, Ted Leonard ("as good a practical mechanic as you could ever find"), has been with the section since 1926.

The whole exchange is air-conditioned. It is always spotlessly clean and free from dust. Like a good nerve-centre, it is calm in the face of the heaviest business, or the greatest emergency. It never indulges in temperamental tantrums.

STAFF TRAINING COVERS WIDE FIELD

THE centre spread of pictures in this issue, showing educational classes in progress at the Institute, covers an important railway activity: staff training. Special courses peculiar to railway operation are taken by many railwaymen, for rail-roading is a career. Other courses are general in the commercial world. They include bookkeeping, accountancy, shorthand, typewriting, and telegraphy.

The special railway subjects conducted at the V.R.I. range from Engine Working and Safeworking (with all its ramifications) to Station Accounts and Management, Storeman's duties, and the duties of Driver-Foreman and Fitter-Foreman. Some classes are given orally by Instructors, others by correspondence.

In addition to the classes run through the Institute, some branches give tuition in subjects associated with their own work. The Rolling Stock Branch, for example, runs a Roads and Signals class at North Melbourne Loco Depot, a Cleaners' class at all main depots, and a three-weeks Electric Train Driver's course at the Electric Running Depot, Flinders Street.

The Transportation Branch has a Porters' class, where new Porters are taught the elements of their job, and grounded in public relations. A special visual training film, produced by the Department, is shown to all trainee Porters. The branch also runs a full-time Safeworking class, and Electric Suburban Guards' classes are conducted intermittently.

In the Accountancy Branch trainee Comptometrists' classes are held from time to time.

V.R. TECHNICAL COLLEGE

The outstanding contribution made to staff training comes from the "Railway College for Railway Craftsmen"—the V.R. Technical College at Newport, where Apprentices are given thorough tuition in their trades. For three years the Apprentice spends from eight to ten hours weekly in the class-rooms, supplementing his practical training in the workshop with theoretical instruction. More than 2,300 Apprentices have passed through the V.R. Technical College since it was established in 1922. The full story of the college's activities was given in the August 1948 "News Letter."

Ambulance classes, too, are an important part of staff training. A story of the work carried out, and the interest taken by railwaymen, appears on page 5 of this issue.

FOR THE BENEFIT OF MANKIND

**Ambulance
Division
Does Valuable
Work**

Mr. Commissioner Wishart presents ambulance certificates to successful students.



LAST year 62,000 railwaymen and rail travellers were given first-aid treatment by members of the Department's ambulance organization. One hundred and sixty-one new railwaymen were trained in first-aid work, and a further 473 given advanced instruction. At present 5,360 railway men and women are competent to give first-aid to the injured: and all have been taught by the Railway Ambulance men. Ambulance Officer Blackburn and his staff work to the St. John Ambulance ideal: "For the Benefit of Mankind."



Ambulance Officer Blackburn examines patient's eye.

wood. The present Ambulance Officer, Bill Blackburn, was appointed in 1940 and he has lived up to the traditions set by his predecessors. Bill, by the way, was Victoria's top football umpire for several seasons.

The number of individual courses given under the guidance of these three officers exceeds 30,000.

The story of first aid in the Victorian Railways goes back to the '70s. The first Ambulance Corps was organized in 1884, and interest has never waned over the years. It is not surprising that railwaymen have always shown such keen desire to learn first aid, for the whole pattern of rail-roading makes a man safety-conscious.

To train railwaymen, and to co-ordinate the various independent classes which had grown up over the years, a full-time Ambulance Officer was appointed in 1909. Many railwaymen will recall him with a friendly glow of pleasure: kindly Fred Kaiser. His successor was another fine railwayman, Vic South-

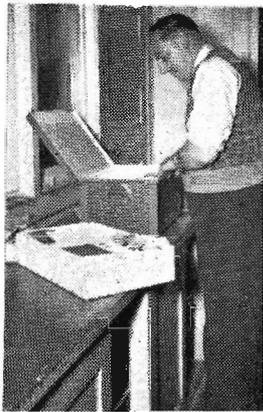
Railway facilities for treating the injured are better now than ever before. The "odd corner of the workshop" where casualties were once given attention has been replaced by up-to-date ambulance rooms. The rooms at Newport and Spotswood Workshops are in charge of Trained Sisters. Every train, station, workshop, inspection motor and trolley throughout the State has its own ambulance box, supplied from, and maintained by, the Ambulance section at Spencer Street. Whenever railwaymen are working or people are travelling, an ambulance box is close handy.

Travellers hurt themselves in innumerable ways. Women twist ankles when high-heeled shoes slip; kiddies jam fingers sky-larking; men trip on their own shoe-laces; dust in the air settles in eyes. These are only a few of the common casualties. Accidents occur on the job, too: cuts, bruises, scalding, and so on.

Medical stores used to treat all these casualties are considerable. They include 35 miles of cotton bandage and 2½ miles of elastic bandage each year, as well as 3 miles of gauze, 1,200 lb. cotton wool, 40 gals. monacrin, 25 gals. acaflavine, 50 lb. plastine . . . and 4 gallons of castor oil.

(Continued overleaf.)

AMBULANCE DIVISION DOES VALUABLE WORK



Ambulance Boxes for distribution throughout the State are made up at Spencer Street.

Classes are held in Metropolitan and country centres to train railway first-aiders. Tuition and equipment are free; travel is also free to the place of instruction; qualification for the first year certificate brings an immediate award of £2.2.0; and members of corps receive payment for their attendance at practices.

Competitions are held in ambulance work every year. The events are keenly contested, and the winning team represents Victoria in an annual Australia-wide contest.

Of particular interest to first-aiders is the news that the English method of adjudication will be introduced into this year's competitions. The English method calls for realistic staging of accidents, and teaches competitors to rely on their own knowledge and initiative in deciding injuries from which a patient is suffering. Ambulance Officer Blackburn believes that the new system will become very popular here.

Every railwayman has the opportunity to learn first aid—free, and with official encouragement. The study is fascinating in itself, and educationally valuable. There is no reason why every railway man and women in the service should not qualify. "We can supply the instruction," Mr. Blackburn points out, "but only you can supply the will to learn. If you get in touch with your local first-aid organizer he will gladly arrange for your enrolment. Or you can contact me direct."

It is advice which the "News Letter" warmly commends to its readers—for the benefit of mankind.

SPORT — AND TEAMWORK

TEAM-WORK on the sporting field led to team-work on the job, Mr. W. J. Crowe, Vice-President of the V.R.I. Cricket Association said at the annual smoke night.

Congratulating Spotswood Shops on winning the premiership, Mr. Crowe added: "Sport enables railway men and railway women to develop a healthy body and a healthy mind."

Mr. T. R. Collier, Staff Superintendent, Transportation Branch, said the Commissioners were wholeheartedly behind the sporting activities of the V.R.I.

ELECTRIFICATION PIONEER DIES

THE recent death of Mr. W. Stone, former Chief Electrical Engineer of the Department, terminated a brilliant career. Although it is 28 years since Mr. Stone retired, he has left his mark indelibly, for it was he who guided the Electrical Engineering Branch through the transition period and early years of suburban electrification.

Born in Tasmania nearly 91 years ago, Mr. Stone became a Victorian railwayman in 1883 when he joined the Telegraph Branch. Electricity was still in its infancy, but young Stone was in the forefront of local experimental research, and he designed the original Spencer Street Power Station: a revolutionary design which ultimately became standard.

When electrification was mooted here, Mr. Stone was sent to investigate latest developments abroad. On his return he was appointed head of the new Electrical Engineering Branch. The decision to electrify this system was largely influenced, in the early stages, by his foresight. When he retired in 1920 he had the satisfaction of seeing electrification well under way.

It is interesting to recall that Mr. Stone was one of a committee of three experts who made the first report to the Government on developing an electrical undertaking at Yallourn.

Those railwaymen who worked with him at the time of suburban electrification will recall the occasion when a vitally needed oscillograph (costing £1,000) was held up by delays during the First World War. Mr. Stone spent a week-end in his workshop and, on Monday morning, brought along a self-made oscillograph which functioned quite satisfactorily until the instrument on order turned up.

OUR FRONT COVER

Everybody from Wangaratta to Bright knows Guard Jack Morrison. Tall, quietly-spoken, friendly, Jack Morrison has been on the branch line run for four years. Our cover picture shows him sorting correspondence between stations, as 25 travels Alpsward through the night.

COLONEL PAYNE'S CAREER (continued from Page 2)

Colonel Payne, who served with the Infantry and the Royal Air Force in the First World War, joined the railway service in 1919. He went through the early stages of his training with the London-Brighton South Coast Railway, which formed one of the constituent companies of the Southern Railway on amalgamation. After gaining an extensive knowledge of staff matters and passenger and rolling stock work, he went to the Rules and Regulations Department.

Colonel Payne was made assistant to the Divisional Superintendent in Exeter and subsequently transferred to the London Central Division. He was called up for service in the Second World War in September 1939, during which time he was appointed Assistant Divisional Superintendent in the London East Division. During the war, Colonel Payne served overseas with the Railway Transportation Branch of the Royal Engineers.



**New
Publicity Officer
was
War
Correspondent**

MR. M. A. JONES, who has been appointed Publicity Officer for the Victorian Railways, commenced his duties on February 28.

Mr. Jones is one of Melbourne's best known and most experienced journalists. A native of Western Australia, he received his early newspaper training in that State. Before joining the literary staff of the Melbourne "Age," Mr Jones was a reporter on the "Sunraysia Daily," Mildura, and "The Advertiser," Geelong.

He joined the "Sun News-Pictorial" in 1942 and was accredited as a war correspondent. After being attached to General MacArthur's headquarters in Melbourne for a time, Mr. Jones, who represented No. 2 Newspaper Group (Melbourne "Sun," Sydney "Daily Telegraph" and Brisbane "Courier-Mail") was posted to New Guinea. He covered the Battle of the Bismarck Sea, the attack on Salamaua and the 9th Division landing at Lae. He also took part in several operational flights with the R.A.A.F. and 5th U.S. Air Force. At the time of his appointment as Railways Publicity Officer, Mr. Jones was Federal political roundsman in Melbourne for The "Sun News-Pictorial." In his long journalistic career he has been roundsman, political and sports writer, sub-editor and relieving chief-of-staff.

Do You Know What a Railway Is ?

PERHAPS you think you know what a railway is? You don't. We thought we did . . . until we read this learned definition by the Supreme Court of a European country. Take a deep breath, hold your hat on . . . and read briskly :

"A railway is an undertaking suited for repeated movement of persons or things over not entirely inappreciable distances on a metal basis which, through its consistency, construction and smoothness, is arranged to make possible transportation of heavy weights or the attainment of a relatively high speed of transportation, and through this characteristic, together with the natural forces further utilized to attain the transportative movement (steam, electricity, muscular activity of animals or humans, and also with appropriate lie of the roadbed, the own weight of the transporting container or its contents) is capable of producing an effect in connexion with the operation of the undertaking on the same."
Whew . . .



EVERY good wish to Mr. and Mrs. Dan Daly who were married last month. Dan and his bride—formerly Joyce Prichard—are on the clerical staff of the Central Parcels Office, Spencer Street. A handsome canteen of cutlery was their wedding gift from colleagues on the job. Congratulations, Joyce and Dan!

Have You Heard This One ?

A usually reliable authority vouches for the truth of this story :

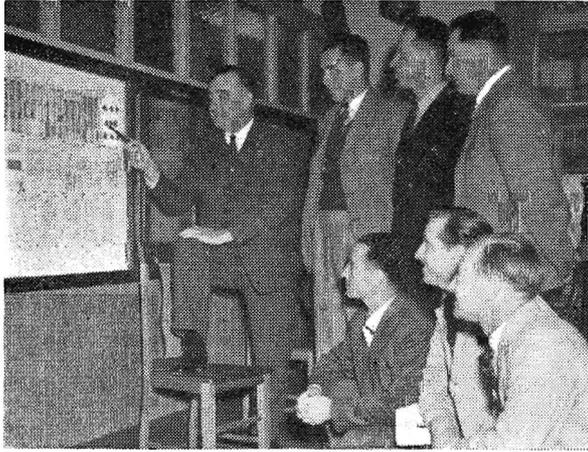
During a visit of the Better Farming Train to a Gippsland town some 25 years ago, the lecturer announced that his subject would be "Cows that don't pay." Immediately there came enthusiastic applause from the local grocer. "Good on you, sir," he called out warmly, "this town is full of them!"

Do you know of any better anecdote with a railway flavour? If you do, send it along to the Editor, News Letter, Railway Offices, Spencer Street. A "Have you heard this one?" competition is now running, and entries will be received up to May 7. There are six prizes offered: £1, 10/- and four of 5/-. Keep your stories to reasonable length, and original yarns will receive preference in judging. Jot down some of those famous jokes of yours which have kept the lads at the workshops or depot in fits of laughter for the last 25 years! Do it now . . . before you forget.

ORIGINS OF STATION NAMES

- WONTHAGGI.** Native. Borne, drag, to pull along.
- YEA.** Named by Captain Clarke, R.E., after Colonel Lacy Yea, of Crimean fame.
- COCAMBA.** A corruption or variation of the native name, "Kookimbo," given to a tank in the Mallee, and adopted for the railway station. It means "Laughing Jackass."
- IVANHOE.** This name, taken from Sir Walter Scott's novel, was given to the estate by Mr. Richard Painter. When the estate was sub-divided and sold, the name passed to the township.
- LOCH.** Named after Sir Henry Brougham Loch, Governor of Victoria, afterwards Lord Loch.
- LYONS.** Named after Rear-Admiral Sir Edmund Lyons, second in command of the British Fleet in the Black Sea in 1854.

RAILWAY MEN AND WOMEN GO



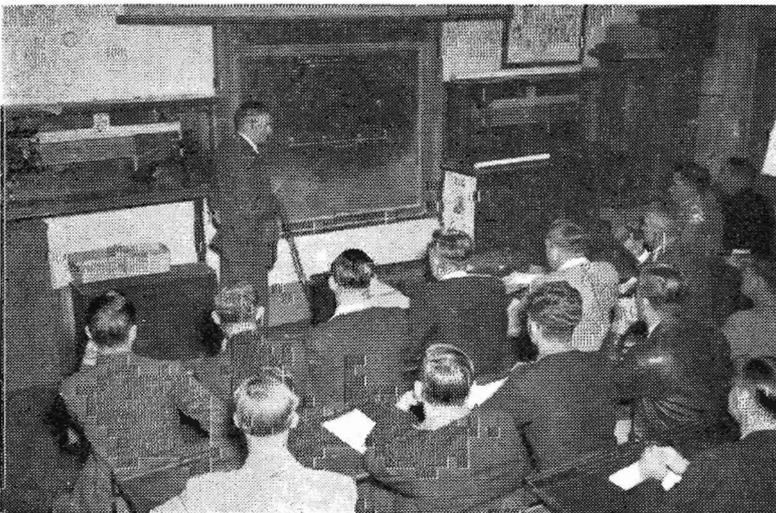
From early in the morning until well after dark, railway operation, or of accountancy, shorthand, and typewriting at the V.R.I. at Flinders Street. The "News Letter" was recently and brought back these photos.

The left-hand pictures show Instructor Cassell putting up the Typing expert Brown checking on the lists of quick- Collins revealing the mysterious

On the right-hand side, G. Corkhill explains Shorthand Instructor Cassidy sets the instructors Kirkpatrick and Wiskin demonstrate



Below, trainee Telegraphists tap out messages on a thumbed volume in the Technical section of the V.R.I. types a reply to questions asked



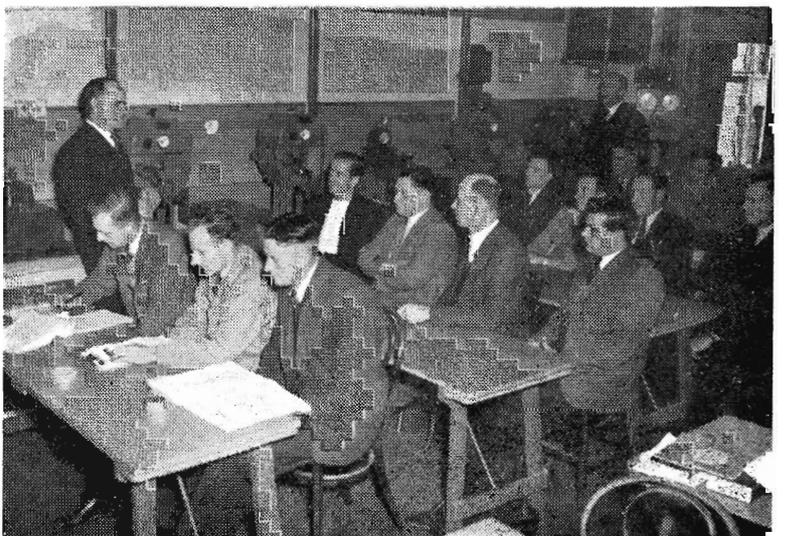
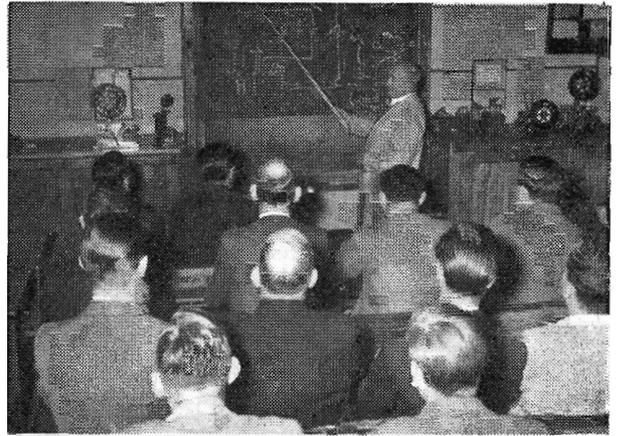
TO SCHOOL - - AT THE V.R.I.

ay men and women learn the intricacies of railway
ing, through the educational classes conducted by
Photographer made a tour of the class-rooms
otos of teachers and their pupils.

g potential Ticket Checkers through the charts ;
rown foxes jumping over lazy dogs ; and Albert
eries of Engine Working.

explains a principle of telegraphy theory ;
te pencils racing at dictation ; and In-
monstrate the Electric Staff System.

essages ; Miss Symons replaces a much-
in of the Library ; and (inset) Miss Payne
ed by a correspondence student.





DRIVE FOR BRITISH RAIL MEN

Mr. P. Farnan (left) and Mr. S. Watson discuss last-minute plans for overseas mission.

Messrs. P. Farnan (Assistant to the Staff Board) and S. Watson (Senior Clerk, North Melbourne Loco Depot) left Australia on March 19 for England, where they will undertake the recruitment and selection of new employees. Both have had long and varied experience on staff questions, especially in the Rolling Stock Branch where the migrants will be employed. In 1948, Mr. Farnan was Chairman and Mr. Watson a Member of the Board of Selectors for Apprenticeships.

IN spite of extensive advertising throughout the State, it has been impossible to obtain anything like a sufficient number of tradesmen and unskilled workers. The Department is, therefore, launching a publicity campaign in the United Kingdom seeking more than 1,200 British migrants (preferably married men with families), who will be assured of houses on a rental basis. The Department needs these men to assist on rolling stock construction, which is primarily intended to meet the heavy brown coal and briquette traffic resulting from big developmental plans by the State Electricity Commission in the Yallourn-Morwell area.

WANTED : MIGRANTS !

The Department is in urgent need of additional Porters (for platform duties) and Trainee Engine-men. Regular employment and good conditions are assured.

Any person residing in the metropolitan area who is in a position to nominate and provide accommodation for a single or married migrant from Great Britain should write immediately to the Secretary for Railways, Railway Offices, Spencer Street, Melbourne, C.1.

Nominated migrants will be interviewed and medically examined in Great Britain with a view to their engagement for the Victorian Railways and early transport to Australia.

Tradesmen in the grades of Iron Moulder, Car Painter, Fitter, Waggon Builder, Blacksmith, Boilermaker, Copper-smith and Turner will be sought, together with a corresponding number of unskilled workers, mainly to assist these tradesmen. Selected applicants will have to undergo medical examination before leaving England for Australia. An illustrated folder is being made available to prospective applicants. This will set out details of the scheme and the advantages of employment in the Department, together with reference to the opportunities awaiting the sons and daughters of migrants in various parts of the service.

Meanwhile the State Government is actively negotiating with firms in the United Kingdom for the construction of pre-cut houses for these migrants. Components will be shipped to Victoria for erection in selected localities well in advance of the arrival of each group of migrants. It is hoped that the first lot of 100 houses will be ready for occupation before the end of this year. Occupancy of the houses will be permitted only so long as the employees concerned remain in the V.R. service.

• GRUBS STOP TRAINS •

HORDES — some say millions — of one-inch caterpillar grubs defied our trespassing By-laws when they meandered across the rails of the track between Narracan and Thorpdale one day recently.

Sequel was a 40-minute delay to the 12 noon "mixed" train from Moe, drawn by "N. 113," with a load of 228 tons. Crushed grubs made the rails so slippery that the locomotive's driving wheels could not grip the rails until the sand released by the engine acted effectively.

This incident recalled to the mind of an alert "News Letter" reader one of the most unusual causes ever recorded as being responsible for delaying trains.

About 10 years ago, two heavily-laden, seven-car trains proceeding to Flemington Racecourse before the start of the first race were, to the consternation of passengers, held up for some inexplicable reason. An automatic signal was at the "danger" position and all efforts to move it proved futile.

Investigation ultimately revealed that ants were the culprits.

They had entered through the 1/16th inch holes in the steel casing surrounding the sensitive track relay mechanism and were scurrying between the relay contacts.

While the ants were thus busily engaged and the faces of the racegoers were getting longer and longer, the signal could not, of course, be moved from the "danger" position.

RAIL QUIZ FOR APRIL

Five questions only this time, and not all hard, either. Three right will give you a pass: if you get five right, you've read the answers on Page 14 first.

1. Did you read your February 1949 "News Letter"? If so you will know that a "tournapull" is.....
2. If you wanted to find a grand piano in the Department, where would you look for it?
3. When did the first Railway Road Motor Service come into operation?
4. Omitting the decimals, what are the average lengths of suburban and country passenger journeys?
5. On June 28, 1948 a new section of line was opened for traffic. What is the section, and how long is it?

FIRST AID HINT

BLEEDING FROM THE NOSE.

Treatment (approved by the Chief Medical Officer):

1. Place the patient in a sitting position in a current of air before an open window, with the head thrown slightly back.
2. Undo all tight clothing around the neck and chest.
3. Cause the patient to keep the mouth open, and so avoid breathing through the nose.
4. Apply cold water, or ice if available, over the nose.
5. Warn the patient not to blow the nose.
6. If these measures fail to control haemorrhage, and provided there is no fracture, apply pressure on outside by gripping the nose with thumb and forefinger.

Keep these notes handy for use in emergency. You will find the treatments recommended for fainting and convulsions in the "News Letters" of May and July 1948.

RADIO BROADCAST TELLS RAIL STORY

ALL of us listen, frequently, to radio plays and serials. Many of us have taken part in, or watched, listener-participation radio programmes. But few of us have ever seen a radio script: that mysterious sheaf of papers which the actors clutch in their hands, and in obedience to whose instructions they become heated or calm, happy or sad, or endeavour to identify themselves with Henry VIII, Jack the Ripper, or a chap named Dave. By the courtesy of Rola Co. (Aust.) Pty. Ltd. and Station 3DB, Melbourne, we are publishing the full text of a recent script used on a Rola Radio Newsreel, in which Railway history and developments were dramatized. Actors who took part in the broadcast were Maurice Callard, Douglas Kelly, Walter Pym, Richard Davies and Patricia Kennedy.

A couple of weeks before this broadcast, the Newsreel had aired certain complaints against railway operation. Anxious that both sides of the story should be told, the Rola Company then arranged this programme to offer the Railway viewpoint.

Here is the script:

Callard. You may possibly remember—a couple of weeks ago—we were talking about Victoria's trains. You may even remember one of the things we said . . .

Kelly. What of the general run of Victorian country trains? Passengers these days find a good deal to complain about—and some things, at least, could be cured without difficulty.

Callard. Yes, that was it. We didn't have much time to go into the matter . . . not on that particular evening. But we followed it up, privately. Victoria's railway system does such a good job that we decided to go right to the fountain head. The Chairman of Victoria's rail Commissioners, Mr. N. C. Harris, had a comment for us.

Pym. (Quoting Mr. Harris) You have mentioned overcrowding of trains, double booking of reserved seats, and queueing up for meals in the buffet car. Frankly, all of these things have occurred at times. But their occurrence is a long way from normality—and is chiefly confined to holiday traffic. At such times, passengers tell us repeatedly that they would rather be crowded than denied the chance of travelling. At other times, overcrowding is rare—despite restricted services because of shortage of coal. As for double booking of seats—that is, the booking of the same seat by more than one person—there is, of course, no excuse. But this, too, happens only very rarely.

Callard. That was what Victoria's top rail man said when we put the situation to him. And he added this—with which we heartily agree . . .

Pym. In a big system like the Railways Department, where good service has been given for so long that most of us are apt to take it for granted, occasional inconveniences are liable to be exaggerated beyond their true importance.

Callard. That was that, we thought—until we began pondering on that phrase of Mr. Harris's . . .

Pym. Where good service has been given for so long.

Callard. (Repeating the phrase) Good service. . . for so long . . . ? Now, just exactly *how* long? How has Victoria's rail system developed? What were its beginnings? It's quite a story, we found. And it goes back, more than a century, to a time when Europe heard such noises as this . . .

TT. Angry Crowd As Low Level Background.

Kelly. (As German Orator, Addressing Street Meeting, Angry) Genossen! Arbeiter! Wir müssen uns zusammenstellen gegen unseren gemeinsamen Feind. Tod den Verrätern! Tod den Tryannen! Es lebe die Arbeiterklasse!



On the air! The newsreel cast, scripts in hand, commences to broadcast.

T.T. & Cast. Cheers Noisy Applause . . . Fade For . . .

Callard. The year was 1846—and the people of more than one European country were in ugly mood. The foundation was being laid for the revolutionary movement that convulsed Europe two years later—the risings of forty-eight, as they called them. But on this side of the world, the atmosphere was very different. In a sense, foundations for another kind of revolution—the revolution that put Australia on its feet—were being laid. The year was the same year—1846—and the place was Geelong, Victoria, the lusty young settlement on Corio Bay, in Port Phillip.

Cast. Hand Clapping.

Davies. (Middle-aged, Precise) And now, ladies and gentlemen, we come to the main business for which this . . . ah . . . gathering has convened. I may say that it is extremely gratifying to those responsible for arranging this meeting that you have responded so . . . ah . . . wholeheartedly. So without further ado, we shall proceed to consider what interests us most. I think I could not do better than invite a motion on the matter. (Addressing a Speaker) Ah you, sir. Have you something to place before the meeting?

Kelly. (Also Middle-aged, Rougher Voice) Yes, Mr Chairman, I have. I now move, formally, that a committee be set up forthwith—a representative committee of citizens—to inquire into ways and means of establishing a railway line between our town Geelong and the fertile agricultural and pastoral districts to the west of us.

Cast. Clapping and Applause.

Kennedy. (Decisively) Mr. Chairman, I second the motion. I speak on behalf of settlers in the western district—most of whom, as you probably know, are, at the moment, fully engaged on their holdings. I have their authority to support a scheme such as is now suggested.

Cast. Clapping and Applause.

Davies. I can see, ladies and gentlemen, that it will not be necessary to put the motion to a vote. I assume that the motion is carried unanimously . . .

Callard. Yes, that was what happened in Geelong, a hundred and three years ago. The proposal was for a line two hundred miles long, linking Geelong with the rich Western District. There was much discussion, much planning, much interest. Victorians already had the vision of a great railway system, serving and strengthening the State. But the difficulties were a shade too great for the Geelong folk. Their railway line had to wait a while. Over in Melbourne—Batman's town—people were thinking the same way. Melbourne badly needed a connexion between the town and Sandridge (which was then the name of Port Melbourne). Instead of Geelong's ambitious scheme for a two hundred mile route, Melbourne settled for a two mile stretch from city to sea. It wasn't such a big undertaking. But even *it* took (Continued overleaf.)

RADIO BROADCAST

time. Plans were made, and equipment ordered. Gangs of men laid the permanent way. Finally—eight years after that Geelong meeting—Melbourne had a big day . . .

T.T. & Cast. Cheering and Applause.

Kelly. (Declaring) I now declare officially open the Hobson's Bay Railway Company's first line, from Melbourne to Sandridge.

Cast. Applause as Before.

Effect. Bell and Whistle.

T.T. Train Starting . . . Fade For . . .

Callard. That was on September the twelfth, 1854—the official opening of Victoria's first railway line. Sir Charles Hotham presided at the ceremony, and a trainload of important Victorians moved off at exactly 12.20 p.m. We even know the name of the Stationmaster. It was William Jones—the right sort of name, we feel, for such an occasion. Next day the line was open for normal traffic—and Victoria's railway story was begun . . . We'll skip by some of the succeeding events . . .

Kelly. The Government granted a charter for a line connecting Geelong and Greenwich (which is now part of Newport—not far from Melbourne). But the gold rush was on. Labour was scarce. Every able-bodied man was away, seeking his fortune. The railway company hired a hundred prisoners, who were housed in a penal hulk in Corio Bay. By October 1856, ten miles of track had been laid.

Davies. After many difficulties, the full length of line was completed. Three trains ran on it daily—from Geelong to Newport. When the service had been in operation for three years, it was bought by the Government.

Pym. Some railway companies made the grade. Others didn't. One that was unsuccessful was the Mount Alexander Company—which was granted fifty acres of land on Batman's Hill—now the Spencer Street area. The company also received a money grant and the right to a strip of land a hundred yards wide, all the way from Melbourne to Echuca. What the company really needed was more money. Shortage of funds hampered progress. In the end, the Government bought up the company's remaining assets . . .

Callard. That failure was a significant failure. It was important historically—for it brought about the entry of the Victorian Government into the field of railway ownership. Today the Government owns all the railways in the State, excepting a short line operated by the Shire of Kerang. Colossal freight rates for road transport in the days of the gold rushes prompted the Government to speed up country railway plans . . .

Kelly. 1857. Parliamentary authority was given for the Government to construct lines to the country.

Davies. 1859. The line from Melbourne to Williamstown was completed.

Pym. 1864. 275 miles of tracks open in Victoria

Kelly. 1871. First locomotive built by the Victorian Railways.

Davies. 1880 and 1884. The so-called Octopus Acts—authorizing a total of 86 new lines.

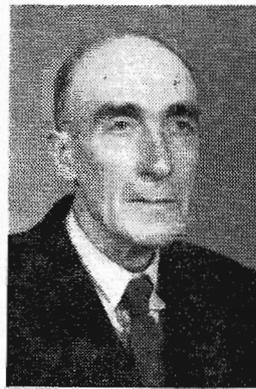
Pym. 1894. More than 3,000 track miles open—compared with nearly 5,000 miles today.

Callard. That's some of the record of Victoria's railway system—to which we'll add one final note.

Kelly. 1949. Total investment in Victoria's railway system has reached the figure of 86 million pounds.

Callard. That's the size of Victoria's railway undertaking, a vital asset for Victoria and Australia. In terms of money, it's big enough. In other terms, it's equally big. This week, the railway chiefs sorted out some figures for us.

Kelly. In 1948, the Victorian Railways carried 182 million people, nearly 8 million tons of goods, and three quarters of a million tons of live-stock. The trains covered 17 million miles—and the safety record was superb.



LOCO

EXAMINING

OFFICER A. JONES

RETIRES

ROLLING Stock men throughout the State will be interested to hear that Loco Examining Officer Arthur J. Jones retired last month after 47 years' service. Most popular, and known in every corner of the system, Mr. Jones has as many friends as there are Engine-men.

He knew all there was to know about locomotives. Beginning his career as a lad at Newport Workshops, he became, in turn, Cleaner, Fireman, Driver, Night Depot Foreman, Shed Foreman and Locomotive Examiner. During his five years in this last post he examined (and passed) 497 Firemen for their Driving Certificates.

But not only was Mr. Jones a skilled loco man, he once won a V.R.I. Council prize for algebra; holds a 100 words per minute shorthand certificate; and speaks fluent French. In fact, his main retirement hobby will be a more intimate study of French, with which he has kept in touch since his school days.

Pym. This wheat season, more than 17 million bushels of wheat were cleared from the silos in a bare ten weeks. More than 90 per cent. of the total was carried in bulk—which meant a wonderful saving in corn sacks. In the busiest week, 74,300 tons of wheat were moved.

Callard. Remarkable figures, indeed. But there is still that other general question that people sometimes ask.

Kennedy. (Slow. Interrogative) The railways carry a lot of people and goods, admittedly. But aren't they a bit old-fashioned? Doesn't it seem to you that there's a certain amount of—what shall we say . . . er, lethargy, or inertia, about our railway system? Are those in control keeping up with the times?

Callard. Are they keeping up with the times? Well, we've got an answer to that one, too. The answer lies in certain little-publicized facts.

Kelly. Since the war, eighty-two locomotives have been converted, at great cost, for oil-burning—so as to lessen the inconvenience of coal shortage.

Davies. Diesel rail cars have been put into running to accelerate branch line services for passengers. Thirty of these cars have been ordered altogether.

Pym. Ten diesel-electric shunting locomotives have been placed on order to improve terminal operations.

Kelly. Twenty all-steel air-conditioned carriages for main line passenger trains are being built. The first two are already in operation.

Davies. Extensive aerial surveys have been made, with a view to future planning and expansion.

Callard. And so on, and so on. You may be crowded in Victorian trains as you travel, from time to time, in city or country. But the total volume of railway service is colossal. The system has a watchful eye on both the present and the future. It's a long story—the story of the Victorian Railways—and of Australia's railway systems in general. They have served Australia well . . . and it seems they will go on serving Australia, even better in the future.

WORK OF FISHERIES & GAME DEPARTMENT

SO many railwaymen are keen on angling and shooting that the "News Letter" decided to find out what is being done to ensure good sport for them in the years ahead. Considerable activity is taking place "behind the scenes," and the Director of Fisheries and Game (Mr A. Dunbavin Butcher, M. Sc.) outlined projects in hand and plans for the future. This is the first of two articles which he kindly supplied. The second will appear in our next issue.

By A. DUNBAVIN BUTCHER, M. Sc.

The work of the Fisheries and Game Department is becoming more difficult each year—the growing demand on the commercial fisheries for food supplies—the rapidly growing popularity of angling and shooting—the necessary and inevitable development of the country with its effect on our fauna and fisheries. It would be comparatively simple to deal with the position as it is today, but the Department has to endeavour to keep a step ahead.

The functions of the Department are CONSERVATION and MANAGEMENT. Conservation requires little definition; it means the preservation of our native birds, animals and fish. Management goes further than conservation—it recognizes that portion of the fish population is to be harvested by professional fishermen and anglers—that portion of our duck, quail and snipe populations are to be harvested by the shooters. The function of the Department is therefore to provide fish for the fisherman, and game for the shooter, and at the same time to conserve the various species concerned. Not always a simple task.

The Department administers two Acts—the Fisheries Act and the Game Act and the framework of these Acts is again conservation and management.

Inspection Staff.

The regulations governing our fauna and fisheries are policed by a staff of inspectors but it is hoped, through the medium of education, to eventually reduce the need to maintain an inspecting staff as such. Meantime we are considerably increasing the inspecting staff, but at the same time the functions of these officers are being widened. They are receiving some rudimentary training and are taking part in the field work of the research staff. The new men are to be stationed in the country and along the coast, and they will play an important part in the investigations of the Department.

The general administrative work of the Department is fairly well known to the public, but the majority of the people are not aware of the growing research activities of the Department, and even those who do know of this work are not fully aware as to the reasons why this work is so essential. It will not be possible to more than outline our research work in an article of this length.

Prior to the appointment of the first Biologist a few years ago, agitation by interested persons and organizations for the creation of such a position had been going on for forty years.

A Royal Commission and specially appointed inquiries had successively recommended the necessity of research work, but to no avail. However, shortly, five University-trained research workers will be attached to the Department.

Equipment, laboratory facilities, which are to be greatly extended this year, and boats have been made available.

An entirely new development is that of a fauna research branch within the Department. The fauna problems fall into three broad categories :

1. Fauna conservation.

Australia has a remarkable number of unique birds and animals and many of these are found in Victoria. The development of a country must inevitably have an adverse effect on its fauna. The Department has to attempt to cushion the fauna from the changes in environment which are taking place. This will be possible only after a survey of the requirements of the various species has been carried out and a study made of their life histories. Problems such as the comparatively restricted diet of the koala require attention. There has, as yet, been little organized work on these matters.



Got him! You're never too young to go fishing . . . nor too old.

2. Game.

Game is used here in the more restricted sense of those birds which shooters are legally entitled to shoot. The game birds in Victoria are several species of duck, quail and snipe. There are open seasons for these birds and bag limits are imposed. The Department has not only to provide birds for the shooters but it also has to maintain the species; that is, it has to practise management. At present, seasons are determined largely by rule of thumb, after fairly rough data as to the distribution of birds, the numbers of birds, the time of breeding seasons, etc., have been collected. This matter has to be placed on a more scientific basis. One approach will be an extensive banding or ringing programme so that accurate information as to the movements of the various species can be obtained.

3. Agricultural problems.

Under the Game Act, permits may be issued for the destruction of limited numbers of protected birds and animals, if it can be shown that they are causing damage to pastures, crops, orchards, vegetable gardens, etc. The principal species concerned are kangaroos, wallabies, opossums and various water fowl. Frequently, the damage done is not as serious as is alleged and it is sometimes influenced by the ruling market value of skins. Sometimes complaints are made as the result of faulty observations—the rabbit is one of our worst pasture enemies. It is essential that an assessment be made of the damage by our native fauna.

To be continued next month.

LINES FROM OTHER LINES

World Wide
Round-up

South Africa.

THE recently published report of the South African Railways shows that goods traffic for 1948 averaged 4,500,000 tons a month. "Throughout the year," says the report, "traffic remained at peak levels, leaving hardly any breathing space for man or machine.

"In the first few months, imports arrived in globular tonnages; with winter, the demand for coal became even greater than in the previous year; a record maize crop followed; citrus exports resumed pre-war levels; motor cars had to be moved from the ports at the rate of more than 3,500 a month; demands for chrome and manganese grew to such proportions that trucks could not be found to the full measure of requirements; and in the last few months, imports have again been dominating the transportation scene. In short, it has been a year of nearly un-endurable strain, indefinitely prolonged.

"An interesting feature of comment on railway operation during the last few months has been the tendency to ascribe every mistake to inefficiency, without any allowance being made for the tremendous pressure of work and the many unavoidable handicaps under which work often has to be done. A case in point is occasional delivery to wrong addresses. Illegible names on goods handed to the Railways for transport are the reasons for a greater number of mistakes than errors committed in railway offices.

"While goods traffic has remained at peak levels, passenger traffic has been disappointing, even after allowance is made for the inevitable post-war decline in railway travel. . . . Passenger traffic is concentrated on the main routes and between the major centres of population. This factor has made the terminal problem more acute than ever, with arrivals and departures bunched and with platforms too short, as for instance, at stations like Johannesburg and Cape Town. Our first class trains, like the Blue Train and the Orange Express, have been well patronized, proving once again that a good train, giving first-class service, will not lose money."

U.S.A.

ILLINOIS Central Railroad advises that "after several years of planning and experiment" it is starting the use of two-way radio communication as an aid to more efficient yard operation.

From its own frequency modulation station, WMWK, near Chicago, contact is made with Markham, the Illinois Central's three-mile freight car classification yard, some 20 miles south of Chicago.

The talk is mainly with the crews of switch engines which spend their days pushing long lines of freight cars over the "hump," beyond which the cars roll by gravity, with the control of switches and car retarders, to their proper places in new trains.

The locomotives are also equipped with transmitters and can talk to the "hump" office at Markham.

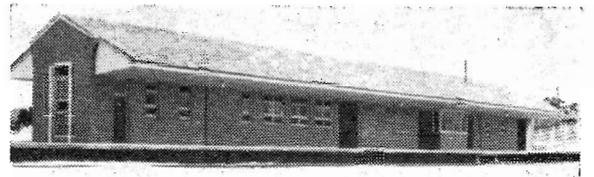
The radio system supplements colour light signals already used for office-"hump"-engine communication.

* * *

Pat had been out of work when he got a job in the potteries. Unfortunately, during the first week he dropped a statue and was told he would have to pay the price, £100, at 6d. a week. Next day he dropped a piece of work valued at £200, whereupon Pat remarked: "Begorrah, I've a job for life now."

* * *

Barmaid: "What can I get for you sir?" Motorist (absentmindedly): "Two gallons, please."



Western Australia.

To serve a rapidly developing residential district, a new metropolitan railway station has been opened at Meltham, about 3½ miles from Perth. In a simple, attractive design, the new building is of brick with a tile roof, on an island platform. All units, including signal cabin, have been grouped under one roof

A temporary ticket office and passenger shelter were erected on the present site in June 1948. At that time 2,000 periodical tickets a month were issued. Some idea of the district's growth can be learned from the fact that 6,000 periodical tickets were sold last month.

* * *

ARGENTINE RAILWAYS NAMED AFTER NATIONAL HEROES . . .

THE prosaic, if descriptive, names of the former British-owned Argentine Railways and the State Railways are to be changed, says "The Railway Gazette," to accord more closely with the nationalistic aspirations of their new owners.

President Peron has signed a decree re-naming the railways after outstanding figures in Argentine history. The old and new names are as follow:

B. A. & Pacific Railway	Ferrocarril Nacional General San Martin
Argentine State Railways	Ferrocarril Nacional General Belgrano
Central Argentine Railway	Ferrocarril Nacional General Bartolome Mitre
Entre Rios & Argentine N. E. Railways	Ferrocarril Nacional General Urquiza
B. A. Great Southern Railway	Ferrocarril Nacional General Roca
B. A. Western Railway	Ferrocarril Nacional Domingo Faustino Sarmiento

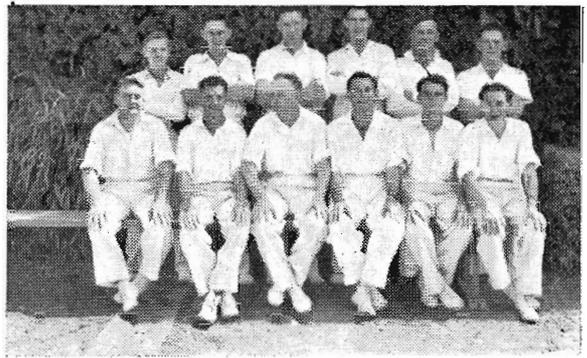
The isolated systems of the State railways in Patagonia will be called "Ferrocarril Nacional Patagonico." At least when the British Railways were nationalized, adds "The Railway Gazette," those responsible for their administration did not impose so great a strain on the memories of traders and public using the lines for, in most part, the names of the Regions are similar to those of the railways they replace, or are geographically descriptive.

The Argentine administration has also decided to unify gauges, although it is recognized that this will take much longer than re-naming the lines.

ANSWERS TO APRIL QUIZ.

1. A self-propelled machine which excavates and loads simultaneously.
2. In the drawing-room at The Chalet, Mt. Buffalo National Park.
3. In 1905, along High Street, Prahran.
4. Suburban, 7 miles (actually 7.24), and country, 54 miles (53.67).
5. Ashburton-Alamein, ½-mile.

Spotswood 'Shops Win Cricket Final



SPOTSWOOD WORKSHOPS (WINNERS)
Back Row from left to right—Mel Cheeseman, Bruce Murray, Les Treadwell, Bill Allibon, Jack Fairchild, Dick Groves.
Front Row: Left to right—Lin Smaile, Les Duggan, Ivan Peterson (Capt.), Brian Brown (Vice-Capt.), Charlie Franzl, Des Yeates.

PRESENT and past V.R. men, together with several well-known railwaymen from Western Australia, are in this group, snapped intently watching the V.R.I. Cricket Final last month. Front row—from left: Chris Madden, Flinders Street; Bob Howard, Flinders Street; Pat O'Connor, Moonee Ponds; Ted McComish, Western Australia; Bill Webster, Western Australia; and former Station Director Harry Budge. Back row—from left: Alf Driver, Spencer Street; Bill Crowe, Jolimont Yard; Jim Pitt, Flinders Street; Roy Kydd, V.R.I. Sports Secretary; and Bill Clanchy, Ripponlea.

Fine Performance

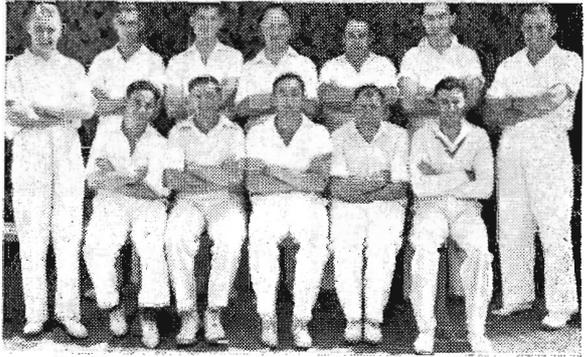
Bruce Murray, 19 years-old Electrical Fitter Apprentice, played an important part in Spotswood Shops cricket final win against Flinders Street at Royal Park on March 3. He made 62 n.o. and followed up this fine performance by taking three wickets for 37 runs.

Congratulations to Spotswood Shops in winning the 1948-49 cricket premiership and the coveted Commissioners' Cup. The Cup was presented to the winners by the General President of the V.R.I. (Mr. T. R. Collier) at a smoke night and social at the Institute on March 11.

Brown (21) and Smail (20) also batted brightly for Spotswood Shops, who compiled 173 runs. Duggan (3/47), and Smail (2/29) gave good support to Murray in dismissing Flinders Street for 146 runs.

Best with the bat for Flinders Street were Flynn (34), Allen (27), and Ross (24). Cusack (4/8) and Le Fevre (3/57) were best bowlers for the runners-up.

Frank Scully (Melbourne Yard) won the Jack O'Dea trophy for the best fielding for the year. The award was made on the votes of the umpires.



FLINDERS STREET (RUNNERS-UP)
Back Row: left to right—Frank Cusack, Jack Squires, Gordon Rose, Bill Flynn, (V. Capt.), Harry Anderson, Jack Slevison, Bill Bruton.
Front Row: left to right—Les Edwards, Tom Garvey, Jim Allen (Capt.), Fred Le Fevre, Peter Baldi.

Golfers—Check Your Score

Congratulations to Mr. H. Longton, Telegraphist, Spencer Street. Playing in a big field at a recent Stableford competition at Medway Golf Club, he tied with a score of 42 points (handicap 16). His keenness on the links and constant practice have greatly improved his game.

By the way—the Spencer Street Telegraph Office boasts that it has the highest percentage of golfers of any section in the Department: six out of the 28 Telegraphists!

Any challengers?

* * * * *

Visitor: "I hear you've lost your parrot that used to swear so terribly." Host: "Yes, he died of shock." Visitor: "Good gracious, how did that happen?" Host: "He escaped from his cage and wandered on to the local golf links."

Interstate Bowling Carnival

The first interstate railways bowling carnival for the Denniss Cup to be held in Melbourne since the outbreak of the Second World War was conducted from March 16-23 on various metropolitan bowling greens.

The visiting bowlers were entertained with motor trips to the hills, a theatre night, a welcome dinner and reception, and a farewell dinner and smoke night at which the winning team was presented with the Denniss Cup.

A highlight of the bowling carnival programme was the visit to Geelong, where a combined railway team met a combined Geelong team.

Results of the bowling carnival will be published in the May issue of the "News Letter."

One-Legged Golfer's Effort

Although Accountancy Branch's Arthur Liddy returned from the First World War minus his left leg, he is far more active than most people, and plays an excellent round of golf. Playing over the Dandenong golf course of the Forest Hills Club recently, Arthur made the lowest handicap score in club history. Against a par of 70 he turned in a card of 41 and 40—total 81, less 24—57. And that's good golf in any language.



PRESENTING the Turley Family, of Geelong. Taken at the request of the Federal Minister for Health and Social Services (Senator McKenna), this picture is to be featured in a booklet, dealing with social services in Australia, now being prepared as part of the campaign to secure migrants from the United Kingdom. Standing at the left are Goods Checker Jim Turley and his wife, justifiably proud parents of 16 fine, robust Australians. Then follow Lorna, Arthur, Harold, Mary, Thelma, Lucy, John, Jim, Marie and Lois (twins), Eric, Norma and Kathleen.

Jim is holding Brian; Mrs. Turley, Peter. Jean, aged 18; and recently married, was not available when the picture was taken.

Jim, who joined the railway service in 1921, had experience as an Operating Porter and Guard before a temporary health failure led to his transfer as a Goods Checker at Geelong. Railwaymen at Beac, Boort, Newstead, Cohuna, Ebden, Maroona and Casterton will readily remember him. Already two of his sons have seen the wisdom of "Choosing a Railway Career," Arthur being a Lad Porter at South Geelong, and Harold a Lad Labourer at the Geelong Loco.

● LETTERS TO THE EDITOR ●

About Traralgon

For some time past your magazine has been read with pleasure, particularly since the new set-up was introduced.

A Victorian by birth, the news items of various townships have been interesting to me. This has special emphasis on your February 1949 issue, for there, in the centre spread I found "Traralgon" boldly displayed.

That is my birth-place, nearly 60 years ago. Shortly after that important event our family returned to Eaglehawk, where we lived in Victoria Street, opposite the Golden Pike Goldmine. That home was destroyed by fire in November 1899 and shortly afterwards we migrated to Kalgoorlie, where I joined the Railways in 1912.

Visiting Victoria about 30 years ago, my wife and I made a quick trip to Traralgon. It then had all the brands of a quiet country village. About lunch-time I decided to secure a memento of the visit. The shop visited, though open, was apparently deserted, but a local constable obliged. We entered the shop and he acted as Salesman—it was a happy interlude.

A quick motor trip through the hills provided some thrills—the roads were steep and rough.

It is pleasing to learn that one's birth-place has grown through the years to importance in the State economy, and apparently the Railway Depot also plays a big part in the town's prosperity.

May I, through your journal, send greetings to the railwaymen of Traralgon, my "home town."

J. Downes,
Secretary,
Railways Publicity Committee,
Perth, W.A.

Old Bank Guarantee

Just an interesting fact that you may like to publish. Local firm of W. Pennington has changed hands, and cancelled the bank guarantee which was taken out on 6.3.1895, 54 years ago.

I wonder just how many stations have accounts that can go back further than that? Personally, I know of others of a long range, but not to the extent of this one.

A. A. Yole,
S. M.

Rail Fans

Though the "News Letter" deals primarily (and naturally) with Departmental doings and personnel, it may interest some readers to hear of outsiders whose awareness and knowledge of railway working are as profound as that of many railwaymen, and at times more so. A company of such students and amateur experts is to be found in the "Australasian Railways and Locomotive Historical Society," with a membership of between 200 and 300, chiefly in New South Wales and Victoria. These members receive (and individually contribute matter to) a monthly "Bulletin," now embodied in the new periodical "Railways in Australia," and a goodly number are able to attend monthly meetings for study and information and discussion.

The extensive field that railway working covers naturally means that members' interests are widespread and to some extent specialized—signalling and safeworking—locomotive power—time-table running and again definite historical research—but the endeavour has been to cater for all and entertain all. The total joint and exact knowledge is surprisingly wide and not seldom rather amazing to a professional visitor.

Besides the circulation of the "Bulletin," there is presented at each meeting a lecture on a special subject, news notes from all present and the opportunity to have queries answered.

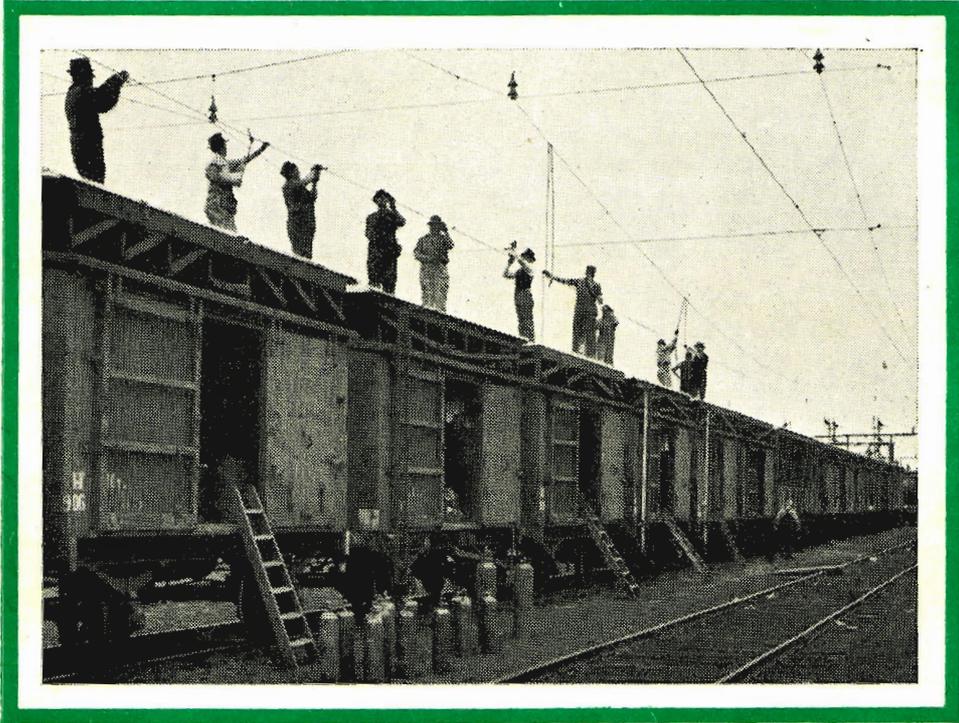
The Society's personnel includes representatives from all walks of life and business, including a number of actual railways staff, and the Society is specially glad to have included a number of ex-servicemen whose world travels have made them very valuable commentators. The President of the Victorian section is Mr. J. C. M. Rolland, who has been an observer-student and collector over the whole of a long lifetime.

This brief write-up is not intended as propaganda for increased membership but if any reader cares to visit any of the Society's meetings (held every fourth Thursday of each month in Room 8, Victorian Railways Institute) he can rely on a hearty welcome and very interesting entertainment.

from Australasian Railways and Locomotive
Historical Society.

MAY 1949

Issue No. 224



The Victorian
Railways

New Letter

124

127

B.M. Head

GIPPSLAND LINE ELECTRIFICATION TO HANDLE BROWN COAL

CHAIRMAN STRONGLY RECOMMENDS PROJECT

IN previous issues reference has been made to the regrading and duplication work in progress on the Longwarry-Yarragon section of the Gippsland line. This work, now well advanced, was authorized to enable the increased traffic in brown coal to be handled efficiently in the years immediately ahead.

Additional plans are necessary to take care of the further great expansion of traffic that will be created by the State Electricity Commission's big project in the Morwell area and by the expected substantial developments of industry generally throughout Gippsland.

The question of the additional facilities required was recently investigated and approved by the Parliamentary Public Works Committee. In giving evidence before that body, the Chairman of Commissioners (Mr. N. C. Harris) strongly recommended the electrification of the line from Dandenong to Traralgon, including the spur line from Moe to Yallourn. He emphasized the need for an early decision, so that the development of the brown coal resources may not be retarded by inadequate capacity of the railway system.

Big Advantages

The cost of electrification, including the acquisition of locomotives, was estimated at £1,950,000. Substantial annual savings, as compared with steam operation, would result from this work.

The advantages of electrification included: appreciable reduction in running time of both goods and passenger trains; elimination of re-fuelling, re-watering and fire-cleaning. Also, there would be no need to reverse engines or to lubricate them after every trip. The overall effect of these benefits is that electric units could make 2½ round trips to Morwell, whereas only 1½ could be obtained under steam conditions.

Seventeen electric locomotives could handle all the traffic involved up to 1959; but 27 steam locomotives would be required to do the same amount of work. The advantages mentioned contribute largely to this result, but other important factors are that the electric locomotives could be conveniently interchanged between goods and passenger services, and they would not have to be withdrawn for maintenance so frequently or for so long as the steam units. A further consideration is the substantial saving in black coal that would result from electrification.

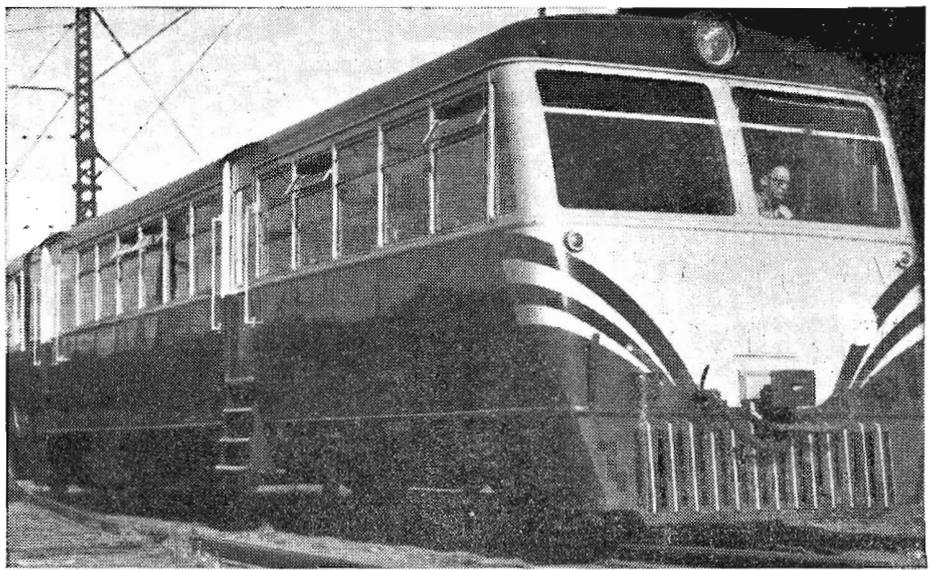
OUR FRONT COVER

THE Overhead Depot's Construction Gang functions as a mobile unit, using a specially equipped train as a travelling depot. The train is made up of workshops trucks, material and mess trucks, and a guard's van fitted out as an office for the Supervisor. Special roofs on the trucks provide platforms from which the men work on the overhead wires. The train was built in 1916 from "H" trucks and equipped for British Insulated and Helsby Cables Ltd., Prescott, England, which supplied and erected the cables and overhead wiring for the electrification of the Melbourne suburban railway system. On completion of the contract the Railways operated the train as a mobile maintenance unit.

The expectation was that electrification would more than pay for itself from the inception and, by materially increased speeds, would also provide a marked improvement in track capacity. In this way it would permit the deferment for several years at least of a further duplication.

Before making their recommendation, the Commissioners considered the relative economics both of the use of brown coal as a locomotive fuel, and of the application of Diesel traction. In neither case was the proposition as attractive as electrification. Some appreciable benefit could be gained during the pre-electrification period by acquiring a limited number of Diesel locomotives, and this was in fact attempted, but after a lengthy delay through the contractor's inability to obtain an import licence, the Order in Council authorizing the purchase was withdrawn.

Diesel Rail Cars Popular In Country



AFTER having been thoroughly tested in 12 months' operation on country branch lines, the Walker Diesel rail-cars have been pronounced a big success. It is evident from the rising revenue figures that country patrons appreciate the fast, comfortable, noiseless travel provided by these attractive-looking rail cars. Glowing reports are continually being received from the country about the new service, and it is obvious that the Diesels will receive a warm welcome wherever they appear.

The Diesel rail-cars recently celebrated their first birthday. Diesel No. 1, which was placed on the Heathcote-Wallan line on March 15 last year, has travelled 37,300 miles.

The growing Diesel fleet now comprises four 102 h.p. types, five 153 h.p. cars and three trailers. In the relatively near future it is expected to have in operation altogether twelve 102 h.p. cars, six 153 h.p. with trailers and twelve 280 h.p.

The 102 h.p. type seats 18 first-class and 22 second-class passengers and carries two tons of van goods. The 153 h.p. has similar passenger capacity, but hauls a trailer which has accommodation for 16 first-class and 22 second-class passengers. It also carries two tons of van goods. The 280 h.p. will seat 38 first-class and 56 second-class passengers.

The steady upward trend in passenger figures for branch lines on which Diesel rail-cars are running speaks for itself. On the Mansfield-Melbourne line passengers by Diesels in three months, December 1948—February 1949, made 3,035 "up" journeys. This total represented an increase of 2,102 journeys by comparison with the corresponding period of the previous year.

The revenue for the period totalled £1,685; an increase of £1,313, or about 400 per cent.!

One Mansfield resident is so pleased with Diesel rail-car travel that he has taken out a yearly ticket.

In four months on the Daylesford line, October

1948—January 1949, there was an increase of 1,152 tickets issued and £1,462 in revenue, compared with the corresponding period for the previous year.

Substantial increases in passenger journeys and revenue were also recorded on the Ouyen-Pinnaroo and Heathcote-Wallan lines.

Because the design of the Diesel rail-car makes provision for a separate power unit compartment, passengers are not disturbed by engine noise.

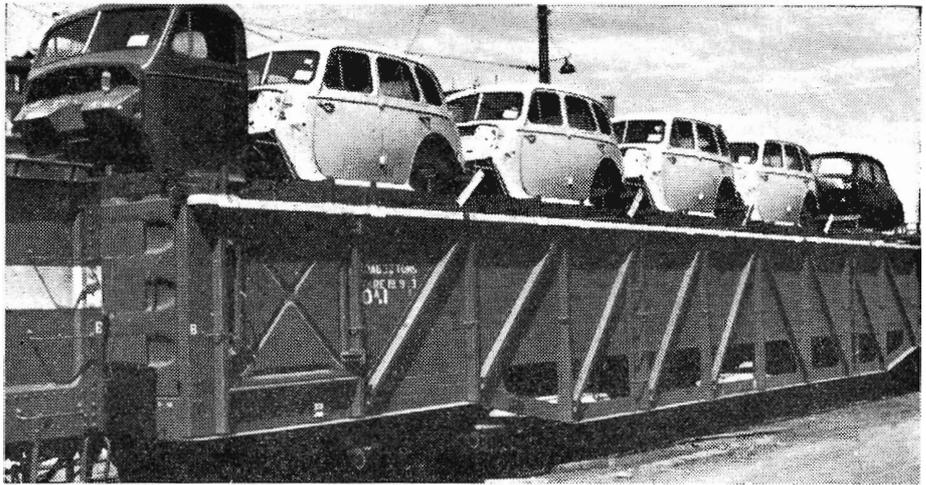
Another feature, which makes the cars popular with the public, is the wide window space. The traveller is given an almost uninterrupted view of the passing countryside.

Varied colour schemes have been adopted for the Diesels. Some have ivory ceilings, green below the belt rail, fawn quarter panels and brown leather upholstery for the seats. Other cars have blue ceilings, with brown below the belt rail, light fawn quarter panels and brown leather seats.

Each car is equipped with water tanks which supply water for drinking or washing purposes under air pressure. There are lavatory facilities and ample room is provided for passengers' luggage in wire-mesh racks.

Latest news about the Diesel rail-cars is that another will soon be running on the Cohuna-Bendigo service. Country residents will be able to visit Bendigo, do their shopping and return to their home towns the same day.

NEW TRUCKS FOR CAR-BODY TRAFFIC



CONSIDERABLE interest has been aroused by these 70' trucks for handling the motor body traffic from South Australia. Of steel and timber construction, they hold from 10 to 12 bodies in two tiers. The trucks are the longest ever seen in this State—our largest truck, the "QB" being 52' in length. South Australian Railways plan to build 35 of the 70' ("OA") trucks.

AUSTRALIA'S PROSPERITY DEPENDS ON GREATER PRODUCTION

REPEATED appeals have been made by our Prime Minister—and other leaders of political and economic thought—for increased production.

Increased production doesn't mean sweating—it means doing an honest day's work.

It is not a bit of use pushing up wages and salaries unless production goes up with them. It is useless to raise the basic wage and then complain because the prices go up. All that we achieve is to reduce the value of money, to destroy savings as the Dictators did, and to make a laughing stock of superannuation.

When we appear to gain a great victory, such as the 40 hour week, we naturally feel frustrated and angry to find that in many ways we are worse instead of better off.

It all illustrates the old proverb that you cannot lift yourself up by hauling on your boots.

The only way to a better standard of living is more production—more goods at a lower price.

When there is more production employers can pay higher wages under incentive schemes to those who work honestly and well. Many employers already do this. The principle existed for many years in the railways to the advantage of all concerned. There is no reason why its resurrection should not be discussed.

Whether we have incentive payment or not, a great deal can be done by cutting out absenteeism, by taking pride in our work, and by doing what we know in our hearts to be an honest day's work.

Those who do not mind whether Australia remains a white man's country—with the white man's standard of living—will not be interested. It is up to the rest of us to do some hard thinking about it.

WAR SAVINGS GROUP WOUND UP

The total amount deducted from railway payrolls under the War Savings Certificate scheme was £152,157; comprising War Savings Certificates, £118,173, and National Savings Certificates, £33,984. The face value of certificates purchased and delivered to subscribers was £181,700.

Trustees appointed to handle the Railways War Savings Group were Mr. A. Cameron (Accountancy Branch); Mr. J. Fetherstonhaugh (Secretary's Branch); and Mr. L. J. Phelan (Transportation Branch).

The Commonwealth Government ceased the sale of National Savings Certificates on January 31 this year and substituted a scheme whereby regular deductions from employees' payrolls are paid fortnightly into Group Accounts at various banks, and transferred at the end of each quarter to the credit of the employees' personal Savings Bank Accounts.

COMMISSIONERS' INSPECTION TRAIN BACK IN RUNNING

•

The Chairman,
Mr. N. C. Harris;
Mr. R. G. Wishart,
Commissioner; and
Mr. John Elliot
begin inspection of
system

•



THE Commissioners' Inspection Train, back in running for the first time since 1941, recently completed an extensive inspection of the principal lines throughout the State. The tours, which extended over the greater part of April and overall covered 2,316 miles, were arranged for the dual purpose of giving Mr. John Elliot—whose mission in Victoria was referred to in a recent issue—the means to gain first-hand knowledge of the system, and of enabling the Commissioners at the same time to make their periodical inspection of the property and to meet local representatives for discussion of matters of mutual interest.

As well as the Commissioners and Mr. Elliot, those travelling on the Inspection Train included Colonel A. C. Payne (who accompanied Mr. Elliot from England), Heads of Branches, and senior Executive Officers.

The train crew were: Driver F. Myers; Fireman N. L. Fry; Guard M. A. Dean; Conductor J. Freeland; Steward F. Butterfield; Cook F. Williams; and Kitchen Lad B. Fisher.

At several of the places visited, a civic reception was arranged by the local authorities. Many deputations waited upon the Commissioners. Although naturally the question of improved facilities was prominent in the discussions, gratifying features were the understanding very commonly shown in regard to railway problems, and the commendations for the service being given in prevailing abnormal circumstances.

The Inspection Train was a centre of attraction at every country station. Young railwaymen were shown over it, and much interest was evidenced by the people who had come to the stations to meet it.

The train consisted of the "Norman" Car, sleeping car and the "Goulburn" Car (sleeper and diner).

In Touch With Headquarters

Throughout the tours, the Commissioners kept closely in touch with headquarters. Correspondence and files requiring decisions were sent to them at pre-arranged places daily so that they were able to carry out much of their normal work on the train.

Mr. Elliot was much impressed by the potential wealth of the country inspected. He could foresee big opportunities, he said, for British migrants planning to settle on the land. He was supported in his opinion on meeting Mr. Douglas Jarvis at Warrnambool. The son of an English Clergyman, Mr. Jarvis came to this country a few years ago and is now the owner of a fine grazing property. Married to an English girl, whom he met for the first time in this country, he is also the proud father of three healthy young Australians.



MR. AHLSTON RETURNS FROM OVERSEAS MISSION

*View from
Vista-Dome Car*

CHIEF MECHANICAL ENGINEER, Mr. A. C. Ahlston, and Assistant Engineer, Mr. S. Keane, who travelled about 25,000 miles on a mission overseas to investigate the latest trends in railway practice, returned in March. They had visited the United States of America, England, France and Switzerland.

"When at New York we encountered the third heaviest snowfall in the history of the city," said Mr. Ahlston. "Cars were buried deep in the snow. Otherwise the weather was better than a normal Melbourne winter."

One of the highlights of their experiences in America was a visit to the La Grange Electromotive Division of General Motors Corporation, where they saw Diesels being produced at the rate of five per day. The general mileage run by Diesels on passenger trains was 25,000 miles, and on freight trains 13,000 miles, per month.

Mr. Ahlston said the Vista-Dome car, which was a feature of some of the new U.S.A. trains, had proved a popular innovation. The dome had an almost completely glassed in ceiling and enabled travellers to obtain an uninterrupted view of scenic attractions. He and Mr. Keane travelled in one of these cars on the Denver Rio Grande Western Railroad.

Fast trains? . . . Yes, they had made the journey from Denver to Chicago—about 1,030 miles—in the "Denver Zephyr" and although there were 10 stops en route, the train averaged a speed of 68 miles an hour.

Of particular interest were two efforts being made in America to develop gas turbines for locomotives. One of these was on trial while Messrs Ahlston and Keane were in U.S.A. Energetic research into a solid fuel gas turbine locomotive was also proceeding there.

On arrival in Switzerland, Mr. Ahlston took the opportunity to travel on a gas-turbine locomotive which had been in operation for seven years. A 2,200 h.p. job, it had done 500,000 miles, and was reported to have performed very well.

During his stay in England, Mr. Ahlston inspected the Southern Region's new "Leader" class locomotive. He described it as revolutionary, and said it was expected to be running within a month.

Its chief novelties lie in the elimination of the firebox; the provision of two three-cylinder sleeve-valve engines of special design; the move towards total enclosure of moving parts and springs and arranging for their continuous lubrication; and the substitution of chains for coupling rods.

As the design of the "Leader" class incorporates many new features, five of these engines are being built so that they can be tried out in all classes of traffic over the whole Region. Two six-wheel bogies carry the engine, and the whole weight is available for adhesion, both for driving and braking. The engine is designed to run equally well in either direction. A driving cab is provided at each end so that turning at the end of a journey is unnecessary.

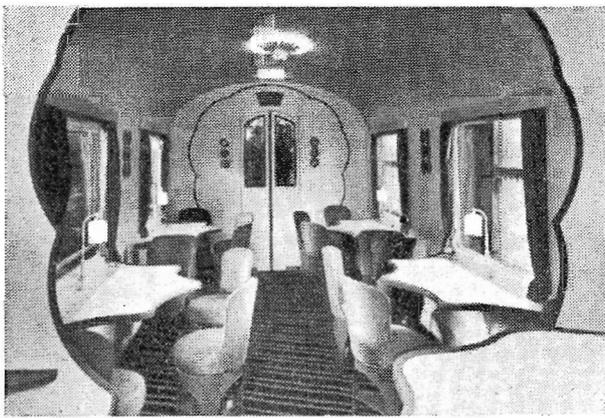
PLEASED WITH SERVICE

A PARTY of 48 employees of John Welsh Pty. Ltd., gear cutters and engineers, of Miller Street, East Brunswick, travelled by train to Yallourn on March 19 to inspect the State Electricity Commission's project.

An "AE" car was attached to the 8.35 a.m. express from Flinders Street to Moe and reserved for the party. The return journey was made on the 5.20 p.m. express from Moe the same day.

The manager of the firm (Mr. A. V. Schober) has written to the Minister for Transport (Mr. W. S. Kent Hughes) expressing thanks for the excellent arrangements made by the Railways for the trip.

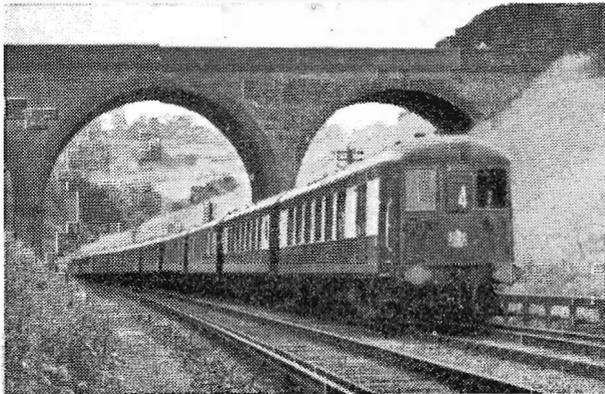
Mr. Schober in his letter to the Minister stated: "The trip as carried out could not have been bettered. The arrangements made on behalf of the men were really splendid and the journey was thoroughly enjoyed by all."



**“ EVERY HOUR
ON THE HOUR
IN THE HOUR ”**

THE above slogan has been adopted for the Southern Region (British Railways) express train that leaves London on the hour daily for Brighton. It covers the 52 miles journey in 58 minutes. Another train departing on the half hour stops at two or three stations only, and four other trains run non-stop to the outer suburban area of London and then stop at every station to Brighton.

Interior of Buffet Car, Electric Stock.
“ Brighton Belle,” Pullman Train.
Entrance to a modern station.



**WHY ARE IDEAS
SO IMPORTANT TO US ?**

Perhaps it is not fully realized that every piece of equipment used to operate the system, every tool used in the workshops, was the product of an idea.

Ideas from the men on the job have resulted in higher standards of service, in more convenient methods of work, in greater safety and comfort for work-mates or railway patrons.

Now you know why we are so keen about ideas.

Send yours to the Betterment and Suggestions Board.—NOW !

**RAIL QUIZ
FOR MAY**

1. If you read your “ News Letter ” carefully, this one should be an easy question : which signal box has the largest manual frame in the Southern Hemisphere ?
2. The most famous invention of Thomas Edmonson was a very simple one . . . a train ticket. Have you ever seen an Edmonson ticket ? Could you describe it with reasonable accuracy ?
3. Many a country railwayman, asked “ wouldn’t you rather work in Melbourne ? ” has replied promptly : “ I like to keep as far away from the place as I can.” At which Victorian railway station would his wish be most fully met ?
4. The Department is represented on many Committees not immediately concerned with railway operation. On which of the following committees (if any) have we a representative : Motor Omnibus Advisory Committee ; Emily McPherson College of Domestic Economy ; Lord Mayor’s Fund ; National Safety Council of Australia ?
5. One of the first members of the Victorian Railways staff—he joined the Department in October 1856— a famous Eureka Stockade rebellion leader. In later years he was Speaker of the House. Who was he ?

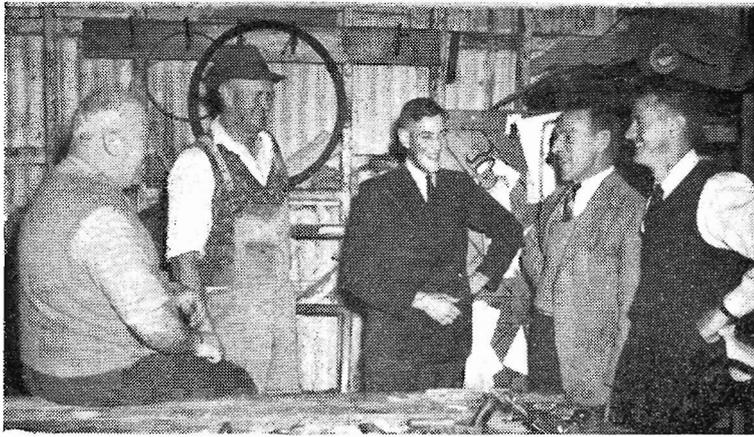
(Answers on page 12)

* * * * *

When the wife returned and explained that the doctor could find nothing wrong with her, the husband was surprised. “ Didn’t he ask if you had any trouble at home ? ” “ No,” she replied, “ your name was never mentioned.”

Sandy had invited his friend McTavish to have a drink. “ Say when,” he said hopefully and poured a wee drop into the glass. McTavish was discreetly silent. Cautiously Sandy poured out another drop ; but again there was a heavy overpowering silence. Suddenly, Sandy asked : “ McTavish, did you hear about the fire at McDougall’s ? ” “ When ? ” asked McTavish innocently—and Sandy put the bottle down, with immense relief.

RAILWAYMEN AT WORK



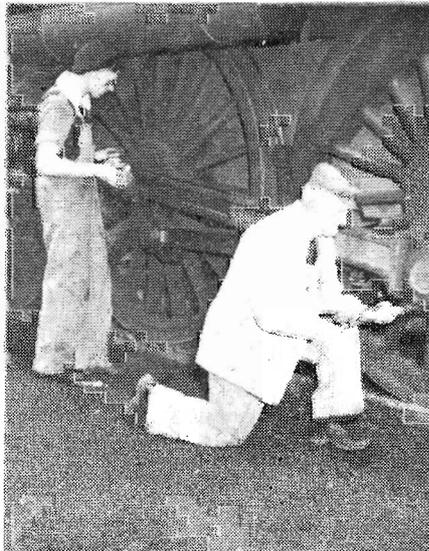
Top Left: Carpenter Jack Boyle, Skilled Labourer Ernie Betson, Junior Clerk Jack Ross, Storeman Jack Roberts, and Clerk Frank Ryan having a lunch hour chat in the Carpenter's Shop.

Left: Goods Foreman Garnett Smith and Casual Labourer Ken Thwaites in the busy Goods Shed.

Centre: Train Examiner Bill Paterson adjusting axle box.



Below, left to right: Signal Porter Alec Cumming signing, oiling and examining locomotive. Stationmaster H. J. Geaney, Fireman J. Boyce, and Shunters Dan Sullivan and Checker Jack Williams and Trucker Bob Brown unloading a cabinet before handing

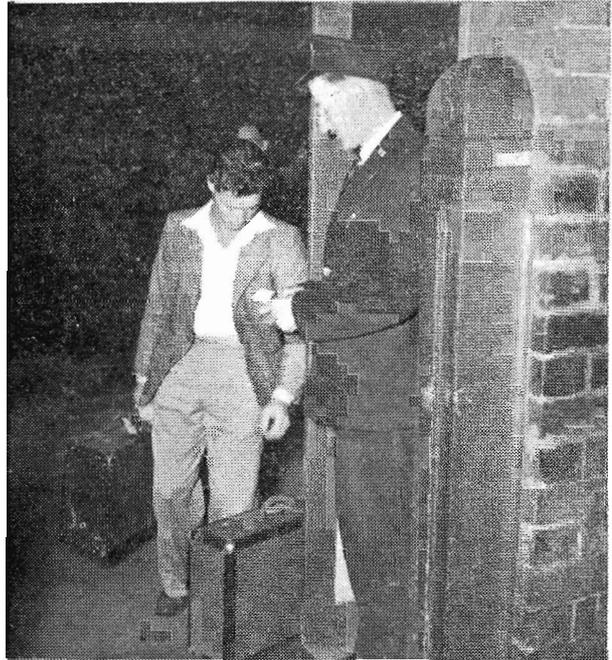


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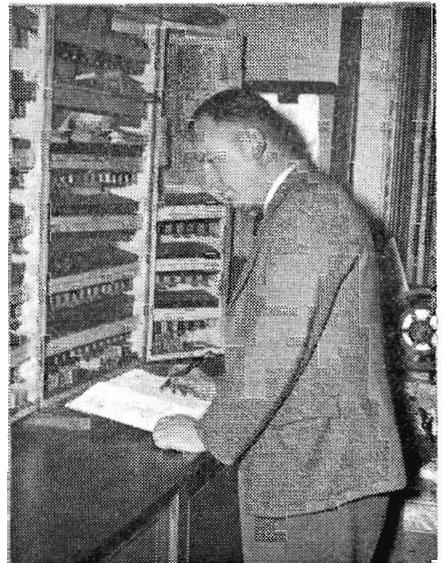


Top Right: Goods Clerk George Baudinette, Senior Clerk Jack McPherson, Junior Clerk Luke Baudinette, and Office Assistant Betty McLean at work in the Goods Office.

Right: Lad Porter Doug Blackney collecting tickets at the barrier.



ing on. Fireman Noel Carroll and Driver Hughie Cottier
Curnick on his daily inspection. Driver-in-Charge
Bill Nehill waiting for the "all clear". Acting Goods
ing a truck. Passenger Clerk Don McLeod checking ticket
ing over to his relief.



WORK OF FISHERIES AND GAME DEPARTMENT

Part 2

LAST month's "News Letter" told the first part of the story about the valuable work being done in this State by the Fisheries and Game Department. The Director of Fisheries and Game (Mr. A. Dunbavin Butcher, M.Sc.) here concludes his brief outline of activities planned, or in course.

Our fisheries investigations are extensive and work is being carried out on our fresh-water and marine fisheries. The fresh-water is primarily the realm of the angler although there is a commercial fishery in the River Murray system. Conversely, the marine fisheries are primarily commercial, although with a large number of anglers participating. Victorian inshore fisheries, particularly those of the estuaries, bays and inlets are overfished. Man's interference, resulting in changes in the environment, has also played a major part in the decline of our fisheries.

An investigation into the bream fishery of the Gippsland Lakes and other eastern inlets has already been carried out. This fishery, once the most important in Victoria, has fallen back into a very minor position. No single cause contributes to such a decline. An important factor was the construction of an artificial entrance at Lakes Entrance. This was constructed primarily for the use of coastal shipping—now a thing of the past. The results of this action could not have been foreseen. The old natural entrance, to the east of the new entrance, was frequently closed by a sand bar for months on end. The water in the lakes was largely fresh, becoming brackish down towards the entrance. Now, tides move in and out of the lakes daily and brackish water extends for miles up the rivers.

FOOD SUPPLY DESTROYED

To summarize the sequence of events. The river silt which covered the bottom of the lakes eventually disappeared and a heavy growth of grass, known as eel grass, luderick grass or *Zostera* also disappeared. This grass, thousands of acres of it, provided extensive nurseries for the young fish and it carried much of the food of the fish. The lakes could no longer support their old fish population. Other events followed; a crab entered the lakes and increased in its millions—it could not have survived the old conditions. The scrub and the bush surrounding the lakes along the shoreline were destroyed by the salt water and by erosion. This permitted further erosion. Thousands of acres of agricultural land were ruined by salt. Much more happened—but it cannot be recorded here.

All this could possibly be counteracted by the construction of a barrier, say at Metung, to cancel the effect of the tidal movement and the salt influence. If the lakes recovered, they would become the most important fishing centre in Victoria, both for professional fishermen and for anglers.

The investigation also indicated that over-fishing was taking place and steps have been taken to prevent this. The wrong size fish were being captured, some fish were being taken in great numbers at the wrong time of the year, the wrong nets were being used. All this was legal, but the fishery could not stand up to the onslaught.

Another major investigation is being carried out into the fisheries of Port Phillip Bay, and whiting, snapper and flat-head are receiving special attention. Work is also being done on other fisheries and the Department is co-operating with the Fisheries Division of the Council for Scientific and Industrial Research in its investigations into the off-shore fisheries.

Our fresh-water work is covering a very wide field. Each successive year the number of trout licences issued is a record. In the 1947-48 season approximately 15,000 licences were issued and the sale of licences to date suggests that 25,000 will be issued in the current season. More people are going fishing—more people want fish to catch—therefore more fish have to be provided.



In this State, we have a number of native species: Murray Cod, Macquarie Perch, Gallop (Golden Perch), Silver Perch, Blackfish and Tupong. The Rainbow Trout has been introduced from America and the Brown Trout from England. All these fish are in demand.

The overall aim of the fresh-water programme is to provide fishing for all those who wish to follow this form of recreation. All waters will be examined eventually; it is essential to know what conditions best suit each fish species so that the right species might be released in the right water. Some people wish to fish for trout, others prefer native fish. The best possible fishing is to be provided for both groups.

A large new fish hatchery and inland research station is being constructed at Snob's Creek, near Eildon Weir. This will be the largest centre of this nature in the Southern Hemisphere. It is only possible to produce the fish which are required by a combination of hatchery expansion and an extensive research programme.

The Department is carrying out an investigation into the depleted Murray fisheries and we are sponsoring a programme of Fish Farming on a Commonwealth-wide basis.

This programme would have to be dealt with in a separate article. Condensation, such as is necessary in an account of this nature, detracts somewhat from the significance of the programme in hand.

RAILWAYS ARE VERY MUCH ALIVE !

REPLY TO CRITICS

A forthright reply has been made by the Commissioners to railway critics who, at the recent annual conference of the Country Party, advocated unrestricted road competition.

The text of the Commissioners' statement is as follows :

If proof were needed of the vitality of railways, which one delegate had described as " a dying system, " it was provided by the big task recently completed, when over 17 million bushels of wheat—approximately 470,000 tons—were moved by rail in nine weeks. It would be farcical to claim that this could have been successfully done by road transport.

Whatever the merits of road transport, primary producers should know very well that it could not supplant railways for their needs. Even if the vast number of vehicles and men to drive them were available, and roads could be constructed to stand the strain of the heavy traffic, the cost would be so great that farmers would be driven off the land.

The limitations of road transport were made evident by the cry for subsidies when it was looked to, in recent abnormal times, to assist in carrying superphosphates urgently needed by producers. Similarly, a generous subsidy has had to be held out by the Government as an inducement for supplementary road transport for firewood.

No doubt, however, the idea behind the suggestion made at the Conference was that road transport should be free to carry the kinds of goods that it finds payable, and that the bulk movements of primary commodities at low rates should continue to be left to the railways.

The community was of course entitled to all the transport that it could afford. It should be realized, however, that the cost of the dual transport advocated would be very great. The railways inevitably would lose a great deal of their income, and other means would have to be found to keep them fit for the essential work that only they can carry

out. The means that would be open were:

- (a) withdrawal or curtailment of social and other services, such as education, health, etc., which are now a charge upon the national income ; or
- (b) much heavier taxation (although this may not be feasible in view of the financial arrangement between the States and the Commonwealth) ; or
- (c) a very big increase in charges for the traffic—principally primary produce—remaining with the railways.

Any of these means could be a crippling price for the dubious benefits of free competition.

COAL INFLUENCES SCHEDULES

With regard to the criticism of the slow speed of trains, the Commissioners stated that under present conditions it was often impossible to maintain fast schedules. Because of the coal shortage, passenger services on country lines were unavoidably restricted and, with fewer trains, the loads were greater. The poorer coal now being received affected the steaming of locomotives, and also caused much time to be taken in the cleaning of fires.

A result of the reduced number of trains, moreover, was heavier concentration of van traffic, involving longer time in unloading at stations. Efforts to obtain extra staff to assist with this work had met with little success.

The Commissioners said that they greatly regretted the existing conditions, and were determined to give better service immediately they were able to do so. Meanwhile, the staff generally were doing their best to give better service and prevent inconvenience.

Praise For Transport Of Fruit-Pickers

Officers of the Commonwealth Employment Service had spoken in the highest terms of the co-operation and courtesy shown by all sections of the staff of the Victorian Railways in the transport by rail of fruit-pickers to Mildura, Swan Hill and Nyah areas, stated Mr. N. J. O'Heare (Regional Director) in a letter to the Commissioners.

Replying to the letter of appreciation, the Commissioners informed Mr. O'Heare that it was gratifying to receive acknowledgements of this nature and that his remarks would be brought to the notice of all concerned.

RECENT RETIREMENTS

To mark the retirement of Mr. J. A. S. Barbour, Engineer, Rolling Stock Drawing Office, after 49 years' railway service, his colleagues arranged a dinner and theatre party, and presented him with a portable radio.



Rising from an Apprentice Fitter and Turner, Mr. Barbour occupied many important posts during his railway career, and took a prominent part in the modernising of Newport Workshops, and plant layout at Bendigo and Ballarat. For some time he acted as Examiner in Machine Shop Practice for the Education Department.

A lacrosse player in his youth, he took to bowls in later life and is now "A" Grade captain of Camberwell Bowling Club.

In his 49 years' service, Mr. Barbour had not taken a single day's sick leave.

* * * *

Signalman W. R. Chrimes, who retired in March, was farewelled by the Brunswick, South Brunswick, Moreland and Coburg station staffs and was presented with a travelling rug and bag.

A native of Norley, Chester, England, he joined the Department in 1913 and had been a Signalman for 25 years.

APPRENTICES' SCHOLARSHIPS

Two young railwaymen who have proved themselves outstandingly keen and efficient Apprentices have been awarded full-time scholarships at Melbourne Technical College. They are Apprentice Fitter and Turner Ronald Lesock who will study for his Mechanical and Electrical Engineering Diploma, and Apprentice Car and Waggon Builder Sydney J. Smith who has chosen Civil Engineering.

Sydney Smith's scholarship is one of the few which have been awarded to the Car and Waggon building trade.

Before joining the Department, Lesock was a student at Brunswick and Footscray Technical Schools, and Smith at Caulfield Technical School.

ANSWERS TO MAY QUIZ

1. "A" Box, Flinders Street.
2. An Edmonson ticket is the standard type of single or return card ticket you buy for a suburban journey.
3. At Morkalla, the most distant railway station: 402½ miles from Melbourne.
4. On all of them.
5. Peter Lalor.

Mr. John Elliot

To Give Illustrated Lecture

AN address on the British railways system, illustrated with sound films and slides, will be given by Mr. John Elliot, Chief Regional Officer, Southern Region, British Railways, in the Concert Hall of the Victorian Railways Institute, Flinders Street, on May 12.

Preliminary arrangements for the lecture were discussed with Mr. Elliot before he left Melbourne last month in the Commissioners' train on the second stage of the tour of inspection of country stations and installations.

His forthcoming talk on British Railways has aroused keen interest among railwaymen and a large attendance is assured.

OLD V.R. IDENTITY DIES

It is with deep regret that the death is recorded of Mr. T. M. Kennedy, formerly Officer-in-Charge of Special Trains (Room 72). Although it is thirteen years since he retired, a large number of railwaymen have always kept a warm spot in their hearts for "Tom."

Entering the Department in 1887, he was appointed Clerk at Geelong. Five years later he was transferred to Head Office, and there he remained until his retirement.

LETTER TO THE EDITOR

In reading overseas newspapers and magazines railwaymen may often spot something that may be of interest to V.R. staffs. I would suggest they send the items to the "News Letter." Here is something I read in the "Saturday Evening Post" which is a good little human interest story.

For some years Railway Express Agency had had a truck driver in Palestine (U.S.A.) who was so satisfied with this job and the townspeople he dealt with that he consistently refused promotions which seniority earned him. The people of Palestine, in their turn, were more than fond of the driver, Frank Sawyer. They had previously voted him, by unanimous vote, the outstanding citizen of the town, and upon his death in 1945 Palestinians greatly oversubscribed a fund for erecting a pink granite monument in his memory. Inlaid in the granite is a photograph of Frank, smiling, his foot resting on the running board of his Railway Express truck. Palestine has produced two Texas governors, congressmen, senators and several millionaires, but there are only two memorials in town. One is to John Reagon, a member of Jefferson Davis's cabinet. The other is to Frank Sawyer, driver of an express truck.

Frank D. Hiscock,
Accountancy Branch, Spencer Street.

Chairman Unveils War Memorial Tablet At Newport Workshops



AN impressive memorial ceremony took place at Newport Workshops on March 29, when the Chairman (Mr. N.C. Harris) unveiled a tablet in memory of members of the Workshops' staff who were killed in the Second World War. The tablet, which has been placed on the existing war memorial for the fallen in the First World War, bears the insignia of the three fighting services: Navy (Anchor), Army (Rising Sun) and Air Force (Albatross), beneath which is the inscription, "greater love hath no man than this."

In addition to the wreath placed on the memorial by Mr. Harris, others were placed by Mr. A. C. Ahlston (Chief Mechanical Engineer), Mr. R. H. Roach (Workshops Manager), Mr. J. J. Williams (Widows and Parents), Sister J. E. Hood (Nursing Service Female Staff), Mr. J. Precious (Combined Unions Shop Committee), Mr. O. Wallace (Williamstown Dads' Association), Mr. Harry Hare (Australian and Allied All Services Association), Mr. J. Pugh (Rats of Tobruk), Mr. J. O'Donoghue (Prisoners of War), and Mr. F. J. Costello (Railways Sub-section of the R.S.S. and A.I.L.A.).

All sections of the Workshops' staff contributed to the Memorial Tablet Fund.

Mr. Harris, who delivered the memorial address, was introduced by Mr. A. E. Brookman, President of the Newport Sub-branch of the Railways Sub-section of the R.S.S. and A.I.L.A.

EX-SERVICEMEN'S REUNION

The annual reunion of ex-servicemen of the Accountancy Branch, which was held in the Banquet Hall of the Victoria Palace in March, was attended by 120 members.

Guests of the evening were the Chairman of the Staff Board (Mr. N. Quail) and the Secretary of the R.S.L. Sub-section (Mr. Stan Thomas).

Harry Armstrong came all the way from his farm at Allendale to be with his old comrades for the evening.

A number of artists provided a first class entertainment. Roy Cox gave a fine rendering of a group of songs, and Roy Ogilvie, at the piano, led the Community singing.

It was one of the best reunions the Branch ex-servicemen have held and all are looking forward to next year's get-together.

V.R. OFFICER FOR W.A. POST

Mr. J. N. Turner, of the Accountancy Branch, has been appointed Chief Statistical Officer of Western Australian Railways, and resigned last month to take up his new post.



He has excellent qualifications for the position, including more than 30 years' railroading experience in Transportation, Refreshment Services and Accountancy Branches, a Bachelor of Commerce Degree from Melbourne University, and an accountancy diploma. Mr. Turner is also a Licensed Companies Auditor, and has carried out post-graduate studies in cost accounting.

For some years he was personal clerk to Comptroller of Accounts T. F. Brennan.

Until recent appointment to Accounting Officer, Bendigo, he was Assistant Inspector of Accounts.

His father was a very well-known railwayman . . . "J.J." . . . I. J. Turner, Chief Clerk and Timekeeper at Newport Workshops. Mr. Turner Snr., recently celebrated his golden wedding anniversary.

Have You Heard This One ?

At one of the principal railway offices in the city, employees arriving late for work are required to state on a form specially provided for the purpose the cause of their unpunctuality. The first to make his appearance heads off with the words: "Train late," "Bus horses down," or whatever the cause may be, and to this the others invariably write "ditto." So accustomed have they become to the formal procedure that they rarely take the trouble to see what excuse heads the list. The other morning, the first late-arrival conscientiously pencilled down the words "Wife ill—twins"; and to the utter amazement of the chief, this extraordinary explanation was promptly "dittoed" all the way down. Nor was his astonishment diminished when he discovered the office-boy's name included!

Have you ever heard that one before? It once set your grandfather's mutton-chop whiskers quivering with delight, when he read it in the "Victorian Railways Gazette" of July 1893.

Maybe humour has come a long way, and got a lot better, in the last 56 years. Maybe you can tell the funniest railway tale ever told. If you can, don't forget that the railway joke competition being run by the "News Letter" closes on May 7. So hurry . . . write out your entry now, and send it to the Editor.

Prizes are £1, 10/-, and four of 5/-.

"THE WHISTLING SUNDOWNER" IS NEWPORT MAN

Norm Whitham, Boilermaker's Help, Newport Workshops, started the year well by winning his heat of the Open Instrumental and Novelty Section on the first night of the 1949 P. and A. Parade.

Incidentally, one of the judges was Mr. Frederick Collier, a former railwayman, who established a reputation overseas as an operatic bass-baritone and had the distinction of singing with the late Dame Nellie Melba at her farewell appearance in "La Boheme."

Norm, whose melodious whistling has been heard over all the commercial broadcasting stations, has appeared in 47 "Are You an Artist" sessions, including four quarter finals. He was also a finalist in the P. and A. Parade a few years ago.



Known as "The Whistling Sundowner," he has taken part in over 2,000 camp concerts, entailing 400,000 miles of travel. His concert party is still at work, now helping charities instead of entertaining the troops.

Swimming is Norm's hobby, and he takes it as seriously as his whistling. He holds all the Royal Life Saving Society's certificates, except the Diploma. After coaching Coburg Swimming Club for nine years, he now has a class at the Brunswick Baths.

The accompanying picture of Norm as a swagman was taken on stage at the close of a performance of "Alaya," a romantic comic opera presented by the Melbourne Repertory Theatre.

ORIGINS OF STATION NAMES

LISMORE. Known in the early days as "Brown's Waterholes." Situated on the "Gala" Estate originally owned by John Brown, from Galashiels, Scotland. In the 'fifties' it was named Lismore, after Lismore in County Waterford, Ireland.

BEEAC. Native. "Salt Water." A chief of the local tribe of aborigines.

RUSHWORTH. First known as "Dry Diggings" and "Whroo," being named by the Warden of the local goldfield. Later it was suggested name be changed; that it was "a rush worth coming to." The words "rush" and "worth" caught the fancy of the diggers, and the compound word Rushworth, was adopted.

IRYMPLE. Called after an old pastoral station in the back country of Mildura.

ASCOT VALE. The nearness of this place to the Flemington Racecourse suggested the name of the English Racecourse—Ascot.

GLENHUNTLY. Takes its name from Glenhuntly Road, which was named after a ship quarantined in the bay, off the Red Bluff. A few of the passengers died after the ship's arrival, and were buried on the Bluff. The "Glenhuntly" arrived on April 17, 1840.



Back Row (Left to Right) : T. Troughton, N. Minchinton, L. Fogarty, J. Condon, R. Wood, R. Paley, J. Brazell, E. Brown. Front Row (Left to Right) : C. Tozer (Manager), S. Booley, R. Robinson, H. Kellett, (Vice-cpt.) C. Hovey (Cpt.), R. Blackburn, H. Lymer.

V.R.I. SPORT IN THE ASCENDANCY

The best year of V.R.I. sport since the end of the war is predicted by Sports Secretary Roy Kydd.

Roy says that perhaps it is not generally appreciated that the V.R.I. conducts, every year, one of the biggest programmes of organized sport in the Commonwealth. It is estimated that there are more than 1,000 metropolitan and country railwaymen playing competitive V.R.I. sport. In addition, many hundreds of others take part in sport with outside organizations. Some of the State's leading men and women athletes belong to the Department.

The programme of Interstate contests arranged each year is a feature also of the V.R.I. sporting activities.

Highlight of the March programme was the winning of the Country Cricket Week premiership by Geelong. The "D.S.J." Shield was presented to the winners by the President of the V.R.I. (Mr. T. R. Collier).

A record entry of eight teams—Geelong, Ballarat, Ararat, Maryborough, Benalla, Traralgon, Bendigo and Seymour—was received. The sides were very evenly matched and four were well in the running for the Shield right up to the last hour of play on the final day.

Geelong won the Shield with 14 pts., and were closely followed by Benalla (13), Maryborough (13) and Bendigo (11).

Best batting performances of the week were Hovey (Geelong), 132; McCaw (Bendigo), 101; Kenney (Benalla), 76 n.o. Bowling honours were shared by Ward (Maryborough), 6-26 and 5-14; Hannan (Maryborough), 7-18; Conboy (Ararat), 8-25; Kenney

(Benalla), 5-10 and 6-10; Dykes (Benalla), 4-10 and 2-8; Grimes (Ararat), 7-20; Fogarty (Geelong), 6-25.

Ideal weather favoured the 74 country bowlers who took part in the second annual Bowls Week organized by the V.R.I. and held in Melbourne on April 4-8. A full programme of bowling kept the visitors busy on the Albert Park-V.R.I., Middle Park and Windsor greens.

Results: Rinks Championship (18 entries): Semi-finals: Bendigo No. 4 d. Ararat, 19-14; Seymour No. 3 d. Bendigo No. 3, 16-14; Final: Seymour d. Bendigo, 21-12.

Pairs Championship (37 entries): Semi-finals: F. Rankin-L. Jones (Ouyen-Benalla) d. W. Bassett-R. White (Bendigo), 11-10; A. McKay-O. Hauser (Ballarat), d. T. Jenkins-L. Morrow (Bendigo), 18-11; Final: A. McKay-O. Hauser (Ballarat), d. F. Rankin-L. Jones (Ouyen-Benalla), 16-6.

Singles Championship (74 entries): Semi-finals: J. Wilson (Warragul), d. R. Greenwood (Warragul), 21-15; A. Polson (Ballarat), d. L. Bendle (Bendigo), 21-3; Final: A. Polson (Ballarat), d. J. Wilson (Warragul), 25-6.

The finals in the competition for the Dunkling Shield and the Pimms Cup, conducted by the V.R.I. Tennis Association, have been held. Details will appear in next month's issue of the "News Letter."

The Interstate Bowls Carnival for the Denniss Cup was won by Victoria with three wins. Teams representing Victoria, Queensland, New South Wales and South Australia took part. The carnival opened with the first series of games played at the Middle Park green; followed by other series at Fitzroy and Kew. The Country Four, captained by Brady (Ballarat), went through the series undefeated; a performance equalled by Howse's (N.S.W.) four. Howse has not been beaten since 1937.

(Continued overleaf)

COFFEY FAMILY "TOPS" IN SPORT



The athletic record of the family of Jim Coffey, Guard in the Transportation Branch, must surely take some beating. Jim, who is aged 47, has had 25 years' service in the Department.

He has eight children : Mary 23, married ; Kathleen (Kay), 20 ; Frank, 19 ; Vincent, 17 ; Kevin, 15 ; Josephine, 13 ; Margaret, 10 ; and Patricia, 7.

At the V.R. Shunters' picnic in March. Vin ran third in the Open Handicap, and Kevin, Josie, Margaret and Pat won their age group handicaps.

Vin is a Clerk in the Stores Branch at Newport and is now Honorary Secretary of the Victorian Railways Institute Amateur Athletic Club. Kevin also runs for the club. Vin won three club championships : Javelin ; 120 yds. hurdles ; and 440 yds. ; was second in four club championships and third in another. Kevin was second in three club championships, and third in five others. Josie runs for the Institute W.A.A.C. in one of the junior teams.

The star athlete of the Coffey family is Kay, who was captain of the V.R.I. W.A.A.C., which won three premierships titles this season : A, C and D Grades. She won also the Sir Frank Beaurepaire Cup as No. 1 athlete of the year.

In the State championships Kay won the 220 yds. event, was second in the 100 yds. and 440 yds., and third in the 100 metres. The latter event was won by M. Jackson, of N.S.W., who equalled the Australian record time for the distance.

Kay was also a member of the V.R.I. relay team, which won both State 300 yds. and 440 yds. titles. In club championships she started in three events only : 75 yds., 100 yds., and 220 yds., and won all three.

* * * * *

Effie : " Why hasn't Daddy much hair ? "

Mother : " Because he thinks a lot. "

Effie (pause) : " But why have you such a lot of hair, Mummy ? "

Mother : " Get on with your breakfast. "

(Continued from page 15)

V.R.I. SPORT

Annual Country Tennis Week will be held at the V.R.I. Tennis Courts, Parkville, on May 2-6. Another large number of teams, representing country centres of the V.R.I., will compete for the Donald Mackintosh Cup. In addition, an Open Singles Championship and a Railway Singles Championship will be played off during the week.

The Blanch Cup, which was competed for by Interstate tennis teams for the first time since 1939, was held in Sydney in March. The Cup was won by N.S.W. Four States competed—N.S.W., Vic., S.A., and Q'ld.

V.R.I. Football Starts Soon

The first round of the V.R.I. football competition will begin about the middle of the month. The standard this year is expected to be high, and the contest for the Commissioners' Cup will be very keen.

Players will be anxious to run into form early and so catch the eyes of the selectors who will be looking for the best material for the V.R.I. team to take part in the Interstate Carnival at Hobart at the end of August.

CRICKET PRESIDENT RETIRES

Senior Clerk T. P. O'Dea, of North Melbourne Workshops, who retired recently, was the popular president of the V.R.I. Cricket Association. Having completed his last day on the job, he came round to Flinders Street and presided at his final cricket meeting!

Working for the Cricket Association was quite a family affair, for Mrs. O'Dea has been—for many years—a good worker for the V.R.I. Cricket Auxiliary.

Mr. O'Dea takes an attache case as a memento of his many friendships. For Mrs. O'Dea the gift was a handsome cake dish.

The
**VICTORIAN
RAILWAYS**



New Letter

JUNE 1949

Issue No. 225

BOOKING WINDOW BARGAINS



If, when asked the fare to Ouyen, the Booking Clerk had the time to indulge in a little speech-making—and the passenger had the time to stop and listen to him—we can imagine him replying something like this :

“ Well, how long are you going for, and just what class of ticket would you like ?

“ You see, we’ve got a wide variety of tickets to suit all purposes, including a number of bargain lines for regular customers. Of course, like all businesses, we rely a lot on our ‘ regulars.’

“ The ticket you want depends mainly on how long you are going to be away, and whether you want to make only one trip, or several.

“ A return ticket is available for one month, and its cost is based on single fare plus one-third. So don’t get a single ticket if you’re coming back within a month.

“ Now, if you’re making regular trips your best shot is a periodical, and there is a good range in these—from monthly to yearly, and for one line, a section of lines, or over all lines. If you are making three trips between Melbourne and Ouyen in a month, you’ll save money by buying a monthly periodical ticket. And a yearly ticket would cost you less than 17 return fares. They’re bargains all right.

“ Then, for business men and holidaymakers, there is the ‘ Fourteen Day All Lines’ ticket offering a wonderful opportunity for travel all over the State at very little cost.”

Yes, it’s surprising when you check up on the number and variety of fares operating, each designed to cater for some particular class of rail traveller. Not all railwaymen, and certainly very few members of the public, know the full range.

One of the popular bargain lines is the “ Off Peak ” ticket, which enables the housewife living in the outer suburbs to visit the city during the period when rail traffic is light.

Then, when father can spare a day off from the garden or his sport, he can buy a “ Family ” ticket and take mother and the children to the beach during the summer, or to the Zoo on any day except Cup Day. There are other “ Family ” tickets available, too.

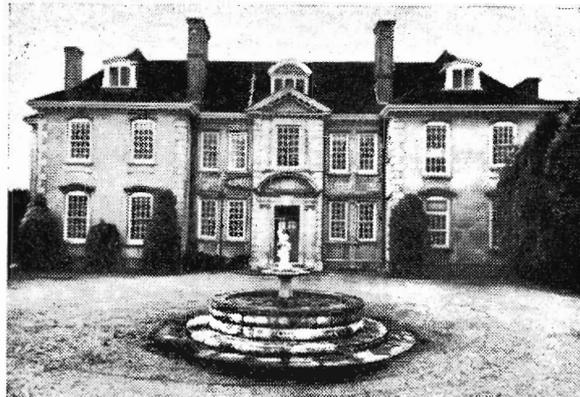
And, of course, on Sundays children under 16 can travel from anywhere to anywhere on suburban lines for 6d. return (second-class). Return tickets for adults cost little more than single fare.

Booking Clerks are busy people, and haven’t time to make speeches at the booking window. However, you have plenty of friends who don’t know just what services the Victorian Railways offer. Let them know : it will help them, and us, too.

OUR FRONT COVER

WHEN the Commissioners’ Inspection Train arrived at Dandenong recently after a tour of inspection of the Eastern District, Mr. John Elliot, Chief Executive Officer, Southern Region, British Railways, and Colonel A. C. Payne, Principal of the system’s Training College, spent almost an hour in the signal box chatting with Signaller Arnold Cleary. The visitors were particularly interested in the interlocking apparatus and the complete operation of the power-locked goods yard. Colonel Payne took some interior shots of the signal box with his movie camera.

MR. JOHN ELLIOT'S TALK TO RAILWAYMEN

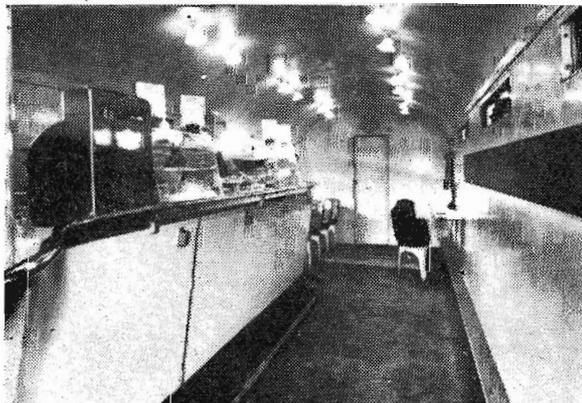


Southern Region Training College

THIS has been a memorable railway evening for Colonel Payne and myself," Mr. John Elliot, Chief Regional Officer, Southern Region, British Railways, declared in responding to a vote of thanks proposed by Mr. Commissioner Wishart, and seconded by Mr. O. Keating of the Rolling Stock Branch, at the conclusion of his talk on British Railways at the Victorian Railways Institute last month.

And indeed it was a memorable evening for the hundreds of railwaymen, representing all branches of the system, who for more than two and a half hours listened with rapt attention to a description of the working of British Railways, and more particularly the Southern Region.

The talks given by Mr. Elliot and his colleague, Colonel A. C. Payne, were illustrated with films and slides. The most colourful film dealt with the glittering Golden Arrow boat-train—pride of the Southern Region—used for the Continental tourist service. Mechanical handling of traffic, a journey by electric train through the suburban area, relaying of



Interior of Buffet Car

lines with pre-assembled tracks, and the Southern Region's Staff College at Woking were the subject of other films that proved intensely interesting.

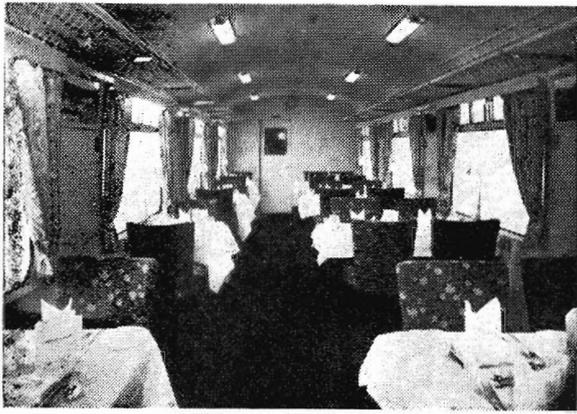
In introducing Mr. John Elliot and Colonel A. C. Payne, the Chairman of Commissioners (Mr. N. C. Harris) said the Commissioners had regarded it as a privilege to have the British visitors with them for the past couple of months. It was a refreshing experience for the Victorian Railways to have an investigating body that really understood its business.

"It was Mr. Elliot's job to inquire and form his own conclusions, and, believe me, he is a

pretty good inquirer," said Mr. Harris. "He has the nearest thing to the X-Ray mind and eyes. He had come into railroading through what might be termed the 'side-entrance.' After a few highly successful years of journalism, he entered railroading on the publicity side and rapidly developed into a public relations officer whose job it was to make the railwayman and the railway user much better acquainted with each other. He then got into the commercial side seeking new business, after which he came into the operating field of railway work. During the war he had the great responsibility of A.R.P. direction."

Mr. Harris referred also to Colonel Payne's fine record of personal achievement. During the Second World War he was Deputy-Director of Rail Transport, and since then was Assistant Superintendent of the London Area. He was selected to initiate and control the Staff College for Railway Officers. "To us such a College in Victoria has had to be a dream, but I sincerely hope that one day the dream will come true," added Mr. Harris.

Mr. Elliot has an easy and pleasant lecturing style, and enlivened his talk with flashes of humour. "Since we arrived in Victoria the Railways Commissioners have treated Colonel Payne and myself as friends and we have appreciated that immensely," said Mr. Elliot in his opening remarks. "We didn't come here to conduct an inquisition into your Victorian Railways. Mr. Kent Hughes invited us to come here; have a look at the Railways and see if we could suggest anything. That is the spirit in which we have tried to carry out our duties. I have not the slightest doubt that if the Commissioners or some of their Officers were to arrive one day at Waterloo Station they would find so many things to suggest to me that I would have to resign on the spot."



1st Class Dining Car (Steam)

Mr. Elliot said the Victorian Railways were going through a pretty rough time because of the shortage of staff, steel, coal and materials of all kinds. He had thought the British Railways were badly off for materials during the war; since his visit to Victoria he realized that in Britain they had not fared so badly after all.

"I know that by having to cut passenger services to maintain your freight operations you have incurred some public resentment and criticism," he said. "Timekeeping is apt to go adrift, too, under the difficulties of the present position and this causes further irritation to the public. When the staff in turn get irritated and hit back the gulf between the public and the railways is widened."

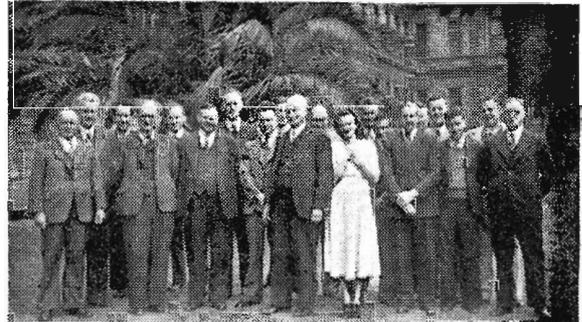
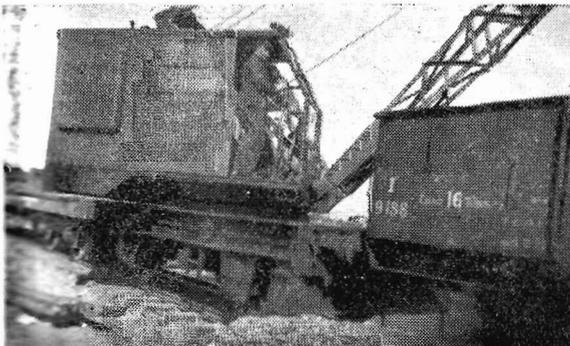
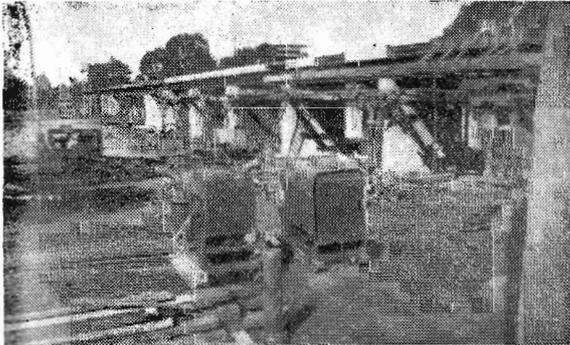
Mr. Elliot then gave this advice to railwaymen:

"Keep your 'pecker up.' Keep your railways going. Don't be depressed; be proud of your railways, for they are well laid out and pretty good. You have a well knit system, and an enthusiastic staff. Don't allow public or newspaper criticism or any other difficulty to set you back or dampen your enthusiasm or your faith in the Victorian Railways. They will be the backbone of the Victorian transport system for many years. You will get your coal and the railways will blossom again. You have nothing to worry about so long as you keep your eye on the ball."

After giving a brief and extremely modest account of his wartime experiences, Colonel Payne said the loss of railwaymen to the services had made it hard for those who had to stay at home and keep the railways running. He described what the Southern Region was doing in the field of railway education, and said that, from graduates of the residential Staff College, Southern Region hoped to obtain its heads of sections.

A highlight of Mr. Elliot's talk was his description of the arrangements made by the Southern Region to evacuate the heroes of Dunkirk and transport troops and huge masses of war material for the Normandy invasion.

Mr. T. R. Collier, President of the V.R. Institute, acted as Chairman for the evening, and carried out that function admirably.



Staff of Locomotive Section, Rolling Stock Engineers' Office: L to R: Messrs Schmidt, Richards, Whitelaw, Wohlfahrt, Taylor, Haxby, Butterworth, Lehmann, Meyer, Barbour (retired), Bengough, Miss Shelton, Messrs Dunlop, Murphy, George, Odgen, Hocking, Cave, Calwell, Rogerson.

SNAPS AROUND THE SYSTEM

—Let us have yours.

The two snaps at left showing work on the railway bridge over the Loddon River at Bridgewater were sent in by Mr. J. Stephens, of Game Street, Blackburn. Bridge partly completed. Below: Crane Operator Bill Sampson on the job.



WATCH AND CLOCK REPAIRS ARE IMPORTANT TO THE RAILWAYS

THE Watch and Clock Repair room at Spencer Street could well be the setting of an Oppenheim thriller. To reach it, you go into the Station area through the Collins Street entrance. But instead of turning right towards No. 1 platform, or proceeding straight ahead to the suburban barrier, you turn left past the 'phone boxes. It is inevitable that you steal a furtive glance over your shoulder before slipping down the small alley-way near the fire hydrant, and by the time you have reached the narrow staircase which winds up to the Repair room you'll be wishing you'd brought a gun. Up the stairs. There's a door at the top. It opens noiselessly. Inside men are poring intently over a long bench. Clocks--innumerable clocks, tick mournfully on the wall. A den of anarchists, perhaps, busy manufacturing time-bombs? Someone coughs, and you nearly jump out of your skin.

Then Harry Chellew comes over from his bench to greet you, and now you know that here is no anarchist—but a man who creates. For Harry Chellew is an artist, whose medium is springs and cogwheels, staffs and pivots. He plays no small part in ensuring that railway time shall be the right time. Harry Chellew is the Watch and Clock Repairer—like his father before him.

The Chellew link with the railways goes right back to 1884 when Mr. Chellew, Senior, was given the contract for all watch and clock repairs in the Department. When he retired in 1910, his son, Harry, took over, and is in charge of activities still. Harry has three Technicians assisting him. None of the team is a railwayman, despite the close railway link, for the repairs are on a contract basis. The Watch and Clock Repair organization is a little individualistic cell in the mighty railway protoplasm.

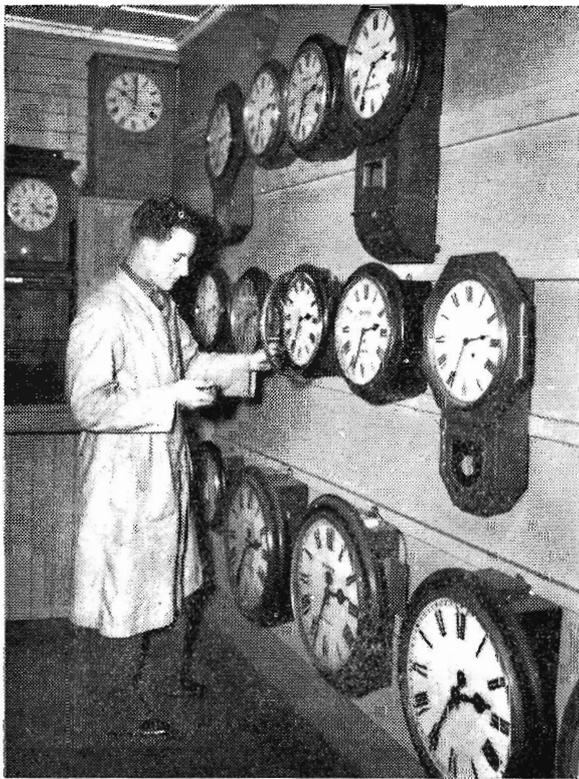
"We keep the record here of every watch and clock in service," explains Mr. Chellew. "Our records go back to 1884. Look at this card for example. Here's the maker's name, the number, date of issue, dates of repairs and what the repairs

were. The card also shows who has the watch on issue at present.

"These books keep clock records, and set out the full history of any clock at any station . . . where it has been, and what has happened to it. Our records are complete, and up-to-date."



Harry Chellew at Work Bench



Checking the Clocks

Many of the clocks are very old. It was back in March 1856—93 years ago—that a Melbourne importer offered to supply 12 clocks suitable for railway stations. Although no immediate use could be made of them, the clocks were purchased and held until 1859, when the first portion of the Government railway was opened, between Williamstown and Sunbury. After the best part of a century nearly all of those twelve clocks are still giving accurate service.

Unfortunately no records are available on how many watches were purchased for the first government railway line; but as there were only five Engine Drivers at the time, the number would have been small. Certain it is, however, that 351 watches were on issue in 1881 and that 2,960 are in use today. On that date, too, there were 371 clocks on the system. Now there are 1,678.

Issue and control of watches and clocks is vested in the Electrical Engineering Branch, with Mr. Chellew as Maintenance Contractor.

“The largest clock in the service,” says Mr. Chellew, “is the tower clock at Flinders Street. I suppose you could say it’s also the most important, for it automatically controls hundreds of other clocks. Look at an office, or station platform, or signal-box clock in the metropolitan area, and just above the figure 12 you’ll see two clips. At every hour of the day or night, on the hour, those two clips come down and grip the minute hand of the clock, drawing it exactly on to the “12.” So if it is a little fast, or a little slow,

it is brought automatically to exact time each hour. The controlling mechanism for the operation is in the Flinders Street tower clock.

“Looking after that clock is, of course, one of my responsibilities. It is wound up weekly—and winding it up is some job, believe me! The clock face is eleven feet in diameter, by the way.

“Although it is much smaller—only 5’ 6”—the Spencer Street tower clock is probably the best known. It’s an old and reliable employee. It was first erected 66 years ago at the entrance to the old Flinders Street Station. Then, when rebuilding of the station began, it was shifted over to Princes Bridge, and later around to Spencer Street. But its perambulations were not over, and alterations at Spencer Street meant its movement to another nearby site—and there it is today.”

Mr. Chellew and his team do not confine their activities to the suburban area—their responsibilities extend over the whole State. Often one of them goes out to a country station or box where the clock is playing tricks. Or, if the station clock is sent to town for repairs, a spare is supplied in its place.

“At ten o’clock every morning,” points out Mr. Chellew, “the Telegraph Office sends a ‘time-ball’ to the whole State. All telegraph business stops at 9.58 to give a clear line.

“Quite a lot of people ring me up, too, to find out the right time. That little instrument up there is controlled direct from Canberra Observatory, and it tells me to the very second how much my clock is fast or slow.”

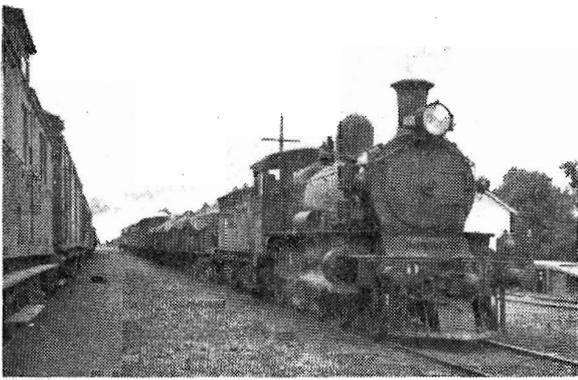
In railway running, of course, the seconds are important. “On time” means just what it says: not a few seconds early, or a few seconds late. And in keeping the railway time, Harry Chellew and his men render valuable assistance. With Mr. Chellew are Fred Reece, who has 20 years’ service to his credit; Bob Michael, with 12 years; and baby of the team is Ron Ross who has been on the job for four years.

NEW V.R.I. ORGANIZER

MR. Bob McClelland (former Foreman Painter) recently took up his new appointment as Organizer for the V.R.I.



Mr. McClelland, who has been connected with the Institute since 1925 and was a member of the Council for 14 years before his retirement from the service last year, will visit railway workshops and depots throughout the State to enrol officers and employees as members of the V.R.I.



THE MIXED TRAIN

“Cinderella of the Railway Service”

NO one loves a mixed train. Yet, just as the drudgery of the household was left to “Cinderella,” so has the mixed train been depended upon as the “general servant” of rural districts. To it must be given credit for much development of country districts that otherwise would not have been practicable.

In areas of sparse traffic, costs quite disproportionate to earnings would have been involved in the provision of separate services for goods and for passengers. Probably in every instance, the economics of branch line operation were based on service by mixed train, and for many years this means was regarded with complete satisfaction by those for whom it was provided.

That was before the present age of speed and the present demand for greater comfort and convenience. Nowadays, passengers are no longer so philosophical about slow journeys.

They are intolerant of the delays inseparable from the setting down and picking up of goods trucks en route; they are irked by the slower speeds at which the mixed trains run; and there is some psychological reaction, too, from their having to travel in company with trucks of stock and superphosphates and firewood.

Counterpart in Dobbin

The mixed train had its early counterpart in the pioneer's farm-horse, used impartially to carry either the farmer's goods or his family. A smart buggy-horse would have been a welcome acquisition, but the pioneer simply could not afford to buy and maintain it for the relatively little use he could make of it. So Dobbin did the lot, faithfully and economically to be sure, but not very spectacularly and not very comfortably as a transporter of passengers.

Dobbin's day disappeared almost entirely with the advent of the internal combustion machine.

In many lightly populated areas throughout the State, the farmer now uses, for his everyday local transport needs, a public road motor service conducted with a vehicle designed and licensed

to carry both goods and passengers. In the course of its journey, the road service may stop at a farm-house here to deliver a bag of flour, at another to pick up a crate of eggs, at still another to hand out the butcher's meat, or a part for a tractor that has broken down.

True, the passengers must wait while this is going on. Their journey will take longer, but complaints are rare because they realize that their inconvenience is outweighed by the value of the service given, and because they recognize, too, that the greater convenience of separate services for goods and passengers would cost more than the patrons would care to pay.

Although the same principles are responsible for the existence of mixed trains, the same understanding and tolerance are not commonly shown towards them, and for some time past railway policy has been directed towards their elimination as far as practicable.

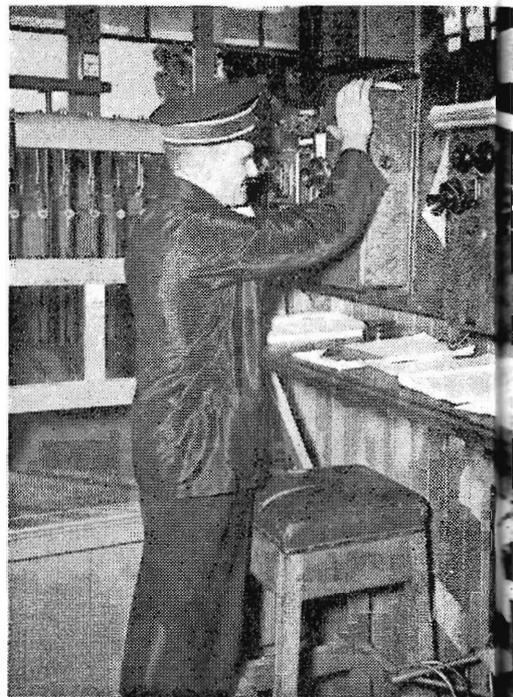
Alternative Service

Apart from aspects of economy, consideration has always been given, when determining the lines on which mixed train running should cease, to the practicability of providing alternative service for passengers. In a number of instances, it has been found to be a suitable and economic arrangement to have the passenger traffic on the branch line catered for by a road motor service. On other lines, the solution has been found in the introduction of economically-operated rail motor units.

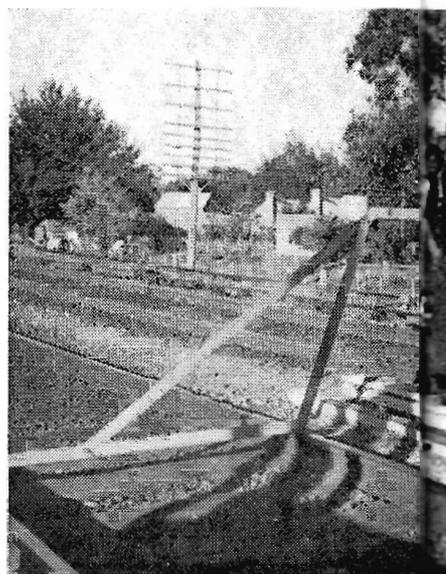
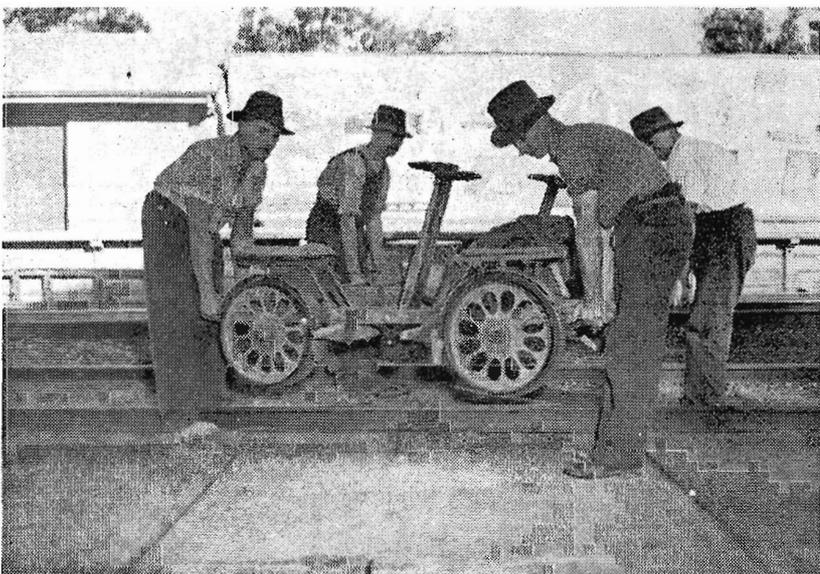
The progress made may be gauged from statistics of mixed train mileage. In 1929, it comprised 37.8 per cent. of the total mileage run for country passengers; by 1939 the percentage had dropped to 12.1, and today it represents less than 10 per cent. of the total. The percentage would be still more favourable but for the present curtailment of passenger train mileage on main lines, due to shortage of coal. Further substantial reductions in mixed running will be made when more of the Diesel rail-cars, now on order from England, are ready to be placed in commission.

(Continued on Page 10)

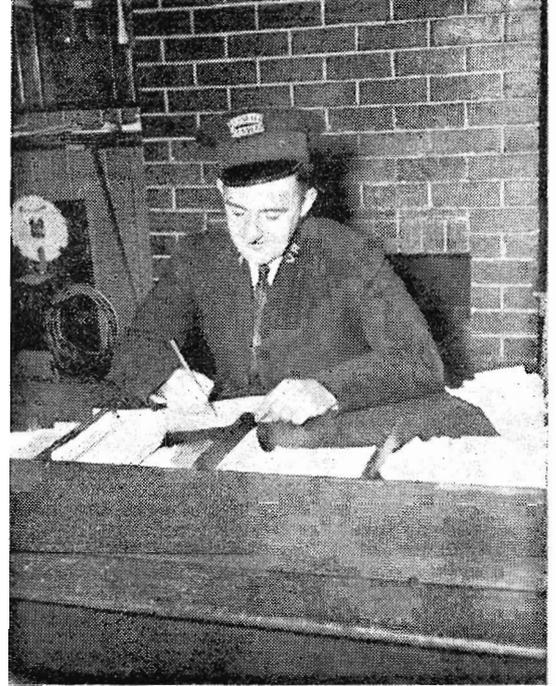
VIOLET TOWN RAILWAY



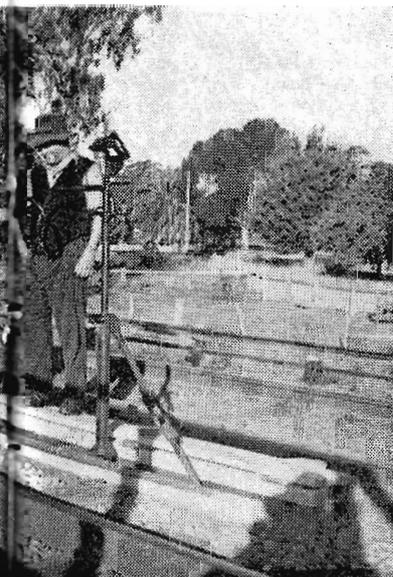
Above, left to right — Lad Porter
Stationmaster L. Johnston pulling of
Below, left to right — Actg. Gang B
Ganger Fred Linford checking s



WAYMEN ON THE JOB



Ken Gale about to refuel a signal lamp; Stationmaster E. Boyd reporting to Control; Assistant
Chief reporting home signal; Assistant Stationmaster K. Doyle writing live-stock waybill.
g Bert Saunders, and Repairers Jack Maher, Herb Symes and Arthur Beard taking 'quad' off line;
s exchanger; Repairers Arthur Tobias, Dave Stevenson, Henry White, and Stan Symes
returning from a day on the track.



MR. ELLIOT PRAISES STAFF

THE Chairman (Mr. N. C. Harris) has received a personal letter from Mr. Elliot in which he expresses appreciation of the arrangements which enabled the recently conducted Commissioners' tour of inspection of the system to be carried out in a highly efficient manner. Mr. Elliot stated also that he was deeply impressed with the keenness and ability of the railwaymen whom he met during the tour.

The Commissioners desire that their sincere thanks be conveyed to all members of the staff concerned.

Mr. Elliot's letter reads :

N. C. Harris, Esq.,
Chairman,
Victorian Railways Commissioners.

Dear Mr. Harris,

On the conclusion of our tour of inspection of the Victorian Railways system, Colonel Payne and I wish to express to the Commissioners our deep appreciation of the arrangements which they made for us. These were so comprehensive and so well organized that we were enabled to see the maximum amount in the shortest possible time in conditions of the greatest convenience and, indeed, of comfort.

We were particularly impressed throughout with the high standard of keenness and ability displayed by your staff in all branches.

As railway officers we were well aware of how much time must have been spent by the officers and staffs concerned in making the arrangements and in travelling with us. We shall be glad therefore if you would convey to all concerned, whether at headquarters or in the districts, our appreciation and give them our best wishes for the future.

We should like particularly to say how much we were assisted by the comprehensive series of tour notes which were supplied to us and by the admirable manner in which the staff of the special train carried out their duties throughout the tour. We have, as you know, had an opportunity of thanking them personally.

Yours sincerely,
JOHN ELLIOT

THE MIXED TRAIN

(Continued from Page 7)

These figures in themselves are a clear refutation of recent criticism that the Railways Commissioners are indifferent to the railway service provided on branch lines.

It is true that the mixed train has not yet completely disappeared from our railway service. Especially in view of the present staff shortage—most acutely felt where the need is for qualified men—the process of elimination must be a gradual one. Each line must be considered on its merits, due regard being paid to the convenience of passengers, the frequency of service required, and the economics of operation. Branch line traffic, existing and potential, is continually under review by an expert staff concentrating upon planning the services to be provided.

Rail Man's Community Service

FEW people have more greatly endeared themselves to a local community than have Mr. and Mrs. Nello Zanelli. For the past 11 years Mr. Zanelli has been Assistant Stationmaster at the little township of Wunghnu, four miles from Numurkah in the Goulburn Valley.

When it became known recently that Mr. Zanelli had received advice of his impending transfer to Clunes he and his wife were given a round of farewells by a host of well-wishers, and were presented with a silver tea service, a mulga wood inkstand and—an envelope of notes!

There was scarcely an activity in the district that did not claim the attention of this popular couple. Mr. Zanelli played an important part in reforming the local football club. The bowling green with its new pavilion is one of the best in the Goulburn Valley, and Mr. Zanelli, who was Secretary of the club, was given most of the credit for its success. On many occasions he was called upon to give first aid treatment to accident victims—a further community service that was deeply appreciated by Wunghnu residents.

At one farewell gathering, Mr. J. Purdie, representing the townspeople and Progress Association, paid a graceful tribute to Mr. Zanelli, who, he said, was always ready and willing to help in any move to improve the town.

As Secretary and Treasurer of the local branch of the Country Women's Association, Mrs. Zanelli was just as active in local activities as her husband. Yes, Wunghnu will certainly miss the Zanellis.

OLDEST EX-RAILWAYMAN

WALLY FRENCH, former Passenger Guard, who retired on January 19, 1938, has asked the "News Letter" for the name of the oldest ex-railwayman now living.

Well, we've searched the records, and here's a round dozen whose ages range from 89 to 91 with Mr. C. H. Allen well on top. Mr. Allen, a former Stationmaster, was 91 on December 26.

The names, grades at retirement, and birthdays of the 90-year-old group are Mr. W. H. Osmond, L.H. Car Painter, October 27; Mr. F. E. Williams, Ganger, December 31; and Mr. J. Davey, Stationmaster, May 6.

The comparative youngsters of 89 are: Mr. W. Banks, Driver, July 12; Mr. E. A. Agg, Lands Officer, September 1; Mr. A. Willian, L. H. Turner, September 13; Mr. A. F. Morrison, Workshop Foreman, October 25; Mr. W. G. Taylor, Ganger, November 3; Mr. C. Bonning, Workmaster, January 1; Mr. J. C. Russell, Stationmaster, February 23; and Mr. J. Milley, Ganger, March 27.

These twelve all retired under the original pension scheme which covered those who entered the service before November 1883.

The "News Letter" extends best wishes to them all, and would be very pleased to hear from them.

EX-RAILWAYMAN BACK FROM BERLIN AIR LIFT

BACK in Melbourne after doing his bit in the Berlin Air Lift is Warrant Officer Wallace ("Wal") Petterson, of the 86th Transport Wing, R.A.A.F., who left the Victorian Railways in 1943 to join the Air Force.

"Wal" smiles reflectively when he recalls the day he joined the Railways at the age of 16 years. His first job was at the Railway Printing Works. He transferred later to the Tourist Bureau where he gained a useful insight into the tourist business as a telephone and inquiry counter Clerk.

He was about 18 when he joined the R.A.A.F., with ambitions to become a pilot. After he was awarded his "wings" he flew Beaufighters and Beauforts on transport missions, and after a term as Staff Pilot, West Sale Gunnery School, he was posted to the courier shuttle service between Australia, Port Moresby, Morotai and Manus Island. His extensive ferrying and courier experience gained during the war years was to prove invaluable when he went to England last year to fly the Berlin "corridor."



Discussing air lift operations "Wal" said: "Our Wing flew Dakotas from Lubeck, in the British Zone, to Berlin: we carried coal, foodstuffs and in fact everything from the proverbial needle to the anchor."

"You've got to take part in the air lift to realize what a colossal job the British and Americans undertook to beat the Russian blockade of the city. They triumphed over all difficulties. The worst problem was the weather which at times was atrocious for massed transport operations, but the aircraft always got through."

Flying the Berlin "corridor," "Wal" noticed that the roads appeared to be in fairly good condition, but Allied bombing in the war years had been so accurate that most of the bridges were either destroyed or badly damaged. With a keen eye to transportation matters, he noticed that in many sections in the Soviet zone the railway rails had been removed. "The gossip in British and American air circles was that the Russians were short of steel," added "Wal."

The young Warrant Officer received a warm welcome home from his father Fred Petterson, an Electric Train Driver, who recently retired.

"Wal" states that his family had some nasty things to say about his operational moustache. "I admit it's getting a bit out of hand. It will be off soon," he added with a grin.

Minister Endorses Praise For Handling Wheat

When attending the Annual Convention of the Chamber of Agriculture at Ballarat, on Wednesday, April 27, the following resolution was proposed and carried unanimously by the Meeting—

That this convention desires to convey to the Minister, the Railways Commissioners, and the staff of the Railways, their very warmest thanks and high appreciation of the splendid way in which the Railways handled the wheat harvest this year.

"As far as I can remember, the exact words of my reply were as follows—

"Although the Government could claim some small credit for having procured the coal which was necessary for the Railways, yet the main credit for the organization and good work should be given to the Railways Staff as a whole. As the Minister, I will have very much pleasure in forwarding the resolution of thanks and appreciation to the Railways Commissioners, and ask them to pass it on to the men through their staff magazine."

... The Minister of Transport (Hon. W. S. Kent Hughes) writing to the Chairman of Commissioners.

JUNE RAIL QUIZ

Just for a change, we've concentrated on locomotives this month. How's your knowledge of them?

1. A 'Mikado' locomotive is **not** one used in a comic opera. What is it?
2. What 'Mikado' locomotives are used on the V.R. service?
3. 'Heavy Harry' began running in
4. The first loco built at Newport Workshops—originally 526 Z—is still running, although its appearance has changed a little. Where would you look for it?
5. What is the tractive power of an "X" loco (with booster)?

(Answers on Page 14.)

* * *

HOWLERS—

A skeleton is a man with his inside out and his outside off.

The Duke of Marlborough was a great general who always commenced a battle with a fixed determination in his mind to win or lose.

Correct this sentence: The bull and the cow is in the field. The cow and the bull is in the field. Ladies come first.

What kind of a noun is trousers? An uncommon noun, because it is singular at the top and plural at the bottom.

Napoleon dispersed the rioters with a whiff of grapefruit.

VETERAN RAILROADERS STEP DOWN

WITH the retirement recently of Mr. Samuel John Spink, Assistant Shed Foreman at North Melbourne Loco Depot, the Department has lost a colourful personality with a long record of rail-roading service.



Sam Spink was a strip-ling of 17 when he joined the Department in May 1903. He has been Engine Cleaner, Fireman, Driver, Driver-in-Charge, Enginemen's Instructor, Train Running Officer, Relieving Depot Foreman, Depot Foreman, and Relieving Rolling Stock Superintendent.

"In 46 years' service, I made many friends among the travelling public," states Mr. Spink. "As a train Driver I was welcomed wherever I went. I drove trains in which Governor-Generals, Governors, Service Chiefs and world-famous men and women travelled. It was a grand experience; I will carry many pleasant memories of my railroading days into retirement."

Mr. Spink had many interesting experiences in his railway career. When stationed at Benalla for three years he drove the Albury-Melbourne train into Spencer Street three days a week. It was while on this duty that he first met that great Australian and world-famous singer—Dame Nellie Melba.

On one occasion the Albury-Melbourne was held up between Baddaginnie and Euroa when a defect developed in the mechanical lubricator. Dame Nellie sent a note by her chauffeur to Mr. Spink stating that she was most anxious to get to Spencer Street on time as she did not wish to disappoint the large crowd that was waiting to greet her.

The lubricator was kept functioning and when the train reached Longwood a note was attached to the staff asking the Stationmaster to inform Seymour that another engine would be needed to get the train through on time.

Engines were duly changed and the famous singer, smiling broadly, stepped from the train, which arrived at Spencer Street on time, to receive the plaudits of her admirers.

"Dame Nellie never forgot a kindness and was very appreciative of any little service that she received from railwaymen," said Mr. Spink. "One of her great favourites was Jack Colligan, who was Conductor on the Melbourne-Albury for many years. On the eve of her departure for Europe on a concert tour, she presented Colligan with a gold tie-pin."

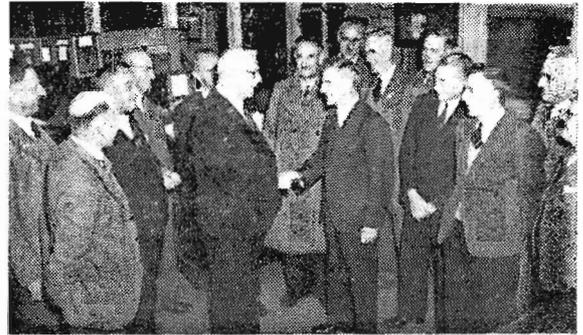
Mr. Spink states that he drove the first passenger train from Nyora to Wonthaggi when the present coal mining centre was known as "Canvas Town."

The veteran Driver has ridden on trains in every State of the Commonwealth and is convinced that the Victorian Railways, from the point of view of safe working and efficiency, compare favourably with any of them.

His advice to young railwaymen is: Don't hesitate to accept a transfer, particularly if it is leading to promotion.

Mr. Spink holds the Department's Eight Years Gold Life Membership Medallion for ambulance work, the St. John's Bronze Medal and the Five Years Efficiency Medal.

When he returns from a trip to Western Australia he intends, he says, to spend most of his time reading and gardening. Both he and his wife are keenly interested in music and plan to attend more concerts than was possible while he was on the job.



Mr. Fisher's farewell gathering

OVER 150 fellow-railwaymen attended at the Signal and Telegraph Depot, Batman Avenue, on April 29 to farewell Mr. George Fisher, Acting Construction Supervisor, Signals and Telegraph Division, on his retirement.

Mr. W. Forrest (Signal and Telegraph Engineer) presented him with a canteen of cutlery, an electric razor and a wallet of notes, as well as a string of pearls for Mrs. Fisher. A number of speakers, including Mr. T.R. Collier (Transportation Staff Superintendent), warmly supported the tributes paid by Mr. Forrest.

"I left England in 1904 and it took me till 1910 to reach Australia," said George when interviewed by the "News Letter." The intervening years were spent in India, where he joined the Mountain Artillery which was stationed in the foothills of the Himalayas. Although the guns went on horse-back, the men walked, and a change of station meant a real walkabout as the distances between stations ranged from 250 to 750 miles.

Since joining the Railways George has done his travelling by train. After two or three months in the old Telegraph Workshops at Spencer Street, he was given an outside job and remained outside until his retirement. As an Electrical Fitter, Electrical Fitter-in-Charge and Foreman Artisan, he has been to practically every station where there is a staff instrument. He has worked on the installation of miniature staff instruments and of automatic signalling at many important locations.

In 1915 he went back to soldiering, this time with 5 Div. Signals, First A.I.F., when he served in France with quite a few railwaymen, including Messrs. Forrest and Collier. He became a Sergeant-Major and was awarded the Meritorious Service Medal, returning to the Department in 1919.

To round off his military career, he spent four years as a Sergeant in the Volunteer Defence Corps during the Second World War.

LINES FROM OTHER LINES

South Africa

An illustrated pamphlet has recently been issued to staff throughout the Union to encourage a spirit of closer co-operation between railwaymen and railway-users.

"The Railways have for long realized that while the prompt supply of trucks to consignors, the running of passenger trains to time, and elimination of damage to goods in transit are essential features of transportation, the acme of service is only attained when the wheels are oiled with courtesy and goodwill," says the South African Railway News.

"A special Goodwill and Courtesy Committee was recently appointed to investigate the best way of bringing home to staff the importance of this aspect of the service, and this committee was responsible for the issue of the brochure, which contains some thirty cartoons, each dealing with some aspect of railway working in which courtesy and goodwill play an important part." In a foreword, the General Manager, Mr. W. Marshall Clark, states: "It takes the teamwork of nearly 100,000 Europeans and 80,000 non-Europeans to run our services. Every individual on the staff is a member of our goodwill department, the biggest department of all."

Great Britain

THE British Railways Police Force is at present about 4,000 strong and is the second largest force in the country, the Metropolitan Police alone exceeding this figure. Some interesting facts about the Railway Police Training School at Walton-on-the-Hill, Tadworth, Surrey, are given in the Southern Region Magazine (British Railways).

Classes for the training of police recruits have been in operation continuously since December 1946. Up to the present, 18 courses have been held, and 644 constables and 35 policewomen have passed through the school. The building will accommodate 31 students, but plans are in hand to extend the temporary accommodation to take about 60 students.

* * *

Although evening classes for the instruction of the staff in Rules and Regulations existed on the Southern Railway for many years, it was felt that such facilities could be improved, states the Southern Region Magazine (British Railways). Last year the Superintendent of Operation took steps for the various local classes to be put on an organized basis and for many more classes to be established, so that all members of the staff might be able to improve their knowledge of the Rules and Regulations, upon which the safe working of the railway depends. Encouragement was given to experienced members of the staff to act as instructors for the new classes. Arrangements are being made for formal examinations to be held, when proficiency awards and certificates will be given.

Queensland

A new tank engine, the first of a series of twelve to be built in the Ipswich Workshops, was launched recently. A "DD 17," Locomotive 949, it excels its predecessor, "D 17," in performance. It has a 4-6-4 wheel arrangement, a total length over buffers of 39' 7 $\frac{3}{4}$ ", weight in working order of 62 tons, and boiler pressure of 180 lb.. Its tractive force is 19,584 lb.

"Some experimentation was made with the chime of the whistle," records the Q.R.I. Magazine, "and a very pleasing note has been achieved, as all who live in the suburban area or travel on its train will have noted."

Early reports indicate that "DD 17" will give excellent performance.

Accountancy Man Organized Art Classes

PLAYING a prominent part in the Victorian Artists' Society is Mr. Arthur C. Austin (Clerk in the Accountancy Branch), who puts much of his spare time into organizing the Life Classes.



Arthur, who joined the Society in 1944, is now an Exhibiting Member of Council and a member of the Selection Committee for Exhibitions. The Society's President is James Quinn, R.O.I., R.P., whose famous works include three portraits of the present Queen.

On Monday, Wednesday and Thursday nights you will find Arthur at the Society's gallery in Albert Street, East Melbourne, carefully directing a class of about 30 members. Not teaching, for the only teacher in the Life Class is the self-expression of each artist. Representatives of widely diverse callings, the members share a common urge for mastery over colour and form which will enable them to paint pictures in which they can find self-satisfaction.

Arthur was studying for law when the First World War broke out. He enlisted in 1914 and was at the Landing on Gallipoli. Incidentally, he was an operating dresser to the late Sir Charles Ryan, a former Railways Medical Officer.

After travelling extensively, he studied at the National Gallery: drawing under Charles Wheeler—winning three First Prizes—and painting under Jorgenson.

Arthur, who will be glad to help any railwayman interested in art, agrees with Winston Churchill that painting is the best form of relaxation for busy people.

ORIGINS OF STATION NAMES

SWAN HILL: Named by Major Mitchell, 1836. His party camped there and was disturbed at night by the noise made by swans on a lagoon.

HALLAM: From Hallam's Road, which was named after William Hallam, Storekeeper.

AGNES: Named from the Agnes River, which was called after the daughter of John Gellion, an early settler who kept an hotel at Port Albert in 1853.

KATUNGA: Named by A. Leahy, Surveyor, after an old blackfellow known as "Katunga."

PORT FAIRY: Named after a little vessel called "The Fairy," which took shelter in the bay in 1827. Its Master was James Wishart.

Birchip Man Wins Competition

THE joke competition, which attracted numerous entries from railroaders in every part of the State, was won by Skilled Labourer A. A. Rymer, of Birchip, with a humorous story about an accident-conscious District Superintendent.

The contest came up to expectations. It had a wide appeal, as was evidenced by the fact that practically every classification was represented among the entries. It was surprising, however, that relatively few women entered the contest.

It wasn't an easy task to select the prize winners, as the jokes were of a fairly even standard. The "News Letter" congratulates the successful competitors, to whom cheques will be posted. Our thanks also go to all those who submitted jokes and helped to make the competition a success. Six prizes were offered: £1, 10/- and four of 5/-. This was the joke that won first prize for Skilled Labourer Rymer: The District Superintendent always made a special point of insisting that Stationmasters send in a report of all accidents, serious or otherwise. One morning he received the following urgent message: "Man fell from platform in front of moving train. Will send further details later." After waiting for what seemed an age, the Superintendent received the second message: "Everything O.K. Nobody injured. Engine was going backward."

Other results were—Second Prize: Dad and Mum, about to board the train at Snake Gully, waited politely while a well dressed stranger alighted. When seated, Mum remarked: "Oh Dad, did you notice that chap who just got out? He had spats on his boots." "Served 'im right for travelling in a smoking carriage," replied Dad.

(Driver D. R. Johnson, Hamilton.)

Third Prize: Pat and Casey were walking along the railway line one Sunday afternoon and had passed half way through a cutting when they noticed a steam train coming behind them. Being unable to get through the cutting before the train reached them, Pat ran up the side of the bank, but not so Casey. Thinking that he could make it he started to run along the five foot, but naturally the train came along and not too gently threw Casey to the side of the line. After the train had passed, Pat came rushing up shouting: "Casey, Casey, you darned fool. Why didn't you run up the bank?" "Run up the bank be blowed," said Casey. "If I couldn't race it along the flat what chance had I going up hill?"

(Clerk F. J. Slevison, Motor Garage, Jolimont.)

Fourth Prize: Examining Officer to old employee: "What is the first thing you look for when a train passes you on the track?" Employee: "See if the Road Foreman is on." (Repairer J. A. Finn, Ruby, South Gippsland.)

Fifth Prize: At a lonely, sun-blistered, no-one-in-charge station on the north-west, "The Overland" stood panting impatiently. A few feet in front of it on the same line was a lowly "trike" of a Track Repairer. The Driver of the train danced around the small platform waving his arms and swearing most luridly. This display of pent-up emotion was seemingly lost on the hard-bitten Repairer who was patiently ringing the only telephone in the tiny office. Getting an answering tingle, he said: "Is that the Road Foreman? Well listen Boss, who has the right of way; me or 'The Overland'?"

(Signalman A. K. Loble, Murtoa.)

Sixth Prize: A farmer had been the only witness to a disastrous head-on collision on a lonely stretch of track. Asked to tell in court what he had seen, the farmer said: "Well, first I seen Number 48 roarin' down the track from the north at about 70 miles an hour. Then I turned and seen Number 17 bearin' down the same track from the south just about as fast. It was easy to see they was goin' to smash right inter one another."

"What did you think while you watched all this happen?" asked the Judge.

"What did I think," repeated the farmer. "I think this is one hell of a way to run a railroad."

(Clerk R. A. Wood, Accountancy Branch, Spencer Street.)

ANSWERS TO JUNE QUIZ

1. A locomotive with a 2-8-2 wheel arrangement.
2. "X" and "N" classes.
3. 1941.
4. At Newport Workshops: it is now No. 3 Crane.
5. 48,360 lb.

APPRECIATION

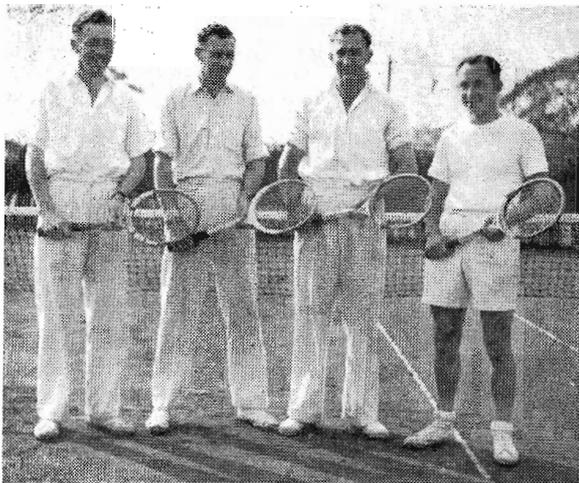
IN a letter to the Secretary, Mr. E. D. Edwards, of 209 Corunna Road, Petersham, N.S.W., thanks Ambulance Officer W. Blackburn and the Spencer Street Station staff for the prompt and expert attention they gave his wife, Mrs. Ruth Edwards, who met with a mishap recently on "Spirit of Progress."

"Would you be good enough to convey to all concerned our sincere appreciation," added Mr. Edwards.

THE Victorian Railways Institute has often been responsible for helping a young railwayman along the road to success.

A tribute to the splendid work done by the V.R.I. is expressed in a letter that Mr. R. A. Quin, of the Federal Department of Labour and National Service, wrote recently to Mr. M. J. Fitzpatrick, Honorary Secretary of the V.R.I. Sub-centre at Hamilton.

"The Institute was my Club to which I could go at any time," wrote Mr. Quin. "It was there I learned to play the violin. I studied bookkeeping and I obtained my recreation in the gymnasium and at the billiard table. It brought me in touch with railwaymen whom I have always been happy to number among my best friends."



Maryborough Team : M. Large, M. Patten, R. Craigie and R. Dean

MARYBOROUGH WINS TENNIS TEAMS CHAMPIONSHIP

HEAVY rain on the concluding day of Country Tennis Week caused the abandonment of the Open Singles Championship. P. Walter (Warragul) and D. Phelan (Geelong) contested the final and the match was declared a tie with the scores 4-2 in the first set in Phelan's favour.

Seventeen teams took part in the tennis tournament, which was held at the V.R.I. courts at Parkville.

V. Snow (Wodonga) and R. Carmichael (Yarrowonga) will contest the final of the Railways Singles Championship at Wodonga at a date to be fixed.

The Teams Championship for the Donald Mackintosh Cup provided some keen and high grade tennis. The semi-finalists were Seymour, Wodonga, Maryborough and Warragul. The Cup was won by Maryborough, who defeated Wodonga in the final by four rubbers to two.

Trophies were presented to the winners by the General President of the V.R.I. (Mr. T. R. Collier).

* * *

Melbourne V.R.I. tennis team defeated Benalla V.R.I. in two matches for the Dunkling Cup. The first match was keenly contested, Melbourne winning by two games, but in the return contest Melbourne was far too good for their opponents, and won by 14 games.

IN the April issue of the "News Letter" the Telegraph Office claimed to have the highest percentage of golfers of any section of the Department; six out of 28 Telegraphists.

This has been challenged by the Clothing Depot, Flinders Street, which more than doubles the percentage by having three golfers in a staff of six.

Can you beat this? ...

BOXING AND WRESTLING

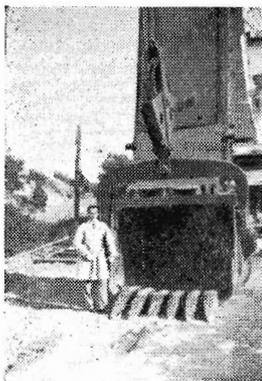
The big sporting event of the year will be the open novice boxing and wrestling competitions, commencing at the V.R.I. on June 14. They will be continued on June 21-23-28. Entries are expected from all parts of the State.

These competitions in the past have been responsible for the discovery of promising boxing and wrestling talent. More than ordinary interest is being shown in the events this year because of the Empire Games to be held in New Zealand.

FOOTBALL SEASON STARTED

Football got off to a good start last month. This season five teams—Spotswood 'Shops, North Loco, Northern Lines, Melbourne Yard and Central will contest the Commissioners' Cup.

The finals will be played in August, and later a Victorian team will be selected to take part in the annual railwaymen's Interstate Carnival at Hobart.



Electric Power Shovel For Yallourn



Enclosed please find snaps of a Bucyrus electric power shovel on its way to the Yallourn North Brown Coal Mine (one snap is the shovel itself). It is travelling under its own power, and you can see the high tension cable dragging behind it. The car and oil-tanker in the foreground give some idea of its size.

The machine has just crossed the river Latrobe, and our tracks have been pulled up to allow of temporary tracks for the shovel to travel on.

M. McKenna,
S.M., Yallourn.

LETTERS TO THE EDITOR

Prize Winner

Today I received a cheque for two guineas, so this seems the right day to express my appreciation of your kindly remarks in the "News Letter," and my pleasure at being awarded first prize.

I look forward to each new issue, and pass it on to the other members of my family to read. My youngest son, aged 14, is keenly interested, and I hope he will enter the V.R. after two more years at school.

Congratulations on your journal, both for its power to maintain the interest of railwaymen in the service, and also as an intelligent recruiting organ among the families and friends of the men and women who serve the community through the V.R.

John Evans

(First prize winner in "Why I Like Being a Railwayman" competition.)

* * *

Lever Operation

In the March "News Letter," page 8, an employee is photographed operating a spring point lever. While this lever can be thrown as illustrated it is undesirable that employees should copy this method.

In the first place, the energy necessary is considerable and can only be applied in the manner illustrated by a strong man with experience of the lever. Secondly, as the lever handle snaps over to the reverse on passing centre it should be released from the hand grip at centre point.

The correct manner is to push the lever with the palm of the open hand.

"Mechanical Trackwork."

Heritage



MOST Australians have a smattering of history which includes such worth-while knowledge as the fact that we have had great statesmen — Deakin, Curtin and others; that explorers like Sturt, Flinders and Leichardt achieved immortal fame; that the importation of the merino sheep and the discovery of gold gave impetus to our development.

But how much do we know of the history of the common man?

It was he who took the axe and cleared the ground. It was he who made it flourish. It was he who laid the foundation for the prosperity we enjoy today.

He needed a house. With his own hands he built it. He required fences, so he dug post-holes and cut railings. He walked behind the plough, he reaped and winnowed. He set his time by the sun, for as likely as not he possessed no clock.

Whatever he needed he went ahead and produced, improvising, planning, toiling, for he knew that he was thrown almost entirely upon his own resources.

It was easy for him to understand that the harder he worked the more he received in return. He underwent a test of character that not all survived.

The strong went on. They were men who did not spare themselves to wrest a living from a land often made hostile by drought, flood and fire. They knew they were working not only for themselves, but for their sons — and you and me.

Do Australians of today think of their future thus?

Many do, many don't.

You might comment....“What's the good of me going on the land and trying to be a pioneer....”

The point is, you don't have to. The pioneer economy has been changed to a modern, complex economy. But cutting through the jargon of economics a vital truth emerges which is integral in all economies.

It is this:

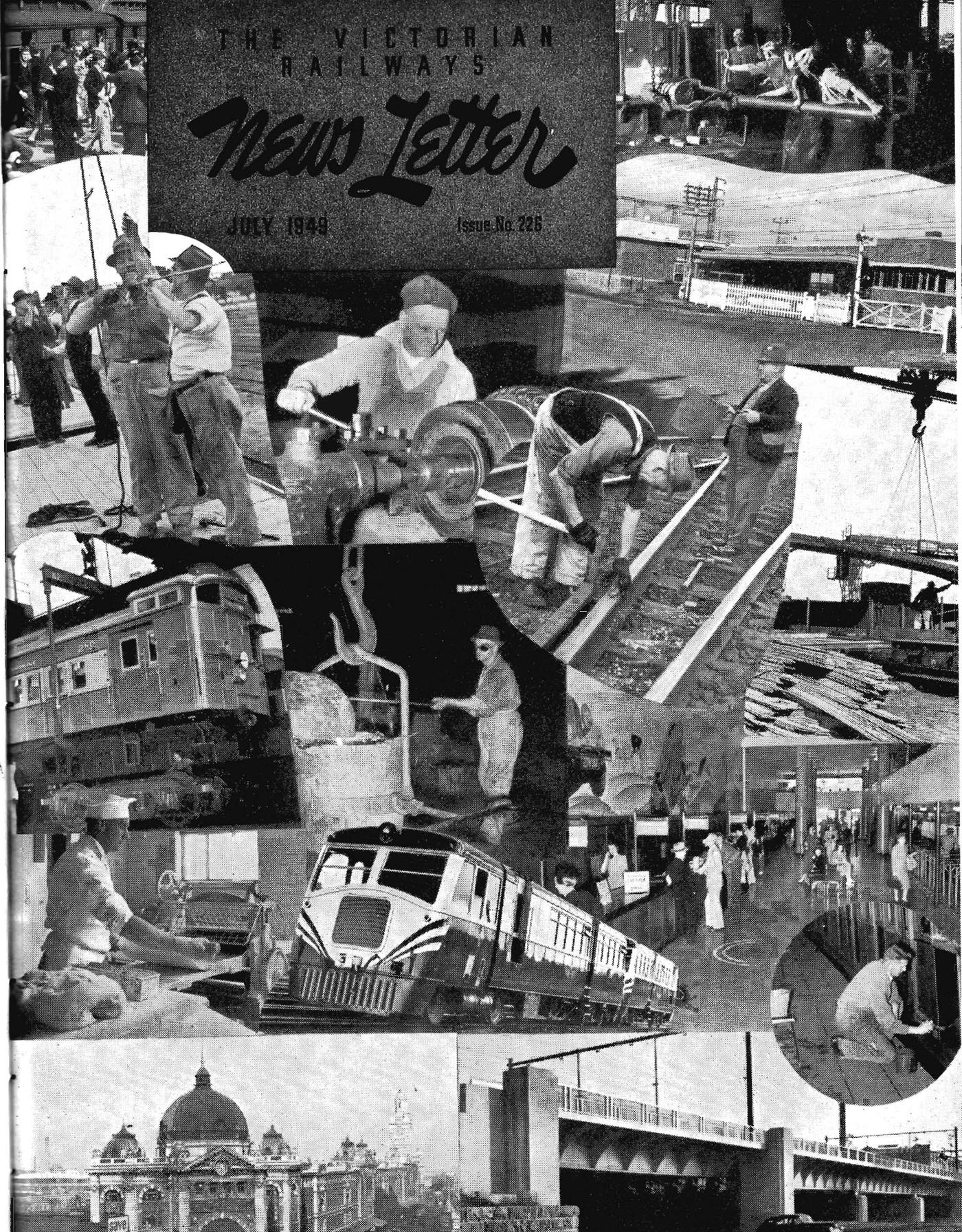
Whether goods and services are produced by an individual, a community, or a nation, you can only share out what is produced.

THE VICTORIAN
RAILWAYS

News Letter

JULY 1949

Issue No. 226



Sierra Leone Journey

By G. B. A.

A journey by the Sierra Leone Government Railway is an experience not likely to be forgotten and is one which makes an indelible impression on both mind and body.

The 2' 6" gauge, while not affording comfort to passengers, is sufficient for the primary object of the railway, the conveyance of rice and palm oil from up country districts. The line, covering approximately 310 miles, runs from Freetown to Bauya where it divides, one arm swinging north to Makeni and beyond and the other continuing west to Pendembu on the Liberian border.

Europeans only travel first class. Tickets may be booked in advance and collected prior to boarding the train. If no tickets are left, the contingency will be met later by your explanation to the collector who will reply profoundly but with infinite wisdom, "Yassir."

The crowd at the station will prove bewildering, for the seething mass of shouting Africans, baggage on head and farm-yard in hand, will all appear to be moving in one direction and none in any. There is chaos and there is pandemonium.

Eventually you will board the train, which will previously have caused consternation by having made a false start before the advertised time of departure. The object of this premature move is not, as might be imagined, to gain unwarranted advantage over the clock but rather to encourage prospective travellers that time, although of little import in their own lives, is essential to the timetable of an efficient railway service.

The first class carriage is a twenty foot compartment. In each corner is a hard backed chair with an imitation leather seat before which is a small folding table. Those who arrive too late to procure a chair, recline on the floor. Meals must be provided by the passenger, for there is neither kitchen nor refreshment service on the Sierra Leone Railways.

When the train leaves, the second and third class carriages will be found to overflow their walls and various parts of anatomy protrude through windows. Fortunately the majority are not travelling far, being merely well-wishers.



For the first mile or two, the train proceeds through the main streets. As there is a slight incline two engines are required. But even then the rate of progress is such as to allow the well-wishers to disembark as their home or place of business is reached. It also allows a final handshake or conversation with an acquaintance en route. This gradual exodus reduces congestion appreciably but not noticeably.

Once in the country, the enthusiasm and efficiency of the railway staff becomes more evident and passenger trains are welcomed at the larger stations by the Stationmaster himself, while the "staff" attends to his own affairs. Colour is of little importance and the driver will advance or stop on the waving of any flag. This system works satisfactorily so the Stationmaster finds it possible to dispense with the red.

Considerable trade is carried out while the train remains at the station and merchandise of all descriptions changes hands. The vendors, however, in their anxiety to do business complicate the boarding and disembarking, a trying performance at any time for the native. Baggage and humanity are bundled in through window and door as baggage and humanity are bundled out through door and window. Fortunately the African is good natured and if the train has already set in motion, the resultant dangers only add to the excitement and gaiety.

(Continued on page 7)

CHAIRMAN IN BIRTHDAY HONOURS LIST

RAILWAYMEN will have read with pleasure the name of Mr. N. C. Harris (Chairman of Commissioners) in the Birthday Honours List. Mr. Harris has received the C.M.G.



After leaving Scotch College, where he won his colours in rowing, football, cricket and athletics, Mr. Harris graduated as Master of Science at McGill University, Montreal, Canada. Having served a special apprenticeship and a period on the staff of the Canadian Pacific Railway Co., he returned to Australia to take up an engineering post with the Hydro-Electric Company of Tasmania. A year later he joined the

Victorian Railways as a Draftsman.

DISTINGUISHED WAR RECORD

During the First World War Mr. Harris served with the first A.I.F., Australian Engineers, in Egypt and France, rising to the rank of Major. He was awarded the D.S.O. and M.C., with several Mentions in Despatches. In 1919 he attained the rank of Lieutenant-Colonel.

After the war he returned to the Railways and in 1922 was appointed Assistant Chief Mechanical Engineer. Promoted to Chief Mechanical Engineer in 1928, he became a Commissioner in 1933, and Chairman of Commissioners in 1940.

In the Second World War, Mr. Harris was a member of the War Railway Committee, Chairman of the Transport Sub-committee of the State Emergency Council, a member of the Board of Area Management, Ministry of Munitions, and was associated with other defence projects.

Mr. Harris is also an active member of the Legacy Club, a trustee of the Dafydd Lewis Scholarship Trust and a member of the Institution of Transport and other technical bodies.



Commissioners say "Bon Voyage" to British Railway Executives on board "Orion." Left to Right: The Chairman (Mr. Harris), Mr. Elliot, Mr. Commissioner Wishart, Colonel Payne and Mr. Commissioner Fletcher

MR. JOHN ELLIOT'S FAREWELL MESSAGE

COLONEL PAYNE and I say goodbye to the Victorian Railways with real regret, but with happy memories of our three months' visit. It has been a most interesting and absorbing experience, and we have seen many things which we have noted for "home consumption."

The V.R. is a great national asset, and my earnest hope is that adequate sums for new construction and development, and an increased staff will be forthcoming to re-equip it for its great tasks in the years to come.

To all the men and women of the V.R. in all parts of the System with whom we have been fortunate to be associated, whether for an hour only, or for a day, or for all of our stay, may I wish the best of luck, good health and happiness, and to your families also.

We shall always remember Victoria and its Railways with affection; we have met with nothing but help and generous hospitality wherever we have been.

Thank you, one and all!

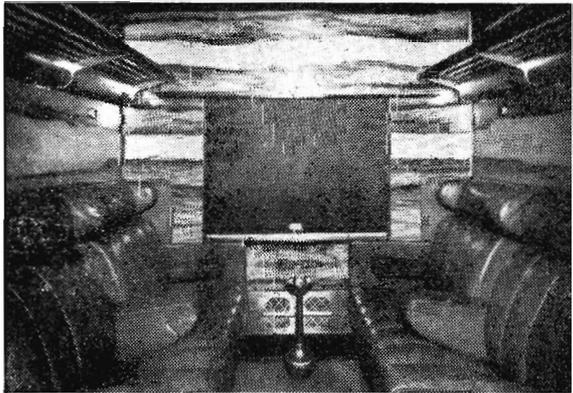
John Elliot

RESERVED SEATS AND SLEEPERS



HAVING planned your holiday or business trip, your next step is to decide upon the train by which you will travel. You can get all the details of train departure times, stopping stations and arrival times from the Victorian Government Tourist Bureau and, of course, you can purchase your ticket there.

If you are wise, you will arrange your booking before the actual day of travel and avoid a last-minute rush to the booking counter.



"Spirit of Progress" Compartment

You will find that seats or sleeping berths may be reserved on certain trains and the following hints will, therefore, be useful.

If you are going interstate, either by "Spirit of Progress" or the "Albury Express," then you must book a seat. If going by "The Overland" you have the choice of reserving either a seat or a sleeping berth. On the connecting



Booking Seats

New South Wales trains from Albury, the reservation of either a seat or sleeping berth is also compulsory, and seat booking is necessary between Adelaide and Pt. Pirie Junction, and between Sydney and Brisbane via Kyogle. On "Spirit of Progress," by the way, if you are travelling first class, you may book a seat in the Parlour Car at a little extra cost.

On a number of other main-line trains, seat-booked cars are provided, but seat booking is optional. Under prevailing conditions seat-booking on these trains is temporarily suspended at holiday periods and the ticket endorsement system then operates. On the Mildura train you also have the opportunity of reserving a sleeping berth instead of a seat.

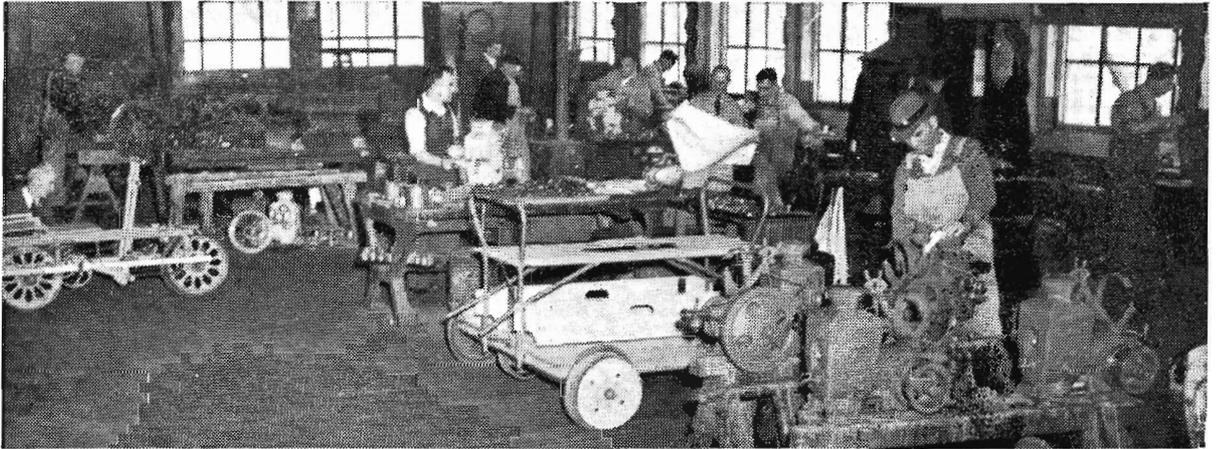
For interstate journeys, booking for seats and sleepers opens 28 days prior to the day of travel; for local journeys, 14 days ahead.

A Dining Car is attached to "Spirit of Progress," and if you intend dining in this car on the journey to Albury, you may—without extra charge—book your Dining Car seat at the Victorian Government Tourist Bureau or by ringing the Dining Car Manager. The facilities outlined all add to the convenience of travel.

* * * *

This is the second of a series of notes featuring aspects of railway service. Use them as talking points when discussing travel or holidays with your friends and acquaintances.

“JACKS OF ALL TRADES” AT SPOTSWOOD 'SHOPS



Internal Combustion Engine Section

ON a triangular 30 acre block of land, with the entrance near Spotswood Station, stretch the Way and Works Branch's efficient Spotswood Workshops. Few railway workshops began their career with the same advantages as Spotswood 'Shops. The old 'shops at Spencer Street and Arden Street were amalgamated and Mr. P. R. Leslie was the first Manager when activities were transferred to Spotswood. The present Manager (Mr. K. Wood), who was then Mr. Leslie's assistant, had a lot to do with the creation of the new 'shops.

“ We started with a 30 acre triangular shaped paddock, lots of ideas based on experience and knowledge of the Way and Works Branch's requirements,” says Mr. Wood with considerable satisfaction. “ The establishment was planned in detail in relation to shop layout and plant.”

An inspection of the various divisions shows the advantages of planned layout and systematic routing. Raw materials arrive by rail and are unloaded at one end of the works. They pass in turn through various operations in adjacent sections until, with the minimum of handling, they emerge as tables, chairs, level crossing gates, gangers' trollies, gang cars, etc. The final stage of manufacture brings the products of the 'Shops to another set of rail tracks and a loading platform, with the result that dispatch is facilitated.

A road running from the apex of the triangular area to the base divides the Workshops into two main sections, the one woodworking and the other mechanical or metal working.

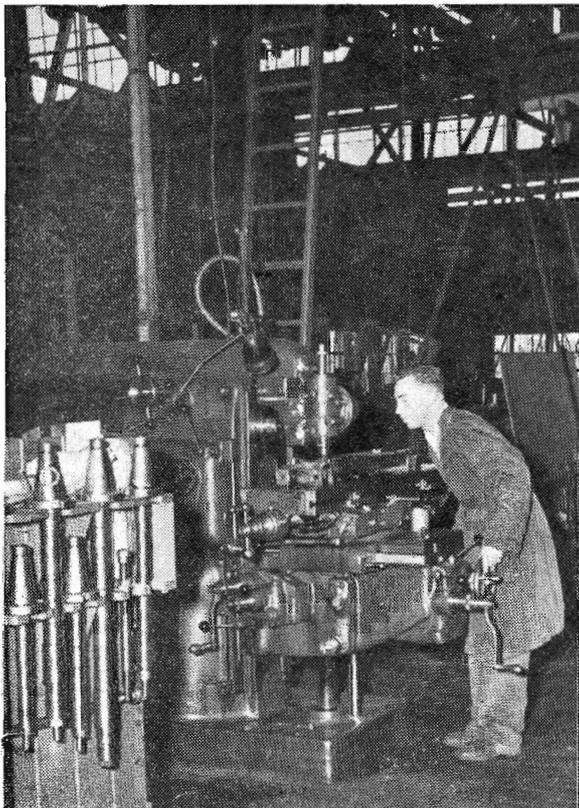
A wide range of manufactures comes from the Woodworking Section, from high-grade furniture to rugged buffer stops. The furniture at country booking offices, at Flinders Street and Spencer Street stations, and at the Victorian Government Tourist Bureau, was made at Spotswood. So,

too, were the wheelbarrows and tarpaulin standards to be found from Morkalla to Orbost. Gang-boards, portable buildings, wardrobes, ticket cabinets, hand trucks, ladders, cupboards, chairs these, and countless other items, are made in the woodworking section of the 'Shops: machined and fabricated from the timber which arrives constantly from the Wood Machine Shop.

An interesting aspect of the section's work is the repair of furniture damaged in transit. Occasional accidents are inevitable in a service so busy as the Victorian Railways, and furniture is notoriously fragile. The skilled craftsmen at Spotswood can repair almost any article so well that the original flaw can rarely be detected. One outstanding example of their work was the mending of an antique carved chair of which a portion of one arm had been broken off—and lost. Not only was the wood matched and fitted, but one of the experts reproduced the carved pattern to the complete satisfaction and admiration of the chair's owner.

Pre-cast concrete work is another unusual activity. Wash troughs, fence posts, platform facing, small signalling standards and base blocks are typical items turned out in a corner of the Civil Engineering section.

(Continued on p. 10)



At work on Milling Machine

The mechanical section of the Spotswood Workshops is quite different in character. Its function, to put the matter briefly, is to make everything in metal work which Newport Workshops does not make. Its productions are of a very general character, and its tradesmen are not only Jacks of all trades, but masters of them all.

From the section come locomotive turntables, water cranes, bridge girders, signal masts, lifting cranes, 6,000 and 10,000 gallon water tanks, fish plates, steel chains . . . and padlocks, cash safes and Casey Jones motors: re-conditioned picks, shovels, dog-lifters and spanners lie by weighbridges and automatic staff interlocking machines. Not only does the section make things, it also mends them—sometimes a more difficult process.

The manufacture of internal combustion engines for inspection and gang cars used by the Track Force is a field in which you would scarcely expect to find railwaymen, but it is quite big business at Spotswood. It is work, by the way, for which there are vacancies now for Tradesmen and Apprentices.

Probably the most intricate work of all takes place in the Electrical Shop, where telephone and telegraph instruments, train control boards, switch boards and electro-mechanical signalling apparatus, train stops, wig-wag signals for level crossings, signals and point mechanisms, etc., are made or mended.

Equipment throughout the whole Mechanical Section is modern, and carefully chosen for the work required. It represents scientific planning by Engineers who know their business.

Workshops Manager, Mr. Wood, and his Assistant, Mr. Phair, have a staff of about 600, covering Carpenters, Painters, Wood Machinists, Fitters and Turners, Blacksmiths, Boilermakers, Electrical Fitters, and many more grades. "We are a very happy group and we all work well together," states Mr. Wood. "There's a great spirit both on and off the job. The football and cricket teams have won many V.R.I. trophies and we have representatives in every railway sport. Our bowling green is the envy of all other railwaymen. It was constructed by voluntary workers in their own time, the money being supplied from employee funds granted by the 'Shops Finance Committee."



Buffer Stops being turned out

Mr. Wood is justly proud of the fact that during the Second World War a manual effort group of about 100 Spotswood 'Shops employees—working in their own time on Saturday mornings—made Red Cross requirements to the value of nearly £4,000. The trim brick headquarters building, in its neat lawn and garden setting, typifies the organization. It is a tradesman's area.

SEND YOUR HINT FOR A BETTER AND SAFER JOB

HAVE you an idea to pass on to a newcomer in the service? Perhaps some little method or hint by which the job could be done just as well in half the time, and save your less experienced workmates unnecessary and, maybe, tedious labour. There's the safety factor to be considered, too. Have you ever noticed a new man doing a job in a way that could easily result in his being injured? Perhaps a friendly piece of advice given at the appropriate time could have prevented an accident.

Signalman F. J. Ellis, of Hampton, evidently had some of these things in mind when he wrote the "News Letter" recently and suggested that something should be done to help the new railwayman. He emphasized in his letter that many employees were under the mistaken impression that an idea they considered suitable for submission to the Betterment and Suggestions Board had to be important enough to have a far-reaching effect on railway operation.

Perhaps they were using a simple method to do a job quickly and effectively . . . a method that was unknown to the majority of their workmates. Because it was only a little thing they did not consider it of sufficient importance to bring it under the notice of the Board. They overlooked the fact that often it is the little things that count.

Signalman Ellis's letter is well worth quoting. He writes: "The entry of new employees into the service makes it necessary for a new approach to be made to the problem of their instruction. I have seen men—through no fault of their own—making 'heavy weather' of elementary tasks.

"If the 'News Letter' could give some publicity to methods of doing jobs—methods which have withstood the test of time—it would be of benefit to all trades and grades concerned. Ready-to-use hints, if considered worthwhile, could be further developed by the Department."

The following are some of the hints sent in by Signalman Ellis:

COLD WATER CURE (How To Foil Frost).—To defrost signal box traffic mirrors or exposed window glass frosted on the outside. Dash water on the surface, thus raising the temperature. This remedy can be applied to glass on motor vehicles.

HINGE TO HINGE.—Lids of level crossing gate lamps are less likely to throw open if the lamp is placed on the brackets with the hinge of the lid nearest to the hinge of the gate.

The "News Letter" considers that Signalman Ellis has hit on a bright idea and accordingly invites all men and women in the service to send in their suggestions and hints on how to make the job easier and better. The most useful hints will be published each month in the "News Letter."

It's not only the experienced railwayman who gets brain-waves. The job hint that everybody is seeking may come from the merest novice.



YOU SAID IT, SPORT!

SIERRA LEONE JOURNEY

(Continued from page 2)

Further on, the unaccustomed passenger will be concerned to find the train stopping in the bush. Inquiry will prove that no breakdown has occurred but that the Driver has met with an acquaintance by the way. These incidental stops are not generally of long duration and consequently are of little inconvenience to passengers.

Congestion in train and station provide all the outward signs of thriving business. But the African differs from the European in philanthropic outlook. At one section the line makes a u-bend. At the apex of the "u" is a junction where tickets are examined; and between the two arms, is bush. The passenger making his first trip will be surprised to find the train stop half-way up the left-hand arm of the "u" and bewildered to see, there, the train disgorge itself of its apparent thousands. It then proceeds into the junction and on round to the right-hand arm of the "u," where it again comes to a halt. The thousands emerge from the bush, resume their former positions and the train continues unconcernedly through the humidity of the West African heat.

CASTLE



Clerk Des Pyke and Stationmaster W. H. McLeod discussing an entry in station books

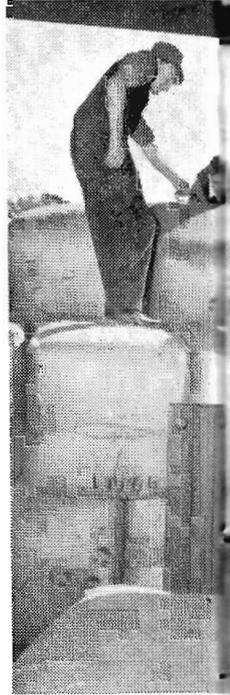
STAFF



Goods Clerk Ron Mann and Junior Clerk Don McGaffin carrying out period balance



Porter Cliff Olsson in the lamp room



Goods Trucker Star and Alex Vaughan, unloading and



Porter A. Brown and Leading Porter J. Harrington loading van for Maryborough line



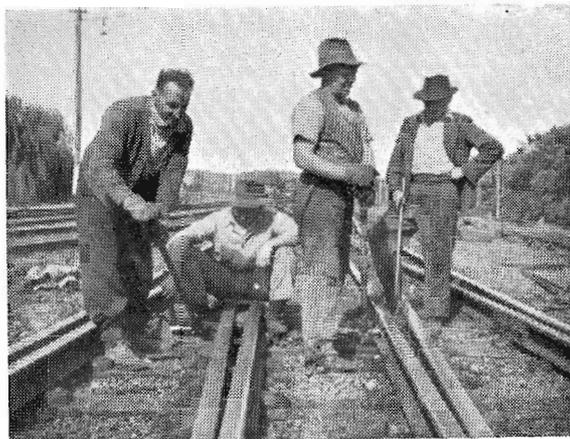
Misses Enid Kellett, H. Seymour (Manageress), Veronica Mullane and Joan Tatt waiting for passengers from train

EMMAINE

AT WORK



Labourers Dave Owens and Shedman George Dennis checking bales of wool.



Labourers Ray Adcock and Graham Franklin, Repairer Vin Lynch and Labourer Jack Newman reconditioning points.



Shunter Bob Crimeen and Acting Leading Shunter Ted Frank taking tonnage



Signalman Tom Brown setting remote control for arrival of train from Maldon Junction



Parcels Porter Reg Harris and Lad Porter Graeme Chamberlain at work in the station storeroom.



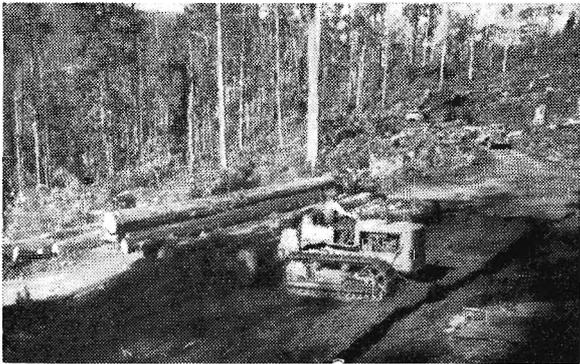
Skilled Labourer Norm Townsend and Works Ganger Bert Roberts surfacing platform.

SAVING TIMBER IS NOW A SCIENTIFIC BUSINESS

Contributed by

— The Forests Commission —

FOR pioneers of a new country, the chief concern was to find land suitable for the growing of crops and the pasturing of stock to meet immediate needs. Fire was the cheapest and quickest, often the only, means of clearing a run. If the fire got away and acres of neighbouring forest were destroyed, nobody worried. The forest seemed limitless and, moreover, cattle could profitably be grazed on the flush of green feed following the fire.



White Mountain Ash Landing—Big River Area

Victorian forests did not escape the indiscriminating attacks of early settlers by fire and axe. During the first years of gold fever in the 'fifties and sixties,' the ravages caused by the cutting of timber for pit-props and by other shortsighted misuse of the forests stirred the Government to action, and some controls were introduced.

As the century drew to a close, grave concern was felt at the amount of timbered country which was becoming alienated from the Crown and cleared of trees which had taken generations to grow. But it was to be many years before a stable policy was completed for the protection and utilization



Forest Giant coming down

of that which must always be one of the most necessary and valued of Victoria's crops—timber.

The Forests Commission—as it is constituted today—was established in 1919. Until then, the management of the forest wealth of the State was in the hands of various Departments in turn. Now there is a separate Ministry and an executive Commission of three, and the proper management of 5 million acres of permanent forest and timber reserves, and upwards of 9 million acres of Crown Lands carrying timber of varying merchantable quality, is the concern of this Commission.

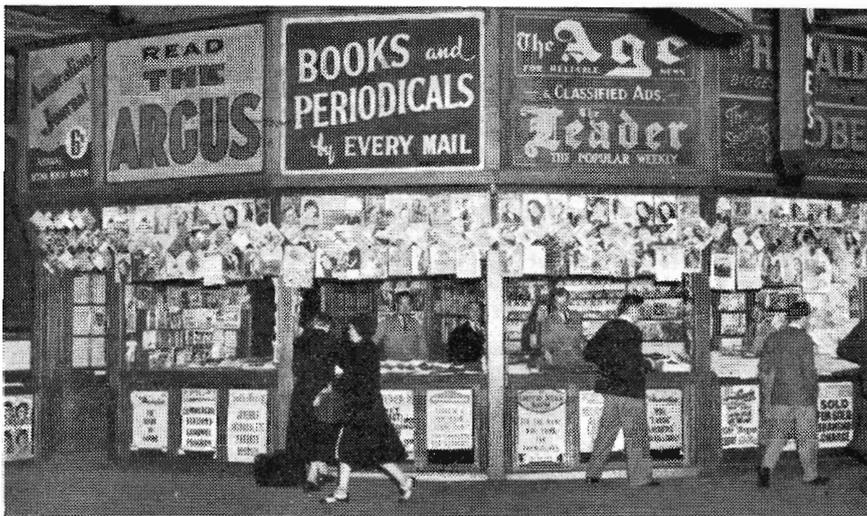
For administrative purposes, the State is divided into six Divisions, each under a Divisional Inspector. Within these Divisions are Forest Districts with qualified foresters in charge, each representing the unit of administrative control.

The proper management of forests is a highly scientific business, covering a wide range of activity. King George V once said that "it was a peculiar difficulty of forestry work that it demanded, perhaps, more imagination, more patience and more foresight than any other industry." Victoria has a heritage of some of the finest hardwood forests and timber in the world, and it is the responsibility of the Forests Commission to ensure that, while sufficient timber is always available to meet the demands of industry, it shall be utilized in such a way that there are continuous new tree crops growing up.

As well as thus fostering natural regeneration, areas which do not regenerate themselves naturally are planted, and supplies of softwood timber are catered for by the establishment and maintenance of plantations in 17 different localities throughout the State.

Assessment of timbered areas and research on tree diseases, propagation, acclimatization—all the facets of the business of tree-growing—are carried out by experts, most of them graduates of the Creswick School of Forestry and of Universities both in Australia and overseas.

(To be continued next month.)



Flinders Street Station Concourse Bookstall

BOOKSTALLS CATER FOR ALL TASTES

SOON after the commencement of railway services in Britain, it was realized that there was a large prospective demand by rail travellers for reading matter, and that this demand could best be catered for by the provision of railway bookstalls. Since then, the railway bookstall has become a prominent factor in providing service on railway systems throughout the world.

In this State, it had been the practice until 1924 to let the bookstall rights by public tender. In that year, it was decided that the Department should itself conduct the business at the principal stations. The results have fully justified the change of practice.

Today, the Department conducts this interesting side-line of railway business in nine bookstalls at Flinders Street and Princes Bridge, three at Spencer Street and 27 at suburban and country stations. At a number of other places throughout the State, where the business is smaller and confined to limited periods throughout the day, it has been found to be a suitable arrangement to lease the stalls to local newsagents.

Control of the bookstall activities conducted by the Department is in the capable hands of Mr. E. J. Letcher, who has been Bookstall Manager since the business was taken over from the lessees. For the last financial year he was able to point to a revenue of more than £130,000—or nearly twice as much as the earnings for the first year of his management.

The task with which Mr. Letcher is constantly engaged is to gauge the changing tastes of the travelling public who are his customers. Newspapers do not present much difficulty, because the demand remains fairly constant. In magazines and novels, however, he has found that fashions change as markedly as in clothes. There are periods when demand is greatest for the sentimental in literature—stories in which the right man after the usual trials and tribulations always succeeds in wedding the right girl. There are periods when

sentiment is superseded by realism, and readers seek those books in which a spade is called a spade when it is not called a shovel. Mystery and adventure at other times take the place of sentiment and realism.

At the moment, rail travellers are preferring a light diet in reading. Amongst the most popular are pictorials, the "whodunits," the thrillers and, of course, western stories which, in spite of other changing tastes, have never lost their appeal to the male person in search of synthetic adventure. Comics, too, must not be forgotten in placing orders to meet the present-day demands of railway travellers. Bought ostensibly for the small boy to enhance the pleasure of his holiday trip, it is perused just as diligently—even though with a more nonchalant air—by the fond father before the journey has ended.

Nowadays, American magazines, which enjoyed a wide popularity, are not commonly available, but the ever-increasing number of Australian periodicals and books, and the excellent productions that come to hand from the United Kingdom, provide the traveller with a wide choice.

The display of all these papers, magazines and books—the number of papers and periodicals alone is more than 450—demands much ingenuity in the limited space available. The effect achieved is colourful and attractive, and evidence of good salesmanship.

The Railway Bookstalls, although conducted strictly on commercial lines, provide an important service in adding to the amenities of railway travel.

• Veterans Leave Railway Family •

THE Department lost another of its well-known identities recently through the retirement of Mr. E. Hawken, Chief Special Officer and Supervisor of Weighing, Traffic Branch. Joining the Department on April 2, 1900, as a Booking Clerk at Bendigo, he graduated through the Parcels Office, Goods Office, Stationmaster's Office and District Superintendent's Office.

In 1908 he was transferred to the staff of the Traffic Branch in the Administrative Offices. There, his work was mostly on the passenger side, and for over 10 years he was Principal Fares Officer. He has a string of interesting reminiscences about refund applications and by-law offences, but unfortunately they must remain "off the record."

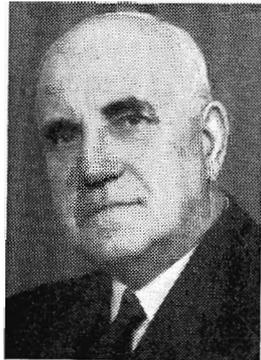
In June 1946 he was appointed Chief Special Officer and Supervisor of Weighing.

Mr. Hawken is President of the Ascot Vale Bowling Club, with which he has been associated for over 35 years. He is also President of the Essendon Protestant Churches Cricket Association, an office he has held for 17 years.

His interest in games was not confined to bowls and cricket; his prowess at billiards also has won him quite a few tournaments.

Mr. Hawken plans to have a real holiday now, and to travel extensively.

Good wishes of the staff were expressed at a farewell gathering, attended by many members of the Traffic, Transportation, and Accountancy Branches, when a presentation of a wallet of notes was made to Mr. Hawken by Mr. M. Ridgway (General Passenger and Freight Agent).



"FATHER" TO APPRENTICES

FOREMAN Painter Bruce Douglas Edmond, who has painted hundreds of railway stations in his time, retired from the Department on June 20 after 42 years' service.



When he joined the Railways in 1907 his first painting job was on the new Flinders Street Station. At the time of his retirement he was Foreman Painter for the metropolitan area, with his headquarters at the Laurens Street section of the Way and Works Branch.

Mr. Edmond has been a "father" to scores of young Apprentices who have passed through his capable hands. "It has been a real thrill for me to meet the lads later on and be introduced to their wives and children. Their friendship has repaid me a thousand-fold for the time I spent in teaching them the painting business."

For years past Mr. Edmond has been Secretary of the Richmond Cricket Club. He kept a fatherly eye on Bill Johnston and Doug Ring when they first joined the Club, and it gave him a great feeling of satisfaction and pride when they were selected in the Australian XI team for the last English tour. A keen cricketer as a youth—he played for Balmain First Grade team—he is a life-member of both the Richmond Cricket and Football Clubs, and a life-member also of the Northern Suburban Junior Cricket Association.

One of his daughters is married to a railway tradesman, Painter Charles Cherry, of Wangaratta, and the other to Percy Bentley, well known in the football world as coach of the League leaders, Carlton.

Asked what he was going to do in his retirement, Mr. Edmond said with a smile: "Don't ask me that. My wife has prepared a pretty big roster for me at home that will keep me busy for many weeks. Now I've finished painting railway stations it looks as if I'll be busy with the paint brush at home for quite a while."

ARARAT SEND-OFF

TWO of the most popular members of the Ararat Station Staff were farewelled recently by their colleagues. They were Guard A. (Arthur) E. Pickering, who has retired after 40 years' service in the Railways, and Linesman P. J. Edgecumbe, who has been transferred to Dandenong.



Guard Pickering's Last Trip

Keen appreciation of the work performed by the two departing railwaymen in their respective jobs was expressed by Senior Train Controller W. R. M. Walsh who said that Arthur Pickering was always on the job and did his best cheerfully under all circumstances. As a Guard on the Hamilton train he had been most courteous to the travelling public and had done much to safeguard the prestige of the Department.

Regret at having lost such a conscientious and efficient worker as Mr. Edgecumbe was expressed by Stationmaster W. A. Brittain. Both he and Mr. Pickering had been worthy members of the "Railway family" at Ararat.

Responding to the tributes of their colleagues, Mr. Pickering and Mr. Edgecumbe said they regretted having to leave Ararat as they had made many good friends in and outside the service.

SOME OF THE 1905 APPRENTICES' SCHOOL



Back Row—Left to Right : T. F. Carnell, Fitter, Geelong Depot ; J. Hogan, Depot Foreman (deceased) ; J. McDougall (resigned).

Third Row : G. Turner, Asst. Engineer, Newport ; F. Spence (resigned) ; A. Abbott, Roadmaster ; A. Taylor (deceased, First World War) ; L. Mudge, Sub-Foreman, Geelong ; P. Cocks, R.S. Sup't. (superannuated) ; G. Curtis, Engineer (deceased) ; R. Burrell, Engineer (deceased) ; O. James (resigned—now Elec. Foreman, N.S.W. Railways).

Second Row : L. Leslie (resigned, now Manager, Perry Bros., S.A.) ; H. Meggs (resigned) ; W. Gray, Draughtsman (deceased, First World War) ; J. Noonan, Metro. R.S. Sup't. ; T. Robinson, Sub-Foreman, Newport ; E. Wilson (resigned) ; H. Harrison, Foreman, Jolimont Workshops ; N. Campbell, Engineer, Sig. & Tel. ; J. McEvoy, Fitter-in-Charge, Sig. & Tel., South Yarra.

Front Row : H. Holland (resigned) ; D. Cameron (resigned) ; L. Pike (superannuated) ; A. Cameron (resigned) ; J. Fowler, Member, Staff Board ; H. P. Colwell, Chief Electrical Engineer.

FORTY-ONE years ago 27 young railwaymen, who were in the first classes to do the compulsory technical course prescribed for railway Apprentices at the Melbourne Technical School (now the Melbourne Technical College) had this photograph taken of themselves in the Newport Workshops garden.

The course was introduced during the administration of Chairman of Commissioners, Mr. (afterwards Sir) Thomas Tait, and Commissioners Fitzpatrick and Hudson.

There were many promising young men in the 1905 apprenticeship class and many of them rose to responsible administrative positions in the Department.

At least eight of them served with the A.I.F. in the First World War.

We are indebted to Mr. T. Robinson, Sub-Foreman at Newport, for the photograph.

* * * *

ORIGINS OF STATION NAMES

YANAC: Native—'Yanac a Yanac,' bats which fly at night.

HEALESVILLE: Named after the Hon. Richard Heales, Chief Secretary of Victoria from 26.11.60 to 14.11.61.

NAR NAR GOON: Means native bear or sloth.

IT was with deep regret that railwaymen learned last month of the sudden death of Mr. Claude Nye, Stationmaster at Spencer Street.

Mr. Nye, who was 57, started as a Lad Porter at Spencer Street in 1907. In 1919 he was appointed Relieving Stationmaster and was at many suburban and country stations. He was appointed Traffic Inspector in 1931 and served in the Metropolitan District and at Seymour and Ballarat, returning to Spencer Street as Stationmaster in September last.

RAIL AUXILIARY'S HOSPITAL EFFORT

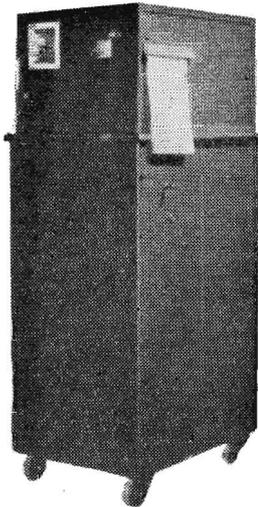
THE Railway Employees' Auxiliary (Orthopaedic Hospital) is well on the way towards its objective of raising sufficient money to build a new wing at the Orthopaedic Hospital, Frankston. Welder Jake Attrill (Hon. Secretary of the Auxiliary) announces with justifiable pride that the fund is nearing the £1,700 mark. "It won't be long before we will be able to get on with the job," he adds.

The Auxiliary was formed at Newport, but it now has the support of the Spotswood Workshops, the North Melbourne Workshops and the Spencer Street Electrical Workshops. Most of the money obtained for the fund has been raised through pay day contributions of 3d. per person, but, in addition, many successful social functions have been held in aid of the appeal.

LINES FROM OTHER LINES

Canada

AN automatic ticket machine, which issues tickets with the price printed on them and, at the same time, prepares a full permanent accounting record of the transaction has been installed at the Canadian Pacific Railway's Windsor Station in Montreal.



A matrix is prepared for each station to which tickets are sold and, when a sale is to be made, the appropriate matrix is inserted in the machine. This operation actuates the mechanism which prints the price, the starting point and destination, the ticket number, date and transaction number. All this information is printed on ticket stock which has other data preprinted on its two sides. At the same time the machine also prints two tapes, original and duplicate, which show the same information as on the ticket plus other information such as the ticket seller's identification number.

The illustration shows the rear of the machine with the printed tape emerging. This

tape constitutes the auditor's record of the transaction by the seller during his period of duty.

Great Britain

An experimental train of double-deck coaches, with more seats per coach than has been possible before, is being considered by British Railways for use on the Southern Region lines between London and Dartford, states "The Railway Gazette."

A double-deck electric train of eight coaches would have a total seating capacity of 1,016, equivalent to a 31 per cent. increase in seating capacity over a normal eight-coach electric train consisting of six open vehicles and two compartment-type vehicles. This expedient is now being considered by the British Transport Commission, on the recommendation of the Railway Executive, as an alternative to the costly engineering works involved in providing for longer trains. Such works would include lengthening platforms and altering the signalling and layout of junctions.

South Africa

A new type of engine, a light branch-line type weighing 71 tons, specially designed by the Chief Mechanical Engineer, will soon be placed in service by the South African Railways. It is classified as Class 24, and will be used to replace certain old types which are no longer capable of giving economic service.

An order for 100 Class 24 engines has been placed with the North British Locomotive Company of Glasgow at a contract price of £2,188,700. The first seven of these locomotives, which are being erected at the Mechanical Workshops, Uitenhage, will be placed in service in the immediate future. A further shipment is on the water, and it is expected that the balance will be in service at the end of this year.

* * *

"Is it true that it cost you £100 to have your family tree looked up?"

"Well, not exactly. I paid £5 to have it looked up and £95 to have it hushed up."

Country Rail Romance



Miss Betty McLean and Mr. Lou Fitzpatrick, both of Warrnambool, who will be married at St. Ambrose's Church, Brunswick, on July 2.

Miss McLean has been in the service for five years and is an Office Assistant in the Goods Office. Her fiancé is a Guard who has been with the Railways for 14 years, of which all but a few months have been spent at Warrnambool.

Mr. Fitzpatrick comes from a railroading family. His father, now deceased, was a Ganger at Beaufort. His brother, Martin, is Storeman-in-Charge at Hamilton.

U.S. SEEKS "NEWS LETTER" PICTURES

OVERSEAS interest in the "News Letter" is evidenced by a request from the Associate Editor of the Erie (U.S.A.) Railroad Magazine, to be supplied with copies of the photographs of Healesville railwaymen featured in our March issue.

He writes: "We have in mind getting our Photographer to take pictures of men doing similar jobs on our railroad to show the difference in the way these jobs are accomplished. It is our intention to print your pictures and ours alongside each other. We will be happy to send you a set of the pictures we take."

We were glad to send the photographs, and hope to be able to reproduce the Erie Railroad pictures in the "News Letter."

NORTH LOCO'S LEAD IN V. R. I. FOOTBALL



CAPABLY coached and led by Ron Baggott, former Melbourne and Brunswick champion, North Loco have gone to a commanding lead in the V.R.I. Football League premiership ladder. Ron is still playing good football and, in addition, he has given the leaders the benefit of his vast store of knowledge of the national game. At the moment Spotswood Workshops appear to be the team most likely to challenge the supremacy of the leaders.

North Loco are playing so well together and have such all-round strength that they must be considered early favourites for the Commissioners' Cup and this year's premiership.

Players in all teams in the competition have trained hard to hit form and so catch the eyes of the selectors who will be called upon soon to name the players to represent Victoria in the interstate carnival at Hobart at the end of August. Country railwaymen, who are eligible also for selection in the State team, are sure to be represented. The standard of the game has improved greatly in the country, and metropolitan players will have to show outstanding form to be sure of selection. Applications for inclusion in the Victorian team closed with the Hon. Secretary of the V.R.I. Football League (Jack Evans) on June 30.

* * *

The Accountancy Branch tennis team defeated North 'Shops for the Dunkling Shield—5 rubbers to 2. Stores Branch and Spotswood 'Shops played off in the "B" Grade final; Stores winning by 6 rubbers to 2. The win puts them in the "A" Grade competition next year. Members of the Association will be pleased to hear the news that the popular and energetic Hon. Secretary (Ken McIver) is making excellent progress after his recent operation.

* * *

The V.R.I. Golf Club is going great guns and is attracting more members. The comprehensive round of social matches organized by Sports Secretary Roy Kydd has proved most popular. Sunday trips are arranged at frequent intervals to country golf links and some surprisingly good golf has been seen. Railwaymen who are keen on golf and wish to join the Club should communicate with Roy at V.R.I. headquarters, Flinders Street.

* * *

Football coach (to players): "And remember that football develops individuality, initiative and leadership. Now get in there and do exactly as I tell you."

THE annual presentation of shields, cups and other trophies won by teams and competitors in sporting contests organized by the Spotswood section of the Way and Works Branch took place recently.

Trophies were awarded for football, cricket, tennis, table tennis, footrunning and bowls. There were special awards for best batting and bowling averages and hat trick performances, and in the football competition the best and fairest player and leading goal-kicker received awards.

E. Grant was presented with the trophy for the singles tennis championship. Apprentice S. White, table tennis champion, and Apprentice I. Martin, winner of the 75 yds. championship for runners competing for the Coates-Harper Memorial Shield, were other trophy winners.

Workshops Manager (Mr. Ken Wood), the Secretary of the Victorian Railways Institute (Mr. W. E. Elliott) and the V.R.I. Sports Secretary (Mr. Roy Kydd) presented the trophies. Mr. Elliott, when presenting the trophy to the bowling team champions, said that it would appear that the only sports missing at Spotswood were golf and fishing.

There is no more sport-minded section in the Railways than Spotswood 'Shops. For 3d. a week employees can take part in any sport played there. Sporting material is supplied by the Finance Committee, the President of which is Mr. E. ("Ned") Olsen, and the Honorary Secretary, Mr. H. McWilliams. The President of the Mid-day Sports Committee is Mr. J. Elliot.

* * *

Full details of the boxing and wrestling competitions, which finished on July 1, will be published in next month's "News Letter." The competitions were held under the auspices of the Victorian Boxing and Wrestling Association and attracted widespread interest in view of the approach of the State championships.

V.R.I. DEBATING CLUB

THE V.R.I. Debating Club has two teams entered in the competitions of the Debaters Association of Victoria. Both, unfortunately, were defeated in the first round.

Each team had the negative side, the subject being "That the present immigration policy is in the best interests of Australia."

"A" team (265 points) was beaten by the Presbyterian Young Men's Fellowship (268), and "B" team (230) defeated by the Young Labour Association (261).

The Club meets in Room 109 at the V.R.I. every Friday at 8.15 p.m. Visitors and new members will be welcome at any of the meetings.

Heritage

THEY were rip-roaring times on the Australian gold-fields last century. There was the Eureka Stockade, fortunes were found overnight, troopers escorted the gold, merchants grew rich, the grog shanties roared with life—and sometimes, death.

Seen through the mist of the years, it all seems glamorous and exciting, a time for reckless adventurers and fantastic gamblers.

But was it? The facts do not bear out the theory.

Tens of thousands flocked from all over the world to search for the gold. But tens of thousands did not make fortunes.

A handful struck it rich—just as today, a handful in the community might win Tatts. The rest tailed off, some winning a competence, some finding enough to eke out a precarious livelihood, some drifting, disappointed, back to the cities.

Old prospectors will tell you that apart from the lucky few, or the shrewd operators, it was the man who worked the hardest who averaged out the most gold.

It was the man who searched patiently, day after day, week after week, who was most likely to gain enough to buy a small farm, or a business, or to set himself up in life some other way.

No doubt it was exciting and glamorous to stride into a saloon with a nugget or a bag of dust, dump it on the counter, and go on the spree until the find was "cut out." But the man who kept looking, kept working, was the man who made it pay over the long haul.

Much of the gamble of those days has gone from the present scene. There is full employment, there is security. We have one of the highest living standards in the world.

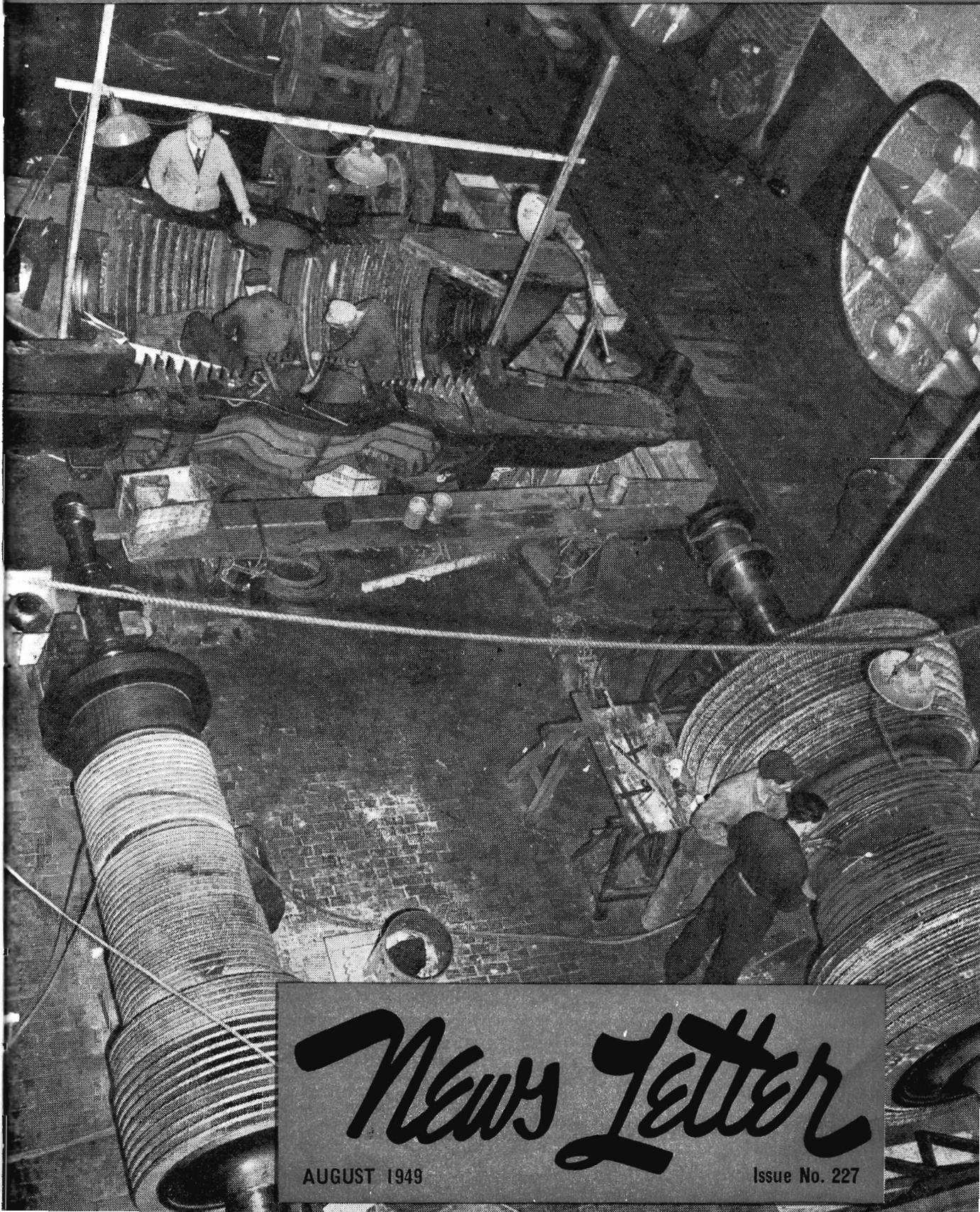
But even in Australia today we can observe and apply to our national life some of the lessons provided by the gold-fields. Steady does it now as then.

We are no longer individuals scratching the ground for gold; we are an organized team, working to produce the wealth of the nation.

Our share comes back in wages and what they can buy. The more efficient our production, the bigger will be our share.



THE VICTORIAN RAILWAYS



News Letter

AUGUST 1949

Issue No. 227

A TRIBUTE and A CHALLENGE

THE Commissioners have been very pleased to note the comments regarding the staff expressed by Mr. John Elliot in his recent "Report on Transport in Victoria."

Mr. Elliot's remarks are as follows :

"I am of the opinion that the Victorian Railways are efficiently managed, the Heads of Branches and their principal assistants are men of high professional competency, the staff are well trained and the standard generally, and particularly in safe operation, is fully equal to that on systems of similar size and character in other parts of the world . . .

"It has been a gratifying experience to meet so fine a body of men and women with such a universal pride in their calling. Generally speaking, they have revealed a high standard of technical and operational training and ability, and we have also found everywhere an admirable self-discipline which is the hall-mark of good railwaymen . . .

"In all parts of the system, men and women with whom we talked expressed an eager desire to see railway service restored to its pre-war standards, and better. They greatly regret the shortages of labour and material that dog their efforts to provide the service which they know the public ought to have, and we have found a real anxiety lest the situation should get so bad that the railway would be increasingly unable to meet its traffic obligations. They are naturally sore at public criticism at present railway service, which they feel is undeserved because it arises from ignorance of the underlying causes. Despite all this, their loyalty to their Chiefs seems unimpaired . . .

"We were careful to watch the reactions and sense the atmosphere at the numerous informal conferences and meetings between the officers and the staffs of the different Branches throughout the tour . . ."

The Commissioners fully realize the splendid teamwork behind the operations of the Victorian Railways system and they are grateful for the excellent work loyally and cheerfully given by the great majority of the staff. They know how difficult it is, in these days of desperate shortages of manpower and material, to carry on cheerfully rendering the service which community requirements demand. But the tradition of which we have always been so proud must be maintained.

Each of us, therefore, must face the challenge implicit in the tribute paid by Mr. Elliot, and strive to carry out the motto of "service to the community." If we do this faithfully and well, the future of the Victorian Railways is assured—and with it, the future of every man and woman whose career lies in the railway service.

 Chairman

 Commissioner

 Commissioner

NEWPORT DIGGERS HONOUR THE CHAIRMAN

THE Chairman of Commissioners (Mr. N. C. Harris) was presented last month with an enlarged photograph of the war memorial tablet unveiling ceremony, which he performed at Newport Workshops, and which was featured in the May issue of the "News Letter."

The presentation was made in the Chairman's office by the President of the Newport Sub-Branch of the Railways Sub-Section of the Returned Servicemen's League (Mr. A. E. Brookman) and the Secretary (Mr. J. J. Williams) on behalf of members of the Sub-Branch and Newport Workshops employees.

The photograph was suitably inscribed by Mr. W. Drummond—a First World War veteran—who is in the Stores Branch at Newport.

Copies of the photograph have been presented also to Mr. R. H. Y. Roach, Manager of the Newport Workshops, and Mr. S. McCullagh, Captain, First World War, who commanded the guard of honour at the unveiling ceremony.

Mr. Roach will have the photograph hung in a prominent place in the hall near the main office of the Workshops.

SEYMOUR MARSHALLING YARDS

THE new marshalling yards at Seymour were opened to traffic recently.

The yards are approximately a mile and a half in length and comprise three arrival, seven marshalling and three departure tracks. The lighting system is efficient and adequate, 300 watt bulbs being used at 46 points along the line, giving glareless and shadowless illumination. Owing to the distance which the yards stretch from the Yard Foreman's office, a modern system of communication has been installed with telephones and loud speakers along the whole length of the yards.

The system is controlled from the Yard Foreman's office where it can be connected to either the north or south main control panels. The office itself is modern and compact with every amenity for the staff. There are showers and wash-basins with an up-to-date hot water system, septic tank, cooking facilities, drying cupboards and lockers.

The main advantage in the new yards lies in the ability to marshal loading for specific destinations and so facilitate handling in the Melbourne yards.

Live-stock for Newmarket, export traffic for Port Melbourne, perishables for Melbourne Goods and other loading for the various sections of the Melbourne yards can be grouped together in the new Seymour yards and so ensure minimum handling and avoidance of delay in dealing with trains on arrival.



FIGHTING THE FOG

Fog swirls outside
the signal-box

IN the distance can be heard the pistol-like crack of a detonator exploded by a passing train.....Thick fog has enveloped the railway tracks.....Train Drivers cannot see the signals clearly at 400 yards.....The specially trained team of railwaymen has been called out to meet once again the menace of fog.....transportation's worst enemy.

Repairer Michael O'Brien sighed contentedly as he turned over in bed. No noisy alarm had yet disturbed him. His sleep-drenched mind told him that he had another cozy hour or more before he need part company with his warm blankets to face the cheerless winter morning. But his drowsy mind, and not for the first time, was a traitor.

The rat-a-tat on his window pane was as urgent as the peremptory call. "Get up, Mick. The fog's on Don't go to sleep again."

The fog's on indeed! Michael O'Brien, peering through the window as he hastily pulled on his trousers, saw the white pall that obscured the trees in the street beyond his neat suburban plot. With envious glances at his wife, curled up like a cat beneath the warm bedclothes, Michael prepared himself, hastily but efficiently, for the job ahead.....thick woollen socks, a cardigan over his warm shirt, a waistcoat, a coat, and his heavy overcoat, for he knew from experience that fog-signalling can be a cold business.

On this occasion Michael left without his breakfast, for had not the caller-up—that heartless creature with the rat-a-tat and strident voice, not at all like that of the young Porteress who called him up last week—told him that already trains were being slowed down and schedules get-

ting out of order. Anyway, he reflected, there would be some hot coffee and food for him on the job pretty soon, and it would have been a shame to drag the missus out at that hour to get him a breakfast that he wouldn't have time to linger over.

" An Extra Pair Of Eyes "

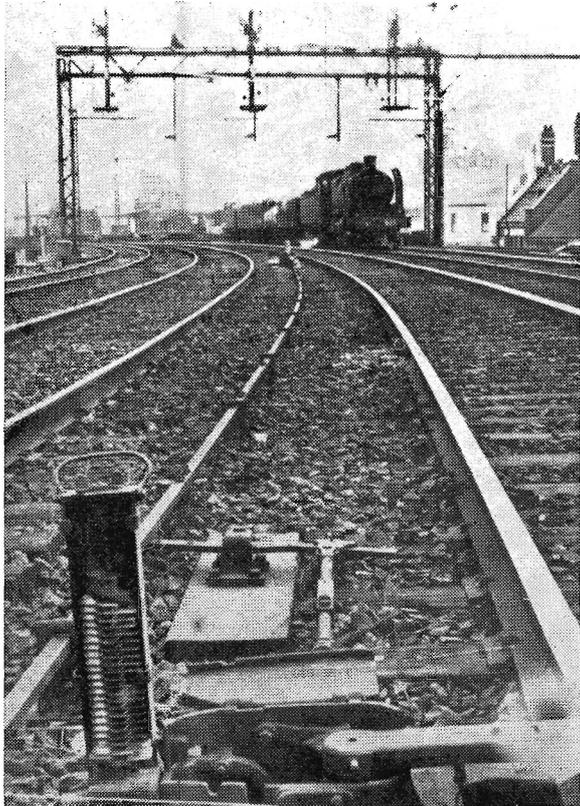
It was cold on his bicycle on his way to the station, where the Stationmaster was waiting to hand him his kit—his lamp ready trimmed and lit, a red and a green flag, a supply of the detonators "that make the young girls giggle and the old girls jump"—and, just in case he has forgotten some of his teaching—a copy of fog-signalling instructions.

Soon, like many other of the trained Fog-signalmen—there are 400 of them in the metropolitan area, and more than 600 in the country—he was at his pre-arranged position—with which, in the course of his training, he had to familiarize himself in daylight—and he knew that while the fog lasted he must never lose sight of the signal that it is his duty to watch so that he may inform the train Driver by means of his detonators and flags or lamp when it is at "danger," and when it permits the train to proceed. It can be simply put that the Fog-signalman provides an extra pair of eyes for the Driver.

Sometimes the train passengers, looking through misted windows, will see the glow of a brazier at a Fog-signalman's post, and sometimes a small compact fire which, as Michael O'Brien would say, "'tis a great comfort to look upon." Generally, the Fog-signalman relies on his own energy—the flapping of arms about his body and the stamping of feet—to defy the cold. So was Michael O'Brien engaged when a train loomed up, distorted and monstrous, out of the fog.

(Continued overleaf)

FIGHTING THE FOG



Clayton Fog-signalling Machine

Bang! Bang! went the detonators, and O'Brien's red flag brought the train to a standstill.

"The top of the morning to you Mick," called the Driver. "Enjoying yourself?"

"Like an Eskimo in Hades," replied Mick, "and him with an empty stomach an' all. But I'll see that y'r train gets through, and I hope you'll tell your passengers 'tis I and not you is responsible."

Wherever practicable, hot coffee and tea with hot pies or a suitable alternative are prepared either by the Refreshment Services Branch or by local caterers with whom there is a standing arrangement, and are sent by Messengers direct to the posts. For this purpose the Refreshment Services Branch has a number of insulated containers to keep the food and beverages hot. "Next to breakfast in bed, which I've niver had," quoth Michael O'Brien, "I like it betwixt the tracks when the fog is about me like the wet blanket that it is."

Fog signalling is a safe-working job, in the fullest sense of the term. It is included as one of the essential subjects in the training of Stationmasters, Signalmen, Guards and other grades associated with the running of trains. For the actual fog-fighting operations, recruits like Michael O'Brien are drawn from various grades, some from the Transportation Branch, others from Trackmen,

Workshops Labourers, Fitters Assistants, and many others whose normal work is not directly connected with train running. All are thoroughly instructed, and before they are permitted to undertake this important work they must pass the test of examination by a Block and Signal Inspector or other Authorized Officer.

During the course each trainee is impressed with the need for proper care to ensure his own personal safety.

At numbers of signals where, because of their situation, there is a greater element of danger to the Fog-signalman, Clayton fog-signalling machines have been installed. The apparatus, which is located in a "pit" beside the tracks, has a detachable magazine holding 30 detonators, carriers by which the detonators are carried from the magazine to the face of the rail, and an operating lever connected by rodding to the carriers. Experience has demonstrated the reliability of the machines, but "just in case"—as the motor salesman explained the car crank handle to the dubious lady buyer—the Fog-signalman always carries a supply of hand detonators as well as the special type used in the machines.

Hectic time for all

A heavy fog entails extra work for others as well as the Michael O'Briens who have been specially trained for duty as Fog-signalmen. Train Controllers have a hectic time as soon as trains get out of course, as it is inevitable they will when visibility is poor and special precautions have to be taken. Schedules have to be adjusted to minimize delays, on single lines altered crossings have to be arranged and, particularly in the metropolitan area, some of the trains have to be taken out of running with consequent transposition of schedules.

Not until the fog lifts may the Fog-signalmen leave their posts. Then they return their kits to their accustomed stations, where they are again kept in readiness for immediate use; the machine "pits" are covered; and the food containers sent back to be cleaned and stored for the next emergency.

Fog is a costly enemy of railways. But it doesn't mean that trains are out of service, and it doesn't mean empty seats in trains. The passenger may be a little late in reaching his destination, but he knows when he hears the pistol shots of the protecting detonators and sees the lone, muffled figure with the flags and lamp beside the tracks, that an expert organization with the accumulated knowledge and experience of years behind it, is at work to ensure his safety.

OUR FRONT COVER

ELECTRICAL equipment at Newport Power Station must be maintained at the peak of efficiency for the generation of current for the suburban electric train system. In these troublous times of chronic coal shortages, Newport has been called upon also to aid the State Electricity Commission in providing power for industrial use.

Our front cover picture shows Mr. W. Pratt, Engineer-in-charge, Fitters W. H. Cunningham, R. J. Wiseman, J. M. Whitty, and Fitters Assistant C. Sertori engaged in reblading No. 6 turbine during an overhaul.

"SPIRIT OF PROGRESS" is again in the news. The Commissioners announced recently that Australia's finest train had travelled more than 1,600,000 miles since it commenced running daily between Melbourne and Albury on November 23, 1937.

The Commissioners echoed the sentiments of all Victorian railwaymen when they stated: "We are as proud of 'Spirit of Progress' today as when it made its first appearance."



Maintaining the fastest and longest non-stop schedule of any train running on the Victorian Railways—with a sustained speed, when first-grade Maitland coal was available, of 60 miles per hour on long sections and a maximum permissible speed of 70 miles over certain sections—this aristocratic train has never ceased to incite the interest and admiration of locals and visitors alike.

Although they are rising 12 years old, the all-steel air-conditioned cars of "Spirit of Progress" are still modern. The design of the original car was so advanced that, when the planning of 20 new all-steel air-conditioned cars was undertaken, it was found necessary to effect only a few minor modifications to the original design. An example of this is the division of the compartment for toilet facilities into two sections.



Latest all-steel car

The ceilings of the new cars already completed were built in jigs on the floor of the workshop and then placed in position. The new method of construction enables streamlining of the air-ducts to be carried out and this ensures a better flow and distribution of air. It is easier now to clean and service the ducts because sections of the corridor ceilings can be removed.

With the exception of the smoking compartment, which is panelled in blackwood, the interior of the latest cars have been done throughout in Queensland ribbon walnut.

Two of the new cars are in running on the Melbourne-Albury route. The others—when completed—will be placed in service on main country lines.

The men who designed and constructed the latest all-steel air-conditioned cars were responsible also for the Department's five buffet cars, two of which are being used on the Albury express. The others, unfortunately, are in enforced idleness because of the persistent shortage of coal.

It is a high tribute to the car construction designers and craftsmen that requests for the designs of these buffet cars have been received, not only from other Railways in the Commonwealth, but also from the U.S.A.

Mr. John Elliot, in his report on Transport in Victoria, makes a gratifying reference to the latest air-conditioned cars. He states: "The air-conditioned cars now under construction at Newport for main line services are similar to those at present used on "Spirit of Progress," and represent a vehicle fully equal, if not superior, to those in service in other parts of the world."

ORIGINS OF STATION NAMES

ALBACUTYA : Native ; from 'Ngelba-kutya,' sour quandong.

BEECHWORTH : Formerly known as May Day Hills. Named Beechworth by the Government Surveyor who surveyed the town. He called it after his native place in Leicestershire, England.

DETPA : Native, meaning wait, or stop a bit.

FAIRVIEW : Formerly Bungeluke. The present name was given because the settlement is upon a small hill, from which a fair view of surrounding country is obtainable.

KINNABULLA : This place was owned by Mr. Stephen Laver in 1889. Wild cattle were numerous and destructive and were occasionally shot at night when coming to drink at a watercourse. The blacks accompanied the whites on these occasions, and were given part of the meat obtained. When hungry, they would ask Mr. Laver to go out and "Kin-nobulla" (kill a bullock). The word thus formed was adopted by Mr. Laver as a brand for his wool-packs, and, later, was applied to the place.

NINDA : Local aboriginal for "clouds."

SKIPTON : Named after place in Yorkshire, England.

CHINKAPOOK : The native name of waterholes in the vicinity. Means red water.

BACCHUS MARSH : Named after Captain W. H. Bacchus, who settled in the Melbourne end of the valley early in 1838.

HOLIDAY TRAIN TOURS

THE war and its aftermath interfered seriously with many popular features of railway service. For some years first things have had to come first. Concentration has necessarily been upon essentials, and the finer amenities have had to take second place.

Not only railwaymen, but very many of our patrons, particularly regretted the necessity to discontinue the popular Holiday Train Tours which, instituted in 1932, had proved an immediate success.

The new diesel rail-cars presented an opportunity to reintroduce the tours, although not extensively because staff problems continue to present difficulties. Where, during the rush of holiday traffic a rail-car on a regular run had to be displaced by a steam train in order to cater for the traffic, it was decided, rather than allow it to be temporarily idle, to use it for a holiday tour.

Short day tours had been run, experimentally, and very successfully, during the Easter holidays. Discussion with enthusiasts of the Holiday Train Association—which despite the lapse of time has still retained its identity—indicated that revival of more extensive tours would be widely welcomed.

Accordingly, a Holiday Train Tour was arranged for the King's Birthday week-end—to Bright by rail-car thence to Bogong and Mt. Buffalo National Park by bus. Applications for the tour greatly exceeded the number that could be accommodated on the rail-car.

Tour well arranged

The Tour was a complete success, and an excellent advertisement for the beautiful Alps country. Writing on behalf of the party, Mr. Robert Bell in a letter to the Department stated—

“Those who proceeded to Bright had a particularly interesting tour of Mt. Beauty and Bogong townships, while those who went to Mt. Buffalo were well looked after by Mr. Wright and The Chalet staff. They particularly wished me to convey to you their appreciation of the courtesy and patience of the sporting instructor and his assistants.

“The railway part of the tour was also well arranged and passengers were unanimous in praising the excellent catering arrangements both at Seymour and Wangaratta. The diesel rail-cars again proved a comfortable and rapid means of travel, there being only two stops en route and a minimum of delay was experienced, which, considering that the return to the city coincided with the race traffic from Flemington, is highly commendable.....”

* * *

A mild little man who walked into the Taxation Office recently wandered around beaming at everyone.

“What can we do for you, sir?” asked one of the staff. “Nothing, nothing at all,” replied the little man. “I just wanted to meet the people I'm working for.”

50,000th Suggestion!

THE Victorian Railways Betterment and Suggestions Board has received its 50,000th idea.

The Board was established in April 1921, with the object of encouraging and dealing with suggestions from the staff for the improvement of the technique of railway operation and equipment.

Up to the present 8,358 suggestions have been adopted by the Department, and £26,702 paid in cash awards, ranging from 10/- to £420.

Some of the ideas which gained substantial awards for the suggestors related to the cleaning of condenser tubes at Newport Power Station, an improved clip for overhead gear, reclamation of worn engine springbacks and Westinghouse brake couplings, operation and maintenance of telegraphs, fitting of a plate to chain grate stokers to save coal that had been lost as riddlings, and an improved type of gate stop.

A recent suggestion for an armature coil-forming machine, designed to do work previously done by hand, resulted in the process being carried out more efficiently in half the time. The machine is believed to be the only one of its kind and the suggestor received a handsome cash award.

It is interesting to recall that one of the awards granted by the Board was made to a young railway employee shortly after he enlisted in the A.I.F. in the Second World War. He was taken prisoner by the Japanese and died in captivity. The money was paid to his father.

Another former prisoner of war, who is now an Assistant Stationmaster in the country, received an agreeable surprise upon his discharge to receive a cash award from the Railways for a suggestion he made prior to his enlistment.

Early Wonthaggi



This picture of early Wonthaggi—when it was known as “Canvas Town”—was supplied by Mr. S. Spink, former Assistant Shed Foreman at North Melbourne Loco Depot. Mr. Spink, who retired recently, drove the first passenger train from Nyora to Wonthaggi. The picture provides a striking illustration of the vital part played by the Railways in the development of the State.

FOREST FIRE PROTECTION

PROTECTION of the State's timber areas from destructive fires is discussed in this, the concluding article, contributed by the Forests Commission.

As in most countries of the world, much of the best timber in Victoria grows in the less accessible mountain districts. Roads must be built which will enable the logs to be brought out and fire-fighting equipment taken into these areas. Surveying and engineering, therefore, form an important part of the Commission's activities. To date approximately 6,500 miles of vehicular roads have been made and are maintained by the Commission.

Since we claim as ours the heritage of Victoria's forests, we must accept with it the tremendous responsibility of protecting them from their savage enemy—fire. Highly inflammable eucalypts are rendered even more so by the long, dry summers to which Victoria is subject, and the problem of fire protection here is one of the toughest in the world.



Cutting Logs, Beech Forest

Since the holocaust of Black Thursday, in February 1851, countless fires of greater or less magnitude have marred or killed millions of acres of forest.

Over and above the immediate loss of life, private property and timber, there has been each time the inestimable loss to the State caused by accelerated erosion of the soil, silting up of rivers and dams, and destruction of young growth and seed. But the most deplorable aspect is the fact that over 90 per cent. of such fires are started by the hand of man—man, who has claimed his heritage with alacrity, but is reluctant to shoulder a corresponding responsibility.

This is the grimmest part of the grave problem which continually faces the Forests Commission—that fires are still apt to be lit in dangerous weather by the stupid, the wanton and the careless.



A healthy stand of young Mountain Ash in the Dandenong Ranges

After the State-wide disaster of 1939, the fire protection policy of the Commission underwent a complete overhaul. Fire-lighting regulations were made more stringent, and a most important development was the establishment of an extensive radio communications system.

The Central Station, VL3AA, is located in the Commission's Head Office in Melbourne, and 24 main stations and 96 others are netted throughout the State—80 per cent. of the communications with remote mountain areas being maintained by radio. Fires spotted from any of the 100 lookout stations, or from R.A.A.F. planes on patrol for the Commission are reported and action taken immediately from the nearest district office.

Any fire, however small or remote, is brought under control as soon as possible with the aid of modern fire-fighting equipment—the old custom of leaving fires to burn themselves out in distant scrub having proved too costly when northerly gales whipped them into sweeping infernos.

With all due respect to the sheep, Victoria's forests may well be considered the backbone of the State. In the year 1948, they produced in sawn timber alone 224 million feet of hardwood and 20 million of softwood. Clothing the mountain slopes of the catchment areas, they hold the soil and ensure a constant and pure supply of water for city and country.

With progressive management they will provide more varied and valuable products and, while supplying so much of our material needs, a limitless source of inspiration and repose for our days of recreation.

Under our care and protection, they will remain thus for all time.

WE record, with deep regret, the recent death of Mr. Keith Longden, Senior Commercial Draftsman, at the age of 58.

Joining the service on January 1, 1912, as a Junior Draftsman, Mr. Longden's service was broken in February 1916, when he resigned to enlist for Home Service. He re-joined the Department in July 1920, and, in April 1929, he was transferred to the Commercial Drafting Section. On the retirement of Mr. V. Margetson in December last, Mr. Longden took charge of the Section.

WAR R

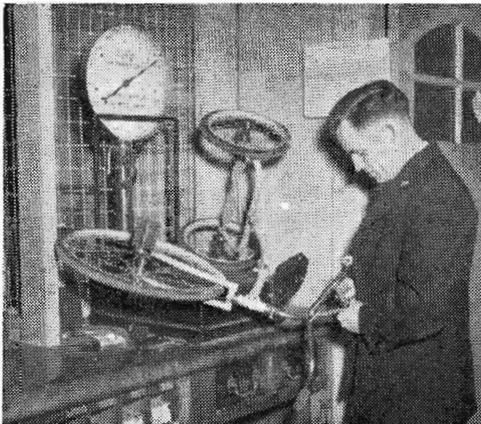


Above—Skilled Labourer Wal Walker (left) and
ations to B

Below—left to right : Stationmaster R. W. Jenkins
query by Lad Porter Ted Dunn ; Fitter Bob Green
with Clerk Charlie Malloy ; Junior Clerk Miss Shir
Seery in Goods Office ; Porte



Below—from left : Parcels Porter Bob Ellis calculating freight : Fireman Vin
Tucker and Driver Leo Lindau chatting while waiting to move into yard ; Shunters
George Sandford and Jack Quirk and Leading Shunter Jack Swift.

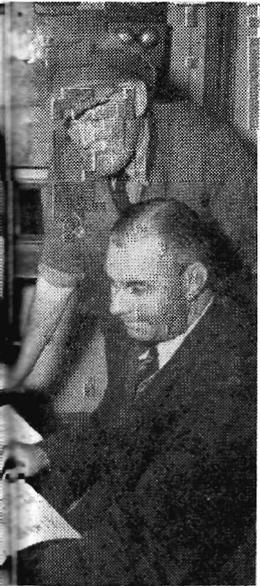


A G U L

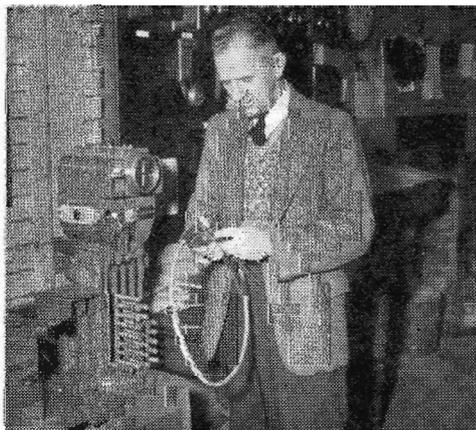
Porter Bill Goss (right) preparing timber for alteration Office.



Work in office ; Clerk Frank Hanley answers a ticket and Driver-in-charge Bill Hortle discussing a roster with Holt, Goods Clerk J. H. Davey and Shedman Jim Les Edwards unloading goods.



Below (left) Signalman Ron Greenwood placing staff in carrier ; (right) Guard J. Davies and Porter Les Smitt loading and checking milk cans for Noojee Line.

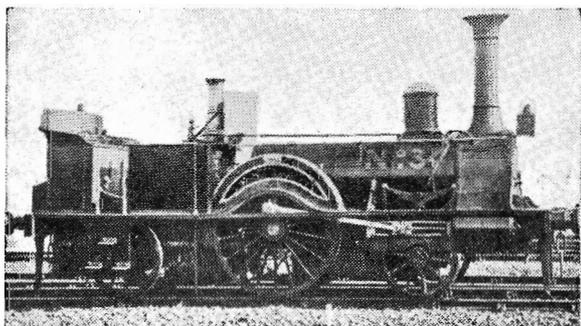


HISTORIC NUMBER PLATE

RECENTLY, H. V. McKay Massey Harris Pty. Ltd. made a generous and thoughtful gesture in presenting to the Victorian Branch of the Australasian Railway and Historical Society the number plate from No. 34, the Company's first yard shunter. Furbished up to a high state of beauty, this plate of polished brass, with scarlet backing, is a most striking trophy; all that remains of a true veteran of the rails.

The "News Letter" is indebted to Mr. J. C. M. Rolland (who was President of the Victorian Branch when the presentation was made) for the following information regarding Locomotive No. 34.

While the activities of No. 34 as the first yard pilot at Sunshine Works, the largest establishment of its kind in the Southern Hemisphere and the second largest in the British Empire, would give it historical importance, the little engine had a previous career giving it an even greater appeal to the Society.



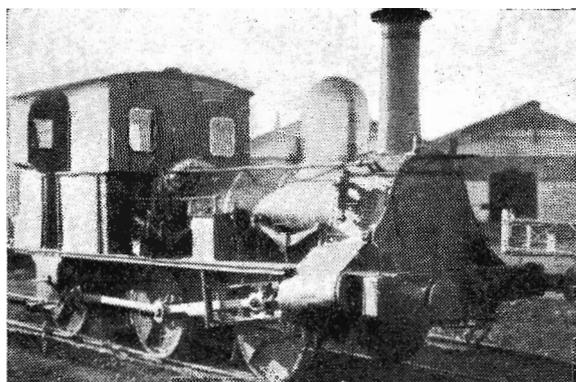
No. 34 as a 2-2-2 Tank Loco

Back in 1854 the Geelong and Melbourne Railway Company was promoted, and a number of engines were ordered from England. Two of these were 2-2-2 tank locomotives from the famous works of Robert Stephenson & Co., and they received the names of "Titania" and "Oberon." Their actual working life began on the building of the line, in 1855, from Geelong to Greenwich on the Yarra side, near Williamstown.

It was not very long before the infant Company found itself unable to carry on, and the Government had to take over the whole establishment, whereby "Titania" and "Oberon" and the other locomotives became Government servants in the early years of our history.

The Company had used names only for their engines, but the Department drafted them into its number register, the two mentioned becoming "34" and "36" respectively.

It is not possible to follow their history minutely, but in 1872 they were converted to small 0-6-0 locomotives with 3 ft. driving wheels. In this guise they were used on various "rouseabout" jobs, one being the running of the "pay train," and another working between Spencer Street and



. . . As Re-built

Flinders Street on the level before the Viaduct was built. No. 34 was also used to run on the Melbourne-Essendon line.

In 1889, No. 34 was sold to the Shire of Swan Hill and did duty as a pumping engine. A little later it was put to work hauling trains on the Kerang-Koondrook Tramway, the property of the Kerang Shire. The final move was in 1904 when No. 34 was acquired by the Sunshine Works, and there she lived out her life until 1920, when she retired at the standard age of 65.

LINES FROM OTHER LINES

Great Britain

THE Sleeping Car Service from London to Paris is now well over the 500 journey mark, states the Southern Region Magazine (British Railways). Its great attraction to the business man is that he can leave London (Victoria) after office hours, sleep during the night, and arrive in Paris fresh for the next day's affairs at 9.30 a.m. Many distinguished travellers have made the crossing in this sleep-as-you-travel train. Royalty, British and foreign statesmen, international sportsmen, film stars and celebrities in other walks of life have been among its passengers. The night ferry is an outstanding example of international co-operation, the service being run by the Southern Region, in conjunction with the French National Railways and the International Sleeping Car Co.

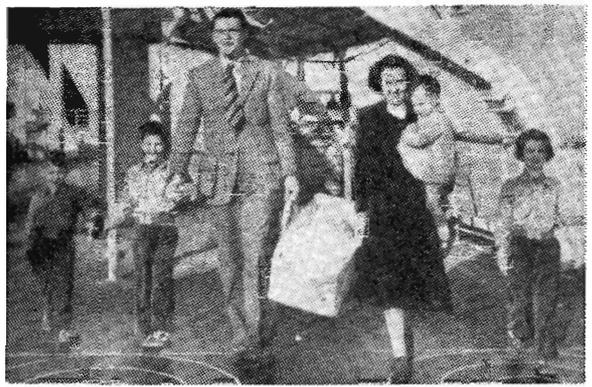
Italy

Features of the new, imposing station in Rome include three floors below ground and a main hall 23 metres wide by 230 metres long. The station is in the shape of a U enclosing 22 tracks covered by 10 separate glass roofs. There are lifts at each end of every platform and a series of cross and lengthwise subways connecting all passenger, goods and luggage sections. There are also two underground passages in the middle and one at the end of the tracks. The ground floor of the main building houses luggage and goods offices, post offices, customs, travel agencies and taxation offices. There is also an underground central heating and air-conditioning plant which serves the entire building. On the upper floors is the large conference hall with its library, the office of the Institute of Railway Engineers and the Railway Museum. There are also dormitories for railway personnel. On completion, 1,500,000 cubic metres of ground will have been dug, 1,200,000 quintals of cement used and 3,000,000 working days spent on constructional work.

The work is expected to be finished by 1950 for the celebration of the Holy Year.

Wants to Drive a Train like "Spirit"

WE reproduce, as a matter of human interest, a letter received by the Department from a young migrant obviously impressed by "Spirit of Progress," the reply sent to him by the Secretary for Railways and the boy's letter of thanks:



Bruce Moran (second from left)

Dear Sir,
I saw in the paper that you want a lot of engine drivers. I am only 8 now but when I grow up I am going to be one. I have just come from England and I would like to drive a train like the "Spirit of Progress".
Bruce Moran
378 Pittwater Road
S. Narrabeen, N.S.W.

Bruce Moran,
378 Pittwater Road,
S. Narrabeen. N.S.W.
Dear Bruce,

I was very glad to get your letter telling me that you are going to be an Engine Driver when you grow up. I am sure that you will make a very good Driver, but of course you will first have to work hard while you are at school and try to pass all your exams.

I hope you will be very happy in Australia.

The picture I am sending with this letter is one of the "Spirit of Progress" which I think you will like.

Yours truly,
B. Kelly,
Secretary for Railways.

Dear Mr. Kelly,

Thank you for your letter, and the picture of "Spirit of Progress." I will work hard at school and write to you again when I am 15. I like Australia, but would rather live at Melbourne. I will if Daddy gets a job near there. I am sending a newspaper photo of our family. X is me. Goodbye.

Yours sincerely,
Bruce Moran.

V.R.I. CHORAL SOCIETY

FOR a number of years the Victorian Railways Institute Choral Society has been in the forefront of Melbourne's choral activities. It has competed at both Ballarat and Bendigo competitions, has broadcast from the ABC studios and has taken part in combined choral concerts in the Melbourne Town Hall.

Following the resignation of the Conductor (Dr. A. Ehrenfeld), owing to ill health, the Society has been successful in securing the services of Mr. Leslie Curnow who has requested members to double the number of singers. At present there are 60 on the roll, but Mr. Curnow desires a Choral Society of 120 or more voices. Mr. Southey, Honorary Secretary of the V.R.I. Choral Society, has written to all Stationmasters in the metropolitan area requesting them to bring under the notice of staffs that vacancies exist in the Society for all voices—experienced or otherwise.

Those eligible to join are railway employees, their dependants and friends; the only condition attaching to membership being that they become members of the V.R.I. As it is necessary to have a suitable hall for rehearsals, a small fee of 9d. per week is imposed to pay for rental, use of piano, etc. Non-singers can co-operate by becoming subscribing members to the Society, which entitles them to two tickets for each of two concerts per year. The subscription fee is 10/6d.

The excellent singing by the Choral Society over 3LO last month should win it many more supporters.

The Foreman and the Cake

THE scene is Flinders Street Station. Parcels Foreman W. H. Maddison, off duty for the day, is sauntering through the Elizabeth Street subway. His attention is attracted by a man carrying a large carton of cake—one of a kind regularly brought in for dispatch by a good customer of the Department.

Parcels Foreman Maddison could not smell the cake; but he did "smell a rat."

Feeling on secure ground, but treading delicately, he put a discreet question or two to the man. Result: a call for a constable, a prosecution for unlawful possession, two months' imprisonment for a thief, and commendation for the vigilance of an astute railwayman.

This, by the way, was not the first occasion on which an offender has been apprehended by Parcels Foreman Maddison. And from what we know of him it will not be the last.

LET us conduct you into the Editorial Office of the "News Letter." We could show you the Editor at his desk, busy with pen and paper. We could tell you a lot about him, but we won't . . . because it's you, not he, in whom we are interested: you and the other 26,000 railway men and women who are the people behind the "News Letter"—for whom it is published.

The Editorial Office has no monopoly of news. It gathers in what it can, and passes it on to you in the hope that you will find it interesting.

Reciprocity is a good principle . . . so, if you have anything to tell that will interest others, something about your workmates, about the system, or about other railway systems, don't keep it to yourself. Jot it down and send it to the Editor.

All over the system there are men and women with stories to tell, unusual hobbies that will intrigue others, records of sporting achievements, happenings on the job—these are all grist to the Editor's mill. Don't bother about literary form; that's the Editor's job. Just tell the story, and he'll do the rest.

LETTER TO THE EDITOR

HOBBIES CORNER

It would be interesting and instructive to record the various hobbies of railway men and women in a series of notes in the "News Letter."

The person without a hobby is, I feel, missing much; and a Hobbies Corner might even help someone without a hobby to find a suitable one and, with it, a means of pleasant relaxation and enjoyment.

With these thoughts in mind I have jotted down a few lines about my hobbies.

Although I don't remember anything about the actual event, I think that I was born to be a collector. At school I collected cherry bobs, marbles, cigarette cards, cigar bands, and such like. Then, during the First World War, I put my collecting instincts to better use—I collected scrap metal, broken glass and boot polish tins and sold them to aid the School Patriotic Fund.

Later I took to postage stamps and went along serenely until the fascination of books seized hold of me, and I started to build up a library.

One day, however, I was given an old rifle which was out of order. I discovered the trouble and remedied it, but, alas, I also discovered a liking for antique firearms. I spent a lot of time visiting second-hand dealers and similar places, and gradually I built up a fairly good collection.

The Second World War, like the first, was responsible for another change in my collecting. I found that the Firearms Act and National Security Regulations were too much for me . . . and I had to give up. It was a sad blow, but I could see no future in firearm collecting so I packed my guns and they now repose at the Museum.

But collecting was still in my blood—I had to collect something. So, back I went to postage stamps, and I now spend a lot of my spare time in poring over vast quantities of stamps, searching for some minor—or even major—variety that will enhance my collection.

I have never regretted that I was born to be a collector for, with each item that I've dabbled in, I've learned something. Cigarette cards, of course, taught me something of natural history, sport, and a wide variety of other subjects. The study of firearms taught history, while postage stamps taught many subjects.

Time spent on a hobby is not wasted: it enables us to relax whilst at the same time we are adding to our store of knowledge.

"A. Collector"

* * * *

THE IDEA THAT ANY OLD CLOTHES OR SHOES WILL DO FOR WORK OFTEN LEADS TO INJURY . . . DRESS SAFELY FOR YOUR JOB . . .



Left to right—Driver Baker, Fireman (Q) Pettigrove and E. T. Driver O'Callaghan

IN asking the "News Letter" for the name of the youngest Engine Driver in the service, Driver G.E.B. Lynch, of Wodonga, has opened up a very interesting subject, for the answer to his question reveals the wonderful opportunities for promotion now available to Trainee Enginemmen starting in the Department.

At the time of writing, the youngest classified Driver is 29-year old Driver J. Baker, North Melbourne; the youngest Fireman qualified to act as a Driver is 27-year old Fireman (Q) V. A. Pettigrove, North Melbourne; whilst the youngest Electric Train Driver is 28-year old E. T. Driver J. O'Callaghan.

There is, however, a serious challenger looming up in the shape of Fireman M. S. Phillips, also of North Melbourne, who is in line for examination to qualify as a Driver and commence training as an Electric Train Driver. It is probable that he will be examined within the next three or four months and, if successful, he will become an E. T. Driver at 24.



Fireman Phillips

This is indicative of the opportunities awaiting recruits to the service. The bald phrase "good prospects of promotion" which appears in newspaper advertisements for staff vacancies does not adequately convey the full story.

For instance, more than 50 per cent. of the present E.T. Drivers will retire in the next seven or eight years, and this, coupled with a greater demand for such men following the electrification of the Gippsland line, will mean very rapid promotion for Trainee Enginemmen.

Retirements throughout the service in the next 10 years will be nearly double the number during the last decade and, consequently, young men and boys joining the railway service today have better prospects of advancement and promotion than ever before. And, of course, the men on the job now have the same golden opportunity for rapid advancement in the next few years.

D.P. Girls Join Railway Family

THE D.P. immigrants who have joined the Victorian Railways and the nine girls, already on the staff, have found happiness in their new life. The girls are in the Refreshment Services Branch, two at Seymour, three at The Chalet, Mt. Buffalo National Park, two at Ballarat and two at Spencer Street. Like the others, the three Latvian girls at The Chalet are doing a first-class job.

Nora Skuja is a 19-year old widow; Ilga Erbs and Velta Dombrouskis are both single. They spend most of their free time studying English and dancing and hope later to take up skiing.

When Miroslawa Anin and Zofia Biszcuk (pronounced Pikelis) arrived in May, they had a warm welcome from the staff and both have settled down quickly to their new life. Both girls are married. Miroslawa's husband has recently arrived in Australia but Mr. "Pikelis" is still in Germany. Both girls can ski and are fond of music, dancing and swimming.

Mrs. Paal and her daughter, Ive, who are from Esthonia, work at Spencer Street cafeteria. They live at the V.R. hostel, run for the Refreshment Room girls, and spend their spare time reading and learning English. Asked what she thought about our railways, Ive said some of the German trains which ran into Esthonia were very good, but generally the Victorian Railways are better, and added, naively, "The chairs are more soft."

Aldona Celnaite and Maria Zilinskaite who are both at Seymour and are from Lithuania.

Aldona lived in Vilna and was on the stage for four years before her career was interrupted by the war.

When she has learnt sufficient English, and she has already learnt a lot, Aldona hopes to continue her stage work here—but not on the radio which she says holds untold terrors for her.



Maria in La Traviata

She is engaged to a young Lithuanian whom she met in Germany three years ago and who is now also in Australia.



Ive and Mrs. Paal

Maria's home town was Kolnas, where she was a member of the State Opera Company for 10 years, playing all the principal cities. Although she likes her work, she prefers singing and once she starts again, hopes to break fresh ground in broadcasting. Judging by her speaking voice she should have no difficulty in succeeding, for her voice is beautifully soft and mellow.

During their time off both Aldona and Maria study English and are taking correspondence courses at Melbourne University. In summer they intend to swim and learn to play tennis which in Lithuania is a game only for the rich. A tennis racquet costs on an average £25!

One point that should be stressed about all these girls is their enthusiasm for the job, their quickness to learn and their general alertness. They should have no difficulty in settling down in their new country and becoming good and proud Australians.

SWITCH IT OFF . . .

It is essential that, during the present coal crisis, we do our utmost to save electricity whenever and wherever possible.

The restrictions necessarily imposed by the State Electricity Commission have been designed to ensure that all electricity is used to the best advantage and that power black-outs will not occur.

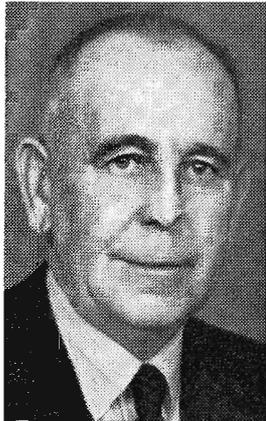
Your own interests demand the strict observance of the restrictions at all times, whether on the job or at home.

Don't waste Power . . .

Popular Storeman Farewelled

STOREMAN-IN-CHARGE Henry (Harry) Buckley, who retired from the Railways last month after 44 years' service, recalls the days when brooms, brushes and buckets were suspended from the ceilings of railway stores.

"The country store lay-out is fortunately a thing of the past now," he states. "Our stores are a model of neatness and efficiency and have no superior in the Commonwealth. They are so well organized that stocktaking is a simple procedure; a section containing 200 items can be checked in half an hour. Is it any wonder that many large concerns have patterned their storehouses on the Railway system?"



Genial Harry Buckley will be missed by his workmates at Spotswood 'Shops Storehouse. Whenever there was a store problem to be straightened out, Harry was the man for the job. He knew his stores from A to Z, as with his life-long friend Phil Inledon (now retired) he had reorganized so many of them in the metropolitan area.

Mr. Buckley joined the Railways on August 28, 1905, and went into the Way and Works Branch's store at Spencer Street as a Labourer. When the store was transferred to Arden Street, he went across with the staff. Later he was in the General Storehouse at Spotswood as a Storeman and then became Relieving Storeman in the suburbs. Next followed a period of store duties in the country in such centres as Bendigo, Ballarat, Seymour and Traralgon. He was the complete storeman when he returned to the Spotswood General Storehouse and the Spotswood 'Shops Store.

His railway record takes some beating: 44 years' service and not one adverse report on his history sheet!

Mr. Buckley took a keen interest in sport. During his railway career he was a member of the Ballarat, Maryborough and Hawthorn Bowling Clubs, and he is also a former Vice-President of the Spotswood Bowling Club. In his youth he played football for Bendigo and became captain of the side.

At an enthusiastic send-off by his host of friends at Spotswood, he was presented with a set of bowls and a wallet of notes. Subsequently, he was entertained by a group of his closest pals at a dinner and a theatre party.

FINE CHARITABLE EFFORT

DURING the past 12 months the Ballarat Railway Carnival Committee raised £250 for the Ballarat Orphanage and recently the money was handed to the Committee of Management of the Institution in the presence of the District Superintendent (Mr. L. W. Norwood).

When advised of the Carnival Committee's effort by the Honorary Secretary (Mr. R. G. Caddell), the Chairman of Commissioners (Mr. N. C. Harris) congratulated everybody concerned in "completing yet another splendid year of charitable work on behalf of the Orphanage." Mr. Harris added that, over the years, Mr. Caddell and his associates had "built up a good reputation in this field of public activity and had cheerfully and unselfishly put in a maximum of effort."

NEWS FROM VETERANS

RECENTLY we expressed a desire in the "News Letter" to hear from retired railwaymen who joined the service before November 1883.

First to respond to the invitation is Mr. J. Milley, of 16 Lonsdale Street, South Geelong. He writes: "I joined the Railways on June 1, 1883, as a Repairer and was a Ganger at Arcadia in 1889. In those days we started work at 6 a.m. and took our breakfast and dinner with us. Later our request to start at 8 a.m. was granted by the Department.

"I was 90 on March 27 last and enjoy the very best of health. I have a lovely vegetable garden and do all the work myself. I go out every afternoon and have never missed seeing Geelong play football on its home ground. I also go to the library every week; I read a lot in the evenings. I'm always ready for a yarn with railwaymen and they are always welcome in my home. So when you're in Geelong drop in and see me."

Another veteran railwayman, still hale and hearty, is Mr. John Jenkinson, of Ramsay Avenue, East Kew, who is rising 92 years of age.

He joined the service in 1888 and was a Ticket Collector at Flinders Street Station when he retired. Mr. Jenkinson, who lives with his grand-daughter, Mrs. W. Clarebrough, has one hobby—his garden.

RAIL MAN AND CIVIC LEADER

"HE was a man in a man's trade . . . in a job that called for strength and skill . . ."

This was typical of the many tributes paid to Mr. E. N. (Ernie) Kent, Blacksmith at Ballarat North Railway Workshops, when he was farewellled recently by 300 of his workmates.

Mr. Kent, who had 29 years' service in the Department, had been a Sebastopol Councillor for 22 years and was twice Mayor of the Borough. He is the third generation of Ballarat District civic leaders. His grandfather, Cr. N. Kent, was several times Mayor of Sebastopol, and his uncle, Cr. N. Kent, served as a Councillor.



Ernie Kent has been on the Board of the Queen Elizabeth Benevolent Home since 1940 and was President in 1947-48. In that period new buildings were erected which made the Home one of the largest institutions of its kind in Australia. In addition to his railway and civic duties he found time to be a Commissioner for Affidavits and a Justice of the Peace.

In presenting Mr. Kent with a wallet of notes, the Manager of the Workshops (Mr. H. Harman) said that he had played his part nobly, not only with the Railways, but in civic affairs, too.

Mr. and Mrs. Kent, who are now holidaying in Western Australia, have the best wishes of many friends for continued good health and happiness.

* * * *

A guest at a hotel saw a horse sitting in a chair in the lounge. Somewhat agitatedly he said to the barman: "I've just seen a horse in the lounge." "That's right, sir," said the barman, "he's been here three weeks now."

"Good heavens! Don't you find it bad for business?" said the guest.

"Yes," said the barman, "he hasn't bought a drink since he's been here."

SPORTS ROUND-UP

A strong, well balanced side has been selected to represent Victoria at the Interstate Railways Football Carnival to be held at Hobart, commencing on August 26. Victoria holds the Glick trophy which carries with it the title of Railway Champions.

This year the Victorians will encounter strong opposition from Tasmania, South Australia and the Commonwealth Railways, but are confident that they will repeat last year's success and retain the Cup.

There are four country footballers in the team of 21 players selected to represent Victoria. Jack Evans, Honorary Secretary of the V.R.I. Football League, has been appointed Manager. Driver Harold Arthur, captain and coach of North Loco, will lead the side.

The selected players are :

H. Arthur (Driver), A. S. Monks (Actg. Driver), K. Boyle (Fireman), J. Lloyd (Fireman), J. Bolger (Office Assistant), all of whom are from North Melbourne Loco Depot; W. McTaggart (Crane Driver), Newport Workshops; M. Bourke (E.T. Driver), Jolimont; W. Wilkinson (Fireman), Wodonga; G. Ray (Shunter), B. T. Haines (Shunter), A. J. Matherson (Guard), of Melbourne Yards; K. White (Porter), South Kensington; G. Tanner (Clerk), Wodonga; J. Tobin (Sig. Porter), Clarkefield; L. Edwards (Porter), Warragul; N. Houghton (Rd. Transport Dvr.), Batman Ave.; C. Park (Elec. Mechanic), Overhead Depot; K. Doran (Blacksmith), K. Duffy (Labourer), R. C. Andrews (Fitter), Spotswood 'Shops; D. M. Ross (Fitter) Spencer Street.

August will be a big month for Railways football. Besides the Interstate Carnival, there is the annual match between the V.R.I. Football League and the Postal Institute which this year will take place on August 17. The rivalry between these two Football Leagues has always been keen. The teams to represent the two bodies contain a number of experienced senior players.

The highlight of the football season, of course, is the contest for the Commissioners' Cup, the finals of which will be played at Olympic Park on August 3 and 10.

Seymour Bowling Green

TWO years ago through the enthusiasm of Gordon Dowling, Works Foreman, the members of the Seymour V.R.I. set to work to build their own bowling green. The initial work was finished in time for last season although the pavilion is not yet completed.

The entire construction and maintenance has been done by the 42 members who now have one of the fastest greens in the district. The championships were played on it last season and pennant matches are a regular feature of the calendar.

The green cost £600 to build, but since completion it has been conservatively valued at twice that figure. Drainage constituted the biggest difficulty but, with some ingenuity, 200 yards of soil were replaced by ashes and an efficient system installed. The borders of the green are now being cultivated and flowers and rose-bushes planted.

It is hoped that the pavilion will be ready shortly. The building is small, yet large enough, and contains, apart from the usual offices, a main room with locker seats and a bar—but for non-alcoholic refreshments only.

August 1949



V.R.I. "C" Grade Table Tennis Premiers

Standing—A. Moore (Elec. Eng.) Sitting—G. Charlton (Rolling Stock), A. McSperrin (Elec. Eng.), and J. Parsons (Rolling Stock).

Railwaymen are taking an increasing interest in table tennis. The V.R.I. Table Tennis Association has attracted a large membership and 16 teams compete in regular fixtures for the L. J. Williamson Cup and the D.S.J. Shield. Railway representatives are also prominent in metropolitan competitions. Four teams have been entered this year in the A, B, C, and D grades. Although the standard of table tennis is very high in these contests, railwaymen have proved themselves capable of beating the best exponents of the game. Each of the Railway teams entered is already assured of a place in the final fours of the various grades.

Bill Colwell, of the Electrical Branch, has done a grand job in building up Railway table tennis to its present high standard. If you are interested in the popular game he will supply you with all the information you require about the activities of the Association.

* * * *

The girls on the staff of the Railway Printing Works, North Melbourne, have become basketball enthusiasts. A court on land adjoining the Works has been prepared and the girls will stage practice games during the lunch-hour period. Next year they propose entering two teams in a women's basketball competition. Miss Jean Anderson, who is organizing the basketball teams, is confident that the V.R. Printing Works' girls will do well in open fixtures next year.

* * * *

Members of the V.R.I. Gymnasium team won most of the events at the annual open and novice boxing and wrestling championships last month. V.R.I. wrestlers won 13 of the 14 wrestling contests, and the boxers were the trophy winners in four out of eight events. A magnificent performance.

* * * *

After a long taxi ride, a Scot handed the driver the exact fare plus a threepenny-bit as a tip. The cabbie glared at the offending coin.

"'Ere," he said, scornfully, "wot's this?" "Mon, ye're a spoortsman," beamed the Scot, "I'll say 'tails.'"

Heritage

SIR THOMAS MITCHELL, the explorer, has several claims to fame. He it was who coined the term "Australia Felix." The Major Mitchell parrot was named after him. He made a journey from Sydney down to Portland and discovered the Western District.

This last was an arduous journey, particularly when he forced his way through the vast tangle of scrub which he noted as "one of the most barren regions of the world," and which we know today as the Mallee. Until comparatively recent times most people agreed with him too, that the area was worthless. Yet today the Mallee yields richly in wheat. It is liberally stocked with sheep and cattle. Its towns are neat and prosperous. Why?

According to Scott's History of Australia the reason was this—"hard work, aided by science and ingenuity . . ." The winning of the Mallee was, in short, a credit to our national character.

Australia, designed by nature as a harsh and hostile land, scourged by drought, bush-fire, floods and flies, has developed in our people a characteristic ingenuity.

We all know the legend of the "patch and make do" policy adopted by battling Australian farmers—patching with galvanized iron, mending with fencing wire and binder twine, making do with whatever was at hand.

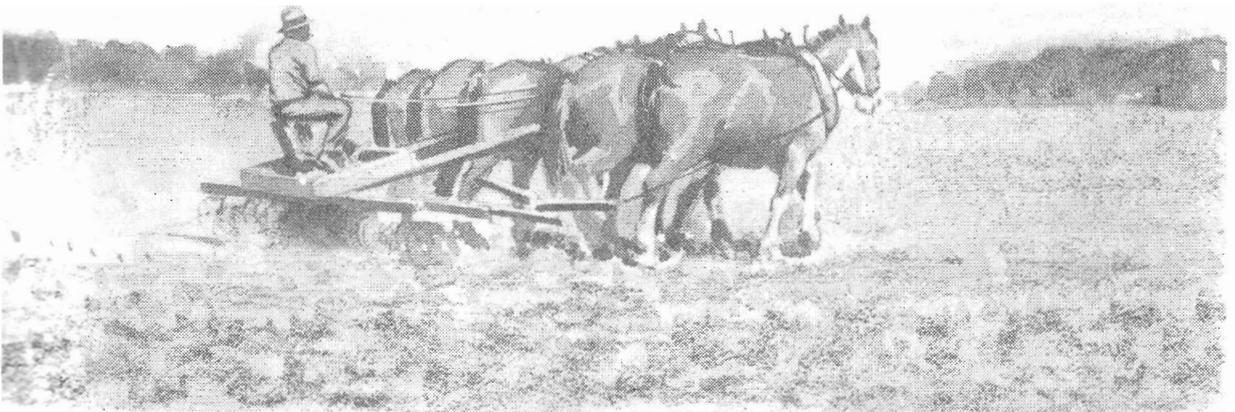
It seems to have become a knack, developed by our environment, for Australians to be handy with their hands, enterprising in their ideas. It comes, no doubt, from individuals being thrown so often on their own resources in overcoming an unexpected difficulty.

For instance, more than 100 years ago there were too few men to harvest a bumper crop. So John Ridley set to and built a mechanical stripper, the principle of which is used in every wheat producing land in the world today.

Macarthur, in the face of adverse advice from Sir Joseph Banks, bred a sheep which set Australia on the road to world supremacy in wool. Farrer evolved wheat which thrived where people said it would never grow. Hundreds of more obscure people have been patiently experimenting, testing, working to open up ways to new national wealth.

Thus did science and ingenuity play their part in making the Mallee—together with many other tracts of so-called poor land—yield bountifully.

But we must not forget that the historian also said that "hard work" played the most important part—"hard work, aided by science and ingenuity."



THE VICTORIAN
RAILWAYS

News Letter

SEPTEMBER 1949

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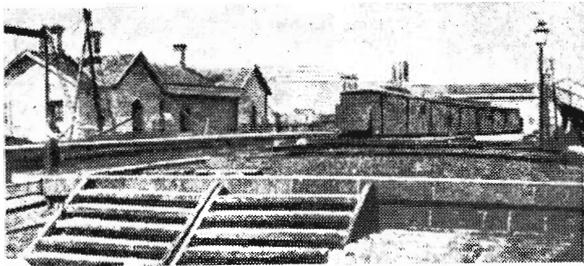


NINETY - FIVE !

ON SEPTEMBER 12, 1854, Sir Charles Hotham officially opened the Hobson's Bay Railway Company's line from Flinders St. to Sandridge (Port Melbourne).

This was Australia's first train, a fact which has been publicised many times ; but what is often overlooked is that September 12, 1854 was also the day on which Flinders Street Station (then known as the Melbourne Terminus) began its eventful career.

Princes Bridge Station did not come into the picture until the Melbourne and Suburban Railway Company opened the first section of its line to Punt Road in February 1859. Princes Bridge



Melbourne Terminus in 1859

was its headquarters. Following the amalgamation of two rival Companies, Princes Bridge became the city terminus for the Brighton and Hawthorn lines.

The Hobson's Bay Co. acquired these lines in 1865 under the title of The Melbourne and Hobson's Bay United Railway Company. Flinders Street and Princes Bridge Stations were connected in October 1866, and the latter was then closed for passenger traffic.

In July 1878, the Government purchased the



systems owned by The Melbourne and Hobson's Bay United Railway Company. A street line was laid early in 1879 between Flinders Street and Spencer Street—the terminus of the original Government lines.

There were, of course, many changes taking place at Flinders Street over the years : plans for re-arrangements are featured in various reports. Listed in the Railway Annual Report for the year ended 31/12/1882 are the following new works—

- Flinders Street Outlet to Swanston Street for passengers.
- Clock, and clock tower.
- Additions and alterations to Refreshment Rooms.

Incidentally, the clock mentioned is the one which now stands at Spencer Street Station.

Competitive designs for new station buildings were called in 1899 and 17 were received. The first prize of £500 was awarded to Messrs. J. W. Fawcett and H. P. C. Ashworth, officers of the Existing Lines Branch, Victorian Railways. This design, with some modifications, was adopted.

A sketch of the proposed new station appeared in the Annual Report for 1904-05, and a contract was let on September 23, 1905 for most of the work. Difficulty was experienced by the Contractor and eventually the Department took over the work. The station building as we know it was finished in 1910.

The original station of 1854 had one platform, probably not more than 100 feet long ; today 16 platforms, with a total face length of $1\frac{3}{4}$ miles, are in constant use.

For the 12 months ended 31/12/1881 outwards passengers from Flinders Street totalled 3,504,438 ; for 1947-48 the total was 13,660,212. On October 18, 1934, during the visit of the Duke of Gloucester for Victoria's Centenary Celebrations, the record number of over 500,000 passengers passed through the station. Over a two-hour period, trains were being signalled at the rate of 102 per hour, or an average of one every 36 seconds, at the west end of Flinders Street Station.



Flinders Street Station about 1889

Claims Prevention



Protection for furniture

AS the candid camera shots taken by National Road Safety Authorities highlight the mistakes of the careless motorist, so the photographs turned in by the Railways Claims Prevention Officers pinpoint the causes of freight damage.

The pictures are developed and classified, and in addition to being used to illustrate official reports, are featured in the Department's publicity campaign to reduce the annual claims bill. They have graphically brought home to consignors, too, the necessity for goods to be packed properly and so help railwaymen to deliver them in good condition to the customers.

Photographs of examples of bad stowing are now featured on the Weekly Claims List, and have proved of real educational value. The staff generally are receptive to the lessons they teach.



Faulty stowing

The Claims Prevention Officers believe that this visual means of instruction is more effective than any amount of talk.

Often the advice of the Claims Prevention Officers about the best way to load heavy machinery and awkward types of freight is sought by large firms who do their own loading. The Officers also suggest improvements in packing methods to ensure delivery of goods in good condition, and have found that many consignors are willing and ready to co-operate in this manner.

Sometimes a simple suggestion may prove of great value, as happened when the first of a new

type of Australian built tractor was being dispatched. In addition to demonstrating the standard railway practice of securing the machines in the truck, the Claims Prevention Officer suggested that the tractors be in gear when loaded. Subsequent events showed that this precaution prevented costly damage.

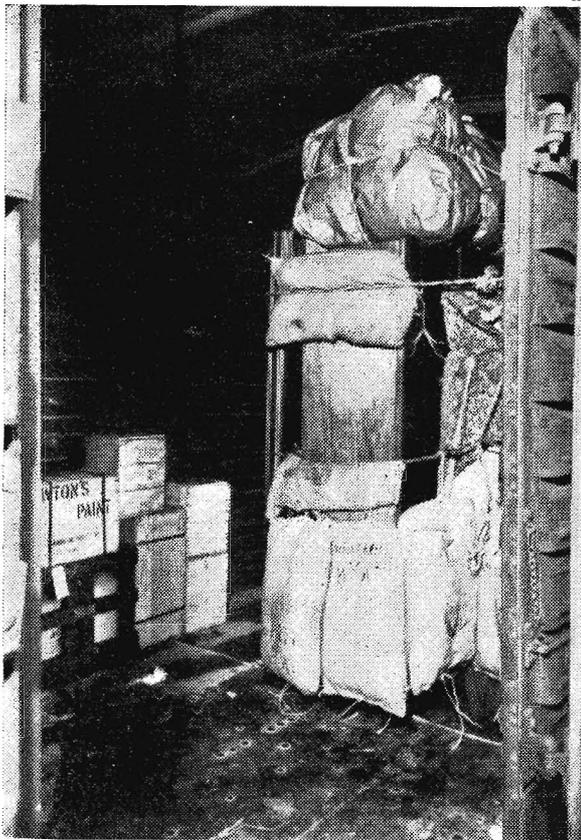
Imperfect packaging has always been one of the greatest causes of damage. In recent years the trouble has been accentuated by the shortage of cases and suitable packing material.

The practice that developed of consigning fruit pulp in uncased tins caused the Claims people many a headache. Now, however, this rather difficult traffic is handled with relatively little damage. The solution was found in the use of dividing boards, which enable the load to be separated into compact blocks. The boards cushion the effects of jolting during shunting operations and minimize the denting of the tins. Using this method of packing the loads, the railways in one season carried for a large company more than 20,000 tins of pulp. Only 130 tins received any damage, most of which was of a minor nature.

Enamelled wares, when badly packaged, are among the items most vulnerable to damage. Discussions with the consignors led to the adoption of a sealed corrugated container packed with straw in place of the former inadequate wrappings of paper and light cardboard. The result was an immediate substantial reduction in the extent of damage.

Another of the many examples of good work done in the prevention of damage relates to such consignments as electric motors and other machinery mounted on cast iron bases. The suggestion was made to the senders that longitudinal and lateral bearers could be bolted to the bases of the machines to afford protection to projecting parts most liable to damage. A gratifying response was received to this suggestion, which has been fully justified by the results.

(Continued overleaf)



Good stowing

Each class of vulnerable traffic has its own particular problem, and each must receive special study. While the safe transport of goods entrusted to the railways is always the uppermost consideration in the activities of the Claims Prevention Officers, they must have regard, also, to the need to make the best use of truck capacity. Recently they were called upon to devise a means of safely carrying a new type of header harvester. After consultation with the engineering staff of the consignors, it was agreed that certain parts should be dismantled, and new methods of loading adopted which would not entail the use of a second truck. More than 400 machines have since been carried, with only one instance of damage.

Damaged consignments probably cause greater loss of public goodwill than does any other failure on the part of the railways—with the exception perhaps, of the unforgivable, but fortunately rare, fault of incivility. When a customer orders something he wants, he expects and is entitled to receive it in good order. If it comes to him in bad condition, he is naturally irritated, or worse. If he is a trader, he may have lost an important sale. If the article is an anniversary present for his wife, he will be even more resentful, because it cannot be replaced in time.

Unfortunately, the spotlight of public criticism is invariably focussed on mistakes or failures and not on achievements, and the countless jobs faultlessly carried out by the railways are apt to be overlooked by the victim of occasional bad service.

This is fully realized by the Claims Prevention Officers, who retain their enthusiasm in the face of difficulties that were unknown in pre-war days. Packaging then was of a better standard, and skilful labour for stowing and handling goods was always available. The shortages in these directions must be off-set by new and better methods, and these are being introduced wherever the opportunity exists.

In the final analysis, however, the success of the efforts to reduce damage to a minimum depends largely upon the co-operation of everyone concerned—from the sender responsible for packaging to the employees handling the goods and the yard and train staffs responsible for the movement of the trucks and the running of the trains.

To quote the Claims Prevention Officers: "Money paid out in claims is money wasted money down the drain. Not only money, but reputation also, is lost, and this eventually must mean less business—and less pride in ourselves. One of the most pleasing speeches a railwayman can hear is 'Thanks! You people have done a good job.' None of us should be satisfied until we know we have earned this commendation from every one of our patrons."

HISTORY REPEATS ITSELF

IN November 1909, when the first Coal Mines Regulation Bill was before Parliament, a strike which lasted to March 1910, commenced on the New South Wales coalfields. The Railways were reduced to burning wood in their locomotives. They imported from Japan, India and England 70,000 tons of coal for their own use and 11,000 tons for local industries.

* * * *

Extract from the 1934 Victorian State Coal Mines report of Mr. Robert Lee, Consulting Mining Engineer.

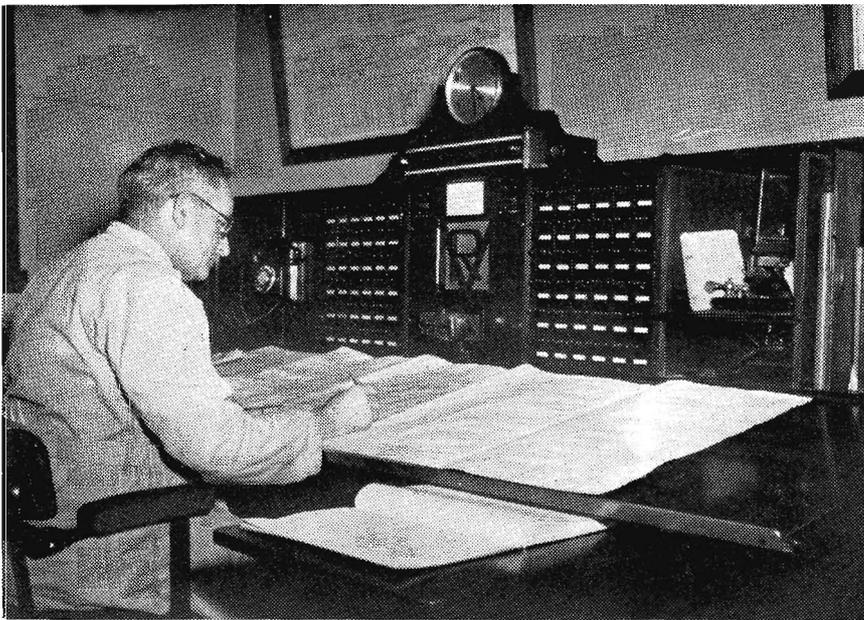
SERVICE

THE following letter has been received by the Secretary for Railways from Mr. E. Manley, of Coalville. His remarks regarding service from the Railways speak for themselves.

"On behalf of various members of my family I wish to express appreciation of the satisfactory treatment we have received from your Department over many years.

"On various occasions we have noticed that little bit of 'extra' service that helps to make travelling—and life—pleasant. Considering the amount of business we have transacted—almost all small consignments—we have had amazingly few complaints to make, and with very few exceptions we have found Railway staffs honest, diligent and courteous."

Letters such as this, proving the public's appreciation of the thoughtfulness and consideration of the staff are gratifying to the administration and serve as encouragement to those concerned.



TRAIN CONTROL SYSTEM

WELL behind the railway scene—in fact, sitting in separate air-conditioned and sound-proofed rooms—are the Train Controllers, whose job it is to control and record the movements of all trains and see that they reach their destination safely and on time.

Train Control operates in six divisions, with offices at Melbourne, Seymour, Geelong, Ararat, Ballarat and Bendigo. Train Control at Melbourne is by far the largest; covering 800 miles and 440 control points. It is conducted from five panels: Melbourne to Bendigo and Melbourne to Ballarat; Melbourne to Geelong and Melbourne to Seymour; Eastern and South-eastern Districts; and Metropolitan and Suburban (which is divided into two sections during peak periods).

With the increase in traffic on the main Gippsland line, the train control board, which at present covers the Eastern and South-eastern Districts, is to be divided. At present these areas are controlled by one man but it is now necessary to give some relief during peak periods.

The building of the new room will involve considerable construction work which will necessarily take time and, although the new control panel has been finished, it may not be in operation for some months. At present the single panel controls 43 points on the Eastern section and 25 on the South-eastern.

One of the major advantages of the new board will be the provision to switch over to another panel either the Melbourne to Seymour or the Melbourne to Geelong line. This means that in the event of a serious break-down on either line the Controller will be able to isolate it from the other line. One man could then concentrate on the emergency working while another could work on normal running, which is not possible with the existing dual section board.

The new control board will also enable the man on the Traralgon line to concentrate more on that section, and so enable him to give his sole attention to the expanding briquette and brown coal traffic on the Yallourn line.

Let us take a quick look at the present Eastern and South-eastern panel. Entering one of the tightly-shut doors in the Train Control section, we see the Train Controller at work.

He is seated at a sloping table, in front of a huge and complicated looking switchboard. This switchboard, which is equipped with a microphone and loud-speaker, is controlled by an intricate mechanism connected to every station, signal-box and depot on the section.

To speak to any one of these, he merely operates the appropriate switch and gets through immediately. It is a direct call and not put through like an ordinary telephone call.

“Herne’s Oak speaking,” suddenly comes a voice through the loud-speaker.

“How’s 52 going?” asks the Controller.

“Still here, but won’t be long.”

“Right, Herne’s Oak, finished.”

Then comes another voice:

“Warragul Loco speaking.”

“Speak, Warragul Loco,” replies the Controller.

“I’ve got the changeovers for you”—

and then follows a string of train times, giving the Controller details of the changeovers of engine crews.

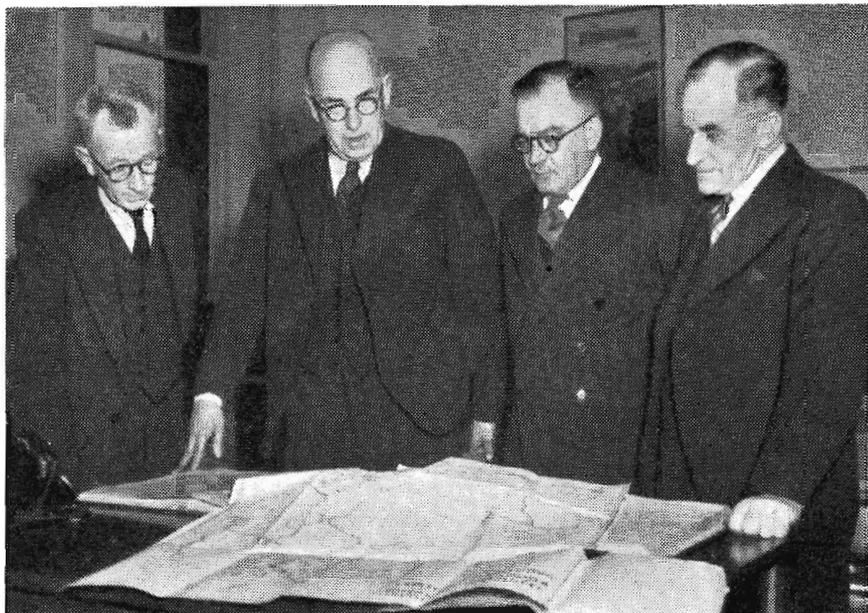
Conversations like this go on through the day—and night. Sometimes they are in such rapid sequence that it seems hardly possible for the Train Controller to assimilate all the information; at other times there are short periods of silence between calls.

(Continued overleaf)

RAIL MISSION FOR SOUTH AFRICA

Left to right : Commissioners' Secretary (Mr. A. Gilmore), Chief Electrical Engineer (Mr. H. P. Colwell), Assistant Chief Mechanical Engineer (Mr. E. H. Brownbill) and Chief Train Controller (Mr. H. A. Zeis) studying a map of South Africa and discussing their itinerary.

These Victorian Railway officers have been sent to South Africa to investigate main line electrification. In many respects rail conditions there closely resemble those of Victoria. The coal traffic to Durban will receive special attention in view of the increasing importance of Victoria's brown coal deposits and the larger quantities to be carried by the Victorian Railways from the Latrobe Valley to Melbourne in the next few years.



Continued from Page 5

TRAIN CONTROL SYSTEM

And what does it all mean? Well, just that the Train Controller is getting information all the time about train arrivals and departures, engine numbers, train loads, passengers joining and alighting, trucks shunted, train crews, etc.

On the chart spread on his desk he marks the arrival and departure times and loads of each train, and plots the train's progress between the various stations. This enables him to see at a glance where each train is, and whether it can pick up any more loading or not. He must ensure that the capacity of the line is not over-taxed at any time, and that trains are not held up

unduly. Consequently all the information he receives is used to this end.

The engines and crews, once they have left their Depot, are under the orders of the Train Controller, and he arranges for the relief of the crews to prevent excessive hours on duty.

On the wall in front of him are a series of diagrams showing the track layout at each station, and the gradients and curves of the line. Generally, however, the Controller knows these details without reference to the diagrams.

Siding accommodation at some of the stations is very limited, and he must take care that a train being crossed there does not consist of more vehicles than the siding can accommodate. Trucks, by the way, are calculated on the basis of 4-wheeled vehicles for this purpose—a bogie truck being counted as two vehicles.

Each station reports daily the particulars of trucks on hand, trucks received—loaded and empty—and trucks dispatched—loaded and empty; for the Controller must have the full story.

The whole progress of a train is watched from the minute the engine leaves the Depot. For example, a train from Melbourne to Swan Hill is handled by the Melbourne Train Controller as far as Bendigo, when it is handed over to the Bendigo Controller who then controls it to its destination.

Stated briefly, the objects of the Train Control System are to move traffic from point to point as quickly as possible at the time required, to obtain the maximum amount of work from the locomotive power available, to prevent congestion and standing time of trains by regulating the streams of traffic, and to make arrangements for the distribution of trucks and the clearance of loading.



S.M. reporting to Control

LUGGAGE PROBLEMS SOLVED

UNDoubtedly, luggage is one of the greatest bug-bears of the inexperienced traveller. Yet, had he only known what facilities the Railways offer, he could have avoided many a headache.

When you are planning a country trip, it's handy to know that, if you are travelling 1st class, you'll get free carriage of 112 lb. of luggage; for 2nd class travel the allowance is 84 lb. For a journey between capital cities when, of course, you'll probably want to take a bigger stock of "glad rags," the free allowances are 168 lb. for 1st class and 112 lb. for 2nd class. Check up on other travel services, and you'll find that you can take a lot more with you when you go by rail!

Having got the bags packed, don't forget that you can book your luggage in the van and thus free yourself of any worry and handling during the journey.



Don't let it get you down

Also, if you wish, you can book your luggage to or from a suburban station, free of charge. Then you won't have the bother of transferring it between trains.



. . . . You can take more by train

If you ring Mayne Nickless Ltd., the Railways Contract Carrier (MX 3251), your luggage will be picked up at your home (within the suburban area) and then handed over to you at your destination station. Should you be going to Ballarat, Geelong, Bendigo, Sydney or Adelaide, you can have your luggage delivered to the street address of any of those cities. There is a set scale of charges for this convenient service.

Whichever method you adopt, remember these points :

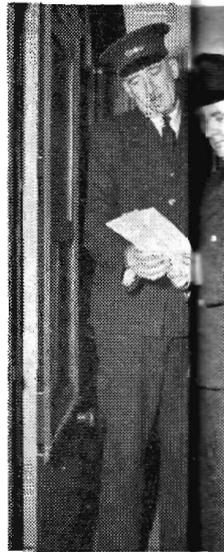
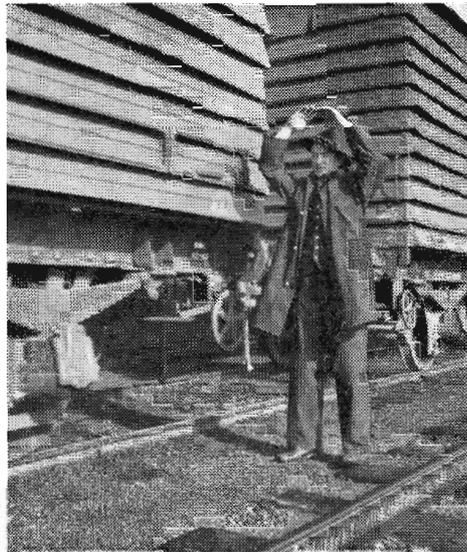
- Address your luggage legibly, and remove all old addresses . . .
- Deposit your luggage at least 30 minutes before train departure time . . .
- Secure a luggage check when booking your luggage . . .

Luggage insurance is another facility at your service. You will find all the details on posters exhibited on railway stations and in cloak rooms and parcels offices.

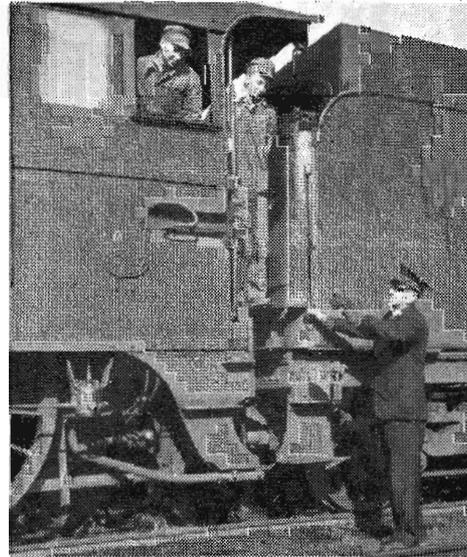
At Spencer Street and Flinders Street Stations you'll find the Red Cap Men who are licensed to assist you with your luggage. They charge only a small sum for saving you the trouble of carrying your cases and bags to and from trains, trams and taxis.

Should you want to spend an hour or more in the city and you don't know what to do with your baggage, put it in the Cloak Room at Flinders Street or Spencer Street : it will be in safe keeping till you return.

There are advantages in 'knowing the ropes' ; so tell your friends of the many ways to banish luggage bother, and they too will solve a lot of their travelling problems.

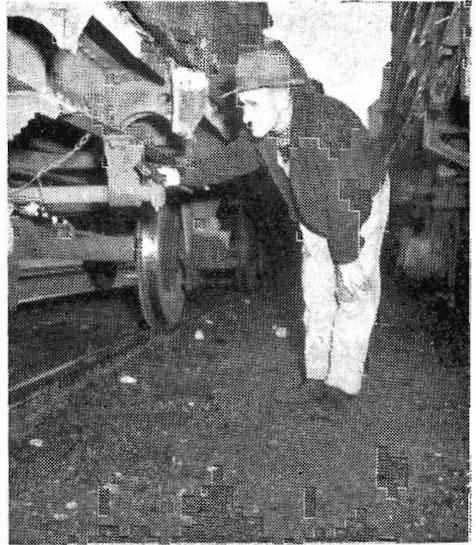
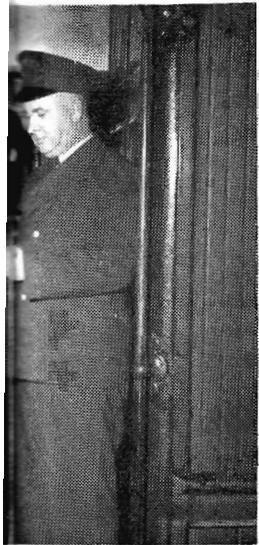


Left to right — Refreshment Room Manager G. . . . Room Garden. . . . Yard Porter Norm Grieve hands over Sleeper Sheets to S.A.R. Conducto the Rest House. . . . Train Examiner Paddy e

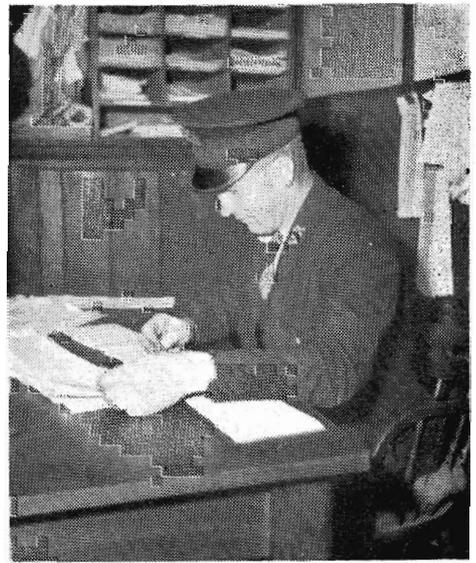
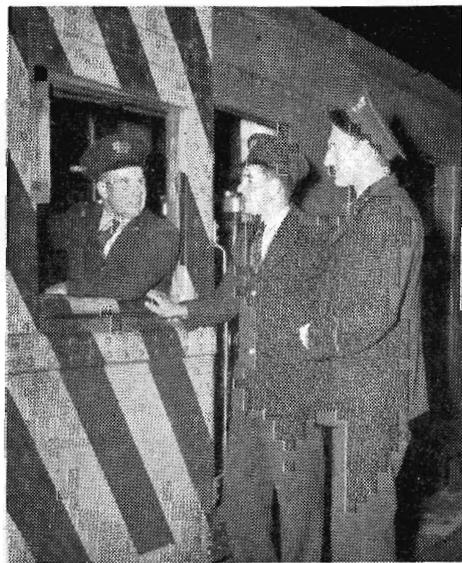
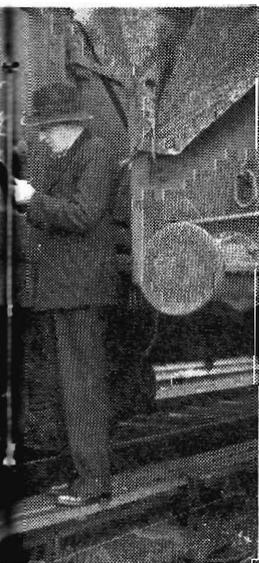


Left to right — Shunter Frank Selkirk giving Wright, Fireman Fred Rochow and Stationmast Drivers Dick Ritchie, Joe Hudson and Fred H accounting work.

R V I C E T O N



Galbraith and Mrs. Galbraith watch Casual Labourer Ted Haywood tending the Refreshment trolley giving "ease up" signal during shunting operations. . . . V.R. Conductor Martin Tierney (right) examining No. 38 Fast Goods.



the load of train to Driver Griff Williams; Fireman Les Baldwinson looks on. . . . Driver Ray W. A. Boyd conferring. . . . Guard Fred Way "taking" No. 38 Fast Goods. . . . Rail Motor Driver Baldwinson having a chat after the day's run. . . . Assistant Stationmaster Wally Ware on goods

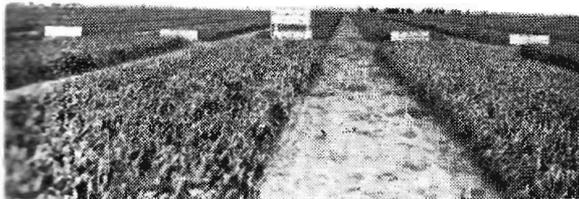
DEVELOPMENT OF SCIENTIFIC FARMING



Friesian Dairy Herd

AN important function of the Department of Agriculture is to persuade the rural community to become more receptive to new ideas and to reduce the time between the discovery of fresh scientific facts and their being put into practice. This involves the provision of an extension service for placing before the producer tested data for the improvement of agricultural practice.

Requests from producers for the services provided by the Department are increasing, mainly because of the confidence which has been built up over a long period by careful organization and foresight in the selection and training of expert officers, and by placing the teaching of agriculture upon the basis of ascertained facts.



Experimental Wheat Plots

Officers are assigned to extension work only when they have a sound knowledge of practical rural problems and sufficient scientific training and experience to enable them to dissect the local problem into its fundamentals and apply the appropriate knowledge.

In practice it has been found that, in addition to a University Degree in Agriculture, at least five years' work under expert guidance is necessary before officers can be regarded as fully equipped to offer to the producers of a district responsible advice on what are considered to be important economic problems.

The rural community is very intolerant of what it terms the "agricultural theorist," especially the type who makes an amateur study of agricultural text books and attempts to guide the producer on practical matters.

Much of the prejudice, which formerly existed in the country towards those who sought to instruct the producer, and which the Department of Agriculture had great difficulty in overcoming, is directly traceable to the failure, when put into practice, of advice furnished by self-taught "agricultural advisers" of this type.

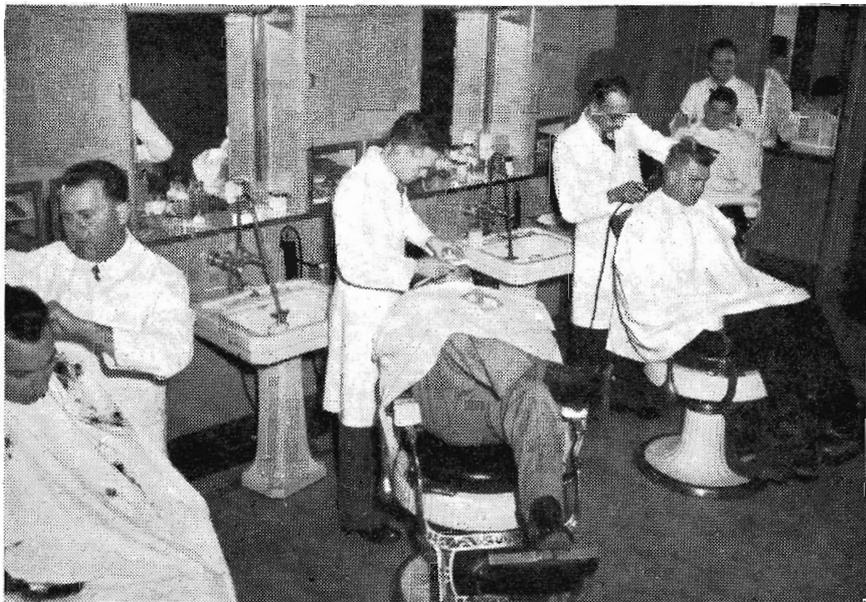
Demonstrations of the results of experimental work have been found to be the most effective means for inducing producers to adopt improved methods. Some 300 to 350 Farm Field Days are held in various parts of the State each year and are largely attended by producers.

Another method of stimulating interest in improved agricultural practice is the holding of Agricultural Competitions at which departmental officers act as judges. These involve inspection on the farm of pastures, hay, ensilage, crops, fallow, pruned trees, etc. and explanations by the judge of the Department's teaching.

The producer is encouraged to discuss his problems with the departmental officer on the spot. In addition to the above organized methods by which officers meet producers, personal visits are made to properties. In one year the number of such visits totalled 72,250. Classes of instruction are held also on various subjects, as many as 458 having been held in one year. Lectures illustrated where possible by motion pictures, are delivered in country districts and considerable use is made of radio services.

The annual distribution of 30,000 agricultural bulletins and 60,000 free pamphlets and leaflets enables the primary producer to obtain a wealth of information about the latest developments in agricultural practice. In addition, many thousands of replies to requests for advice are sent each year through the post to producers.

The Barber of Spencer Street



IT was in Show Week—September 1937—that the Victorian Railways went into the hairdressing business. The then Chairman of Commissioners, Mr. (now Sir) Harold Clapp visited the bright new saloon at Spencer Street Station and saw the chairs being used for the first time. He had already approved the appointments, and was pleased with what he saw. The customers were pleased too, as to commemorate the opening of the Railways' latest business venture, haircuts "were on the house." There were two chairs in those days, but a third and a fourth had to be added to cope with the mounting trade.

Thousands of rail travellers have patronized the saloon in the ensuing 12 years. It was a success from the outset because it provided up-to-date and completely hygienic facilities that were appreciated by the public.

Besides the haircutting and shaving service, the saloon provides general amenities for the travelling public and visitors to Spencer Street. A shower, with hot and cold water (and, of course, soap and towel) costs 1/3. If a quick wash is all that is wanted, a basin and hand-towel are available for 2d. Shoes can be shined for 4d. ; and clothes changed for the small fee of 6d. in a room set aside for that purpose. Another facility that has proved popular with the public is the boiler-heated waiting room which opens off the main saloon.

A popular and profitable adjunct of the saloon is the tobacconist's counter, in the charge of courteous and efficient Miss Betty Burman. It is well stocked, and does a brisk trade.

The Working Manager is Mr. Lyn Purdue. He and his Assistant, Mr. Harry Langmaid, have willing and able co-workers in Thomas Morgan and young George Hadwen, the latter a recent addition to the staff.

Tall, good looking Harry Langmaid considers he has one of the most interesting jobs in Melbourne. "Spencer Street Station is the hub of Melbourne and the passing parade of rail travellers is a fascinating study," he states. "We get all types in the saloon: well groomed businessmen, farmers and tradesmen, and, of course, many railwaymen of all kinds. When a migrant ship arrives in Melbourne the saloon is like the "Tower of Babel," and we meet some very interesting people."

Except for one short break, Harry Langmaid has worked in the hairdresser's shop since it opened. Questioned about haircutting trends he

states that the average Australian does not like having his hair cut short as was the practice years ago. The American serviceman started the fashion for the longer hair style, and it still persists.

When troop trains arrived at Spencer Street with laughing, cheering servicemen on leave during the Second World War, the Railways Hairdressing Saloon was a hive of industry. It was thronged with battle-stained Diggers in jungle green, American G.I.'s and other Allied personnel. Kits were piled in a heap on the floor and the shop looked and sounded like an Army staging camp. The showers were never idle in those hectic days.

War Days Recalled

No one recalls those momentous times with greater enthusiasm than jovial little William Thomas ("Scotty") Parnell, the sprightly attendant in charge of the toilet section.

"The diggers came into the shop sleepy-eyed and grimy after travelling hundreds of miles by air and train," he states. "They left us completely refreshed, smiling and happy. We were happy, also, because we felt that we, too, were doing a useful job." American servicemen particularly appreciated the comprehensive nature of the facilities provided by the saloon. It reminded them of service with a capital "S" back home.

"When the Yanks returned to their battle stations in the Pacific they told their buddies not to miss calling at the Spencer Street Hairdresser's Shop," said Scotty with a note of pride in his voice. "I'll never forget a burly Yank from Brooklyn who spoke with a pronounced Bowery accent. He walked in one day, sidled up to me, and said: 'Are you Scotty?' When I said 'yes' he replied: 'Well, my buddy

(Continued overleaf)



The Tobacco Counter

In Guadalcanal told me to look you up when I came to Melbourne. I want you to give me the woiks.' I went to work on him and did everything but clean and press his uniform. He took one look in the glass and, shaking me vigorously by the hand, said: 'Oh boy! I feel like a million dollars. It's just like being back in the Bronx'.'

Scotty can tell many a good story about life at Spencer Street. He considers this one of the best in his collection. One Sunday morning he arrived a minute or two after 9 o'clock to find a young man waiting on the doorstep. He said: "You're late this morning." I replied: "I'm sorry sir, but I'll attend to you right away." The customer hired a towel and after about 20 minutes at the wash-basin, he turned to me and said: "I have to meet a train at 9.30 and had to rush my wash. Keep the towel and I'll return later and complete the job'."

Scotty was dumbfounded. But the his sense of humour came to his aid. "It's just a well you didn't have a shower, as I have to close at five o'clock," was his retort.

Mr. Purdue and his staff form a happy team. They believe that courtesy and prompt attention to the customer's needs win friends for the Railways. Their motto is: At Your Service.

TICKET CHECKERS WED

CUPID'S arrow has again found a double target in the railway ranks—Miss Ivy Tomlinson and Mr. Eddie McKeown are the lucky pair. They were married recently at St. Columb's Church of England, Hawthorn. Miss Tomlinson joined the Department as a Ticket Checker in August 1946 and was located at Flinders Street.

Mr. McKeown, Special Ticket Checker, entered as a Lad Porter in 1927, transferring to the Ticket Checking Division early in 1939. During the Second World War he served as a Commando and had many months' service in North Borneo. He was Mentioned in Despatches for his landings behind the enemy lines.

In making a presentation on behalf of the staff, Mr. A. Johnson (Supervisor of Ticket Checking) extended congratulations and best wishes.

TRAINS HAVE BEEN STOPPED IN CURIOUS WAYS!

OPPOSSUMS, magpies, rats and even quite small insects have been responsible at various times for train trouble on the electric suburban system.

One afternoon recently a heavy earth leakage was noticed on the 110v. distribution feeding all signalling equipment at North Melbourne. During subsequent tests to locate the fault, signals were affected on the Williamstown and Coburg lines and services on both lines dislocated for about an hour and a half. The cause of the excessive leakage was found to be a large rat which had 'committed suicide' by contact with the negative and positive busbars in one of the outside junction boxes. Its body had become wedged between these terminals and the iron cover of the junction box, thus causing the earth leakage.

An inquisitive opossum was responsible for train trouble on the Eltham line. Following a report that a wire was hanging from the overhead at the "up" side of Eltham Station, a repair gang went to the spot and found the remains of an opossum on the side strain insulation.

The insulation was burnt out and the centre band burnt off. The steady arm, which was hanging on the contact wire, was removed and made safe for traffic, and a temporary arm installed until permanent repairs could be carried out.

The opossum's fatal adventure caused a serious delay to "up" and "down" trains, and necessitated the hiring of road buses to maintain service between Eltham and Greensborough.

Magpies, too, have caused trouble. They often build nests in the overhead equipment, and a magpie, bent on making a nest, dropped a small piece of wire on a 'live' part of the overhead on the Eltham line.

The outcome was:

- Portions of the 1,500-volt overhead equipment and contact wires were burnt out.
- A pantograph of a train was damaged.
- Traffic was suspended between 7.45 a.m. and 9.10 a.m.
- Fourteen road cars and buses were hurriedly pressed into service until the trains were restored to running.

Apparently not satisfied with the trouble and expense already caused, the magpie returned to the scene the following day, carrying another piece of wire. Members of the overhead repair gang gasped when the magpie was very close to a 'live' part of the overhead equipment. However, they were greatly relieved when the magpie (and the wire) quickly left for parts unknown.

ACCOMMODATION SHORTAGE MEANS LABOUR SHORTAGE

MANY country boys would accept a Railway job in Melbourne if their parents could be sure that they would get board with a friendly, homely family.

Can you assist by taking such a lad into your home? Or do you know of anyone who could?

If so, please write to the Secretary for Railways, Room 225, Spencer Street.

Western Australia



DURING the recent coal miners' strike in Western Australia meals could not be served at the Perth Railways Refreshment Rooms owing to complete lack of electric power and drastic gas rationing.

As an emergency arrangement to provide a hot midday meal for the public, the Railways moved a 40-seat dining car to a siding dead-end at Perth Station. The car stove was fired with wood and a three-course luncheon supplied daily until power was restored when the Collie miners returned to work. The public greatly appreciated the service and the Railway dining room and kitchen staffs were happy too, as they were kept in continuous work.

U.S.A.

According to Major Lenox R. Lohr, Fair President, in the "Brotherhood of Locomotive Firemen and Enginemen's Magazine," the locomotive that made the fastest run in the world went on display at the National Railroad Fair in Chicago recently.

The run was made 44 years ago—on June 12, 1905—when the Pennsylvania "Special" (now known as the "Broadway Limited") attained a speed of 127.1 miles an hour for a distance of three miles.

The Fair also boasts of having the slowest locomotive on record, this being Peter Cooper's invention of 1829, "Tom Thumb," which once lost a race to a horse.

BE A RECRUITING OFFICER

TO assist in recruiting to the service lads leaving school at the end of this year, the pamphlet "Choosing a Career" has been revised and reprinted.

It gives a variety of information on the present acute staff shortage, the need for new employees, the prospects of advancement in the service, and the grades in which there are immediate vacancies.

If you know of any boy who will finish his schooling this year, get a copy of the folder and pass it on to him. Copies are available from the Employment Office, Room 225, Railway Administrative Building, Spencer Street.

Under certain conditions, bonuses are paid to railwaymen who introduce new employees.

THE Commissioners have decided to increase the prizes for the Best Kept Lengths, Departmental Residences, Tree-planting and Decoration competitions.

For the year 1949-50 the prize money for the Best Kept Lengths, in each section, will be 1st, £55; 2nd, £30; 3rd, £15; Most Improved, £30.

Other typical increases are for the Best Kept Departmental Residence, for which the first prize has been raised to £5, and the second to £2/10/-; and the Most Improved Departmental Residence, for which the first prize is now £3/10/- and the second £1/10/-, for the current calendar year, in each section.

Competitors are advised to submit their entries as soon as possible after the close of the year to avoid delay in the payment of prizes in the various sections.

OUR FRONT COVER

AN engine has a fascination for children the world over! When the first division of an express taking a large batch of Displaced Persons to the Bonegilla reception camp arrived at Seymour recently, three fine types of young "new Australians" wandered from the refreshment rooms to make the acquaintance of Fireman H. Casley. The children could not speak English but their smiles were more expressive than words.

OBITUARY

OFFICERS of the Accountancy Branch learnt with deep regret of the recent deaths of Messrs. H. W. Beulke (81 years), R. W. Franklin (85) and C. J. Savage (68).



Mr. Beulke

Mr. Beulke joined the Department in 1883, and retired at 60 in 1928. Apart from four years with the then Locomotive Branch at Bendigo in the early "nineties," the whole of his departmental career was in the Accountancy Branch, where he occupied the position of Chief Bookkeeper for the 10 years immediately prior to his retirement.

Mr. Franklin commenced duty in the Transportation Branch in 1879 and transferred to the Accountancy Branch in 1898. He was employed in the Cashier's Office from the date of his transfer until his retirement in 1923. At that time he was in charge of the Cash Office.

Mr. Savage joined the Audit Branch (which was subsequently amalgamated with the Accountancy Branch) as a Junior Clerk in 1897. During his service as an Audit Inspector, to which position he was promoted in 1927, he became widely known to railwaymen throughout the State. In 1936 he was appointed Officer-in-Charge of the Powers Machines Division, and held that position until his retirement in 1946.

... ..

It is with regret that we have to report the death last month of Mr. William Joseph White who at the time of his retirement 25 years ago was Roadmaster at Korumburra.

Railroading was in the blood of the White family. The late Mr. W. J. White had three railway sons: Leo (deceased), William (retired) and Joseph, who is employed in the Refreshment Services Accounting Office. Their grandfather, Mr. William White, worked for the Hobson's Bay United Railway Co. The family's aggregate of railway service is 153 years!

RETIREMENTS

BY the retirement of Mr. Bill Stephen last month, the Department loses one of its most popular and cheerful officials.

Bill was born in Glasgow sixty-five years ago. Before coming to Australia in 1909 he was a marine engineer with the Clydeside firm of Muir and Houston, now defunct. His first job in this country was with Johns & Waygood, but after twelve months he and the firm parted company and he joined the Water Supply section of the Victorian Railways as a Draftsman. He has been there ever since, rising steadily to his final position of Engineer of Machinery and Water Supply.

Bill has no plans for the future except to continue living as a "peaceful citizen." Since his arrival in Australia forty years ago, he has never been back to Scotland. He would like to do so, but, he says "conditions are too unsettled, and it costs too much to travel about the world these days. Anyway, I know I'd come back here again. I prefer Melbourne's cold to that of Scotland."



TWO well-known Way and Works Branch officers—Messrs. E. B. Slater and G. J. Way—have both been obliged by ill-health to sever their long association with the Department.

Mr. Slater, who was Engineer of Track and Drainage, joined the Department in 1910. After some few years as an Engineering Assistant he was chosen for the position of District Engineer at Geelong, and subsequently was transferred to a senior position in the Administrative Offices. His many friends regret that his indifferent health forced his retirement within a year of his attaining the important office of Track and Drainage Engineer.

During the First World War, Mr Slater "did his bit" by travelling to England to engage in munitions production, remaining there until the end of the war. As well as Engineer he is a registered architect, and for a period in 1933 was on the Chief Architect's staff.

Mr. Slater is at present enjoying a restful holiday on Magnetic Island. His many well-wishers inside and outside the Department look forward to his returning in a much improved state of health.

Mr. R. S. Miller, B.C.E., former District Engineer at Geelong, has succeeded Mr. Slater as Track and Drainage Engineer.

Mr. G. J. Way (Way and Works Accountant) joined the service in April 1911, as a Junior Clerk in the Telegraph Division at Newport. He was transferred to Head Office in December 1914, and, apart from periods at Ouyen and Sale during 1915-17, he remained there until his recent retirement.

In May 1924, he was appointed Assistant Way & Works Accountant, and was promoted to Accountant when Mr. C. Rolls retired in 1942. His long association with this office gave him an intimate knowledge of Way & Works Branch activities. It also brought him into close contact with many officers in various Branches of the Department, and amongst them all he earned an enviable reputation for friendly and helpful co-operation. Work was never drudgery for him. Keenly interested in whatever task came to his hand and noted both for his capacity and common sense, he will be greatly missed by his many friends and colleagues in the Department.

Popular Manageress

THOUSANDS of ex-servicemen will remember Miss E. M. Evans who managed the Railway Refreshment Rooms at Wangaratta during the Second World War. It was one of the busiest feeding stations in Victoria, and served the fighting forces with more than half a million meals.

Miss Evans retired recently after 27 years' service. At various times she had acted as Manageress at every one of the 16 Refreshment Rooms conducted by the Department, and had made a host of friends amongst railway travellers. At the time of her retirement, she was in charge of the Princes Bridge Cafeteria.

In presenting Miss Evans with a standard reading lamp on behalf of officers and staff of the Branch, the Superintendent of Refreshment Services (Mr. A. W. Keown) described Miss Evans as a most efficient and popular member of the service who would be greatly missed not only by her colleagues, but by rail patrons generally.

Miss Evans is sure to appreciate the gift of the reading lamp; books—and travel—are her chief recreations. In 1934 she took six months' leave to make a world tour and study the latest trends in catering. She expects to visit Darwin shortly and intends to return via Mt. Isa and the Queensland coast. Miss Evans takes with her into well-earned retirement the best wishes of all men and women in the railway service.

Lamp Expert's Good Record

FIFTY YEARS a railwayman, never late and—despite his name—never a black mark! That is the outstanding record of Mr. James Patrick Black, Sub-Foreman at the Railways Gas Shop, Spencer Street, who has retired.



Joining the Department on December 18, 1898, his first job was in the Telegraph Branch as a messenger boy. Soon he became a Lamp Attendant in the Gas Shop, and from that position he graduated to Lux Lamp Fitter, and finally to Sub-Foreman.

Jim Black comes of railroading stock. His father, Mr. William Black, was on the staff of the Engineer of Existing Lines (now the Way and Works Branch) and he had five railway brothers, only one of whom, however, Mr. Eric Black, Interlocking Engineer, is still with the Department.

Jim looked after the Lux kerosene pressure lamps when Spencer Street Station and most suburban stations and yards were lit by them. Of an inventive turn of mind, he had a number of ideas accepted by the Betterment and Suggestions Board. Before the Second World War he maintained all railway air-gas plants and during the war years he installed the air raid sirens at Flinders Street Station.

In his youth Jim was a keen racing cyclist. He was the East Melbourne Club's scratch man and rode in three Warrnambool to Melbourne road races.

He built his own motor car in the yard of his home in 1918, and on his self-made motor cycles he toured all of Victoria and most of New South Wales.

After a holiday in Queensland, Jim intends concentrating on his one hobby—engineering. He has his private workshop, complete with lathe, air compressor, gas-brazing torch, etc.

NORTH LOCO FOOTBALL PREMIERS



REPEATING their performance of 1939, when they went through the season undefeated, North Loco defeated Spotswood 'Shops last month in the V.R.I. Football Association's competition for the Commissioners' Cup. The final scores were North Loco 11.17, Spotswood 9.5.

Goal kickers: North Loco — Sharp (4), Bolger, Baggott (2 each), Williamson, Tully and Gorringe (1 each). Spotswood 'Shops—Brown, Harris (3 each), Hughes (2), Duffy (1). Best players: North Loco—Lee, Stubbs, Sharp, Arthur. Spotswood 'Shops — Harris, Brown, Hughes, Doran.

Brian Brown (Spotswood 'Shops) headed the goal kickers' list with 29 goals for the season. He was closely followed by A. J. Matheson (Melbourne Yard), last year's winner, who scored 27 goals. W. McTaggart (Melbourne Yard) won the award for the best and fairest senior player, and M. Hughes (Spotswood 'Shops) and A. Allsop (Northern) tied for the honour of being the best and fairest junior.

Although convincingly beaten, Spotswood offered surprisingly stout resistance and it was not until the last quarter that they were worn down by a stronger and more experienced combination. Both teams fielded some outstanding footballers. North Loco's captain and coach, H. Arthur won the V.F.L. Gardiner Medal when playing for North Melbourne Seconds, and Ron Baggott is a former Melbourne champion centre-half forward and ex-captain and coach of Brunswick. Spotswood had Dick Harris, who a few years ago used to delight Richmond supporters with his dashing roving and clever pocket-forward work. Dick also represented Victoria in Carnival games. Bill Fairfull, of Yarraville, Max Hughes, of Williamstown, and Joe Davis, of Brunswick, were other Spotswood stalwarts.

Winning the toss, Spotswood got an early break on their opponents, by making the utmost use of the breeze. The big North Loco players had trouble in handling the ball in the wet and gusty conditions and the lighter Spotswood boys took full advantage of every mistake made. When it came to North Loco's turn to have the use of the wind, their forwards were very much off the target. Spotswood appeared to strengthen their hold on the game when they scored a valuable goal against the breeze.

Spotswood lost the game in the third quarter when North Loco closed up the play and restricted their opponents to 2.3 at the same time adding 2.4 to their own tally. In the last quarter North Loco applied the pressure from the bounce, and taking complete control of the game, rattled on 6.4 and kept Spotswood scoreless for the term.

Despite the bad weather more than 500 persons attended the match which was productive of some really good football.

STANDING (L. to R.): A. Harding, A. Dawkins, J. Sharpe, B. Stubbs, R. Baggott, J. Lloyd, J. Lynch, S. Storti, C. McCann, A. Bailingall, J. Allen, W. Tipping, W. O'Brien, J. Monks, G. Young, H. Casley, N. Cassidy, J. Tully, C. Gorringe, M. Conolan, L. Datson.

FRONT ROW (L. to R.): A. Adkins, J. Bolger, G. Bell, H. Arthur (Captain), K. Boyle, A. Lee, J. Williamson, F. Dwyer.

CRICKET SEASON

The V.R.I. Cricket Association's competition for the Commissioners' Cup will commence next month. The games will again be played on the Royal Park oval. This season it is hoped that new teams representing 'shops, depots and suburban lines will enter the contest. Last year five teams competed. The annual meeting of the Association will be held at the V.R.I. on Thursday, September 22.

CHALLENGE GOLF MATCH

Dimboola railwaymen are still talking about the annual golf challenge match between the Transportation and Rolling Stock Branches which was held recently and resulted in a win for Transportation—three matches to one.

The teams were: Transportation: G. ("Shooter") Sharp, G. ("Champ") Tolliday, G. ("Got-It-By The Throat") Herlihy, V. ("Slicenook") Mullen. Loco: R. ("Buff") Stamp, E. ("Lake") Muir, H. ("Hole-in-one") Hole, N. ("Pipe") Edgar.

"Buff" Stamp found "Shooter" Sharp in a devastating mood, and after trailing all the way, was beaten 7-6. "Lake" Muir was all astray with his long game, and after spending most of the day exploring the rough, fell an easy victim to the consistency of "Champ" Tolliday 6-5. "Hole-in-one" Hole was no match for Herlihy who defeated him 3-7. "Slicenook" managed to hold "Pipe" Edgar for the first nine holes, but fell away after that to fall a victim 4-3.

At a pleasant function after the match a shield, made and donated by "Lake" Muir, was handed to the Transportation golfers. They will defend it against Rolling Stock next year.

CHESS CLUB

The V.R.I. Chess Club has been in existence for 15 years. Its members compete in annual inter-club matches for a shield donated by the Victorian Chess Association. Last season the Club was successful in 10 matches; six were lost and two drawn. The Edwards Perpetual Trophy is to be played for in the near future. Mr. F. C. Wood is the holder.

The club holds regular meetings every Thursday evening in Room 97, V.R.I. Further information about chess activities may be obtained from Mr. B. Keane (X U 1220).

Heritage

The cheque was spent that the shearer earned, and the sheds
were all cut out;
The publican's words were short and few and the publican's
looks were black;
And the time had come, as the shearer knew, to carry his
swag outback.

Henry Lawson.

The almost total disappearance of the swagman, with his rolled blanket, billy-can and beard, has removed a picturesque figure from the Australian scene.

The tragedy of lives such as most of these men led was a symptom of economic ills which Australians may well hope have vanished for ever—ills which found one of their expressions in unemployment.

Today, a generation is growing up who can understand only dimly the haunting fear of being out of work.

Henry Lawson's pathetic picture of the swagman—"dirty and careless and old he wore, as his lamp of hope grew dim....." was not in the least far-fetched at the time it was drawn.

In the days of Lawson's swagman, Australia's wealth sprang directly from the farms and stations. Poor seasons brought about by drought struck an immediate blow at prosperity. There were less bags of wheat to reap; less sheep to shear.

Men were laid off from work in the towns to counterbalance a drop in income by city businesses and warehouses. They went to the country to compete for the jobs available. Small landholders whose own crops or herds had failed sought seasonal work, too. The supply of workers exceeded the demand, and the weakest went to the wall.

Since then, however, we have gradually evolved a stronger economic machine. Stabilization schemes exist to spread the profits from primary income over all seasons, good and bad. Manufacturing has grown into a significant source of employment. Better living standards demand more work to supply services. These things provide a cushion against seasonal primary scarcities.

Today, full employment exists. We live in a society where there is always work for those able and willing to do it.

But, like all machinery, this economic machine which helps to give every man a job requires motive power—otherwise it would fail. Its motive power is human effort. The more effort the greater the machine's output.

We call the output our standard of living.

THE VICTORIAN
RAILWAYS

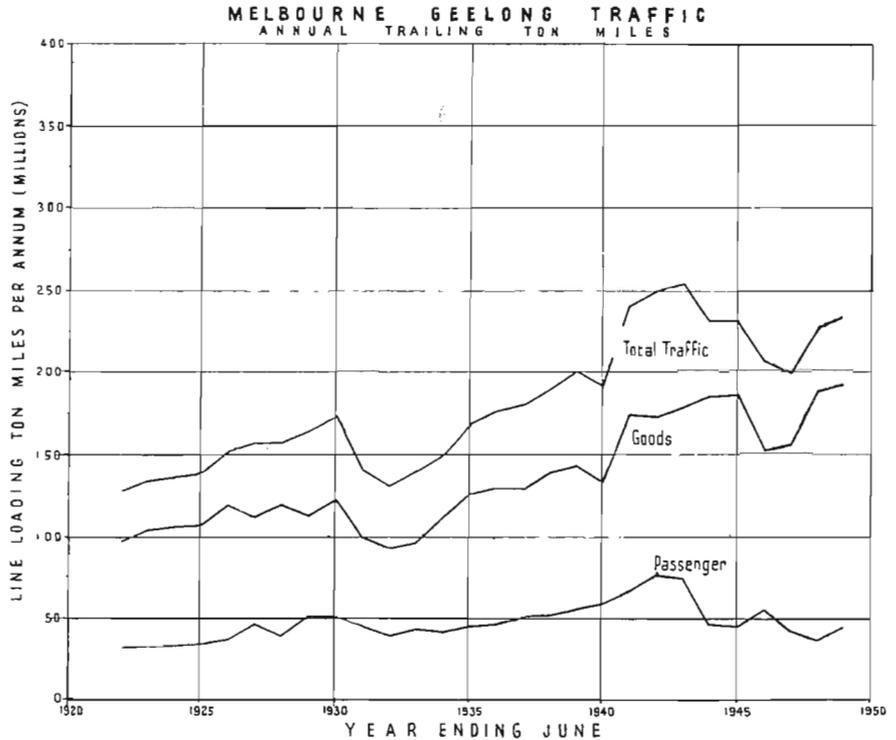
News Letter

OCTOBER 1949

Issue No. 229



PLANS TO ELECTRIFY GEELONG LINE



I NTERESTING facts concerning the proposed electrification of the line between Newport South and Geelong and duplication of the Newport South—Werribee and North Geelong—North Shore sections were given recently by the Chairman of Commissioners (Mr. N. C. Harris) in evidence before the Parliamentary Public Works Committee.

He recommended that the electrification and duplication scheme be carried out, at an estimated cost of £1,188,000, and that, unless some other task of similar character acquires higher priority in the meantime, the proposed electrification works be undertaken progressively as staff is released from the corresponding sections of the Dandenong—Traralgon electrification.

Regarding the economics of the scheme, Mr. Harris said that today's estimated cost of electrification was £926,000. This included the provision of electric locomotives of general utility type having a speed range of up to 70 m.p.h., and also sub-stations and overhead equipment. The latter would be designed to suit an eventual duplication of the present single line.

It is estimated that, compared with steam operation, electrification alone would save £47,000 per annum. However, duplication of certain sections, at a cost of £262,000, would be necessary for exploiting a profitable field for increased passenger traffic. Mr. Harris expressed the view that electrification without any duplication would by no means permit the operation of a service that the public had the right to expect between two important centres of production and commerce within 45 miles of

each other.

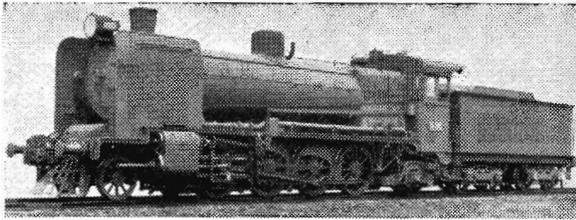
Having regard to prospective additional revenue, it was considered that the combined project of electrification and sectional duplication would show a net financial advantage, estimated at £52,000 per annum.

Electrification alone would give more flexibility in operation because of greater acceleration and higher average speeds. On the other hand, it could not add greatly to the capacity of the line at times when more capacity would be of most value, as in the morning and afternoon peaks. It would almost certainly have an important advantage over steam operation by way of greater immunity from curtailment of services when black coal supplies were deficient and uncertain, as had so frequently been the case in recent years. This alone should produce an increase in passenger travel.

The opportunity of increasing net revenue by greater frequency, speed and reliability of passenger services was an outstanding advantage. This was the best method of securing maximum patronage at low cost. The opportunity would be of special value on the Geelong line, partly due to the large population and to industrial and business activities at both Melbourne and Geelong, and partly to the normal existence of heavy restrictions of steam passenger services.

Following the duplication of the Newport South—Werribee and North Geelong—North Shore sections it would be possible to schedule 18 passenger trains each way daily, instead of the 11 which ran prior to the Second World War, and the seven provided in recent years.

(Continued on page 3)



"N" Class Loco

MATERIALS are now being delivered for the construction of 20 "N" class locomotives at Newport Workshops, and work has already begun on two of them. Fifty more "N" class types are being purchased from the North British Locomotive Co. An order for 50 "R" Class locomotives has just been placed with the Company at a cost of approximately £2,600,000.

The "N" class locomotives to be built at Newport are similar in design to the 2-8-2 type, 30 of which are at present in service. The boiler, however, has been re-designed to incorporate a combustion chamber and thermic syphon. All frame pieces will also embody suitable distance pieces to ensure ready conversion to the 4 ft. 8½ in. gauge.

The new batch of "N" class locomotives will be employed for goods traffic on light lines.

Continued from page 2.

GEELONG LINE ELECTRIFICATION

There was no doubt that substantial revenue had been lost by the Railways in recent years through shortage of coal and consequent restrictions. For some years, Sunday trains, which were both popular and profitable, have not run mainly because of fuel restrictions. It was firmly believed that an hourly service off-peak and the ability to run extra divisions of heavily loaded peak hour trains would soon develop and retain a substantial increase in passenger revenue.

On completion of the proposed works (if not possible earlier) it was intended that the passenger services be increased to at least the level of pre-war frequency, but with the added advantages of faster and more reliable schedules.

The proposed works would lift the daily limit on passenger service from 11 to 18 trains daily; trains would be faster and more reliable, and hourly service would not only allow more trains to run express, but would also be more convenient at roadside stations and the service contemplated would be suitable for cheap day return fares, which in their turn also would attract more patronage.

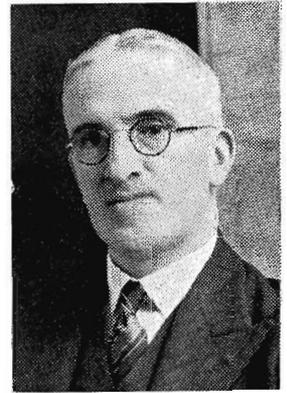
In the course of his evidence, Mr. Harris said that the growing importance of Werribee and intermediate points had not been overlooked. The scheme outlined would be quite consistent with an electric suburban service to Werribee in conformity with potential patronage.

MR. WISHART TO SUCCEED CHAIRMAN

THE Victorian State Government has appointed Mr. R. G. Wishart as Chairman of Commissioners to succeed Mr. N. C. Harris on his retirement at the end of the year.

Mr. Wishart joined the Transportation Branch as a Junior Clerk in 1906 and transferred to the Secretary's Branch nine years later. Since then he has occupied a variety of important posts, culminating in a Commissionership in April 1940.

He brings to his new position a wide experience gained under the capable leadership of Sir Harold Clapp and Mr. Norman Harris.



Mr. Wishart

Railwaymen throughout the system will wish him well in his new post.

The Minister for Transport (Mr. Kent Hughes) in a tribute to Mr. Harris, said that as a soldier and a railwayman he had given splendid service. During the past 18 months Mr. Harris had concentrated on plans for the rehabilitation of the railways which had been held back for years by shortages of manpower and materials.

"THE OVERLAND" SLEEPERS NAMED

ABORIGINAL names have been selected for the six new joint stock sleeping cars being constructed at Islington Workshops, South Australia, for "The Overland."

The South Australian selection, Allambi (quiet place), Tantini (sleeping) and Mururi (to sleep), has been taken from the vocabulary of the Lower Murray natives and the Victorian group, Chalaki (evening), Weroni (quiet) and Dorai (to sleep), from words used by the aborigines who lived in the north-west of Victoria, *i.e.*, between Ballarat and the South Australian border.

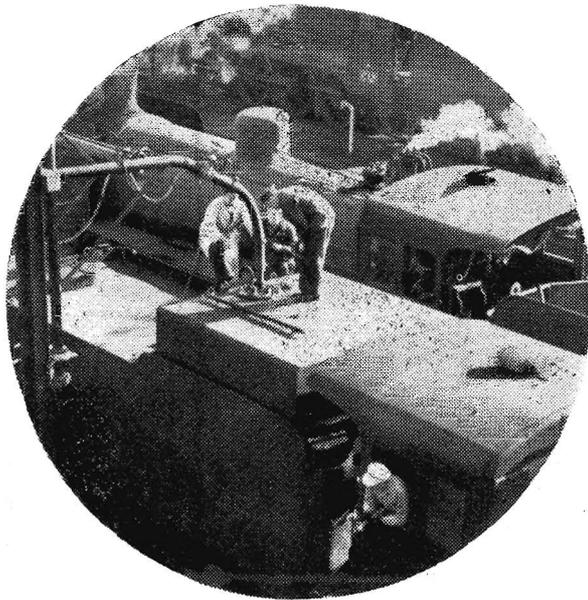
All of the words perpetuate the language of the first Australians who roamed the route of "The Overland."

The six air-conditioned cars are expected to be completed before the end of the year. They comprise four cars with single berth roomettes and two with double berth compartments.

Each roomette is fitted with a wash-basin and a lavatory of the combolet unit type. In the single berth roomette the bed folds into a partition behind the seat. The double berth type has a private shower compartment and a combolet.

From

COAL TO OIL



THE Victorian Railways were the first in Australia to undertake an extensive programme of conversion of locomotives to oil burning. Persistent shortages of coal, with the consequent restrictions of railways services and general public inconvenience caused them to take this step as an insurance measure.

As the Railways here were not able to draw upon experience, either overseas or locally, experimentation was necessary. This was carried out in 1946, and the trials proving successful, the work of converting 82 locomotives—representing 15 per cent. of the total—was immediately put in hand and was practically completed early in the following year.

The wisdom of this action has been amply shown. During recent years it has enabled the Railways to continue many country services, for both passengers and goods, that otherwise could not have been provided with the amount of coal available for railway use; and in the latest crisis it saved Victoria from a virtual “black-out” of many essential railway services.

In the absence of Australian oil production, and for economy reasons, the substitution of oil for coal in locomotives could not be justified in normal circumstances. Conversion of the 15 per cent. of the locomotives to oil burning has resulted in a very considerable extra cost to the Railways by comparison with the cost of running on coal. However, the disparity in working costs is gradually diminishing because of the rise in the price of coal and a reduction in the cost of oil.

Apart from working costs, substantial expenditure was involved in the conversion. It costs upwards of £475 to equip each locomotive as an oil burner. In addition, local storage had to be provided at each of the eight centres on which

the converted locomotives were to be based, viz., North Melbourne, Bendigo, Maryborough, Geelong, Ballarat, Ararat, Dimboola and Traralgon.

The necessary capacity was provided mainly by the purchase of twenty-seven 12,000 gallon tanks from the Commonwealth Disposals Commission. Supplies to the tanks are maintained by 16 rail tankers—most of them of 9,000 gallon capacity.

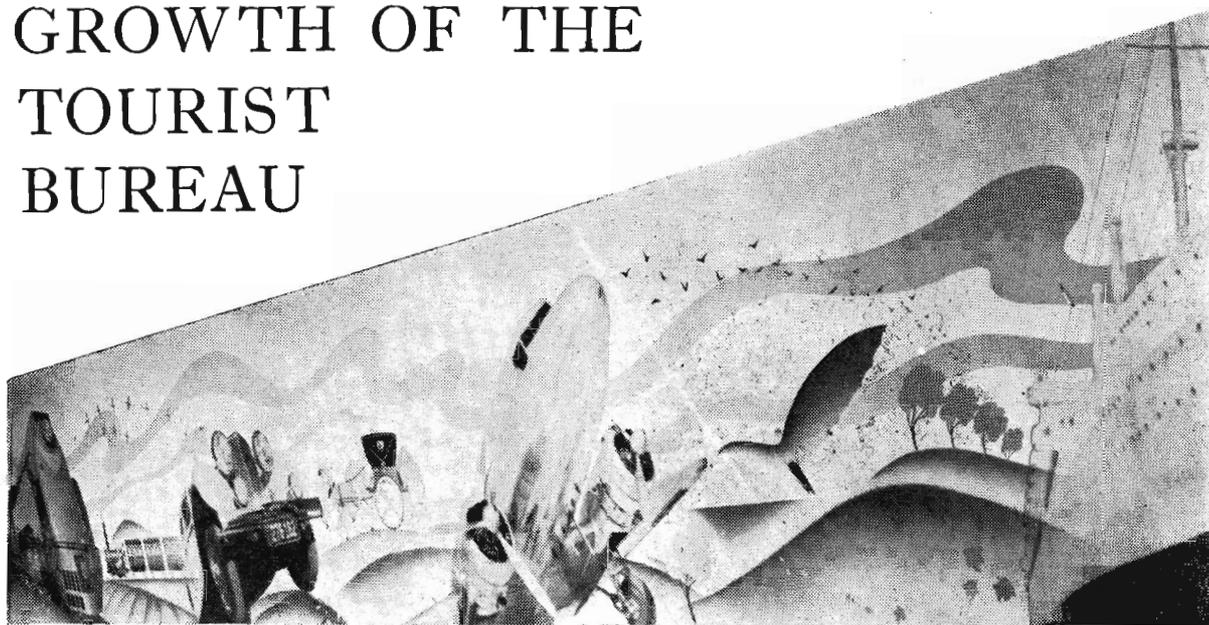
Diesel oil was used in the locomotives in the early stages, but light furnace oil was subsequently purchased in complete cargoes at a reduced price. To obtain the utmost advantage from this method of purchase adequate oil storage accommodation had to be provided. An oil installation at Newport was accordingly purchased at a cost of £30,000. The installation consists of three concrete storage tanks, each with a capacity of 6,000 tons, together with pumping facilities, pipe lines and buildings. The oil is pumped from the vessel at the wharf to the installation at Newport and is distributed from there as required.

When the latest crisis developed it became necessary to make use of the oil burners to run trains to any point on main lines throughout the State. This involved the installation of additional oil storages at Warragul, Benalla, Ouyen and Donald, and the improvisation of eight more rail tankers for the transport of oil. The whole of this work was completed within a month.

The Warragul installation was of particular importance as it was provided to ensure that the all important brown coal and briquette traffic would be uninterrupted by the coal strike.

In an endeavour to maintain services in spite of persistent coal shortages, the Railways have also used large quantities of firewood which, although a poor substitute for coal, have saved the cancellation of numbers of goods trains.

GROWTH OF THE TOURIST BUREAU



IN his recent report on the Victorian Railways, Mr. John Elliot said of the Victorian Government Tourist Bureau: "The main office in Collins Street, Melbourne, is modern, spacious, well lit, beautifully furnished and decorated and is one of the finest tourist offices I have seen."

The story of the Bureau starts in 1888 when John Boyce, at that time an assistant in the Station-master's office at Spencer Street, was appointed the first Railways Inquiry Officer in Australia. The position was created to cater for the increased traffic caused by the Melbourne International Centennial Exhibition to be held in August of that year.

The innovation proved so successful that seven years later, the little office was moved to Flinders Street Station where Victorian and interstate booking facilities were added to its functions and



Aboriginal influence in floor design

in consideration of its increased importance the name was changed to the "Central Railway Booking and Inquiry Office."

When the new Flinders Street Station was being built it was necessary to transfer the office to the foot of Elizabeth Street for a short time before moving to the Princes Bridge corner of Flinders and Swanston Streets.

The establishment of this new office, known as the Government Tourist Bureau, was made necessary by the widening activities, for by now Mr. Boyce and his staff were embracing tourism in addition to normal Railways information. Also, the population was growing rapidly and there was greater scope for holidays.

Meanwhile the small inquiry office at Spencer Street which Mr. Boyce had opened almost twenty years earlier continued to help the travelling public as a lively, if small, branch.

In December 1908, the main office was moved to the corner of Collins and Swanston Streets, opposite the Town Hall. But here again business expanded so fast that fifteen years later even it became too small and another move was necessary.

The new spacious premises were in Queen's Walk, between Collins and Swanston Streets, and here it was possible to carry out the further expansion which because of insufficient space had been impossible previously. Here, too, it seemed that the Victorian Government Tourist Bureau had found a permanent home.

The Victorian Government Tourist Bureau was the pioneer and most progressive of travel publicity agents in Australia and had become recognized as the leading authority on travel throughout the country. But with the "thirties" came the slump

(Continued overleaf)

Growth of the Tourist Bureau

and tourism suffered in common with other projects. With the end of the slump and more money in circulation, business began to recover at a surprising rate. And so many inquiries came from other States into the travel potentialities of Victoria that it was thought expedient to open branches of the Bureau in Adelaide and Sydney. These new branches opened in October and November 1935 respectively. Six months later a further branch was established in Brisbane, and eighteen months after that another local branch was opened at the centre entrance of Flinders Street Station, in addition to the original, which was still maintained at Spencer Street.

In 1938, in conjunction with other States, the Eastern States Government Tourist Bureau was opened in Perth and, in April the following year, another branch of the Victorian Bureau started in Hobart.

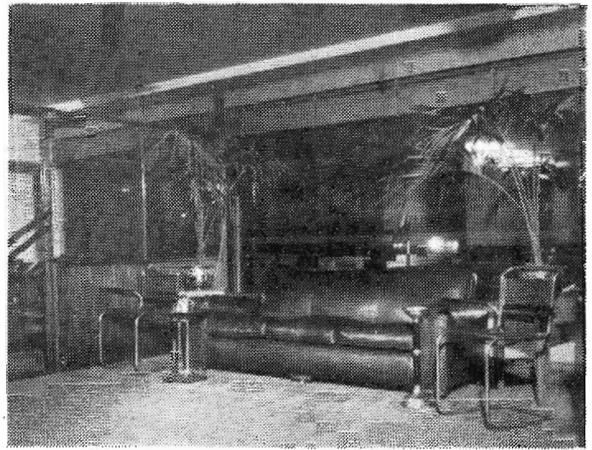
With the exception of the slump years the story of the Bureau has been one of continuous and rapid expansion. By 1939, gross revenue had reached £410,000 and in that year James Boyce's infant Inquiry Office of fifty-one years before was ready to move again.

The Victorian Government Tourist Bureau—now under Mr. W. T. McConnell's management—is offering a complete service of rail, road, air, and sea travel—a service unsurpassed by any other tourist organization in the Commonwealth. It is proving of immense value in stimulating travel not only within Victoria itself but also from every other State. It is also building a business, highly lucrative to Victoria.



Kangaroo — floor design

The new offices were opened on November 13, a day which "can be regarded as a red letter day in the annals of Victorian tourism." These new offices embody all modern aid for efficiency and at the same time are educationally beneficial. The counters and panelling of Australian timbers are of outstanding beauty. The mural decorations, covering a panel 900 square feet in area, portray the advance of travel from jinker to aircraft, each symbol contrasting dramatically with its neighbour; and the floor coverings are decorated with designs



The Lounge

found in the caves of Central Australia. The telephone inquiry bureau is staffed by travel experts who must be able to answer tourist questions, not only on Victoria, but all Australia.

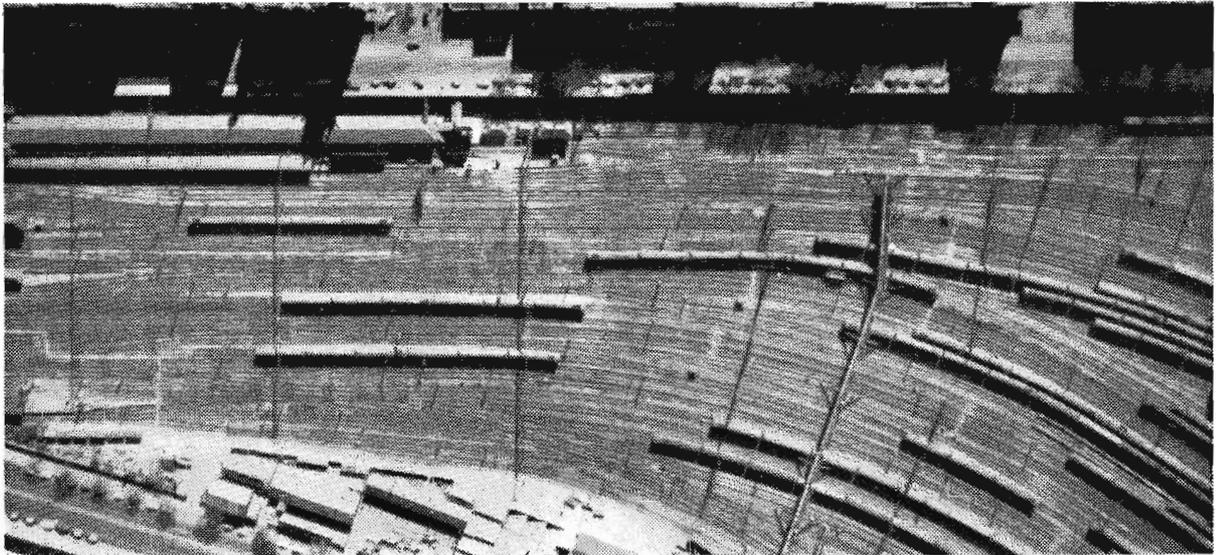
The amount of traffic which passes through these lines can be gauged from the number of incoming calls last year—a total of over three quarters of a million, the highest number recorded on any day being 5,300 on April 14.

To enable the staff to contend with this huge business, a special telephone exchange has been installed. Each assistant has his own telephone, but as they are constantly in use, the instruments have been fitted with a "hold and call" device. By this means, an outside call can be held while the assistant makes another call on the same 'phone.

Because of the incessant run of incoming calls, a wall indicator automatically records each call awaiting answer. These calls are held in priority of receipt and as they appear on the indicator so a light (in place of bells to reduce sound) shows on each instrument and the calls on the indicator move down one place as a call is taken. There is also a duplicate indicator in the Assistant Manager's office so that during exceptionally heavy periods additional staff can be seconded to reduce congestion.

With the war, all branches of the Bureau—but not the main office—were closed. Most have now been reopened and are established at Sydney, Adelaide, Brisbane, Geelong, Ballarat, Bendigo and Mildura. Apart from booking transport, trained experts advise on all branches of tourism from the shortest journey to the extended and complicated world-wide air trip. They will reserve accommodation in hotel or guest-house in any part of the State. Every important liner is met for the benefit of passengers and the ship is linked to the Bureau by telephone. Sightseeing tours can be arranged to any district or resort in Victoria while the ship remains in port or, if time does not permit, within the city of Melbourne itself.

RAIL SURVEY TAKES WINGS . . .



Section of Flinders Street Yard

THE first experimental aerial survey arranged by the Department was undertaken two years ago in the Bacchus Marsh area.

The initial results indicated the possibilities of this new method of survey for railway purposes, and further experimentation with another type of camera, and with different heights and speed of the flights, showed that the work could be carried out successfully.

Duplication of portion of the Gippsland line was then under consideration, and surveys were necessary. These, if carried out by standard ground methods would have taken considerable time even if staff were available. Contracts were therefore let for aerial photography of railway property, including workshop and yard areas, from Williamstown Pier to Flinders Street and on to Traralgon, from Dandenong to Koo-Wee-Rup and Athlone, and from Caulfield to Mordialloc—a total of about 160 route miles.

In the first experiment, a camera with a focal length of $8\frac{1}{2}$ inches was used, but as the results were not up to expectations a camera of 12 inch focal length and $1/200$ second shutter speed was installed. Flown at a height of 1,800 feet at 120 m.p.h. this gave a plate scale of 150 feet to 1 inch. Further experiments were necessary to eliminate movement on the photographs and obtain greater clarity of detail. A slower flying speed was also found to be necessary to obtain the required overlap (20 per cent.) of the photographs.

Excellent results were obtained by using a plane with a minimum flying speed of 80 m.p.h., and the 12 inch focal length camera with negatives $8\frac{1}{2}$ inches by $6\frac{1}{2}$ inches, giving a plate scale of 100 feet to the inch.

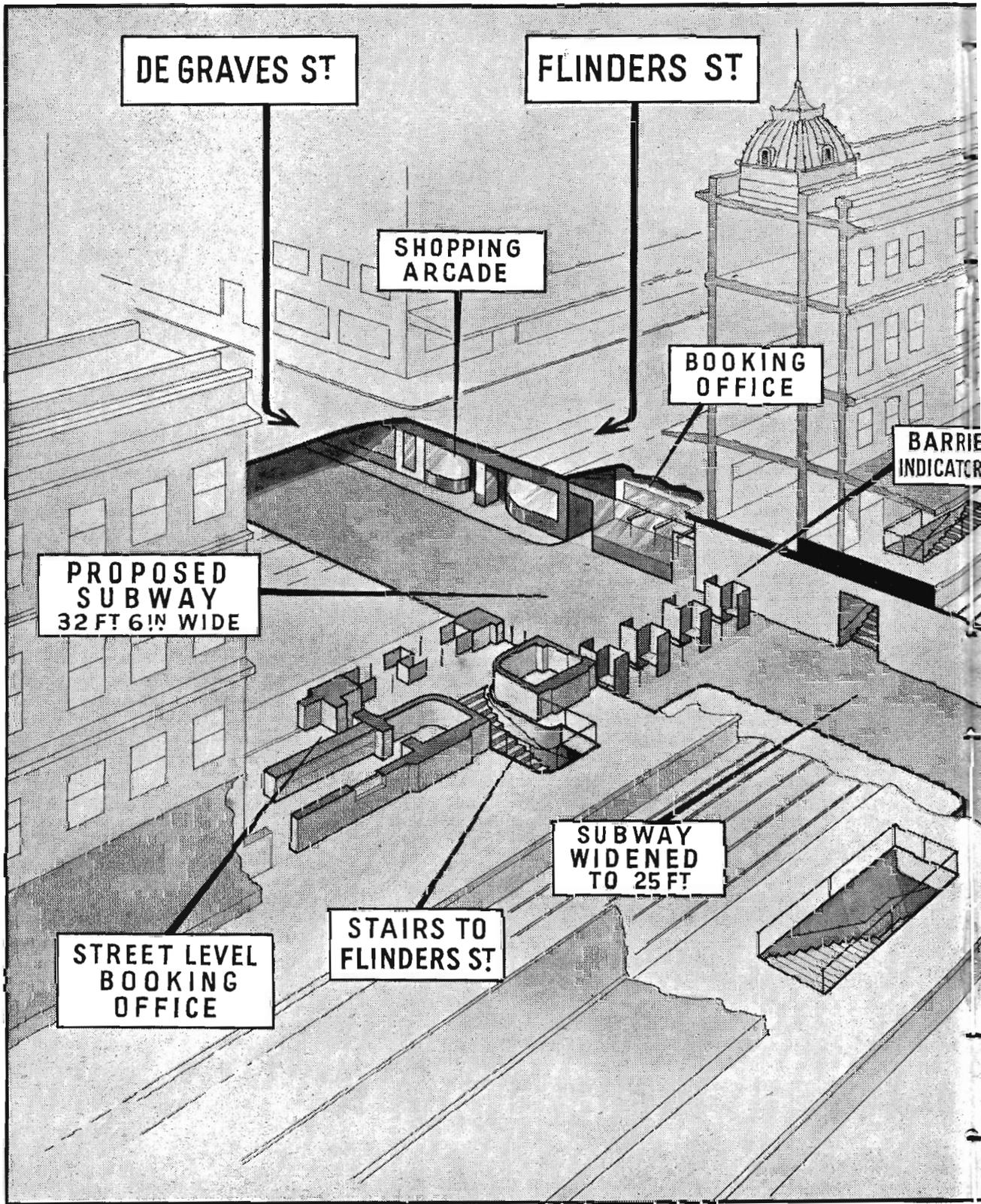
For the contractor's guidance, parish plans (usually 40 chains to 1 inch) were supplied, with the area to be photographed shown in colour. Other details, such as high and low points along the line of the railway—so that the plane could maintain the appropriate altitude—were also given.

Due to tip and tilt of the plane and to altitude variations, the aerial photographs are not true to scale and require rectification. This is done by placing the negatives in a rectifying enlarger, which is adjusted to bring the photo image on the printing board into its true proportions.

The developing and fixing of the rectified print again cause scale inaccuracies of $1\frac{1}{2}$ per cent. due to paper shrinkage. This is overcome by passing the wet prints through the photo glazing machine with the back of the print in contact with the glazing surface, and under degrees of heat and pressure according to the correction desired.

The rectified prints are checked in the Drawing Office and, if satisfactory, are trimmed and laid down as a mosaic on pulp board. The mosaics are signed as plans, and re-photographed on to sheets of film. This gives rectified negatives true to scale within plan limits, and any number of prints may be run off as required.

Aerial photography is both speedier and less costly than the standard methods of ground survey. It has been proved to be quite satisfactory for railway work, and within the last few weeks the aerial camera was focussed on the Melbourne-Geelong line, which is on the programme for future electrification. Other aerial surveys contemplated include the South-western and North-eastern main lines, the Portland area and an extensive portion of the suburban system.



DE GRAVES ST

FLINDERS ST

SHOPPING
ARCADE

BOOKING
OFFICE

BARRIER
INDICATOR

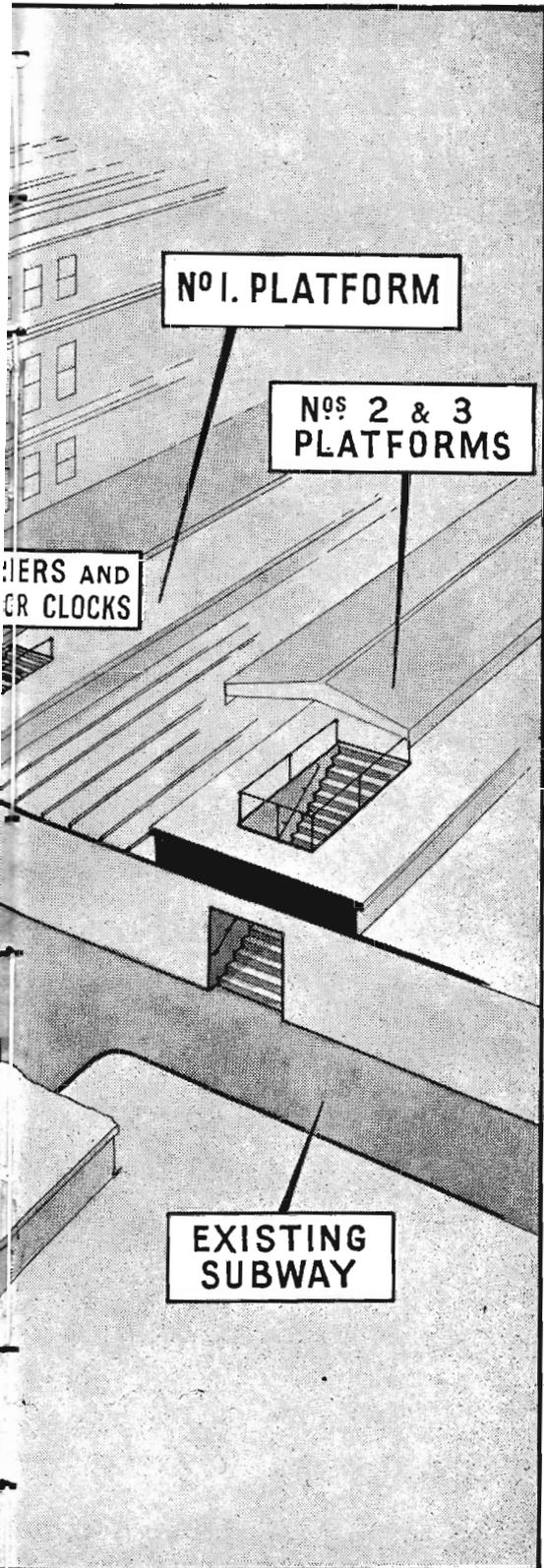
PROPOSED
SUBWAY
32 FT 6 IN WIDE

SUBWAY
WIDENED
TO 25 FT

STAIRS TO
FLINDERS ST

STREET LEVEL
BOOKING
OFFICE

DEGRAVES ST. SUBWAY PLANS



Various proposals have been put forward over the years to cope with the exceptionally heavy flow of pedestrians to and from Flinders Street Station.

With the outbreak of the Second World War, all plans for subways and other methods of meeting the problem had to be shelved. Now, however, they have been revived and brought nearer fruition.

Following conferences of interested bodies, the Commissioners have sent to the Melbourne City Council their plans for the extension of the present subway opposite Degraives Street, so that they may link up with the Council's proposals.

To give our readers some idea of the Department's plans, we reproduce a cut-away perspective sketch specially prepared for the "News Letter." Indicating tabs on the sketch show the various features of the subway extension.

The present subway is 15 feet wide. It is proposed to widen it back to Nos. 2 and 3 Platforms. The new width of 25 feet will be in one span. The subway will then open out to 32 feet 6 inches at the new check barriers, where it will join the City Council's construction under Flinders Street roadway.

Data for determining the desirable width of the subway and the number of barriers to be provided was obtained by making a tally of passengers using the Centre Entrance. On the day the tally was taken, 15,723 passengers entered and 21,868 left by the Centre Entrance. The peaks were: 8.30 a.m. to 9 a.m., 5,642 passengers outwards; 5.15 p.m. to 5.45 p.m., 4,682 passengers inwards.

Provision is made in the plan for a new stairway leading to No. 1 Platform from the east wall of the subway. This will give a ready means of access to Princes Bridge from all platforms.

A further new stairway will run from the west side of the subway, under No. 1 Platform, to street level. It will open on to the south footpath of Flinders Street.

A new suburban booking office will be built in the subway under the south footpath of Flinders Street and just outside the new barriers. Facilities for booking at street level will be provided in the existing building.

The Department will be responsible for all this work.

When the "News Letter" went to press, the Melbourne City Council's Traffic and Building Regulations Committee and Public Works Committee were discussing the Council's subway proposals.

★ Found Courtesy At Station

RECENTLY I arrived at Spencer Street from Bendigo, helpless with a bad attack of asthma. A friend who was to meet me was a little late. In the meantime I was looked after and every effort was made to make me comfortable. A taxi was arranged for me and I was carried to it and made comfortable for the journey.

To anyone looking for gentlemen, go to the Spencer Street station, is the advice of a grateful traveller.

Herald 26/8/49

So wrote a grateful train traveller in the Melbourne "Herald" last month.

That little act of kindness and courtesy won the Railways a firm friend who, no doubt, will continue to travel by train and persuade his friends to do the same. For courtesy builds goodwill and gains us friends. It wins us business.

The courteous railwayman is the Department's best seller of rail transport. He declines to be irritated by the foolish things done by some travellers.

He goes about his work in a cheerful manner and endeavours to set an example. He will not argue with patrons because, apart from the matter of good taste, he knows that such a thing doesn't pay.

Arguments make enemies, not friends. He realizes that although he may win a dispute with a customer it is a hollow victory as the Department in the final analysis is the loser.

The courteous railwayman makes a study of the problem of human relations. He knows that a "please" and a "thank you" work like magic with even the most difficult of travellers. He studies their comfort and convenience.

He never rebukes a patron in a loud and arrogant tone of voice when, for example, a carriage door is left open as a train is about to leave a station.

But he doesn't mind raising his voice to call the name of a station to ensure that people won't be carried past their destinations.

In short, he tries to give good and pleasant service to the public.

The courteous railwayman does much to help the Department when it is singled out for unfair

criticism in regard to matters beyond its control. He knows that inadequate supplies of coal (and that of an inferior quality) and shortage of manpower are the reasons that prevent the Department from giving the public a train service of pre-war standard.

He replies to the critics in a courteous way, taking care not to offend them and cause them to become further disgruntled.

He regards the person who makes a reasonable complaint as a friend, not an enemy. He appreciates the fact that the average person is fair-minded and will prove sympathetic when convinced that the Department is providing the best service practicable in the light of existing conditions.

The courteous railwayman is a doer rather than a talker. He looks upon the train traveller—the man who pays his wages—not as an interruption to his work, but the purpose of it.

DEFENCE FROM THE AIR

Aspirited defence of railways was made recently by Mr. C. G. Scrimgeour in his "The World Of Tomorrow" weekly radio feature over 3 DB.

A correspondent asked him why it was necessary to go on running railways when, as he put it, they were so unprofitable and old fashioned. This was Mr. Scrimgeour's reply: "I know that railways operate at a loss in monetary values, but the value of railways to a country can never be assessed in monetary values. They serve an immensely important function without which practically any country in the world would be hopelessly up against problems of transport which would debar development.

"For many years to come railways will be a vital factor in the successful settlement of our wide open spaces, and even if financial dividends don't exist, the social dividends are very high.

"Railways," he went on, "may have to face very severe competition by aircraft in the transport of passengers over long distances, but they will still hold the banner for economic transport of heavy and unperishable goods. Not only that, but with technical improvements already under way—improvements which will provide for greater speed and comfort—I think they will hold their own in passenger transport as well.

"People who read reports of deficits in railway budgets should remember to assess the value of Australian railway systems by their social and industrial importance rather than their cash balances.

"The train," Mr. Scrimgeour added, "is by no means a back number and will undoubtedly come into its own as a popular scientific method of twentieth century transportation and travel."

QUESTIONS AND ANSWERS

A STORY is told of a man who once called in a mechanic to fix his car. The mechanic looked the engine over and gave it three knocks with his hammer. Then he started up the engine and it ran beautifully. When the owner received a bill for £3.3.0 he thought the charge a bit steep for so little effort, and he asked the mechanic for a detailed account. He got it, and was amazed to read—

3 knocks with the hammer at 1/- each 3/-
Knowing where to knock £3.0.0

There's a lot in knowing where to knock when you want to make inquiries, for you can save a lot of time and get an accurate reply if you go about it the right way.

If a Quiz Programme were to include the question: "Where would you go to ask questions about the Railways?" probably nine out of ten would answer either "the Man-in-Grey" or "the Victorian Government Tourist Bureau."

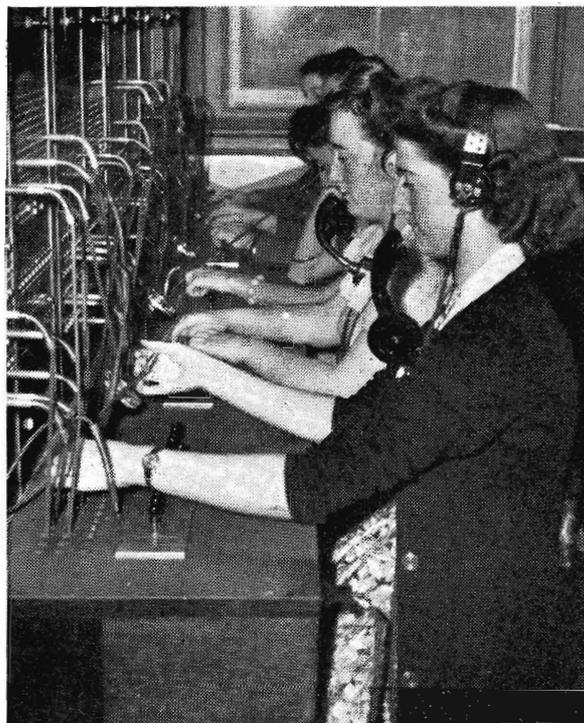


Man-In-Grey at Spencer Street

For these two are well known as having the answers to a lot of questions on railway matters.

Any questions on train times, travel, accommodation, or the usual holiday problems will be answered by the Bureau. And you can put your questions over the counter, in a letter, or by telephone.

If you are at either Spencer Street or Flinders Street Stations you can, of course, ask the Man-in-Grey personally and you'll either get the answer straight away, or else he will direct you to where you can get the information.



Telephone switch-board at Head Office

You'll find that your Stationmaster, too, is a handy man at answering queries, and he can put you right on a lot of railway matters.

Maybe you wish to telephone the Department and you don't know the particular office concerned. Then tell the Telephoniste just what you want and she will switch you through to the right office. If you are calling at the Railway Administrative Offices in Spencer Street, the Hall Officer will direct you to the appropriate room.

The following are some of the more usual subjects on which queries arise and, as a guide, the offices which deal with such matters are also shown—

- Fares and freight rates—General Passenger & Freight Agent
- Train running—Superintendent of Train Services
- Claims for loss or damage—Claims Agent
- Staff vacancies—Employment Officer (Room 225)
- Leases of railway land—Estate Officer

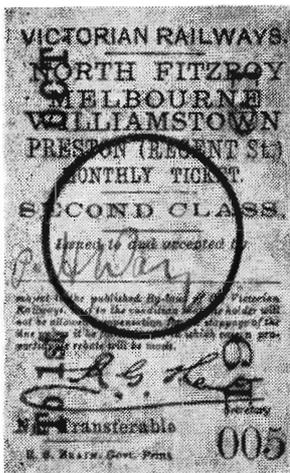
But sometimes you've got a question on some aspect of railway operation which is a bit out of the ordinary—it might be about some feature of safe-working, or perhaps some aspect of departmental history—and you don't know where to send your letter. Address it either to the Secretary for Railways, or the Chairman, Public Relations and Betterment Board. If there is an answer to your question, you will get it promptly.

...

These notes are, of course, primarily for the benefit of the general public. Will you make sure that the information is passed on?

PAST DAYS RECALLED

WHEN engaged on a renovation job at North Fitzroy Station recently, Mr. H. H. Holland (Actg. Works Sub-Foreman) found a number of old rail tickets which had slipped down behind the counters. Knowing that they would be of interest to our readers, he forwarded the tickets to the "News Letter."



Among them was the one illustrated — a monthly ticket available between North Fitzroy, Melbourne, Williamsstown and Preston (Regent St.), and expiring on October 1, 1901. The ticket is the same size as the reproduction. It is backed with black leather on which the station names are gold-embossed.

Other tickets included some nearly forgotten station names: Nicholson Street Fitzroy in 1889), Macaulay Road (Macaulay, 1909), and North Preston (changed to Preston-Reservoir almost immediately after the opening of the line in 1889; about 1906 the word 'Preston' was dropped).

* * *

New Assistant (booking customer's order): "Have you an account here, Madam?"

Customer (rather haughtily): "No; but I want to see the Manager."

New Assistant (walking up to Manager): "A lady of no account to see you sir."

LINES FROM OTHER LINES

New South Wales



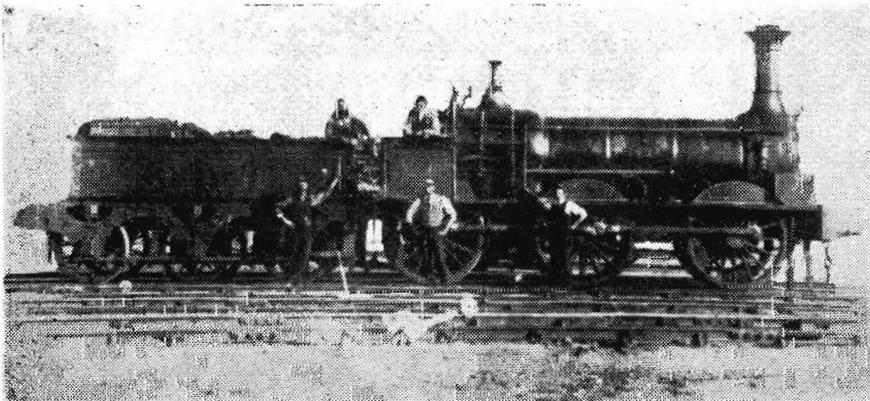
PICTURED above is the interior of one of the new first-class saloon cars placed in service last month on the Riverina Daylight Express between Albury and Sydney. Included in the train is a buffet car for hot and cold meals. All the cars are air-conditioned.

U.S.A.

Energy developed for wartime radar, harnessed to provide the fastest method of cooking food ever known, has been adapted to a railroad car by the Pennsylvania Railroad, U.S.A., which is conducting experiments in so-called "radar" cooking, states the "Railway Age."

The new Radarange unit is said to require only 15 seconds to cook hamburger, 45 seconds for steak, and two minutes for half a chicken. The unit, with an oven only 18 in. high, 19½ in. wide, and 20½ in. deep, is housed in a small temporary kitchen in the centre of the experimental cafe coach. Meals are served at six four-place tables, and eight lounge chairs, each having an adjustable tray on the right arm-rest. While the experimental car will operate occasionally in regular service, there is no intention at present to use the installation permanently. It will serve only for research and experimentation to determine the practicability of "radar" cooking on the railroad's dining cars and in its other food services.

EARLY V.R. LOCOMOTIVES



1. FIRST GOODS LOCOS

0 — 6 — 0 type

Nos. 2, 3, 4 & 5.

Built in 1857 by George England & Co., London. Placed in service in January 1859.

Renumbered in 1860 as Nos. 11, 13, 15 and 17.

Later known as V class.

PUBLICITY CHANGES

MR. H. C. FENTON, who succeeds Mr. Bromilow but with a new title as Chairman of the Public Relations and Betterment Board, first came to Australia from London, after serving with the New Zealanders in the First World War, to join the Sydney "Sun." Later, "Monty" Grover, one of the great editors in past Australian journalism, asked him to join the nucleus of staff that produced the first Melbourne "Sun Pictorial."

Peter, as he is usually called, forsook active journalism in 1926 to become Railways Publicity Officer under Mr. (now Sir Harold) Clapp, who later gave so much encouragement to the formation of the Australian National Travel Association. When Charles Holmes became Executive Officer of the Association, Mr. Fenton returned to London to build up Australia's name from the tourist and investor-settler's viewpoints, in Britain and the continent.

With the outbreak of the Second World War, the Association's work was suspended, and Mr. Fenton joined the British Ministry of Information as Pacific Specialist. A year later he transferred to the B.B.C. as Director of the Pacific Service shortwave transmission, and began what, he says, was one of the most interesting jobs he had ever tackled. It brought him into close daily touch with some of the best "back room" brains in England which, in the days of the war, were concentrated on interpreting Britain and her war aims to the rest of the world. Later he took charge of the B.B.C.'s liaison, or public relations, with national broadcasting organizations throughout the Empire, and in



1946 he went to Paris for the Peace Conference to co-ordinate the B.B.C.'s output to the Empire, the Americas, European countries and the East. In Paris he tried to get Molotov to record, in simple English, Russia's aims, but Molotov was always "too busy."

Just over two years ago, Mr. Fenton, who needed a break from the strenuous and austere conditions of war and its aftermath, gladly accepted an invitation to return to this country for three years to help rebuild the Travel Association, now the National Publicity Association. And instead of going back to England next May he finds himself, "something like the prodigal son" as he says, gathered again into the Railway family.

After a break of twenty-three years we can only say, "We're really glad to have you back, Peter."

ORIGINS OF STATION NAMES

ALMURTA: Local aboriginal name for mistletoe.

BARWON: Named from the Barwon River. "Barwon" is a native word meaning "magpie."

KANGAROO FLAT: So named prior to the gold-digging days as it was a favourite resort of kangaroos.

MORDIALLOC: Formerly known as "Moody Yalloak." It means "near the little sea."

PYRAMID: Pyramid Hill, from which this station takes its name, was so called by Major Mitchell in 1836 because, as he said, it resembled an Egyptian monument.

WOODEND: So called because, to persons travelling to Castlemaine and Bendigo diggings in the early days, it marked the end of the Black Forest, a wood then infested by thieves and vagabonds.

AFTER nearly fifty years' service, Mr. L. C. Bromilow, Manager of the Publicity and Tourist Services, has retired from the Department to join the Greyhound Tourist Organization.

He entered the Railways as a Transportation Clerk in the Kyneton Goods Sheds. From there he went to Yarraville and, through Spencer Street and Flinders Street, round various suburban stations until he finally found his way back to Spencer Street.

In 1909 he moved to the Administrative Offices. After a period in the Train Control Office, he was appointed Special Officer under the Outdoor Superintendent. Subsequently he became Train Controller, and soon afterwards was transferred to the Secretary's Branch as a member of the Betterment and Publicity Board.

In June 1946, he was appointed Manager of Publicity and Tourist Services and Chairman of the Betterment and Suggestions Board, a post in which he had acted since Mr. V. F. Letcher relinquished it in 1939. It was while he was on the Board that the Reso, Holiday and Better Farming Trains were established; and in these activities he demonstrated the organizing ability that contributed so largely to his successful career.

A week or two ago, some of his friends met, with a valedictory gift, to wish him well. As the Secretary for Railways, Mr. Burt Kelly, who made the presentation, said: "'Brom' will be missed at Head Office, but his fellow railwaymen are sure he will be successful and happy in his new work."

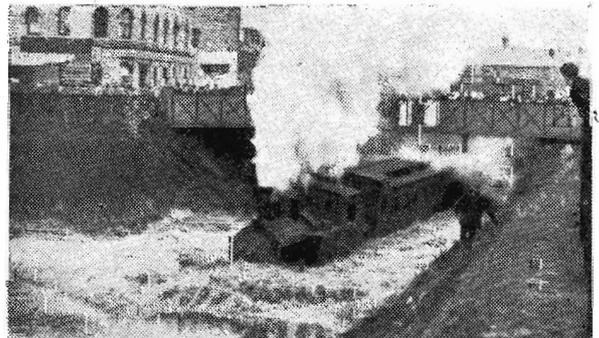
OUR cover picture taken in front of "A" Signal Box, Flinders Street, shows a goods and an electric suburban train leaving Flinders Street Station. An average of about 86 trains pass "A" Box between five and six o'clock each evening.

HONOUR ROLL FOR NEWPORT WORKSHOPS

IT is proposed to compile an Honour Roll of ex-servicemen who enlisted from Newport Workshops for service in either the First or Second World War.

The particulars required are: Name and initials, regimental number, branch of service, whether First or Second World War, decorations. If killed in action, died of wounds, died whilst prisoner of war, or prisoner of war.

All ex-servicemen eligible for inclusion and the friends of deceased soldiers are asked to send full details to Mr. J. J. Williams, Timekeeper's Office, Newport Workshops.



This picture of a train passing through flood waters at South Yarra on January 25, 1907, was sent in by Arthur Tate, Storeman at the Ambulance Office, Spencer Street.

WESTINGHOUSE Brake Inspector F. P. Archer retired last month after 42 years' service in the Railways. He was responsible for the preparation of the book of instructions on the Westinghouse Automatic Air Brake which is issued to every railwayman concerned with the operation and maintenance of air brakes.

The book was written at the request of the Chief Mechanical Engineer (Mr. A. C. Ahlston) and appeared in 1945. According to Mr. J. White, General Manager of the Westinghouse Automatic Air Brake Co. in Australia, it compares favourably with any other text book on the subject.



Before joining the Railways in 1907 Mr. Archer was driving winding engines and gold dredges on the Castlemaine field. He went to Bendigo as an Engine Cleaner and subsequently fired the double-headed W class engines that hauled coal trains on an improvised line from the State Coal Mine at Wonthaggi to Nyora.

The full load was 14 trucks. The grades were so steep that the van became an encumbrance and was discarded. The Guard sat on a seat at the rear of the last coal truck!

After he had qualified as a Driver, Mr. Archer worked steam cranes at North Melbourne Loco Depot. On this job, he had some of the most exciting experiences of his railway career. He retains a vivid recollection of the derailment of the Bendigo express on the Harcourt side of Castlemaine, many years ago. The A2 engine which was hauling the train left the track and, with the tender and two of the leading carriages, overturned. The Driver and Fireman and the only two passengers—one, a Chinese—had almost miraculous escapes from injury.

"I'll never forget the bewilderment of the Chinese when we got him out of the wreckage," said Mr. Archer. "He glanced at the capsized engine and carriages and, turning to me, asked: 'which way Castlemaine?'"

From Loco Foreman, Mr. Archer rose to Assistant Shed Foreman and Shed Foreman at North Melbourne Loco, and was appointed to his present position in 1928.

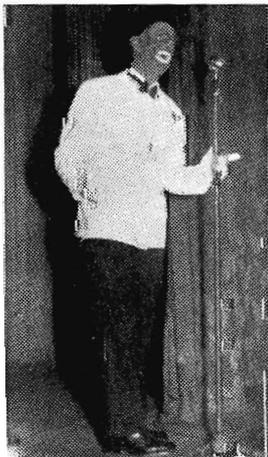
He intends to visit north Queensland with his wife, before settling into retirement.

POPULAR ENTERTAINER

EVERYBODY at Newport Workshops knows Boiler-maker's Help Arnold ("Dr. Mack") MacDonald who is always willing to help any charitable cause.

Arnold has been an entertainer for more than 30 years, and his black-faced comedian and impressionist's act is in great demand when concert parties are being organized. His favourite numbers are from Al Jolson's repertoire: they are "Sonny Boy," "Sitting On Top of the World" and "Mammy."

During the Second World War he entertained servicemen in camps, hospitals and convalescent homes. As a member of the All Sports Concert Party he has continued this good work in the post-war period.



This picture was taken on the eve of the retirement of Driver Harry Porter, of Bairnsdale. L. to R.: Fireman D. Brown, Driver J. Carmichael, Fireman G. Burton, Fireman I. H. Elliott, Train Examiner W. Eaton, Driver W. Gibson and Driver A. Timms. In the foreground is Driver Porter and his water spaniel who, according to local railwaymen, "knows more about engines than the average person."

OBITUARY

RAILWAYMEN of all ranks were sorry to learn of the death of Dr. Brynmor Beveridge Jones, M.B., B.S., on August 23 at the age of 53.

Through kindness of heart, Dr. Jones endeared himself to both staff and patients. Indeed, his interest in his patients' personal background, their life, their hobbies, were to him of paramount importance.

Dr. Jones was born in 1896. He was educated at St. Peter's College where he won a scholarship to Adelaide University.

For some years he practised in South Australia before coming to Victoria about eighteen years ago. In Melbourne he took up private practice in East St. Kilda and at the Footscray clinic.

He joined the Victorian Railways on January 2, 1940 and examined patients in both the physical and eye sections.

Owing to ill-health he retired early this year. But during the nine years he was with the System his examinations of the staff numbered approximately 100,000.

His interests lay in gardening and music. By the time he was 13 he had already won several competitions and scholarships and was considered something of a 'child protegee.' He played the piano, violin and organ with equal success and as a child used to play the pipe organ in Stowe Church, Adelaide.

Lord Beveridge, the architect of Britain's social security programme, was a full cousin. Dr. Jones leaves a widow and one daughter.

* * *

We also record with regret the recent death of Mr. C. H. Cheong, who was well known to railwaymen by the many special articles he wrote for our predecessor, the V.R. Magazine, as well as for his work as secretary and organizer of the railway sub-committee during the Appeal for the Blind in 1931. He was 41.

After leaving the Department in 1933, he worked on "The Herald" and its associate journals and for other papers. During the Second World War he rose to the rank of Major. While on service he edited several Army magazines.



FOR TRACK SEASON

THE V.R.I. Women's Amateur Athletic Club has begun training at the women's sports oval, Royal Park, and aims to make the 20th season the most successful in the Club's history.

Last year six teams entered the competition and all reached the final four in their respective grades. Premierships were won in "A," "C," and "D" grades; wins were scored in the 300 yards and 440 yards relay championships of Victoria, and the club completed a magnificent season by winning the Phyllis Cantwell Shield, which is awarded for the highest points registered in the championships.

There were some grand individual performances throughout the year. Competing against triple Olympic Champion, Mrs. Fanny Blankers-Koen at the Melbourne Cricket Ground, V.R.I. representative Wilma Collins tied for second place in the hurdles with Australia's No. 1 Olympic athlete, Shirley Strickland. Miss Collins also won the Club championship and the Elsie Jones Memorial Shield.

The outstanding athlete at the Victorian championships was Kay Coffey who was selected No. 1 Victorian woman athlete. She was awarded the Sir Frank Beaurepaire Trophy. Although the club set an extremely high standard last year, it hopes to do even better this year. The girls are being coached by Tim Wade, a prominent professional runner who won the Echuca Gift and other important foot-running events. Miss L. Neville, the club's enthusiastic Secretary and Treasurer, is anxious to hear from girls interested in joining the club, as it is the intention to field at least six teams this year.



Victorian Footballers bound for Hobart

S.A. WINS GLICK CUP

After defeating Tasmania and Commonwealth, Victoria was defeated by South Australia in the railways football carnival in Hobart last month. The scores were: Victoria 5.4, South Australia 9.6. The winners hold the Glick Trophy for the ensuing year.

Best players for Victoria were Park, M. Ross, Matheson, Maloney and Arthur (until injured). Park won a special trophy for the best Victorian player in the series of games.



The six railwaymen (above) are members of the South Bendigo Rifle Club. Back row: L. D. Morrow (Clerk), W. G. Jones (Fitter). Front row: C. James (Guard), S. C. Ellis (Clerk), J. C. Chamney (Coppersmith), J. E. Dunstan, Capt. (Blacksmith). Messrs Ellis, Chamney and Dunstan have been captains of the club for 24 out of the past 34 years.



Claims Agent (Mr. P. A. Fankhauser) putting in the annual golf match between the V.R.I. and the Postal Institute. Others, reading left to right, are: Mr. D. R. McLean (Chief Postal Inspector, Finance), Mr. R. L. Edwards (Dep. Director, Posts and Telegraphs, Tasmania) and Mr. L. J. Williamson (Comptroller of Accounts).

POSTAL GOLFERS WIN

The annual golf match between the V.R.I. and the Postal Institute was played at Rosanna and resulted in a win for the Postal Institute—nine matches to four. Eight matches were squared. Frank Findlay, President of the V.R.I. Golf Club, won a trophy for the best railway player. He returned a card—two down. The E. Edwards Shield was presented to the captain of the winning team (Mr. T. Phingsthorne) at a pleasant social function in the club house.

INTERSTATE GOLF CARNIVAL

Members of the V.R.I. Golf Club are looking forward to the big interstate event in Adelaide on October 16-23 when golfers from Victoria, New South Wales, Queensland and South Australia will compete for the Tintara Cup.

The Victorian team will be selected from the following: Metropolitan: Messrs. T. Kelly, J. Barker, H. L. Jones, M. Lynn, R. Doyle, R. Caughey, S. Orr, R. Sullock, V. O'Brien, F. Corbett, J. Fitzgerald, G. Williams, A. Cruickshank, J. Mills, K. Mackenzie, S. Morcombe, T. Jackson, R. Kydd. Country: A. Leitch (Ballarat), L. Barlow (Hopton), J. Roche (Numurkah), G. Long (Benalla), W. Whitcombe (Geelong), F. Findlay (Ballarat), J. Westwood (Ballarat), G. Tolliday (Dimboola), J. Sherman (Bendigo).

The Honorary Secretary of the V.R.I. Golf Club (Mr. K. Mackenzie) has been appointed manager of the Victorian team which at present holds the cup.

ANGLING CLUB SEEKS MEMBERS

The V.R.I. Angling Club is making a drive for members. The club has a 20 ft. motor boat moored at Williamstown for the use of salt water fishermen. Trips are also arranged for those who prefer fresh water fishing. The Club holds meetings at the V.R.I. (third floor) on alternate Tuesdays at 8 p.m. Railwaymen who are keen on fishing are asked to get in touch with the President of the Club (Mr. M. Freiberg of South Moorabbin), or the Honorary Secretary (Mr. W. Crowe of the Guards Depot, Jolimont Yard).

MID-WEEK TENNIS CONTEST

The annual meeting of the V.R.I. Tennis Association will be held at the V.R.I. at 8 p.m. on Tuesday, October 4. The Honorary Secretary (Mr. K. McIver) is anxious to obtain new members to ensure the success of the mid-week competition.

Heritage

NO AUSTRALIAN is in doubt about the value of the sheep to our early development, but a neglected figure in our history is the humble working bullock; a figure divested of glamour, and the subject of infinite jest.

Yet there was a time when bullock teams provided the only heavy transport link between sea-coast and outback. Cussed by the bullocky, pestered by flies, sometimes starved to death in times of drought, the bullock plodded through mud, heat and dust to bring down the wool bales and take back the stores.

The lumbering waggons he hauled opened up country for the railways to follow. The wheel ruts pointed the way to ribbons of steel. With the coming of the trains, the bullock as a transport medium was doomed, for railways were faster, cheaper, more efficient.

The railways meant that poorer country could be worked profitably, smaller holdings would provide a living, more people could be supported. Australia was on her way to becoming a nation.

With the aid of science one railwayman became as effective as 100 bullock drivers, and the effect on the country was profound.

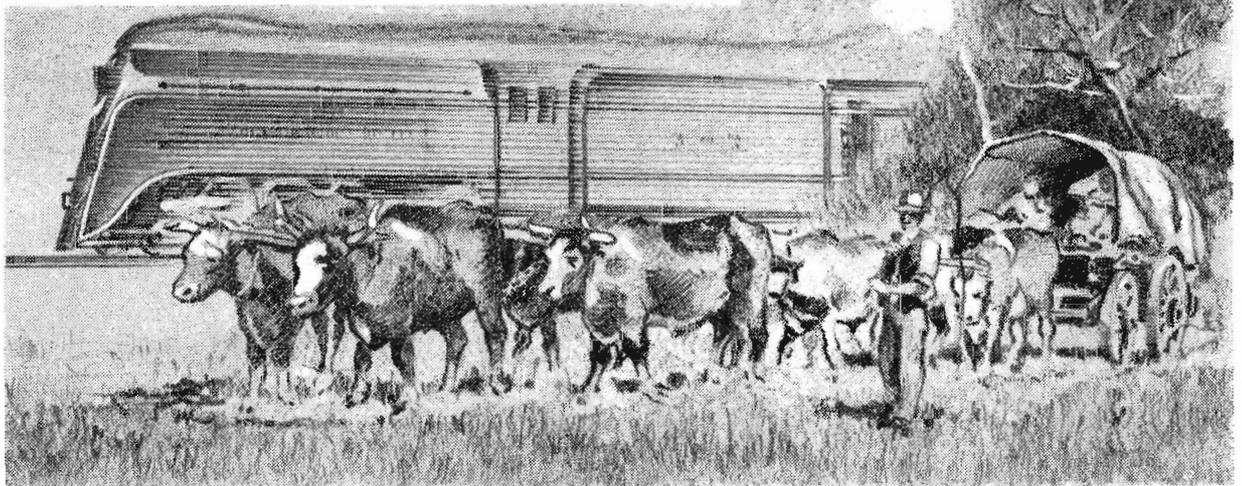
The self-containment of tiny communities gradually gave way to a greater interdependence. Goods were exchanged more readily, and people in the country bought city manufactures more cheaply, while city people bought produce of the country at less cost.

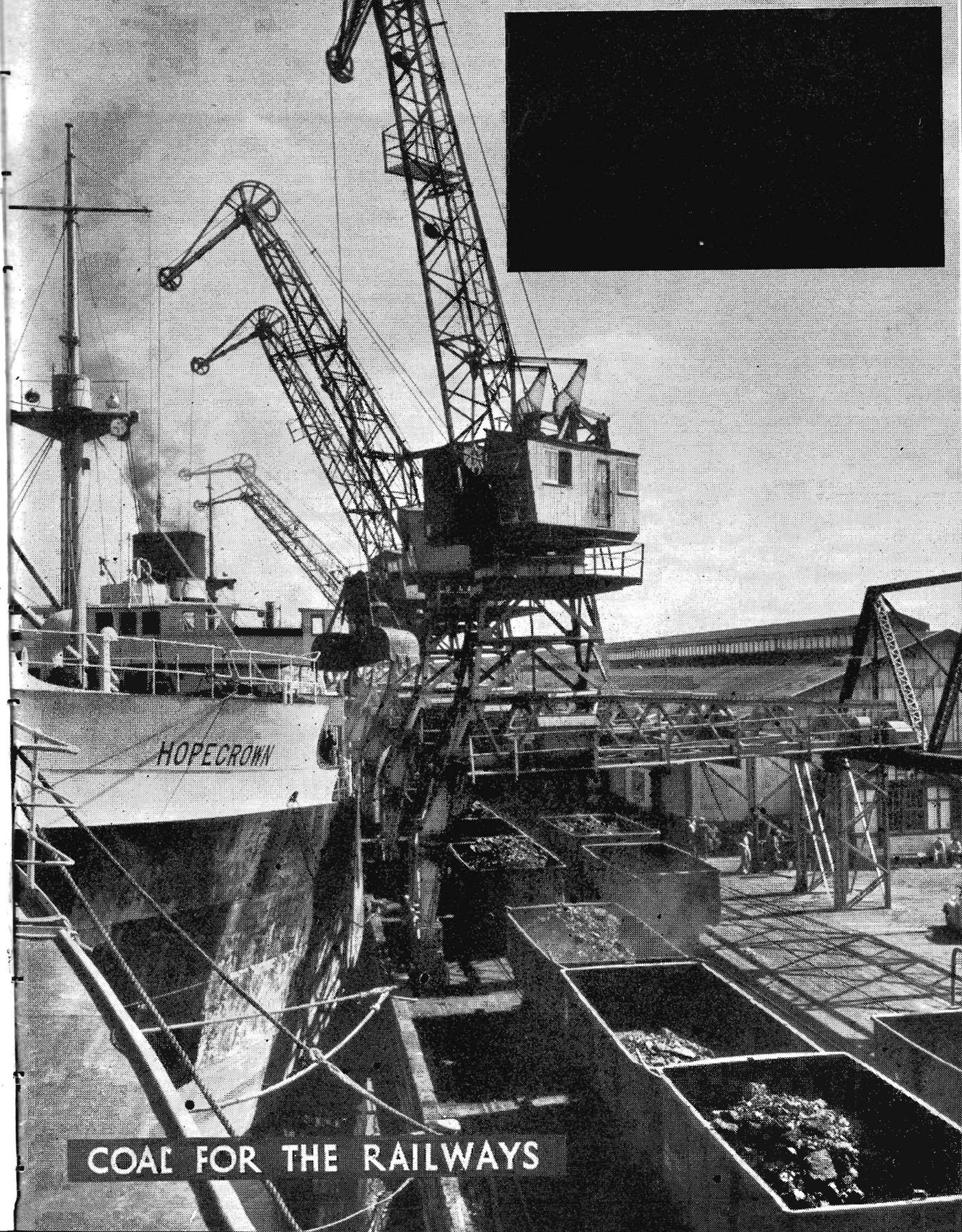
It became easier to take a trip and visit round, and such things as women's fashions, modes of speech, and trends of thought became more closely integrated.

Political and social consciousness grew as newspapers were sped across the miles to the homestead and station. The hour found the men, and statesmen with a new national message arose. Finally, Australia did become a nation with Federation, at the turn of the century. It would not have been possible without the transport of the railways.

Today, as then, the railways are still our greatest form of internal transport. Australia's future is still bound up in their efficiency.

Production is the key to our prosperity, our shield against adversity. The measure of production is largely determined by the capacity of our railway system. And that, in turn, is largely dependent upon the efficiency and the enthusiasm of the men who have made railway work their livelihood and their career.





HOPECROWN

COAL FOR THE RAILWAYS



Mr. Meyer

THE announcement of Mr. Oscar G. Meyer's appointment as the new Commissioner was made early last month. At present Mr. Meyer is Director of Mechanical Engineering in the Rail Standardization Division of the Commonwealth Department of Transport.

His railway life began when he gained a mechanical engineering cadetship with the N.S.W. Railways in March 1926 which covered all phases of workshop experience, design and testing. At the same time he worked on a diploma course (successfully completed in 1931) associating himself in particular with the construction of C36 class locos. While gaining drawing office experience, the D57 class loco was being designed.

At the outbreak of war, Mr. Meyer, then a N.S.W. Railways engineering executive, joined the A.I.F. with which he served for six years, rising to rank of Colonel. He was twice mentioned in dispatches, and for his work as Deputy Director of Works and Stores at Morotai he was awarded the O.B.E. (Military). Later, he became Director of R.A.E. at G.H.Q.

In 1946 he was appointed Assistant Director of Civil Engineering in the Commonwealth Standardization Division. In the following year, as technical adviser to the Commonwealth Government, he attended the International Labour Organization Transport Committee Conference in Geneva, after which he went on to England, Europe and America to investigate general technical and modern trends of railway transport.

Earlier this year, Mr. Meyer was again sent overseas in the capacity of consultative adviser to the Victorian Government, with special reference to Diesel locomotives, and for the Commonwealth Department of Transport to study further developments in rail transport since his previous visit.

MR. BURT KELLY, who had been Secretary for Railways since September 1947, retired recently to accept appointment as Chairman of the Board of Discipline.

Mr. Kelly joined the service as a junior clerk in the Transportation Branch. After transferring to the Secretary's Branch he became, in turn, member of the Staff Board, Commissioners' Special Officer, Chairman of the then Betterment and Publicity Board, Commissioners' Representative (Transport Regulation) and Secretary for Railways.

At an informal gathering, officers of his Branch recently bade farewell to Mr. Kelly and made a presentation to him.

The new Secretary, Mr. Norman Quail, also began as a junior clerk in the Transportation Branch, later transferring to the Electrical Engineering Branch.

His railway career was interrupted by service in the First A.I.F. He soon gained a commission and, while serving in France, was awarded the Military Cross.

Shortly after resuming in the Department, he became personal clerk to the Chief Electrical Engineer, and then staff clerk of the Branch. His success in the latter post led to his transfer to the Secretary's Branch, as senior clerk to the Staff Board. From there he graduated through a number of senior staff positions to become Chairman of the Staff Board in November 1947.

Mr. Quail has a wide knowledge and varied experience of all phases of staff and industrial matters which will prove a valuable background for his new position.

He is keenly interested in the welfare of ex-servicemen in the Department. He is also a member of the Legacy Club.



Mr. Quail

ANOTHER HONOUR FOR CHAIRMAN

Railwaymen are very pleased to learn that the Chairman (Mr. N. C. Harris) has accepted the presidency of the Melbourne Legacy Club for 1950.

Mr. Harris joined the Legacy Club in 1935. He has given a good deal of time and thought to the employment committee's work which specializes on the employment of children of deceased ex-servicemen. He has also served on the advisory committee, board of management, education committee, and the Junior Legacy Club committee.

TELLING THE STORY IN PRINT

HAVE you ever wondered where all the railway tickets come from, or who prints the time-tables, the posters on stations, or the folders and pamphlets that are handed out at the Victorian Government Tourist Bureau? Well, it's all part of the work done behind the railway scene.

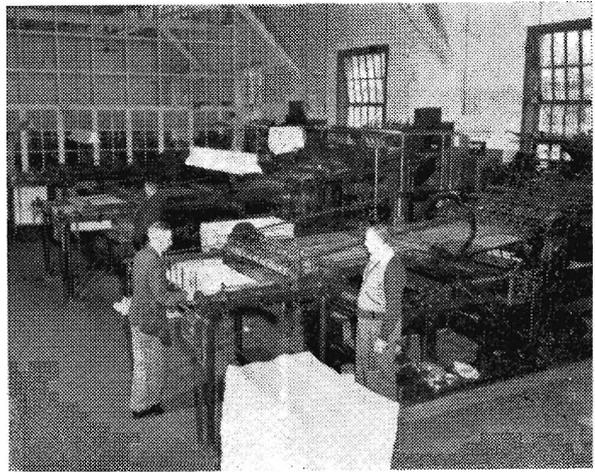
The Railway Printing Works at North Melbourne are responsible for it all. Their job is to tell the story in print.

The first essential for printing is, of course, type. Most of it is cast on the monotype machines at the Printing Works. These ingenious machines are in two parts. The first is a contraption looking something like a typewriter. The operator presses the keys of the machine, but instead of printing like the typewriter, it punches a series of holes in a roll of paper.



Monotype keyboards

The punched paper is then transferred to the casting machine, a very intricate machine that moulds type in accordance with the holes in the paper roll. Each letter or symbol is cast singly—hence monotype, as distinct from linotype, which casts a whole line in one piece, and is used in newspaper offices. So much railway work is set in ruled, tabulated columns that it is essential that letters and symbols be separately set so that the



The printing presses

necessary pieces of rule can be slipped in wherever they are required.

When the type is set, a proof of it is checked for mistakes. Corrections are marked, and are made by hand by compositors. The compositors, by the way, hand-set the larger types used in posters and also set smaller jobs.

In due course the type is transferred to the printing press. In the modern presses the paper is automatically fed into the machine.

The correct shade of ink is put on the machine, the type (locked in a forme so that it won't shift) is fixed to the bed of the machine. Then the machinist presses a button and the press goes into action.

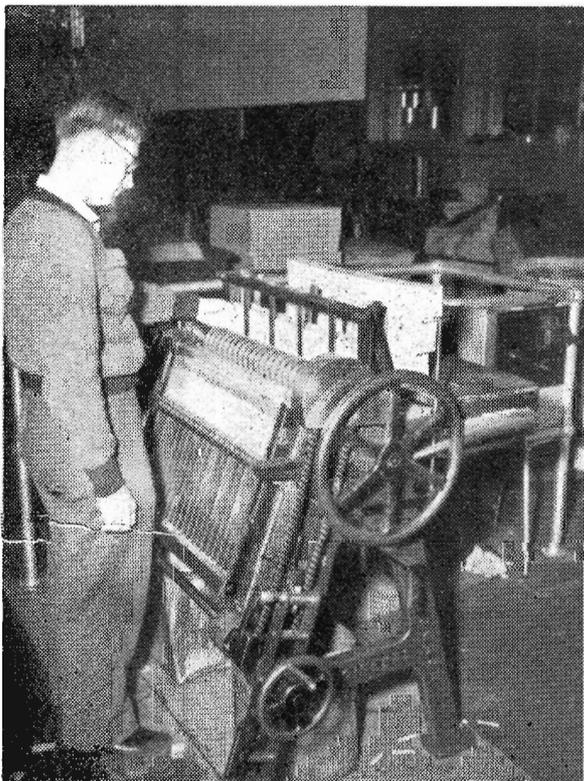
The rollers transfer the ink to the type and the type in turn transfers the ink to the paper and the printing is finished. Printed sheets for books are taken to the automatic folding machine. If necessary they are then stapled. The guillotine cuts off the surplus edges and the job is ready to pack and dispatch.

Where pictures are to be used, as in this magazine, the photographs are etched by a process engraver on metal blocks. These blocks are then placed in the forme with the type before being put on the printing machine.

In the case of tourist pamphlets which are printed in colour, the process engraver makes a set of four blocks. Each block is then printed with a different ink, i.e. yellow, red, blue and black (the primary colours from which all other colours and shades derive) to give the finished result. Great care has to be taken to see that the blocks are registered carefully on the printing machine, so that each succeeding colour is printed exactly over the previous colours.

About 2 million separate pieces of publicity, including booklets, folders, handbills, leaflets and posters, are printed at North Melbourne each year.

A special section of the works handles the printing of railway tickets. It makes all the



..Cutting ticket blanks

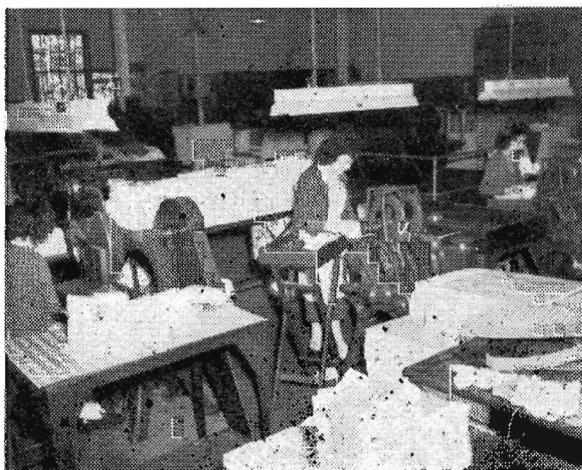
base-coloured tickets used on the Victorian and South Australian Railways.

When you buy a railway ticket you will notice that different coloured board is used for first and second class suburban tickets, and different colours again for country tickets. There are also various coloured symbols for different types of tickets, such as off-peak, special day return, change of class, and a host of others. These base colours have to be printed on the card as the first step in making a railway ticket.

The coloured boards are first cut into strips

and then to the correct size. This is done on an automatic machine which has to be very accurate as the margin of error allowed is only $\frac{3}{1000}$ of an inch in thickness and $\frac{1}{1000}$ of an inch in length and breadth. The blank tickets are then printed on a special automatic ticket printing machine which also automatically numbers them. All printed tickets are again checked through a counting machine and tied in groups of 200 ready for issue to stations.

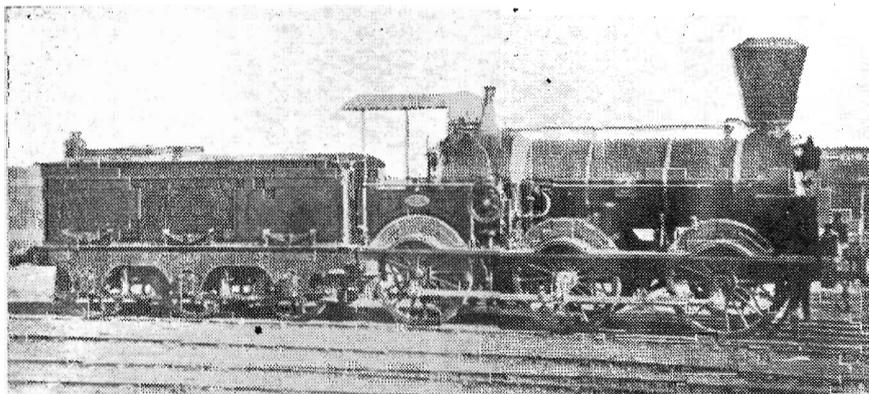
Incidentally, tickets used in Victoria are similar to those used in Britain. The man who invented this type of ticket was an English railway clerk, named Thomas Edmonson. He also invented a standard rack for holding the tickets. Both ideas were patented, and, consequently, any railway wishing to use his type [of rack had also to use his size of ticket. Every year the Victorian Railways sell about 80 million of these "Edmonson" tickets.



Stapling booklets

Next time you buy a ticket or read a railway poster or pamphlet, just think of all the activity that has gone on behind the railway scene in preparing and printing them.

EARLY V.R. LOCOMOTIVES



2. Goods, 0 - 6 - 0 type
Nos. 1, 3, 5, 7, 9.

Built in 1859 by Beyer Peacock,
Manchester, England.

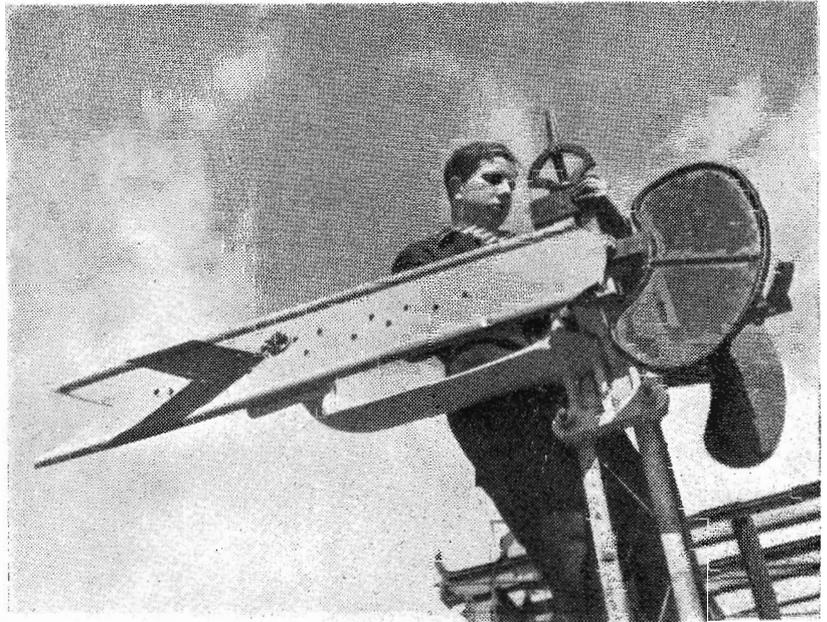
Placed in service in 1860.

Later known as "P" class,
these engines were rebuilt
early this century.

The last of them was scrapped
in 1921 after having run
1,257,136 miles.

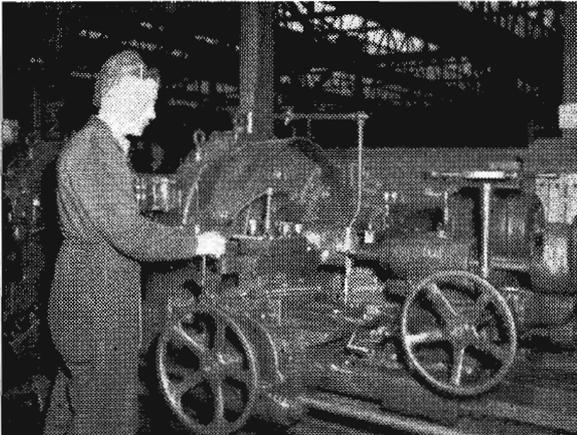
TRADESMEN OF THE FUTURE

Apprentices can
climb high



THERE is no better training ground for an apprentice than the Railway workshop. This is no idle boast as the large number of highly skilled tradesmen produced by the Railways over the years is definite evidence of the efficiency of the training system.

No matter which skilled trade a boy selects when he enters the service he can be assured of thorough tuition and wise guidance. Trade knowledge is imparted by specially selected instructors who have a background of years of experience. Each lad is given individual attention and encouraged to make a success of his job.



Pat Brickell at the axle lathe

This personal interest in the welfare of the lads enables them to settle quickly and happily into the Railway family. They soon develop pride in the job.

There has always been a bright future for the Railway apprentice. There are numerous examples

of lads who started their Railway careers as apprentices rising to responsible positions. For example, the present Chief Mechanical Engineer (Mr. A. C. Ahlston), the Chief Electrical Engineer (Mr. H. P. Colwell) and the Manager of Newport Workshops (Mr. R. H. Y. Roach) were former apprentices. Many other apprentices became supervisors and engineers.

It is well to point out, however, that there is no easy road to success. This is impressed on the lads when they start their training. Promotion comes only to those who are prepared to work hard and take advantage of the opportunities provided to widen the scope of their knowledge.

There is nothing to prevent a lad with the necessary technical background from obtaining a professional degree and later on occupying an executive post.

The Supervisor of Apprentices (Mr. Roy Curtis), who is regarded by apprentices as their "big brother," refers with pride to the achievements of apprentices who worked their way through the ranks to some of the highest positions in the service.

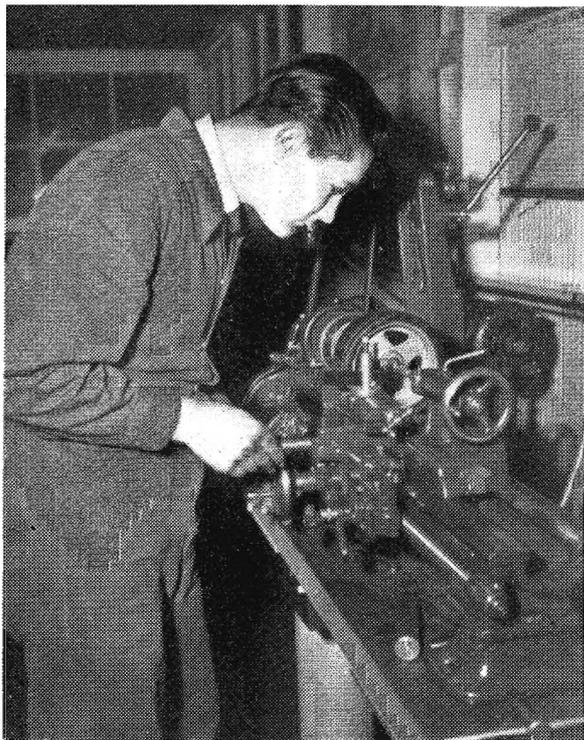
He states that some boys within two years of completing their apprenticeship course passed the examination for sub-foreman. As vacancies occur they will be rewarded for their many hours of study and hard work at bench or lathe.

The Railways £80 million rehabilitation programme will open new avenues of advancement for good tradesmen and attract many bright young men to the Department. In addition there will be many retirements within the next few years and more rapid promotion can be expected.

According to Mr. Curtis, the first two years

of an apprentice's course is the testing time. By his third year he has settled down and is usually glad that he decided to learn a skilled trade. He realizes that he holds a very real advantage over boys of his own age who, when they left school, succumbed to the temptation of high wages in, sometimes, "dead end" jobs.

Now let us introduce you to some of our apprentices at Spotswood and Newport Workshops.



"Following in Dad's footsteps"

On a visit to the Electrical Shop at Spotswood we met George Sawyer, 17, second year apprentice. He is already convinced that he couldn't find a better place to learn his trade. In the same shop is Don McKimmie, 17, first year apprentice, who is following in Dad's footsteps. His father, Jack McKimmie, of Werribee, is an electrical fitter-in-charge.

George, Don and other lads learning to be electrical fitters are set mechanical exercises and given marks for their work. They are taught telephone work, signal and safeworking instruments, locking devices and circuits, etc. They are also shown how to detect wiring faults and to operate lathe, grinding and drilling machines.

In the third year of the course the apprentices are given outside experience and spend some time in the drawing office at Spencer Street head office. When they finish their time they are fully-fledged electrical fitters equipped for railway maintenance duties.

Harry Hearse, 17, first year apprentice in the

Boiler Shop, states that he has never regretted following the advice of his father, a former Navy man, to learn boiler making. "My father told me that if I mastered the boiler making trade I would be fit for anything," states Harry. "I feel already that Dad has given me sound advice," he added.

Harry has found plenty to interest him in the Boiler Shop where the range of work extends from the smallest bracket to the biggest bridges and water tanks. He is particularly interested in the building of the overhead structures for the electrification schemes. His biggest thrill came when, in his first year, he was allowed to work off a blue print. Harry believes he is doing a man-sized job.

Most of the trades are represented at Newport which absorbs three-fifths of the yearly intake of apprentices.

A highlight of the training scheme in the fitting trades is that the apprentices have manual training one day a week for three or four months. The lads attend classes under a qualified instructor and learn the use of the basic tools—chisel, file, scraper, etc.

It is claimed that under the present system the apprentices can learn in four months what used to take two or three years to master. The new arrangement enables the apprentice to learn how to make the best use of his tools of trade. Consequently his progress in the workshop is much more rapid than formerly.

In the various shops in which apprentices are being trained at Newport and Spotswood there is an atmosphere of efficiency. The instructors are obviously proud of the lads in their charge and consider they have the material for first-class tradesmen.

As for the apprentices, it is evident from their remarks and their smiling faces that they are keen about their work. They are looking to the future with confidence.

FREIGHT CARRYING LESSON

ONE of the requests received by the Public Relations and Betterment Board recently was for some information covering a goods train trip from Mildura to Melbourne. The request came from a master at Brighton Grammar School. He proposed giving his boys a lesson on the carriage of freight by the Victorian Railways and wanted, as a background, a description of a hypothetical trip.

Suitable notes showing the train's time-table, the classes of goods carried from Mildura and those picked up en route, the type of locomotive used, the load which it could haul, together with an account of how the goods are handled when they are received at the Melbourne Goods Sheds were supplied to him.

WEIGHING THE MAILS

TRY to visualize the immense volume of mails that are carried by rail throughout the Commonwealth each year, and then think of the amount of work that would be involved if each separate consignment had to be weighed and charged for individually.

To obviate such a tremendous job, an agreement, entered into many years ago between the Postmaster-General's Department and the various railway systems, provided, in normal times, for a weighing of the mails carried by rail, every two years. The weighing takes place over a period of 26 working days during September and October.

During the war these full-scale weighings were suspended. Although they were resumed in 1946, the shortage of staff forced a postponement in 1948, and the latest weighing has just been taken.

The Postmaster-General's Department and the various railways co-operate, and each issues very detailed instructions to the staff concerned so that the job will be done in a thorough and systematic way.

All mails carried by rail (except overseas ship mails which are dealt with separately) are weighed at the originating source, and each railway system carries out its own weighing. So far as Victoria is concerned, mails from Melbourne, Ararat, Ballarat, Bendigo and Geelong are weighed at the respective local post offices; all others are weighed at the railway station from which they are dispatched. At unattended stations and sidings, they are weighed by the guard of the train. All the scales used are provided by the Railways Department.

Weighings at post offices and stations are done by railway employees and are witnessed by postal employees who satisfy themselves that each job is carefully done.

Special forms are used to record each separate consignment and, at the close of business each day, every station must send in a summary of the day's dispatches.

A staff—supplemented by a number of retired railwaymen specially recruited for the job—handles all these daily returns. From the returns they calculate the freight charges, which are then converted to an annual amount. For mails which go to or through another State, the freight charges



At the G.P.O., Melbourne

for each State are recorded separately. At the end of the weighing period each State forwards to every other State the details of its charges so that they may be checked.

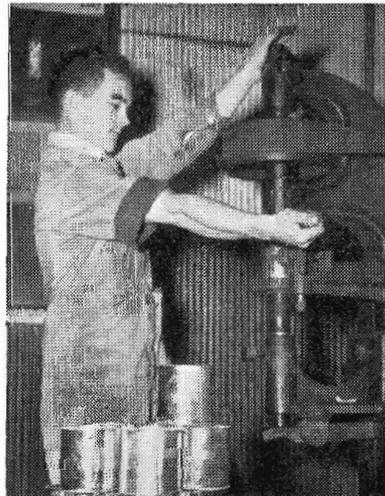
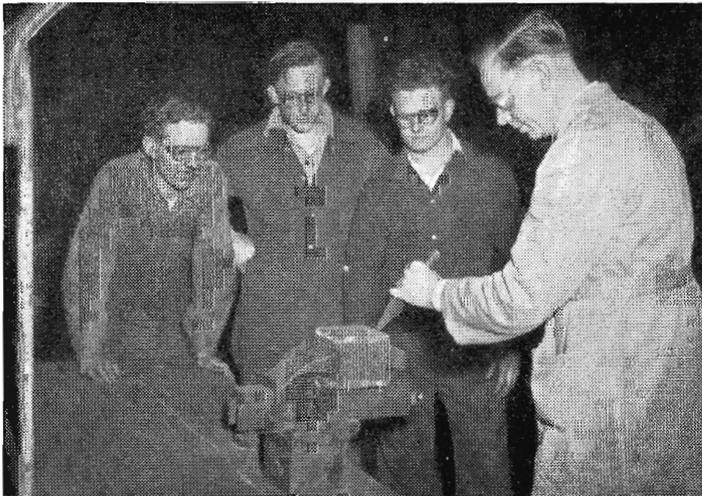
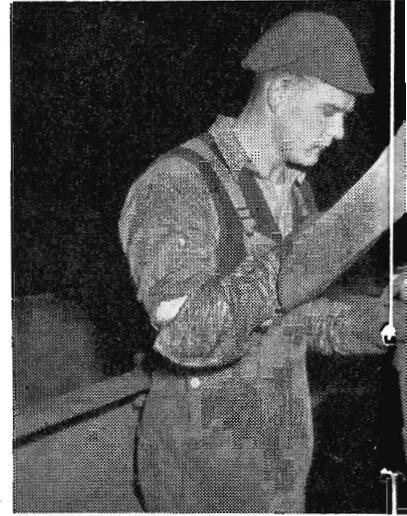
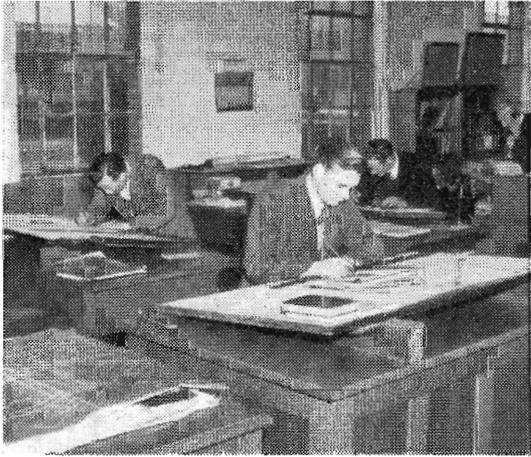
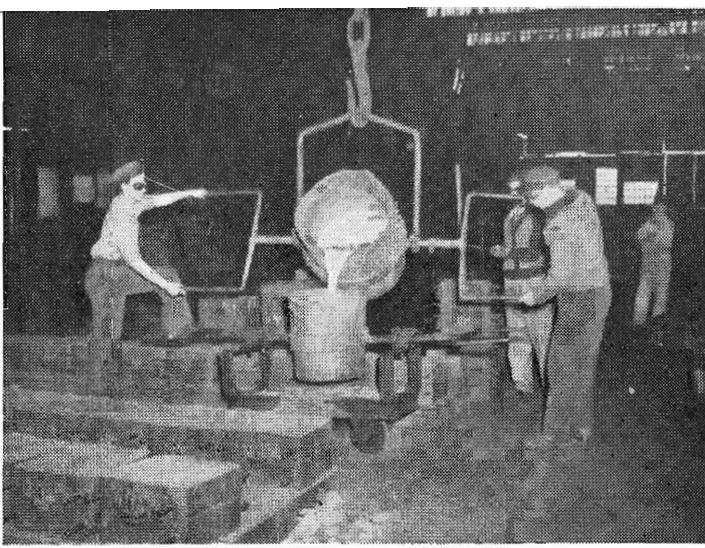
When the various States have completed their calculations, details are forwarded to the Supervisor of Weighing in Melbourne. His office summarizes the charges due to each system. These figures then become the annual amounts payable by the Postmaster-General's Department for the next two years.

It all sounds very straightforward but, quite apart from the immense volume of concentrated work, there are occasional subsequent complications. This year, for example, the coal strike upset things. For a period, passenger trains did not run beyond Geelong or Traralgon, nor on a number of branch lines. The system had then to be reversed, and calculations made of what had been charged to the Postmaster-General's Department for the mails which could not be carried by rail because of curtailed services. This amount was credited to the Postmaster-General's Department.

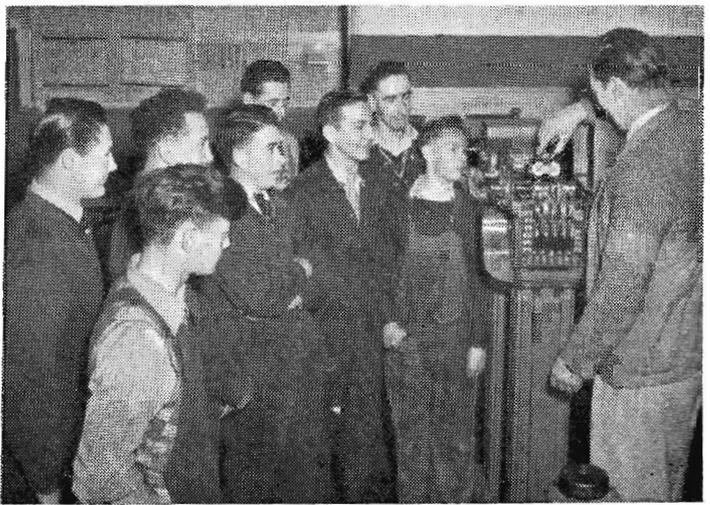
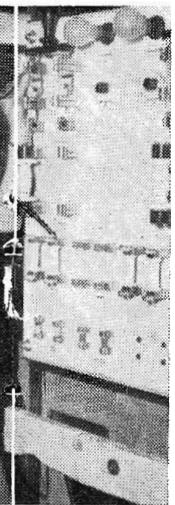
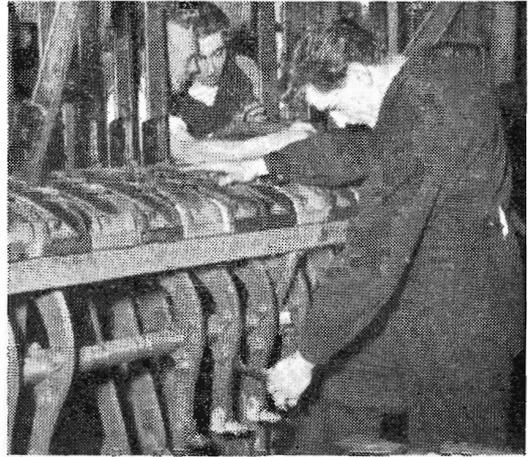
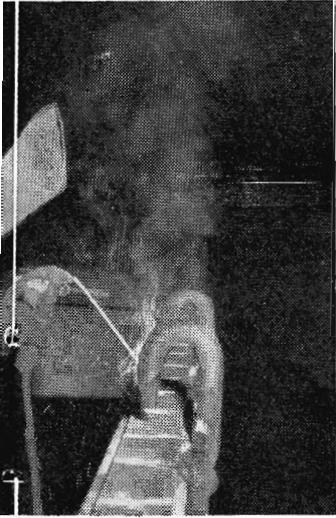
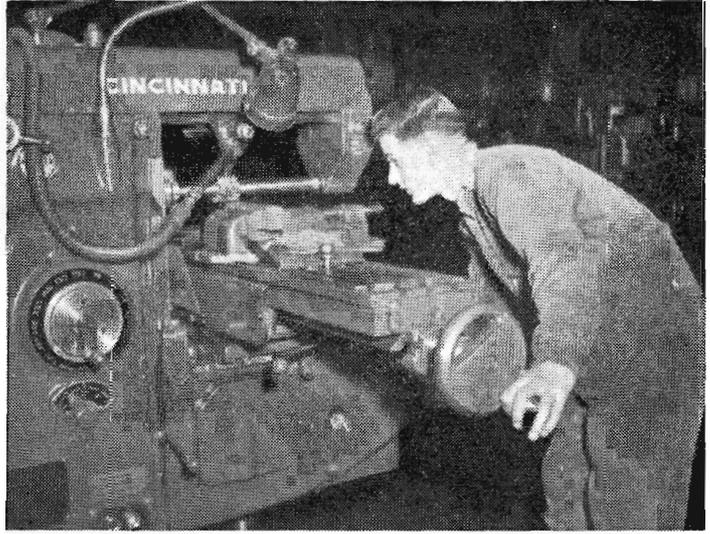
But, after all, the Supervisor of Weighing and his staff are well equipped to cope with the job, and once more the mails have been weighed.

In another two years' time, when you read a paragraph in the Weekly Notice headed "Weighing of Mails—September to October 1951" you'll know just what the weighing staff are planning to do.

APPRENTICES AT NEWPORT SPOTSWOOD



NTICES ORT AND D 'SHOPS



RAILWAYMEN will be interested to learn that the State Government has approved the purchase in Great Britain of about 14,000 tons of steel at a cost exceeding £500,000.

Apart from maintenance needs, the order covers requirements for boiler and truck construction and for about half the masts which will carry overhead wiring on the Gippsland line when it is completed.

In making the announcement, the Commissioners stated that it had been impossible in recent years to obtain enough locally made steel for railway needs although little new equipment was being made. The quota of steel for the Railways was inadequate to enable the construction programme planned for the next 18 months to be undertaken. Therefore it had become necessary to place an order for steel in Great Britain.

The Commissioners did not think that Australian steel works could have increased their output, since they, like the Railways, had been hampered by a serious shortage of coal.

During the recent coal strike, and while the Railways continued to run extensive services on oil fuel and firewood, steel requirements for maintenance alone continued to impose a serious strain on dwindling stocks. The lost ground could not be recovered locally, and the principal manufacturers had agreed that steel importation was necessary. Unfortunately the price would be much higher than that of Australian steel.

CHOOSING A CAREER

AT the invitation of the Commissioners, 2,000 boys from Melbourne schools and colleges attended special screenings of scenic and documentary films in the V.R.I. concert hall recently.

The boys are of school leaving age and the film programme was specially arranged to stimulate their interest in a railway career. Free rail travel was provided for each school party.

If the enthusiasm shown by the boys following the screening of films, such as the trailer "Choosing a Career" and "Railroading," can be regarded as an indication of their interest in railway work, the campaign to sow the seeds of interest in a railway career will not fall on barren soil.

An experienced officer of the Department addressed the boys before they left the hall and advised them to study closely the Department's pamphlet—Choosing a Career—and let their parents read it, too.

"The Railways," he told the boys, "can provide you with a secure job which carries with it ample opportunities for promotion. There is no limit to advancement."

The Victorian section of the Institute of Transport, which was formed on August 5 this year, held an inaugural luncheon at the Victoria Palace, Little Collins Street, last month. The Chairman of the Institute is the Chairman of Commissioners (Mr. N. C. Harris).

The Institute was founded in London in 1919 and was granted a Royal Charter in 1926. His Majesty The King is Patron of the Institute and the 6,000 members are dispersed throughout the British Commonwealth of Nations and in other countries.

The six classes of members are honorary member, member, associate member, associate, graduate and student. Members and associate members are the corporate members and are responsible for the management of the Institute's affairs. A student must pass examinations to enter the higher grades of membership, but suitably qualified persons of high standing in any branch of transport may be accepted into the full member, associate member and associate classes without examination.

The more general subjects in the examination syllabus are the elements of transport, economics, statistics, the law relating to carriage, the rights and duties of transport undertakings, and transport finance and accounting. The other subjects are the economics and operating methods of particular forms, i.e. railway transport, road transport, port administration, sea transport or air transport.

The immediate aims of the Victorian section are the expansion of the membership to include leaders in all forms of transport in the State, holding of periodical meetings to hear selected speakers on current transport topics, the organization of discussion groups for the study of important transport problems and establishment of student and graduate groups for deliberate study upon the lines set down for graduateship and associate membership examinations.

ORIGINS OF STATION NAMES

ALPHINGTON: Named by Sir William Manning, a former owner of the property, after his birthplace in Devonshire, England.

BOIGBEAT: A native word, meaning "broken tree."

DANDENONG: The station took its name from the town, which was called after the creek. Writing of the creek in 1839, Captain Lonsdale spelt the name "Dan-y-nong." The first surveyor, in the "forties," wrote it as "Tange-nong." It was always difficult to distinguish between "d" and "t" sounds when spoken by natives.

KOETONG: Aboriginal for frost, cold.

NEWPORT: The name is commemorative of the establishment of a new port on the Saltwater River.

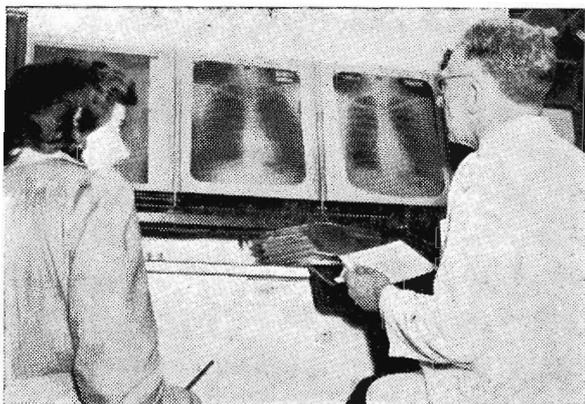
TALLYGAROPNA Native for large tree.

Preventive Medicine . . . And You

By G. E. COLE, Chief Health Officer, Victoria

ABOUT a hundred years ago when prevention of disease and promotion of health were recognized as the function of government, legislation was directed towards improvement in home sanitation, clear air and water and the sanitary disposal of refuse. Quarantine and isolation were made compulsory in the event of infectious disease.

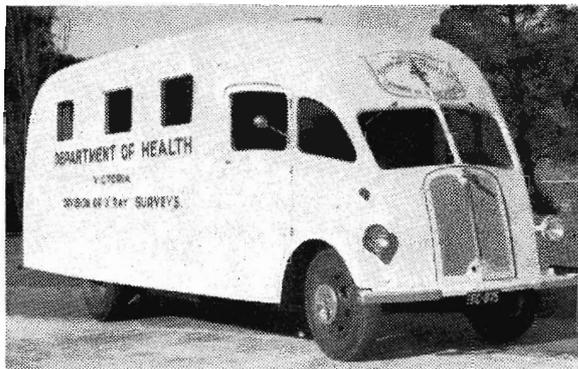
By the turn of the century the public were becoming more "health minded," but the change of outlook did not become evident until the 1914-18 war when considerable research work was done in protection against such diseases as the typhoids and cholera, primarily through appreciation of the value of inoculation.



Reading X-ray films

In spite of these advances the Health Act 1919 was still mainly concerned with environmental sanitation, although it did include the control of food standards and meat supervision. Increasing attention was being given to what the State should do for the individual as well as for his surroundings.

Infant welfare work was started: at first by means of voluntary committees, later incorporated into the Baby Health Centres Association. Later the Maternal and Child Hygiene Division of the Health Department was established under the leadership of the late Dr. Vera Scantlebury-



Mobile X-ray unit

Brown. From a small beginning in 1917 this Division of the Department now supervises a chain of Infant Welfare Centres throughout the State, which by its activities has reduced the wastage of infant life, until Victoria can now boast the lowest infant mortality rate in the world. At the turn of the century, 100 out of every 1,000 babies died before their first birthday, a figure, which by 1948, had been reduced to 24 out of every 1,000.

By the end of the financial year for 1948, 336 Infant Welfare Centres and 14 Mobile Centres had been established and were visited during the year by over 90,000 babies nearly a million times.

A separate branch of the Department deals with tuberculosis. More than 600 people die of this disease in Victoria every year, which places it in a separate category, administratively, from other diseases.

Until comparatively recently, work has been confined to treatment. But it was appreciated that if the infection was to be arrested before gross damage had been done, early diagnosis must be carried out. To achieve this end, it was important that known contacts should be examined and, consequently, the early stages of the disease detected.

More recently still the campaign has been extended to discover, by X-ray surveys and skin tests, who has been exposed to infection, to treat those requiring treatment and to use them as a guide to the source of infection.

The most recent development has been raising the resistance of those whose work or environment exposes them to infection by a vaccine known as BCG.

The public now appreciates that tuberculosis is not only curable but preventable, and they are anxious that everything possible to safeguard the community should be done.

With regard to general health, active moves for protection against disease have kept pace with infant welfare and tuberculosis prevention. For over a century we have been able to take precautions against smallpox, but compulsory civil

vaccination was abandoned, and we have yet to pay the price.

But smallpox is an alien disease. Diphtheria falls into a different category.

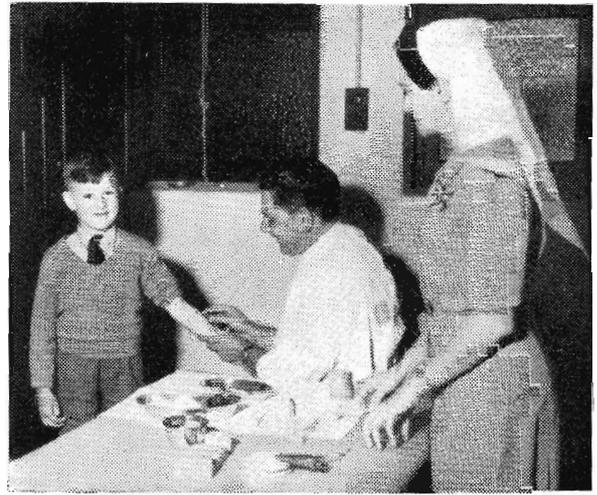
Twenty years ago, when diphtheria was still a scourge, the Health Department was early in the field organizing immunization campaigns against diphtheria on a voluntary basis. Although we know of the remarkable results achieved by immunization, it is not certain that the decided fall in the incidence of diphtheria in the last twenty years was due to it alone, but it is reasonable to credit it with the major share. In 1927 there were 3,254 cases of this disease notified and 93 deaths, as against 400 cases and 13 deaths in 1948. In the 5 years 1943-47 more than 100,000 children were immunized by municipal and departmental doctors in addition to many others who received treatment at the hands of their family doctor.

Immunization against whooping cough has not been so active recently because its efficiency in this instance has not yet been fully established.

But against the typhoids, inoculation has proved a powerful weapon which can be used when members of the public risk contracting these diseases.

Even against tetanus the last war showed that immunization removed the danger of contracting this disease which so often proved fatal previously.

Australian research discovered the serious effects of German measles on the unborn child. Until then it had been looked on as an unimportant infectious disease. But it is now definite that, if an expectant mother contracts German measles,



Skin test for tuberculosis

there is a possibility, almost a certainty in some epidemics, that the baby will be born with serious congenital damage, blindness, deafness, heart disease. Research in Victoria has made available a serum which women who contact German measles during their pregnancy can be temporarily protected; and a further discovery enables a young woman to be given an attack of German measles before marriage, which will prevent her contracting the disease later.

Certainly the results achieved in preventive medicine justify the State Department of Health believing that Victoria is keeping abreast of other countries in the protection of the community from preventable disease.

BOARD A BRITON !!

B RITISH migrants, single men between 21 and 45 years of age, are available for employment in the Railway Department if board can be assured.

The first group of these migrants will arrive early in November, to be followed by further groups at frequent intervals.

Can you "Board a Briton"?

Will you do your part to lighten the burden on the existing staff and extend a helping hand to a new Australian from Britain?

If you live in a Departmental Residence, consideration will be given to adding a hut or portable if existing accommodation is fully occupied.

If you will join in this worthy effort, please write the Secretary for Railways, Room 225, Railway Offices, Spencer Street, giving particulars of accommodation available and the board rate you would charge.

THE NATION'S LIFE-LINE

C RITICS come and go, but the Railways continue to play a leading role in the development of the State's primary and industrial resources. They have been and will continue to be the nation's life-line.

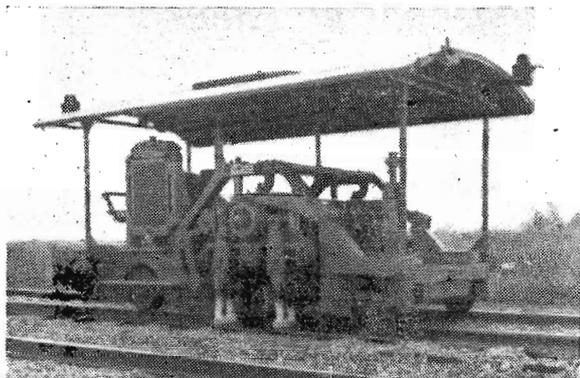
We quote from the recent report of Mr. John Elliot, British railways executive: "In Victoria the railways are indispensable. The traffic statistics show that beyond all doubt. No airlift, except at fabulous cost in money and equipment, can move the wheat, wool, flour, superphosphates, coal and timber or the morning and evening passenger peak in the Melbourne area.

"Nor can road transport economically handle such bulks year in and year out. Therefore, it is essential that the Victorian Railways should be modernized and kept up to date."

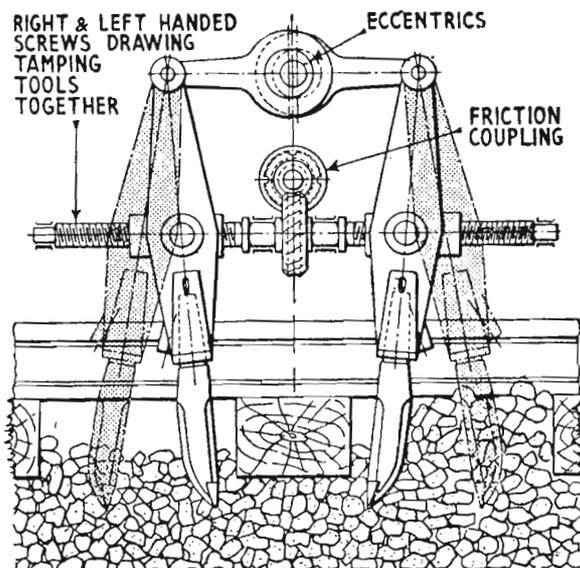
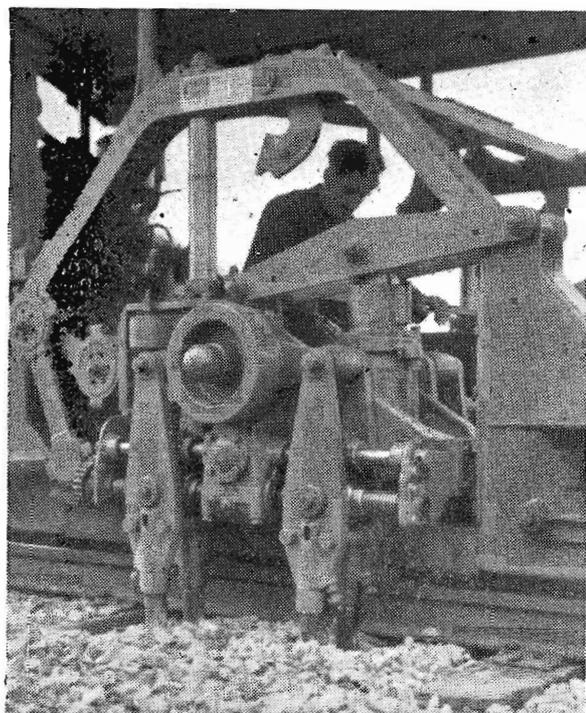
PACKING BALLAST THE EASY WAY

DURING his visit to England in 1947, Mr. Commissioner A. G. Fletcher (then Chief Civil Engineer) was very impressed with tests of the 'Matisa' Swiss-made automatic tie tamping machine (for packing ballast under sleepers) then being tested by the Chief Engineer's department of the L.N.E.R.

As a result, the Department ordered one of the machines. It has now been delivered and is being tested on the track near Sydenham. Another machine is on order.



The machine on the track and (below) at work



How it operates

(Courtesy of "Railway Gazette")

The 'Matisa' machine is a self-propelled unit mounted on a four-wheeled trolley. It is powered by a Diesel engine with four gears in both directions, and capable of travelling at a speed of up to 12 m.p.h.

There are two sets of tamping mechanisms, one on either side of the machine. Each has four pairs of tools (or giant steel fingers)—two pairs close to each side of the rail.

At each sleeper to be packed, the steel fingers are forced into the ballast on either side of the sleeper and, while vibrating at high speed, are pushed together by a screw, thus packing the ballast tightly under the sleeper. When the packing is finished, the fingers are withdrawn and the machine is moved on to the next sleeper.

The machine can be operated by one man and can pack a sleeper in 15 seconds. Under the most favourable conditions it is capable of packing up to one mile of track in a day.

The ballast is consolidated to a greater degree and with more uniformity than with hand packing by beaters or by pneumatic packers.

COINCIDENCE !

SKILLED Labourer R. McKay, of the Signal and Telegraph Supervisor's Staff, Flinders Street, has brought to our attention a remarkable coincidence in the June issue of the "News Letter."

All of the clocks on the right side of the wall in the Watch and Clock Repair Shop—pictured on page six—were checked at 2.35 p.m.—exactly the same time as the clock shows in the Dandenong Signal box front cover picture.

OUYEN is still talking about the voluntary effort of members of the local railway staff and some of the townspeople which helped the hospital recently to overcome an acute nursing shortage.

The Superintendent of the Ouyen Railway Ambulance Corps (Mr. R. Grace), Mr. W. McPherson (train examiner), Mr. W. Wouda (special ganger), Mr. J. C. McBain (clerk) and Mr. S. L. Edwards (lad porter), did 42 hours' night duty weekly at the hospital washing dishes, changing beds, preparing suppers for the patients, helping in the casualty room and doing general nursing.

But for the work done by the railwaymen and other public spirited citizens, between 35 and 40 beds would have been out of use. In appreciation of their work the hospital authorities invited the railwaymen to a dinner and made them life governors of the hospital.

* * *

GOODS Clerk Tom McInnery, who was stationed at Benalla for many years, has been transferred to Melbourne Goods.

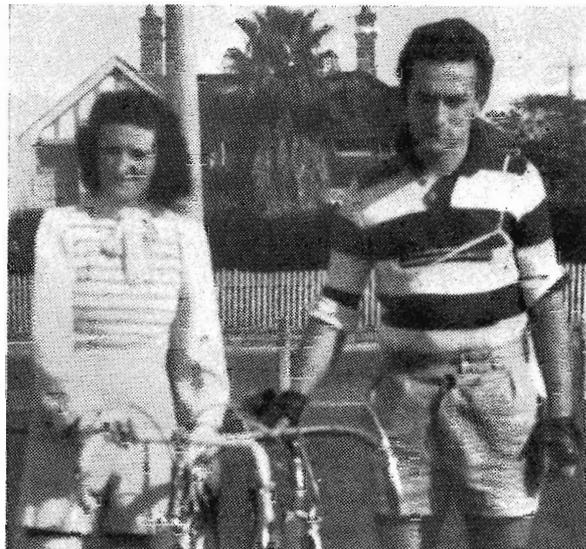
Before he left Benalla he was given a farewell dinner at which the Mayor (Cr. F. R. Harrison) presented him with a wallet of notes. The railway staff and the V.R.I. Committee also made presentations to Mr. and Mrs. McInnery.

The dinner was attended by representatives of the business and sporting community. Many of Tom's workmates were also present. "A splendid railwayman, an excellent workmate and a fine citizen," they called him, and they also paid a tribute to his valuable first aid and ambulance work in Benalla. Doctors and hospital staff, it was said, had many times praised Tom's expert handling of accident victims.

* * *



Mr. Thomas Stuart Cowan, sub-foreman in the mechanical shop at Spotswood since 1932, retired recently after 50 years' service in the Railways. Mr. Cowan, who served his time as a fitter and turner at Newport, was president of the Spotswood 'Shops Bowling Club. He is seen shaking hands with Spotswood's youngest apprentice, Darrell Muir.



Mrs. A. M. Hargreaves, female porter at the Westgarth station, joined the Railways in 1945 after her discharge from the Army. She is a former Victorian women's amateur cycling champion and is a winner of the Werribee to Melbourne road race for women. Her brother, John Heffernan, of Wonthaggi, is a professional cyclist.

* * *

THE oldest link with the Victorian Railways initial entry into the catering business was severed recently when Mr. L. McClelland retired.

Lindsay, as he was known popularly to railwaymen throughout the State, was a depot clerk 40 years ago, when dining cars were run to Albury, Ararat and Mildura. His chief then was a transportation officer, known as Inspector of Refreshment Rooms, who toured the State inspecting rooms conducted by private lessees, although their crockery needs were met by the depot clerk. From these beginnings emerged the Refreshment Services Branch as it is known today.

Buying out these lessees when the department took over the rooms, founding the departmental bakery and butchery and catering for Royal and Reso tours, were highlights of his career. Finally, he became manager of The Chalet, at Mount Buffalo National Park. He remained there for 10 years, and until ill-health compelled him to retire from that position. His last six years in the Department were spent at the Refreshment Services Store. Officers of the branch have presented him with a rocking chair to ensure him a comfortable future.

* * *

DAVID FREDERICK HILLBERG, 16, a promising first year fitter and turner apprentice, of Devon Avenue, West Coburg, and Rex Andrew Berndt, 17, lad porter, of Bruce Street, West Preston, have been nominated to represent the Victorian Railways at the annual Lord Somers camp for boys at Western Port, from January 21 to 28, next year.

The camp is open to public school boys and former State school lads who are now in industry and have good physique and a capacity for leadership. The object is to train them in good citizenship.

* * *

HERE is a challenge from Newport. Lad Porter McIntosh writes: "I would like to know what station or branch of the service can produce five railwaymen to exceed the combined weight of the following members of the Newport station staff:

Stationmaster Lang 14-6, Assistant Stationmaster Skinner 13-10, Clerk Valentine 14-4, Clerk James 15-6, Lad Porter McIntosh 14-7. The combined weight of this station staff is 72 stone 5 lb."



Mr. T. Collier presenting the Commissioners' Cup to Mr. H. Arthur, captain and coach of North Loco football team—premiership winners.

* * * *

SEVEN teams—Spotswood 'Shops, Loco North, Yard, Stores Branch, Flinders Street, North Melbourne 'Shops and Northern lines—have entered for the cricket competition for the Commissioners' Cup. The first round of matches was played on the Royal Park turf wickets last month. They will be played every Tuesday and Thursday, beginning at 2.30 p.m.

Railway cricketers have a big incentive to do well this year, as a team will have to be selected to represent Victoria in the interstate carnival at Perth next February.

* * * *

V.R.I. country golf week was a big success. The weather was ideal for the sport and the 30 players who took part in the various contests went home satisfied that it was one of the best golf week carnivals in the history of the competition.

The main event, Country Teams Championship, was won by the Benalla representatives for the second year in succession. They defeated Dimboola in the final—four matches to one.

Jim McCarthy (Ballarat) played outstanding golf to win both the Open Singles and the Railways Singles Championships over 27 holes with a stroke score of 114. He was followed by Jack Jupp (Bendigo) and Jack Roche (Numurkah) with 120 and 121 respectively.

Results of the minor events were—27 Holes H'cap: George Coates (Strathmerton), 139; Minor Championships (players with handicaps 14 and over): Jack Westwood (Ballarat), 136; 18 Hole Stroke: Keith Hocking (Bendigo), 73; Bogey Event: Reg Rolls (Mansfield), two up; Four Ball Best Ball: tie between Tom Ryan (Bendigo)—Hedley Fletcher (Gisborne), and George Coates (Strathmerton)—C. Wills (Mortlake), won by Ryan and Fletcher on a count back; Four Ball Event: J. Roche (Numurkah)—George Coates (Strathmerton), two up; Foursomes (nine holes, country and metropolitan players): Ray Walker—Laurie Cummins (Metro.), 35.

"MUCH praise is due to the competitors whose enthusiasm and skill must surely have left an outstanding impression on all who were privileged to be present."

The Chairman of Commissioners (Mr. N. C. Harris) said this in a letter to the Chairman of the Public Relations and Betterment Board (Mr. H. C. Fenton), whom he asked to convey to Ambulance Officer (Mr. W. Blackburn) and his assistants his congratulations and thanks on the excellence of the arrangements for the ambulance finals at Mt. Evelyn.

Maryborough No. 1 are to be congratulated on winning the annual State ambulance competition. Leading Porter G. Skene gained a further honour for Maryborough by winning the Senior and Novice individual events. Maryborough retains the Commissioners' silver challenge shield and wins the right to represent Victoria at the interstate ambulance competition in Melbourne this month.

The winning team (picture back page), standing: Messrs. J. C. Ross and G. H. Skene; seated: Messrs. C. K. Kent, C. L. Kuffer (Sup't) and T. L. Humphries.

The theme of all the speeches at the dinner which brought the ambulance competition to a happy ending was admiration for the self-sacrificing work of railway ambulance men.

This is what was said:

The Secretary (Mr. Norman Quail): "The railway ambulance men are doing a marvellous community job in first aid work. I am expressing the feelings of the Commissioners when I say this. They are interested in the work and they appreciate all the good things you fellows are doing."

Acting Chairman of the Staff Board (Mr. W. H. Swaney): "The railway ambulance man is imbued with the most unselfish motives in service to mankind. Ambulance work develops team spirit that is so necessary in operating a railway."

Dr. W. Sloss (adjudicator): "The stretchers were a credit to every corps. We thank the railway authorities for the excellent way the competitions were organized."

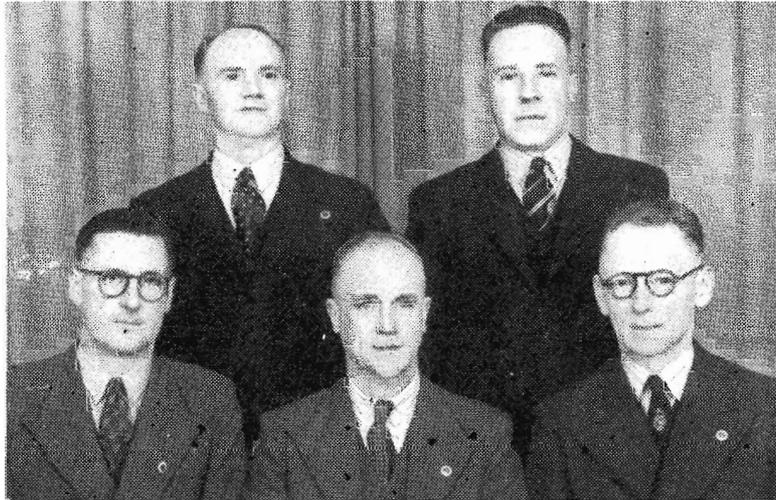
Dr. E. R. G. Shield: "The Mt. Evelyn show was a glorious example of good work and a demonstration of fine sportsmanship. You fellows showed you could take a 'tossing' in the right spirit. I think you put up a real 'cracker' job. Country ambulance men are at a disadvantage as when they strike a problem they can't go to men like Bill Blackburn to 'get the score.' I wish Maryborough success at the interstate competitions. It's up to them to bring home the bacon."

Ambulance Officer (Mr. W. Blackburn): "Our adjudicators have a deep and sympathetic interest in railwaymen engaged in the humanitarian work of the Order of St. John."

The results were—SENIOR CORPS EVENT: First, Maryborough No. 1; Second, Accountancy Branch No. 1; Third, North Melbourne Loco No. 3. SENIOR INDIVIDUAL EVENT: Dux, G. Skene, leading porter, Maryborough; Second, P. Delmenico, electrical fitter-in-charge, Flinders Street; Third, E. Willox, signman, Essendon. NOVICE CORPS EVENT: First, Bendigo Loco; Second, Bendigo North Workshops No. 2; Third, Dimboola. NOVICE INDIVIDUAL EVENT: First, G. Skene, leading porter, Maryborough; Second, A. Cunningham, acting copper-smith, Newport Workshops; Third, R. J. Scott, storeman-in-charge, Benalla. BEST IMPROVISED STRETCHER: Dimboola. BLANCHE MITCHELL TROPHY: E. Willox, signman, Essendon.

(See pictures overleaf)

AMBULANCE COMPETITIONS



The Victorian
Railways

New Letter

DECEMBER 1949

Issue No. 231



"Operation Phoenix"



Preparing for the tracks

THE Victorian Railways' post-war recovery plans, or what has become known as "Operation Phoenix," have begun to take shape. The object is to restore railway efficiency lost through lack of money over a long period, heavy wear and tear of rolling stock, imposed more especially by the war effort of 1939-45, and acute shortages of manpower and materials in the difficult post-war years.

Nineteen-fifty will be a momentous year in the history of the Victorian Railways. It will mark the beginning of a new era in rail transportation. Within the next ten years or so, it is proposed to spend £80 millions on "Operation Phoenix."

That the railway system in Victoria has continued to function at a reasonably high standard of efficiency has been very largely due to the work of loyal and enthusiastic staffs.

The Railways, however, are now emerging from the effects of depression, war and shortages. The drift has been stopped. Quite a lot has already been done to restore and improve train services throughout the State. For example, orders were placed some time ago for thirty Diesel rail-cars, twelve 102 h.p., six 153 h.p., with trailers, and twelve 280 h.p. All of the eighteen smaller power units have been received and thirteen are in service. The first of the 280 h.p. units has arrived and a start has been made with the bodywork. Other 280 h.p. units are expected to follow at regular intervals.

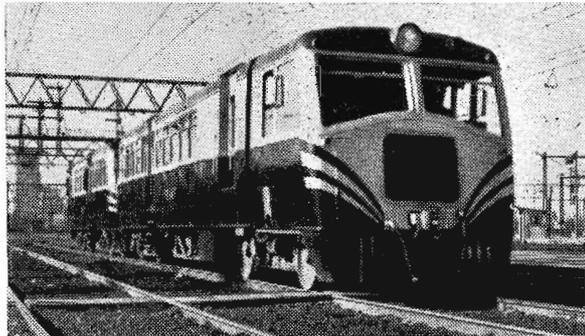
The duplication and regrading of the Gippsland line between Longwarry and Yarragon at a cost of about £750,000 is now in progress. It will result in better timekeeping and faster running. The electrification of the line between Dandenong and Traralgon at a cost of about £2 millions will revolutionize train services in this part of the State. Faster and better train services will also be possible on the Geelong line when it is electrified.

There is much activity also in the suburban area. The duplication of the Alphington-Heidelberg line is in its final stages. A new line will be built from Alphington to East Preston. When the Heidelberg line work is finished it is proposed to duplicate the section from Camberwell to Ashburton. These important suburban railway works will enable residents of rapidly expanding suburbs to be given first-class rail service. New sleeping cars for "The Overland" express will be in service soon. They are of two types and comprise single and de luxe two-berth cabins and will provide something entirely new in passenger comfort on the journey between Melbourne and Adelaide.

The buffet car on the Bendigo line has already been restored. Others will be in service soon.

Because of the shortage of manpower and materials, the Department had to restrict drastically

(Continued on page 10)



Improved rail services

The expenditure includes more than £37 millions for replacement of worn out and obsolete rolling stock, and £42½ millions for major works considered necessary for an efficient railway system.

The blueprint for the rehabilitation scheme, which the Commissioners began to prepare more than 18 months ago, received the full support of Mr. John Elliot, British Railways executive, who, in his report to the State Government on transport in Victoria, said: "The Commissioners' plans are sound and sufficiently far reaching to serve the main purposes for which they have been designed."

Mr. Elliot pointed out that the Victorian Railways had been gradually running down through lack of finance for capital works, maintenance and renewals and shortage of staff.

OUR BUSIEST YEAR

ALTHOUGH the 1948-49 financial year was marked by bountiful harvests and buoyant revenues, the earning capacity of the Railways was adversely affected by a shortage of manpower and a difficulty in obtaining adequate supplies of coal.

The fuel position developed into a crisis during the coal miners' strike in July and August. Had it not been for the Commissioners' foresight in converting 82 locomotives to oil burning, it is doubtful whether the Railways would have been able to maintain a skeleton country goods service for the transport of essential commodities.

It is a matter for pride, however, that despite all these grave disabilities throughout the year the service given by the railways, measured by the volume of goods and passengers carried, was much greater than in pre-war years. In fact it was our busiest year!

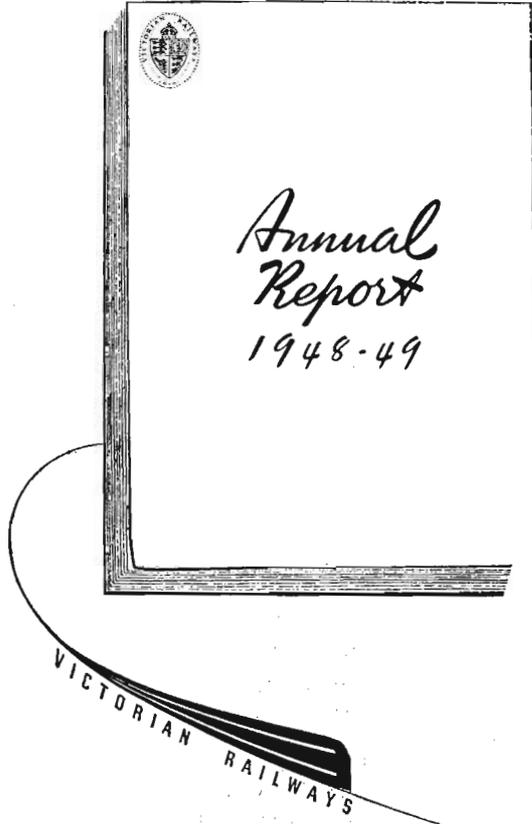
It was an achievement that was not accomplished by chance. It was the result of new and improved methods of operating; of ways and means devised to keep the wheels moving faster and longer; of foresight and planning so that each fresh traffic problem as it arose could be met with maximum efficiency.

Even so it could not have been done without the co-operation of all grades of staff in the service. That this was willingly and cheerfully given, even where, as in many cases, long hours of work and deferment of annual holidays were involved, is proof that the great body of railwaymen were ready to sink personal considerations to serve the public.

A big job was well done under conditions unprecedented in Victorian railway history.

Record Traffic

During the year the railways carried 8,155,493 tons of goods of all descriptions and 703,523 tons of live-stock. The goods traffic was greater by nearly three million tons than in 1938-39 and was more also than in the busiest year of the war. On an average, every ton of goods was carried three miles further than in the pre-war year. Country passenger journeys totalled 11,594,640—five millions more than in 1938-39. Suburban passenger journeys totalled 135,545,739—about 29½ millions more than



in 1938-39. That there was actually 1.8 per cent. less train mileage than in the pre-war year is evidence both of efficient and economical operating.

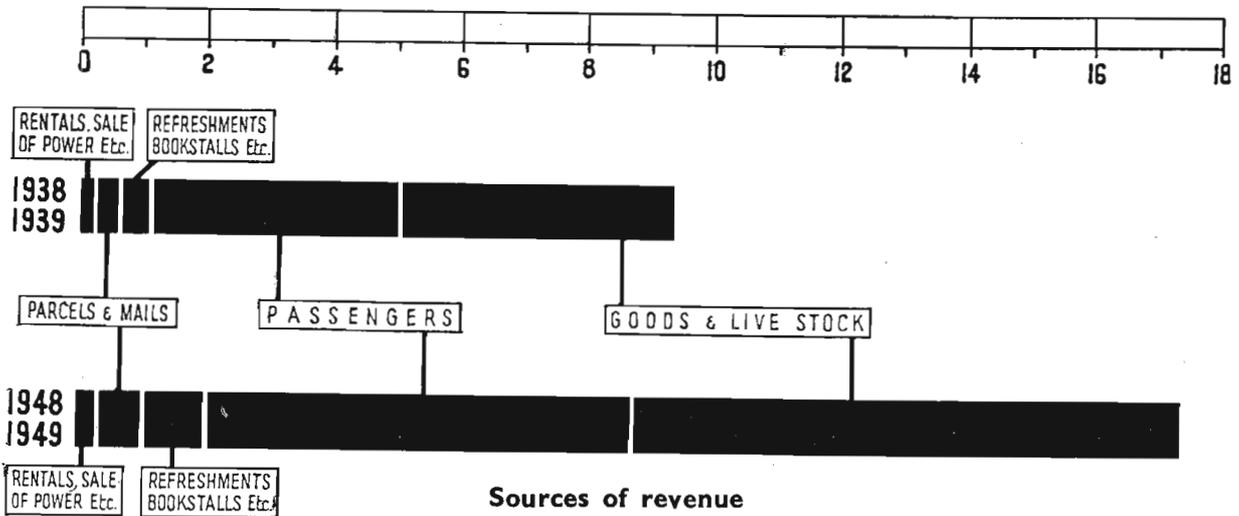
The record quantity of 552,255 tons of fertilizers was carried at the very low average rate of three-fifths of a penny per ton mile—a rate that could not be offered by any other form of transport. Of the 34 million bushels of wheat transported by the railways in 1948-49, seventeen million bushels—more than 470,000 tons—had to be carried in the first nine weeks of the season. This important task was carried out to the satisfaction of all concerned, although it was necessary at the same time to meet very heavy demands for movement of a big tonnage of urgent export traffic and other essential commodities.

Export Foodstuffs

During the year the following big tonnages of export foodstuffs were carried: wheat 245,000 tons; oats and barley 176,000; flour 251,000; fruit (dried, canned and fresh) 97,000; meat and rabbits 40,000; butter and cheese 22,000.

Yet another record was established by the quantity of fuel carried in the form of black and brown coal, briquettes and firewood. Altogether 1,848,187 tons were carried, nearly half a million tons more than in 1947-48 and by far the greatest quantity ever handled in any year.

Continued overleaf



Sources of revenue

New, Better Rolling Stock

Five all-steel air-conditioned passenger cars were built for use on main line country trains. New sleeping cars, built by arrangement with the South Australian Railways, will be in service soon on the Melbourne - Adelaide line. Suburban electric trains are being modernized. Contracts involving the expenditure of £4 million were entered into for the supply of 50 "N" class locomotives, ten Diesel electric shunting locomotives and 1,000 goods trucks.

Increased Costs

The cost of working the railways (leaving all capital charges out of account, and after making provision for only a fraction of the accrued depreciation) in 1938-39 was £9,360,329. In 1948-49 it was £17,938,390! The increase was due to causes beyond the control of the Department. For example, industrial awards, the 40-hour week and cost of living increases have boosted costs by more than 100 per cent.; the price of coal has nearly trebled; sleepers are dearer by about 80 per cent.; and timber by more than 100 per cent. Steep increases also occurred in the cost of most of the other main materials used by the railways.

Freights and Fares

The Department would have been happier if the increase in freights and fares, applicable from September 1, 1949, could have been avoided. Unfortunately there was no alternative. The modest increase in charges made in 1947—about 14 per cent. overall—was the first general increase for more than 20 years. That it was quite inadequate to meet unavoidable and rapidly rising costs was evident from the railway deficits of £1,074,366 for 1947-48 and £2,734,119 for 1948-49. The revolutionary change that has taken place in the relationship between railway freight rates and

the value of commodities carried is in itself complete justification for increased railway charges. Justification also exists for the increase in passenger fares. Greater earnings now enjoyed by practically all sections of the community, and largely responsible for the higher railway costs, have not been accompanied by corresponding adjustments of railway fares.

The Department considers that the railway performance in 1948-49 compares favourably with that of any other large undertaking having to contend with similar disabilities. What was done leaves no room for doubt that, with rolling stock rehabilitated and adequate supplies of labour and material, the railways can be depended upon to maintain their position as the greatest single factor in the development, progress and prosperity of the State.

BOARD A BRITON

SINGLE men, between 21 and 45, are regularly arriving from Britain. They are available for employment in this Department, if board can be assured.

Can you board a Briton?

Can you help him with a temporary home in his new country and therefore ensure him a job with the Railways?

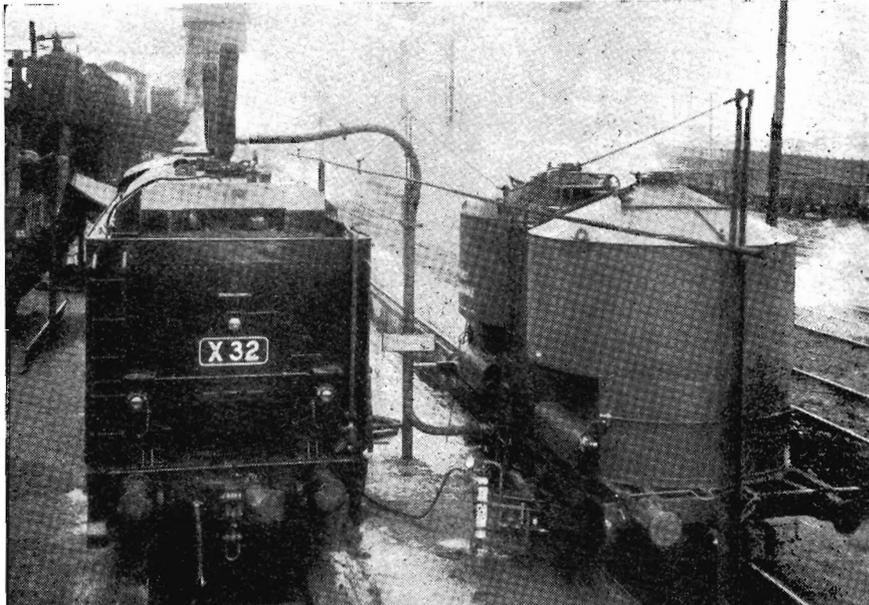
By doing this you will also help to ease the pressure on existing staff.

If you live in a departmental residence, consideration will be given to adding a hut or portable if there is no other way to make room.

If you can help to board a Briton, please write the Secretary for Railways, Room 225, Railway Offices, Spencer Street, giving particulars of what accommodation you have and the board rate you would charge. And . . . do it now!

X 32 BURNS BROWN COAL

Fuelling
loco



THE recent announcement by the Commissioners that the road performances of an "X" class locomotive fired with pulverized brown coal at least equal that of a similar class engine burning Lithgow lump coal has aroused widespread public interest.

The tests are being continued. When completed they will be analysed in detail. At the same time a full investigation will be made into all the costs involved to determine the economics of pulverized brown coal as a locomotive fuel.

In a recent statement the Commissioners explained that the standing tests that had been made, and those under service conditions that were still going on, were to find out whether pulverized brown coal could be regarded as a satisfactory substitute for black coal as a locomotive fuel.

A comprehensive series of tests conducted on two stationary "X" class engines of the same age—one fired with pulverized brown coal and the other with black coal of the quality now mainly supplied for goods services—indicated that brown coal in pulverized form had great possibilities.

These tests cannot be regarded as being a true indication of the results likely to be achieved under service conditions. They demonstrated, however, that the pulverized fuel engine developed power equal to the one burning Lithgow lump coal.

In the service tests under operating conditions on the Melbourne-Bendigo line the dynamometer car—a laboratory on wheels—was attached to the engine and registered performances, horse power, tractive effort, boiler pressure, temperatures, and so on.

It was expected that the pulverized brown coal fired locomotive would reduce the servicing time now required by black coal burners which had to stop to have their fire-boxes cleaned at frequent

intervals. On one of the initial trial tests, the "X" class coal burning engine had 3,500 lb. of ash removed from the fire-box on one round trip. It made four stops for this purpose and to take on water. The pulverized fuelled engine had to make only three stops for water, and had no ash. With pulverized fuel, transport and storage charges are higher and the equipment cost is an added expense, but present indications suggest that these will be offset by a reduction in fuel costs.

Pulverized brown coal as a fuel for locomotives has a number of advantages. It is locally produced and its use, if ultimately successful, will make Victoria far less dependent on black coal from New South Wales and overseas. It makes the work of the driver and fireman easier. There is no black smoke or any need for the shovel. The fireman has a simple set of controls to ensure correct firing.

Special fireproof waggons were built to transport supplies of pulverized coal dust. Although it is highly combustible when mixed with the correct proportion of air, there is no risk when proper precautions are taken with transport and handling. The fuel, which is pumped by compressed air from a specially sealed wagon into a sealed engine bunker, is supplied by the State Electricity Commission from precipitators installed in the chimney stacks at the Yallourn briquetting factory.

If the pulverized brown coal firing tests are successful, it is proposed to run the pulverized fuel engine on the Yallourn-Melbourne briquette transport service. The locomotive would then be fuelled directly from the source of supply.

Railway interest in pulverized brown coal as a locomotive fuel dates from the time when three engines of the "DD," "A2" and "C" classes were fitted with specialized equipment imported

(Continued overleaf)

New Australians Like "News Letter"

NEW Australians employed at Seymour Loco Depot have become keen readers of the "News Letter" since the story of the European migrant girls who are now in the Refreshment Services Branch was told in a recent issue.

The New Australians, who have become popular with their railway workmates, like the "News Letter" pictures.

Seymour railwaymen recently showed practical sympathy for one of the New Australians—Alex Czerkasky—whose two boys were drowned in the Goulburn River. A collection was taken up at the depot and when Alex returned to work he was handed £26. This thoughtful act has strengthened the bond of friendship between the Loco men and the new arrivals.

(Continued from page 5)

X 32 BURNS BROWN COAL

from America. Extensive trials were conducted during 1923-24. They were only partially successful, and did not warrant further research.

Interest was revived in the late thirties by reports of successful trials by the German State Railways with locally developed equipment. Subsequent negotiations between the Victorian Railways and the German firms to acquire sets of equipment for installation on Victorian locomotives were ended with the outbreak of the Second World War in 1939.

Suitable equipment could not be procured from any other source, however, and so there was no alternative but to suspend further action until after the war.

Two of the Department's mechanical engineers, Messrs. W. O. Galletly and W. H. Chapman, visited Germany in 1946 and made a detailed investigation covering all phases of pulverized brown coal firing of locomotives as practised in that country.

Although it was learned that ten converted locomotives had operated there satisfactorily and economically over a period of nearly fifteen years, they found that developments had not come up to expectations.

While they were abroad, the two Railway officers also negotiated with the well-known German firm of locomotive builders—Messrs. Henschel and Son—for the manufacture of two trial sets of their latest design of pulverized fuel firing equipment to suit the requirements of the Victorian Railways locomotives. They arrived in Victoria towards the end of last year, and one set was applied to a heavy goods engine of the "X" class.

TRANSPORT'S FUTURE LEADERS

"THERE be three things that make a nation great and prosperous—a fertile soil, busy workshops and easy conveyance for men and goods from place to place."

Mr. L. A. Schumer, Honorary Secretary of the Institute of Transport (Victorian Division), prefaced his address—"Transport—Past, Present and Future" with this quotation at a luncheon to mark the recent inauguration of the Victorian branch of the Institute.

Mr. Schumer said that a great opportunity for scientific investigation of the whole field of transport presented itself to the men who would enter it from time to time in the future. The younger men, who would become the masters of their several crafts in the general context of a single over-riding science of transport, would some day form a body of men whose thoughts moved interchangeably, and co-ordination and co-relation would be second nature.

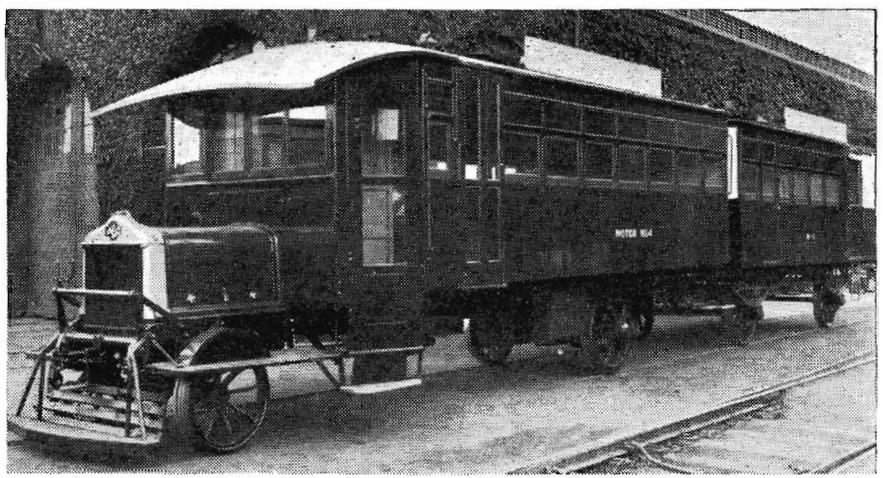
"Instead of thinking of co-operation as a risky sacrifice of interest or a mere insurance against loss, they would think instinctively of the most appropriate and economic form of transport for a particular task," said Mr. Schumer. "Any deviation from it or duplication would be unscientific and repugnant."

Mr. Schumer pointed out that the training of engineers and tradesmen had been provided adequately by educational institutions, but, generally speaking, those responsible for obtaining and allocating traffic had no sources of knowledge other than individual practical experience.

The successful working of a great economic activity, such as transport, demanded something more than the gaining of knowledge and understanding by the long and incomplete process of individual experience. Proper academic training added to practical experience and natural aptitude would make transport men of the future more readily affected by the greatness of their circumstances, their responsibilities and their opportunities.

"Perhaps we will need to devote the greater part of our efforts to the young men who will be the leaders in transport in the future," said Mr. Schumer. "We will need to impress them with the magnitude and diversity of the demands that the community will make upon them for 'easy conveyance of men and goods from place to place.' They will need to acquire a deep-rooted conviction that the lack of imagination and skill in the present generation will afflict future generations with complexities and confusion much greater than we are experiencing. Their efforts will not be enough unless they become masters in the science of transport."

Rail Motor Records



A E. C. rail motor No. 4, which has been based on Numurkah and began running in May 1923 on Victorian country branch lines, is to be scrapped after travelling 400,000 miles. It will be replaced by a modern Diesel rail-car.

The A. E. C. on the Horsham-Goroke run has an even better record than No. 4. It has travelled 680,000 miles and has still plenty of life in it.

When an A. E. C. is scrapped, its number is removed from the rolling stock register and all serviceable parts are kept for spares for the maintenance of the existing fleet of eleven cars.

Not even the bodies are wasted. At present some are being used as huts for men working on the duplication of the Longwarry-Yarragon line in Gippsland.

Although the A. E. C's. are now obsolete they have given good service. They have provided country people with a reliable service on lines where steam passenger trains could not be used because of the inadequate amount of traffic offering. In the recent coal strike they proved invaluable when it was necessary to transfer Diesel rail-cars to main line operation.

The history of the rail motor cars is interesting. In 1912, two 200 h.p. American petrol rail motor cars were placed in service. Each accommodated 73 passengers. Owing to unsatisfactory operation as rail motors, they were later used as trailer cars in steam service.

Nineteen single-ended cars were placed in running between 1922 and 1925. They were built on standard five-ton A. E. C. commercial petrol road motor truck chassis imported from England, and were adapted for rail use and provided with trailers. Cars and trailers were built at Newport Workshops. The seating capacity varied from 21 to 35 passengers in the cars, and 24 to 28 in the trailers, with limited space for van goods.

Average car age is now more than 24 years, and total mileage run by the class exceeds eight

millions. The power units of some of these cars have been replaced with Gardner compression ignition engines.

In 1925 and 1926, four cars of the double-ended type were built. Bodies and underframes were built at Newport and the cars were equipped with 80 h.p. Leyland commercial petrol engines. They had seats for 56 passengers and the cars were operated, when necessary, with trailers of the same type as the double-ended cars. The average age of these cars is 23½ years and the mileage exceeds two millions.

A Brill 75 type car, with trailer, was bought in 1928. It was powered by a 180 h.p. petrol engine and had accommodation for 65 passengers in the car and 71 in the trailer. The unit has been in service more than 20 years and has run more than 700,000 miles.

Ten petrol electric cars were built at Newport between 1928 and 1931. They were powered by 220 h.p. Winton petrol engines and could accommodate 54 passengers. Five were equipped with trailers, three having seating for 62 passengers and two for 77. The average age of these cars is more than eighteen years and their aggregate mileage more than seven millions.

A mail motor car was placed in service in 1936. It is an old standard Dodge sedan car adapted to rail use. It is twelve years old and has run about 135,000 miles.

The record sheets of the rail motors tell the story of a job well done.

ORIGINS OF STATION NAMES

BARRAKEE : Aboriginal. Means "Place of stone."

DIAMOND CREEK : So named because crystals could be seen at the bottom of the very clear water.

GNARKEET : Aboriginal for chain of ponds.

LAVERS HILL : Named after Mr. Laver, the first settler in the neighbourhood. He cleared a large tract of scrub and then abandoned his selection.

MUSK : An abbreviation of "Musk Creek." The native musk tree grows plentifully there, and the creek was so named because it ran through musk scrub.

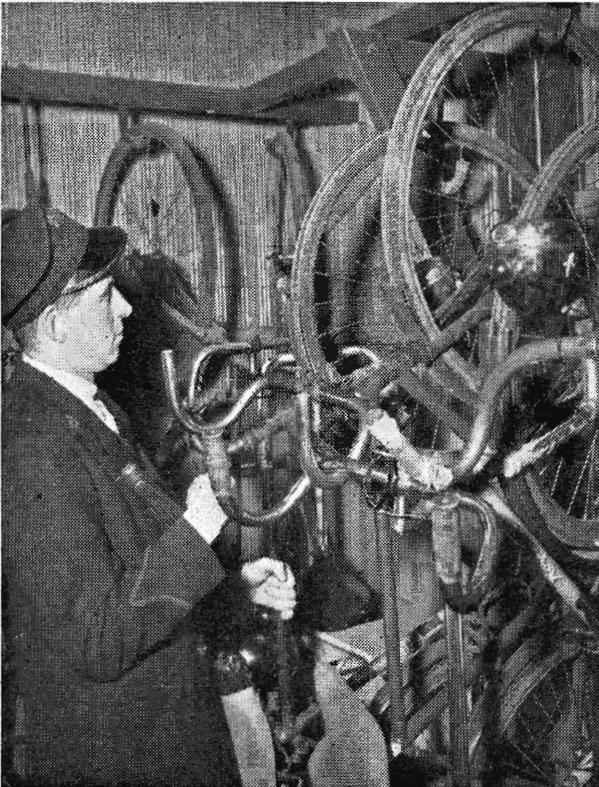
ALONG SANDRINGHAM



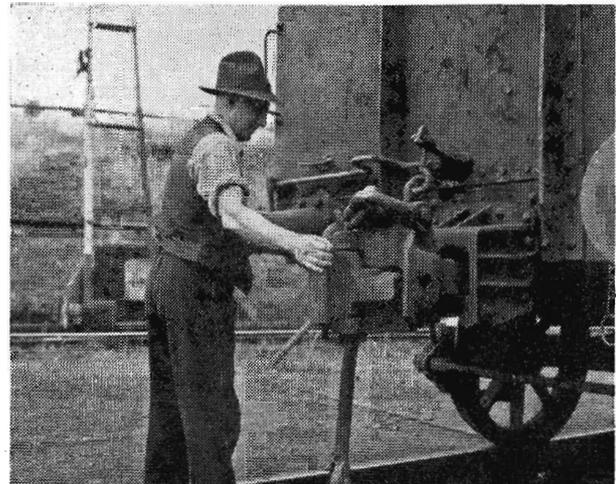
Motorman George Abbott and Conductor Frank O'Brien (Black Rock)



Porter John Stewart (Brighton Beach)



Porter Ken Bannon (Hampton)

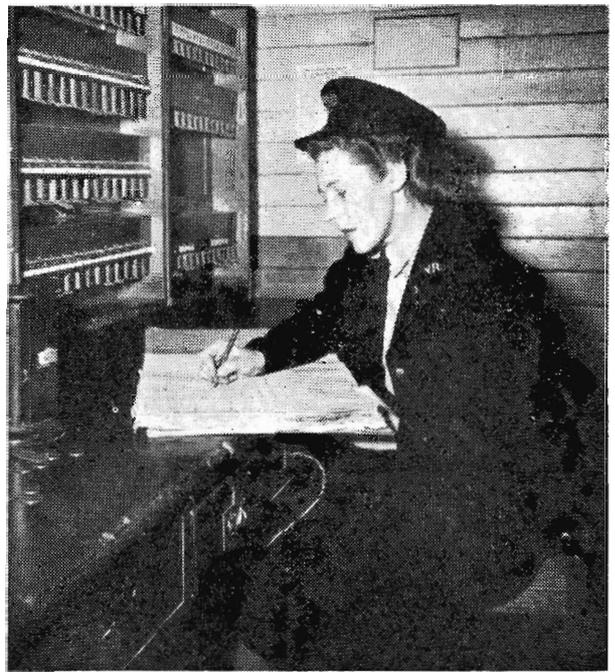


Yard Porter Barney McConnell (Elsternwick)

G THE GHAM LINE



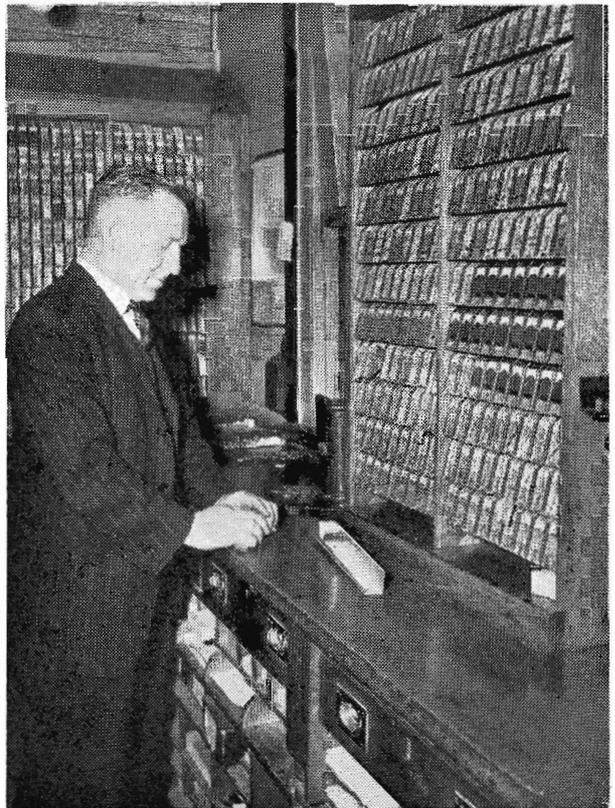
Porter John Rutter (Windsor)



Porteress Muriel Fitzgerald (Ripponlea)



M.O. Driver Bill Johnson (Sandringham)



Clerk J. M. Carroll (Elsternwick)

(Continued from page 2)

“OPERATION PHOENIX”

its rolling stock construction programme. Last financial year five all-steel air-conditioned cars for country passenger travel, two suburban electric cars, 220 goods trucks and 16 rail tank waggons were built in the Department's workshops. Had manpower and materials been available, it would have been a different story.

We have now reached the first stage of “Operation Phoenix.” To meet urgent demands, the Department has let contracts for a number of rolling stock units both in Australia and overseas. Contracts have been entered into for the following. From Great Britain: 50 “N” class and 50 “R” class locomotives, 500 goods trucks, ten Diesel electric shunting locomotives, 14,000 tons of structural steel, 14,000 tons of steel rails, 5,000 tons of cement, 120 tons of galvanized fencing wire, steel tires (estimated cost £82,000), 60,000 dog spikes. From New South Wales: Seventeen Diesel electric main line locomotives (U.S. engines and electrical equipment). (Whether this order can be met depends on the dollar situation.) In addition, seven hundred and fifty goods trucks, and 20 “A 2” boilers (estimated cost £414,000) are included in the N.S.W. order.

Newport Workshops will build 20 “N” class locomotives. Two have already been laid down. The local programme also provides for more all-steel air-conditioned cars and standard electric suburban cars. A new semi-saloon type of suburban electric car will be built for trial purposes.

The colossal works programme of “Operation Phoenix” provides for an underground railway at an estimated cost of £10 millions, new railway stations, duplication and electrification of lines, reconditioning of tracks, reconstruction of bridges, modernization of workshops and depots, and improvements to yard accommodation and level crossings.

The long term programme of rolling stock construction and works should firmly establish Victoria in the forefront of railway systems.

CAN YOU HELP?

Many promising country boys have convinced their parents that the Railways give them the best opportunity to learn a useful trade. But they are unable to take advantage of the Department's apprenticeship scheme because they can't get suitable accommodation in the metropolitan area.

The boys come from good homes and are of excellent character. They are just the type the Department would welcome into the bosom of the Railway family.

Perhaps you can help. Have you room in your home for one or more of these fine lads?

If so, write or telephone the Secretary for Railways, Room 225, Railway Administrative Offices, Spencer Street.

You will help a country boy to a good start in life; you will help, also, to ease the staff shortage.

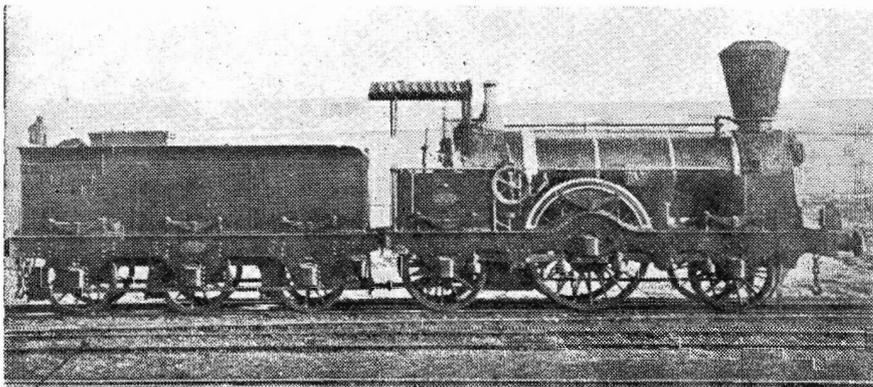
OUR FRONT COVER

THE “X” class locomotive fired with pulverized brown coal fuel provides the Railway picture of the month.

The front cover shot was taken from the overhead bridge at Sunbury. It shows the “X” class engine passing the 24-mile post hauling 550 tons of mixed consignments. The ruling grade load is 650 tons. On a subsequent test the “X” class pulverized fuel-fired engine hauled 650 tons.

Note the white steam coming from the stack. The exhaust from the rear of the tender is from the turbine that drives the brown coal firing equipment. There is an entire absence of black smoke that is characteristic of engines burning black coal.

EARLY V.R. LOCOMOTIVES



3. Passenger, 2-2-2 type. Nos. 2, 4, 6, 8, 10.

Built in 1859 by Beyer Peacock, Manchester, England.

Placed in service in 1860.

They were known as ‘singles’ because of their one pair of driving wheels.

These engines were rebuilt as 2-4-0 type (with smaller driving wheels) between 1870 and 1874.

Later known as ‘J’ class.

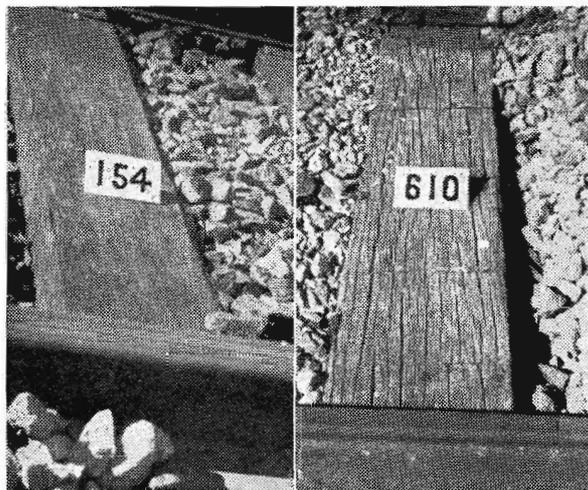
The last of them (No. 6) was scrapped in February 1915.

RAIL SLEEPER TESTS

THE acute shortage of the more durable timbers used for railway sleepers was emphasized by the Forests Commission of Victoria some years ago, after the Railways Department had said it was not getting enough.

As a result, the Forests Commission agreed to supply a number of sleepers cut from the lower durability timbers for testing. The tests were to be made by the Council for Scientific and Industrial Research and the Railways Department.

The war, however, curtailed the extent of the projected tests. But under a modified scheme, test sleepers were laid at Glenrowan-Wangaratta and at Wallan-Wandong in 1941.



No. 154—treated sleeper in good surface condition
No. 610—untreated sleeper showing severe surface checking

One thousand eight hundred sleepers, of nine timber species, are now under test. Three species (coast grey box, river red gum and yellow stringybark) serve as controls of known durability and satisfactory performance. The others (white stringybark, messmate stringybark, mountain grey gum, silvertop ash, manna gum and mountain ash) represent typical lower durability timbers that are not favoured for rail sleepers because they are liable to decay and have a tendency to early mechanical failure (i.e., splitting or failure to hold the dogspikes). The effect of various types of fastenings and sleeper plates is also being tested.

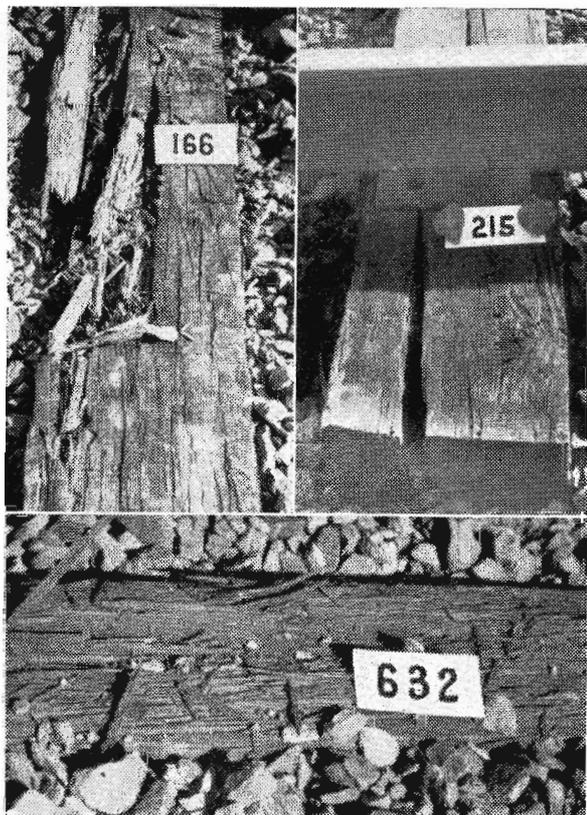
THESE STOOD THE TEST

IN the Chairman's office there is a small table with a correspondence tray. They are made entirely from sleepers of red gum and grey box which were placed in the main line near Harcourt in 1861 and not removed until 1905. The articles have an inscription to this effect on them.

As no satisfactory process of impregnating hardwood is known, about half the sleepers were treated with a surface application of creosote oil and crude petroleum, followed by a creosote spraying of the road bed. Frequent observations are being made and the results noted. Definite results are not expected until about 10 or 12 years from the beginning of the tests.

After a service period of about six years, the interim results of the tests showed a relative absence of decay in sleepers of lower durability timbers. However, in moderate rainfall areas, the decay hazard in well-drained, clean, metal ballasted tracks is not great. Severe decay did, however, occur in one group of untreated mountain ash sleepers where drainage was inadequate.

(Continued overleaf)



Types of deterioration after 6 years' service. No. 166—surface decay (manna gum); No. 215—severe end splitting (mountain ash); No. 632—severe surface brooming (mountain grey gum)

WRONG INFORMATION

THE Public Relations and Betterment Board has asked "News Letter" to publish the following :

More than once, lately, wrong information has been given about important railway matters to a metropolitan newspaper and a radio station. Somebody in the Department (forgetting the strict rule about press communications) is perhaps a little over-anxious for the public to know more about the better services we are planning for them : at worst, somebody is seeking a little brief importance.

Giving unchecked information is always unwise : if it turns out to be wrong, it becomes almost mortal sin. Newspapers that print it and announcers who broadcast it are made to look a little foolish ; the public is bewildered, and the Department tends to be distrusted, as well as roundsmen who gather news.

Public and press relations are an expert and co-ordinated job that needs accuracy, a sense of timing, accuracy, friendliness, accuracy, frankness in admission of mistake or human frailty—and accuracy. If wrong or distorted information becomes public and creates distrust, goodwill goes. Railways, or any other community service, cannot function fully without goodwill.

The Commissioners rely on the Public Relations and Betterment Board to co-ordinate properly timed fact and circumstance for impartial dissemination to press and radio. In turn, the Board depends on the co-operation of responsible Heads of Branches. Sometimes a good newspaper "story" has been held up for a day or so because of uncertainty about one fact ; but delay has usually proved wise in everybody's interests. Roundsmen who themselves co-operate wholeheartedly with us, prefer information that is given in a sure, friendly, open way, and not in some dark and doubtful corner. It is all a matter for teamwork—not for lone, amateur and uncertain players.

(Continued from page 11)

RAIL SLEEPER TESTS

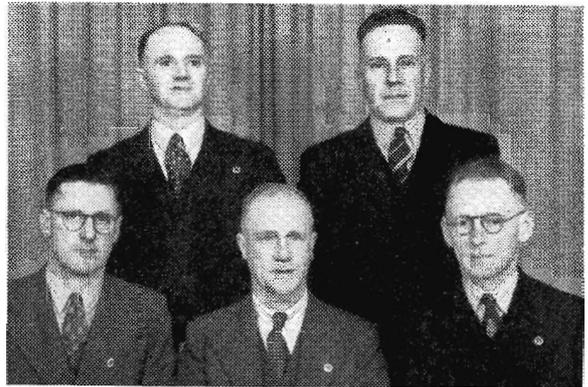
Unfortunately, the surface treatment of the sleepers did not reduce the severity of end splitting. This was not unexpected, as most of the sleepers contained short end splits before they were treated. As it seems likely to be one of the causes of failure, it is receiving special attention.

To assess the maximum value which can reasonably be obtained from surface treatment, some of the sleepers were re-treated earlier this year. The ultimate results, in terms of service life obtained, will then show conclusively whether the treatment confers any practical benefit. It is expected, however, that complete impregnation of the wood with a preservative oil will be necessary to obtain the best service from low durability eucalypts.

Experiments are now being made on the impregnation of hardwoods and results are encouraging. Experiments to find a process of treatment that will retard the mechanical breakdown of the timber are also being made.

Maryborough

Champion of Champions



Maryborough Ambulance Team.—Standing: Messrs. J. C. Ross and G. H. Skene; seated: Messrs. C. K. Kent, C. L. Kuffer (Sup't.) and T. L. Humphries.

THERE was great enthusiasm at the dinner attended by all the interstate teams last month, when it was announced that Maryborough had followed up its success in the State competition by winning the coveted all-Australian railways ambulance competition shield. Congratulations were showered on Superintendent C. L. Kuffer and the members of his efficient team.

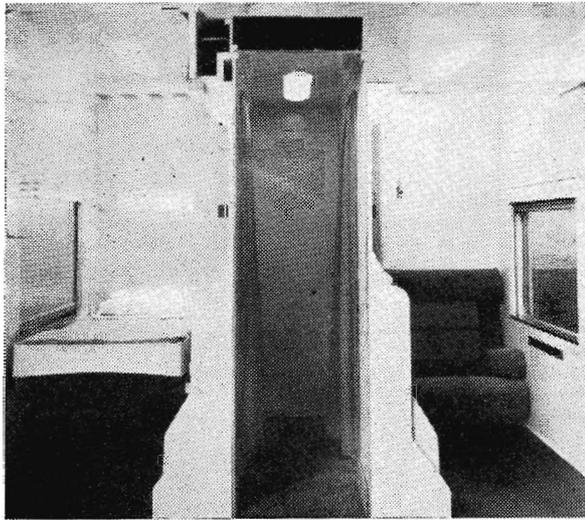
They also received the congratulations of the President of the Queensland Railways Institute (Mr. R. J. James), a former Maryborough resident. A cable also came from members of the Horsham (Sussex) team, winners of the British National Railways ambulance competition. They had been informed of Maryborough's win in the State contest and sent best wishes for success in the Australian title contest.

Nobody was more pleased that the Australian Railways Ambulance competition shield had finally found its way back to Victoria than Ambulance Officer (Mr. W. Blackburn) who was Superintendent of the Accountancy team which last won the shield for Victoria in 1935.

The results were : Victoria (445 $\frac{3}{4}$ pts.), 1 ; Western Australia (441), 2 ; Tasmania (417), 3 ; Queensland (410 $\frac{1}{2}$), 4 ; New South Wales (400 $\frac{1}{2}$), 5 ; Commonwealth (393 $\frac{1}{2}$), 6 ; South Australia (384 $\frac{1}{2}$), 7.

There was a pleasant ceremony at the competition luncheon interval at Mt. Evelyn. Ambulance Officer Blackburn presented the Chairman (Mr. N. C. Harris), who has always shown a keen interest in railway ambulance activities, with a gold life-membership medallion suitably inscribed and mounted on a polished wood base. A similar presentation was made at the smoke social to the

FIRST ROOMETTE IN SERVICE



The new roomette car will be seen for the first time in Melbourne when "The Overland" arrives at Spencer Street from Adelaide on December 10. The second car will be in service soon. Pictured above is an interior shot of one of the roomettes. Left: Bed prepared. Right: Bed folds back into wall recess at the back of seat. The roomette has a combined wash-basin and toilet.

RAIL TRANSPORT OF BULK WHEAT

WHEN this was written on November 22, only 480,000 bushels in silos and country storage centres remained of last season's bulk wheat yield still to be moved by the Railways.

The achievement implied by these figures was accomplished in spite of the serious set-back of the coal strike from late June until the end of August. It is a complete answer to the ill-informed criticism that the Railways had no hope of shifting the coming season's wheat crop.

It had been said that 10½ million bushels of last season's bulk wheat yield had still to be railed. This was described by the Commissioners as a gross mis-statement of fact. The balance at that time was only 1,700,000 bushels (800,000 bushels in silos and 900,000 in country storage centres).

The Commissioners said that new season's wheat would be cleared with no greater inconvenience to primary producers than has occurred during the peak of the traffic during the past two seasons.

It was expected that all the bulk wheat would be railed by November 30, added the Commissioners.

MARYBOROUGH—CHAMPION . . .

General Superintendent of Transportation (Mr. M. A. Remfry) who has always presided at ambulance gatherings.

The Superintendent of the Maryborough team (Mr. C. L. Kuffer) in a typically modest speech, said: "We were lucky as we happened to miss the pitfalls. In May last, when I was in Western Australia with my wife, I saw the shield we won today at the Perth Railway Station. I said to her 'we will have to get that shield back to Victoria. I hope Maryborough will be able to do it.'" Mr. Kuffer in a word of encouragement to young ambulance men who had not met with success in the competition advised them not to be down-hearted as it had taken him a long time to be in a shield winning team. He added that he had been competing for 35 years.

Mr. Remfry said it was necessary for members in the transportation branch who came in close contact with the public to have a knowledge of first aid. They never knew when their services would be required.

The Chief Medical Officer (Dr. Max Rees),

who proposed the toast of the adjudicators, said Dr. William Sloss had been adjudicating for 30 years and was known to railway ambulance men from Geraldton to Cairns.

Stretchers ingenious

Dr. Sloss said that the stretchers on the whole were exceedingly good and some were quite ingenious. On the oral side some of the questions seemed to stump the competitors. The questions were simple and straight-forward and there were no tricks about them.

Dr. J. K. Thompson (Port Augusta) said that in every aspect of transport, Victoria gained the highest marks. The team completed the event in ten minutes, while others took fourteen and fifteen minutes.

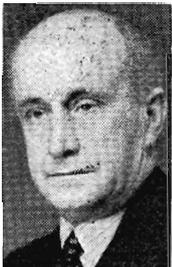
Other speakers were the Superintendent of Refreshment Services (Mr. A. W. Keown), Dr. H. H. Hurst (South Australia) and Dr. R. C. Geeves (N.S.W.).

* * * *

**FIGHT FIRES BEFORE THEY START . . .
KNOW THE POSITION OF FIRE APPLI-
ANCES AND HOW TO USE THEM.**

PERSONAL

MR W. H. SWANEY, who succeeded Mr. N. Quail as Chairman of the Staff Board, entered the service as a junior clerk in the Transportation Branch. Since then he has served in the Way and Works, Signal and Telegraph, and Secretary's Branches. He has had a wide experience in staff matters, including periods as Departmental Advocate—appearing in the Federal Arbitration Court—member of the Railways Classification Board and member of the Staff Board.



ARARAT is proud of Driver Stan Kelly, whose book—40 Australian Eucalypts in Colour—has been published in Sydney.

Mr. Kelly, who has been a Victorian railwayman for 14 years, is a driver in the Ararat district. He has never had a painting lesson in his life. Yet he has won the praise of such an authority as Mr. J. H. Willis, botanist, of the National Herbarium, Melbourne. In a foreword to the book Mr. Willis writes: "When such an effort is consummated by artistic skill and a subtle interpretation of colour the result is delightful." Many of the eucalypt species in the volume have never been illustrated, other than by line drawings, and some not at all.

One of Mr. Kelly's greatest admirers is Mr. Arthur M. Hargreaves, who is a driver of "The Overland," and who provided the driver-artist with some of the specimens of eucalypts for his book. Nearly all of the others came from the garden of Mr. G. Hatley, of Bellellen, near Stawell.



Drv. S. Kelly

Mr. Kelly has done illustrations of native flowers and trees for Charles Barrett, the well-known natural history writer, and also for Mr. Willis, Editor of The Victorian Naturalist.

Mr. Hargreaves has a collection of books on native flora, particularly on the eucalypts. He was able to help Mr. Kelly by lending him the books for study and research into the various

species for the letterpress portion of his recently published book.

Mr. Kelly's eleven-year-old son, Anthony, is already showing signs of artistic talent. He has won two newspaper competitions for painting and has passed with honours, in grade three, for piano.

The driver-artist's brother, Leo Kelly, who is also a driver at Ararat Loco, has a hobby of a different kind. He built amongst other things a model of an American locomotive which was greatly admired at a recent hobbies' exhibition.

And while on the subject of Ararat's railwaymen it should not be overlooked that Mr. D. Montgomery, who was elected Mayor for a second term, is a fitter at Ararat Loco.

VISITORS to the Mt. Buffalo National Park Chalet will remember Miss Doris Barlow, the cafe supervisor, who went to England last autumn and is now a receptionist at Clacton-on-Sea in Essex.

Miss Barlow has now written to give her impressions of England. She keeps in touch with old railway friends through the "News Letter," which relatives in Yorkshire receive from Victorian friends. Recently, she went as far as Leeds, in Yorkshire, on the "Queen of Scots," the London-Glasgow train through the Midlands, but she says that it does not equal "Spirit of Progress" in travelling comfort.

Miss Barlow goes on to discuss fares and says that the third-class return fare (most people travel third) from London to Leeds, approximately 200 miles distant, is £2.10.0., plus 4/- for seat reservation which is not compulsory.

COMMONWEALTH OF AUSTRALIA
POSTMASTER GENERAL'S DEPARTMENT
TELEGRAM
Office of Origin: No. of Words: Time of Lodgment:
5; Cable... 157B... Buckingham Palace, London 28 15th
The date stamp indicates the date of reception and lodgment only, unless an asterisk is placed after the time of lodgment.

Mr and Mrs A.J. Pratt,
Buffalo River, Vic. Aust.,

The King and Queen send you hearty congratulations and good wishes on your Diamond Wedding Day.

Private Secretary,
2-56a

DURING his recent leave, Mr. Lance Pratt, acting storekeeper, Electrical Depot Storehouse, Spencer Street, was present at his parents' diamond wedding and the following day celebrated his own silver anniversary.

At the reception, near Myrtleford, Lance read sixty congratulatory telegrams, including messages from the King and Queen, the Governor-General and the Lieutenant-Governor of Victoria. Others came from every mainland State.

Lance Pratt has been in the railways for 36 years and in the Stores Branch since the First World War. His son, Graeme, is following in the railway tradition and is now an apprentice fitter.

THE Railway Employees' Auxiliary (Orthopaedic Hospital) recently celebrated its fourth year of existence with an old-time ball at the V.R.I. It was the first dance of the year. A raffle run in connexion with the ball yielded £222.4.8. The function was organized by Mr. Ernest (Toby) Forsyth of the Carriage Superintendent's office, Newport.



Quest girls and the Auxiliary's Publicity Officer at the ball

The hostess was Miss Denise Porritt, last year's Miss Victoria in the Miss Australia quest. Miss Judy Gainford (Miss Australia, 1947) and Miss Lois Orders (Miss Orthopaedic Hospital in this year's quest) were also there.

Miss Molly Trotter, who was selected "Belle of the Ball," was presented with a cash prize and a bouquet.

A subsequent meeting of subscribers authorized a change of constitution to allow the auxiliary to build an urgently needed research laboratory at the hospital. An anonymous donor has already paid for the services of a pathologist, for two years.

APPRECIATION

AS the 1949 Apple Season has now drawn to a close, I desire to place on record our appreciation of the co-operation received from your Administrative Officers and Stationmasters, which has in no small measure contributed to the success of the distribution of apples in case lots in country centres.

The Secretary, Victorian State Office, Australian Apple and Pear Marketing Board, writing to the Chairman of Commissioners.

RETIREMENTS



SIGNALMAN J. T. Mackrell, who retired recently, started as a porter at Seymour in December 1915. During his service there on the relieving staff, he worked at various stations throughout the north-eastern district and the Goulburn Valley.

Mr. Mackrell was appointed signalman in August 1921 and worked in boxes at Brighton Beach and along the Heidelberg line. He had been at Northcote for the last 18 years of his service.

At a farewell function, he was presented by his workmates with a fine chiming clock.

GANGER George Beavis, who began his railway career in the Way and Works Branch at Beecac in 1912, has retired after 37 years' service.

After being in the country for many years, George was transferred to the metropolitan area in 1937. His final seven years of service were spent at Newmarket. At a pleasant little ceremony he was presented by his workmates with a travelling case and a rug, a pipe and a wallet.

Another ganger to retire is Len Lowe who had 43 years' service. After spending many years in the Kerang district, he was transferred to Macedon in 1924. Later he went to Newport. His workmates presented him with a mantel clock and a silver tray.



Mr. and Mrs. A. E. Browne (seated at left) snapped with members of the staff at Croxton and other stations on the line. The picture was taken following the presentation of a smoker's stand and reading lamp to Mr. Browne and a dinner set to Mrs. Browne. Mr. Browne, who had just retired, was stationmaster at Croxton.

At a recent gathering of the Advertising Division a canteen of cutlery was presented to Mr. G. L. Stevens on his superannuation after 34 years' service with the Department.



Gordon Stevens joined the Railways in 1915 as supernumerary clerk in the Way and Works Branch, and returned in 1920 as a clerk after service in the First World War with the 29th Battalion.

Until 1923 railways advertising was let to a private firm, but it was then taken over by the Department and controlled by the newly formed Advertising Division, of which Mr. Stevens was one of the original members. He was assistant to the Advertising Sales Manager when he retired.

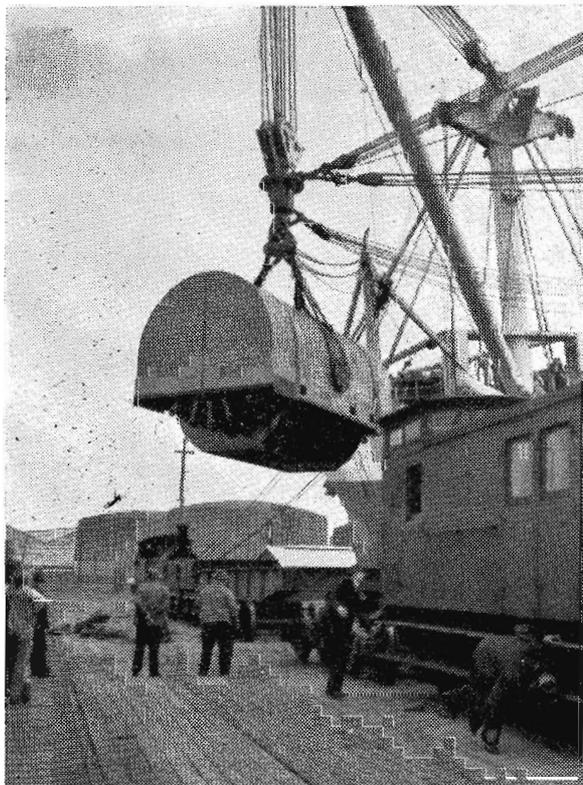
THE Refreshment Services have recently suffered a loss by the superannuation of Mrs. Eileen Macaw through ill-health, after twenty-two years in metropolitan and country refreshment rooms.

Since 1938, she had been manageress of the Spencer Street cafeteria, where she played a large part in feeding the services during the war, as well as running the refreshment rooms, which fed as many as three thousand servicemen and P.O.Ws. a day in peak periods.

STOREKEEPER E. A. Bulte, of Laurens Street, who retired recently, began his departmental career as a casual labourer in the Way and Works Branch in 1908, and joined the permanent staff in 1910. He served at Maryborough and Oakleigh. His outstanding memory of his early days is the McCallum's Creek smash on the Ballarat-Maryborough line in 1909.

After transferring to the Stores Branch, Mr. Bulte spent seven years at Spotswood General Storehouse, two years at Newport and the remainder at Laurens Street.

Hobbies will claim most of his retirement. He specializes in growing bulbs, and has a stamp collection of more than 11,000 specimens. He is also interested in music.



The 115 tons 30,000 k.w. alternator stator for the Newport Power Station being unloaded at Williamstown

VICTORIAN GOLFERS WIN TINTARA SHIELD



V.R.I. Golf Club Party, comprising the eleven members of the team that won the Tintara Cup

THE V.R.I. Golf Club team won the Tintara Cup after a very keen tussle with New South Wales. The Victorian President (Mr. F. Findlay) was the hero of the day. With the score five all, he won the last and deciding match on the 16th green.

Victoria, New South Wales, South Australia and Queensland took part in this year's interstate golf carnival in Adelaide. The final match was played on the picturesque Royal Adelaide course. Other events were contested at Glenelg and Glen Osmond, the home course of the South Australian Railways Commissioner (Mr. R. H. Chapman) who is an enthusiastic golfer.

It was a most successful carnival for the Victorians. The "A" grade championship was won by Mr. A. Leith, signalman, Ballarat, with two fine rounds of 76 and 77. Other trophy winners were Mr. Bob Doyle, guard, Oakleigh, and Mr. Jack Mills, conductor, Spencer Street. Mr. Commissioner Chapman proposed the toast of the A.R.I. Golf Union at a smoke social attended by the visiting golfers.

Wilma Collins to rest

The track season of the V.R.I. Women's Amateur Athletic Club is now in full swing. The sprinters, Kay Coffey, Jean Ramsay and Joan Young are running into form rapidly and should soon be at their top.



It is unfortunate for the club that that brilliant girl athlete, Wilma Collins, will not be a competitor this season. Wilma wrenched her knee while high jumping at Apollo Bay last Easter and has decided to stand down this year to ensure a complete recovery. She will miss the Australian championships in Adelaide in January next year and the Empire Games in New Zealand a month later. Her team mates wish her a speedy recovery and expect to see her

winning some important titles in 1951, and representing Australia at the Olympic Games.

Charlotte MacGibbon, Australian and State javelin champion, has struck form early, and should do well in the Australian championships. She has strong claims for inclusion in the Empire Games team.

The club has a very promising junior in fifteen-year-old Marlene Smith, who has equalled the times of some of the best senior sprinters over 100 yards. Marlene has clocked 12.4 for the distance; a very good performance.

Although the club has increased the number of teams from six to nine, it is still looking for members, particularly railways girls. Those keen on athletics should get in touch with Miss L. Neville (Auto. 1642).

The "A" grade premiership of the V.R.I. Table Tennis Association was won by Superannuation team, and the "B" grade by Newport Accounts. The "B" team won the shield which was donated by the widow and son of Mr. Seabridge, who was branch accountant (Elec. Eng.) and President of the Electrical Club. The V.R.I. club entered four teams in the V.T.T.A. competition and were runners-up in the "A" reserve and "B" grades.

RAILWAYMEN EXEMPT FROM JURY SERVICE

EVERY member of the Railway staff is exempt by law from jury service. But, if his name, by some mischance, is on the jury list, he is liable to be called upon to act on a jury.

To avoid complications, however, each employee should tell the police constable or other official who calls at his house to complete the jury list that he is a permanent member of the Railway staff.

As an additional precaution, he should check the jury list, details of which are exhibited at Court Houses, Post Offices and Municipal Halls during the early part of March, each year. If his name is on the list, he should apply immediately to the Special Court of Petty Sessions for its removal.

Should any employee receive a summons to serve on a jury, he should immediately hand the summons to his superior officer so that the Department can arrange for exemption.

Howlers

An eavesdropper is a kind of bird.

Harold mustarded his men before the Battle of Hastings. Magna Charta said that the King was not to order taxis without the consent of Parliament.

Milton wrote "Paradise Lost"; then his wife died, and he wrote "Paradise Regained."

Contralto is a low sort of music that only ladies sing.