

# New Letter



# OPPORTUNITIES FOR YOUTH

*The railway apprentice has his foot on the first rung of a ladder that could lead to the highest positions in the Department.*

IT is the proud achievement of the Railway Department that it has what is undoubtedly the best system of apprentice training in the State. The teaching imparted at its technical college, the attention paid to the apprentices' welfare, and the practical instruction given in the departmental workshops are responsible for this. Nor does the achievement rest there, for, as cannot be stressed too strongly, the highest posts in the department are open to apprentices with the requisite ability and technical qualifications.

When an apprentice enters the railways he is on the first rung of a ladder that could lead to his appointment as head of a branch controlling thousands of men, and from there to the desk of a Commissioner. The present Chief Mechanical Engineer, Chief Electrical Engineer, Manager of Newport Workshops and other officers in important positions began as apprentices.

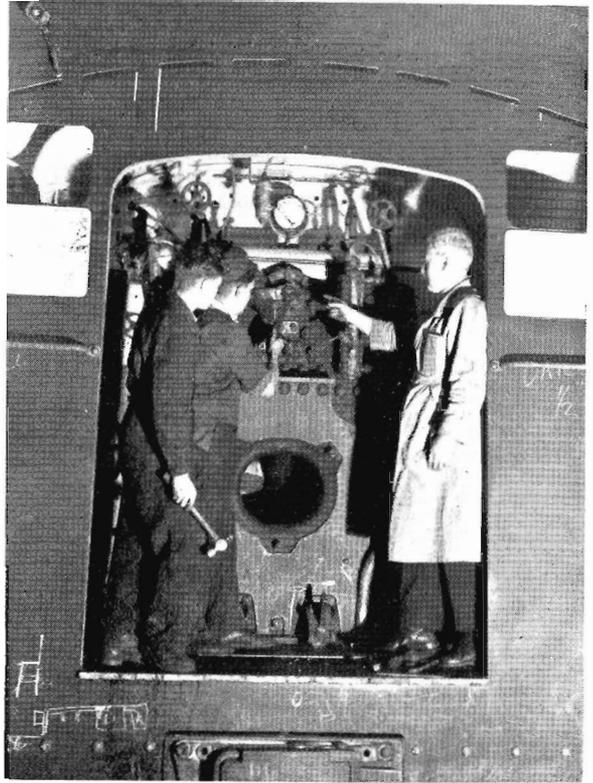
The opportunities offering to railway apprentices have always been good, but have never been better than they are today. The large number of senior officers due to retire in the near future and the expansion of engineering work under *Operation Phoenix* will open many doors to ambitious young men.

The lad entering the service comes under the wise guidance and fatherly care of the Supervisor of Apprentices. An eye is kept on his progress, helpful advice given, and difficulties adjusted for him. A thorough grounding in his trade is given, both at the technical college and in the workshops.

## OUR FRONT COVER

IT was a great day for young apprentice fitters when Fitter F. Gaff took them to the S class locomotive, Sir Thomas Mitchell, in the Erecting shop at Newport Workshops. The function of the motion gear of the powerful engine was explained by Foreman T. Daws.

If a youth is studious, scholarships are available which lead to a University degree or technical school diploma. For the lad who does not get a scholarship, advanced courses at the technical college pave the way for him to obtain special qualifications.



Apprentices in the Erecting Shop, Newport

Those who do not wish to enter one of the engineering professions may sit for the examination for supervisory positions after they have completed their apprenticeship and acquired the necessary trade experience.

The lad entering as apprentice should devote some thought to the trade he will take up. Some, of course, have a liking for a particular kind of work, while others have no definite leaning in any direction but incline to the trade that offers more pleasant work or better prospects in the future.

There are several trades—those of engineering blacksmith, boilermaker, moulder, and sailmaker are among them—in which the intake in recent years has been somewhat low. It is in these trades that one would expect the shortage of skilled men to become most acute, and the thoughtful lad would consider entering them in preference to others that, at first sight, may seem more attractive.

For the youth who would enjoy working in metal with modern forging machinery, and shaping by his skill the numerous chains, hooks, tools and so on needed in a railway system, the trade of engineering blacksmith has a strong appeal. It offers work that is both varied and highly interesting.

The basic engineering trade of boilermaker, which includes training in structural steelwork, is one with a promising future. Throughout the entire industrial world there is a strong demand for boilermakers, and as time goes on the demand is

*(Continued on page 10)*

# BUSIER THAN EVER

*Last year, after the Victorian Railways' ledgers for 1948/49 had been added up and the Commissioners had made their annual report to Parliament, a brief summary of it was published. It was called "Our Busiest Year." The title was accurate.*

*The booklet, a simple, illustrated presentation of salient facts, was written to tell the general public (the shareholders of the railway system) something, in everyday terms, of the huge volume of traffic we had handled, against odds very much weighted against us.*

*The interest in (and demand for) our little booklet, then, has encouraged publication of a summary of what the Railways did in the financial year 1949/50. The choice of a title for it of equal accuracy presented little difficulty, since many of the records of the previous year were broken. "Busier Than Ever," of which the following is a resume, will be out almost with this "News Letter."*

**G**OODS traffic increased greatly; indeed, several spectacular records were made—again, despite severe handicaps. Country passenger traffic was actually a little less than in the previous year, because services had to be curtailed during a disastrous coal strike, and because of the lifting of petrol rationing; but railway revenue for the year reached its highest peak of over £22 million. Revenue is not a true yardstick of business done, since higher fares and freight rates have been charged since September, 1949, to try to meet expenses that still mount alarmingly. Moreover, the £A itself has declined less and less in value. Nevertheless, the revenue figure is a noteworthy one.

Even so, the £22 millions was short of outgoings by £186,000.

Much of the ability of the system to cope with these traffic demands depended on the efficiency and resourcefulness of the staff. The year has been one of outstanding effort by them. It entailed the working of long hours and the deferment of leave; and the Commissioners pay tribute to the loyalty and help of the men and women all over the State who have put the breath of life into railway planned service.

It is not pretended that that service is ideal. The legacy that depression and war have left of manpower and material shortages to slow the pace of rehabilitation, is still with us. But the ideal is a clearly defined goal towards which we press.

## Traffic Records

Just over 182,000,000 passengers (as measured by passenger journeys) went by train, last year, compared with about 6 million less, the year before. The Railways also carried 8,409,301 tons of goods (more than a quarter of a million tons better than 1948/49's figure) and 715,839 tons of live-stock (12,000 tons up).

A new record of 580,531 tons was established in the transport of fertilizers. This was 28,000 tons more than in the record year of 1948/49. The quantity of fuel (black and brown coal, briquettes and firewood) moved was 2,125,281 tons, or nearly 280,000 more than last year's figure.

Goods and live-stock ton-mileage, which is the measure of freight work performed by the Railways, was 1,206,767,000, or 3.3% greater than in 1948/49, and 59% greater than in 1938/39.

Suburban passenger journeys added up to 173,869,302. Allowing for those on the line between Bonbeach and Frankston (which, on September 1, 1949, was included in the suburban area) the net increase over the previous year was about seven million journeys.



Travelling to the Royal Show

Country passenger journeys, at 8,232,049, were about a million less than last year's, after allowing for the Bonbeach to Frankston section.

## The Great Wheat Haul

The quantity of wheat moved by train was 38,983,716 bushels, of which approximately 87% was in bulk, as distinct from bagged wheat. During the period of delivery from the farms, of about eight weeks, the record quantity of 23 million bushels—30,603 truck loads—was cleared from country grain elevators. (In the previous season 17 million bushels were carried in the first nine weeks.)

The greater use of farm machinery and of motor transport to carry wheat to the elevators made the task of keeping elevators clear much greater than before, since they filled up much more quickly. But the Railways met this demand on their resources squarely, and the result was warmly praised by the Grain Elevators Board and by wheat farmers themselves.

## Gippsland and Geelong

Extensive works necessary for handling increased traffic associated with Latrobe Valley developments,

*(Continued on page 3)*

notably in brown coal and briquette production, have moved apace. Earthworks for regrading and track duplication between Longwarry and Yarragon were almost finished when the year ended, and the work on bridges and culverts was well ahead. The new "up" line between Drouin and Warragul has since been opened, and double line working began in August.

A good deal of general planning for electrification between Dandenong and Traralgon was done during 1949/50, and most of the major equipment was ordered, including the necessary wire, insulation and other materials for about 140 miles of single track.

Our recommendation to the Parliamentary Public Works Committee that we should electrify the Geelong line and duplicate sections of it was agreed to by the Government. Electrification will begin on completion of the Dandenong-Traralgon project. The duplication work will be undertaken before that if labour and material are available. With greater capacity and vitality, the Geelong line is expected to save us about £50,000 a year, and reduce the annual consumption of black coal by about 17,000 tons. Train services will be very much improved, and likely needs will be met for many years to come.

#### R.P.S. Is Still Good Value

It was apparent, at the beginning of the last financial year, that the huge increase in the cost of wages and materials in the previous year and its prospective continuance would involve the Railways in a large deficit unless fares and freight rates were advanced. After reviewing all the facts, the Government agreed to an average increase of about 20% as from September 1, 1949.

Country and suburban passenger fares were put up by 12½%, except in the suburban tramway competitive area where the increases were in most cases ½d. on a single journey and 1d. return.

An increase of 33⅓% was made on lower-rated goods traffic which comprises about two-thirds of the total goods tonnage carried but produces only about 40% of the total revenue. The rates on higher classified traffic and freight contract rates were increased by 25%. Rates for live-stock and wool were similarly increased and those for parcels by 15%.

Even so, rail fares and freights have not increased to nearly the same extent as have commodity prices and the general level of wages, which are still rising. Railway service is still very good value indeed at the price paid for it. For instance, the humble penny, even now, will move

*a ton of wheat four-fifths of a mile ;  
a ton of fertilizer a mile and a quarter ;  
a ton of firewood three-quarters of a mile ;  
a passenger (averaging first and second class,  
country and suburban) almost a mile.*



Wheat Train at Wycheproof

#### What The Railways Earned

Revenue for the year was over £22 million, an increase of more than £4¼ million over the previous year, and the highest amount ever earned by the Victorian Railways. These figures, however, become less astronomical when the value of the 1950 £A is compared with the pre-war £A.

The record revenue was attributable to higher fares and freights and increased traffic, plus a payment of £1,687,828 by the Treasury to reduce the burden of interest and other debt charges.

#### The Cost Of Service

The working expenses (excluding interest and other debt charges) totalled £20,117,563, an increase of £2,179,173 over the previous year. The increase was almost entirely due to causes beyond Railway control, the principal items being higher salaries and wages as a result of cost of living adjustments and improved working conditions, and higher costs of materials and supplies, including coal and other fuel. Our main fuel, coal, provides a striking example of increased costs. The average price has risen from 21/6d. to 64/5d. a ton since 1938/39.

#### Looking Ahead

The record performances of 1949/50 were carried out with practically the same number of staff and the same amount of rolling stock as in the previous year.

However, the new locomotives and trucks, track regrading and duplication, and the electrification of the Traralgon and Geelong lines, which are integral parts of the Railways' £80 million rehabilitation programme ("Operation Phoenix"), have opened a new era in railroading in Victoria. New and better rolling stock, better tracks, and more staff from the recruitment of British railway workers and New Australians, will make it possible for the Victorian Railways not only to expand its scope to take care of the rapidly increasing volume of traffic, but also to give a progressively improving standard of service.



# THEY ROSE FROM LAD PORTERS

FROM lad porters to the highest posts in the Traffic Branch—such is the achievement of Mr. G. Rogers and Mr. T. R. Collier, who recently were appointed Chief Traffic Manager and Assistant Chief Traffic Manager, respectively, following the retirement of the Chief Traffic Manager (Mr. M. A. Remfry) who started his railway career as a junior clerk in the Accountancy Branch.

Mr. Rogers is extremely well equipped for his new position. His years of experience have given him a wide knowledge of transportation. He is a man of courage and ability and a great stickler for detail. His railway career strikingly illustrates the opportunities there are in the service for young men who work and study.



Mr. Rogers

Joining the Department in 1907 as a lad porter, Mr. Rogers was appointed stationmaster at Locksley in 1914 and remained there for three years before joining the relieving staff. He was at the Tourist Bureau for 12 months and at Head Office in the Time-table Division for two years. He was appointed Traffic Inspector in 1922, and, four years later, he went to Geelong as Assistant District Superintendent. He became District Superintendent at Seymour in 1931, Metropolitan Superintendent in 1936 and Superintendent of Train Services in 1940. During this period he was engaged in industrial work with the Department's advocate before the Classification Board. He also did research work with the Transport Committee, the chairman of which was Mr. J. M. Ashworth. After World War 2, Mr. Rogers was appointed Outdoor Assistant to the General Superintendent, and when Mr. W. R. Price retired last year, on account of ill-health, Mr. Rogers became Assistant General Superintendent.

The new Assistant Chief Traffic Manager (Mr. Collier) joined the Transportation Branch in 1910 as a lad porter. His wide experience in the grades of operating porter, A.S.M., S.M., train dispatcher, traffic inspector, assistant district superintendent, district superintendent and metropolitan superintendent has given him a solid background of railroading experience for his new responsibilities. Mr. Collier



Mr. Collier

had a splendid record of service in both world wars. In the first he rose to lieutenant and won the Military Cross and Bar. His marked ability and his intimate knowledge of both military and railway work enabled him to give valuable service in World War 2. He was transferred, at the request of the Commonwealth Government, and subsequently became Director of Railway and Road Transportation in the Department of the Army, with the rank of Colonel. When he returned to the Railways he was made Staff Superintendent in the Transportation Branch. Mr. Collier's new appointment will be popular with V.R.I. members. He has been president of the Institute for three years.

Mr. J. R. Rewell, the new Outdoor Assistant to the Chief Traffic Manager, joined the Department in 1915 as a junior clerk in the District Superintendent's Office at Maryborough. He also had station experience at St. Arnaud before transferring to the train running room at Head Office in 1918. Two years later he joined the staff of the Outdoor Superintendent (Mr. M. J. Canny) and remained there until November 1941 when he became secretary to Mr. Wishart who was then a Commissioner. When Mr. Wishart was appointed Chairman, Mr. Rewell was detailed for special duties.



Mr. Rewell

Another railwayman who joined the service as a lad porter and who figures in the latest promotion list is Relieving Stationmaster R.C.P. Wilson who has been appointed Goods Superintendent. He joined the Department in 1907 within a day or so of Mr. Rogers. He became a stationmaster in 1915 and has been a traffic inspector and an examining officer for stationmasters. Mr. Wilson served with the first Australian Railways Operating Company (A.I.F.) in World War I in France and Belgium. He was awarded the D.C.M.

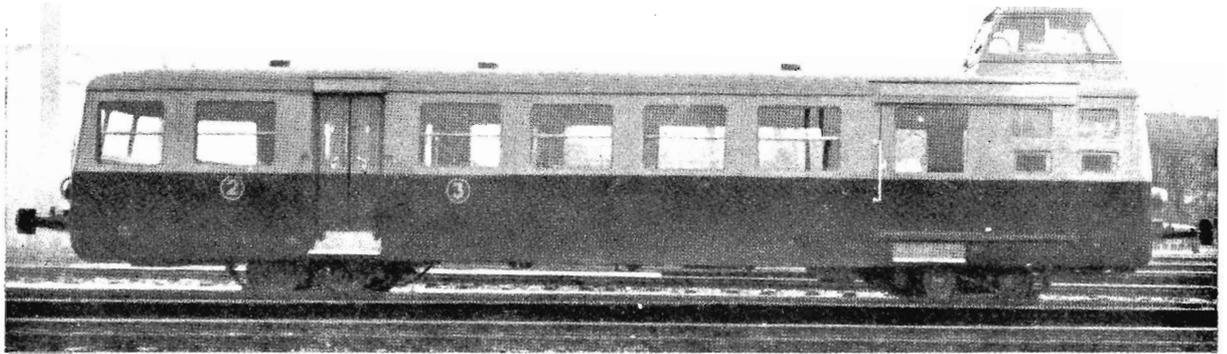


Mr. Wilson

The rise of four railwaymen from lad porters and junior clerks to high positions in the service underlines the opportunities that exist in the Department today for young men with the ability and determination to get to the top.

The rise of four railwaymen from lad porters and junior clerks to high positions in the service underlines the opportunities that exist in the Department today for young men with the ability and determination to get to the top.

# French Standard Light Diesel Rail-cars



SEVERAL unusual features characterize the new standard light Diesel rail-cars of the French National Railways, 55 of which have been ordered. The three most prominent features—conning-tower drive, transverse engine mounting, and non-bogie construction for an eight-wheel rail-car—have all been used previously, but never altogether in combination.

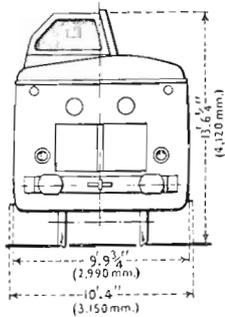


Diagram showing Conning-tower end

The idea behind the new type was to embody experience gained with a wide variety of small units built from 1932 to 1939. The result had to be a branch line rail-car with 60 to 70 seats in two classes, with about 150 b.h.p. of engine output, capable of working solo or *en jumelee* (i.e., with two cars coupled together, but each under the control of its own driver), but not of hauling trailers or of

working in multiple units, and capable of running in either direction up to 50 or 56 miles an hour.

Simplification in controls is gained by the conning-tower drive which provides for either-way running with only one driving position. In the conning-tower, the driver sits facing sideways so that he can look either way with equal facility. He can see easily over the roof, but a periscope is provided so that he can look down, along the interior, and observe the coupling up of another car or the exact position of buffer stops or a vehicle during shunting movements.

Engine and gearbox are mounted transversely at the conning-tower end of the car. Controls of the clutch, gearbox, reverser, and engine throttle are all direct mechanical.

—*Diesel Railway Traction*

## Railway Library

THE world's largest library on railway subjects is located in the Transportation Building, Washington, D.C., and is maintained by the Bureau of Railway Economics of the Association of American Railroads. The library has a special collection of material relating to railways and other forms of transport which includes federal and state documents, complete files of many American and foreign periodicals, annual reports of individual railway

companies and public utilities commissions, proceedings of railway clubs and associations, maps, newspaper clippings, manuals, directories, year-books and other reference tools which are extensively used by railway men, students, authors, educators, and research workers.

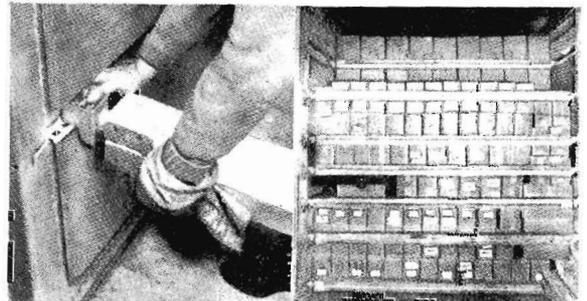
—*Brotherhood of Locomotive Firemen and Enginemen's Magazine*

## Damage-free Loading Device

THE GAEX 50-ton all-steel box cars which are being built by the General American-Evans Company, Chicago, are designed with a number of main objectives including maximum shipper service, capacity loading, high monthly mileage, low maintenance cost, reduced damage claims—and consequently improved net earnings, substantially more than enough to cover the increased cost of the cars (roughly 50 per cent. above normal present day costs). They will provide a pool of standardized ultra-modern cars which will be leased to the railroads on a ten-year basis.

To make possible capacity loads, minimize damage to loading, eliminate dunnage and incidental labour costs, the cars are equipped with the Evans D-F (damage-free) loading device which has been in successful use for a number of years and is said to increase the average safe pay load by about one-third. The device also facilitates the quick application and safe handling of partial loads as well as full loads of any kind, shape, or size of material normally transported in box cars.

—*Railway Age*



Left—the locking device at each end of each cross member is easily operated by hand.

Right—typical load of merchandise in cartons supported by D-F loading device.



Senior Competitors



Stretcher Building



Novice Team



Briefing



Transport





# AMBULANCE DAY

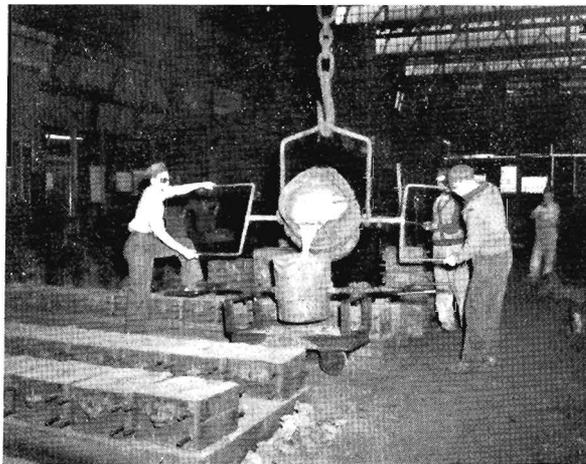
The 1950 ambulance competitions at Mt. Evelyn revealed a high standard of railway first aid work.



(Continued from page 2)

bound to increase. There is certainly no industry that can give the young boilermaker a better knowledge of his trade than the railways.

Moulding and sailmaking would also appeal to the lad who looks ahead. Using modern foundry methods, moulders are trained in a wide variety of work. Sailmaking—as the manufacture of tarpaulins and other canvas articles is called—has much to offer the youth who likes clean, interesting, and quiet work.



In the Foundry

To meet railway apprentices and hear them comment on their jobs is to get an insight into the essential soundness of the department's training system.

Dan Thomson, a fourth year apprentice blacksmith at Newport, became interested in his trade while watching the local smith at work in his home town of Burrumbeet. "One of the things I like about the work," he said, "is that you start and finish each job yourself—you don't just do part of it and then pass it to someone else." This, he explained, gives him the satisfaction that only the craftsman knows.

Milton Mason, in his first year of boilermaking, was attracted by metal working while at school. Deeply interested in his trade, he is looking forward to learning more about it as his apprenticeship proceeds.

"What I like about moulding is its variety—there's certainly no monotony about it," said John McMillan, now in his second year. Like moulders generally, he is very keen on achieving perfection in his work.

Typical of railway apprentices, these alert, intelligent lads are looking forward to the future with confidence, knowing they will be skilled and indispensable technicians holding secure, interesting and well paid jobs.

# The things they say

THERE'S only one way to attract apprentices to an industry, and that's to encourage, help and train them properly. The Victorian Railways have followed that policy for the last half-century with outstanding success. The day each young man enters the service he is welcomed personally by the Chairman of Commissioners at an informal function at the Railways Institute. The function has been going on for years and will go on for many more. Each year there is a rush to gain the 200-odd apprenticeships offered—all because the young fellows are encouraged and offered advancement, so lacking in some industries.

—Waddlin Willie in the Sydney Bulletin.

\* \* \*

A reformer is one who insists upon his conscience being your guide.—Millard Miller.

\* \* \*

The first impression a customer gets often makes our job easy or difficult. Therefore, personal appearance, personal interest and a friendly manner are of the utmost importance. Customers think of the railroad according to the impression created by the employees.—Erie Railroad Co., U.S.A.

\* \* \*

In the Soviet Union there is no mystical or obscure treatment of love, such as decadent cosmopolitan poets use. We sing of how a young man falls in love with a girl because of her big industrial output.—Soviet Poet Stephen Petrov.

\* \* \*

The well-being of the railways is our well-being and a matter of intimate, personal concern to every man, woman and child. The railways are the shuttle about which is wound the thread from which our economic fabric is woven. They are the foundation upon which our standard of living has been built. They are an essential part of any plan for national expansion and security.—Donald Gordon, President of Canadian National Railways.

\* \* \*

Service is basically an attitude. You can't touch it, but you know it's there. You feel it, and you respond to it—favourably, if it's good; unfavourably, if it's bad. A person is behind that attitude. That person is you.—Pacific Electric Co., Los Angeles, U.S.A.

\* \* \*

Rail freight shipments in and out of Washington were checked recently. The biggest export item was baled waste paper. The largest inward item was stationery.

—Cedric Adams, in Minneapolis Star.

# HAPPY IN THEIR NEW JOBS

*One hundred and twenty-three of the 750 railway families from England have arrived and 32 more will be here this month, bringing the total to 155. The men who have arrived have either commenced work or are passing through the school of instruction.*

*They have settled in well. They like Melbourne, are completely satisfied with their jobs, and consequently have no regrets that they came here. Many of these new British railway workers are ex-servicemen. Provided their applications were lodged up to March 31, 1949, they were entitled to free passages to Australia under the provisions of the Commonwealth Government migration scheme.*

**M**OST of the others who were not entitled to free passages contributed to the cost of the transport of themselves and their wives and families from England. They are unanimously of the opinion that it was the best investment they could possibly have made.

Even those who had previous railway experience in England have to become accustomed to the new conditions of work. This, of course, will take a little time, but the policy of the Department in giving the new workers, particularly those in the Traffic Branch, experience in various phases of railway work will facilitate their railway education.

Typical of the new arrivals is Porter W. K. Hall, who came out on the *Ranchi* with the first batch of British railway workers. He has been gaining experience in the cloak room and outwards parcels office at Spencer Street. He was a porter at Copgrove Station, Yorkshire, Northeast Region, British Railways. "I find the job here most interesting because so many people pass through the station," said Porter Hall. "It has been a delight for me to meet so many British migrants who have called at the cloak room. I have met men from Scotland and Yorkshire, my wife's county, and it has been grand to have a 'chin-wag' with them." Porter Hall states that our system of various coloured tickets has been a little puzzling to him because in England all rail tickets are the one colour—green. He is keen to get as many certificates as possible and at the time of writing, is waiting to sit for the ticket checkers' examination.

Porter Hall's neighbour at Albion is another new British railway worker, Porter C. M. Williams, who was a goods guard on the Southern Region. He has been working behind the counter in the parcels office and, like Porter Hall, welcomes the opportunity of meeting people and learning more about Australia. His 15-year-old daughter, Shirley, is a trainee comptometrist at Head Office; another



Kilted Porter steps ashore

daughter, Jennifer, 12, is already talking about following in Shirley's footsteps, while his six-year old son Trevor wants to drive an engine when he grows up. "So you will gather from this that the Williams family is very railway minded," said Porter Williams.

William Morrice, who brought his wife and six children to Melbourne, is working as a labourer at Newport Workshops. He likes it there and was agreeably surprised to find the 'shops so large and so well equipped. His lad, Ronald, who was 18 last month, is a trainee engineman at North Melbourne Loco. "We like our jobs in the railways and we are a very happy family indeed," said Mr. Morrice.

Head Porter G. T. Pope, who has taken almost a fatherly interest in the new British railway workers at Spencer Street and has instructed them in their duties, has this to say of them: "I cannot speak too highly of them. They are fine lads, of good appearance, and are willing and cheerful on the job. They are anxious to progress and I feel sure they will."

## PUBLICATION SUSPENDED

**N**EWSPAPER LETTER regrets that, because of the rail strike and printing difficulties, it was not practicable to publish issues for November and December 1950.

## Way & Works Branch Staff Changes

**F**OLLOWING the retirement of Mr. C. H. Carson, Mr. T. F. Slattery has been appointed Chief Clerk of the Way and Works Branch. Mr. Slattery, who has been Staff Clerk since 1947, has had wide experience in administrative work. He has been Assistant Staff Clerk, Senior Clerk at Spotswood Workshops, and personal clerk to the Chief Civil Engineer.

He has been succeeded by Mr. D. E. Connell, who has been Assistant Staff Clerk during the past three years. Mr. H. E. Wain, who was Senior Timekeeper at North Melbourne, has been appointed Assistant Staff Clerk.

## Popular Clerk Retires

**R**EPRESENTATIVES of commercial firms as well as railwaymen were present at the farewell to Mr. Richard Davies, who has been in charge of Yarraville Goods for more than 10 years. Mr. Davies joined the Department as a shunter in 1908. He was at Melbourne Yard and also on the staff of the old Princes Bridge parcels, cloak room and lost property office. A son, Richard, is a clerk on the housing project staff.



Many tributes to Mr. Davies' efficiency and ability to get things done were made at the farewell function at which the supervising officer, Mr. J. Harding, presented him with a wallet of notes. Yarraville has a good reputation for a quick turn round of trucks. It is due to the co-operation developed

between Mr. Davies and his staff and the business community. An efficient officer, Mr. Davies will be greatly missed in the Department. In his retirement, he intends to devote more time to his favourite recreations, his garden and his workshop.

## Defence Job well done by Railwaymen

**T**HE Minister for the Army (Mr. J. Francis) has congratulated the Commissioners on the excellent work done by Victorian railwaymen in connexion with the recent movement of No. 1 Field Squadron, Royal Australian Engineers, with plant and equipment, from Pimba, South Australia to Wacol, Queensland.

The Minister wrote: "In view of the problems involved, including three breaks of gauge, the New South Wales floods and the inclusion of a number of normally out of gauge vehicles, this was an expeditious movement and the efforts of the railway staffs concerned were of great value to the Commonwealth. The journey of 2,000 miles took only 10 days."

Mr. Francis requested the Premier (Mr. McDonald) to advise the Commissioners of the Commonwealth Government's appreciation of the splendid work done by railwaymen.

## Engine drivers close throttle for last time

**T**WO well-known country engine drivers have closed the throttle for the last time. They are Mr. Hugh Cottier, of Warrnambool, and Mr. W. L. Rushton, of Warragul.

Mr. Cottier had more than 40 years' service in the railways. He joined in February 1910 as an engine cleaner at North Melbourne and was subsequently stationed at Dandenong, Hamilton, Ararat, Port Melbourne and twice at Warrnambool. He was a fireman at Port Melbourne when he enlisted for service in World War 1 and was on the troopship *Ballarat*

which was torpedoed. On his return from the war Mr. Cottier was stationed at Ararat and from there went to Warrnambool where he remained for 25 years.

"A lot of firemen and drivers yearn for a return of the days when there was ample Maitland coal, but give me oil," says Mr. Cottier. "All the firemen has to do is turn a valve." Asked whether he would join the railways if he had his time over again, Mr. Cottier said: "I've been mad on trains ever since I was a kid. I suppose I always will be to the end of my days."

Mr. Rushton had 41 years' service. He joined as an engine cleaner and, after some time at North Melbourne, served as a fireman on the suburban steam service until 1920. Promoted to driver, he was transferred to the Wimmera district where he was stationed at Stawell and later at Murtoa, Marnoo, Dimboola and Ararat. Mr. Rushton, or "Poppa" as he was best known to his railway mates, was a popular figure on the Gippsland line. On his last run he received a typical railway farewell. At each station on the line detonators on the track were exploded by the engine he was driving. At Warragul, traffic men lined up on the turntable as his engine passed and gave him a rousing farewell. At the V.R.I. hall more than 150 of his mates presented him with a wallet of notes and told him how much they admired his efficiency and personal qualities.

## Railway Pioneers

**M**R. ARTHUR J. GIBSON, electrical fitter, Dandenong has sent to *News Letter* a volume with the quaint title of *The Mechanics' Magazine, Museum, Register, Journal and Gazette*. The volume covers portion of the years 1829 and 1830. In it are details of the Rainhill trials which were mentioned in the article on Railway Pioneers in the August *News Letter*.

There are full descriptions and drawings of each of the competing locomotives, day to day summaries of events, comparative statements of performances, and current newspaper reports.

Mr. Gibson has 13 of these volumes, one of which records, in detail, the opening of the Liverpool and Manchester Railway.

## Retired Man-in-Grey's Reminiscences

**O**LD colleagues of Mr. George D. Carmichael, one of the early Men-in-Grey who retired in 1929, will be pleased to hear that he is still hale and hearty. Mr. Carmichael lived in West and North Melbourne for about 60 years, but in June last year he decided to start life afresh and moved into a new home he had built at Mt. Waverley. When we last heard from him he was painting the fencing of the house and mowing the heavy native grass with a scythe to make way for a garden.



Mr. Carmichael, who joined the Traffic Branch as a porter in 1889, was transferred to Spencer Street in July 1891. He worked there as ticket collector, head porter and was appointed Man-in-Grey in February 1921.

He remembers the time when most of the administrative officers, stationmasters, guards, head porters and yard toremen sported whiskers. Those were the days when the concourses and main platforms were decked with kauri planks and Sunday was the day when they were cleaned

and hosed. The porters were required to take off their boots and turn up their trousers over their knees like deck hands on board ship. Using a large hose similar to a fire hose they hosed down the planks. The hoses were so powerful that it was quite a job to hold them. Later, of course, the concourses and platforms were asphalted and the hose gave way to the broom.

George retains a vivid recollection of the completion of the present administrative offices. He, among others, had to assist in the transfer of the Traffic Branch books and records from the old buildings on the west side of Spencer Street station.

### Shedman Retires

**M**R. JOHN J. RIDDIHOUGH, shedman at Kensington for 15 years, retired last month after 29 years' service. He joined the railways after his return from World War 1, in which he won the Meritorious Service Medal. He was a quartermaster sergeant in the 37th Battalion, 10th Brigade, which had a V.C. winner, Captain R. C. Grieve. Mr. Riddihough started in the railways as a labourer at Bendigo. He was a yard porter at Boort and a checker at Melbourne Goods before going to Kensington. Mr. Riddihough retires with the good wishes of his departmental colleagues and friends in the business community.



### Prominent in Social Activities

**G**ANGER BERT LEE, who retired recently, had been stationed at Lockington for the past 20 years. He started in the railways at Woomelang in 1915 and worked in the Mallee at Watchem, Irymple and Hattah before going to Cathkin. His track duties took him to Beechworth, Nowa Nowa and Maffra before he settled finally at Lockington where he became prominent in local social activities. Bert, who is a keen fisherman, intends to do a lot of angling on the River Murray.

### All-round Sportsman

**S**ENIOR Yard Foreman "Hughie" Tainsh, of Ballarat, who retired recently was a good all-round sportsman in his younger days. He played football with leading country teams, being vice-captain of Golden Point in the Ballarat League, and as a cricketer in the Ferntree Gully team, he headed the batting averages. Later he became a bowls enthusiast.

Mr. Tainsh joined the service in 1902 and, after passing through various grades in the Traffic Branch, was transferred to Ballarat in 1927, where he remained until his retirement.

### Ex-Servicemen Praise Railway Service

**W**HEN the Commissioners were on their recent tour of inspection of the Mildura line they were gratified to hear of the high esteem in which railwaymen at Mildura and Redcliffs are held by the sub-branches of the Returned Servicemen's League.

In a letter to the Commissioners, the president of the Redcliffs sub-branch of the R.S.L. (Mr. J. B. Grellis) said: "All ex-service personnel appreciate the constant help and courtesy extended by railwaymen to sick chaps for whom sleeping berths have to be arranged either to or from Melbourne and the service given them on the journey by train staffs. Our relations with the railways are most cordial. The Commissioners are to be complimented on the spirit of service shown by so many railway officials in this district. Their help does make the sun shine and life so much sweeter."

The secretary of the sub-branch (Mr. J. W. Rowe) wrote: "The utmost degree of kindly help shown at all times to ex-

servicemen, particularly to the semi-invalid and other hospital cases travelling by train either to or from Heidelberg Repatriation Hospital, cannot be spoken of too highly by members of my sub-branch. The Stationmasters at Mildura and Redcliffs, their staffs and the men on the trains do a grand job. We cannot praise railway help enough."

The Commissioners have expressed pleasure at the service that is being given by the railway staffs concerned.

### Courtesy and Efficiency Appreciated

**I** SHOULD like to express my appreciation of the courtesy and efficiency of the staff of Box Hill station in recovering a suit case which I left in a city bound train recently. The suit case was returned to me within 20 minutes of reporting the matter to the staff. A very smart piece of work.

—A. J. Gardner, Edward Street, Mitcham.

\* \* \*

**M**AY I thank the Stationmasters at Macedon, Bendigo, and Korong Vale for their courtesy and efficiency when we sent our nine year old daughter to and from Quambatook by train. Knowing that our little girl would be well cared for when she changed trains freed our minds of all anxiety.

—T. F. Wilson, Macedon.

### OBITUARY

**T**HE death occurred recently of Mr. D. J. T. Moffatt of the Accountancy Branch, Head Office. Joining the service in 1910, Mr. Moffatt worked in various offices of the Accountancy Branch and in 1932 was appointed Book-keeper at the Railway Offices Accounting Office. Older football followers will remember him as a well-known player with the Richmond team, some thirty years ago. The famous ruck combination of Herbert, Moffatt and Hall was supreme in those days, and won premierships for Richmond.

\* \* \*

**I**T is with deep regret that we record the death of Mr. W. V. (Vern) Bussau, who for some years was bandmaster of Newport Workshops Brass Band.

Mr. Bussau, who was a brother of the late Sir Louis Bussau, a former Agent-General for Victoria and Minister for Railways, was a prominent sportsman in his younger days.

Mr. Bussau's son, Mr. H. Bussau, is a member of the Workshops band. A married daughter, Mrs. J. Wilson, was at one time in the Refreshment Services Branch.

\* \* \*

**R**AILWAYMEN learned, with regret, of the recent deaths of Messrs. F. M. Calcutt and T. F. Brennan.

Mr. Calcutt started in the Engineer-in-Chief's branch in 1883. In 1905 he became Engineer of Signals and, in 1922, when the Signals Division was made a separate branch, he was appointed Chief Engineer of Signals and Telegraphs. He retired in July, 1930.

In 1906, Mr. Brennan, then a member of the Auditor-General's staff, was selected as Assistant Accountant to reorganize the Department's accountancy methods. Eight years later he became head of the branch. As a leading accountant he carried out many important governmental investigations. A prolific writer on accounting matters, he yet found time for much public work; he was a past president of the V.R.I. and the Commonwealth Institute of Accountants.

\* \* \*

**O**NE of Victoria's oldest ex-railwaymen—Mr. J. R. Peacock died recently. Mr. Peacock, who retired in 1916, was born in February, 1856, just 17 months after Australia's first train ran.

# THREE RAILWAY MAYORS

*FROM the ranks of Australian railwaymen have come a Prime Minister, Cabinet Ministers, Federal and State Parliamentarians and innumerable mayors and councillors. The latest Victorian railwaymen to earn civic honours are Mr. T. P. Bolger, electrical fitter's assistant, who has been elected Mayor of Richmond, Mr. J. R. Cleworth, of the Railways Tramway Depot, Sandringham, who is the new Mayor of that suburb, and Mr. D. Montgomery, who has been elected Mayor of Ararat for the third successive year.*

**M**R. BOLGER joined the railways in 1920 as a lad porter. He was number taker in the Melbourne Yard for a few years before transferring to the Signal and Telegraph Branch as electrical fitter's assistant at Spencer Street.

A noted athlete, Mr. Bolger was one of Australia's wrestling representatives at the Olympic Games at Amsterdam in 1928. He represented the V.R.I. in wrestling competitions in all States and held the Australian welterweight and middle-weight championships. Mr. Bolger comes of a sporting family. His brother, Martin, now vice-president of the Richmond Football Club, played for that team for many years, his younger brother, Jim, was captain of the second eighteen and was an interstate tennis player, and his sister, Blanche, was a pennant tennis player.

The new Mayor of Richmond is a life governor of four of Melbourne's public hospitals, vice-president of the Richmond Citizens Boys' Club and a member of the Richmond Bowling Club. His mother has been an indefatigable worker for charity and is a member of most charitable organizations in the district.

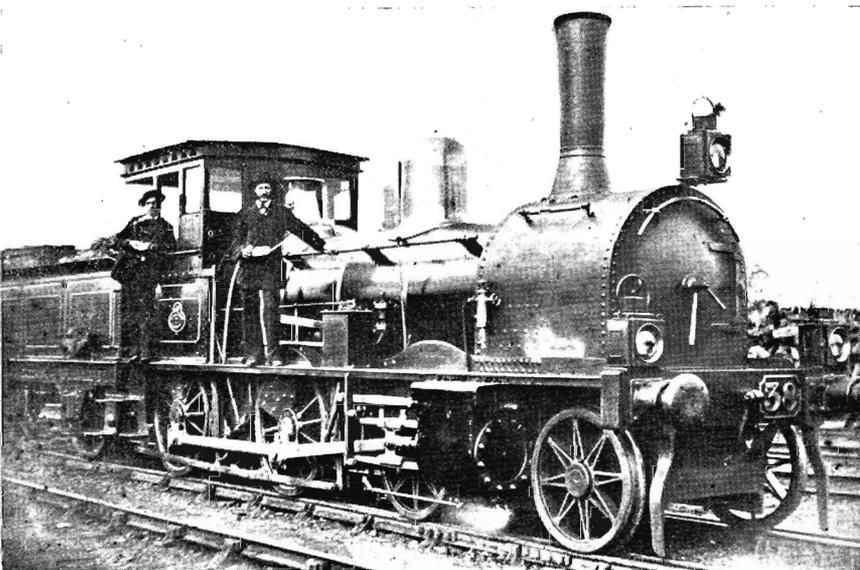
Mr. Cleworth, the new Mayor of Sandringham, joined the railways in 1919. He is a member

of the sub-station maintenance staff at the Railways Tramway Depot at Sandringham. He has always taken a keen interest in local affairs. He is president of the soccer club, a former president and secretary of the Black Rock Bowling Club, president of the Black Rock Free Kindergarten, a vice-president of the Victorian Municipal Pre-School Association and of the Black Rock Pre-School Association. He is also a foundation member of the Black Rock scout movement. Mr. and Mrs. Cleworth were members of a committee that built the first scout hall in the district. The hall has been extended and now accommodates two full troops and rovers. Mr. Cleworth was a member of the first A.I.F. He served with the original 29th Battalion, 8th Brigade, for four years and was wounded at Kimmel Hill in 1918.

Mr. D. Montgomery, the Mayor of Ararat, is a fitter at the Ararat Depot. The people of Ararat have so much confidence in him that he has been elected civic leader for the third successive year. The Mayor and some of his railway colleagues have sponsored a move to raise £250 to send a local boy to England under the *Sun* youth travel scheme.

---

## EARLY V.R. LOCOMOTIVES



Passenger 4-4-0 type

Nos. 38 and 44.

Built at Williamstown Workshops, 1876.

No. 44 was rebuilt with a 130 lb. domeless boiler in 1882.

They were later known as G class.

Both were scrapped in 1904.

# SPORT ROUND-UP

## Women's Athletics

THE V.R.I. Women's Amateur Athletic Club is having one of the most successful seasons in its history. Nine teams, five senior and four junior, have been entered in the inter-club competitions. At the end of November, A, B and D senior teams and the junior E grade team were undefeated. One of the outstanding athletes is 15-year-old Marlene Smith, whose times for the 75 and 100-yards events equal those of the senior runners. Marlene is the junior State champion for these distances, and also holds the high jump title. Joan Young has been recording smart times for the 100 and 220-yard events and is rapidly regaining her last year's track form.

## Spotswood Bowls



The Spotswood Railway Bowling Club's season opened in September. The Commissioners allowed the green to be built after 20 men had, through the former manager (Mr. P. Leslie), in 1945 asked for it. These enthusiasts sacrificed 20 minutes of their lunch hour, each day, until the green was completed and opened on September 14, 1947.

The manager of the 'Shops (Mr. Ken Wood), who is keenly interested in the progress of the club, bowled the jack and the first bowl, and play was declared open for the season 1950-51. Mr. Wood has given a trophy for competition this year.

Vice-presidents are Messrs. H. Dickenson and C. Burke, and the honorary secretary, Mr. E. T. Southouse.



Melbourne Yard, winners of the Commissioners' Cup (V.R.I. Football League). Back row: M. Gilhooly, D. Maloney, J. Glenn, J. Hoare, M. McIntyre, C. Ray. Centre: A. Radford, H. Millburn, C. Porter, J. Edwards (trainer), W. Duckett, T. McNamara, J. McPartland. Front row: C. Gillam, J. Allen, F. Jury, A. Matheson (cpt.), W. O'Neill (vice-cpt.), B. Haines (best and fairest), M. Stevens, T. Shannon.

## Golf

THE V.R.I. Golf Club's President's Day, held at the Midlands Golf Club, Ballarat, last month, was a big success. Forty-five members of the club went to Ballarat and were joined by golfers from country districts. The president (Frank Findlay), of Ballarat North Workshops, entertained the visitors. The 18-hole stroke event was won by Keith McKenzie, 87(26), 61. The secret nine-holes competition was won by Jack Fitzpatrick.

## Bendigo Golf

RAILWAYMEN practically scooped the pool in Bendigo golf this year. Jack Jupp (Depot Foreman, Bendigo Loco) won the local golf club championship. The B grade scr. championship was won by Tom Ryan (workshops blacksmith) and the C grade scr. title by Jim Smyth (District Rolling Stock Superintendent). Two other Bendigo railwaymen are presidents of their respective golf clubs; Jim Collis, tourist officer (Belvoir Park) and Jack Sherman, leading porter (Quarry Hills).



Ballarat Loco Football Team—Back row: Carrigg, Price, Wilson, Vaak, Chickling, Heywood, Stephens, Chibnall, J. Scott, Hardy, Foo. Centre: Cartledge, Gullock, Tweedale, P. Allen (Coach), W. Davis (Sec.), S. Taylor (Vice Capt.), J. Parkins (Pres.), W. Earles. Front: R. Reynolds, Barbour, J. O'Brien, Richards, A. Cartledge.

Ballarat defeated Geelong twice this season: in the first match by three points and in the return game by 12 points.



Geelong Loco Football Team—Back row: D. Snowden, C. Grundall, J. Whelan, H. Kellett, I. Patterson (Sec.), W. Whitcombe, N. Clarke, R. Deacon. Centre: D. Cromer, E. Brown (Pres.), R. Paley (Capt.), C. Tozer (Umpire), B. Shanahan (Coach), J. Braszell (Vice-Capt.), R. Blackburn, L. Boothroyd. Front: C. Calder, R. Whitcombe, J. Carpenter, C. Thomas.

# 1951

Terminating dates of Pay Fortnights shown in Red.

Public Holidays shown thus ○

(Good Friday 1952—April 11)

# 1951

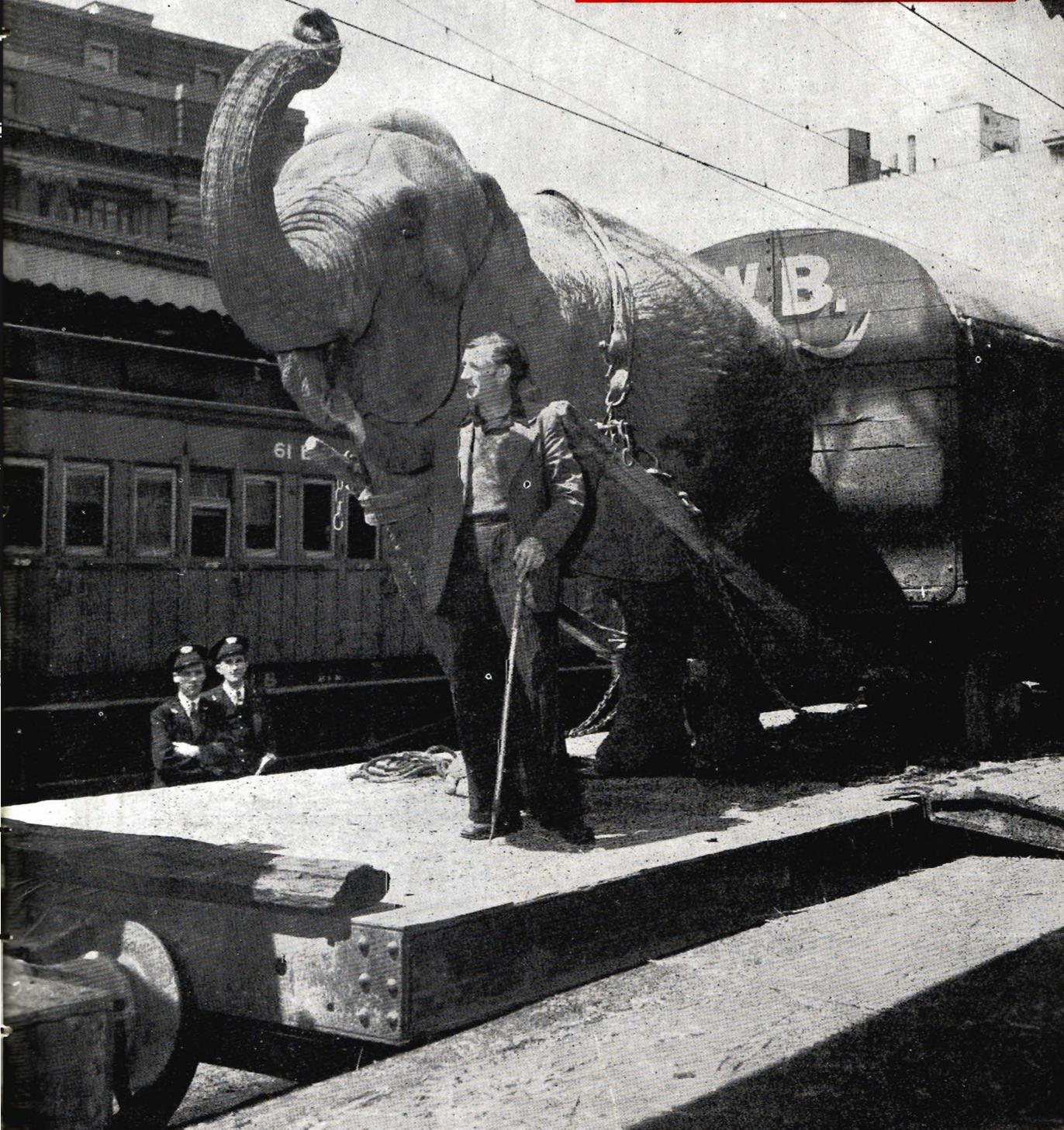
	JANUARY					FEBRUARY					MARCH						
Sun.	...	...	7	14	21	28	...	...	4	11	18	25	...	4	11	18	25
Mon.	...	○1	8	15	22	○29	...	...	5	12	19	26	...	5	○12	19	○26
Tues.	...	○2	9	16	23	30	...	...	6	13	20	27	...	6	13	20	○27
Wed.	...	3	10	17	24	31	...	...	7	14	21	28	...	7	14	21	28
Thur.	...	4	11	18	25	...	...	1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

Victorian Railways

# New Letter

FEBRUARY 1951

Issue No. 243



# CENTENARY- JUBILEE CELEBRATIONS

*One of the major features of the Victorian Centenary and Commonwealth Jubilee celebrations will be the Centenary-Jubilee Train which will tour Victoria from February to June.*

**T**HIS year is being celebrated as the centenary of self-government in Victoria, the centenary of the discovery of gold, and the jubilee of the Commonwealth of Australia. A commemorative programme extending throughout the year has been completed by the Government of Victoria in co-operation with the Commonwealth Government.

To give the celebrations as wide a field as possible, it was decided to run a Centenary-Jubilee Train which would take a series of historical and other exhibits to the country people throughout the State. The train, which consists of an N class locomotive, 11 cars and a van, is painted green and gold. Ten of the cars are used for exhibits—four relating to State Departments, three to Federal Departments, and three to art and history.

The cars have been fitted with fluorescent lighting, and at night the train will be flood-lit. A power unit in the van supplies the necessary current.

## OUR FRONT COVER

**A**LICE, Wirths' Circus elephant, is pictured on this month's front cover with elephant trainer Martin Francis. Alice, who is reputed to be 103 years old, has been with the circus for 50 years. The special circus train carries 158 tons of equipment, and Alice does an elephant-size job in loading and unloading it. Because of its size and weight, the circus must travel by rail. Whenever it has been forced to take to the road, as was the case during World War Two, the menagerie has had to be left behind.

The cars have end doors so that it is possible to walk through the train from end to end.

Some of Victoria's best works of art, rare manuscripts and pictures are displayed, and there are pictures and models illustrating the history of gold production. The State and Federal sections



Painting exterior of Centenary-Jubilee Train

consist of models and pictures of national projects which are being undertaken by various departments. There are also Army, Navy, and Air Force displays.

The V.R. exhibit portrays the growth and development of railways in Victoria and tells of their influence on the prosperity of the State. It is divided into four groups. At the left, is a board briefly introducing the display.

The main panel, on the wall of the car, traces the history of the system by means of a series of photographs, including pictures of rolling stock from the early days onwards. The panel is divided into ten-year periods and the main historical features are mentioned.

On a table at the foot of the panel is illustrated the industrial development of the Victorian Railways. There are samples of rail tickets, a chart of the growth in the number of staff employed, and comparative figures of rolling stock at various periods.

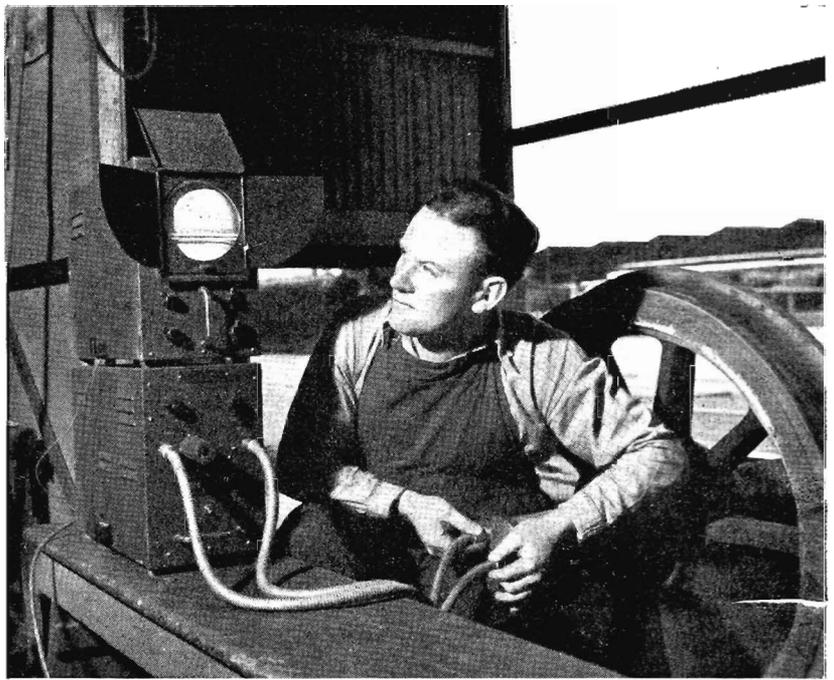
On the right are a series of illuminated maps showing the spread of the railway network over the State since 1854, and incorporating some of the future developments of the service under *Operation Phoenix*.

There are special entertainment units on the

*(Continued on page 4)*

# SILENT SOUND

*A comparatively recent scientific development in the use of sound that is too high in pitch to be heard has been applied to railway working. The supersonic flaw detector, now in use at Newport Workshops, employs this sound that cannot be heard to discover hidden flaws in axles. This avoids the costly stripping of wheels.*



**Testing an axle with the supersonic flaw detector at Newport Workshops.**

**T**HE human ear responds to sound caused by air vibrations ranging from about 30 to 20,000 per second. The higher in pitch the sound is, the more rapid are the air vibrations that produce it.

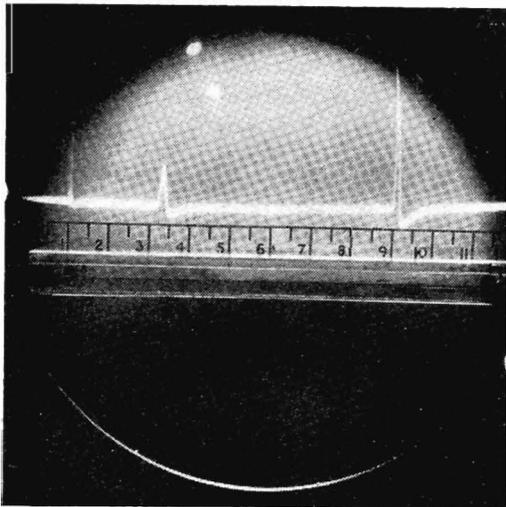
The lowest C on the piano is produced by the string vibrating about 32 times a second and transmitting its vibrations to the air. Middle C has a frequency of 256 and top C about 2,048 per second. Right at the limit of the human range of audibility

is the squeak of that nocturnal flier, the bat, at a frequency of about 20,000 per second. Few people can hear sounds higher than this.

Far higher than the almost inaudible bat's squeak are the vibrations produced by the flaw detector; they range from 625,000 to 2½ million per second. Vibrations of this very high frequency are able to pass through metal, and are reflected back when they meet a crack. They are also reflected back from each end of the piece of metal under examination. The vibrations are produced by exciting a quartz crystal with an electric current of similar high frequency.

In operation, the flaw detector produces high frequency electric current, which is applied to a quartz crystal in the end of one of the probes, as the two flexible leads from the instrument are called. The probes are placed against the end of the axle that is being examined. The crystal then emits supersonic waves which pass down the axle and are reflected back from the far end and also from any cracks that may be in the axle. On return the waves pass through a similar quartz crystal in the other probe. This crystal changes them back into electric current, which is fed into the oscillograph of the flaw detector. If the axle is sound, a bright line of light showing on the screen of the oscillograph has a peak at each end only. These peaks represent the ends of the axle. If there is a flaw in the axle, an additional peak appears on the screen and a scale shows its exact position in the axle.

At present, the flaw detector is used only on axles; its use is being extended to other equipment.



A typical oscillograph in which the left-hand peak is the transmission mark. The right-hand peak is the echo from the opposite end of the axle, and the intermediate one is the echo from the flaw, which would be about 2' 3" from the end of the axle.

# NEW APPRENTICES WELCOMED

**A**T a pleasantly informal gathering held, last month, in the concert hall of the Institute, the latest group of apprentices was welcomed into the service by the Chairman of Commissioners (Mr. Wishart).

"I give you a warm welcome to the family of 26,500 railwaymen, and congratulate you on your success in being selected for apprenticeships," said Mr. Wishart. Pointing out their opportunities, including a chance of going to the University, he said that many apprentices had attained high positions in the department, some having become heads of branches.

Mr. Wishart reminded them that they would always get help from the Supervisor of Apprentices (Mr. Roy Curtis). They would also find many friends among those they would work with.

"Apply yourself to your studies, but don't forget some exercise and sport," he concluded.

The opportunities open to railway apprentices were also stressed by the Chairman of the Staff Board (Mr. W. H. Swaney). These opportunities, he told the boys, were not excelled by those of any other organization. "The railway family is a good family to join. It is representative of all trades, and it offers a good career with interesting work," he added.

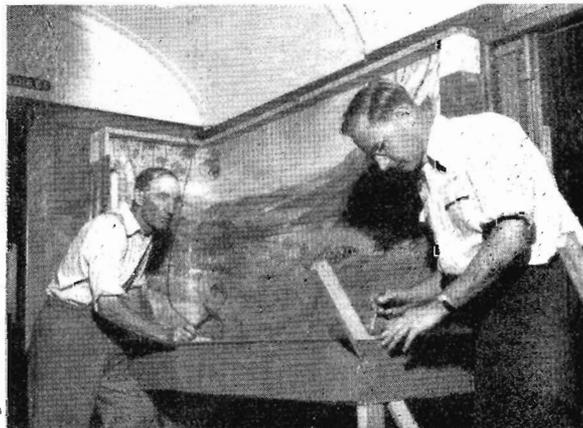
Mr. W. E. Elliott, Secretary of the Victorian Railways Institute, pointed out the many advantages of belonging to the Institute, and mentioned incidentally that he had begun his railway career as an apprentice.

The boys would be very glad they had chosen railway skilled work in preference to dead-end jobs elsewhere, said Mr. Roy Curtis, Supervisor of Apprentices.

The lads looked alert and eager. Many came from the country. All were obviously pleased at their success in obtaining railway apprenticeships, and were looking forward with pleasurable anticipation to their careers as young railway technicians. Perhaps, among them, was a future Chairman of Commissioners who will, one day, welcome a new group of apprentices in 19??.

## CENTENARY—JUBILEE CELEBRATIONS

—Continued from page 2

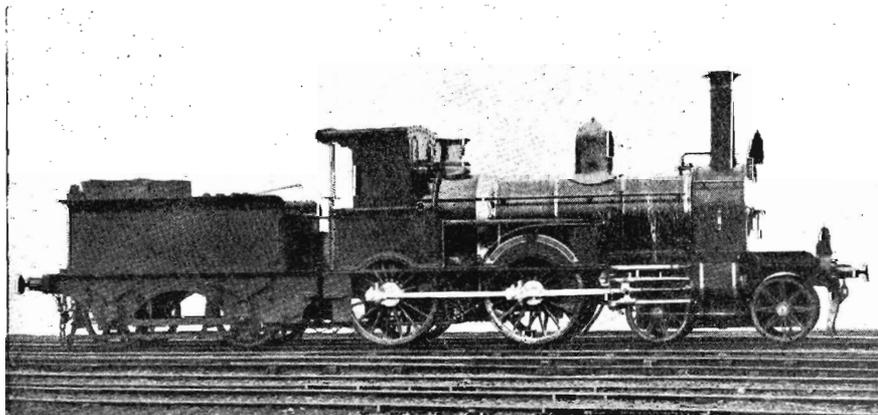


Preparing an exhibit

train, including amusements for the children. For the towns visited, it will be a gala occasion. Schools will take a holiday to enable the children and their parents to inspect the train and take part in the celebrations. Local authorities have been asked to arrange their particular celebrations to coincide with the train's visit.

Mr. A. H. Game, the well-known former District Superintendent, has been recalled from retirement to act as officer-in-charge of the train, which was flagged out of Spencer Street by the Governor (Sir Dallas Brooks) on February 1.

## EARLY V.R. LOCOMOTIVES



Passenger 4 - 4 - 0 type.

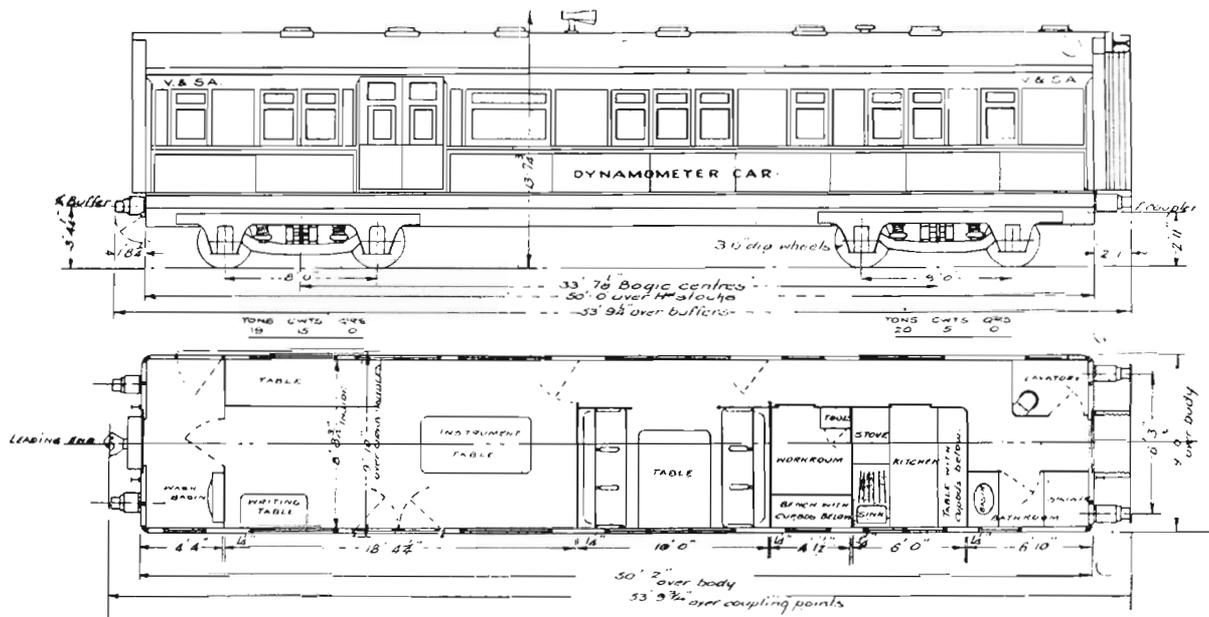
Nos. 146 to 160 (even numbers)

Built by Phoenix Foundry Co.,  
Ballarat, 1877.

They were later known as H  
class.

The last of them (No. 158) was  
scrapped in 1916.

# LABORATORY ON WHEELS



The Dynamometer Car, that remarkable vehicle owned jointly by the Victorian and South Australian Railways, is used to obtain information on locomotive performances and other related scientific data of great value to railway engineers.

ATTENTION has again been focussed on the car in the course of the recent road trials on pulverized brown coal locomotive X 32. Much of the information obtained from those tests could not have been acquired without the use of the many instruments incorporated in this car.

The Dynamometer Car is attached directly to the locomotive under test by means of an automatic coupler through which all the pulling and buffing forces are transmitted to a hydraulic dynamometer. The dynamometer consists of a pair of pistons operating in oil-filled cylinders. The pressure on the oil indicates the magnitude of the forces exerted by the locomotive.

The amount of mechanical work performed at the drawbar is automatically calculated by means of an ingenious integrating device which continually multiplies the drawbar pull by the distance travelled. The distance is obtained through gearing from a pair of accurately turned and unbraked wheels.

By means of a similar device, the drawbar horsepower is continuously supplied by combining the work performed and the time element, which is provided by a constant speed motor.

All these answers—the forces on the drawbar, the work and the horsepower—can be read directly from gauges and are also continuously recorded on a moving chart. A continuous

graph of the speed is simultaneously plotted by a sensitive speedometer, and time intervals are electrically recorded from a master clock. In this manner, events can be recorded to an accuracy of one-tenth of a second.

The car is also used to determine the resistances to motion of the various classes of rolling stock. This knowledge permits the calculation of maximum loads for locomotives over various grades and the speeds which can be maintained. Passenger and goods train schedules can then be accurately computed.

The efficiency of the Westinghouse air brake can also be studied with the car, for special gauges and recording pens are provided to show air pressures in various parts of the brake equipment and the forces that are acting on the wheels of the car through the brake-blocks.

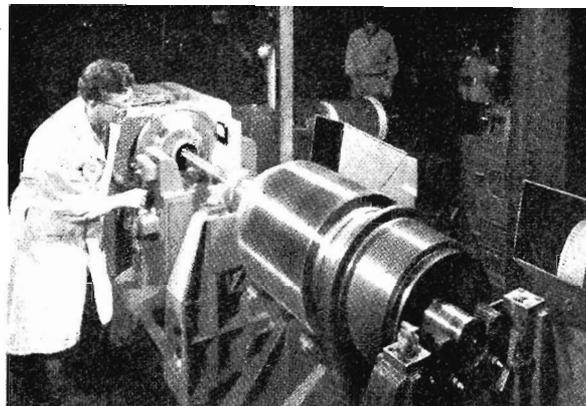
An anemometer is also provided to show wind direction and velocity. A two-way amplifying system is used for communication between testing officers located in the car and on the locomotive under test. In this manner, additional items of scientific interest, such as superheat, draft, boiler pressure, water level, cut-off and so on, are relayed to the car for continuous record on the moving chart.

The car incorporates a well-equipped workshop to enable running repairs to be carried

(Continued on page 11)

# HOW DIESELS ARE MADE

*The Superintendent of Locomotive Maintenance (Mr. G. F. Brown) is visiting U.S.A. to study the operation, servicing and maintenance of Diesel-electric locomotives. The Commissioners announced recently that Mr. Brown would confer with General Motors Corporation (Electro-Motive Division) on details of power unit design for the 17 Diesels ordered by the Department from them. Some interesting facts about the plant and its locomotive production are collated here from recently published material.*

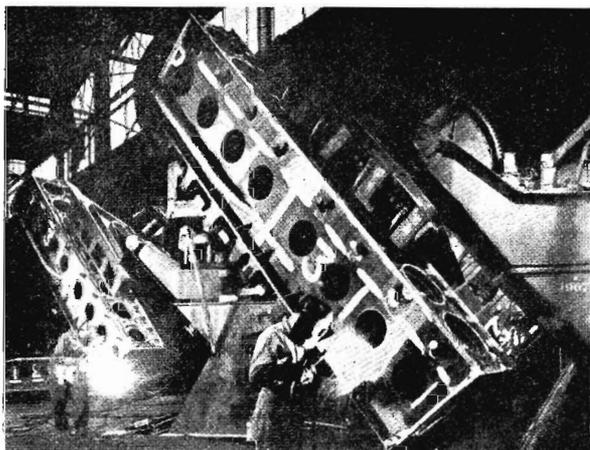


Operating an armature dynamic balancing machine.

GENERAL Motors' Diesel-electric locomotive plants produce 10 Diesels daily. There are 3,500,000 square feet of space at Electro-Motive and 14,500 employees. Six thousand tons of steel are required each month by the firm. This includes 160 castings from 150 foundries, and 1,500 forgings from 40 forge shops. A 600 h.p. switcher has 40,000 parts, and a two-unit passenger Diesel 70,000.

Everything has to be ordered ahead, including 10,000 purchased parts. The crankshaft must be ordered six months in advance, the pilot for the front of the engine seven weeks in advance, and the rounded bonnet on the front of the engines five weeks ahead. All these parts must be continually tracked down from supplier to assembly line so they will be there when needed.

Parts form an extremely important phase of Diesel locomotive manufacture. Unlike steam locomotives, which are made to specifications of



The huge crankcase castings being welded. The crankcases are bolted to large mechanical tables for ease of handling.

individual railroad needs, the builders of Diesel locomotives standardize their models, and parts are interchangeable, thus simplifying repairs and replacements. Also, in contrast to steam locomotives, Diesel engines are not built by the job-lot method, and therefore mass production is possible.

Although the actual making of the Diesel locomotive is a job for a big organization, many small sub-contractors and suppliers are at least partially supported and started with help from Diesel locomotive makers. About 10,000 suppliers during the course of a year and 300 major suppliers day by day contribute materials and tools to the manufacture of Diesel locomotives at one company's plant alone.

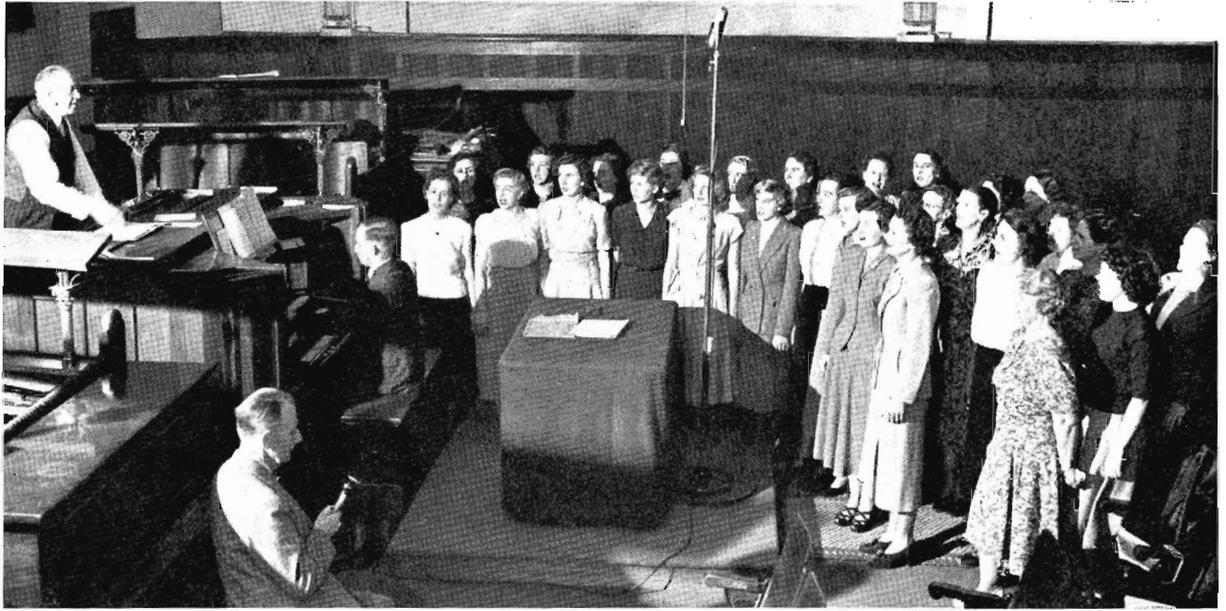
After a visit to a Diesel-electric locomotive building plant, one has the impression of seeing something that resembles a big river with many tributaries. Each tributary has its feeders floating the proper item to the main stream at the right time. The erection room is the central point for the tributaries and branches. A crane lifts a side for the locomotive frame and takes it to crews of men who attach equipment. The side is then carried to another station where you see something that begins to resemble a locomotive. A second side joins the first, and roof, end frames and the characteristic Diesel nose are added. All these parts have been fashioned in their own department and channeled to the main erection room.

Meanwhile the underframe takes on its proper silhouette at other stations and successively acquires steel decking, pipes, fuel tanks, engine, generator and all the other equipment that stands on the floor of the locomotive or is hooked underneath it. Finally, at the far end of the shop, the car body and underframe are welded together into one piece, as a 200-ton crane lifts the assembly on to its trucks. The locomotive is then painted, tested thoroughly in the plant yards and delivered to the purchaser.

In another department of the spacious plant there are multi-spindled automatic boring machines working on giant crank-cases. In the transmission

*(Continued on page 12)*

# RAILWAY GIRLS' CHOIR



A section of the Railway Girls' Choir is here seen recording for broadcast transmission

AT the end of January, the Railways' weekly broadcast programme from 3 AW, *Nine p.m. Special*, came to an end. An entirely new type of programme, *The Railway Girls' Choir*, has replaced it. It will be heard from the same station at a quarter to ten, every Thursday evening in future.

The inspiration for the programme came from the English Luton Girls' Choir. Why, it was asked, should not Australia, which produces such good voices, have a choir like this? And why should it not derive from the V.R. Institute mixed choir, which for long has given such a good account of itself, under the expert training of Mr. Leslie Curnow.

Mr. Curnow at once agreed. He began to select his girls and to cable for specially-arranged music, of the popular, semi-classical and ballad sort, from London and New York. It was decided to start with thirty-five voices and pipe-organ accompaniment; unfortunately there is nothing in Australia comparable to the Melachrino orchestra, which accompanies the Luton Girls' Choir, but a big organ was thought to be easily the next best thing.

The choir began rehearsals in October last, and the blend and tone of the selected voices singing in three-part harmony with the organ has, under Mr. Curnow's direction, proved completely satisfactory and delightful. Listeners will hear the first programme on February 1.

Many of the Luton Girls' numbers will be included in the Railway Girls' repertoire. *Break of Day*; *Oh, Lovely Night*; *Count Your Blessings*; *Some Day I'll Find You*; *Dream of Olwen*, are some of them.

## HELPED TO SAVE BABY'S LIFE

RAILWAYMEN recently played a part in helping to save the life of a premature baby, weighing 1½ lb. It was born at the Kyneton District Hospital.

The president and members of the hospital committee, in a letter to the Secretary for Railways, refer to the "wonderful co-operation of the stationmaster and goods shed's staff at Kyneton and staff at Spencer Street in facilitating the transport of oxygen to the hospital." The letter added that the railwaymen concerned were in "no small way responsible for saving the infant's life."

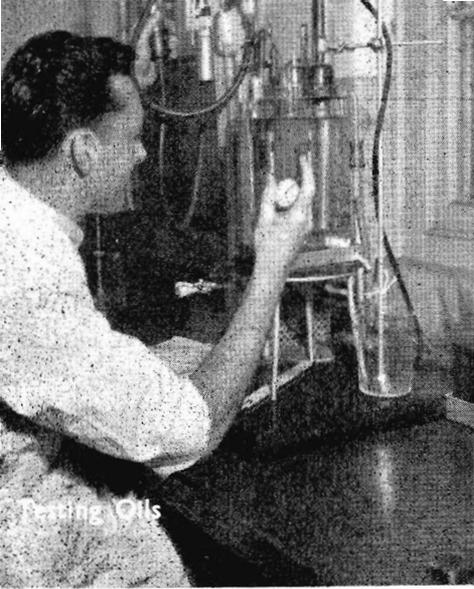
## OLD STATION BOOKS

I was wondering if we have the oldest lost property book in use in the Victorian Railways at this station. The first entry in our book is dated April 19, 1875. The book is still in very good condition, but is to be replaced very soon with a new one. W. M. Nicholson, A.S.M., Chiltern.

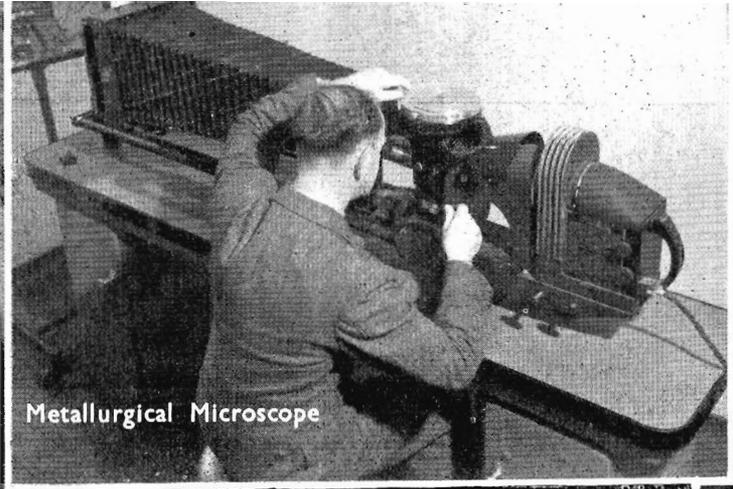
(Chiltern's lost property book is the oldest that has yet come under our notice. On the Commissioners' tour of inspection of the Western District last year an old lost property book was discovered at Portland. The first entry was June 2, 1875.—*Editor, News Letter*)

## THANKS

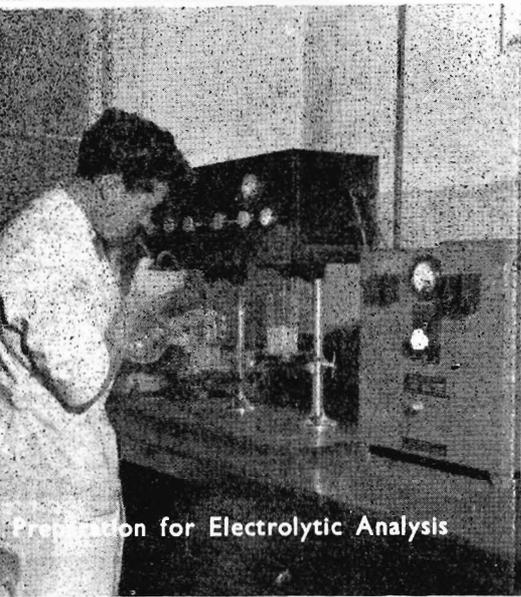
AN historically interesting book on Australia in the 'eighties was recently given to the *News Letter* library by Carpenter J. H. Hughes, of Tottenham. His generosity is much appreciated and the book will be a welcome and useful addition to the library.



Testing Oils



Metallurgical Microscope



Preparation for Electrolytic Analysis

Newport Workshops Laboratory,  
where materials for railway  
equipment are tested for quality.



Testing Boiler

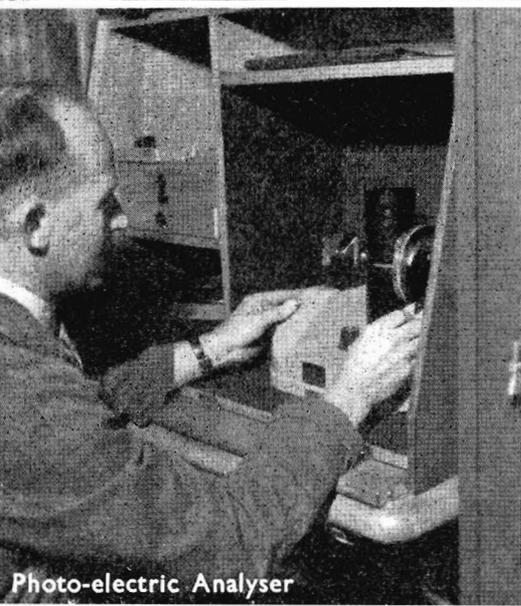
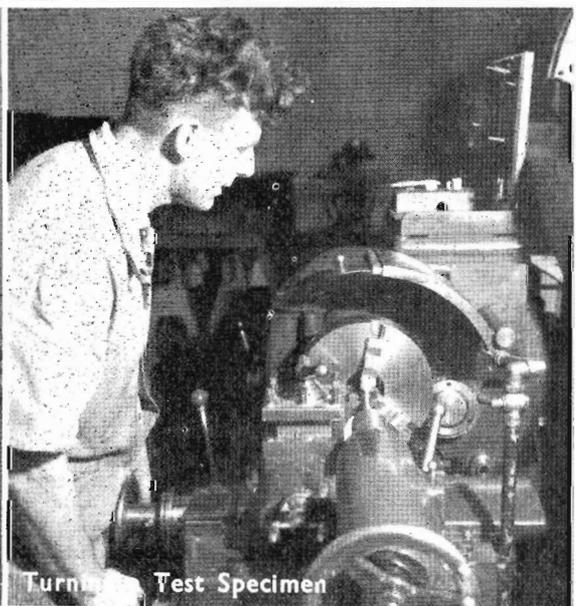


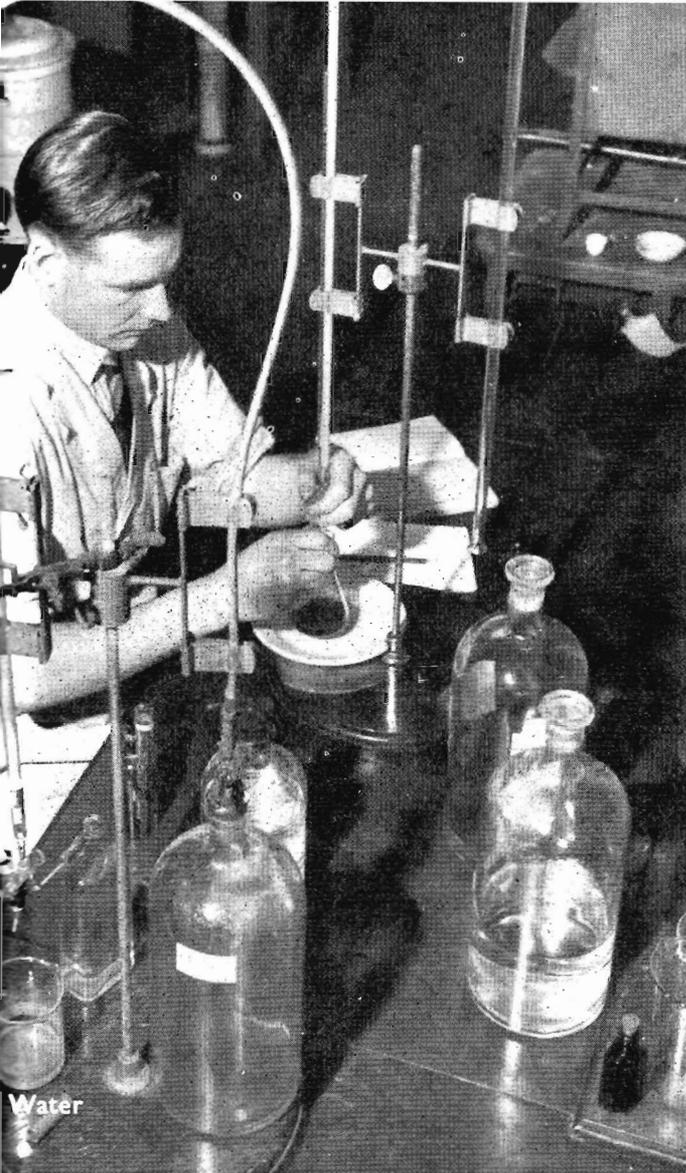
Photo-electric Analyser



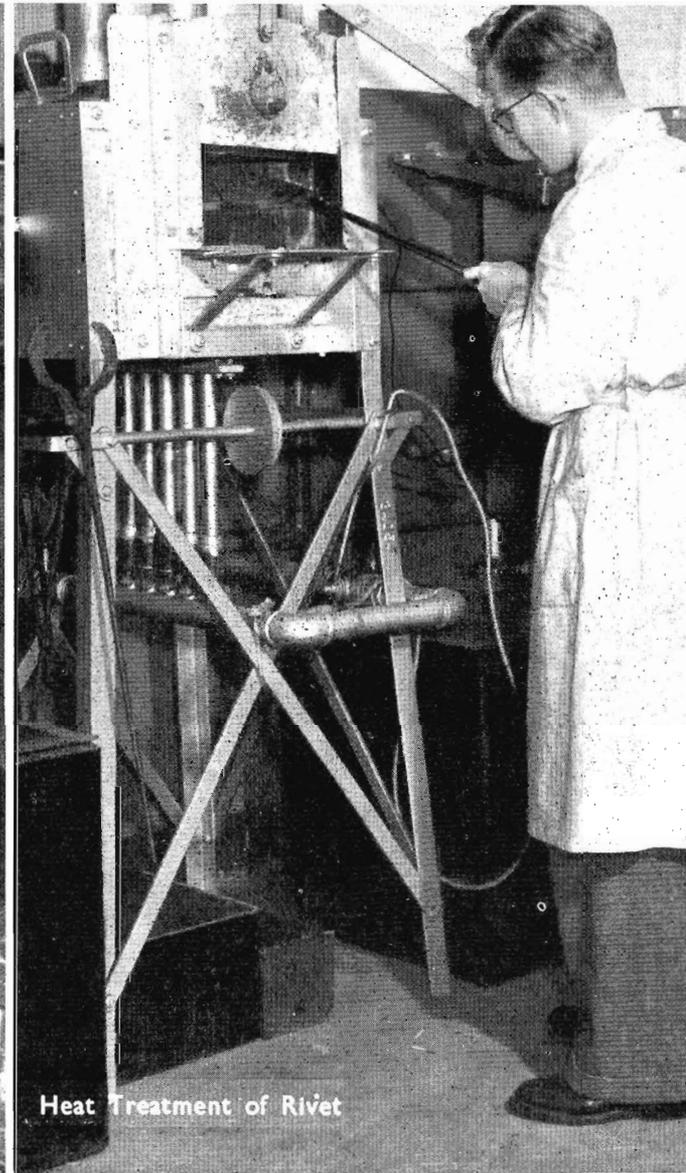
Turning Test Specimen



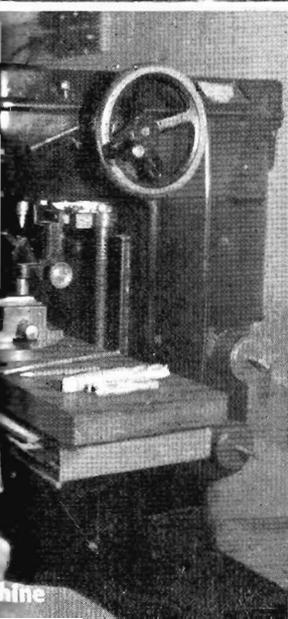
Hardness Testing Machine



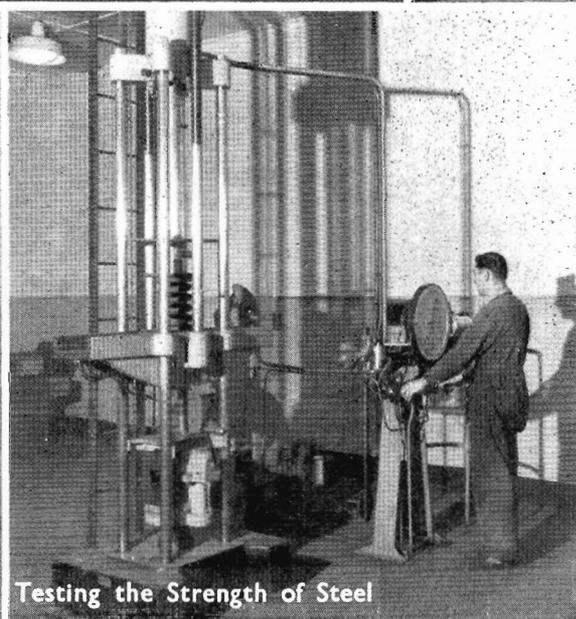
Water



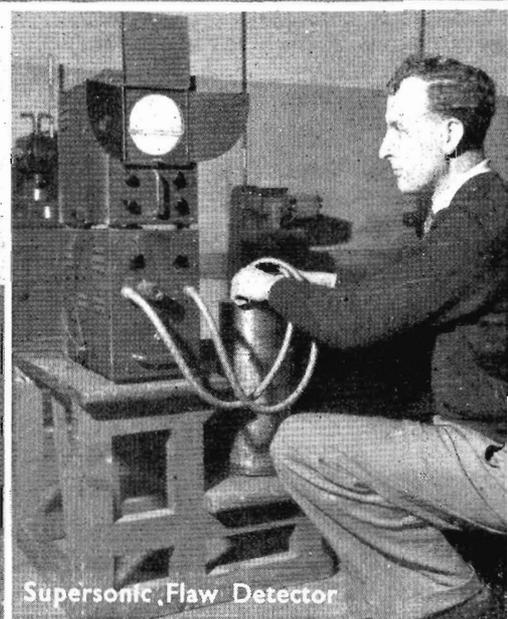
Heat Treatment of Rivet



Machine



Testing the Strength of Steel



Supersonic Flaw Detector

# RAILWAYS OF WEST PAKISTAN

*Specially written for "News Letter" by S. A. H. Bukhari, Senior Assistant to the Chief Operating Superintendent, North-Western Railway, Pakistan, who recently visited Australia.*

**W**IDESPREAD civil disturbances following the partition of India resulted in the North-Western Railway, Pakistan, being called upon to transport hundreds of thousands of refugees and their baggage. The railway had to run more than 1,150 special trains for the refugees alone. The total train mileage covered by these trains exceeded 200,000.

The North-Western Railway comprises 5,360 route miles, of which 4,559 are of 5' 6" gauge, 319 of metre gauge and 482 of narrow gauge. It serves the whole of Western Pakistan, which has an area of 306,860 square miles and a population of more than 39 million people.



Mr. Bukhari

The railway, with its headquarters at Lahore (population of over one million), has for administrative purposes been divided into five divisions, with headquarters at Lahore, Rawalpindi, Multan, Quetta and Karachi. Each division is administered by a divisional superintendent, assisted by officers in charge of various branches, such as transportation, commercial, mechanical, engineering and personnel.

There is a staff (excluding executive officers) of 87,000 men. The yearly wages bill totals £8,000,000. The railway owns over 800 locomotives, about 1,300 passenger coaches and 23,000 goods waggons (17,000 box car type and 6,000 open trucks).

From February 1949 to January 1950 the railway carried 1,800 million tons of goods and over 68 million passengers. The gross earnings for the year 1949-50 were about £34,000,000. The working expenses amounted to about £24,000,000.

The goods carried by 53,000 trains in 1949-50 included the following commodities in waggon loads of 20-23 tons—

	tons
Wheat and its products ... ..	27,404
Other grains and pulses (edible seeds of leguminous plants) ... ..	29,973
Cotton seeds ... ..	13,602
Firewood ... ..	33,756
Cement ... ..	11,493
Railway coal, coke and patent fuel ... ..	29,406
Coal for industrial use ... ..	26,221
Timber ... ..	5,636
Marble and stone ... ..	18,135

In addition, about 5,400 waggon loads of local and Afghanistan fresh fruits were carried in refrigerator and ordinary parcel vans to destinations within Pakistan as well as India.

There are four classes of travel—1st, 2nd, intermediate and 3rd. The major portion of the revenue comes from the 3rd class passengers. For example, of the more than six million railway passengers in April last year, over five millions went third class. The number of passengers travelling first, second and intermediate that month was about 5,400, 41,000 and 316,000 respectively.

Of the more than 200 passenger trains running every day, the most important are the Pakistan Mail, the Pakistan Express, the Chenal Express running daily between Peshawar in the north and Karachi, the capital of Pakistan and its only port on the Arabian Sea. This express covers a distance of over 1,000 miles in 36 hours. The Quetta Mail links Karachi with Quetta, about 500 miles to the north and 5,500 feet above sea level. Over a portion of the journey the train climbs 3,500 feet in seven miles. A composite 1st and 2nd coach, with its 1st class compartments air-conditioned, and a dining car run on the Pakistan Mail every day between Lahore and Karachi (757 miles). Buffet cars also run on the Pakistan Express between Peshawar and Karachi and provide a Pakistan menu.

The highest points on the railway are 6,394 ft. above sea level on the broad gauge and 7,221 ft. on the narrow gauge.

The train punctuality for the year was 91.4 per cent. in the case of mail and express trains and 80 per cent. for other passenger trains.

For its supply of coal, Pakistan depends mostly on India. However, with this supply becoming irregular, uncertain and expensive after the partition of India, the North-Western Railway decided on the conversion of locomotives to oil burning. So far, about 50 per cent. of the engines have been converted. The railway is at present well stocked with coal obtained from countries other than India.

Provision has been made for the purchase of 81 B6 light all-steel coaches and 23 B6 Diesel locomotives.

The North-Western Railway has recovered almost completely from the disruption that accompanied and followed the partition of India. It is effectively meeting the growing needs of Western Pakistan which, though a predominantly agricultural country, stands on the threshold of a great industrial future.

—Continued from page 5

out by the technicians. Facilities are also provided to permit an accurate study of charts and the computation of results to be made in the course of the tests.

Dynamometer Car trials have, naturally, to be arranged to suit all sorts of traffic conditions and they often involve much night running. A kitchen is, therefore, provided on the car so that the testing officers can prepare emergency meals.



Studying charts during a Dynamometer Car test

Since its introduction in 1932, the Dynamometer Car has run many thousands of miles each year over all the main lines of the State, and has proved itself to be a virtual laboratory on wheels. It has enabled departmental engineers to accurately measure and compute the performances of their locomotives and rolling stock, and has eliminated the theorizing that otherwise would be necessary.

## BENDIGO LINE DIESEL PLEASURES

THE 280 h.p. Diesel rail-car that is now running on the Bendigo, Echuca, Deniliquin line is proving very popular.

Typical of the letters of appreciation received since the new and improved service was introduced is the following which was sent to the Chairman.

“At its last meeting the council directed me to convey to you the thanks and appreciation of the people of this shire for the inauguration of the Diesel rail service. As you know the railway covers the whole extent of this area. The new Diesel represents a progressive step and is of vital importance to the council and the Murray Shire. Local citizens feel that the new rail unit, with its aircraft-type seating and fluorescent lighting, has made a major improvement to living conditions at Mathoura.”

—J. Parker, Shire Clerk,  
Murray Shire Council.

Mrs. H. K. Cole, of Echuca, is also an admirer of the new Diesel rail-car. In a letter to the Chief Traffic Manager she states that it is very comfortable and smooth running. The combination of colours is pleasing to the eye.

## The things they say

THE railways are the only true common carriers, moving anything for anybody, in any quantity, in any season, and in any part of the country. Other forms of transport are limited in territory served, in the class of goods conveyed, in ability to expand their services, or by weather.  
—Dr. J. H. Parmelee, Vice-President and Director, Bureau of Railway Economics, U.S.A.

\* \* \*

It is one of the strangest laws of nature that many things with which we are well satisfied in ourselves, disgust us when seen in others.—William James.

\* \* \*

No great organization expects its workers to give service to the wider community outside, unless they give it to each other.—A writer in Sydney Morning Herald.

\* \* \*

Please, when you see the flashing red lights, the gates going down and hear the whistle or ringing bell of an approaching train, remember, it is our warning to you that we want to use our railroad crossing. Heed that warning. Extend H.R.C.C. (highway railroad crossing courtesy) to us, and after we are past, the crossing is yours. As railroad employees, we are working to serve you, not to maim you. The life you save may be your own.—Brotherhood of Locomotive Firemen and Enginemen's Magazine.

\* \* \*

The real secret of how to use time is to pack it as you would your train luggage, filling up the small spaces with small things.

—Henry Haddow, in Advertisers' Digest

\* \* \*

I hate funerals, and would not attend my own if it could be avoided; but it is well for every man to stop once in a while to think of what sort of a collection of mourners he is training for the final event.—Robert T. Morris, in Fifty Years a Surgeon.

\* \* \*

The spell of the railway—What is it? It is a form of magic—an abstract. I defy anyone to say it is here or it is there: it cannot be pinned down or localized to any particular time or place. It is the sum total of a variety of shapes, noises, smells, people, happenings, journeyings. It is the compound of a mood and a state of mind.—Eric Treacy in Steam Up.

\* \* \*

Upper berth—where you rise to retire and get down to get up.

—Lowell Thomas

# THE IDEAL PORTRESS

WHO is the smartest and most courteous portress on the suburban system? Mr. C. H. Brown, of New Street, Brighton, who has been very impressed by the general smartness and efficiency of the young women he has seen at suburban stations, has suggested in a letter to the Chairman of the Public Relations and Betterment Board that we make an effort to discover the ideal portress.

"I have been pleased to note the great efficiency, tact and courtesy of a portress at a suburban station," writes Mr. Brown. "Other railway women workers I have seen have also impressed me as being well above the average in courtesy and helpfulness."

Stationmasters are invited to send in a photograph of the portress they consider has all the attributes to win the honour of being declared the ideal portress. We will feature the photographs in the *News Letter* as they come to hand.

## HOW DIESELS ARE MADE

— continued from page 6

division, big motors and generators are manufactured in new ways. These motors are not made in one spot, but on production lines. At one time, seven workers completed all the operations on an armature, each man doing many tasks. Today, there are 21 steps to the work and each man does only one or two things. These innovations have increased efficiency and production, which means lower costs.

Everywhere you go you see these co-ordinated production lines. The work flows. There's no crowding. Each man does his job. He becomes an expert, swift and sure.

The modern Diesel-electric locomotive is a combination of steam, electrical, pneumatic and metallurgical skills. To make one you need scientists, engineers, management executives, accountants, clerks, draftsmen, machine operators, plant facilities, equipment and financial backing.

Also, a school which will help railwaymen, who have worked all their lives on steam, to run and repair the Diesel-electric locomotives.

## SERVICE

VICTORIAN courtesy: Adelaide man who had to make hasty arrangements to travel to Dimboola (Victoria) rang Victorian Government Tourist Bureau representative Mr. Frank Schroder, at his home at 6.50 a.m. to inquire about a bus booking.

There was a bus, if he could make it, at 8 a.m., 70 minutes later, he was told.

When the traveller reached the city, he found Mr. Schroder had made a special trip from his home at Tranmere—just to be on hand to see that the bus didn't leave before the emergency passenger had had a reasonable chance to make it.

—*The News, Adelaide.*



The London-Midland Region, British Railways, is as proud as the Victorian Railways, of staff members who have become mayors of municipalities. Above, Mr. John Elliot, Chief Regional Officer, L.M.R., and other railway executives at a luncheon in honour of four railwaymen mayors at Euston.

## 400 M.P.H. TRAINS

"SMOKING not allowed at the stations, nor in any of the carriages."

This was one of the rules on the British railways in 1843, according to Bradshaw's guide published in that year. The book was sent to *News Letter* by Mr. W. Keppell who, as engine speed chart checker at Head Office, recently retired. Other information given to travellers of 100 years ago has a quaint flavour today. These are some extracts:

"The first class trains consist of first class carriages only, except that two compartments of the leading carriage will be reserved for servants in attendance on their employers, at second class fares. The first class trains stop at first class stations only." (Evidently passengers had to keep an eye on the length of trains as on one line they were informed that "the Short Trains stop at all the stations.")

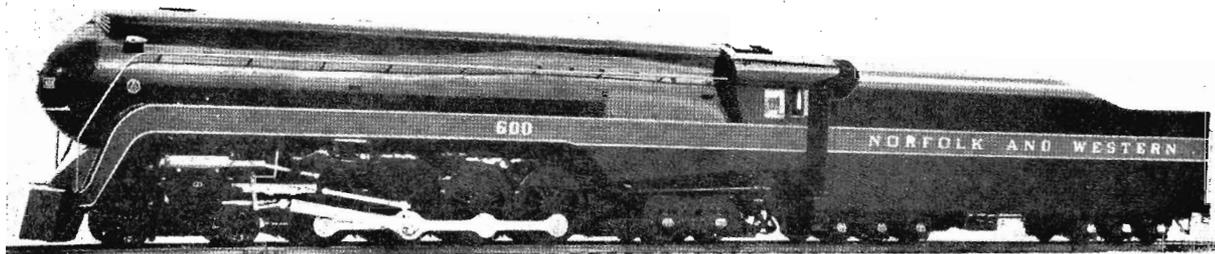
"Post horses are in readiness at the London terminus on the arrival of every train. Charge to any part of London, including post boy, 10/6."

Last minute leapers, who risked their necks to catch trains, were firmly discouraged in those sedate days. Passengers were warned that—"they must be at 1st class stations 5 minutes, and at the 2nd class stations 10 minutes, before the time specified."

Cheap fares were offered by the York and Midland line. A note at the foot of the time-table reads—"To accommodate the poorer class of passengers, the third class fare by the following trains is reduced to 2/6d. . . ."

Travellers evidently were deeply interested in the "fearful speeds" at which they hurtled over the country in the new-fangled contraptions. To satisfy their curiosity a "table showing the rate of travelling per hour" is included in the book. Passengers were told to time the train between quarter-mile posts and then consult the table. The compiler of the table had great faith in the future of railways: his table shows the times for speeds up to 400 miles per hour.

# N. & W. Railroad Builds More Steam Locomotives



**T**HE first of three additional streamlined passenger locomotives (No. 611) built by the Norfolk & Western Railroad at its Roanoke Shops, has just gone into service. It is the twelfth J class locomotive.

Commenting on the engines, N. & W. officials said: "They have proved themselves to be the outstandingly successful steam locomotives in the country. In these days when one hears so much of the great power of modern Diesel locomotives, it is interesting to note that at normal passenger train operating speeds of from forty to sixty miles per hour, the J class locomotive develops more tractive power than even the giant 6,000 h.p. Diesel, a great advantage on a hilly railroad like the Norfolk and Western."

The steepest section in the Allegheny mountains on the N. & W. route has a ruling gradient of 1 in 50, which is almost continuous for 20 miles. The J class engines work the *Powhatan Arrow* expresses single-handed over this section.

These locomotives have 27" x 32" cylinders, 5' 10" coupled wheels, boilers pressed to 300 lb. per sq. in., and a nominal tractive effort of 80,000 lb. Of a total weight of engine and tender of 390 tons, 128 tons are available for adhesion. The overall length is 109 feet.

On dynamometer car trials, the J class engines hauled 15 vehicles weighing 1,025 tons, and on the 1 in 77 up-grades maintained 40 m.p.h.

—*Brotherhood of Locomotive Firemen and Enginemen's Magazine and Railway Gazette.*

## Fox Hunting by Train

**A** FOX ran in front of a train at Alsop-en-le Dale, Derbyshire, and was killed. The local Fox Destruction Society paid the usual reward to the engine driver. —*Railway Gazette.*

## No Sightseeing Allowed

**A**S a result of the 50-year lease by the Finnish to the U.S.S.R. Government of the naval base of Porkala with surrounding territory, 18 miles of the Helsinki-Turku main line of the Finnish State Railways lie in Russian territory. On departure from Helsinki, the windows on one side of westbound trains are covered with iron shutters. On arrival at Koklaks, 15 miles from Helsinki, the Finnish locomotive is changed for a U.S.S.R. engine and the windows on the other side of the train are also shuttered over. The train crosses the Russian border to Bobaek. Here Russian guards board the train, two travelling in each vestibule, access to which is forbidden to passengers during the journey through the enclave, which takes 1 hr. 10 min. for the 18 miles. It is impossible, or virtually so, to see out of the train, but some travellers report glimpses of a countryside with every house burnt to the ground. On arrival

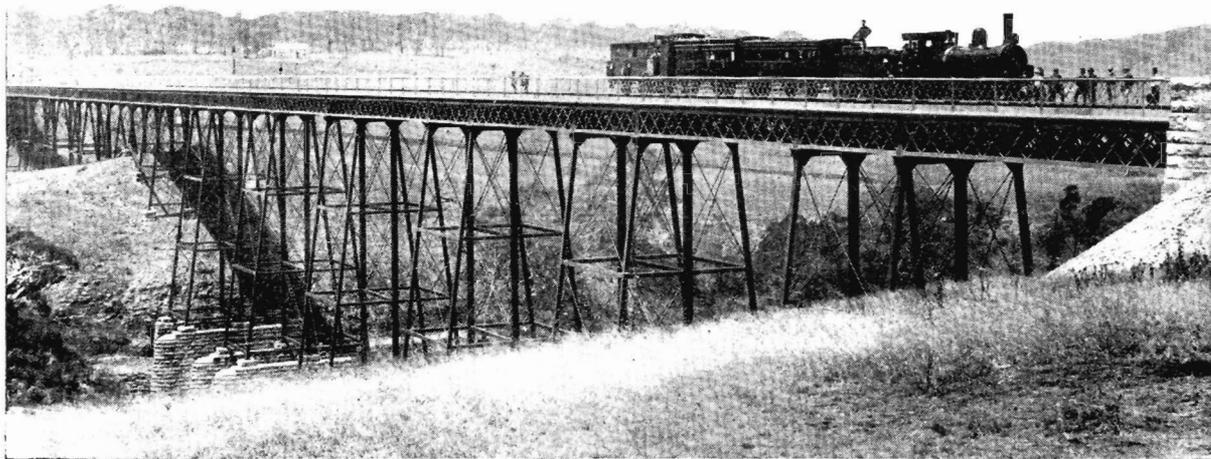
at Taekter, the Russian guards detrain and the shutters are removed. Voluminous Russian regulations for passengers forbid the taking through the Porkala territory of many articles, including live (presumably carrier) pigeons and a number of other articles which may be harmful to the Soviet Union, such as paints, pictures, films, manuscripts and drawings.

Photography at frontier stations and en route through Russian territory is forbidden. The photograph below was taken at great risk of imprisonment.—*Railway Gazette*



Shutters being placed in position at Koklaks for the journey through Russian territory.

# Melton Viaduct Opening Recalled



Melton viaduct at its opening in 1885. The railing along the side of the viaduct was later removed. The locomotive is Q 97, one of the first built by the Phoenix Foundry.

THE front cover picture of Melton viaduct, in the July issue of *News Letter*, was responsible for the discovery of another family with three generations of railwaymen as well as some interesting historical points.

Mr. H. D. Billings, of the Metropolitan Superintendent's Office, told *News Letter* that his mother had several photographs of the opening of the viaduct. They had been given to his grandfather by John Robb, the contractor who built the line from Footscray to Bacchus Marsh. One of the photographs taken at the opening is here reproduced.

Grandfather W. C. Billings, who arrived in Australia in 1847, was the son of an engineer and contractor of Liverpool. He joined the Victorian Railways in June 1871 and eventually became an inspector in the then Engineer-in-Chief's Branch. He was responsible for passing the work on the Melton viaduct.

Two of his sons were also railwaymen. Mr. C. Billings entered the Department with Mr. C. E. Norman (a son of Commander W. H. Norman, R.N., of Victoria's first warship H.M.V.C.S. *Victoria*, which took part in the ceremonial commencement of the Victorian Railways by firing a salute on arrival of the first train at Williamstown). Both were dismissed along with many others, on Black Wednesday, January 9, 1879. Mr. Norman re-entered the service and later became Chairman of Commissioners. Mr. Billings helped to start the contracting firm of Billings and Monie, which was responsible for building the Lancefield-

Kilmore line. This line, opened in April 1892, was closed in June 1897, re-opened February 1900, and finally closed in 1903. It has since been dismantled.

The other son—Mr. F. M. Billings, father of H. D.—started in the service in March 1879. He was the first stationmaster at Sandringham when that station was opened in August 1887. There was then a train every hour from Sandringham to Brighton Beach only. His wife recalls a day, shortly after the opening when, because of heavy rain and the lack of a platform shelter, passengers refused to alight from the train and travelled back and forth until the rain stopped.

## ORIGINS OF STATION NAMES

**ALLANSFORD**: the township, after which the station was called, took its name from the Allan brothers who settled in the locality in 1842.

**BORUNG**: aboriginal for Mallee scrub.

**DIGGERS REST**: a favourite resting or camping place for diggers going to and coming from the gold-diggings in the 'fifties. Shelter sheds were erected there by the charitable Mrs. Chisholm. Hence the name.

**LANDSBOROUGH**: named after William Landsborough, the Australian explorer.

**PRAHRAN**: Named *Pur-ra-ran* by George Langhorne, missionary to the aborigines, 1837. The name was a compound of two aboriginal words signifying "land partially surrounded by water," and was given, orally, by Langhorne to Robert Hoddle, the surveyor. Hoddle wrote it in his note-book as Prahran, and in that form it appeared on a plan of surveyed lands in 1840.

**WELSHPOOL**: named after Patricia W. Welsh, an early resident of Melbourne (1837) who carried on business as a merchant, and was manager of the Batman Estate after the death of John Batman.

**YENDON**: aboriginal for scrubby country.

## Honour from Girl Guides

**M**ANY railway men and women throughout the State play leading parts in civic, industrial, and cultural matters—quite often unknown to other members of the staff. From time to time *News Letter* hears of such instances of community service.

The latest concerns Miss Margaret Fowler, a typiste in the Accountancy Branch at Head Office, who, for the past



Miss Fowler

11 years, has been honorary secretary of the Girl Guides' Federal Council. The 29,000 Girl Guides in Australia are organized under State associations, each of which has an independent headquarters and staff. The Federal Council forms the co-ordinating link between the various State associations and the guide movement in Australia and similar bodies in Great Britain and other countries.

As Federal Secretary, Miss Fowler is "right-hand man" to the Chief Commissioner for Australia (Mrs. C. O. Fairbairn).

Before her appointment as Federal Secretary, Miss Fowler had graduated as a Guide Leader. She has attended Federal Council

meetings in all States, except Queensland where meetings have not as yet been held. At present, her Council is organizing an International Guide Camp in September next, which they hope will be held in Canberra. This will be the first big camp since Miss Fowler took office, and it will be the first time that a really international guide camp has been held in Australia.

Recently, the Chief Commissioner for Australia presented Miss Fowler with the "Beaver" for outstanding service to the movement. The "Beaver" is the second highest award that can be granted to a guide, and there are only about nine holders of it in the Commonwealth.

What little spare time is left to her, Miss Fowler devotes to reading and to the building up of her library. She is specially interested in biographies, diaries and letters.

Her interest in departmental matters is evident from the successful suggestions she has submitted. In first aid, she holds the fifth year silver efficiency medal.

## Mr John Elliot Sends Season's Greetings to V. R.

**V**ICTORIAN railway men and women were remembered at Christmas by Mr. John Elliot, Chief Regional Officer of the London-Midland Region, British Railways.

Mr. Elliot, who still retains pleasant memories of his visit to Victoria and is a keen reader of *News Letter*, cabled to *News Letter* the following Christmas and New Year message—"Best wishes to you and staff and all V.R. men and women whom I remember with much pleasure every time I read *News Letter*."

## Test Umpire is Newport Man

**T**EST Umpire Andy Barlow, whose decisions in the first Test at Brisbane were criticised by the English team, is a Newport Workshops man.

The Englishmen claimed that Andy made two mistakes—one in giving Denis Compton out, and the other in refusing an appeal for a catch off the first ball Neil Harvey received.

Andy Barlow won't be worried by this criticism. He is courageous, and big games in the cricket world don't mean a thing to him. On one occasion at the M.C.G. he partially emptied the ground of spectators when, in response to frantic appeals, he gave the mighty Don Bradman out: l.b.w.

Andy has had years of experience umpiring pennant, Sheffield Shield, and Test games. He received his first Test match appointment in an Australia v. India game.

His umpiring goes right back to World War One when he was overseas with the first A.I.F. On several occasions he umpired in games in which the famous A.I.F. cricket team took part. It contained such outstanding players as J. M. Gregory, H. L. Collins, W. A. Oldfield and C. E. Pellew.

## Good Record

**F**ENCER Richard Henry Jewell, of Dunkeld, retired recently after 35 years' service without having taken one day's sick leave.

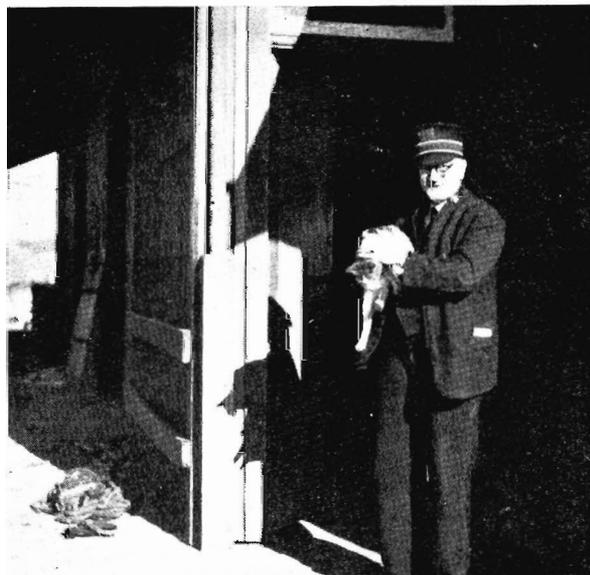
## First Aid Honour

**T**HE high first aid honour of Serving Brother of the Order of St. John of Jerusalem was conferred by the Governor (Sir Dallas Brooks) recently on Messrs. C. L. Kuffer, Superintendent of the Maryborough Corps, J. Kieley, foreman car builder, Newport Workshops, and A. E. Dallimore, fitter at Geelong Loco Depot, who has retired from the service. Mr. Dallimore is Superintendent of the St. John Ambulance Brigade, Geelong.

## R.P.S. and Tennis

**R**AILWAY planned service is appreciated in the annual report of the Lawn Tennis Association of Victoria. The Commissioners are thanked for their co-operation in providing extra train services to cope with the large crowds attending tennis tournaments at Kooyong.

The Department is well represented in big tennis. Railwaymen who are delegates to the L.T.A.V. are Messrs A. W. Cobham (Assistant to the Claims Agent), J. C. Wolff, G. Valentine, T. Howe, W. H. Thomas and W. E. Ridd.



There was a time when the goods shed at Korumburra was infested with rats and mice. But the cat adopted by the Stationmaster (Mr. L. P. N. Sullivan) has changed all that. Since he strayed into the goods shed one day and became a member of the local railway family, the *Korumburra Killer*, as he is known to the staff, has become an ace destroyer of rats and mice. In the above picture he is seen being rewarded with some choice raw meat.

# SPORT ROUND-UP

## V.R.I. Billiards Club

THE Governor (Sir Dallas Brooks), has agreed to become a patron of the Melbourne Clubs Amateur Billiards Association, of which the V.R.I. Billiards Club is a member. It is understood that this is the first time in the history of Australian amateur billiards that the sport has received vice-regal patronage. The V.R.I. Club was runner-up in the competition last year.

## Amateur Athletics

V.R.I. Amateur Athletic Club members are being coached at Olympic Park by Mr. H. Orson. With two experienced athletes in V. Coffey and G. Bridle available, Mr. Orson is confident of building up team strength to enable the club to gain its fair share of track honours. During the winter the committee concentrated on getting more members, and has been able to double the membership. Still more are wanted, and those interested in amateur athletics are asked to get in touch with the honorary secretary (Mr. V. J. Coffey), Stores Office, Newport, Ext. 1582. The club will run handicap events throughout the year and championships at the close of the season.

## Cricket Season

THE strike resulted in the entire sporting programme of the V.R.I. being re-drafted. It was decided to play a restricted cricket competition for the Commissioners' Cup, beginning on Tuesday, January 9. Northern Lines, Flinders Street, Loco, Stores Branch, Spotswood Workshops, Melbourne Yard and North Melbourne 'Shops will field teams. The finals will be played in March.

## Country Tennis Week

THIS was to have been held from November 27 to December 1, but has now been postponed until May 21-25.

## Bowls

THE Comptroller of Accounts (Mr. L. J. Williamson) has been re-elected President of the V.R.I. Social Bowling Club. Messrs. H. T. Gale and H. G. Watts are vice-presidents, Mr. G. H. Bennett, honorary treasurer, and the committee comprises Messrs. W. J. Adams, J. Galvin, W. K. Jarvie, W. Johnson, and E. Woolcock. In presenting the annual report, the secretary (Mr. W. E. Elliott) said that the club had made good progress. Membership had increased from 75 at the beginning of the year to 167 at the end of the season. The financial position was very sound.

The first of the Club's events was most successful. The best railway rink in the first game was captained by the Comptroller of Accounts (Mr. L. J. Williamson). Other members of the successful rink were Messrs. W. Sheriff (Assistant Estate Officer), E. Holford (Sub-Foreman, Newport Workshops) and J. Baird (Chairman of the Classification Committees). The season will end on April 1. V.R.I. Country Bowls Week will also be held in April. It is hoped to arrange a match (four 4's) between metropolitan players and a combined country team.

## Table Tennis

ARRANGEMENTS are being made for a series of games to be played between the V.R.I. club and New Australians at Newport. There are some excellent players among the Europeans. One is stated to have won the table tennis singles championship of the British zone.



—Bendigo Advertiser photo.

The V.R.I. Tennis Club at Bendigo has been prominent in local competitions for many years. In the 1949-50 season the club won the summer hardcourt pennant and was runner-up in the A grade grass tournament. Three of the four women players chosen to represent Bendigo at Country Week were members of the club and were in the winning team for the B grade pennant. The club has been represented in the final series of all competitions, grass and hardcourt, since pennant tennis was resumed after the war. The team (pictured above) is that which won the 1949-50 summer hardcourt pennant. The captain (Mr. L. Statham) although 69, can still offer stout opposition to players many years his junior. Left to right: Mr. E. Harrison, Miss S. McCormick, Miss P. McCormick, Mrs. K. Powell, Mr. L. Statham, Mr. P. Fitzpatrick.

## Golf

METROPOLITAN and country golfers are sharpening up their games in preparation for the interstate golf carnival for the Tintara Cup in Melbourne on May 1-9. The cup is held by Victoria which narrowly defeated New South Wales at Adelaide in 1949. The interest in the competition is perhaps keener than ever this year, the Jubilee of sport in the Commonwealth. Besides Victoria, teams from New South Wales, Queensland, South Australia and Western Australia will compete for the cup. The games will be played on some of Melbourne's best courses. Golf members of the V.R.I. are eligible to nominate for selection in the Victorian team. Full details of the carnival will appear soon in the *Weekly Notice*.

## Sport in Burma

AN interested visitor at the V.R.I. recently was Mr. S. Shane, a young Burmese railway engineer, who was touring Australia under the auspices of the United Nations Organization. Mr. Shane was agreeably surprised to find that Victorian railwaymen were so well catered for in all branches of sport. Sports Secretary (Mr. R. M. Kydd) showed him the gymnasium and explained how the Institute looked after the social, cultural, and sports interests of its many members throughout the State. Mr. Shane said that there were some fine golf courses in Burma. Tennis, which was a very popular sport, was played on hardcourts. The national game, however, was soccer. Burma had received visits from Indian, Swedish and Malayan teams.

## Lighter Moments

Horse sense is that instinct which prevents a horse betting on men.

\* \* \*

Pat and Mick were duck shooting. Pat saw a wild duck far overhead, and gave it both barrels. To his delight, the bird fell to the ground. "Ye wasted that powder, Pat," said Mick. Pat turned to Mick and said: "Didn't I get the bird?" "Sure ye did, Pat, but the fall would have killed him anyhow."

Victorian Railways

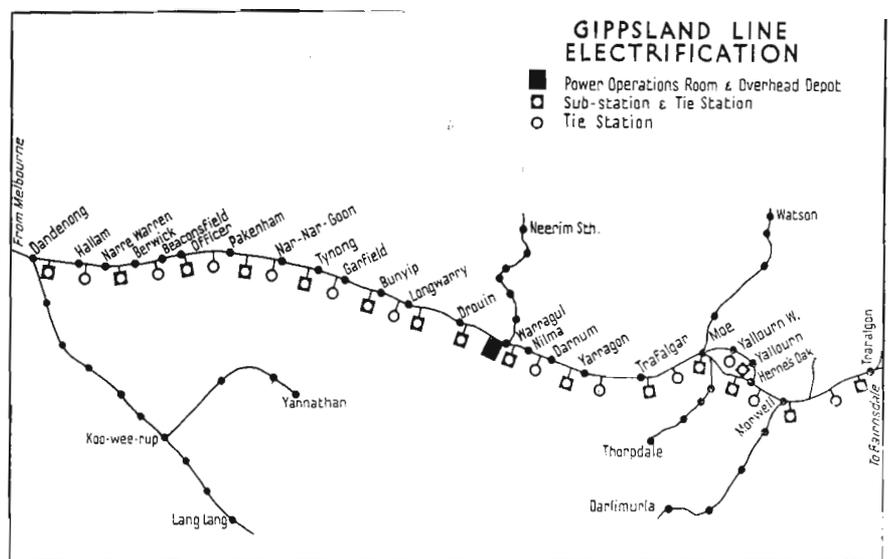
# New Letter

MARCH 1951

Issue No. 244



# POWER FOR GIPPSLAND LINE



*The Gippsland line will be the first mainline railway in the world to use 1,500 volt direct current supplied exclusively through pumpless steel tank mercury arc rectifiers. As such, its progress will doubtless be watched, with great interest, by experts abroad.*

**E**LECTRICAL energy for the operation of the line will be supplied by the State Electricity Commission. The main supply points will be at Caulfield, Pakenham, Warragul and Morwell. From each of these points, transmission lines will run to supply traction sub-stations with alternating current at a pressure of 22 kilovolts, 3 phase, 50 cycles.

There will be 16 traction sub-stations (6 double unit and 10 single unit) where the alternating current at 22 kilovolts will be converted to direct current at 1,500 volts, and fed to the overhead contact wire system via high-speed circuit breakers.

The converting equipment in the sub-stations will be the latest design of pumpless, air-cooled, mercury arc rectifiers. These will be some of the first in the world to be used for a large main-line electrification scheme. Prior to the advent of mercury arc rectifiers, rotary converters and motor

rotary converter of similar capacity would take up at least 200 square feet and would weigh about 34 tons.

The 1,500 volt overhead contact wire system will be sectionalized at sub-stations, and in some cases at intermediate points between sub-stations where tie-stations will be installed. There will be 12 tie-stations, in which high-speed circuit breakers of the same type as used in the sub-stations will be provided. These circuit breakers operate at sufficiently high speed to clear the overhead circuit they feed, in the event of fault, before appreciable damage is done.

All sub-stations and tie stations will be unattended, and all the equipment in them will be automatic in operation, but will be under the control and supervision of a Power Operations Engineer located in a central depot to be built at Warragul. Each sub-station and tie station will be connected to the Power Operations Room by means of two telephone wires through which supervisory equipment will be operated.

In the Power Operations Room there will be a control desk and control diagram. Small red and green lamps on the diagram will indicate the condition of all rectifiers and circuit breakers to be controlled or supervised. Keys on the control desk will enable the Power Operations Engineer to open or close any of the circuit breakers or rectifiers on the system. Initially, the Power Operations Engineer will have control of 22 rectifiers, 71 high-speed circuit breakers and 20 high-tension feeder oil circuit breakers. Telephone facilities will also be provided between the Power Operations Room and all sub-stations and tie stations.

## OUR COVER PICTURE

was taken at Dumosa when harvesting was at its peak. The header is stripping wheat from the stalks and bagging it for transfer to the grain elevator.

generator sets generally were used to convert alternating current to direct current.

One of the advantages in the use of mercury arc rectifiers is their light weight and small size as compared with rotary converters. For example, one of the 1,500 kilowatt units that will be used on the Gippsland line will occupy a space of about 30 square feet and will weigh about 30 cwt. A

# TESTING COAL

*One of the most important and interesting "behind the railway scene" tasks is the testing of coal to ensure that it is burned in locomotives with the maximum efficiency.*

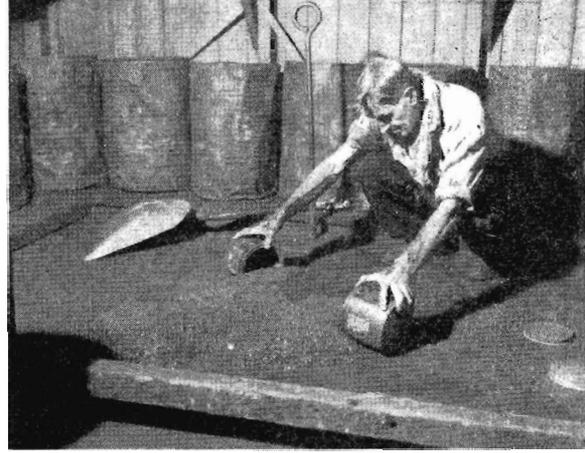
**B**EFORE World War Two, the Department obtained most of its coal from Maitland, New South Wales, and Wonthaggi. The high grade Maitland was used for passenger trains and the Wonthaggi coal for goods and shunting services. Since the war there has been an acute shortage of Maitland coal and the railways have been obliged to use a lower grade of Lithgow coal to supplement it with large quantities of coal imported from the United Kingdom, South Africa and India. It has been many times suggested that the Department could use Queensland Callide coal, but even preliminary tests on Victorian locomotives have conclusively shown that it is unsatisfactory. The Commissioners in a recent statement emphasized that the use of this coal results in the emission of many sparks which would be extremely dangerous under certain conditions, not only to the countryside, but also to freight in goods trains.

It has also been pointed out that the use of Callide coal would increase the quantity burnt on engines by at least 20 per cent.; for X class engines this would exceed the limit of the fireman's physical endurance. Again, because of its lower calorific value and slower burning, Callide coal could not be used on Victorian engines without drastic modifications of loads and schedules that are now based on the use of black coal.

To obtain the best performances from coals, it is necessary for our engineers to frequently conduct special tests to determine their characteristics and discover the best and most economical methods of burning them in locomotives.



Loading bagged coal



Coal for laboratory test

The tests are carried out on an X class engine operating under general service conditions. The dynamometer car—the laboratory on wheels—is used to register the engine's performance.

Much care is taken to make sure that an accurate record of the performance of the engine is obtained. For example, special arrangements are made to weigh all the coal used on the test trips and to check the quantity of water consumed. Power output, boiler pressure, superheated steam temperature, quantity of ash residue and other scientific data are also collated in connexion with each type of coal tested.

For all the tests the X class engine used has the same driver and fireman and hauls a fixed load over the same track and distance. The test runs are made between Melbourne and Bendigo and return because this service involves much heavy steaming and the double track eliminates the possibility of delays due to crossings. To avoid delays in the Melbourne Yard while the engine crew waits for proceed signals, the start of the official test is not made until the 12½ mile post is reached. Then the engine is driven to a speed-steaming chart drawn up by the engineers and this is used for all the coal tests.

All these steps are taken to eliminate errors and ensure that as far as practicable the only variable will be the class of coal that is being tested. Even the weather is taken into account. Engine performance could be affected by climatic conditions and be the cause of irregular results. To overcome this possibility, four tests are conducted on each class of coal and the results are averaged.

Then the coal itself is analysed by the chemists. So that a representative sample of each class of coal being tested can be selected for them to conform to standard specifications, one out of every 40 shovelfuls of coal for firing into the engine during

*(continued on page 6)*

Since H 220 (*Heavy Harry*) was launched on his eventful career at Newport Workshops on February 7, 1941, the heavy-weight champion of the Victorian Railways has travelled more than half-a-million miles and hauled millions of tons of freight on the fast goods service between Melbourne and Albury.

FROM Mondays to Fridays, *Heavy Harry* does the work of two engines, hauling on each trip the ruling grade load of 820 tons.

The spotlight of publicity is continually focussed on *Heavy Harry*. If the engine develops a minor mechanical defect, or his wheels fail to grip slippery rails, and the services of an assisting engine are required, the incident rarely escapes public notice.

For *Heavy Harry* is NEWS. Perhaps an explanation for this is that the Department has only one H class engine, and, when on the comparatively few occasions that *Harry* is in the workshops, his absence is noted.

And then follows the question—"what's happened to *Heavy Harry*?"

A few facts concerning the history of this famous locomotive will be of general interest, particularly to newcomers to the railway family.

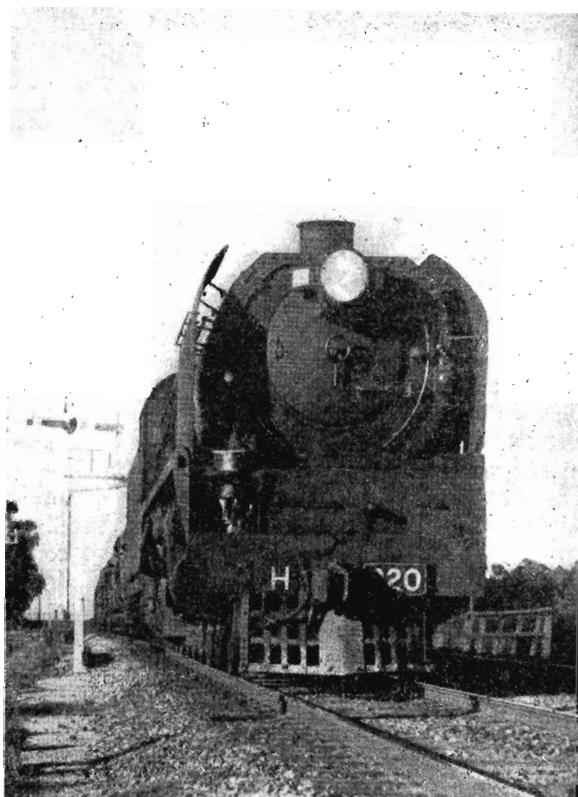
He was driven for the first time (at the launching ceremony) by Mr. Hyland, M.L.A., Minister of Transport.

The former Chairman of Commissioners (Mr. N. C. Harris) described the construction of the mammoth engine as a new milestone in Australian railway history. The building of H 220, he said, was "just another example of the very high standard for which Victorian railwaymen had been noted for many years." It was, in fact, just another part of railway planned service.

How did *Heavy Harry* get his very apt name?

Mr. Harris gave that honour to some of the Department's journalistic friends. However, because an engine to a dyed-in-the-wool railwayman is of the feminine gender, Mr. Harris thought that *Healthy Hilda* would have been a more appropriate name. "Perhaps *Hungry Harriet* would have been even a better name," said Mr. Harris, "as some might consider that the engine would be a little extravagant on coal."

There is a suggestion of great power in *Heavy Harry's* rugged lines. His roadworthy weight is 260 tons and tractive effort 55,000 lb. The nearest approach to H 220 in the giant locomotive class in the Commonwealth is New South Wales Railways' D 58, whose roadworthy weight is 227 tons and tractive effort 56,000 lb. The engine of H 220, with tender, is 92 ft. 6 in. long and the wheel-



base 82 ft. 1 in. The eight coupled wheels are 5 ft. 6 in. in diameter and the water tank capacity of the tender is 14,000 gallons—1,000 gallons more than that of the S class engine. The coal capacity is nine tons. *Heavy Harry* is the only coal-burning locomotive with a mechanical stoker at present in service on the Victorian system.

Although through force of circumstances *Heavy Harry* has filled a different role from that for which he was intended, he has shown—whenever he has been given the opportunity—that he is in the top flight of passenger train engines.

On the rare occasions when a S engine has not been available to haul *Spirit of Progress*, *Heavy Harry* has been called upon to do the job. He does it well, too, by keeping *Spirit* time.

## BRIGHTER MOMENTS

A SECTION foreman in Dixie found his crew depleted by the attractions of a nearby carnival. Thinking to recruit some temporary help, the foreman hailed a passing *weary willie* in this wise, "Can you do anything with this?" he shouted at the tramp and held out a shovel. The tramp grinned, and said, "Sure, I could fry ham on it."

—*Erie Magazine*

\* \* \*  
A hunter was in the jungle after wild game when, all of a sudden, coming straight for him, was a ferocious tiger. The hunter shot and his bullet went over the tiger by a good 50 yards. At that moment the tiger leapt, and went over the hunter by about 50 yards. The hunter immediately escaped and went back to his stockade, and practised long-range shooting. He heard a growl outside the stockade. He looked. There was the tiger, practising short jumps.

# MONTH'S REVIEW

## Precious Coal

**T**HE coal position became so desperate that it was necessary last month to restrict goods and passenger services. There is no sign of any immediate improvement. Large quantities of overseas coal have been ordered, but shipping is not available to bring it here. The indications are, therefore, that the supply position will deteriorate and necessitate more than ordinary attention to coal conservation. Savings can be made in many ways. For example, by cutting out unnecessary stopping of trains at signals. Most of the responsibility for saving coal, however, must inevitably rest upon engine drivers. Steam discharged from a safety valve for one minute entails a loss equivalent to 12 lb. of coal, which is sufficient to haul a ton 50 miles.

## Wheat Cleared From Silos

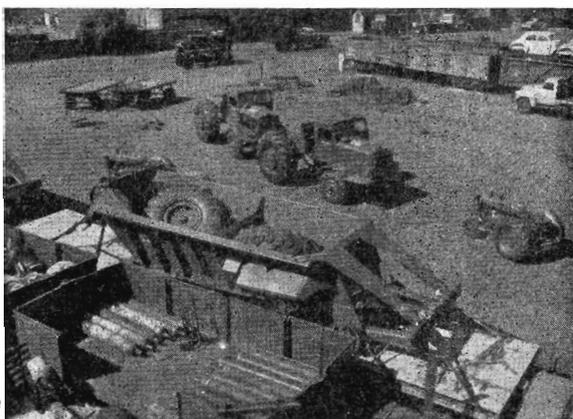
**O**NCE again the railways have surmounted all obstacles to clear silos of wheat surplus to capacity. Clearance was finished on Tuesday, February 13. Since trains began running on December 11, last year, after the disastrous rail strike, 26,388 trucks (about 20 million bushels) have been loaded. Sectional loadings were: northern district, 10,160 trucks; south-western, 7,633; western, 5,778; north-eastern, 2,817. When the wheat traffic began, 5,958,000 bushels of last year's crop still remained in country silos and bulk storages. This was due to the prolonged rail strike. Of this quantity, two million bushels were cleared from silos during the big wheat movement. At present there are 35,250,000 bushels under cover to be cleared by the end of October. Its transport will necessitate the use of 1,300 trucks each week. When it is cleared silos will be reconditioned and bins fumigated ready for next season's wheat intake. Wheat now under cover includes 17,880,000 bushels in elevators and bulkheads at country stations, and the remainder in bulk storages at Marmalake, Dunolly and Warrackside.

## Tom Train Makes His Bow

**T**OM Train, a cheerful, kindly, courteous little fellow, made his debut on the suburban Wednesday Bulletins last month. Tom's main aim in life is to try to help, advise and encourage railway users and, perhaps, to solve small problems for them.

## Ashburton Line Duplication

**W**ORK on the duplication of the line between Camberwell and Ashburton is now in progress. Completion, of course, depends on the supply of materials.



Heavy earth-moving equipment, for the State Rivers and Water Supply Commission's Eildon Weir project, goes by rail.

## Brown Coal and Briquette Traffic

**F**OR the 12 months ended December 31, last year, the railways loaded 502,885 tons of briquettes and 602,056 tons of brown coal (a combined tonnage of 1,104,941). In addition, substantial quantities of brown coal were railed from Bacchus Marsh and Winchelsea. From January 1 to February 10, 62,909 tons of briquettes and 56,818 tons of brown coal were loaded at Yallourn. A record one shift (eight hours) loading of brown coal was recorded at Yallourn last month when 2,165 tons were loaded into 133 trucks. This is slightly less than is normally handled in two eight-hour shifts.

## Superphosphate Traffic

**F**ROM July 1, last year, to February 13, 171,709 tons of superphosphate were carried by the railways. The tonnage would have been much greater had it not been for the rail strike and the failure of some primary producers to respond to the Department's appeal to lodge their requirements early to ensure delivery before Christmas.

## V.R. Engines for S.A.

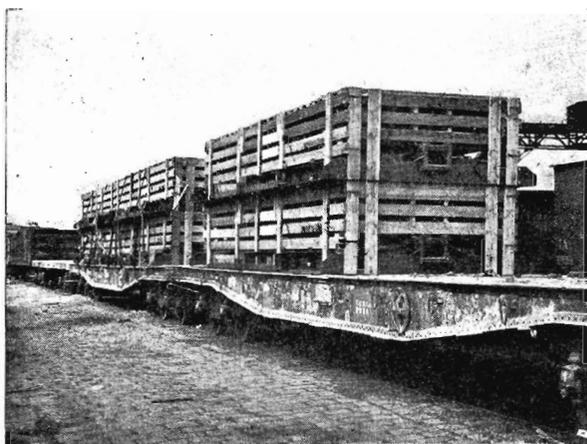
**T**HE Department has agreed to sell to the South Australian Railways 10 of the 50 N class locomotives being imported from Britain. This will help to alleviate the serious shortage of rolling stock in South Australia and will help to improve goods services between the two states. So far, five locomotives have been handed over.

## New British Rail Chief

**M**R. John Elliot, former Chief Regional Officer of the London-Midland Region, British Railways, has been appointed Chairman of the Railway Executive in succession to Sir Eustace Missenden who has retired.

Most readers of *News Letter* will remember Mr. Elliot's visit to Victoria in 1949 when he reported on transport here.

## The things they say



GY trucks for assembly

### TESTING COAL—continued from page 3

each test is placed in a large sample tin. During the course of the trip to Bendigo and return, about six cwt. of coal is collected in this manner and sent to North Melbourne Loco, where it is finely crushed and sieved.

The coal is then piled into a conical shaped heap and turned over and over in much the same way as cement and sand are mixed. The cone of coal is then flattened with the shovel and divided into quarters, two of which are discarded and the remaining two are retained to make another but smaller heap. This process is repeated many times until the final stages are reached. By then the conical shaped heap of coal, as a result of the continuous process of turning over, flattening and quartering, has been reduced to about 40 lb.

Once again two of the four quarters are rejected. Ten pounds of the finely crushed coal are then sent to the Newport Laboratory for analysis and the other quarter is kept as a check. Later the laboratory report will come back with the precise information on calorific value, moisture, volatile matter and fixed carbon and ash. With all this information at their disposal, the testing engineers can then make an accurate survey of all the characteristics of the coals. Comparisons are then made on the basis of the amount of steam produced and the amount of work done per pound of coal burnt, as well as the heating value of the coal.

The train traveller knows that coal produces the power that drives the locomotive, but what he does not know is the intensive research that goes into discovering the best way of burning coal to get the best results. As the Department has been forced during the past few years to burn much inferior grade black coal in its engines, the work of the test engineers and the chemists is becoming increasingly important in the sphere of planned service.

ONCE again it becomes a matter of patriotism—as well as self-interest—to do the best job we know how: patriotism because railroad jobs very definitely back up this country's military efforts; self-interest because doing a good job can help shorten the Korean conflict and lessen its painful consequences. Once again waste of every kind becomes an act against our country, our neighbours, and ourselves. Whether it be in the form of damage to freight, misuse of materials, or just plain inefficiency, waste by us is an aid and comfort to the enemy.—*G. Metzman, president, New York Central System.*

\* \* \*

If A is success in life then  $A = X + Y + Z$ . X is work, Y is play; and Z is keeping your mouth shut.—*Professor Albert Einstein.*

\* \* \*

The only pot of gold the average man finds at the rainbow's end is the one he has put there himself.—*Brotherhood of Loco Firemen and Engineers (U.S.A.).*

\* \* \*

A man is free to work where he pleases. It is good for us to remember that other people have their freedoms, too. For example, our customers are free to take their business elsewhere if they wish. We try to make it worthwhile for them to use our services, but if we fail them they are free to turn to other forms of transport.—*W. J. Johnston, President Illinois Central Railroad.*

\* \* \*

I have yet to travel with an engine crew who did not offer me a genuine welcome, take an obvious pleasure in explaining the working and performance of their engine, and show a real pride in their work. I want particularly to testify to this last fact, because it seems fashionable these days to decry the quality of men's work, and to assert that men no longer take pride in work well done.—*Eric Treacy in Steam Up.*

\* \* \*

Nothing is so broadening to a man as travel, and to a woman as a pair of ski trousers.—*S. J. Adams, Chairman of Thomas Cook's.*

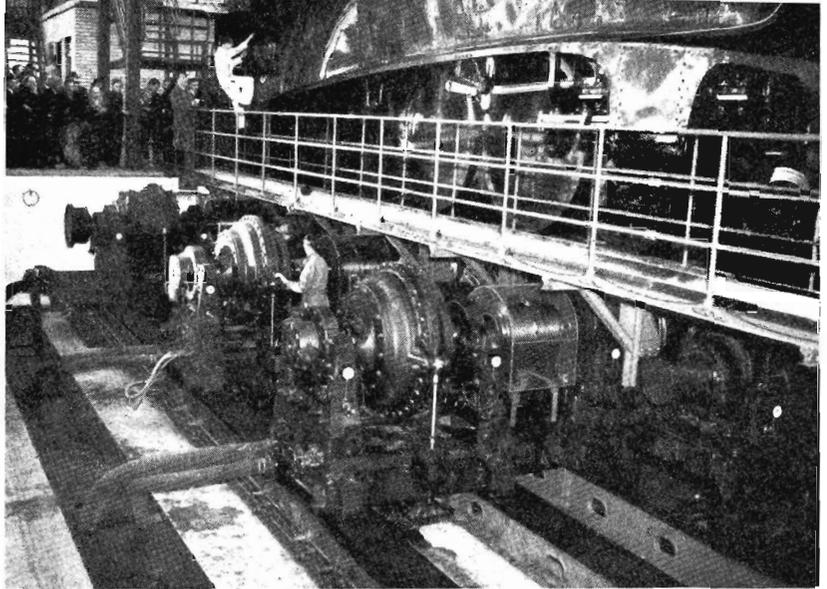
\* \* \*

Men build bridges and throw railroads across deserts, yet they contend successfully that the job of sewing on a button is beyond them.—*Heywood Broun.*

# Locomotive Testing Station

*Before a testing station was built in Britain, the orthodox testing of locomotives in Great Britain mainly comprised dynamometer car recordings of haulage, drawbar pull and other performance features of a locomotive under test.*

*These details of what is done now, and the accompanying illustrations, were supplied by British Railways.*



British Railways locomotive "Sir Nigel Gresley" on test.

**A**PART from the dynamometer car trials, it is also possible, by means of special braking units, to carry out "constant speed tests" on the road, in which the locomotive can be set to work at a constant indicated horsepower and results observed. Much valuable information has been gained from these tests, but operating schedules, signal checks, curves, gradients and varied weather conditions make it difficult to obtain strictly comparable data.

For many test purposes, however, it is obviously of advantage to have the locomotive stationary, so that the apparatus fitted to it can be closely watched at first-hand, and not by the remote observation which is necessary on the road. Hence, the stationary testing plant has been evolved, wherein the locomotive is operated in what is

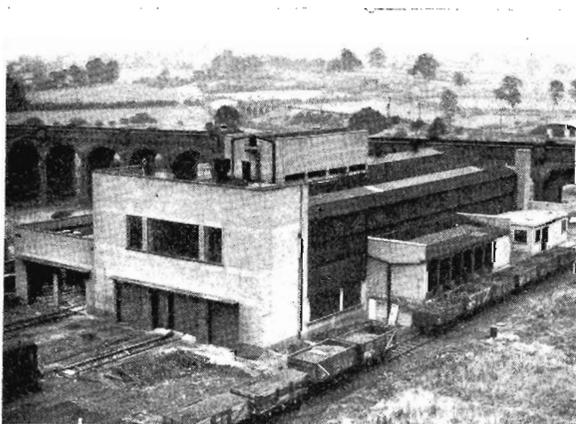
virtually a laboratory. Instead of the locomotive running over the track, the track is made to pass under the locomotive. This is accomplished by running the locomotive on rollers fitted with rims of a similar profile to the normal rails.

The main object of testing on a stationary testing plant, as opposed to testing in ordinary service or at constant speed on the line, is to make comparisons of the performance of locomotives having some distinguishing feature, or of one locomotive with or without some special fitting, or before and after some alteration. Such comparisons can be made without the effect to be investigated being swamped and obscured by a host of uncontrolled variables and irrelevancies. It is also possible to obtain far more accurate figures of coal and water consumption.

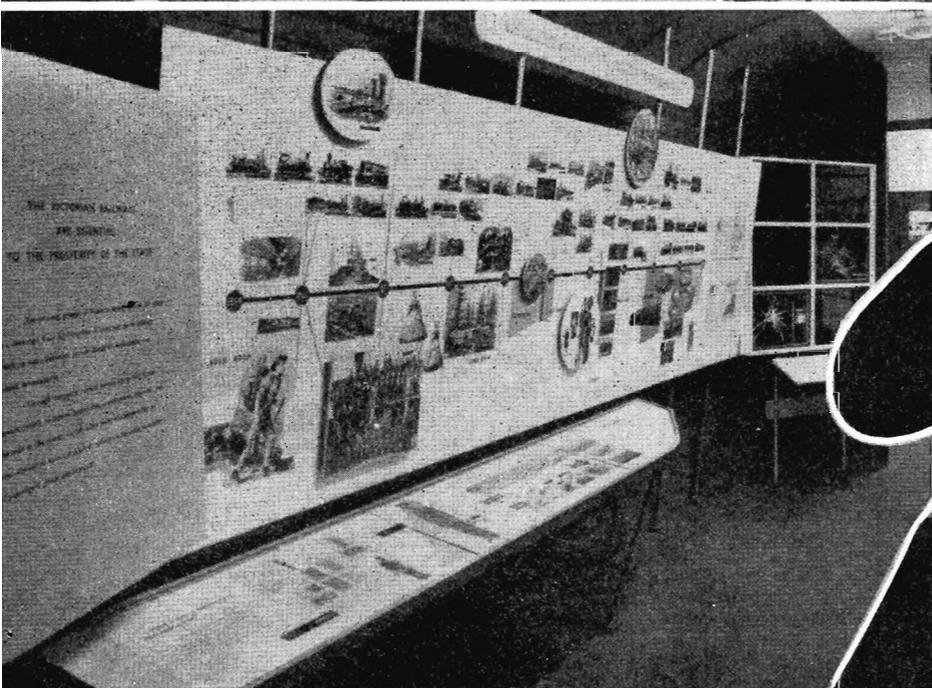
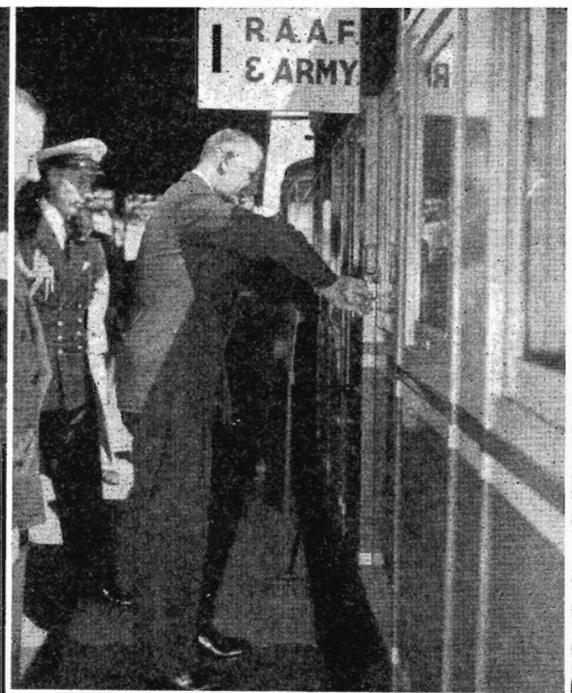
Detailed investigations into problems of combustion and heat distribution in locomotive boilers, which would be quite impracticable to carry out on the line, can also be undertaken at the testing station. Similarly, it is possible to make accurate comparisons between locomotives fitted with single, double, or multiple-jet blast-pipes, or with different valve-gears.

The testing station stands on a site of about 7½ acres adjacent to the L.M.R. Motive Power Depot at Rugby. The testing plant itself consists of seven pairs of rollers which support the locomotive, up to five of these are driven by the coupled wheels of the engine and each pair is coupled to a Froude hydraulic brake or dynamometer designed for a maximum speed equivalent to 130 m.p.h.

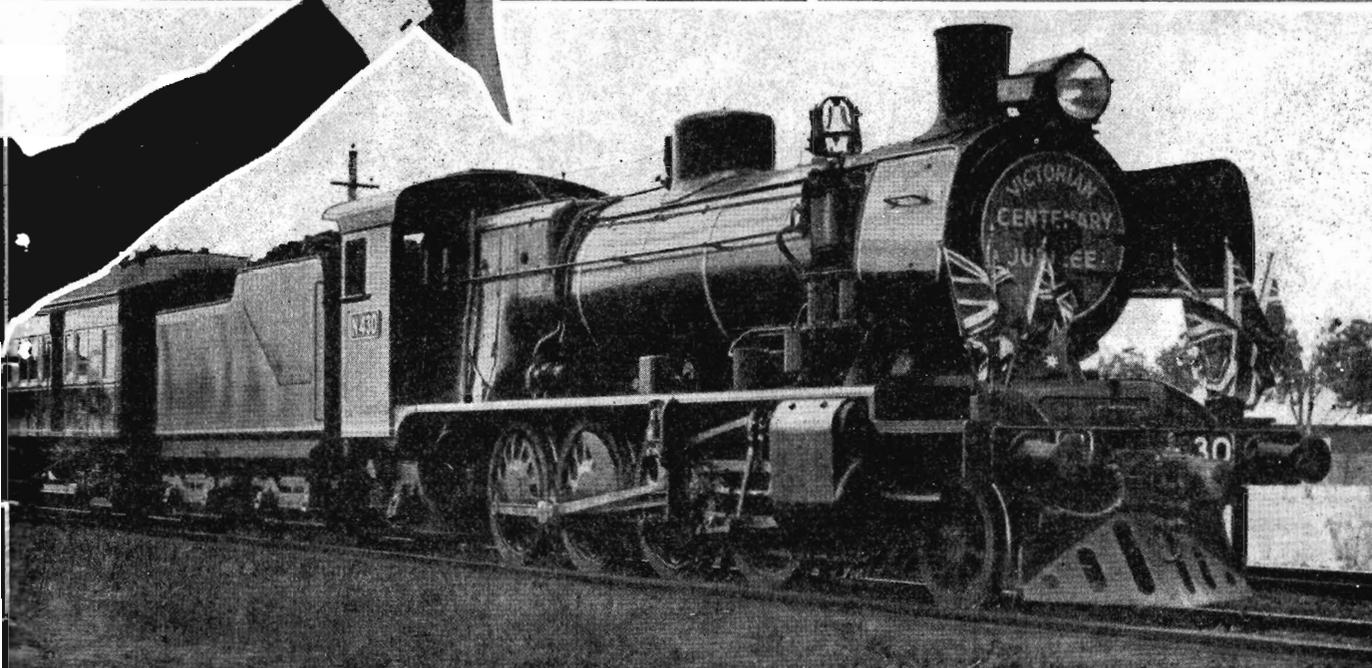
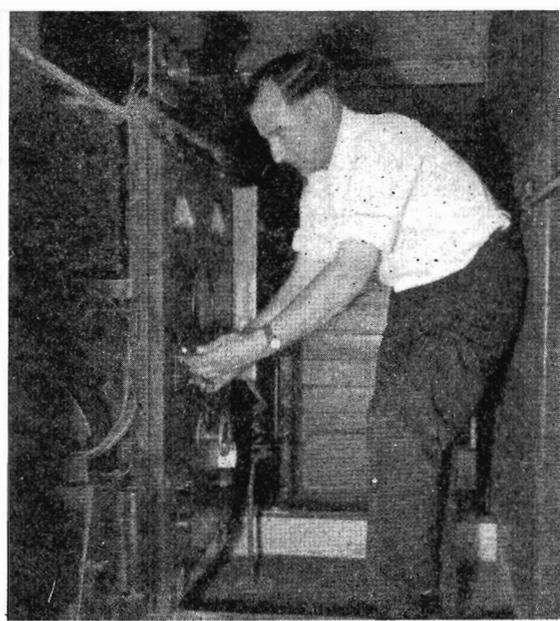
*(continued on page 10)*



General view of the locomotive testing station.



These pictures show Sir Edmund and Lady Herring chatting with Driver J. Brereton and Fireman J. W. Ryan ; the Govern: Sir Dallas Brooks flagging the train out of Spencer Street ; Mr. E. R. Snelling checking the train lighting equipment ;



(Sir Dallas Brooks) officially opening the train ; some of the welcoming crowd at Werribee ; the Victorian Railways exhibit ; the staff and officials on the train ; and N 430, the only V.R. locomotive with a bell : it was specially made for the train.

The capacity of the whole plant is rated at 4,500 h.p. and is capable of being increased to 6,000 h.p. Each roller will carry an axle load of 30 tons.

The torque transmitted by each driving wheel of a locomotive under test is indicated by electrical means in the control room as tractive effort at each axle. Measurement of the power of the locomotive is finally made at the drawbar by means of an Amsler dynamometer. The pull exerted by the locomotive is shown on a gauge and automatically recorded on a chart; the pull is exerted on a hydraulic cylinder mounted on a heavy vertical steel joist braced to the grillage which forms the basis on which the whole plant is mounted. This grillage contains about 60 tons of steel girders and is embedded in a concrete block varying from 6 to 17 feet thick and weighing about 2,000 tons. To avoid damage by vibration to the building structure, special steps were taken to isolate it from the grillage.

As various locomotives have different wheel spacing, the roller units, brakes, draw-bar and firing platform are all adjustable. The firing platform, which takes the place of a tender, supports a coal bunker and shovelling plate forming part of a recording weighing machine so that the amount of coal supplied and fired can be accurately known. Water is also carefully measured, and the amount of exhaust steam used by any injector or feed-water heater is metered.

The control room, which is sound-proofed, houses the Amsler recording table, control desk, and, on a panel, recording instruments for temperatures of flue gases, inlet and exhaust steam, feed water, etc.; pressures of boiler, steam chest and exhaust; vacua in smoke-box, firebox and ashpan; and instruments for continuous analysis of the smoke-box gases.

## RAIL DEVIATION

**T**WO and a quarter miles of the existing Castlemaine to Maryborough railway line between Newstead and Moolort, including Joyce's Creek Station, will be submerged when the Cairn Curran reservoir at Baringhup is built by the State Rivers and Water Supply Commission.

This will necessitate relocation of  $3\frac{3}{4}$  miles of the line on higher ground a half a mile south of the existing location. The main road will be similarly affected.

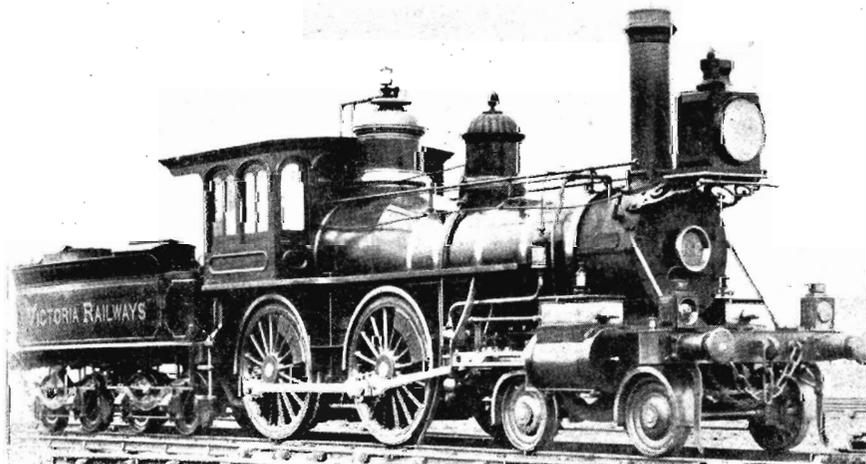
A new viaduct 900 ft. long and 55 ft. high to carry the deviated railway across the Joyce's Creek arm of the reservoir is being erected by the Construction Branch. This viaduct will be of permanent construction with reinforced concrete pile foundations, concrete piers and reinforced concrete deck on steel plate girder superstructure.

The construction of the reservoir will inundate low-lying land along the Loddon River and its tributaries for 10 miles to within three quarters of a mile of Newstead. The main embankment of the dam will have a maximum height above foundation level of 130 ft. and a length of about half a mile. It will create a storage of 120,000 acre feet of water for irrigation and other purposes in northern Victoria.

A total of 1,200 tons of cement and 80 tons of reinforcing steel was used in the construction of the diversion culvert which is one of the features of this great water conservation scheme.

The railways part in the scheme is, of course, to transport the materials required for the big job. A considerable quantity of material has already been sent to Maldon.

## EARLY V.R. LOCOMOTIVES



### Passenger 4 - 4 - 0 type

Built by Rogers Locomotive Works, Paterson, N.J., U.S.A., 1877.

These were the first V.R. locomotives imported from U.S.A.

They were later known as D class, but were unclassified in 1888.

They were scrapped in 1907.

# HEIDELBERG DUPLICATION

THE duplication of the Darebin Creek bridge last month marks the beginning of the last stage of double-tracking the 2½ mile Alphington to Heidelberg section of line.

A double track has already been laid between Ivanhoe and Heidelberg (1½ miles) and completion of the bridge will enable the line duplication work to be finished.

About 200 men, including overhead maintenance, signal, and way and works staff took part in moving the bridge about six feet to one side to make room for placing new girders for the duplication of the track. The bridge was jacked up from its bearings to rest on long skids, and jacks and other mechanical equipment moved it across. At the same time it was necessary to slew the existing track and overhead gear.

The finished duplication, this year, will enable the Department to greatly improve passenger services on the Heidelberg line and eliminate unavoidable traffic delays at crossing points.

## ORIGINS OF STATION NAMES

**ALBION**: called after the Albion Quarrying Company whose quarry is nearby.

**COHUNA**: aboriginal name for the bird known as the native companion.

**JOLIMONT**: name given by the Swiss wife of C. J. Latrobe (Superintendent of Port Phillip and later Lieutenant-Governor of Victoria), to the little hill upon which their home was built. Mrs. Latrobe named the place after her home in Switzerland.

**OFFICER**: named after Robert Officer, who owned land near the site of the station, and took an active part in procuring the first siding there.

**SEBASTIAN**: named after Sebastian Smith, a prospector who, in 1863, discovered a rich reef in the locality.

**WANDIN**: an abbreviation of *Wandin Yallock*, which is the name of a local creek. It means running creek or rivulet.

# Lost—but not found

19 Parkside  
Yallourn  
Vic

Dear Sir, I hope you are well, please have you found a doll dressed in white I left it in the ladies cloakroom last Saturday.

From  
Fay Bryant  
xxx



(A special effort was made by the Claims Agent's Division to trace the doll that Fay must have loved so much. Unfortunately, it was not found and it was with much regret that the Claims Agent wrote to Fay advising her of the unsuccessful search.—*Editor, News Letter*)

## HOWLERS

The feminine of Czar is Sardine.

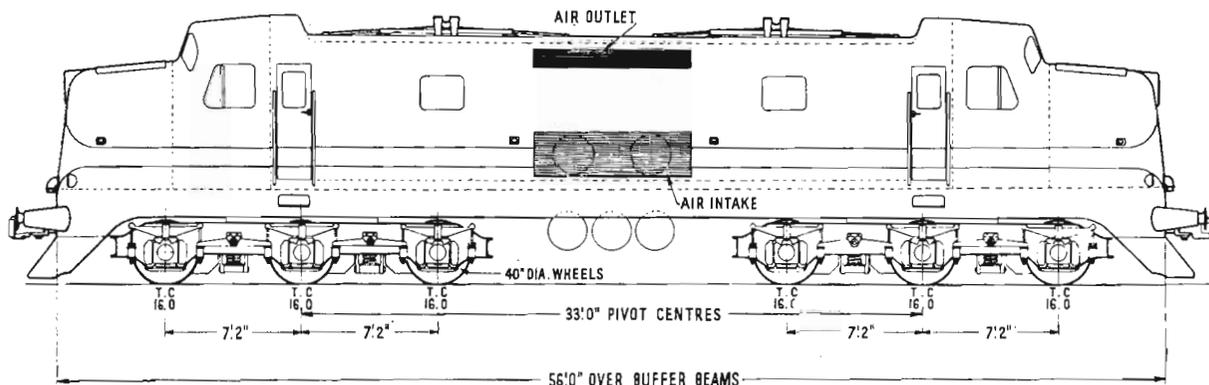
Herrings go about the sea in shawls.

A glazier is a man who runs down mountains.

Bridegrooms are things at weddings to enable the parson to collect his dole.

Dead-heat is the fire when it is out.

A polygon is a dead parrot.



Total Service Weight — 96 tons  
Maximum Speed — 70 m.p.h.

Maximum starting tractive effort — 47,000 lb.  
Continuous rating — 25,200 lb. at 30 m.p.h.

Diagram of electric locomotives for Gippsland line.

# ENGINEER RETURNS FROM U.K. TOUR

**L**ATEST developments in car construction methods and design were studied by Mr. J. W. (Jack) Butterworth, engineer in the Rolling Stock Branch, who has returned after four months' visit to England. Here are some of his outstanding impressions.

Although the volume of traffic in London's underground railway system is probably the heaviest in the world, the passenger can still get to his or her destination quicker by tube than by either surface bus or taxi, says Mr. Butterworth. During peak periods on the underground, trains pass through stations at the rate of one every 85 seconds. London Transport Executive controls the underground and portion of the surface system, and British Railways the remaining lines in the U.K.



Mr. Butterworth

Unlike Victoria, where most country trains are dispatched from only one station, Spencer Street, there are a number of terminal departure stations in England, such as Euston, Marylebone, Victoria, King's Cross, Liverpool Street and Waterloo, and each is very busy.

British Railways are now embarking on a vast rehabilitation programme to make good the wear and tear on rolling stock during the last war. Plans are under way for new locomotives and general rolling stock for main line and local services. The modernization plans include new all-steel cars and there is also a test programme for aluminium car construction for the London Transport Executive's surface stock.

Mr. Butterworth was very much impressed with the standard of refreshment services of the British Railways. In a day's travel by train it is possible to have breakfast, lunch, afternoon tea, dinner and light refreshments with a liquor service. Trolleys of light refreshments are also wheeled on to station platforms for stopping or waiting passengers. Considering the nation's food problem, the quality of the meals served on trains is good.

The railway workshops Mr. Butterworth visited included Derby locomotive and car workshops, Crewe locomotive workshops, Eastleigh car workshops, and the Rugby Testing Plant (all of which are controlled by British Railways) and the London Transport Executive's workshops at Acton and Ealing Depot. In all sections of railway and private workshops he inspected, Mr. Butterworth found that incentive payment systems were working

to the satisfaction of management and men. They had a healthy zest for their jobs, and, as a result, production was flowing freely, and the output per man was very satisfactory.

At the extensive Glasgow works of North British Locomotive Co. Ltd., Mr. Butterworth found that the Victorian Railway's order for 50 N class locomotives was nearing completion. Components for the R class engine were beginning to flow into the works, too. He also visited the Vulcan Foundry plant, where J class engines are to be made for the Department.

While inspecting the Walker Diesel rail-car plant at Wigan, Mr. Butterworth saw the finishing touches being applied to the last two 280 h.p. Diesel power units for the Victorian Railways. Three of these Diesels are at present in service, and power units for seven more are here. At the English Electric Company's workshops at Preston, the production of 350 h.p. Diesel-electric shunters for Victoria was making progress. The testing facilities for Diesel engines and generators were most impressive.

Everywhere he went in England, Mr. Butterworth was given the utmost courtesy and help, from top ranking railway executives to the humblest worker. As a result, he was able to get a very complete picture of the latest car construction methods and the trends of design.

While in London Mr. Butterworth saw, among other things, the Lord Mayor's Show, which he describes as "a magnificent civic pageant."

## SIGNS OF THE TIMES

**P**ORTER A. RAYNES, of Windsor Goods Siding, has sent in part of an old showcard featuring the V. R. Military Band concert held at Brighton Beach every Wednesday evening during the 1907-8 summer season. Unfortunately it is not possible to print a photograph of it.

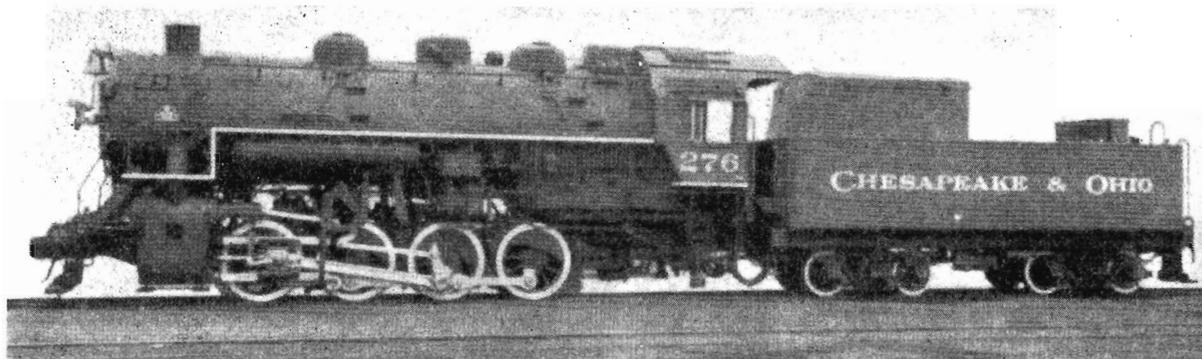
An interesting sidelight on the times is an advertisement on the card for suits to measure at 32/6; these are claimed to be equal to any £3.3.0 suit in Australia. Another advertisement quotes tea at 1/3 per lb.

## RAIL SLANG FROM U.S.A.

**A**kken reader of *News Letter* is Mr. C. C. Orr of the Motive Power Department, Illinois Central Railroad, U.S.A. A recent article on Victorian railway slang caused him to send us a list of slang terms used on the U.S. railroads. Some of them are: *scoop artist*, fireman; *ballast scorchers*, engine driver; *bend the iron*, throw a switch; *set up binders*, apply hand brakes; *join the birds*, jump when derailment occurs; *gandy dancer*, repairer.

"I enjoy your *News Letter* very much, especially the photos and data of old locomotives," writes Mr. Orr. "On every page there is something of interest to me, letting me know how railroading is carried out in your country. . . I would like to visit down there, go over the railroads, and meet my good friend Mr. J. C. M. Rolland of Camberwell. Good luck to all of you and your system of railroads."

# Shunting Locomotives for Chesapeake & Ohio Railway



**T**HE Baldwin Locomotive Works has completed 30 of these 0-8-0 shunting locomotives for the Chesapeake and Ohio Railway.

The locomotives have 25" by 28" cylinders, 4' 4" wheels, and a tractive effort of 57,200 lb. The rigid wheelbase is 10'.  
—*Railway Gazette*

## 110-mile an hour Diesel

**A** new Fairbanks-Morse Diesel locomotive, described as the fastest ever built, is twenty tons lighter and 29 feet shorter than conventional 4,500 horsepower, two-unit Diesel railroad passenger locomotives. The 4,800 horsepower, two-unit engine is said to have a top speed of 110 miles an hour and can haul 28 passenger cars.

—*Brotherhood of Locomotive Firemen and Enginemen's Magazine*

## Gas-Turbine Locomotives

**I**N the opinion of Canadian National Railways Vice-President (Mr. S. W. Fairweather), in charge of research and development, the gas-turbine locomotive will be the chief rival of the Diesel in motive power progress.

He describes the gas-turbine as having a lower thermal efficiency than the Diesel, but as being a less costly fuel consumer. Mr. Fairweather told the Ottawa branch of the Engineering Institute of Canada that gas-turbine power increases in cold weather and waste heat from the engines is available for heating passenger trains. The C.N.R. officer sees the turbine jobs as especially effective in heavy main-line movement.

—*The Railway Conductor*

## B. & O. pioneered air-conditioning

**A**IR-CONDITIONED railway cars became 20 years of age on April 23, since it was on that day in 1930 that the Baltimore and Ohio Railroad put into service the first air-conditioned railway car in the world. It was the diner *Martha Washington* and ran on the B. & O's *Columbian*, which, a year later, became the first completely air-conditioned train in the world. That was on May 24, 1931. Before another year had passed—on April 20, 1932—the B. & O. had completely air-conditioned its *National Limited* between New York and St. Louis. This was the first completely air-conditioned sleeping car train in history.

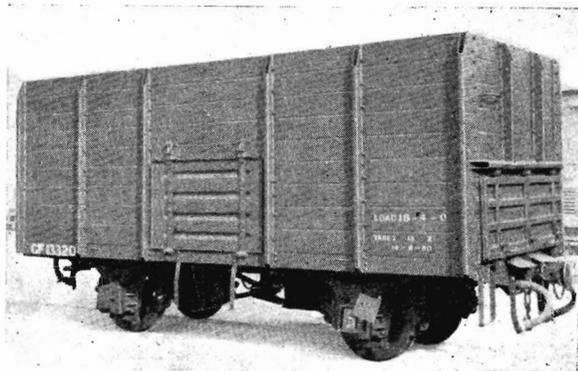
—*Brotherhood of Locomotive Firemen and Enginemen's Magazine*

## W.A.'s. New Trucks

**T**HE Western Australian Railways have built two prototype four-wheel waggons. These are GF, a high-side open waggon for carrying coal and bulk wheat, and GH, a medium high-side open waggon for mineral ores and general freight.

Principal dimensions are:

Length over headstocks ...	18 ft.
Width over crib angles ...	7 ft. 8 in.
Height of sides ...	GF-6ft., GH-4ft.
Load ...	GF-18½ tons, GH- 19 tons.
Tare ...	GF-7 tons 15 cwt., GH-6 tons 17 cwt.
Gauge ...	3 ft. 6 in.



GF High-side Waggon

The main feature of both types is the provision of end flapdoors for tipping discharge, in addition to side doors. Other features include the replacement of chain door cotter-pins with chainless door cotter-pins to prevent the wrenching off and loss of the parts. The trucks have also been equipped with a new type of brake gear. The wheels are fitted with clasp brakes and the brake gear is compensated throughout. The brake rods have palm ends which allow for rapid adjustment of the brake rigging to take up brake block wear. The wheels, axles and journals provide for a maximum axle load of 13½ tons on four-wheel waggons and 14 tons on bogie waggons and coaches.

The new rolling stock programme of the W.A. Railways includes 4,160 waggons and more than 100 coaches.

## Railwayman in Honours List

**A**MONG those whose names appeared in the New Year Honours List was Driver-in-Charge Alexander Frederick Reid of Wodonga, who was made a Member of the Order of the British Empire. Mr. Reid has been secretary of the Wodonga Branch of the R.S.L. for 25 years and welfare and pensions officer of the branch for 28 years. He joined the railways in 1907 and has been at Wodonga for 31 years. *News Letter* offers warmest congratulations.

## More Than 50 Years' Service

**W**ELL-KNOWN for his first aid activity and his work on the various committees that provide the excellent recreational amenities at Spotswood Workshops, Iron Machinist Edward A. Olsen retired recently after more than 50 years' service.



Mr. Olsen'

Joining, in August 1900, the staff of the Inspector of Ironwork, which was then at Spencer Street, he was later transferred to Spotswood. While he was there he was president of the Social Committee for 10 years, the Finance Committee for 5 years, and secretary of the Benefit Society for 27 years. In the important field of first aid work he held 25 ambulance certificates, the St. John medal, and departmental gold and silver medals. For some years he was Superintendent of the Spotswood No. 1 Ambulance Corps.

## Sporting Identity Retires

**A**S.M. J. TWOMEY, of Thornbury, who took a keen interest in V.R.I. sport, retired recently. Mr. Twomey, who had 43 years' service in the Department, had been stationed at Serviceton, Gippsland and the North-east districts and in the suburban area. At his farewell, Messrs. R. Taylor (representing signalmen), B. Evans (A.S.M.'s) and A. Flynn and G. O'Keefe (retired guards and motormen, respectively) praised Mr. Twomey for all he had done to encourage young railwaymen in developing an interest in some form of sport. He was presented with a wallet of notes.

## Centenary-Jubilee Train Driver

**T**HE driver of the Centenary-Jubilee Train on its state-wide tour is Jim Brereton who, at one stage during his career, served as fireman to Mr. A. E. Drakeford, M.H.R., when he was a V.R. driver. Just before the train left Spencer Street on its first tour, Mr. Drakeford went to the cab to wish Jim a successful tour.

## Appreciation

**O**NLY the excellent co-operation of your staff at Heyington station and at Flinders Street enabled me to catch the 8.45 to Bairnsdale last Monday morning.

I should like to express my gratitude for the kindness and energy shown by Mr. Wilcock, the A.S.M. of Heyington, the S.M., Flinders Street, and the Conductor of the Bairnsdale train, and my admiration of the excellent way in which your staff work together.—*Hilda Wright-Smith, St. Catherine's, Toorak, in a letter to the Secretary for Railways.*

## He knew locomotives

**W**HEN a train was standing in the Warrnambool platform recently, the driver noticed a visitor strolling along the platform, complete in bowler's creams. Thinking that the visitor might be interested in looking over the engine, the driver offered to show him the ropes. The visitor courteously thanked the driver and explained that, as he had a fair knowledge of engines, it would not be a novelty to him. The visitor, as it happened, was Mr. M. A. Remfry, former Chief Traffic Manager.

## This was Courtesy

**B**ETWEEN Flinders Street and Spencer Street stations recently, Mrs. D. Morpeth, of Thompson Street, Essendon, lost a glove which was blown from her lap through the train window by a gust of wind. Mrs. Morpeth reported it when the train arrived at Spencer Street, and Porter Joseph Keogh, formerly of Scotland, who was off duty, volunteered to make a search of the line for the missing glove. He found it and returned it to Mrs. Morpeth.

Expressing her gratitude to the Commissioners, Mrs. Morpeth wrote: "Porter Keogh's act of kindness was very much appreciated by me. It was a hot day, but this did not deter him from making a search of the track for my glove. I trust we get a few more boys like him."

## Block and Signal Inspector Retires

**"I**T seems a pity that we have to lose such men as James Jordan, but unfortunately too many men of his calibre are reaching the retiring age, these days, and it is most difficult to replace them," said the Metropolitan Superintendent (Mr. Hosking), at a farewell at Flinders Street last month to Mr. J. W. Jordan, block and signal inspector. Mr. Jordan was presented with a wallet of notes.

He joined the service as a lad cleaner in 1905 and was made permanent in 1911. In his early days he was an engine cleaner at Ballarat, Bendigo, Stawell and Cressy and also worked at Newport Workshops. In 1912 he was transferred to the Transportation Branch and became a porter at Flinders Street. After being a signal porter at Frankston, he was promoted to signalman in 1914 and transferred to North Fitzroy. Then followed a period of duty at Seymour, East Richmond and in E Box, Flinders Street. He was appointed a block and signal inspector in 1935.



Mr. Jordan

Mr. Jordan attributes the Department's splendid safeworking record to wise administration and the thorough way in which staff are instructed and examined. He considers that three-position signalling brought about a big improvement by enabling the shorter headway to be adopted with complete safety.

## New Australians Do Well

**M**R. Raimon Soord, a 25 year-old Esthonian, has made rapid progress since he joined the Department on May 9, last year. After 20 days in the porters' school for New Australians, he began as a porter at Flinders Street. He has qualified for his staff and ticket, electric staff, double line block, and general overhead certificates. He received his reward recently when he was appointed A.S.M.

Another New Australian, Mr. L. Bergmann, has also done well since he joined the service last year. He has the electric staff, double line block, and general overhead certificates. At present he is Relieving Stationmaster at Loch.

Mr. Radivoje Petrovich, who joined the service on June 27 last year, has been transferred to Dandenong as yard porter. He holds the electric staff, checker's, double line block, general overhead, staff and ticket, and guard's certificates.

Porter Gunars Rozitas, who was our first New Australian railwayman to obtain a Departmental certificate, has been transferred from Dandenong to Toorak station. He holds the checkers, electric staff, double line block, general overhead, and staff and ticket certificates.

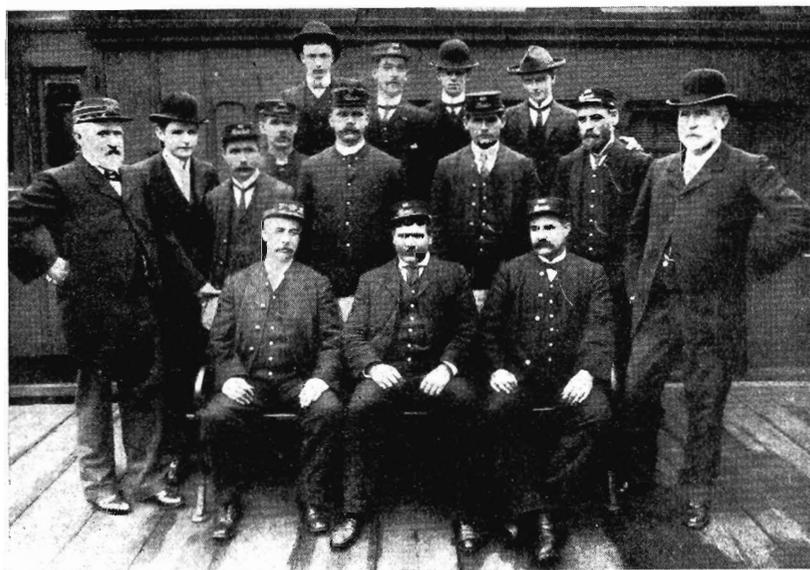
### Proud of Her Railway Family

**A** PICTURE in *News Letter* of Safe Working Officer M. F. Baynes, of Head Office, and his brother, Special Class Signalman W. F. Baynes, of A Box, Flinders Street, greatly interested Mrs. G.E. Mason, of Surrey Hills. The Baynes brothers were block boys at Ramsden Street, Clifton Hill, for Mrs. Mason's father, the late Mr. Arthur Knight, who was reputed to be the first man to work the Franklin Street signal box. Mr. Knight had three sons and one daughter. All were born in railway gatehouses.

Mrs. Mason is proud of her family's link with the railways. Her husband, George, is a railway painter; George, junior, works at the Batman Avenue railway garage; daughter Mavis is on the staff of the Accountancy Branch, Head Office; and son-in-law, Mr. Ken Williams, is at Spotswood Stores. Mrs. Mason's brother, Horace Knight, is at the Jolimont Workshops. A member of the first railway unit to go overseas in the 1914-18 war, he was on the *Ballarat* which was torpedoed by a German U-boat. Incidentally, Mr. Mason's father was an A.S.M. at East Camberwell. Mrs. Mason claims to have about 100 relatives in the railway service.

### Correspondent Wanted

**M**R. Rex F. Fromm, 41 Goldsmith Road, Worthing, Sussex, England, has written to *News Letter* seeking a correspondent. He wishes to increase his knowledge of overseas locomotive engineering and would like to hear from "a young engineer on the Victorian Railways who is interested in British locomotive practice, and who is willing to correspond on the subject."



## FLINDERS ST. IN 1903

Taken at No. 1 Platform, Flinders Street, November 22, 1903.

Left to right—back row: Messrs. Clarke (clerk), Page (porter), Marshinan (clerk) and Brown (clerk).

Middle row: Messrs. Page (S.M.), Crennan (clerk), Moloney (checker), Murray (porter), Ford (porter) and Hayes (Metro. Supt.).  
Front row: Messrs. Devlin (head porter), Jackson (porter) and Lack (guard).

Mr. George Brown left the Department to join the Public Service, and recently retired as Secretary of Mines. Mr. Moloney retired as a Special Checker. Mr. Ford, who lost an arm at Shepparton, was later S.M., Flemington Bridge. Mr. Page retired as Head Porter at Flinders Street. Mr. Crennan, who sent in the photograph, retired two years ago as Staff Clerk at Spencer Street.

**W**ITH deep regret we record the death of Mrs. Mary Ann Baynes, Waterdale Road, Ivanhoe, in her 101st year. Mrs. Baynes, who was one of a family of 11, had four children, one girl and three sons, of whom Mr. M. F. (Mark) Baynes is safe working officer at Head Office and Mr. W. F. Baynes is special class signalman, A Box, Flinders Street. Mrs. Baynes' father and mother arrived in Australia from Ireland in August 1841, in the sailing ship *Strathfieldsaye*. Her father became overseer on an estate at Preston and, just before Mary Ann (Mrs. Baynes) was born, he bought two sections (upward of 200 acres) at Heidelberg. When Mrs. Baynes celebrated her 100th birthday on February 28, last year, she received a congratulatory cable from the King and Queen and telegrams from the Governor-General (Mr. McKell), the Victorian Governor (Sir Dallas Brooks) and the Prime Minister (Mr. R. G. Menzies). Altogether, 160 messages of congratulation were sent to her.

### Another Veteran Dies

**M**R. WILLIAM CONN, another of Victoria's old railwaymen, died recently. He retired from the Way and Works Branch as a carpenter in 1916. Mr. Conn was born in February 1856, the month prior to the establishment of the Victorian Railways Department.

## THE RAILROAD MAN'S PSALM

(A paraphrase of the Twenty-third Psalm.)

**T**HE Lord is our dispatcher, we shall not be afraid. He calleth us to duty in the service of men.

He ordereth well the course that we must run.

He maketh clear a pathway for us.

He guardeth well the places of danger and destruction.

Yes, though we travel through the gloomy storm of the night or

Besides dangerous waters and mountains, we shall fear no evil for

His guidance will give us confidence.

He prepareth a journey before us in the midst of all our difficulties.

He keepeth vigilance over our way.

Surely His wisdom and care shall follow us all the days of our travels.

And He shall receive us safely at the end of the run.

*Illinois Central Railroad Magazine*

## Loco Cricket Leaders

UNDEFEATED at time of writing, Loco is assured of a place in the finals, but there will be a keen contest between Flinders Street, Spotswood 'Shops, Melbourne Yard and Northern Lines for the remaining three places. When *News Letter* went to press all these teams were level on points. The finals will be played on the McAlister Oval, Royal Park, on March 6-13. In view of the criticism levelled at Sheffield Shield and Test representatives for slow and tedious batting, it is refreshing to note some of the fast scoring that has taken place in recent railway matches. For example, Max Hughes and Jack Fairchild, of Spotswood 'Shops, recently hit up 115 runs in 50 minutes.

## New Australian Fencers

THE Council of the V.R.I. has decided to open fencing classes for men and women at the Institute. The instructors will be two New Australian railwaymen, Mr. E. Szakoll and Mr. K. Gercsenyi, who have had considerable experience of fencing in Europe. The Council will provide foils, masks, gloves and other equipment. The Melbourne Fencing Club's offer to allow members of the V.R.I. club to use its premises, until rooms have been provided at the Institute, has been gratefully accepted.

## Royal Park Improvements

GOOD news for tennis players is that the Council of the V.R.I. has decided to top-dress the courts, renew the fencing and provide a pavilion for afternoon teas by closing the opening between the main club room and the lunch room. When the work is finished, the V.R.I. tennis headquarters will compare more than favourably with any other metropolitan tennis club.

## Women's Athletics

THE V.R.I. Women's Athletic Club had a most successful year, all nine teams qualifying for the semi-finals at the end of the inter-club season. No. 1 team topped the list in the A grade competition. In the recent State championships two of the junior girls, Margaret Thomas and Lois Cookson, finished first and second in the hurdles championship. Another junior, J. Slinger, won the broad jump championship. Marlene Smith, junior sprint and high jump title holder, was in third place. Marlene also won the high jump, with a leap of 4 ft. 7 in., and the 75 yards championship. The juniors also won the 300 yards relay championship.

## Tennis

The competition for the Dunkling Shield and Pimms Cup for A and B grades, respectively, is now in progress. Railway tennis players are preparing for the country week carnival, beginning on May 21. Arrangements are also being made for the annual match with the Postal Institute team. Next year the interstate tennis carnival will be held in Melbourne.

## V.R.I. Golf Club

THE annual meeting will be held in Room 11, V.R.I., at 8 p.m. on Thursday, March 15. All members are invited to be present.

THE following team has been selected to represent Victoria in the contest for the Tintara Cup in Melbourne on Thursday, May 3.—Messrs. T. Kelly, J. Barker, L. Jones, M. Lynn, C. Markham (Melbourne), A. Leitch, J. McCarthy (Ballarat), L. Barlow (Hopetoun), J. Roche (Numurkah), J. Manning, I. Dawkins (Benalla). Victoria is the holder of the cup.

The contest for the Tintara Cup will be the highlight of the interstate railwaymen's golf carnival from May 1-9. The cup matches will be played at Huntingdale, and the other events at Patterson River, Kew, Kingston Heath and Northern Links.

## Social Bowls Club

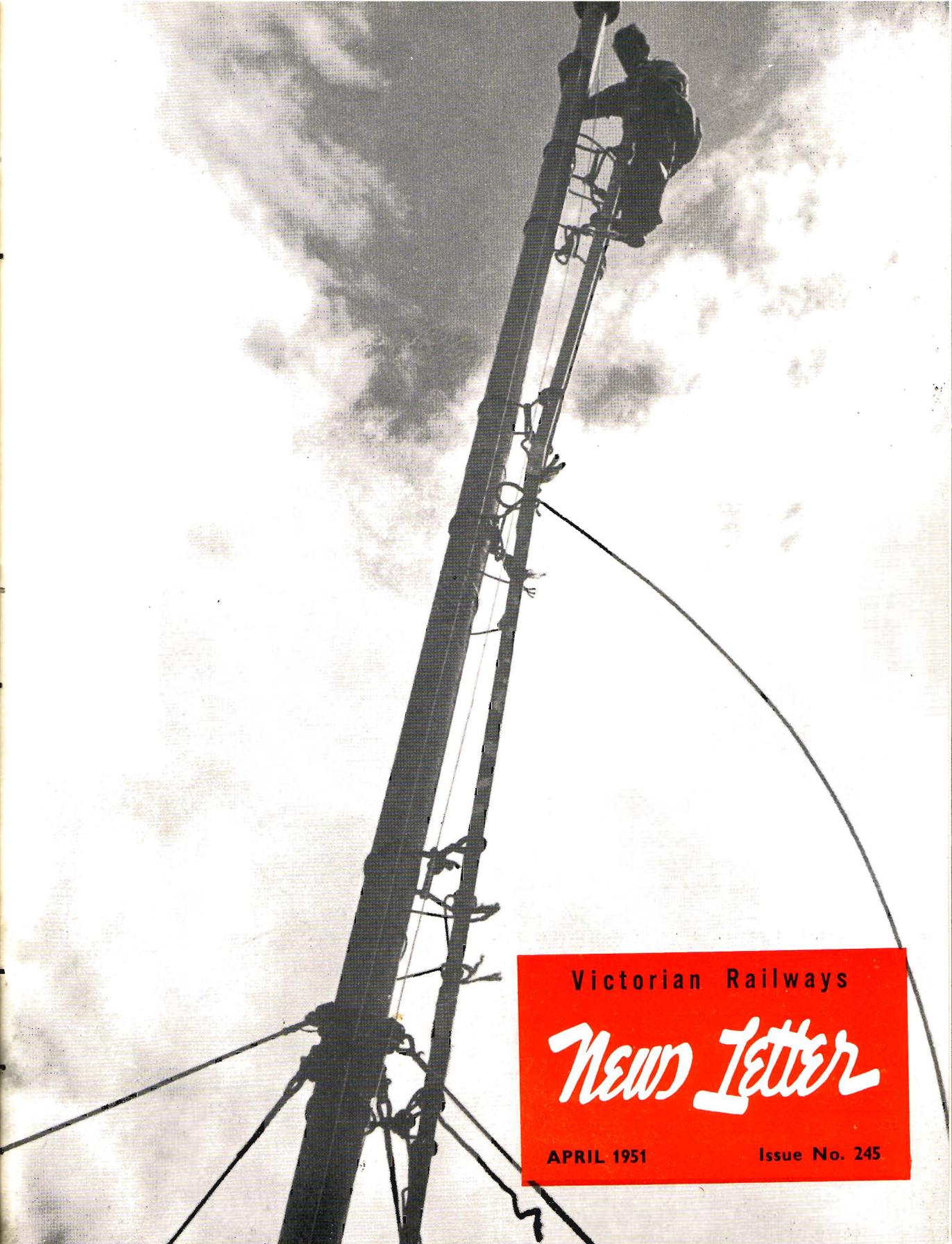
THE V.R.I. Social Bowls Club now has 100 country and 80 metropolitan members. Some very enjoyable games were arranged in January and February, and four will be held this month at Richmond Union, Brighton and Black Rock. On the back of the club's syllabus card are printed some useful notes on the etiquette of the game. These, apparently, are not only read but are put into practice, as V.R.I. bowlers have won a reputation for good sportsmanship and exemplary conduct everywhere.

## Bendigo Bowls Tournament

THE railway bowls tournament, held at Bendigo last month in aid of the local hospital appeal, raised £101. The event was played on the South Bendigo Bowling Club's green and 136 players took part, the 17 rinks being fully occupied. The four promoters were Messrs. F. Forster, J.R. Emerson, W. Durward and W. Edmunds, all of whom are members of the V.R.I. Social Bowls Club. The winners of the competition for four spoons donated by the club were Messrs. R. Jack, R. Foster, L. Harding and R. Emmerson (skipper).



**Accidents Don't Just Happen  
-THEY ARE CAUSED**



Victorian Railways

*New Letter*

APRIL 1951

Issue No. 245

# THEY KNOW THE WAY

Wheeling out  
track motors



*Every foot of track, from lonely branch lines in the Mallee to the complex trackwork in the metropolitan area, is kept in a safe and sound condition only by the work of track gangs. There is not the thrill of driving a "crack" train, but the comfort and safety of all the passengers on it depend to a great extent on them; and the faster the train the more important is their work.*

FROM the studies of generations of railway engineers, economical and scientific permanent way maintenance has been evolved. The complex effect on rails, sleepers, and ballast as a train moves over them, and the best methods of counteracting rail "creep", the insidious action of weather, and the harmful effect of weeds have all been exhaustively investigated. As a result, the permanent way can be kept to the high standards demanded by modern conditions with a minimum of manpower.

The length of track allotted to each gang varies with the class of line and the nature of the country, and each length is regularly examined from end to end. During this patrol, the ganger or a competent trackman keeps a keen, practised eye open for any track irregularity, such as a broken rail, a

## OUR FRONT COVER

shows a steeplejack freeing the rusted block on the 50-ft. high mast at Railway Head Office to enable a new halyard to be fitted.

defect in the joints, faulty sleepers, track out of alignment, and so on. He also sees that correct gauge is maintained, and that the height of the outer rail above the inner one on curves (known as "cant") is kept uniform. He removes any stray stock, examines level crossings carefully, watches for loose earth on the sides of cuttings, and any undue longitudinal movement of the rails, or "creep." These are some of the troubles that afflict the permanent way and for which a sharp look-out must be kept. If possible he corrects any irregularity, with tools and equipment carried for

the purpose—including red and green flags and a supply of detonators to use as warning signals, if necessary. For patrolling longer lengths, track motors are used.

As well as the daily patrol there is the seasonal round of track jobs. Worn sleepers must be renewed, fire-breaks prepared for burning off, drains kept clear, and, of course, there is always the endless war on weeds.

Never are greater demands made on the skill and initiative of the gangs than when the track is damaged by flood, landslip, or fire. Train services must be resumed as quickly as possible, and this means working round the clock and making ingenious repairs with whatever material is on hand. That long interruptions to rail services due to these causes are comparatively rare speaks volumes for the good work of the trackmen.

Maintenance of the permanent way, like much railway work, calls for a considerable amount of skill and knowledge. A glance at the manuals of instruction, packed with detailed information and diagrams is a proof of this. Even the simplest job is not nearly so simple as it appears. Take, for example, the tightening of fishbolts. Anyone knows how to tighten a bolt. But fishbolts are not merely tightened, they must be tightened to the correct tension—no more and no less. If too loose the rail joint will be weakened, if too tight, especially in hot weather, the free expansion of the rails may be checked.

To detect track faults, not apparent to the eye, the Hallade Track Recorder is used on the more important lines. Copies of the charts produced by this ingenious machine showing the location of faults on the length, are given to each ganger for

*(continued on page 10)*

# THEY CLOTHED TOM TRAIN



Mr. F. Chappell measures Parcels Foreman Maddison for a new uniform.



Tom Train, who is featured on the suburban Wednesday Bulletins.

*Uniforms in variety seems a paradox, but the phrase aptly describes the many garments handled at the Uniform Clothing Depot. Apart from uniforms for Refreshment Room employees, all uniform clothing supplied to railway staff throughout the State comes from the Depot.*

WHEN Tom Train wanted a railway uniform, he, like thousands of other railway men, went to the Uniform Clothing Depot at Flinders-st. Station Building. Here he was measured, and the measurements were duly passed on to the contractor. Although Tom Train boasts a 14½" hipline, compared with the 60" hipline of one of the biggest men on the railway staff, he was fitted with his uniform with equal care and speed.

The Clothing Depot reminds one of a department store, with five main departments; men's ready-made, men's tailored-to-measure, ladies' tailoring, hats, and haberdashery.

The main line in the ready-made section is the serge uniform worn by porters, shunters, guards, electric train drivers, and so on. There is a range of 92 stock sizes (a lot more than you'd find in a department store), three different types of coat, and two types of vest, but only one style in trousers. Even with this wide range there are still some men who don't measure up to any one size and have to go to the tailored-to-measure department.

When a porter starts in the department, he calls at the depot to be measured. If he is in the country and can't come to town, he fills in an illustrated self-measurement form. His measurements are checked against the size range to see if he can be fitted from stock.

A card record is then made of his name, grade and size, and all issues of uniform which are sent by train to him are recorded on it. Periodical re-measurements are, of course, necessary to cope with growth or middle-age spread.

Every three years each "serge" man gets a summer tunic: navy for shunters and goods guards, and khaki for the others.

Blue twill uniforms are supplied to S.M.'s. A.S.M.'s. head porters, tramway inspectors and others, totalling, in all, about 1,400 men. About 1,300 of them also get a lustre coat every three years. Light blue twill is worn by about 80 platform supervisors, senior and leading porters, conductors and others. The men-in-grey also have twill, and green twill is issued to bus drivers and liftmen. All the twill uniforms are made to measure, as are the out-sizes in serge.

The ladies' tailoring department caters for the *Spirit of Progress* stewardesses, portresses, caretakers, typistes and ladies waiting room attendants. The girls go direct to the contractors to be measured, except portresses and caretakers, who are measured at the depot, and their finished uniforms go to the depot for examination and dispatch. One contractor has made the uniforms for the stewardesses right from the start. He takes pride in seeing the girls smartly dressed.

Portresses, caretakers and conductresses are  
*(continued overleaf)*

issued with serge coats and skirts and with shirts and ties. Certain typistes get navy overalls, and fawn overalls are issued to the waiting room attendants.

Hats and caps come in quite a variety: for instance there are nine different types of cap, ranging from the porter's ordinary cap to the special gold-embroidered ones worn by S.M.'s. at Flinders-st., Spencer-st., Ballarat, Bendigo and Geelong. Hats are worn by about 1,400 shunters, goods guards, goods checkers, yard porters and others.

In the haberdashery department there are the numerous badges, buttons, braids, linings; in fact everything except the thread which the contractor supplies.

There is a bulk store where rolls of serge and twill are kept ready for sending to the contractors. Each year, about 4,000 yards of twill, 9,000 yards of serge, and 750 yards of overcoat cloth are purchased from two Geelong mills. The cloth is checked and issued to the making-up contractors at fixed prices. Accessories are similarly dealt with. All the materials and trimmings are bought direct by the department and issued to the contractors, so as to maintain a consistent high standard of quality. Tenders for the supply of the materials and for the making of uniforms are called every two years.

The depot also handles acid-resisting overalls



Mr. W. Campbell folding uniforms for Mr. W. Ferguson to wrap.

for the train lighting staff and battery attendants, bib and brace overalls for rail motor drivers, cloth overcoats, dust coats, waterproof overcoats (both long and short ones) and pull-ons.

Mr. J. C. Flanagan, the storekeeper, and his staff of five, have a busy time. They issue 14,000 serge and twill garments a year as well as all caps, overalls and other items. And every item has to be checked to see that it complies with specification and is suitable for wear. They are working, behind the railway scene; doing their share to ensure that uniforms worn by railway men and women are a credit to the system.

## IN THE NEWS

THE recent release of Alfred Krupp and the restoration to him of his fabulous villa, focussed attention once more on the famous German steel-works founded about 1810 by an earlier Alfred Krupp.

While the newspapers were featuring the story, a *News Letter* reader, Mr. L. T. Lynch, of the Secretary's Branch, noticed some rails at Dysart Defence siding bearing the inscription "Krupp, 1898." He asked whether *News Letter* could give any details about these rails.

Dysart siding was built about 1941 and the rails obviously came from another section of track, but there is no record of their previous whereabouts.

However, *The Railway Standard* of May 1902 throws some light on their origin. It records that "the Premier was furnished with a report by the Acting Commissioner of Railways regarding the proposed importation of rails and fishplates and the fear expressed that the business was likely to be given to German firms. The Acting Commissioner said that on only one occasion during the 20 years ended 1899 was a contract secured by other than English manufacturers, and then only a limited quantity was supplied by a German firm." The rails at Dysart are, of course, some of the limited quantity.



Mr. C. T. King issuing garments from stock.

## Washing Machine

THE inter-branch committee, formed to consider the problem of cleaning the outside of passenger cars mechanically, favours the rotary brush-type of equipment that is used extensively by American railroads for cleaning modern flush-surfaced streamlined cars and Diesel locomotives. There is some doubt, however, whether a unit of this type could efficiently clean Victoria's suburban cars, with their numerous recessed doors and windows and projecting handles and rails, and the committee, therefore, recommends that a simple unit, adapted to local conditions, be tried. This unit is now being designed by the Chief Civil Engineer for experiments on both suburban and country carriages.

## S Class Conversion

GOOD progress is being made with the design and construction of the equipment for converting the Department's four S class engines to fuel oil burners. The tender of each engine will have a tank to carry 2,000 gallons of oil; sufficient for the non-stop journey of *Spirit of Progress* between Melbourne and Albury.

## Firewood Traffic

NOW that all bulk wheat surplus to silo capacities has been cleared, efforts are being made to bring more firewood from country loading points. Towards the end of February an average of about 250 trucks weekly represented the truck allocation for firewood. It is expected that the number will be progressively increased to about 500 weekly.

## X 32 Back Again

X 32, the pulverized brown coal burning engine, is working again after testing Leigh Creek (South Australian) coal and undergoing an annual overhaul. It makes one passenger trip to Seymour and five goods train hauls weekly. As X 32 can move 650 tons of goods, its presence on the Melbourne-Seymour run is most welcome in the present emergency.

## Good Staff Work

TIME-TABLE staffs were congratulated last month on their smartness in preparing amended passenger and goods schedules at very short notice. The job could not have been done by other than the best kind of team work. Printing staffs were also commended on their production of time-tables and circulars in time for distribution.

## Big Demand For Trucks

TRUCK supply staff were extremely busy last month meeting all the demands for transport to the waterfront for shipment overseas of large quantities of bulk wheat, oats, meat, poultry, rabbits, apples, pears and dried fruits. Eighteen ships were listed to leave Geelong with 144,800 tons of bulk wheat, while four more ships carried 16,000 tons of oats. Despite the heavy demands of the export trade, the Department was able to meet all orders for trucks for the vital round-the-clock brown coal and briquette traffic. It was a big job that called for expert handling.

## V.R.I. Benefits Explained

A BOOKLET entitled "The Victorian Railways Institute, What it is and what it does" has been published by the V.R.I. There are three editions: English, English-German and English-Italian.

The booklet is part of a plan to tell all new railwaymen what the Institute can do for them. It includes an application form for membership.



# "PUT ANOTHER FIRE ON"

By R. B. Bell—Cleaner, North Loco.

*I'm tired. But I'm proud, too, for I shared control of the engine's destiny. It was my first passenger trip. I'm just a cleaner-fireman in the loco sheds. Got my red-book, but still I'm just a cleaner. When I'm told I'm to fire a passenger to Warrazul, I'm 'as keen as mustard.*

OUR engine is a coal-burner. That means work, hard work. She's an A2, with large wheels built for speed. So the drivers and firemen on the passenger roster are called "big-wheel men." But I'm just a cleaner, and, by the way, Jack's the name.

I oil up, while Bill checks her over. Nice bloke, Bill. A big joker with broad shoulders and a face that tells you he's got what it takes. Like all men of his type he doesn't say much.

The oiling is finished, I climb into the cab.

"Put a fire on 'er Jack," says Bill.

The gauge is just below 150 lb. per square inch (that's the pressure of steam in the boiler). We wash down the cab with hot water. Bill then gives three toots of the whistle for the turntable.

Bill opens the regulator, and the engine groans and spits steam like a steel dragon roused from its sleep. We move out on to the table, swing around and then out of the shed. I turn off the injector that injects water from the tender into the boiler.

As we wait for the signal to move back on our train, Bill says: "Done much firing?"

"Not much," says I, scared to death he'll send me back. "Keep the steam up, the water up and your tail up," says Bill, with a grin.

We set back on our train. I put on a fire. The engine swallows it all, belching for more.

I couple up, and then sit waiting to go.

The whistle squeaks and we move off, wheels and engine groaning.

"Put on a fire Jack," calls Bill.

I shovel black coal into the engine's fiery mouth. We're swaying as we hurtle forward. The wheels clang into a rising crescendo. Stomach contracts as I swing in the coal.

A kid waves. I wave back. Somehow I feel proud. I feel I'm a hero to that kid. Of course, I'm great—without me this charging monster would die.

We're slowing down, a signal is against us. But then it changes, and forward we fly, engine roaring like pulsating bedlam.

We go through a station.

We're going up a rise, mile on mile of houses on either side make changing patterns.

"Put another one on Jack," calls Bill.

Kids wave, girls look. Men look envious. I feel a little superior. White collar workers have never known the mastery of hot steel.



"Keep balance and swing! Bash it in! Bash it in!"

Out into the country. Birds rise from the rails ahead. An ibis flaps away.

The stationmaster and I exchange staffs at each station. This is our warrant to hurtle towards the next station.

Rhythmic patterns of colour flash past . . . green cypresses, flecked with yellow, grey-green gums and blue hills, all moving back, making way for Bill and me.

"Put another fire on Jack." Bill's hoarse shout shatters my reverie. We're going up a steep hill. The engine's panting in short roars, hungry for coal.

"Still more, still more," it gasps.

"Keep balance and swing! Keep balance and swing!" "Bash it in! Bash it in!" The fiery

*(continued on page 10)*

*"You will be in the hands of men who will do their best to care for you, educate you and make you skilled craftsmen."*

**M**R. COMMISSIONER A. G. FLETCHER made this point in warmly welcoming recently a party of young apprentices to the railway family.

"Your intention to become artisans and technicians is a very good sign to-day, when lads, many of whom no doubt you know, are, without regard for the future, inclined to go for the jobs that carry an attractive wage rate," said Mr. Fletcher.

"You will realize before you go very far in this service that there is a future here, and in comparison with some other callings, a very secure future."

"We are a large organization and there are many opportunities for advancement. You will have these opportunities, just as other apprentices who have come here have seized them and attained quite responsible positions. You will find Victorian Railway apprentices in various parts of the world, many of them holding high executive jobs. You will be trained to become qualified to a degree equal to, and perhaps better than, that elsewhere."

Mr. Fletcher concluded: "We have a high standard of craftsmanship in the Victorian Railways, but this high standard cannot be attained without personal diligence and conscientious behaviour. If you develop these qualities you will do well."

The Chairman of the Staff Board (Mr. W. H. Swaney) said, "The future rests with you boys. Upon your efforts will depend whether you will become ordinary members of the team or something better. The ball is at your feet. If you kick it hard enough the sky's the limit to advancement."

Mr. Swaney urged the boys to join the Victorian Railways Institute and take full advantage of its educational, physical training, and sporting facilities.

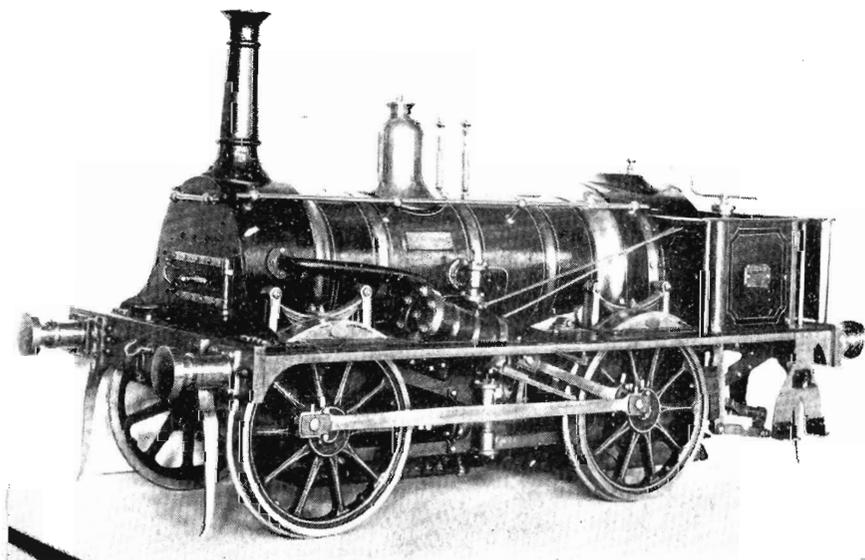
## ORIGINS OF STATION NAMES

**MONEGEETA**: takes its name from a pastoral station held in the 'forties by John Pascoe Hawker and then called *Mooneejettee*. It was surveyed in 1857 and the name was changed to its present form.

**SEA LAKE**: the name was given to the lake because of its unusual depth amongst Mallee lakes. Tradition relates that a "bullocky," riding in search of his team, came upon this strange sheet of water. He expected it to be, as is usual with such swamps, only a foot or so deep, and boldly urged his horse across it. A few steps, and the water was up to the saddle flaps. Out he scrambled in great alarm and rode back to camp crying out that he had found a lake as deep as the sea.

**WESTGARTH**: took its name from Westgarth Street, which was called after William Westgarth, an early colonist and well-known writer.

## EARLY V.R. LOCOMOTIVES



0 - 4 - 0 well tank type  
pier shunting engines

Nos. 5 and 24.

Built by Robert Stephenson & Sons, Newcastle, England, in 1857 and 1874 respectively.

These engines were taken over from The Melbourne & Hobson's Bay United Railway Co. in 1878.

They were withdrawn from service in 1904.

This photograph is of a model of No. 5, which is in the Chairman's office.

# SEYMOUR

JUNCTION FOR NORTH EAST  
& COULBURN VALLEY LINES

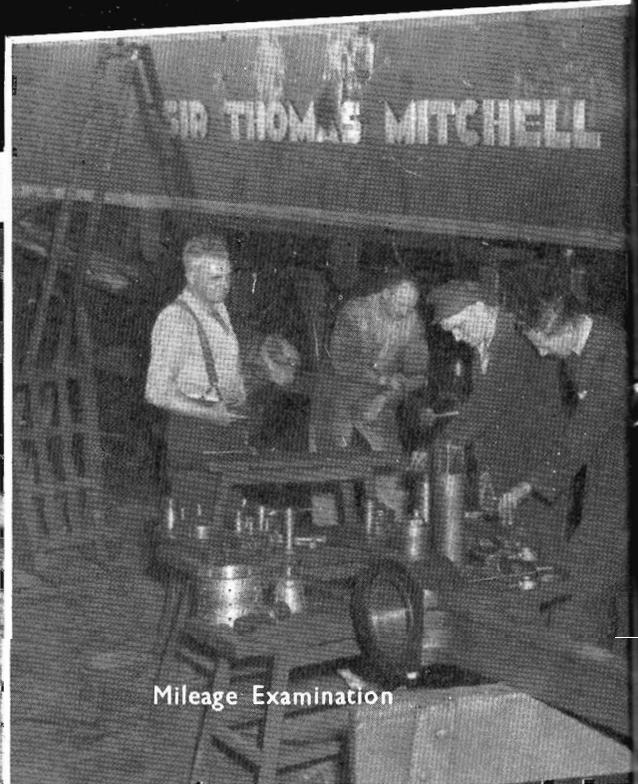
A main marshalling centre, and headquarters for an important district.



Goods Sheds Staff



Signal and Telegraph Men



Mileage Examination



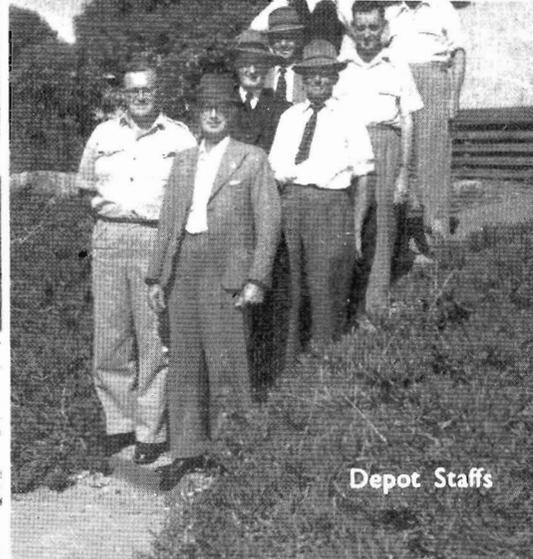
Payment Room Staff



Loco Men



Stores Staff



Depot Staffs



Track Gang



Traffic Group



Station Staff

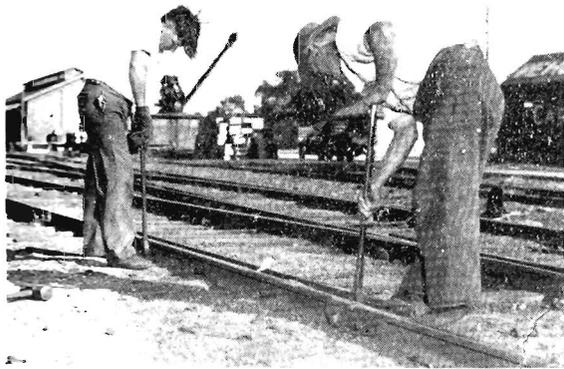
## FIRST SPECIAL RACE TRAINS

SPECIAL race trains were first run on October 1, 1859, for a race meeting at Flemington. A small platform was erected on the city side of the Saltwater River, where passengers alighted, and walked about a half a mile to the course. Fares were 12¢ return, and trains ran from Melbourne to the river every few minutes. A contemporary newspaper stated that 12,000 passengers were carried on the special trains. Some time after, a double-track platform station was built at the river, and it remained in regular service for race meetings at Flemington until about 1870.

Early in February 1859, the Department sought to attract business from race patrons. No special trains were provided, and passengers had to walk from Napier Street to the course—a distance of nearly two miles.

## THEY KNOW THE WAY

—continued from page 2



Tightening fishbolts

his guidance.

From Morkalla to Orbst the gangs are constantly working at their endless job of keeping tracks up to standard. They are important members of the V.R. team; for no railway can be better than its permanent way.

## PUT ANOTHER FIRE ON

—continued from page 6

mouth chants its order.

We're over and start to roll. Again the engine screams for water to quench an inexhaustible thirst.

Up another long hill and we're there. Slowly we draw into the station and friendly faces seem glad to see us. Old engine pants and shudders to a stop, her life force spent. She is ready to die. Her very mouth is closed. She is hungry no longer. A little water eases her death. She breathes her last.

Bill looks at me and grins. "You're all right Jack, you're all right. We've all got to learn."

## The things they say

RAILROADING is impossible without devotion to duty. All up and down the railroad, in busy offices and in lone switch shanties, there are men and women who are devoted to their daily tasks. They are the ones we depend upon to bring passengers safely to their destinations, who see to it that the freight cars roll to right sidings and platforms. They guard the tracks, the signals, the rolling stock, the written records. They are the conscience of the railroad.—*W. A. Johnston, President, Illinois Central Railroad*

\* \* \*

If for some reason you aspire to be killed in a railway crash, you'll have to travel 1,250,000,000 miles, according to statistics—and even then you may not make it. The truth is that railroads are the safest mode of travel known to man.—*Chicago Journal of Commerce*

\* \* \*

I like the common man, because I am common myself—but I follow the uncommon man.—*Lady Astor*

\* \* \*

Thanks to the complete loyalty of organized American railroad workers, there was no successful sabotage of American rail shipments of vital war supplies during the last world war. If America becomes involved in World War Three, it will be a comfort to American fighting men and women to know that the movement of troops and equipment will be in the hands of organized railroad workers whose labour unions have never been infiltrated by communist agents.—*Earl Cocks, National Commander, American Legion*

\* \* \*

We should behave toward our country as women behave toward the men they love. A loving wife will do anything for her husband except stop criticizing and trying to improve him.—*J. B. Priestley*

\* \* \*

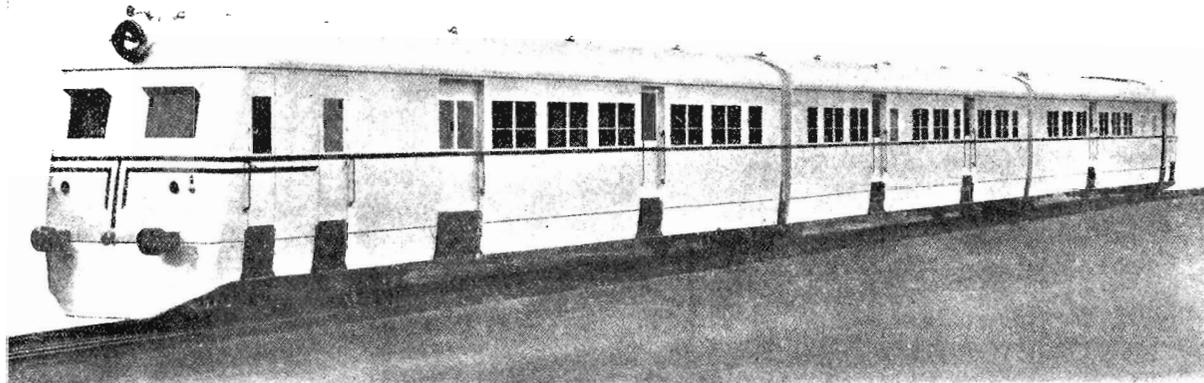
One of the best ways to save face is to keep the lower part of it closed.

—*Dan Bennett*

\* \* \*

Nothing improves a person's driving like a police motor-cyclist right behind him.—*O. A. Battista*

# STEAM RAIL-CARS FOR EGYPT



**A**N order for 10 sets of triple-articulated steam-driven rail units, each comprising three coach bodies, has been placed by the Egyptian State Railways with Sentinel (Shrewsbury) Ltd. The power units for each rail-car set comprise two 6-cylinder rail-car engines, and a 3-drum boiler arranged for oil-firing, with auxiliaries and controls.

Power is transmitted by cardan shafts to the driving axles; neither change-speed gears nor

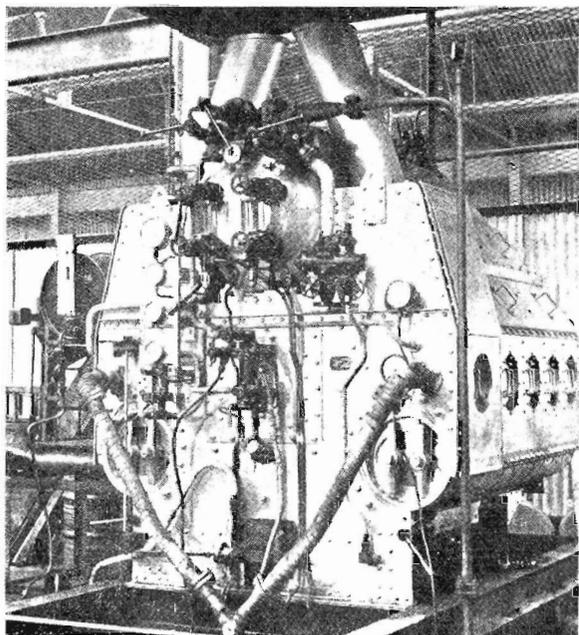
coupling rods are required, and to ensure that the engine and boiler are working over their most economic range, the gear ratio has been selected from a wide standard range to suit the particular service for which these rail-cars are required.

The engine has been specially designed for rail-car operating to ensure complete reliability over long periods between stopping, with low maintenance costs and low steam consumption, with simplicity of operation. Steam is supplied by an oil-fired water-tube high-pressure superheated boiler with a working pressure of 335 lb. per square inch.

The bodies and underframes are of integral construction, the roof ends and body sides being jig built to ensure ease of erection. They are a combination of welded and riveted framework. The car ends and sides consist of a light-steel framing of pressed and rolled steel sections, with outer steel panels extending to the cantrails. The pillars, the majority of which are of pressed steel, are directly secured to the underframe sole-bars and headstocks.

Second and third class accommodation is provided. In the second-class compartments the walls up to cantrail level are finished in two shades of rexine with mouldings of polished teak; the ceiling is also covered with rexine of an ivory-white shade. The interior walls of third-class compartments are panelled with metal-faced plywood finished off in two shades of green below the waist rail, and cream above.

The postal, luggage, and driving compartments are also lined with metal-faced plywood held in position by steel mouldings.—*Railway Gazette*



The boiler under test at the maker's works

# MEN OF SERVICE

*First aid work is so important in a railway organization and so much a ministering labour of love by the men and women who do it, that we have decided to publish, month by month, notes on V.R. ambulance activities.*

*Ed. News Letter.*

## New Award

THE Department has always shown a keen interest in the work of the ambulance organization and, at all times, has sought to encourage more staff to qualify in first aid. It has been decided to pay an award of £2.2.0 to those who successfully complete their first year of instruction. All who do not already possess a certificate can become eligible for the award. Passes, where necessary, will be granted, for travel to the classes.

## Model Centre

ONE of the best railway ambulance organizations in the State, and one that could quite easily be a model for other centres, is that at North Melbourne Loco. Its success is largely due to the untiring efforts of a small band of enthusiasts who have concentrated on making it work smoothly and efficiently.

## Country Centres

WARRNAMBOOL is planning to open first aid classes. Guard Jack Wallace, who is a keen ambulance man, will be instructor. He has already interested a number of district railwaymen in first aid work. Classes have been started at Ararat by Arthur Jamieson, fitter's assistant. Serviceton also has a class. Victor Rosewarne, train examiner, is rallying support for first aid work in this district.



Seymour ambulance men

## Spirit Of First Aid

THERE has been no more conscientious ambulance worker in the State than Leslie Morey, who retired recently after being president of North Loco for 12 years. He not only played a leading part in establishing the centre's four corps and the class, but visited sick railwaymen in hospital and organized special Christmas treats for the needy as well. Just before he retired he passed his 25th year certificate examination. He was presented by his workmates with a wallet of notes, and a shaving outfit from ambulance men.

## Tradition Carried On

CARRYING on the Morey tradition of humanitarian service at North Loco are the new president, Charles Andrews, and the secretary, Walter Jackson, who has held this position for more than 20 years.

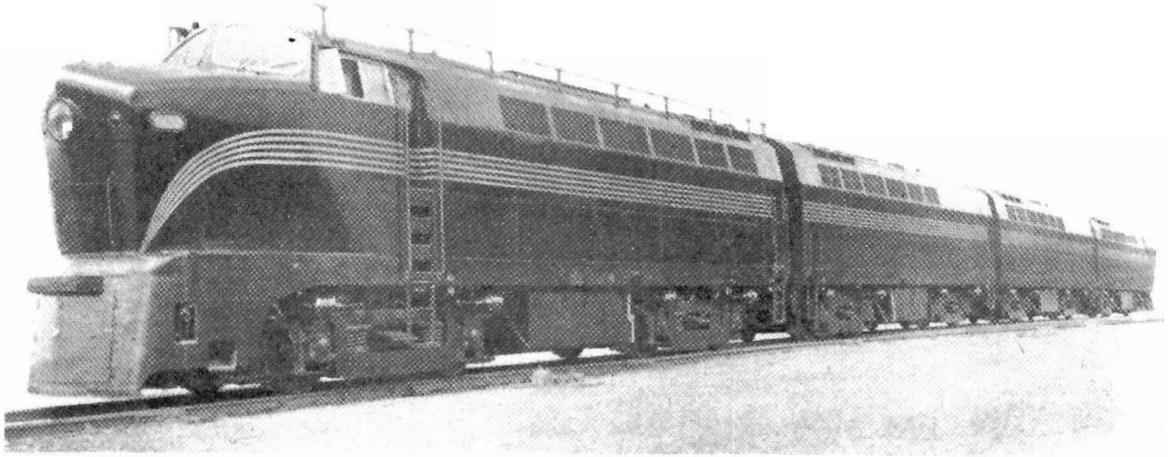
## Saved His Life

THE value of first aid work was strikingly demonstrated recently when a driver, crushed between two motor trucks at the Melbourne Goods Sheds, was seriously injured. Unfortunately, no first aid men were there, and railwaymen and drivers stood by helplessly while the injured man lay on the ground in much pain and in urgent need of skilled attention. First aid men were, however, quickly called from another area, to attend to him. An ambulance later took him to hospital. The doctor, who examined him, said that first aid treatment had undoubtedly saved his life.

## First Aid For New Australian

IT was fortunate for three-year-old new Australian, Henry Michaelsen, that first aid men were on the spot when he fell from the Mildura train between Nowingi and Boonoonar recently. The conductor, Charles Forrest, who has qualified for first aid life membership, and A. L. Stephenson, of Spotswood Shops, who has had eight years experience of first aid, attended the boy who had a fracture of the left thigh. He was admitted later to Mildura Base Hospital. Mr. Stephenson was at one time a corps superintendent and class instructor at Bendigo.

# Baldwin - Westinghouse Standard Diesel - electric



**T**HE Baldwin Locomotive Works has developed a series of Baldwin-Westinghouse locomotives, the units of which have increased flexibility and improved hauling capacity. The new series includes 800 and 1,200 h.p. yard switchers, 1,600 all-service locomotives in four-wheel, six-wheel, four-motor, and six-motor types, a 2,400 h.p. road transfer locomotive, and a 1,600 road freight locomotive in A and B units which can be operated in multiple to form 3,200 h.p., 4,800 h.p., or 6,400 h.p. freight locomotives.

Pictured above is one of the 6,400 h.p. locomotives made up of two A and two B units. Each unit (either A or B) has a continuous tractive force of 52,500 lb. and a maximum speed of 65 m.p.h.—*Railway Age*

## Norfolk & Western Abandons Electrification

**T**HE Norfolk and Western Railroad, U.S.A., is to abandon the electrification of its main line and several branch lines, totalling about 76 miles, a part of which has been in service since 1915. It is explained that, with the many improvements made in recent years in the coal-burning steam locomotive, the availability and power of the railways' modern heavy-duty steam locomotives compare favourably with the old electrics.

In displacing the latter, the Norfolk and Western will become one of the few railways in U.S.A. whose locomotives will all be coal-burning steam units.

—*Brotherhood of Locomotive Firemen and Enginemen's Magazine*

## Korean Railways

**I**RONICALLY, in view of the present conflict, it was under American auspices that the first railway in Korea was promoted in 1895. Military necessity in the Russo-Japanese war of 1905 prompted the Japanese, who by then had gained considerable influence in Korea and were soon to annex it, to push ahead rapidly with railway building. The Japanese brought the railway system to a high degree of efficiency. On the main line from Fusan to Seoul, according to the 1939 time-table, the fastest train took 6½ hours for the 280 miles, with two intermediate stops over a single line. There were through trains to, and connexions

with, the South Manchurian system, and a steamer service to Shimonoseki, in Japan. It is said that Japanese imperialism even aspired to a tunnel under the 120-mile Tsushima straits between Japan and Korea as part of a grandiose plan to link Japan by a rail line of communication through Korea, Manchuria, China, Indo-China, and Siam to Malaya.—*Railway Gazette*

## Railway Research

**T**HE Bituminous Coal Research, Inc., has invested more than 100,000 dollars on locomotive projects covering smoke abatement devices and improved combustion and air distribution. The objective of a two-year research project established by B.C.R. and the railroads serving Allegheny County, Pennsylvania, is to reduce the emission of locomotive stack solids by 75 per cent. The coal industry, railroads, electric utilities and the electrical manufacturers have combined in a joint committee on electrification under the Edison Electric Institute to study the possible expansion of railroad electrification.

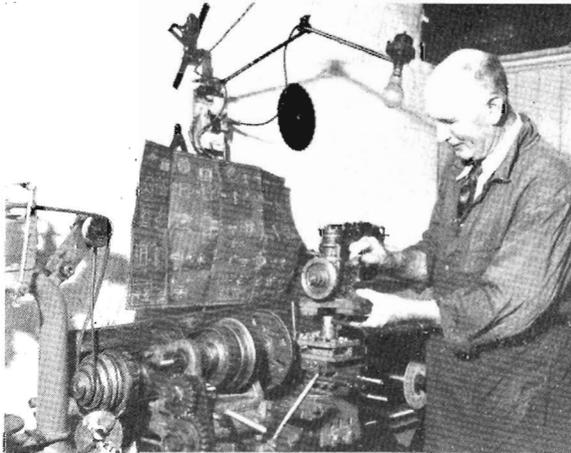
—*Brotherhood of Locomotive Firemen and Enginemen's Magazine*

## Cleaner Trains

**D**IRTINESS of passenger vehicles, apart from its intrinsic evils, is of such importance in relations with the public that it is a constant pre-occupation of the Railway Executive. Cleaning measures now taken by the British Railways include mechanical washing plants and vacuum cleaning of carriage interiors. London suburban train sets are swept and dusted before going into service in the morning and swept occasionally at turn-round points; coachwork and windows are washed on alternate days, floors every third day and inside paintwork every five or six weeks, whilst interiors are vacuum-cleaned every three weeks. On over 300 long distance services, travelling cleaners sweep out compartments and corridors and give particular attention to toilets. Longer turn-round time, the result of making good the present deficiency of 2,000 coaches by building new standard coaches, and the scrapping of old vehicles will further facilitate cleaning.—*Railway Gazette*

## He Knows Rail Motors

**D**RIVING rail motors in 1917 (the first A.E.C.'s on the V.R., did not run until 1922) and having as passengers King George V, and the King and Queen of the Belgians, are among the highlights of the career of Mr. J. J. McElhinerry, rail motor driver, who retired last month.



Mr. McElhinerry making a model internal combustion engine on his lathe

Mr. McElhinerry started as an engine cleaner at North Melbourne Loco Depot in 1908 and, in 1916, enlisted in the first railway unit. He was on board the troopship *Ballarat* when it was torpedoed on Anzac Day, 1917.

In England, he was attached to the Royal Engineers at Longmore Camp. After a course of instruction in operating motor trains, he went to the Tillings & Stevens works, in London, to learn the mechanical side of rail motors.

In France, he was attached, in turn, to English, Australian, and Canadian railway units, and was later appointed a General Headquarters driver. A special armoured observation train was used by G.H.Q. for tours of inspection of the trenches. This train consisted of a petrol-driven engine, a carrier wagon, and miniature dining, sleeping, and observation cars. Among the passengers carried on the train, while Mr. McElhinerry was driver, were King George V, the King and Queen of the Belgians, Earl Haig and other leaders and foreign ambassadors.

In 1920, Mr. McElhinerry resumed duty in Victoria, becoming a fireman a few months later and ultimately a rail motor driver in 1923. His first rail motor was No. 4, an A.E.C. on the Numurkah line.

He has since driven on most of the rail motor services throughout the State, including the Diesels on the Daylesford and Mansfield lines.

Mr. McElhinerry's hobby is mechanical work. He built his own lathe and milling machine, and has a number of inventions to his credit, among them being a fuel oil motor and an aerial mine.

## Liked Jubilee Train

**J**UDITH SMITH, the 13 year-old adopted daughter of Stationmaster A. J. Smith, of Jeparit, who saw the Centenary-Jubilee train at Dimboola recently, afterwards rhymed a couplet about it. "I liked the train and all inside, and one day I should like to ride in the famous Jubilee train," wrote Judith.

## Good Deed

**T**HE courtesy of railway staffs has greatly impressed Mrs. L. J. Clare, of Hotham-st., North Williamstown. Mrs. Clare, who is recovering from a serious leg operation, says, in a letter to the Secretary for Railways, that often when she has been ascending steps, a railwayman has helped her to get to the goods lift. "His kind action has saved me much time and pain, as it is difficult for me at the moment to climb steps," writes Mrs. Clare. Mrs. Clare adds that a young man in the ticket office at Newport is "the most polite person one could hope to meet."

## Newport Man's Retirement

**M**R. E. J. MYERS, who was a fitter's assistant at Newport Workshops when he retired from the service recently, has returned to Melbourne after an interesting trip to Western Australia. Mr. Myers, who was an engine driver for many years before he went to Newport, travelled extensively by rail in W.A. One of his closest friends there is Mr. Charles Baker, a special officer of the W.A.G.R. Veteran drivers will remember Mr. Myers, who during his railway career was stationed at Boort, Dimboola, Stawell and Natimuk. In retirement, Mr. Myers will devote most of his time to his garden at West Footscray.

## Coincidence

**W**HEN the master of Kiewa State School, adjacent to Huon railway station, made some inquiries recently about some books sent from Melbourne, it was discovered that the school and station had the same departmental number—1472. "Considering the number of schools and stations in Victoria, this must be quite a coincidence," writes *A.S.M.*, Huon, to *News Letter*.

## Wheat Effort Praised

**I** have been instructed by my branch to ask you to convey to the Commissioners our thanks to train crews and staff for the way they shifted the wheat from this district under difficult conditions."—*Mr. D. F. Laity, Secretary, Boort Branch, Victorian Wheat and Woolgrowers' Association, in a letter to the Secretary for Railways.*

## Signals and Telegraph Retirement

**F**ORTY-THREE years spent in repairing signal mechanism has earned Leading Hand Interlocking Fitter C. G. Hill his retirement. Joining the service in 1907 at the old signal shops at Newport, he was later transferred to Flinders Street. "Clapper," as he is known, will spend his retirement at Rosebud, where he hopes to do quite a bit of fishing. A presentation was made to him on his last day of service.

## Courtesy and Efficiency

**I**N a letter to the Secretary for Railways, Mr. W. H. McLorinan, of Mordialloc, expressed his appreciation of the courteous and efficient manner in which members of the staff at Nyora and Mordialloc carry out their duties.

## U.S.A. Reader

**A** further letter has been received from retired U.S.A. railroader, Mr. C. C. Orr of Chicago, who declares that "he loves old time locomotives." Mr. Orr enjoys reading *News Letter* and the first page of the magazine that he turns to is the one featuring the series of early V.R. engines. "In the March issue

he writes. "I would love to crawl all over that engine and note how each piece was made and put together." "The centre spread of *News Letter* pictures in the same issue depicting the handling of the wheat harvest also greatly impressed Mr. Orr. He described it as "swell," and said it gave him a very good idea of the huge quantity of wheat handled by the Victorian Railways. Another *News Letter* feature that Mr. Orr likes is *The Things They Say*. "I join in asking: what would any community be but for railway men and women?" he adds.

### Railwaymen Entertain Children

AT the Frankston Orthopaedic Hospital, the Railway Auxiliary recently gave a concert to the children. Among those who contributed items were Misses B. Curran, D. Fowler, B. Lavine and Messrs. W. Bragg, E. Phillips, A. McDonald, W. Titter, N. Whitham, R. Leyshon, L. Bradley and F. Dodge. Sweets and ice cream were also provided by the auxiliary.

### Service Appreciated

MR ALLEN G. JAMES, public accountant, of Atherton-rd., Oakleigh, recently wrote to the Secretary for Railways to say how much he appreciated what the Oakleigh stationmaster did to recover two cases of fruit which had been wrongly addressed at Shepparton. The stationmaster opened the goods sheds and allowed Mr. James to take delivery of the fruit. "It was a wet night and I feel that I should not miss the opportunity of placing on record the courteous and helpful attitude of the stationmaster. It was truly a public service."

### Six Shilling a Day

SENIOR Foreman Jack Voice, who recently retired from the Melbourne Goods Sheds, recalled that when he joined the service, in 1910, the adult wage was 6/- a day, and the hours were 7 a.m. to 6 p.m., including Saturday. Mr. Voice spent 33 years in the Sheds and eight years at Port Melbourne. One notable and progressive change he has remarked during his long experience in goods work, was the introduction of power-operated cranes, which have both eased and speeded-up work. He recalls that it took two hours to load a 12-ton boiler with manually-operated cranes, when he started work, compared with five minutes to-day.

Mr. Voice is an enthusiastic angler, and has been president of the Preston Angling Club for 14 years.



Workmates wish Mr. Voice farewell



Mrs. Grossman



Miss Berry

SEDDON and South Yarra station staffs have been the first to nominate candidates for the smartest and most courteous portress.

A.S.M. D. R. Millikin says that Mrs. Kathleen Grossman, Seddon portress, is most efficient in her departmental duties, and is extremely popular with the staff and the travelling public. She joined the Department in August 1949, and has been stationed at Seddon ever since. Mrs. Grossman's off-duty recreation is tennis.

Portress Irene Beth Berry, who is South Yarra's representative, joined the Department with her twin sister, Joyce, in 1942. Miss Berry is engaged to Mr. Len Lott, driver at North Melbourne (who, incidentally, is a cousin of the successful Victorian jockey). She is very keen on her job with its opportunities for meeting people and making friends. Portress Berry's recreations are horse riding and swimming.

### Holiday Camp

THOSE responsible for the Lord Mayor's Country Childrens' Holiday Camp at Portsea this year are singing the praises of railwaymen for the efficient way the transport arrangements were handled. In a letter to the Commissioners, Mr. W. A. Brown, the camp administrator, said that railway staffs gave valuable assistance and added a special word of praise for stationmasters at country stations, Spencer-st. and Flinders-st.

"Many problems arose at various times, and the close co-operation I received was extremely gratifying," wrote Mr. Brown.

### Train Lover

FOR some time past engine crews of *The Overland* have been intrigued by a little boy who frequents Tottenham station and who is obviously fascinated by trains and the men who drive them. Drivers have got to know the boy so well that they never fail to give him a cheery wave, as they pass through. That this is appreciated is apparent from a letter received by *News Letter* from Mrs. E. M. Eales, of Hamilton, the boy's grandmother. She writes: "Please give my special thanks to the crews of *The Overland* for the interest they have shown in three-year-old John. He just lives for the days when he can see *The Overland*. Dad puts him on his bike and off they dash to the station to see the big train go by. John thinks it's off to Hamilton to be cleaned by his nannie."

### Cyclist Joins The Railways

AN addition to the Secretary's Branch staff is Leo Cook, a quiet, unassuming lad who, although only 19 years old, has already made a name in the cycling world. Leo began racing when he was 15 and won his first two events. Last season he was runner-up in the junior sprint track championship to C. Christie, who is a member of Leo's club, Prahran. Leo tried his luck interstate last year and raced successfully at Brisbane, Bundaberg, Sydney, Newcastle and Canberra. During his cycling career he has had many falls and has suffered concussion four times. His worst smash was last year when he went over the edge at Mt. Donna Buang and received concussion, severe head and body lacerations, a broken wrist and shock. But despite his many mishaps, he is as keen on cycling as ever. Leo was in the Prahran team when it won the Victorian inter-club premierships at the North Essendon Board track in 1949. He is now in his first season as a senior, and shows promise of continuing the success he achieved as a junior cyclist. His 16 year-old brother, Bob, has also taken up cycling and gives every indication of doing well. Before he joined the railways, Leo was a laboratory assistant in the Botany Department at Melbourne University. He intended studying medicine, but was persuaded to embark on a railway career. He says he is very happy in the service and does not regret his decision.

### Country Tennis Week

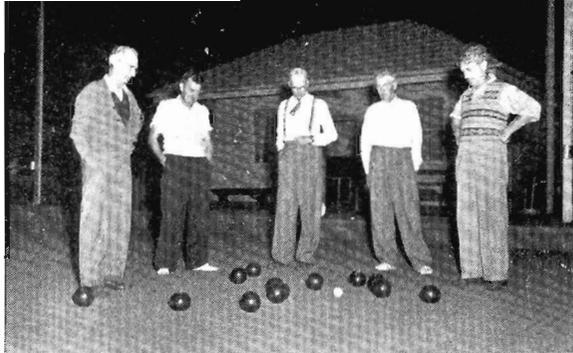
THIS year's country tennis week, at the Royal Park courts on May 21-25, is expected to be one of the best carnivals held for many years. Country interest in tennis is steadily increasing, and a small army of competitors will invade Melbourne next month for the big games. The events will include teams, open, and railways singles championships.

### Women Athletes Almost Scoop The Pool

THE V.R.I. Women's Athletic Association finished the track season in a blaze of glory. Championships were won in five grades—B, C, D, E and F. Had not Bernice Kuming suffered a muscle injury in the 220 yards event, the club would in all probability have won championships in all six grades. As it was, an all-time club record was established. Miss Kuming could not take part in the relay event, which the club lost by only two feet. Charlotte McGibbon won the A grade javelin throw and discus events, Joy Young, the A grade hurdles, and Kay Coffey, the club's outstanding sprinter and high jump athlete, won the B grade events.

### Cricket

THE winners of the semi-finals in the cricket competition for the Commissioners Cup were North Melbourne Loco and Spotswood 'Shops. The semi-final games produced cricket of a high standard. There were some good batting and bowling performances. One of the pleasing features of this year's competition has been the determination shown by batsmen to attack the bowling and not to resort to negative tactics. Bowlers also have attacked the stumps, with the result that the struggle between bat and ball has always been good to watch. In the semi-final match against Flinders-st., North Melbourne Loco scored 159, to which their opponents replied with 98. At one stage of the match it appeared



Night bowling at Seymour

that North Loco's bowlers would dismiss Flinders-st. very cheaply. However, R. Davidson and K. Cooper became associated in a gallant seventh-wicket partnership, and for a time defied all attempts to get them out. Davidson's batting was a mixture of aggressiveness and correctness against bowling that was always hostile. Cooper gave him great assistance with a most valuable 49. Percy Smith (North Loco), with six wickets for 14 runs, bowled magnificently and was a real match winner. Seldom has better bowling been seen in the V.R.I. competition. In the second semi-final, Spotswood 'Shops had a comfortable win at the expense of Stores Branch. Bruce Murray, with a fine innings of 82, received good support from his team mates and his side compiled 226 runs. Murray, one of the best all rounders in the competition, was well on the spot with the ball and captured three wickets for 10 runs—a grand double performance. Stores struggled hard against accurate bowling and were dismissed for the low total of 61 runs.

There was a grim struggle in the final between North Loco and Spotswood 'Shops. Loco was faced with defeat when six wickets had fallen for 54, but the semi-final performance was repeated with another fine seventh wicket partnership, this time between the hero of the semi-final, Davidson, and Sharp. Sharp scored 92, Davidson 29, and P. Smith 25, in Loco's score of 201. Best bowler for Spotswood was R. Hill with 3-56. Most successful with the bat for Spotswood, who scored 169, were B. Murray, 52 not out, M. Hughes, 39, and R. Hill, 37. H. Casley, 4-53, and R. O'Brien, 2-49 were the team's best bowlers. It was Loco's second successive cup win. The trophy will be presented to the winners at a smoke night at the V.R.I. on May 18.

### Bowls Carnival

RAILWAY bowlers from all parts of the State will compete in the annual carnival, commencing in Melbourne on Friday, April 6. It will last a week, and more than 100 bowlers will contest the teams, pairs, and single championships to be played at Albert Park V.R.I., Middle Park, St. Kilda and Melbourne (Windsor) rinks. Some handsome trophies have been donated for the various fixtures. Last year's championship was won by Ballarat.

### Football Plans

PREPARATIONS are now being made for the football season, which promises to be one of the best on record. The annual meeting of the Football League will be held at the V.R.I. on April 19. Invitations are extended to branches, workshops, depots and suburban lines to nominate teams to compete for the Commissioners' Cup.

Victorian Railways

# New Letter

MAY 1951

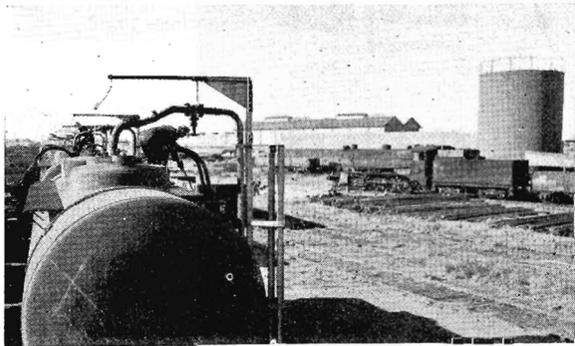
Issue No. 246



# THE MONTH'S REVIEW

## More Oil Burners

**B**ECAUSE of the shortage of coal since the war and the necessity to make the system as independent as possible of supplies of New South Wales coal, the Department has decided to expand the engine oil-burner conversion programme, which was started in 1946 and completed two years later. At present 82 locomotives have been converted from black coal to oil burning. It is now planned to convert, besides the four S class engines, 60 J and 28 X class locomotives.



Oil depot at Newport

## New Doors for S.O.P. Cars

**A** NEW type of door is to be fitted to *Spirit of Progress* cars in place of the present aluminium fabricated door. It is a plywood door, metal sheathed on the outside, and can be lacquered and veneer-panelled on the inside. The cars are also to be fitted with a receptacle for used paper drinking cups. The first car to be altered is now at North Melbourne Workshops. It is not generally known that the all-steel air-conditioned *Spirit of Progress* cars are each about four tons lighter than the converted wooden air-conditioned cars at present in service on country lines. Their remarkable lightness is due to the use of cor-ten steel and modern methods of construction.

## Refreshment Services Big Job

**T**HE refreshment rooms at Seymour station provided meals for no fewer than 1,231 New Australians in two trains on Monday, April 2. The first trainload brought 396 adults, and 153 children, including 100 of three years and under. Sixteen waitresses served the meals prepared by the kitchen staff of six. They had to work quickly as the first train arrived at 12.18 p.m. and the second at 2 p.m.; but tables were cleared and everything was ready in time for the second batch which comprised 546 adults and 136 children, including 75 toddlers. Fortunately, there were

no language difficulties, as on the Seymour staff there are six or seven New Australian waitresses. Between them they muster most of the commonly spoken European languages. Some of the elderly people, who were still suffering from the effects of the long sea voyage and were not well enough to walk to the refreshment rooms, were given cooked meals in the train by Red Cross helpers. A senior railway officer, who was at Seymour when the New Australians arrived, said: "during the last year the Refreshment Services Branch was highly praised for the efficient way it fed the troops, but this was a simple job compared with the feeding of such a large number of New Australians, from toddlers to the aged."

## Brown Coal and Briquettes

**T**HE highest priority has been given to the brown coal and briquette traffic. The Department is maintaining a weekly haulage of 29,000 tons of brown coal for power and industrial use.

## Wheat Haulage

**T**HE Department is averaging more than 1,000 trucks of bulk wheat, weekly, and is also maintaining the overseas export programme. Since the beginning of March, at least 15 wheat ships have been loaded.

## Rail Help For Drought Victims

**L**IVE-STOCK traffic has been seriously affected by the coal crisis and the necessity to restrict goods as well as passenger services. However, the ban on the carriage of store stock was lifted in the western section of the State, and trucks were supplied to move store stock from the Hamilton, Coleraine, Casterton, Peshurst, Heywood and Mt. Gambier areas, where drought has forced farmers to seek agistment elsewhere for their sheep and cattle.

## Superphosphate Traffic

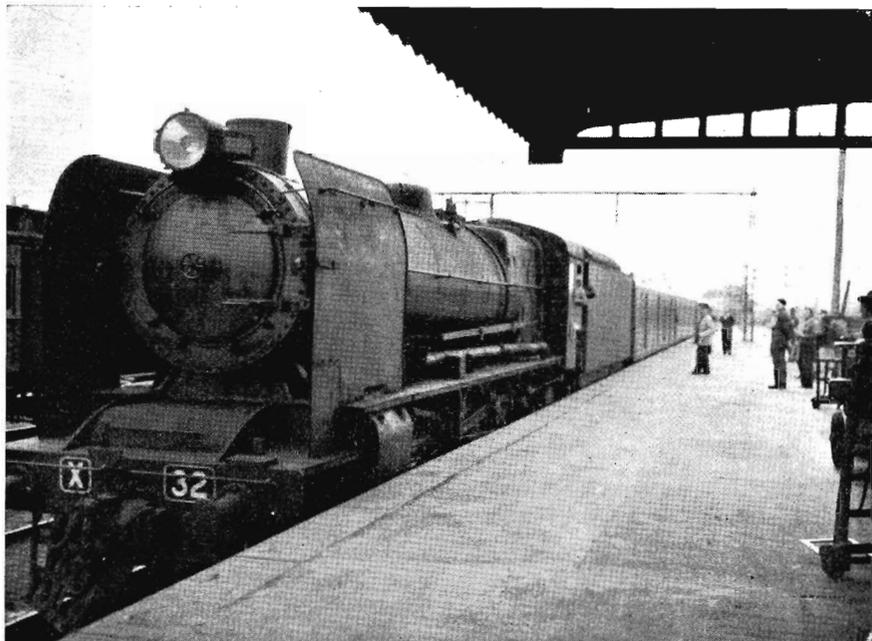
**T**HE target figure for the carriage of superphosphate last month was 47,000 tons. When *News Letter* went to press it appeared that this would be achieved. Superphosphate traffic has been given a high priority.

## OUR FRONT COVER

**T**HE morning train to Albury passing through Seymour station. The S class engine hauling it is one of the four of this type that will be converted to burning oil instead of coal.

# ACE TIME- KEEPER

The pulverized-brown-coal-fired engine, X32, continues to maintain its reputation for punctual running.



X 32 brings in *Spirit of Progress*

SINCE it started about 12 months ago under general service conditions, it has never been late, and the firing equipment has worked most efficiently. Its crews have been rostered drivers and firemen.

X32 figured in a particularly good express run on "Black" Thursday, the Easter peak traffic day. Hauling the 3 p.m. Bright train (eight cars, 270 tons) X32 left Spencer-st. on time and arrived at Seymour six minutes ahead of schedule. For three minutes it was held up at the home signal waiting for platform room. It was considered an excellent performance, as the X class engine is limited to a speed of 50 m.p.h. It overcame this disability by making up time on the grades.

On the return trip from Seymour, X32 hauled the 6.10 p.m. train, consisting of 10 cars (300 tons). Because two extra cars had to be attached at Seymour, the engine left 16 minutes late, but 10 minutes of this was made up on the journey and it

arrived at Spencer-st. only six minutes late.

A comparison of X32's performance with that of other engines on the express run from Melbourne to Seymour on "Black" Thursday is interesting. An X class engine burning black coal which hauled the 4.30 p.m. Bright (eight cars, 225 tons) arrived on time, but it hauled less tonnage. The 4.55 p.m. Bright (eight cars, 255 tons) was hauled by a coal-burning A2. It left on time and was two minutes late in arriving at Seymour. A C class oil-burning engine hauled the 5.18 p.m. Bright train, comprising 10 cars (345 tons). It was 14 minutes late.

When the S class engine hauling *Spirit of Progress* had mechanical trouble at Heathcote Junction last month, X32, which was scheduled for a goods run, was taken off to bring the express to Melbourne. The engine, which is fired with pulverized brown coal, did the journey in 43 minutes, only three minutes slower than *Spirit of Progress* schedule. It was described as a first class performance. The trip was made from a standing start, and it was the first time that the driver, J. Field, and the fireman, A Hollingshead, had been rostered for X32 duties.

Another engine, an N class, is to be converted at Newport Workshops to brown coal firing. Five more C.K. waggons to transport the pulverized fuel from Yallourn to the refuelling hoppers are also being made. The Way and Works Branch will design and construct two of these hoppers. One will be installed at North Melbourne Loco Depot and the other at Yallourn.

Two visitors from Thailand, who travelled on X32 on a passenger run to Seymour last month, were very impressed with the engine's performance.



CK waggon for pulverized brown coal

They were Mr. O. Perry-Riker, a member of the U.S.A.'s special technical and economic mission to Thailand, and Mr. Jumchest Charaljanaphet, of the geological survey section of the Mines Department at Bangkok.

Thailand is believed to have big deposits of brown coal of good quality. These, however, have not yet been developed and a survey is being made to ascertain their extent. Samples have been brought to Australia by the Thai visitors, and the State

Electricity Commission will test these samples for briquetting.

The efficient running of X32 was of great interest to Messrs. Perry-Riker and Charaljanaphet. Thailand at present is suffering from an acute shortage of fuel, and its railway locomotives, apart from Diesels, are burning firewood. The Government is, therefore, most anxious to develop local fuel resources to the greatest possible extent.

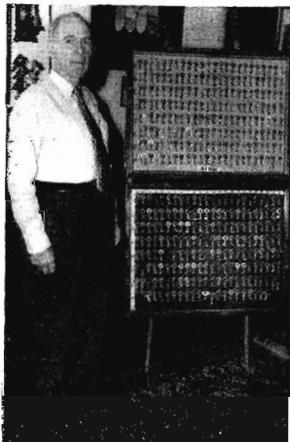
## HIS KEY TO HAPPINESS

*This is the story of a retired American railroader, who found that the key to health and happiness was a railway switch key.*

**H**E is 75 year-old Mr. B. F. Kerr, of Denver, Colorado, U.S.A., who worked for 40 years for various American railway companies as fireman, hostler and engineer. His last day in engine service was spent on a switch engine at the

Burnham Shops, but on that day, January 13, 1941, he met with an accident, fracturing five ribs and injuring his left hip and knee. After nine weeks in hospital, he was allowed to go home, but he made no improvement because of incessant worry that he would never walk again.

Mr. Kerr decided to get a hobby to distract his mind. He began to collect old railway switch keys. He wrote many letters and re-



Mr. Kerr and his keys

ceived many switch keys in response. In six months he was out of bed and walking.

His collection of 371 switch keys from all parts of the world includes 14 from the Canadian railways, three from Mexico, two from Panama, and one each from Alaska and Newfoundland. Labourers on the railroads as well as presidents have contributed. The keys have been found in old trunks, boxes, grips, bureau drawers, attics and the lost and found departments of many concerns.

Mr. Kerr is now looking for switch keys from British and Australian railways. He wrote recently to Mr. E. L. Bennett, a retired British railwayman, now living at Mildura, asking whether he could send him an Australian railways switch key. "My keys are hooked on a frame under glass and I exhibit them at hobby shows and group gatherings," wrote Mr. Kerr. He added that, besides displaying the keys, he gives a talk about the railroads represented in the collection.

Mr. Bennett has referred Mr. Kerr's request to *News Letter*. Any Victorian railwayman, who has a switch key and is willing to add to Mr. Kerr's collection, is asked to send it to Stationmaster Lanigan at Mildura. Mr. Bennett will arrange to have the key sent on.

\* \* \*

A catering authority says that in many restaurants they do not cook eggs long enough. Nor, sometimes, quite soon enough.

"She's very snobby, isn't she?" "Goodness me, yes! Why she even asked for a first-class platform ticket!"



**ACCIDENTS STRIKE HOME**

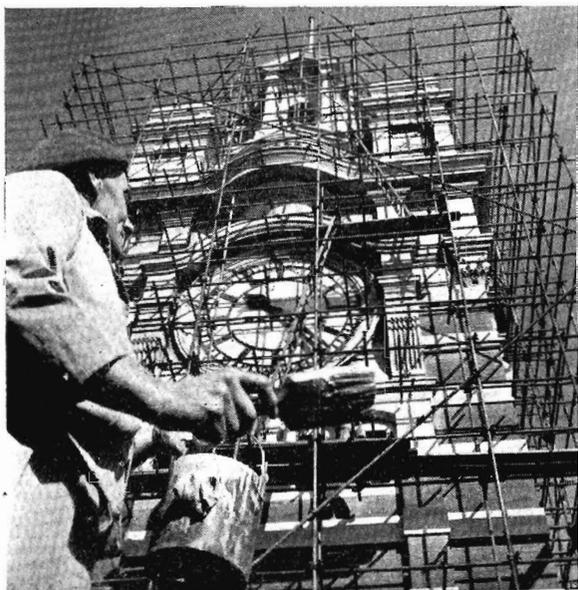
# THE RAILWAY PAINTER



*Metropolitan railway painting gangs use about 20,000 gallons of paint a year and 2,000 brushes of various types.*

THE railway painter is not only a good craftsman, but versatile and resourceful as well. He may be called upon to paint anything from the Flinders-st. Station clock tower to gold lettering on a stationmaster's office door.

His training and resource are well tested when, on occasions, he has to erect his own scaffolding. Much care must be taken, as imperfectly erected scaffolding might endanger his own and other lives. A good railway painter, therefore, never loses sight of safety first principles. That remarkably few mishaps have occurred on railway painting jobs is a tribute to the painter's sound training as an apprentice.



Brightening up Flinders-st. clock tower

The thousands of suburban train travellers, who craned their necks to watch railway painters working in a mesh of steel scaffolding hundreds of feet above Flinders-st. when the clock tower and buildings were given a "face-lift" last year, would have been surprised to learn of the versatility of railway painting gangs. They deftly apply their brushes to water tanks, bridges, signals, stations, departmental residences, name boards on shelter

sheds and flag boxes at wayside stations.

On the suburban system one will see gangs painting station buildings, signals and a multiplicity of signs and notice boards. The commuter, who glances at the illuminated indicator signs at Flinders-st. for details of his train, has to thank the railway painter for their clear visibility.

The fine work of the railway painter even includes repolishing furniture, paper hanging and kalsomining. Painting and renovations that have been so much admired by the guests at The Chalet, Mt. Buffalo National Park, are also the work of railway painters.

They are also kept busy in the country. Trains haul their workers' sleeping cars to even the most remote districts. Whenever practicable, the cars are shunted as close as possible to the job that is to be done. Some of the painter gangs travel on tricycles over sections, where they give whistle posts, curve signs, trespass boards, occupation and level crossing signs a fresh coat of paint.

Bridge work gives the railway painter an opportunity to show all the skill and resource that he has developed. It's a job for a steady hand and a cool head. The painters are proud of the glistening coat of aluminium paint they applied to the Cremorne-st. bridge.

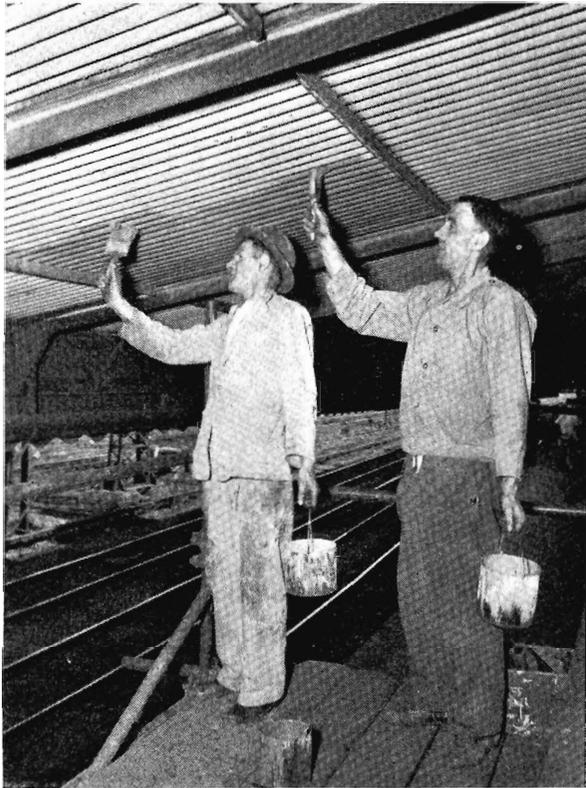
Two of their most difficult painting jobs were the massive bridges on the loopline to Broadmeadows and the new screens at the Newport Power Station. The painting of signal masts and bridges close to power lines also calls for much care and strict adherence to instructions. Some of these jobs have to be done when the power is off or when suburban traffic has ceased for the day.

The railway painter is an ingenious worker. He is not slow to adopt new and improved methods for getting his job done quickly and well. For example, when the Flinders-st. Station was repainted, a new type of movable swing was very successfully tried out. The old block and tackle was discarded for a hand-operated winch system, which enabled the painters to move the swings at will up and down or to each side.

Typical of the experienced painters in the service is Foreman W. J. Griff, who has been in the railways more than 40 years. His work has taken

him over the system many times. Indeed, he has helped to paint the Caulfield line no fewer than three times. Both the works inspector (Mr. M. F. Higgins) and Mr. Griff are proud of the work of railway painting gangs. Most of the men belong to the old school which still believes in the importance of doing a job well.

They consider there is no better place than the railways for the young man, whose ambition it is to become a first class tradesman. His wide variety of jobs keeps him interested in his trade.



Roof Painting at Flinders-st.

The railway apprentice painter is never likely to become bored with repetition. He has the benefit of the experience of highly skilled leading hands in fitting him for his trade tests. Further schooling and trade tests at Newport College and at either the Melbourne Technical College or the Caulfield Technical School, lay the foundation for a successful railway career.

Last year two railway apprentice painters got 90 per cent. in a trade test, theory and school examination.

\* \* \*

Angry Colonel (in crowded train): I say, porter, we're packed like sardines here. Can you not do anything to relieve us?

Porter: Try numbering off from the right, and let the odd numbers breathe in while the even numbers breathe out.

# The things they say

COURTESY costs nothing, but pays good dividends in mutual goodwill. Like oil, it helps to keep the wheel of public relationships running smoothly. The public expect, as they have a right to expect, that the human touch will be in evidence, that civility, consideration and good humour will be allied with efficiency.

—Rhodesia Railways Booklet

\* \* \*

We can pay our debt to the past by putting the future in debt to ourselves.

—John Buchan

\* \* \*

We act as though comfort and luxury were the chief requirements of life when all that we need to make us really happy is something to be enthusiastic about.

—Charles Kingsley

\* \* \*

The one thing we've got more of than the rest of the world is future.

—Henry Ford

\* \* \*

There are three ingredients in the good life: learning, earning, and yearning.

—Christopher Morley

\* \* \*

Why not go out on a limb? Isn't that where the fruit is?

—Frank Scully quoted by Walter Winchell

\* \* \*

Considering how foolishly some people act and how pleasantly they prattle, perhaps it would be better for the world if they talked more and did less.

—W. Somerset Maugham

\* \* \*

Truth is not only stranger than fiction; it is much more interesting.

—William Randolph Hearst

\* \* \*

The only thing that science has done for man in the last hundred years is to create for him fresh moral problems.

—The Archbishop of Canterbury

\* \* \*

One should allow everyone three faults. If we make that allowance, we find that the rest is surprisingly nice.

—J.T. in Readers' Digest

\* \* \*

No man has a good enough memory to make a successful liar.

—Abraham Lincoln

\* \* \*

Stop, look and lessen crossing accidents. If the train gives a hoot for your life, so should you.

—William Feather

# IMPREGNATING RAIL SLEEPERS

To overcome the acute shortage of durable timber suitable for rail sleepers, experiments in impregnating lower durability timbers have been made by the Division of Forest Products, Commonwealth Scientific and Industrial Research Organization.

PROGRESS reports of tests of rail sleepers treated with a surface application of preservative oil have shown that complete impregnation is necessary to obtain the best service from low durability eucalypts such as white stringybark, messmate stringybark, mountain grey gum, silver-top ash, manna gum and mountain ash.

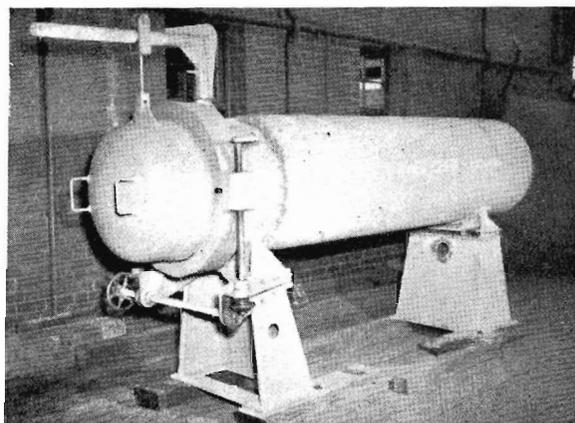
Normally, pressure impregnation plants operate at 200 lb. to the square inch, but this is not adequate for the treatment of eucalypts. In many cases, under such conditions, penetration is negligible. Experiments in the Division of Forest Products have shown that a pressure of 1,000 lb. is necessary for good absorption with many species of eucalypt.

The Division has designed and installed a pilot plant to treat several thousand sleepers, of a wide range of species, for service tests of the process. The cost of the unit has been shared jointly by the Victorian Railways and the Forests Commission of Victoria.

The treating cylinder is approximately 12 feet long, its internal diameter is 25 inches, and the working pressure is 1,000 lb. to the square inch. In addition, there are high pressure pumps, valves, and other accessories to handle the preservative oil. Although the equipment is costly, the new treatment takes much less time than the conventional treatment. The capital cost of plant for each sleeper treated may not be greater than under the conventional method, provided that time is not lost in opening and closing the door of the cylinder.

The method of door closure is, therefore, obviously an important feature of the design.

Conventional closures in high or low pressure cylinders are unsatisfactory, and it has been necessary to design a new and rapid method. With this design, it is expected that opening or closing the cylinder door will take only one minute, although the load at the door at working pressure is more than 600,000 lb.



General view of the pressure cylinder

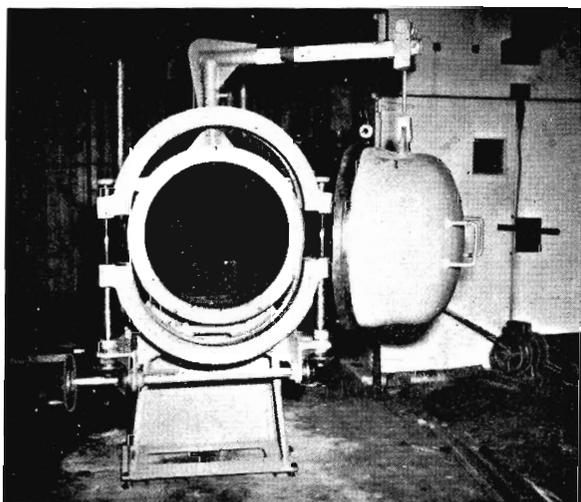
When this was written, the Division was preparing to treat the first batch of sleepers.

Prolonging the life of the lower durability timbers used for rail sleepers will help to ease the supply position.

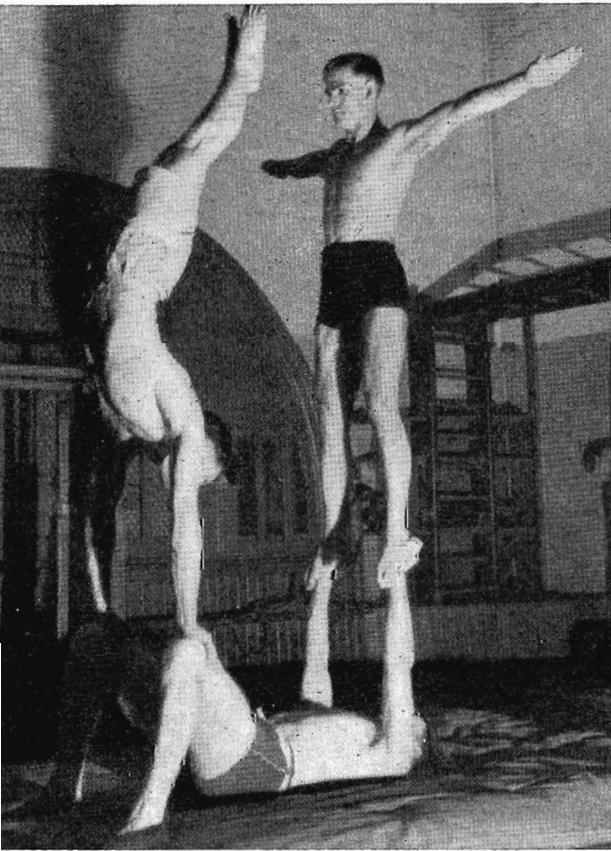
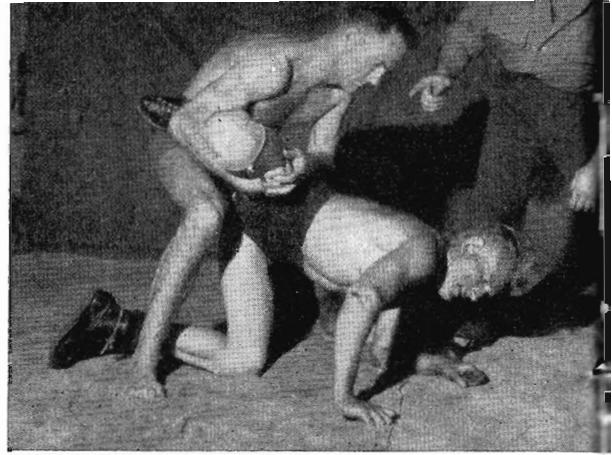
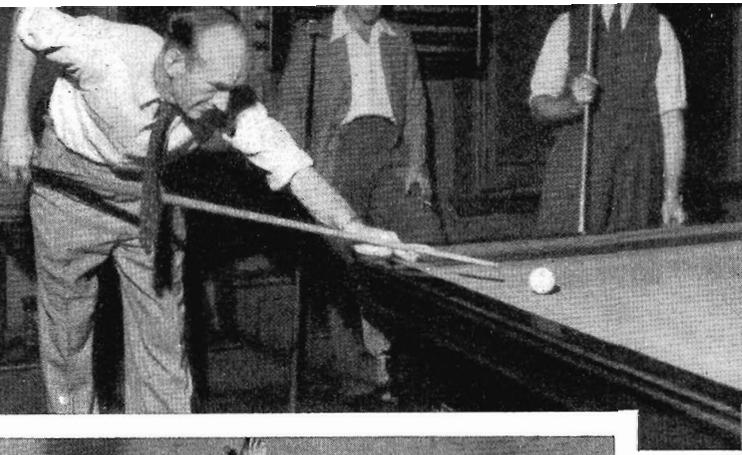
## Behind the Railway Scene

A 52-page booklet, *Behind the Railway Scene*, is now on sale at railway bookstalls, the Victorian Government Tourist Bureau and branch offices, and the Public Relations and Betterment Board at 6d. a copy plus 3½d. postage. A special issue is, however, to be printed for free distribution to each member of the staff.

The booklet, which is fully illustrated, covers railway activities ranging from making and mending at Newport Workshops to selling travel to holiday-makers. As its name implies, it deals mainly with the work which is not seen by the public, but is nevertheless of great importance to railway planned service as a whole.



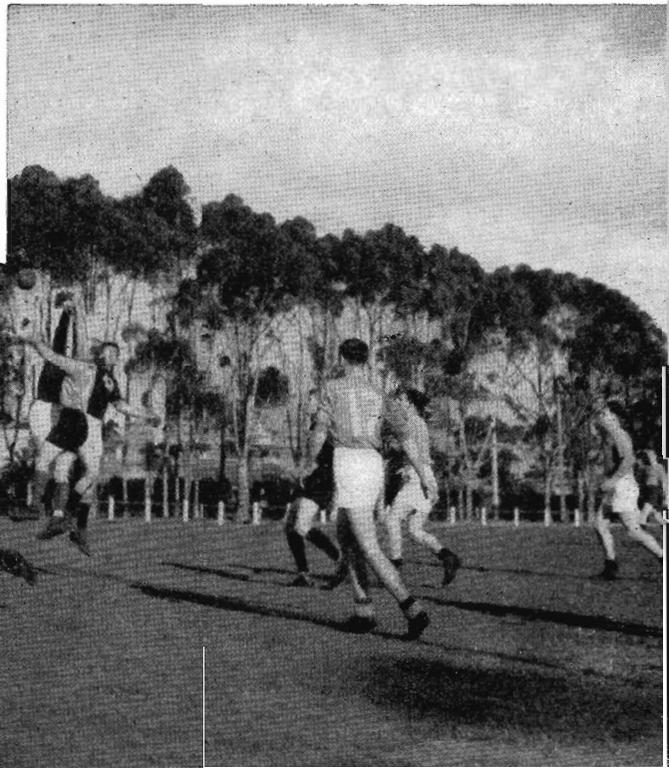
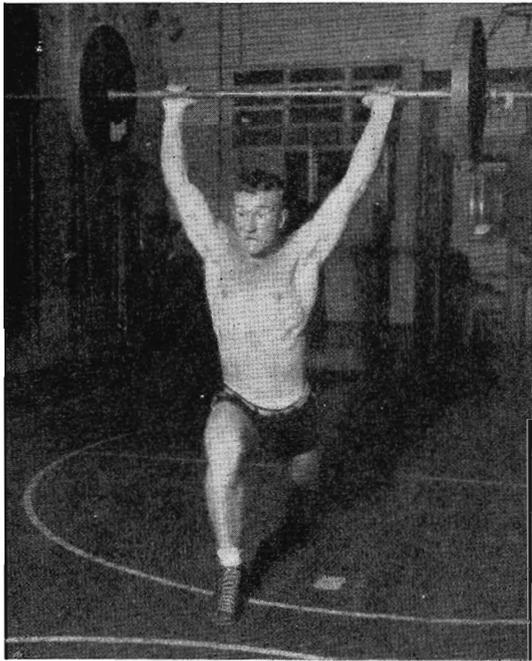
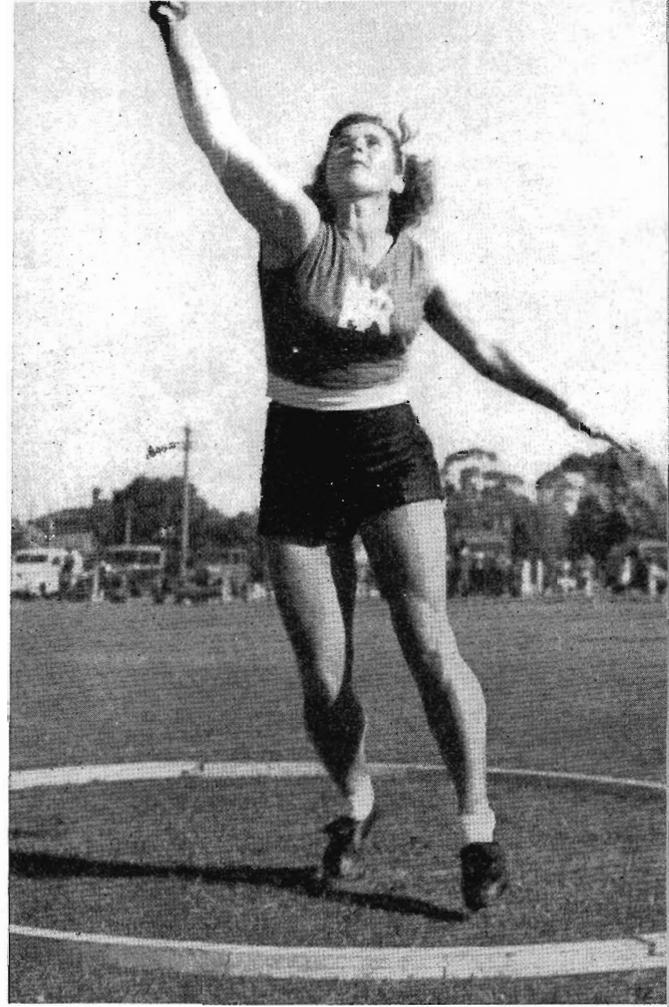
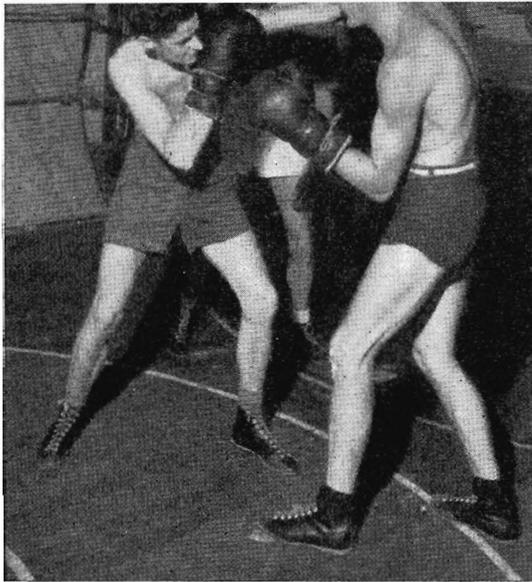
Pressure cylinder with door open



# RAILWAY RECREATION

The Victorian Railways Institute provides all kinds of sport and recreation for its members who number more than 15,000 men and women. Honours have been won in all sections of athletics. Institute wrestlers have even earned Olympic selection. New members include many New Australian railwaymen.





**BUNYIP** : from the aboriginal *Buneeep*, a mythical monster that lives in the swamps and rivers.

**DIMBOOLA** : named by Mr. Wilmott, the surveyor who laid out the town. He called it after Dimbula, in Ceylon. The name means "a land of figs."

**MACEDON** : the mountain, from which the station takes its name, was so called by Major Mitchell in 1836. He wrote : "I gave it the name of Mount Macedon, with reference to Port Phillip." Evidently Mitchell connected the Greek Philip with the Phillip after whom the port was called.

**PURA PURA** : aboriginal name for the blow hole, as it is now known. This unique volcanic freak consists of a square opening in the rocky ground. It is about 15 feet deep, with unscalable walls, and has a solid natural bridge spanning it. It is always about half full of clear spring water.

**I**N a letter to the Editor about station names, Mr. E. T. Crennan, a retired railwayman, writes : "In your March issue you show *Cohuna* as the aboriginal name of the bird known as the native companion. Well, take my advice, practice safety first and don't let the abos. hear you say that, as you would be knocked over by a boomerang. The abo. name for the native companion is *broлга* ; and it is still known as that in North Queensland."

(The general authority for the origins of station names in Victoria is the book compiled for the Victorian Railways Commissioners and the Historical Society of Victoria by Mr. T. O'Callaghan, a former Commissioner of Police, and father of Mr. C. O'Callaghan of the Railways Accountancy Branch. Mr. O'Callaghan quotes *The Aborigines of Victoria*, by R. Brough Smyth, as his authority for the meaning of *Cohuna*. Both this book and others dealing with the aborigines reveal many different names for the native companion, according to the various dialects. These include such widely different words as : *Kooragan* (Lake Tyers district), *Goor-rook* (Yarra tribes), *Toluba* (Port Darwin), *Baralga* (between Herbert and Burke Rivers), *Japaltuk* (Shark's Bay), *Babbín* (York district), *Ardegeta* (Alice Springs), *Magui* (Wakka tribe) and *Eterwilla* (Macumber River). Unfortunately, the tribe from whose dialect *Cohuna* was taken, is not given.—*Ed. News Letter*)

**MR. H.**

Short, sprightly, always first in — a corner seat man.

**MR. N.**

The gay type, spreading, probably should pay one and a half fares. Usually just makes it — a cigarette every morning at about the same spot.

**MR. B.**

**MR. A.**

Dives for a seat—usually makes an attempt at a joke, laughs like mad, but gets no response.

**MR. E.**

Ignores all offers of a seat—stands at the door, rain, hail or shine, coughs and splutters, but sticks to it like a spartan.

**MISS C.**

Young and attractive; always sure of a seat. No doubt the reason she picks a smoker.

**MISS D.**

Makes you feel it's not such a bad day after all.

**Junior 1 and 2**

Happy go lucky ; still young enough to wake up smiling.

**MR. 80-ODD**

Wonder why he still has to catch an early morning train—no doubt caught in the spiral of prices with a small pension.

We miss them when they are away for a day—it just doesn't seem to be the same train.

*L.T.L.*

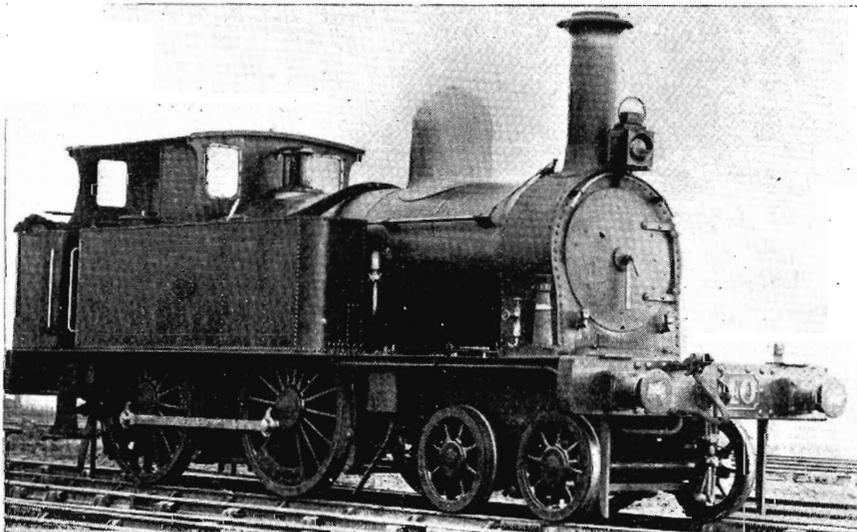
\* \* \*

If anyone should faint in church, put her head between the knees of the nearest medical man.

When you stroke a cat by drawing your hand along its back it cocks its tail up like a ruler, so as you can't get on further.

A litre is a nest of young puppies.

## EARLY V.R. LOCOMOTIVES



**Passenger 4-4-0 tank type**

**No. 40** built by Beyer Peacock, Manchester, England, in 1878.

**Nos. 210 to 240 (even numbers) and 312 to 320 (even numbers)** built by Phoenix Foundry Co., Ballarat, 1884-86.

Later known as M class.

They were rebuilt as 4-4-2 tank engines, 1900-07.

The last of them were scrapped in 1922.

# PIONEER ENGINE BUILDER

WHEN the Phoenix Foundry, Ballarat, delivered the 100th engine to the Victorian Railways in 1883, the guest of honour at a commemorative banquet was Mr. William H. Shaw, founder of the firm and pioneer of the locomotive building industry in Victoria. He was presented with an illuminated address as an appreciation of the "successful manner in which the industry has been brought to the front and developed."

Mr. Shaw, who was born in Belfast, Ireland, was the son of a builder and contractor, who was keen that his boy should follow the building trade. But, young Shaw had other ideas. Of a strong mechanical turn of mind, he found his right niche in life when he was apprenticed to a foundry. There he was trained as a mechanical draftsman and acquired a thorough knowledge of foundry work. Later he worked for a steamship company for a brief period before sailing for Victoria in the *Bee* in 1854.

Mr. Shaw's first job in Melbourne, with a contractor, also from Belfast, brought him £1 a day. After trying his luck on the goldfields with varying success, Mr. Shaw went to Ballarat, where he opened a smith's shop.

This led to the establishment of the Phoenix Foundry, which, until 1870, did a thriving business in the manufacture of winding and pumping engines and batteries for mining companies.

The Phoenix Foundry was formed into a limited liability company in 1870, and secured a contract from the Victorian Government for building locomotives.

Later, Mr. Shaw went back to England and bought the latest and best machinery for engine building. His locomotives gave such good service that the company was given one contract after another until the railways

at that time were fully equipped with rolling stock. In 1896, Mr. Shaw again visited England to bring still further improved machinery and appliances.

During the time he controlled the Phoenix Foundry, more than 300 locomotives were built for Victorian railway lines.

*News Letter* is indebted to Miss N. Shaw, of the Alfred Hospital staff, for these interesting facts about Victoria's pioneer locomotive builder. Miss Shaw, who is his great grand-daughter, also lent the illuminated address, which illustrates this article.



# FIRST AID

*Their aid they yield to all.*

— George Crabbe (1754-1832)

## Presentation of Ambulance Awards

AT two informal gatherings in his office last month, Mr. Commissioner Meyer presented 75 medals and certificates to metropolitan members of the V.R. ambulance organization.

Mr. Meyer told recipients that he had been anxious for as many as possible to be present to receive their awards personally. "I want you to know," he said, "that my colleagues and I deeply appreciate the work and time that you have put into the job of gaining these awards. You have our sincere commendation for carrying on your work despite any difficulties. The unselfishness of folk in the ambulance organization who give so generously of their leisure time to make themselves proficient is all the more creditable because there are so many ways of spending leisure selfishly."

Mr. Meyer stressed the need for a greater number of qualified ambulance workers, and suggested that the aim of the organization should be to get one in every two of the staff up to the 3rd year standard. "It is important for juniors to carry on to that standard at least, and for seniors to offer encouragement to new recruits," he said.

Among those who received awards were Mr. E. J. McMasters, head porter, Flinders-st., who qualified for the 28th year proficiency certificate; Mr. H. Jones, gas fitter, train lighting depot, 23rd year proficiency; Mr. P. Delmenico, electrical fitter, Flinders-st., 18th year proficiency; Mr. E. C. Willox, signalman, South Kensington, 17th year proficiency; Mr. J. Richards, man-in-grey, Spencer-st., 13th year proficiency; and Messrs. V. Brady, train examiner, Melbourne Yard; G. A. Lean, A.S.M., Glenferrie; and E. Wensor, clerk,

Accountancy Branch, all 12th year proficiency certificates. 8th year gold life membership medallions were awarded to Messrs. H. A. Barker, clerk, Accountancy Branch; C. A. Ball, shift electrician, Jolimont; and J. A. Winter, A.S.M., Reservoir.

Among the eight women were Miss P. Jacgung, typiste, Laurens-st., 5th year proficiency certificate; Mrs. L. Thompson, portress, Riversdale, 4th year proficiency; and Mrs. Y. P. Foulds, portress, Auburn, and Miss V. D. Gray, portress, Glenferrie, both 3rd year.

Mr. Meyer specially commented on the number who had qualified, and emphasized the lesson to be learned from the recent accident at Auburn station, where Mrs. Foulds gave first aid. "Without her insistence on the correct treatment," he said, "serious consequences might have resulted. In fact, a knowledge of first aid is an excellent insurance where serious accidents may occur."

Mrs. Foulds had attended a new Australian railwayman, Paulus Gerritsen, who was struck by the driver's cabin mirror of an electric train as it was pulling into Auburn station. He suffered a fractured base of the skull. While Gerritsen was lying unconscious on the platform, bystanders, who obviously had no knowledge of first aid treatment, suggested that he should be raised to a sitting position, and made other well meaning but foolish suggestions. Mrs. Foulds, diagnosing serious head injury, told them to stand back while she bandaged Gerritsen's head and made him as comfortable as possible. An ambulance was sent for and the injured man was taken to hospital.

Mrs. Foulds, incidentally, not only gave first aid efficiently, but after taking off the bandages she had used on the unfortunate man before the arrival of the St. John's ambulance, she later washed and ironed them before returning them to the Ambulance Officer.

## Geelong Active

MR. E. TUCKER, fitter at Geelong Loco is pleased with the results so far of the first aid class recently established there. He is looking forward to a very successful year.

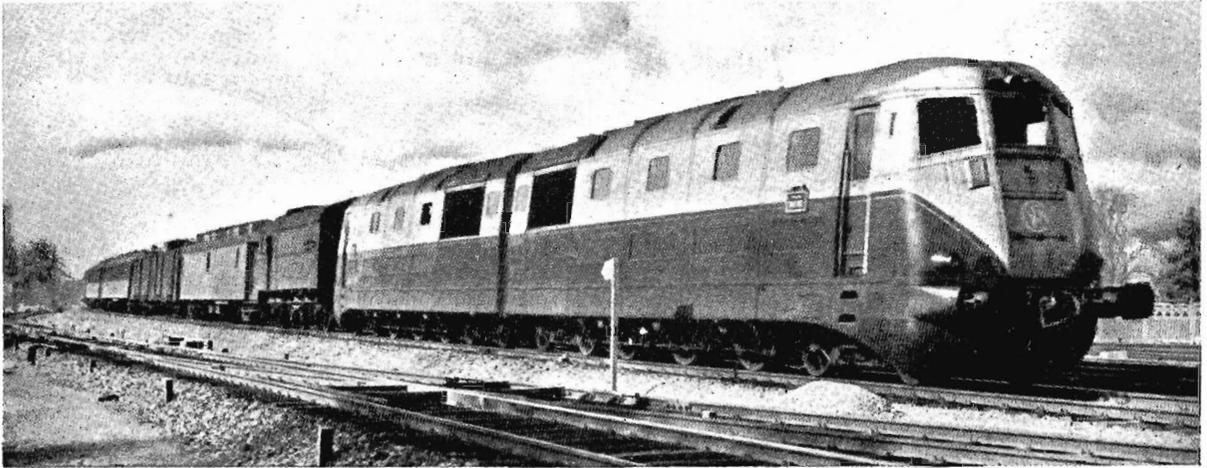
## Murtoa's Progress

MURTOA reports good progress since the first aid class was opened. The instructor is Mr. L. Willsmore, who is a train examiner.



Mr. Meyer congratulates award winners

## Diesel-electric on French National Railways



**T**HE Sulzer 4,400 h.p. 225-ton Diesel-electric locomotive on the French National Railways, the most powerful high-speed Diesel railway unit in Europe, has now completed over 650,000 miles in express passenger service, hauling 550 to 750-ton trains over a daily round trip of 635 miles. The two oil engines still retain 22 of the 24 original pistons, all the original cylinder heads, crankshafts, fuel pumps and exhaust valves and 90 per cent. of the original inlet valves; only three main bearings have been renewed.

### World's "Eighth Wonder"

**L**ONDON'S underground railways have been described, not unreasonably, as the "eighth wonder of the world." Last year they carried 641 million passengers. The system has been extended to serve the needs of new suburbs and the route mileage is now 248 miles, of which just over 100 miles are actually underground. The longest tube tunnel is 17½ miles. The greatest volume of traffic is at Charing Cross which, with three lines—District, Northern and Bakerloo—deals with 2,416 trains every day and averages 211 trains an hour at peak periods.

In an organization involving so many trains and so many passengers, the elimination of accident risk is of the utmost importance. In one day alone nearly 6,000 trains run over the system, but such are the safety precautions—all of them electrically operated—that only one passenger in 420,000 is hurt. The accident is generally a minor one, and, more often than not, the fault of the victim.—*Coming Events*

### Welded Rails in U.S.A.

**R**AIL welding is making considerable progress in U.S.A. One of the most adventurous railways in this connexion is the Elgin, Joliet & Eastern, which is a belt line 238 miles in length handling heavy freight round the south of Chicago, and which plans eventually to weld the whole of its main-line trackage.

Since 1943 this railway has completed 58 miles of rail-joint elimination, and has one stretch of rail 12,782 feet in length in the open, welded in one continuous length.

The lead was taken in U.S.A. by the Central Railroad of Georgia with welding through two tunnels in Alabama in 1930; the Delaware & Hudson Railroad did pioneer work on track welding in the open between 1933 and 1939,

and dealt with 42 miles of line in this way.

A more recent fillip to welding was given in 1938, when the oxy-acetylene pressure welding process known as Oxweld was brought in. In six years from 1938 to 1944 the failure rate with joints welded by the Oxweld process has been 0.14 per cent. The E. J. & E. states that, although it costs 1,000 dollars a mile more to lay welded rail, saving in maintenance averages 390 dollars per mile annually, and the welding pays for itself in less than three years.

—*Railway Gazette*

### Train Cinema

**F**OR some time the General Belgrano Railway has been carrying out trials of different types of cinema projectors for film shows on some of the principal trains. A cinema coach, in regular service on the Buenos Aires-Cordoba-Tucuman service of this line, is the first of its kind in South America to figure permanently in the time-tables. Three shows are given on each journey, consisting of news-reels, cartoons, documentary films, and a full-length feature chosen from the principal current Argentine productions. The coach is of metallic construction and has accommodation for 47 spectators in comfortable tip-up seats arranged to give an uninterrupted view of the screen. Ventilation and sound-proofing have been satisfactorily solved. The projector is of the latest American type, using fireproof 16 m.m. films.

—*Railway Gazette*

### Long Live Railwaymen

**R**AILROAD men live longer, generally, than they used to, according to new life-expectancy figures released by the Railroad Retirement Board. These figures show not only that a greater number of railroad employees live to retirement age, but that they live longer after they retire. Most railroad men live to retirement age. The number out of 100, at given ages, who will live to 65 are: at 30, 69, at 40, 71, at 50, 76, at 60, 88. Railroad men retiring at 65 will, on the average, live 13 years after they retire. Out of 100 railroad men retiring at 65, 82 will live to 70, 40 to 80, and 9 to 90. The number of years railroad men will live, on the average, after retiring on disability annuities, for given ages at retirement are: at 40, 19 years, at 50, 14 years, at 60, 10½ years. Women railroad workers retiring at 60 will, on the average, live for 17½ years; those retiring at 65, for 14 years. These figures disprove the old idea that railroaders die as soon as they retire.—*Illinois Central Railroad*

## Model Makers

MODEL making is the hobby of many railwaymen, but Mr. Len Beck, office assistant in the Signals and Telegraph Division, Head Office, has made it a family affair. He, his wife, and his brother are in it together, but he blames his brother for getting him interested in making model trains.

Mr. Beck began model making with warships. These were up to 2 ft. 6 in. long, with wooden hulls built up and hollowed out, and the necessary fittings added. In all, he made about 30 assorted battleships, cruisers and destroyers, mainly for his friends. But, about 12 months ago, his brother started him on model trains.

So far they have concentrated on models of American trains. They have already built a 2-8-2 Sante Fe freight engine (cast in aluminium), a 4-6-2 Missouri Pacific locomotive (in brass), a 6-car passenger train, and two cabooses. They are now building 24 freight cars of assorted types, and a breakdown crane; the crane is nearly finished.

Mr. Beck writes to various American railroads for photographs and diagrams; then he and his brother get to work. His brother is a toolmaker, and is responsible for most of the mechanical work. He makes any necessary dies and moulds for castings. Mr. Beck is the car builder. He makes the cars with wood and cardboard bodies to reduce the weight. The bogies and wheels are cast in type metal or plastic, and the side frames are also in plastic. For the more recent models they have made plastic wheel centres and fitted them with brass tires. With the exception of the driving wheels for the Missouri Pacific locomotive, which were bought, all the various parts for the models are built by the two brothers.

They have made dies for both G-E and Alco Diesel-electric locomotives and intend casting them in plastic. They have also made their own dies to press out rails for the trackwork. Their models are powered by 24-volt petrol pump motors, which they bought at disposals sales.

The models made, so far, are for the brother's railway, but Mr. Beck has now started on some for his own.

Mrs. Beck has just finished building a wayside station on the American pattern. She is just as enthusiastic about the models as are the two brothers.

Another of Mr. Beck's hobbies is orchid growing. He has been interested in this for some years, and has built himself two glass-houses. He has now decided, however, to roof one of them with galvanized iron and use it for his model railway.



Mr. L. Beck

## "U.N.O."

STATIONMASTER L. M. Hanstein has nine New Australians, eight porters and a clerk, on his staff of 10 at Richmond. He has every reason to be proud of these new railway workers. "They are very attentive to their duties, and once one gets their co-operation they become very willing and efficient workers," says Mr. Hanstein.

The Richmond S.M. has taken a personal interest in his New Australian staff and does everything he can to help the new arrivals to master English. He has started to learn German and, in his few spare moments, regularly consults a small pocket-sized dictionary about the intricacies of *Der*, *Die* and *Das*. He has found already that his smattering of German has enabled him to know the new men better and get a keener appreciation of their problems. The New Australians are delighted that their "boss" has taken an interest in their old language, and a healthy rivalry has developed to see who will become most proficient in the new.

Train travellers on the Box Hill line have been intrigued by the foreign accent of some porters announcing departure platforms. They have noticed lately a marked improvement in their English. Stationmaster Hanstein can claim some of the credit for this.

He says that Richmond and its New Australian staff are discussed by train travellers even from other States. A Sydney man, he says, about to visit Melbourne, was told by a Victorian friend: "don't miss a visit to Richmond, where the New Australians get experience in English by speaking over the station's public address system." The Victorian added that the station was now known to Melburnians as U.N.O. (United Nations Organization).

New Australians at Richmond could not be in better hands, as Mr. Hanstein is a man of wide experience. He joined the railways in 1907, and has been messenger, acting clerk, operating porter, A.S.M., S.M., R.S.M., and assistant officer-in-charge of ticket collecting. He has been in charge at Richmond since 1936.

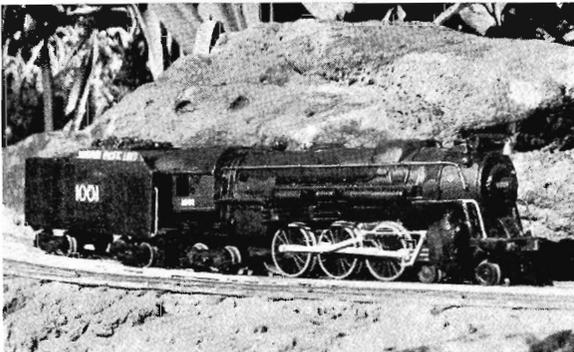
## Good Deed

THE good deed of the staff of the Spencer-st. cafeteria in providing meals for a large party of Lone Scouts, who arrived within a few minutes of closing time recently, was greatly appreciated by the Boy Scouts Association. In a letter to the manager, Commissioner for Lone Scouts (Mr. M. McKay) wrote: "We had expected to be earlier, and were grateful to be so kindly received at such a late hour. Please convey my appreciation to your staff on behalf of the boys, all of whom were lads from isolated country areas."

## "Spirit" Veteran Retires

MR G. H. LYNCH, engine driver, of Wodonga, who retired recently, was born at St. Arnaud in 1888.

Encouraged by his father, Mr. R. Lynch, a ganger, who was well known on the track between Maryborough and Mildura, he was always interested in railway work. Mr. Lynch's first job in the railways was on construction work near Mildura. He was transferred to the permanent staff at Watchem, and later went to his home town. After acting as a ganger for a brief time, he was sent to the Loco Branch and worked at Ballarat for about two years. He then became a fireman and fired the fast paper trains from Melbourne, and the Adelaide express. In 1912 he was transferred to Port Melbourne as a suburban fireman, and then went to North Melbourne for higher grade work. In 1917 he was transferred to Wodonga where he remained until he retired. Mr. Lynch was well known in entertainment circles as a good ventriloquist. He was a descendant of the Lynch family of bell ringers, who will be remembered by old time railwaymen. Mr. Lynch was also a very keen student. While he was stationed in Melbourne he learned shorthand at the V.R.I.



One of the model locomotives

ANOTHER entrant for the smartest and most courteous portress quest is Miss A. E. Cooper, who has been stationed at Middle Brighton for the past eight years.



Miss Cooper

In nominating Miss Cooper, Stationmaster J. H. McCarthy says: "She is most efficient in her various duties, courteous and obliging and a great favourite with all the passengers passing through this station. Her understanding of what it takes to make an efficient and capable portress may be explained by the fact that she belongs to a railway family. Her father is on the staff at the Inwards Parcels Office, Spencer st., her brother is a

fireman at Benalla, and another brother is a clerk at Head Office."

**The Writing on the Wall**

STATIONMASTER L. H. Tolliday of Clunes has written to *News Letter* to say that Carpenter J. Hubble and his mate are demolishing Tourello station. On the back of one piece of pine lining that they handed to him are the names:

J. Bruce	} 10.6.85
F. Oakley	
J. O'Neal	

Mr. Tolliday thinks that relatives or friends may recognize them as carpenters who worked in the district.

*News Letter* has identified F. Oakley. He was a cousin of Mr. J. Oakley, Assistant Manager, V.R. Printing Works, and, at one time, was a champion boxer.

Does any reader know anything of the other two?

**Loyalty**

IN a letter to the Chairman, Mr. J. Noske, of Lake Boga, expresses appreciation of service he received from station staffs on a recent visit to Melbourne. Mr. Noske, who has been a wheat and general commission agent for 70 years, has had a happy association with the railways at Lake Boga for 55 years. "I have always been in sympathy with the railways and have been annoyed by the disloyalty of some of those for whom the railways carry superphosphate at a very cheap rate," adds Mr. Noske.

**Thank You**

"WE wish to thank train crews and all members of the staff for their magnificent job in lifting the wheat harvest. We would not get very far without the railways." Mr. Frank Coghill, Chairman, *Barraport Growers' Committee*, in a letter to the Chairman.

**Obituary**

IT was with regret that railwaymen learned of the death recently of Mr. T. M. Callcott, Cash Clerk. Mr. Callcott joined the Transportation Branch in 1906. When district accounting was introduced in 1932, he was transferred to the Accountancy Branch and stationed at Geelong. The following year he came to the Terminal and Eastern Accounting Office and in 1950 was appointed to the Cash Office.

classes, and also became interested in first aid work. An enthusiast on engine working and Westinghouse brake rules and regulations, Mr. Lynch formed a V.R.I. class when he went to Wodonga and remained its instructor until he retired. Asked by a colleague recently about the firemen he had trained, Mr. Lynch claimed that he had never had a failure. His name will always be associated with *Spirit of Progress*.

**Service**

THE Victorian Society for the Protection of Animals was advised recently by a passenger on a Gippsland train that a puppy, which had been consigned at Heyfield to Lorne, would not arrive there until 1 p.m. on the following day. The Society telephoned Flinders-st. stationmaster's office, and arrangements were made for the puppy to be given a drink and cared for on the journey by rail. "We would like to express our appreciation of the prompt help given by the station staff" writes Miss V. E. Carter, secretary of the society. "Such co-operation is helpful to us in our work" she added. The president of the Society (Mr. G. Sutton) referred to the railways' special care of the puppy in the society's radio session from 3UZ.

**Essendon Send-Off**

DRIVER J. Conroy, and guard F. Carroll, who had 40 and 35 years' service, respectively, in the Department, were farewelled recently, at Essendon, by Stationmaster Roy Davis and his staff. Mr. Conroy is a brother of Mr. W. Conroy, Principal Fares Officer, Commercial Branch, Head Office. Mr. Davis, in presenting Mr. Conroy with a propelling pencil and a handbag for his wife, said that he "would miss Joe's cheery good morning and little chat." Mr. Carroll, who had been six years at Essendon, was given a wallet of notes. Among those at the farewell was retired Essendon stationmaster, Mr. M. P. Heffernan.

**Head Officer Painter Retires**

PAINTER Arthur G. Steeth, who retired recently after 22 years' service, was for the last five years on the maintenance staff at Head Office. Before that he was at Spotswood, Flinders-st. and Oakleigh. "He is a first-rate tradesman who always did a good job and will be a loss to the Department," said Mr. R. C. Oliver, of the Chief Architect's Office, at a farewell to Mr. Steeth.



Mr. Steeth

He will also be missed by many amateur house painters in the Department, who found him always willing to give them helpful advice. Among the gifts he received was a humorous address written and framed by Painter Charlie Ricketts, who will be remembered by older football followers as a captain of South Melbourne.

**Courtesy**

THE stationmaster at Balaclava on Easter Saturday night telephoned Mr. H. C. Zumstein, of Hotham-st., East St. Kilda, that a box of eggs had arrived from the country for him. This was greatly appreciated by Mr. Zumstein. Because of the holidays, the letter advising him of the dispatch of the eggs did not reach his home until three days later. "I have always received good treatment at Balaclava and I would like to thank the stationmaster for his courtesy," wrote Mr. Zumstein, in a letter to the Secretary.

**Blind Helped by Newport Workshops**

SUBSCRIPTION lists for the Royal Victorian Institute for the Blind, recently circulated at Newport Workshops, realized £91.9.9. This was an increase on the amount received last year.

## Big Names in League Football

VICTORIAN League football owes a great deal to railwaymen. Any doubt about this is resolved by recalling the names of railwaymen who have been actively interested in both the playing and administrative spheres of the game. They are too numerous to mention. To-day the Department has four life members of the V.F.L. They are Messrs P. J. Farnan (Staff Beard), who has been a delegate for South Melbourne for 11 years; L. J. Phelan (Telegraph Division), Fitzroy delegate for 11 years; R. Hunt (Metropolitan Superintendent's Office), who was Carlton's secretary for many years before going to Hawthorn; and R. Mullaly (clerk, Melbourne Goods Yard), who after playing for South Melbourne became secretary of that club. The present South Melbourne secretary is Mr. K. McLellan, who is a clerk at Melbourne Goods Yard. Also, there is Ambulance Officer, Mr. W. Blackburn, former League ace umpire, who is now umpires' coach. Other railwaymen who are League umpires are Mr. W. J. Barbour (clerk, Melbourne Goods Yard), and Mr. A. R. Sawyer (boilermaker, North Melbourne Loco Depot). The latter has also been captain of the V.R.I. interstate cricket team for the past three years.

## Tennis

THE Stores Branch tennis team, comprising Bob Blair, Jack Judd, Noel de Burgh, Harold Jones, Roy Milne and John Trevena, winners of the Dunkling Shield, visited Wodonga recently, where they were the guests of the local tennis club. A match was played with the Wodonga team, which won the A grade tennis premiership for the 1950-51 season. Wodonga won by a small margin. The visitors were also the guests of the Bandiana Tennis Club, which conducted an American doubles tournament. After some good tennis, Roy Milne and partner were defeated in the final by Vin Snow and partner, of Wodonga. One of the social engagements arranged for the visiting tennis party was an evening at the home of Mr. and Mrs. Achison.

The local tennis club, most of the members of which are railwaymen, recently laid down another court.

## Country Bowls Week

ONE hundred and fourteen players from 16 country centres took part in the annual country bowls week in Melbourne last month. They were welcomed at the Albert Park V.R.I. green by Mr. Commissioner O. G. Meyer, the President of the Institute (Mr. T. R. Collier) and Mr. L. J. Williamson, President of the V.R.I. Social Bowling Club and Vice-President of the Albert Park V.R.I. Bowling Club. Most of the programme was completed at the Albert Park V.R.I. green. The Council of the Institute is indebted to Middle Park, Melbourne (Windsor) and St. Kilda bowling clubs for the use of their greens for the pairs and singles events. Although wet weather curtailed the carnival, it was most successful. The winners of the pairs were T. Jenkins-G. McGillvray (Bendigo). E. Morgan-D. Groves (Seymour) were runners-up. The final games in the pairs and fours competitions were begun, but had to be abandoned because of rain. When *News Letter* went to press the postponed finals were being played at Ballarat, which was chosen for the contest because M. G. Beanland and A. Polson, pairs finalists, as well as the eight members of the teams contesting the fours championship final, are Ballarat players. Ballarat has won the trophy three times in four years. The finalists were new combinations, although some of the players have had competition experience. They were: F. Lohse, J. Stephens, W. Nicholls, O. Hauser (cpt.), T. Day, H. Boyle, M. Wallis, A. McKay (cpt.).



The Tintara Cup—interstate golf trophy

## Proud of His Boys

HEAD Office caretaker, Bert Tullett, is justly proud of his two footrunning sons, Harry and Brian. Harry, who is an electrical fitter's assistant at Flinders-st., has been running for 11 years, and during that time has won seven gifts. This year he won the Noble Park Gift and on two occasions defeated Lloyd La Beach, the champion from Panama. Harry beat La Beach when he won an event at Maribyrnong recently and defeated the international star again for second place in the 75 yards sprint at Bairnsdale. Bert's younger son, Brian, is an outstanding half-mile and mile runner. He is a winner of the Victory Mile and 600 yards events at Stawell.

## New Australians Keen on Table Tennis

NEW Australians, who are great table tennis enthusiasts, have entered five teams in the V.R.I. Association's competition this year. It is expected that about 18 teams will be formed this season, beginning this month. Notable among the New Australian players is Stan Worajki, who was champion of the British zone in Germany.

## Tennis Champion

MR. P. L. WALTER, clerk at Warragul, recently won the A grade singles, doubles and mixed doubles events at the district championship tournament. He has been a member of the V.R.I. interstate side since 1937.

## Fencing Classes Grow

THE decision to open fencing classes for men and women at the Institute, under the supervision of two New Australian railwaymen, Mr. E. Szakoll, and Mr. K. Gercsenyi, has aroused much interest in the Department. So many members have enrolled that the instructors have had to divide them into three divisions, beginners, novices and advanced pupils. In the latter group are four or five fencers who are regarded as a possible team to take part in competitive events. The instructors have ambitious plans and are aiming to have the V.R.I. represented at the 1956 Olympic games. Instruction is given between 5.30 p.m. and 7.30 p.m. on Mondays, Tuesdays and Fridays, weekly, in the concert hall.

# New Letter

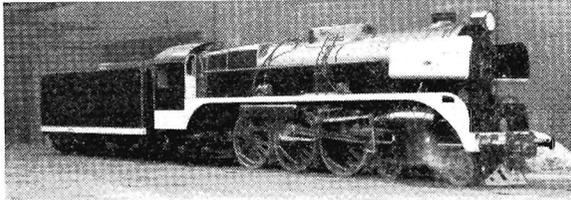
JUNE 1951

Issue No. 247



## New R Class Engines

THE first batch of the 70 R class locomotives ordered from the North British Locomotive Company have arrived. The R class wheel arrangement is of the Hudson type, 4 - 6 - 4. The driving wheels are 6' 0" in diameter. The locomotive is capable of hauling passenger trains at 70 m.p.h. There are two cylinders, having



R class loco nearing completion

21½" diameter by 28" stroke. The boiler pressure is 210 lb. to the square inch, and the tractive effort, computed at 85 per cent. of this pressure, is 32,080 lb. The grate area is 42 square feet, and a mechanical stoker is fitted. The combined heating surface of the boiler and superheater is 2,705 square feet. The tender carries six tons of coal and 9,000 gallons of water. The total roadworthy weight of engine and tender will be about 185 tons. The general colour of the locomotive will be black, but the smoke deflectors and a line at footplate level will be painted red.

## Gippsland Line Electrification

SIXTEEN of the steel overhead structures to carry the electric power lines for the Gippsland line, from Dandenong to Traralgon, have been erected at East Dandenong, and foundations have been dug for others. Most of the steel to complete the 10-mile section between Dandenong and Beaconsfield has been delivered to the site. Work has also commenced on the erection of 16 substations and 12 tie-stations. The sub-stations will be equipped with modern mercury arc rectifiers, of either 1,500 k.w. or 3,000 k.w. continuous capacity. Seventeen electric locomotives have been ordered for passenger and goods traffic services on the Gippsland line.

## Pre-Cut Homes Project

STEADY progress is being made with the Department's pre-cut housing project. Up to April 7, components for 2,000 pre-cut houses had been received and 1,592 had been issued from the Brooklyn storehouse. In the

metropolitan area, when *News Letter* went to press, about 500 pre-cuts had either been assembled or were in course of erection. More than 60 pre-cuts have so far been allotted to country districts (Ararat, Seymour, Traralgon, Morwell, Warragul, Moe and Korumburra). The Railways have issued parts for 862 pre-cuts to be assembled by the State Electricity Commission, and for 151 to be erected by the State Rivers and Water Supply Commission.

## The Mothers' Friend

A RECENT suggestion by a newspaper reader that the Department should place a coloured car for prams in the centre of every suburban train, gave the Commissioners an opportunity again to point out that the railways give more consideration to mothers with children than any other form of transport. The Commissioners added that the needs of mothers with prams would be kept in mind when new suburban rolling stock is designed.

## Unfair Critics

UNFORTUNATELY, many letters criticizing railway service are written by people who either magnify some minor matter or are ignorant of the facts. An illustration was provided recently when an Orbost resident, in a letter published by a daily newspaper, alleged that "tens of thousands of super feet of sawn timber await rail trucking from Orbost." The official answer: "All orders for trucks to load sawn timber from Orbost had been fully met in the period referred to by the critic." When the reply to the letter of criticism was drafted there was no sawn timber at all in the Orbost station yard awaiting dispatch.

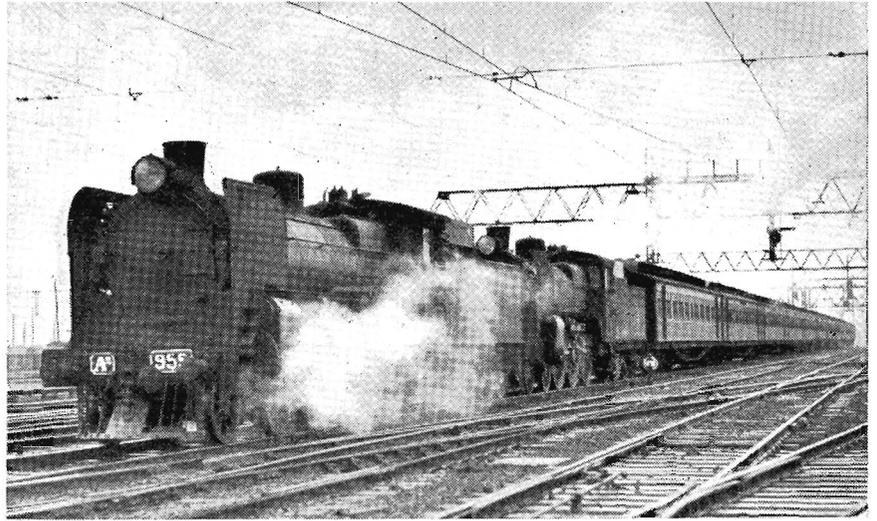
## More British Railwaymen

WHEN *News Letter* went to press, 48 British railway families, totalling 222 people, were on their way to Melbourne in the *Cameronia*. Sixty more families had also received sailing instructions. It is expected that, early next month, there will be 360 British railway families settled in Melbourne, a total of 1,500 persons.

## OUR FRONT COVER

Shows an apprentice at the pattern shop, Newport Workshops, wood-turning a housing pattern. He is only one of a large number of young railway apprentices who are being trained to become highly skilled craftsmen.

# A BURNING PROBLEM



Oil-burners hauling *The Overland*

*The persistent shortage of black coal has forced the Victorian Railways to seek other fuels to keep trains running. Oil-burning locomotives, pulverized brown coal burning engines, Diesel-electric and electric locomotives, and Diesel rail-cars are the means by which railway planned service is slowly but surely overcoming inadequate black coal supplies.*

THE phrase "railway planned service" has appeared quite frequently in departmental publicity in the past year or two. Although only recently phrased in that way, the term describes one of the main attributes of the railways here since the first train ran in Victoria over 96 years ago.

This is a fact which is apt to be overlooked by the general public who, nowadays particularly, take much for granted. However, a study of railway history reveals a long sequence of events, some major and some minor, but all of them the result of railway planned service; and all of them designed to give better service for both passengers and goods.

But even important innovations are sometimes overlooked by the general public. One such was the conversion of 82 locomotives from coal to oil burning, which began in June 1946. At that time, the relative cost of oil was high, and the conversion was a temporary expedient to overcome the shortage of New South Wales coal. Since then, however, the coal shortage has become more acute, and the prices of oil and coal have become more equated.

As a result, the department is now converting a further 32 locomotives (the four S class and 28 X class) to burn oil. Also, the 60 J class, which are being built in Britain, are to be fitted for oil burning. That will make a grand total of 174 oil-burning locomotives on the Victorian Railways.

If, to the general public, this may seem of little importance, it is in fact, an engineering achievement. But what difference does it make to the passenger whether his train is hauled by an oil-burner or a coal-burner? What he, perhaps, fails to realize is that, to-day, it often becomes a question

whether a locomotive runs on oil, or simply doesn't run at all. For some time the department has not had enough coal to run all its locomotives as they should be run to provide adequate train services.

In the last five years, the 82 oil-burning locomotives have run, all told, more than 13 million miles; and this distance, which is about one-fifth of the total steam mileage, could not have been run otherwise. This means that a 25 per cent. additional train service has been run in that time only because railway planned service was responsible for converting these locomotives to oil burning.

That is not the whole story. The department is using other substitute fuels as well. X32 has been converted to burn pulverized brown coal with such satisfactory results that an N class locomotive is now being similarly converted. Diesel rail-cars now run on many country lines and give an improved passenger service. Diesel-electric locomotives for main country lines, and electric locomotives for the Gippsland line are on order. Furthermore, the Diesel-electrics will be capable of conversion, when practicable, to gas-turbines powered by pulverized brown coal. Tests of Victorian brown coal for this purpose are being made in America.

These are some of the means by which railway planned service is helping to make the Victorian Railways independent of black coal, and thus minimize restrictions caused by coal shortages.

In this and in innumerable other ways, brains, effort and experiment are bent towards a progressively improving standard of train travel. Railway planned service is a very real thing.

# "BIG BOSS BLUE"

By R.B.B.

No champion thoroughbred receives more careful attention than is given by the hostlers at the loco sheds to the long, sleek S class engines, which haul Australia's crack train, "Spirit of Progress," between Melbourne and Albury.

WHEN the *Spirit* arrives at Spencer-st., she's a very thirsty engine, and the ash from several tons of coal fills the firebox. The hostlers take over from the engine crew at the depot, drive the engine over the pit and prepare it for the next journey. They open the ash-pan slides and lower the dumps. The two-feet thick fire is pushed out with the steel pricker. The lithe body of the hostler lunges backwards and forwards as he tackles the heavy lumps of clinker. He gets the fire "clean," and only a few coals remain to start a new one.

The hostlers move the engine down the pit to fill the bunker with coal and to take water. The young fire is kindled with firewood about two feet long, and it is not long before the fire-box is once again well alight.

After the hostler leaves the engine in the specified road, the lighter-up takes charge. His job is to see that the engine has a good fire and sufficient steam when the running crew takes over. Periodically he visits the engine to build the fire and fill



A driver preparing for the road

the boiler with water. He watches all types of engines, but the *Blue* is his "big boss."

When the crew arrives they observe the steam pressure and water level in the boiler and examine the fire-box and fuel. The driver carefully examines the engine, tapping inquiringly with his hammer in a search for the small defect that could quite easily lead to trouble on the trip. The smoke-box door is opened and the "sparkies" are cleaned and examined. The engine is then oiled for the trip and the driver makes sure that he has ample fuel and water.

Then the fire-box door is opened, the fire is spread with the steel pricker and the fireman starts to shovel. He'll be shovelling for the next four or five hours, so he and the driver have their tea in preparation for the express run to Albury.

Before leaving, they scrub and wash the whole engine cabin and clean the windows, until not a sign of dirt or grease remains. Then they move the engine out of the shed and over the suburban and goods lines to No. 1 platform, Spencer-st., and attach the locomotive to *Spirit of Progress*.

At about 6.30 p.m. the men at the loco, hostlers, fitters, electricians and the lighter-up men, hear the shrill "mawp" of the *Blue* as she sets out on her journey to Albury.

They see her go and wish her Godspeed.

All round the clock, every day, engines pant their way out of the loco leaving for many destinations. But the pride of the men at the sheds is the *Blue*.

## ORIGINS OF STATION NAMES

**ARAPILES:** took its name from Mt. Arapiles. The mountain was named by Major Mitchell in 1836, after a place on the Peninsula overlooking the battlefield of Salamanca. Mitchell ascended Mt. Arapiles on the anniversary of the battle.

**BRIGHT:** named after John Bright, M.P., England.

**COLERAINE:** named by a surveyor (Mr. Bryant) after a place in Ireland. Mrs. Gage, a very early resident of the locality, came from Coleraine, Ireland, and is said to have suggested the name.

**DENILQUIN:** first known as The Sandhills. The present name is a corruption of *Denilakoon*, the name of the king of the aboriginal tribe inhabiting the locality at the time of its occupation by the whites.

**HEDLEY:** named after Dr. G. D. Hedley, an early medical practitioner at Port Albert. He acted as Clerk of Petty Sessions in that town in 1851, and was appointed a J.P. in 1853.

**LANGI LOGAN:** from the aboriginal, signifying the home or run of Mr. Logan.

**MIDDLE CREEK:** named from an adjacent creek. It was given by bullock drivers in bygone days.

**PIMPINIO:** aboriginal. Describes a man sitting on his heels.

## Fitter-in-charge, Powers Machines

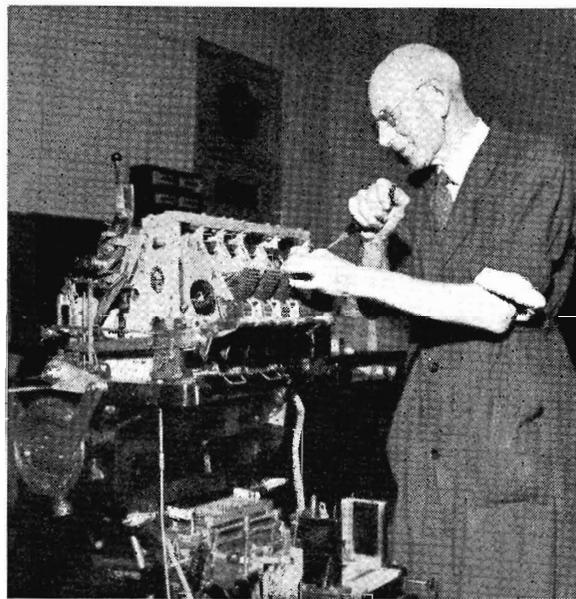
*A brief introduction to the Powers machines and to the men behind them: the men who service the intricate mechanisms that collate so much of the statistical detail required by the department.*

THE battery of Powers machines on the third floor at Head Office comprises 24 punchers, eight sorters, 14 tabulators, one verifier, one reproducing puncher and one interpolator. Each year they digest  $5\frac{1}{2}$  million cards: the sorting machines average about five meals from each card, but the tabulators are satisfied with about three.

In doing this, they are compiling important statistical data of great variety. Information from waybills, train running statements, material dockets, payrolls, and other basic records, is transferred to the Powers cards by means of punched holes, each representing a particular figure. The cards are then sorted into whatever classification is indicated, the information is tabulated, and, hey presto, the necessary statistical information is disclosed. And it's all done with holes.

The punchers, sorters and tabulators, of course, simply carry out the functions implied by their names. The verifier checks the correctness of the original card which has been check-punched with an oval-shaped hole over the original round hole. Damaged cards are replaced on the reproducing puncher, which also is used to reproduce, in bulk, basic information on portions of cards, to save manual punching. The main function of the interpolator is to compare two sets of cards. In doing this, it can either put them together or separate them. It works over a range of 10 columns at a time as compared with the single column operation of the sorter.

"Our job is just tracing faults and adjusting them," says Mr. Hughes. But to be able to trace them one must know a lot about the inner workings of the machines. The mechanics are selected from fitters and turners, it being an essential part of the job to be able to turn small parts which

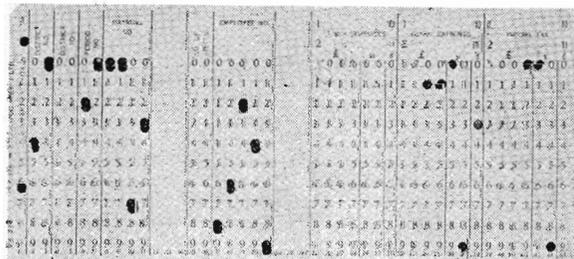


Mr. Hughes at work on a tabulator

may not be in stock when they are wanted. The new mechanic has a training period of about four or five years, learning all about the machines, their intricacies and eccentricities.

A demonstrating salesman once told Mr. Hughes that: "nothing can go wrong because the holes in the cards can't shift," "But," says Mr. Hughes, "the holes can be put in the wrong places. And the cards can buckle sometimes." The first move, then, in case of trouble, is to decide whether the cause is in the cards or in the machines. The cards are checked first for size and position of holes. If they are all right, then the fault must be in the machine. That is where experience tells. Past troubles can often point to the present faults much more rapidly.

Having grown up with the installation, Mr. Hughes has accumulated a wide store of knowledge of the various stages of development of the machines. He has been able to give a tip or two to mechanics working on outside machines when they have been



One of the cards used to compile details of earnings and tax deductions. The oval holes in the first half indicate that it has been check punched.

To cope with the maintenance and repair of this battery of machines there is Mr. J. Hughes, the fitter-in-charge, with his staff of three mechanics. It is their job, to see that everything goes well or, if it doesn't, to find out why and rectify it. They also keep the machines up to date so that the maximum use can be made of them.

at a dead-end.

When Mr. Hughes first started in the Powers Machines Division, the machines were comparatively simple, and there were few of them. Since then, there have been quite a number of improvements to the machines, including automatic total and grand total devices. From time to time, new devices must be added to the machines to bring them right up to date. When it is necessary to recondition a machine, the mechanics strip it, clean and check all the parts, replace any that are broken or worn, and then add to the rebuilt machine any new device that is desirable.

One interesting job carried out by Mr. Hughes was the building of connexion boxes for the tabulators. These boxes actually transfer the information from the card to the head of the machine by means of a series of special wires. This enables the information to be spread over the tabulating sheet according to the requirements of the Statistical Officer.

The mechanics' headquarters are a small workshop next to the Powers Machines Division. It is equipped with a lathe, driller, grinder, and workbench. When a job is too big to be handled here it is sent off to one of the departmental workshops where more intricate machinery is available.

Although looking after the Powers machines is a big job in itself, Mr. Hughes and his mechanics also look after Elliott-Fisher accounting machines, time recorders, dictaphones and teleprinters. They certainly can handle intricate mechanisms.

## V.G. TOURIST BUREAU COMMENDED

THE following extracts are from *A Report on the Tourist Industry* prepared by the Melbourne Junior Chamber of Commerce at the request of the Melbourne Chamber of Commerce.

"After fully investigating all aspects of the question, there can be found little evidence to support the contention that the Victorian Government Tourist Bureau would function more efficiently if it were to be placed under the control of a separate Government Department, instead of operating as a sub-section of the Secretary's Department of the Victorian Railways, as at present.

"On the contrary, it is felt that this would tend to make the Bureau unwieldy; would certainly increase operating and administrative costs, and in all probability would reduce its present flexibility and overall efficiency.

"We recommend that the Victorian Government Tourist Bureau as at present set up should continue along its existing lines in the very good work that it is doing for this State."

\* \* \*

Four New Australians were in the porters' room when the stationmaster came in and said:

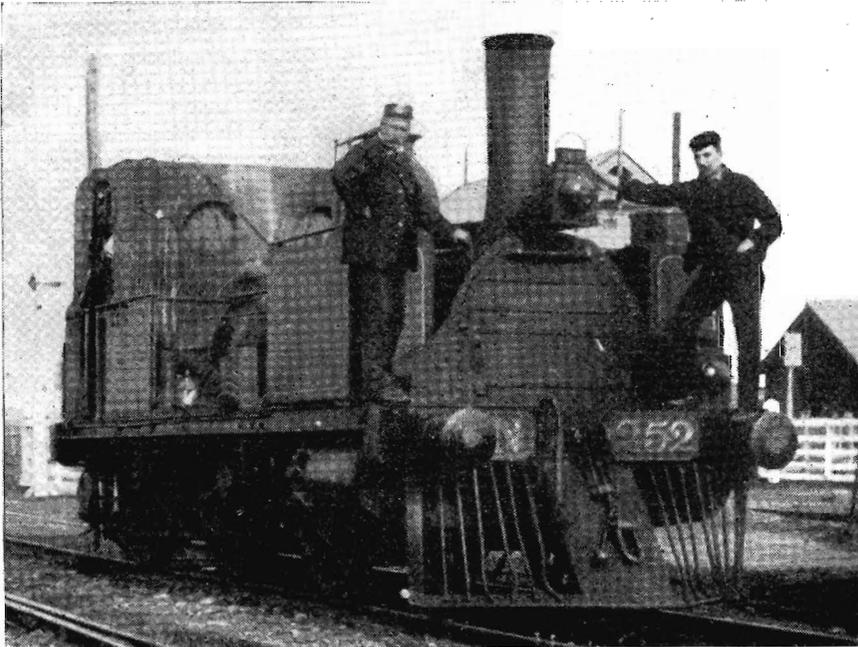
"Where do you come from?"

The first three replied respectively, Czecho-Slovakia, Poland and Germany. The fourth did not answer.

When the question was repeated, he replied:

"Sunshine." (He was one of the new British railwaymen.)

## EARLY V.R. LOCOMOTIVES



Passenger 2-4-0  
well tank type

Nos. 242 to 260 (even numbers)

Built by Robert Stephenson & Co., Newcastle, England, 1858-70.

These engines were taken over from The Melbourne & Hobson's Bay United Railway Co. in 1878.

They were later known as N class.

Four of them were rebuilt as motor engines, 1893-95.

The last of them (No. 254) was scrapped in June 1906.

# FINDING THE BUMPS

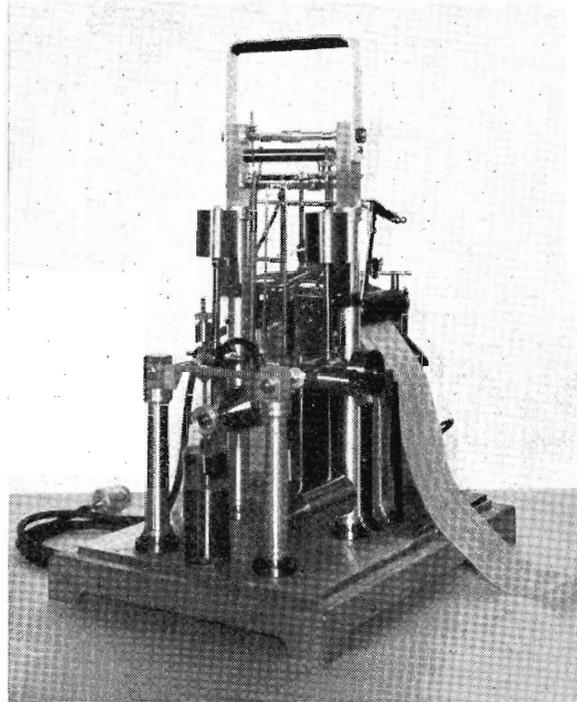
*A mechanical detective is used by railway engineers to find and pin-point track faults.*

THE curiosity of passengers is invariably aroused when they see two men sitting in a compartment with a strange looking machine between them. Their curiosity is further stimulated when one of them, who intently watches the track, regularly squeezes a rubber bulb connected to the machine by a length of tubing.

The machine is the Hallade Track Recorder. It charts track irregularities which, if not corrected, would jar trains and give passengers a rough ride. Some defects are not obvious to the eye, but this ingenious invention of M. Hallade, a French engineer, detects the slightest irregularity and records it on a chart together with its location.

Two Hallade recorders are used by the Victorian Railways. They were made in France, and their polished brass and steel parts have been finished with the precision of a high-grade watch. The machine is placed as close as possible to one bogie of a car, so that the chart will show the effect from one bogie only. For track testing (the recorder is also used for vehicle testing) the same passenger car, 15 AE, is used, if practicable. This eliminates effects due to vehicle peculiarities.

The heart of the machine consists of three sets of pendulums, each set connected to a needle that records its movements on a paper chart. Each of these sets is mounted in such a way that it will respond only to particular movements of the car. One set is sensitive to side rolling and to pulling and buffing from the engine; the second set moves when the car lurches from side to side, and the



Rear view of Hallade track recorder showing pendulums and chart

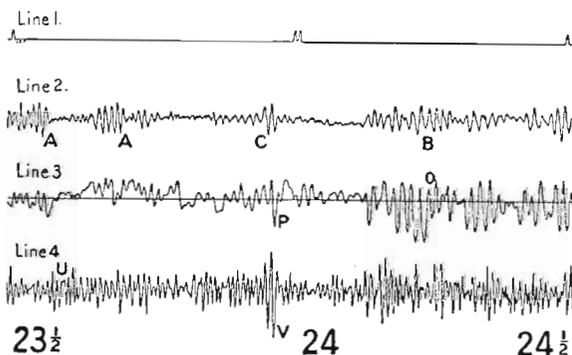
third responds to vertical movements or bouncing. The chart is a roll of paper  $3\frac{1}{2}$  inches wide that is unrolled from its drum by a clockwork motor at the rate of five inches a minute.

Each of the three needles thus produces marks on the chart corresponding to the various track defects. A fourth needle which is not connected to a pendulum traces the top line on the chart. This line is used to calculate the average speed of the train and to mark the position of mile and half-mile posts, stations, and other features. As each is passed the Hallade attendant presses a rubber bulb that causes the needle to make a mark on the line. One, two and three marks represent a half-mile post, a mile post, and a station, respectively. At high speed a keen watch must be kept on the track to ensure that nothing is missed. A powerful light illumines the track side at night.

The type of fault—a sag in the track, a sharp kink in a curve and so on—is indicated by the chart line, or lines, on which the fault is recorded. Each defect produces its own particular marking on the chart. On conclusion of the test, the chart is analysed and marked with letters indicating the types of defects it has revealed. A copy of the chart is then sent to the appropriate district officers and to each ganger concerned. The ganger thereby knows the bad spots on his length of track, exactly where they are, and what is wrong with them.

The Hallade track recorder is also used to test the riding qualities of vehicles. Its sensitive

*(continued on page 11)*



Section of a Hallade chart. Line 1 shows mile and half-mile posts; the letters on the other lines indicate various track faults, and figures at the bottom are mileages.



Station Staff.

## COUNTRY CENTRES No. 2

The railway from Melbourne to Bendigo was opened in 1861, giving impetus to trade and commerce. Today, Bendigo—the gateway to the country—is an important industrial and administrative centre. Trains will bring thousands of visitors to the centenary festival.



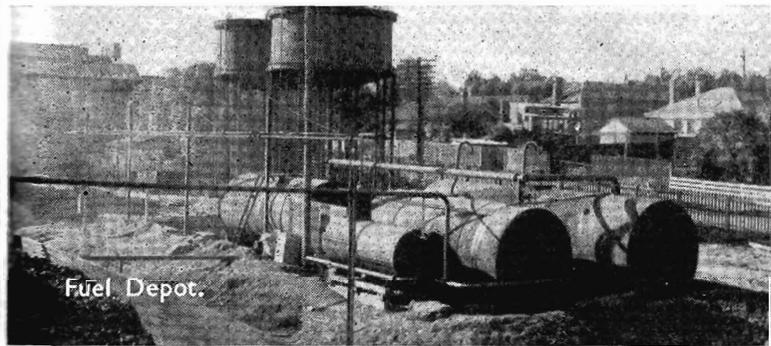
Loco Depot Group.



Workshop's Men.

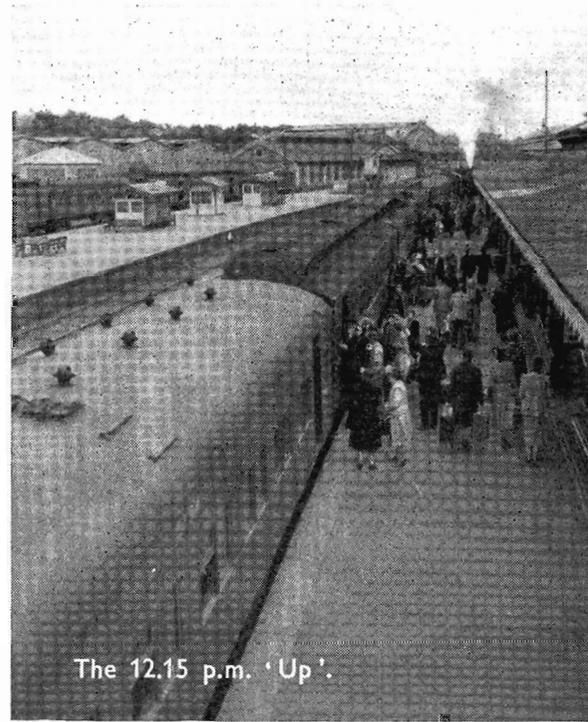


Buffet Car.

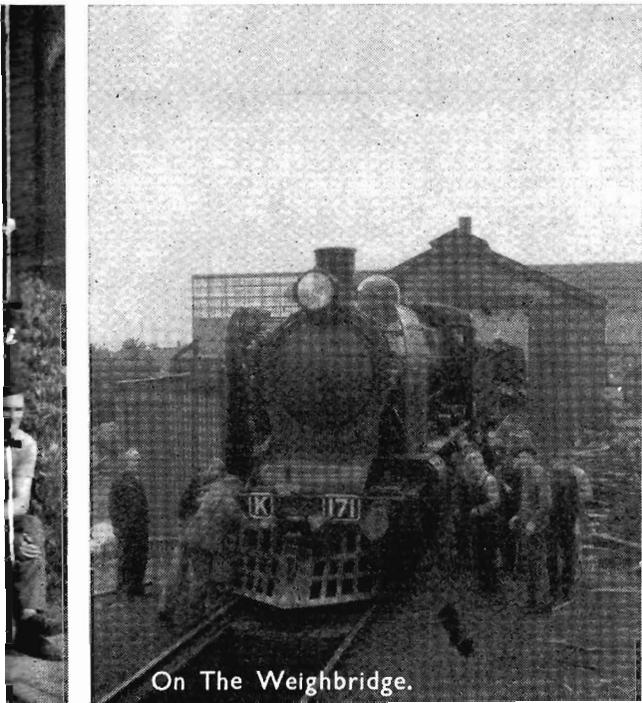


Fuel Depot.

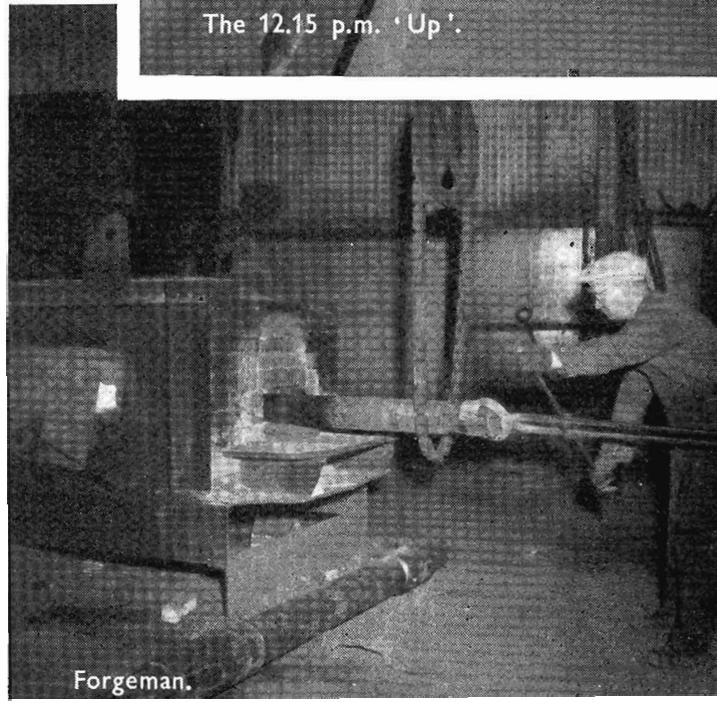
and two years later its extension to Echuca gave a big  
to the golden north—is an important railway junction  
ors to the flourishing provincial city this year for the



The 12.15 p.m. 'Up'.



On The Weighbridge.



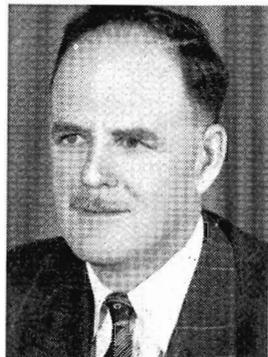
Forgeman.

# U.S.A. DIESELIZATION IMPRESSES V.R. ENGINEER

*The Superintendent of Locomotive Maintenance (Mr. G. F. Brown) saw many interesting things on his recent visit to America, but nothing impressed him more than the rapid "dieselization" as it is called, of the major railroads.*

MR. BROWN went to America to study the operation, servicing and maintenance of Diesel-electric locomotives and to investigate matters associated with the use of steam locomotives, including depot organization and maintenance methods.

"The companies, which have embarked on a large scale Diesel programme, are already obtaining the benefits of improved service and cheaper maintenance," says Mr. Brown. "Improvement in operation has been achieved following the elimination of steam engine requirements, and big savings have been made since it has been no longer necessary to have coal-ash handling plants and watering facilities."



Mr. Brown

One of the big advantages of the Diesel-electric locomotive, Mr. Brown points out, is its high availability, and time-tables have been altered to obtain all the benefits of improved schedules. The unit replacement plan permits an engine to be removed, a new one fitted and the locomotive to be returned to service within eight hours. The change over of a pair of wheels, complete with traction motor, with modern drop pits, can be done within 40 minutes.

"Diesel-electric locomotive drivers have a very congenial job," continued Mr. Brown. "Some of the veterans, who have seen their best days as drivers of steam engines, find driving a Diesel so comfortable that they have remained on the job, instead of retiring. This, of course, is welcomed by the companies, as they have been provided with an unexpected pool of experienced drivers." (In America railwaymen are not compulsorily retired at 65 years.)

One of the highlights of Mr. Brown's visit to the U.S.A. was his period of training at General Motors, Electro-Motive Division, at La Grange, Illinois. There, the 1,500 h.p. units are being made for the 17 Diesel-electric locomotives ordered by the Department. Mr. Brown saw 6, 8, 10, 12, and 16 cylinder units being mass produced. The numerous pieces that make up the engine are put together on the assembly line, mainly with power operated equipment; the tools, jiggling and finish of the parts being such that no hand fitting is required.

As soon as it is completed, the engine is started up, and after a short period of running, is put under a full load test. It is then stripped, reassembled and fitted to a locomotive.

Mr. Brown also visited the gas-turbine coal fired test plant at Dunkirk, Pa. He says that the research engineers think they have practically solved the problem of the ash and fly-ash which had jeopardized the success of the experiments. When Mr. Brown left America, the equipment, consisting of coal hopper, pulverizer, storage-bin, burner, gas-turbine, compressor and electrical fittings, was being mounted on a frame to function in the same restricted space as in the final locomotive set-up.

One of Mr. Brown's most interesting experiences was a ride on the heavy-fuel-oil-fired gas-turbine locomotive on the Union Pacific service between Omaha and Cheyenne. It hauled a freight train with a trailing load of 8,000 tons. Mr. Brown says that the locomotive's performance was quite satisfactory. Union Pacific has ordered 10 more of these locomotives. He also visited the workshop at Schenectady, which has been erected for the manufacture of gas turbines for stationary and locomotive work.

Mr. Brown was impressed with the speed, comfort and hauling capacity of Diesel-electric locomotives. He rode in the cab of a Diesel passenger locomotive travelling at 105 m.p.h., and saw a four-unit Diesel train hauling 150 60-ft. waggons—a train nearly two miles long. His most interesting passenger journey was a trip in the streamlined *California Zephyr*, from the vista dome of which he had a bird's eye view of the Colorado Rockies.

Mr. Brown also rode on the overhead and underground railways in New York and Chicago. He discovered that both cities were progressively scrapping their overhead systems and extending the underground services. In Chicago this was welcomed, not only by the general public, but by taxi drivers, too, who for years have had to dodge the steel supporting piers in the centre of the streets.

"The existing cars on both overhead and underground systems are a mixture of good and bad," says Mr. Brown. "The new all-steel cars in service, however, are good. They provide seats for about 40 passengers, but there is ample standing room."

Mr. Brown returns with the expectation that the first Diesel-electric locomotive will be in service, in Victoria, in March, next year.

## SIGN, PLEASE!

REPRODUCED below is an old parcels stamp sent to *News Letter* by Mr. A. J. Howard, A.S.M. at Hawksburn. He found it on an old tin trunk recently dispatched from his station. The trunk came from the cellar of an old Toorak mansion.



It will be seen that there is a space on the stamp for the consignor's signature and the reason for this is disclosed by a compendium issued in 1893 by James Syder, Traffic Manager. The full title is "A compendium of the various circular notes issued in connection with passengers, tickets and luggage. With a few notes in connection with parcels and goods business."

Rule 157 states that unstamped parcels are carried at the risk of the department. Rule 158 says "Stamped parcels are carried at owner's risk, hence the importance of having the freight stamp signed. It is not necessary for sender to sign every stamp. One of the stamps on each parcel must be signed and the remainder initialled."

In *Weekly Notice* 1/1899, this procedure was cancelled by the instruction "stamps need not be signed by the sender."

The old tin trunk has apparently been resting since it travelled on the Victorian Railways about the turn of the century.

## FINDING THE BUMPS

—continued from page 7

pendulums have given railway engineers precise information about passenger cars, trucks, vans, and the new Diesels.

Hallade attendants Angus McNamara and Joe Peace invariably find that their machine arouses great interest in train travellers. They have been surprised to find so much scientific care necessary for modern track maintenance.

The Hallade track recorder plays an unobtrusive part in railway planned service, but it is one of the factors that help to make the train the only form of land transport in which a passenger can comfortably read or drink his coffee at mile-a-minute speeds.



WHATEVER is right or wrong in our world is exactly what is right or wrong in the individual human heart.—Margaret Leckie

\* \* \*

There are enough people ready to run railways down without your joining in the chorus. Criticism is never wasted as long as it is informed criticism. You can be an informed critic of your own job and sometimes of other people's jobs. There are channels for getting wrong things put right—use them rather than join in uninformed public criticism.

—Rhodesia Railways Booklet

\* \* \*

I hold the unconquerable belief that science and peace will triumph over ignorance and war, that nations will come together not to delay but to construct, and that the future belongs to those who accomplish most for humanity.—Louis Pasteur

\* \* \*

No more vital truth was ever uttered than that freedom and free institutions cannot long be maintained by people who do not understand the nature of their own government.—Woodrow Wilson

\* \* \*

It's not too hard to live on a small income if you don't spend too much trying to keep it a secret.

—Arthur Godfrey, American radio comedian

\* \* \*

Neither the airplane, the telegraph, the telephone nor radio has ever taken the place of the railroad in the public mind as the master implement of our amazing development, wealth and power. When the trains stop running, the country begins to stop living.—Daytona Beach (Florida) Evening News

\* \* \*

Time has no divisions to mark its passage. There is never a thunderstorm or blare of trumpets to announce the beginning of a new month or year. Even when a new century begins it is only we mortals who ring bells and fire off pistols.—Thomas Mann

\* \* \*

Decide what you want most of all out of life; then write down your goals and a plan to reach them.—Henry J. Kaiser

\* \* \*

We learn from experience. A man never wakes up his second child just to see it smile.—Grace Williams

# FIRST AID

*Their aid they yield to all.*

— George Crabbe (1754-1832)

## Awards to Wangaratta Staff

FOUR members of the Wangaratta station staff, Messrs. W. Luke, E. McMahon, A. Vyner, and H. Handley, who have a total of nearly 40 years' first aid service, received medals and certificates from the Chairman, when he made his tour of inspection of the north-eastern line recently. Mr. Luke has 13 years' experience, Mr. McMahon 12, Mr. Vyner eight and Mr. Handley five. Mr. Wishart congratulated the first aid men and expressed the hope that they would retain their interest in what, he said, was a very fine and vital part of the Department.

## Advanced Class at Ballarat

A FIRST AID class has been started at Ballarat for those who have reached the bronze medallion (third year) standard and intend studying for higher certificates. There will be morning and evening classes every Monday. It will be a short course of not more than six weeks. It is expected that the class will further stimulate interest in ambulance work in the Ballarat district, which already has the largest class of first aid men in the country. The instructor is Mr. Alex Black, who has had 10 years experience of teaching. He is helped by Messrs. Cleat Klisler, Don Overall and other corps members. Ballarat first aid men are largely drawn from the workshops, but it is hoped that interest will spread to stations, works and loco depots. Ballarat corps members who were examined last month will now be able to concentrate on competition work.

## Individual Championship

AN event, to be known as the Australian Railways Individual Championship, will be included in this year's interstate ambulance competitions at Adelaide, on November 22.

Actually, it will be two events, supplied material and two oral questions, and will be held on the same day and site as the interstate teams competition. A trophy valued at five guineas will be awarded to the winner. The "patient" will be provided by the general manager of the State conducting the competitions.

The various systems will be represented in the championship competition by the winners of the senior individual contest in each State. Any system not holding such a competition will be permitted to nominate a candidate, but he must have competed in an ambulance competition during the year.

Arrangements were made for South Australia to hold the individual championship contest in Adelaide last year, but unfortunately the interstate competitions as a whole had to be abandoned because of the railway strike.

## Revived Train Passenger

MR JACK ROSS, who was a member of Maryborough's No 1 Corps when it won the Australian championship in 1949, was called upon recently to give first aid treatment to a train passenger who collapsed in the refreshment rooms at Maryborough. Mr. Ross revived the man who was allowed to continue his journey to Mildura. Maryborough people are very proud of the achievements of the local railway ambulance men, and find it difficult to understand the apathy shown towards ambulance work by so many railwaymen in the district. Maryborough staffs have an opportunity to get the very best training in first aid as the instructor of the proposed new class is Mr. Les Kuffer, who is one of the most experienced ambulance men in the Commonwealth. It is therefore hoped that interest will revive in the movement at Maryborough and that sufficient recruits will come forward to enable the district to win further honours in both the State and interstate spheres of competitive ambulance work.

## Mr. Wunhyn's New Post

MR. JACK WUNHYN, Superintendent of Ballarat No. 2 Corps was recently appointed secretary of the Redan Football Club. Mr. Wunhyn is a former Footscray (League) and Yarraville (Association) player. His knowledge of first aid may well prove useful to him in his new activity.

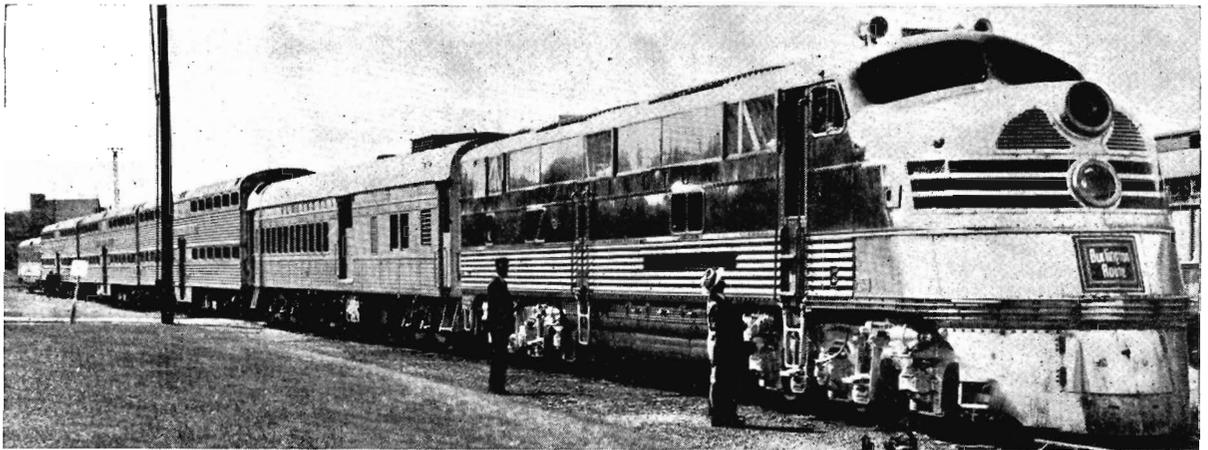
## Enthusiasm at Bendigo

FIRST aid classes at the Bendigo workshops and station have been started and progress is good. Mr. H. Latimer is in charge of the station class, and Mr. J. Smith is the instructor at the workshops. Judging by the enthusiasm shown by those who have already enrolled, Bendigo should become one of the important first aid centres.

## Class for Benalla

MANY competent ambulance men have been trained at Benalla. Within the next few weeks a first aid class will be formed there, and it is expected that, with the good type of men available, Benalla will soon regain the reputation it once held as one of the best training grounds in the State.

# Latest Developments in Double-deck Carriages



New double-deck suburban cars on the Chicago, Burlington & Quincy Railroad

**D**DOUBLE-DECK cars were introduced many years ago, particularly in Europe. Latest developments include the building of new double-deck cars in U.S.A. and Western Germany, and the abandoning of this type of car by British Railways.

The Chicago, Burlington and Quincy Railroad is buying 30 gallery-type air-conditioned suburban cars, which are being built by the Budd Company. The cars are of two arrangements: 25 are without toilets and seat 148 passengers; each of the other five has a toilet room and the seating capacity is 145 passengers. The cars are built of stainless steel. They are 80 feet long and weigh 132,380 lb. each. The doors are operated pneumatically from switches so arranged that the buttons control the opening and closing of a group of cars from a single station.

In Western Germany, new cars for semi-fast trains will be in service shortly. Each set consists of three double-deck

cars 73 ft. 6 in. long, with a total of 334 seats. There will be several upper-deck second class compartments, and one car will include a buffet compartment.

British Railways have carried out extensive trials of a double-deck train during the past 12 months, and have decided that it does not offer a satisfactory long-term solution to their problems. Double-deck cars in Britain suffer from certain physical disadvantages because of the small clearances within bridges and tunnels, and they can only be used on a limited number of sections.

—*Railway Age and Railway Gazette*

## Commonwealth Railways Diesel Rail-cars

**O**N its first long distance trial run recently, one of the new Diesel rail-cars cut 26 hours off the journey from Port Augusta to Kalgoorlie. Averaging 60 m.p.h., with a top speed at one stage of 89 m.p.h., the rail-car covered the 1,051 miles in 18 hours. The East-West express takes 44 hours for the same run.

The rail cars are now in regular service between Port Pirie, Port Augusta and Woomera. They have reduced the average travelling time from 8 hours to 3 hours, enabling many people from the rocket range to spend the week-end in Adelaide. The rail-cars are equipped with buffet meal facilities.

A photograph of this type of rail-car, which is built by the Budd Company of Philadelphia, appeared in the July 1950 issue of *News Letter*.

## Container For Small Consignments

**S**PEEDBOXES are the Missouri Pacific Railroad's gift to any company that ships in less-than-car-load lots.

The railroad owns them and lets them out to shippers free of charge. The object is to cut shipping costs and lessen damage. The speedbox is of aluminum reinforced with steel, and is mounted on casters. The standard sizes are 48-in. x 48-in. x 34-in. and 48-in. x 48-in. x 40-in—big enough to take care of a customer's entire order.

When the order comes, the shipper just wheels his speedbox down the line of bins in his warehouse, picks out the goods to be sent and puts them in the speedbox. There is no individual wrapping as the items travel in the packages in which they are stored. When the speedbox is packed it is sealed with a seal issued by the railroad, and is not opened until it gets to the customer. The railroad charges freight only on the contents, not on the weight of the speedbox.

—*Business Week*



Interior of Burlington car, showing lower deck seats and the upper galleries

## Guard's Son In Youth Contingent

**R**AYMOND HENRY WAY, who is a member of the *Sun* youth travel contingent touring England, is a son of Guard F. A. Way, of Castlemaine. Raymond, who was 14 on May 14, learned his three r's at the Toorongard, Malvern, Warragul, and Serviceton State Schools. He attended the Nhill High School before going to Castlemaine. Last November at Castlemaine High School, Raymond won a scholarship entitling him to four years' free schooling, with all text books supplied. He was successful in the written examination for the *Sun* youth travel scheme and the judges selected him as Castlemaine representative from four other lads.



Raymond Way

A younger brother, Allan, is at the Castlemaine Technical School.

## Mr. Remfry's Mission Overseas.

**W**HEN he retired as Chief Traffic Manager (Mr. M. A. Remfry) was given a special assignment to investigate existing accommodation at the Melbourne Yard, and plan for increased facilities that will be required to cope with the development and electrification of the Gippsland line.



Mr. Remfry studies Yard plans

Mr. Remfry progressed to a stage at which it was considered desirable for him to continue inquiry overseas to obtain the latest information on modern goods and passenger terminals in the United Kingdom and America. Accordingly, Mr. Remfry left Australia in April. He will do most of his travelling by plane and will be away for about four months.

In England, Mr. Remfry will inspect passenger terminals in London and the mechanical handling of goods at large centres, such as Birmingham. On his visit to the Continent he will study Switzerland's electrified railways and various aspects of traffic handling.

In Montreal, he will inspect what is considered to be the most modern hump shunting yard in the world. It cost about 12 million dollars (between £A5 and £A6 millions). Before going there he will see passenger and goods terminals in Chicago and New York.

## Coburg's New Australians

**M**R. T. Bennett and Mr. C. V. Murray, A.S.M. and booking clerk, respectively, at Coburg, have followed the example of Stationmaster Hanstein, of Richmond, and are learning German. Not that this is necessary for them to understand the two New Australians on the staff, as both men speak English fluently. One, Mr. B. Gottlieb, an Austrian, speaks seven or eight languages. The other, Mr. Andrej Sura, a Czech, is a most efficient porter. During the war he was in various German labour camps and was at Bremen when it was heavily bombed by Allied planes. Both men are popular with the staff and the travelling public.

## New Manager at The Chalet.

**M**R. ALFRED RUBELO, who has been appointed Manager of The Chalet, Mt. Buffalo National Park, has had long experience in catering and hotel management. He served his apprenticeship in leading hotels in France, Italy, Germany and America, including the famous Waldorf-Astoria.

After wandering round the world, he came to Australia and settled in Adelaide. In partnership with his brothers he owned and managed the leading restaurant there, but closed it in 1914 when they all enlisted in the A.I.F.

Returning to Australia in 1919, in indifferent health, he was advised to travel. Accordingly, he took the opportunity to study overseas catering methods. When he again returned to Australia, he joined the Victorian Railways Refreshment Services Branch as a manager.

He has, at various times, managed nearly every one of the refreshment rooms in the State. For about 10 years before going to The Chalet he had been at Seymour.

Mrs. Rubeo is a World War 1 bride. She was attached to the Canteens Section of Australian Army Headquarters in London.



Mr. Rubeo

## Chief Architect Retires

**M**R. L. E. MAY, Chief Architect since 1947, retired recently. He served his articles with the late Mr. Charles D'Ebro, well known Melbourne engineer and architect, and joined the Department in 1907 as a supernumerary draftsman in the architects' division. He was appointed to the permanent staff in 1913. In recent years Mr. May was mainly concerned with the department's housing projects and improvements to station buildings and equipment. He took an active part in the preliminary planning of the De Graves-st. sub-way and the new Richmond station.

At a farewell to Mr. May, the Engineer of Maintenance (Mr. H. R. Tonkin), in the absence of the Chief Civil Engineer (Mr. A. P. Taylor), presented him with a crystal cabinet and wallet.

Mr. May has been succeeded by Mr. S. Steel, who joined the architects' division at much the same time as Mr. May.

THE return of a lost umbrella prompted Professor W. A. Osborne, of Kangaroo Ground, to commend the courtesy and efficiency of railwaymen. Recently the professor was a passenger on the 8.52 p.m. train from Princes Bridge to Eltham. While he was being driven home in a car from the station, he suddenly remembered that he had left his umbrella in the train. The driver returned, but the train had left on its return journey. However, the stationmaster telephoned all information about the umbrella down the line. The next train to Eltham brought the umbrella back, and, later, the professor collected it.

The practical illustration of railway service and courtesy apparently impressed the professor, who wrote to the Secretary: "When there is the slightest grievance I imagine you are informed. I think it only right to let you know when the opposite occurs. In a long association with the Eltham station, I have invariably had the same happy experience—courtesy, promptness and efficiency."

### Bendigo Veteran

LEADING Porter P. Liddy is a true-blue Bendigonian. He was born in the golden city in 1886. It was only natural that he should gravitate to the railways, as his first job was at the railway bookstall, and the passing railway parade fascinated him. He joined the Department on February 13, 1905, as a messenger, and three years later was transferred as a shunter to Korong Vale. Five years later he returned to Bendigo. He injured his knees in a shunting accident and was given leading porter duties. In 1920, he went to Castlemaine as head porter, and nine years later returned again to Bendigo, where he has been ever since.



Mr. Liddy

Bendigo, where he has

### Richmond Railway Station in 1905

THIS photograph was taken on No. 1 platform, Richmond, in August 1905, when there were two stationmasters there: one for each shift. The picture was taken to mark the retirement of stationmaster Mr. J. Kiernan, who was the father of the late Mr. J. Kiernan, A.S.M. at Caulfield. A son of the other stationmaster in the group, Mr. E. Nicholl, S.M., retired recently. The photograph was supplied by Mr. F. Biehl, Traffic Branch, Head Office. He was a junior clerk, aged 14, when stationed at Richmond. He is now a rates clerk.

Left to right—back row: Messrs. F. Biehl (clerk), J. Gorman\* (clerk), L. O'Brien, L. Collins\* (clerk), E. Anderson (block recorder), G. West (clerk). Centre: A. Davidson (signalman), D. Smith (clerk-in-charge), J. O'Brien\* (clerk), H. Miller\* (porter), P. Daly (porter, now at Spencer-st.), W. Poplewell (porter), F. Thomas (porter), M. Heffernan (S.M. Essendon, retired recently, now instructor for New Australians), A. Hodge (signalman), W. Bull (signalman). Front row: J. Dunn (porter, killed in accident at Flinders-st.), F. O'Dea\* (porter), W. McPherson\* (ticket checker), J. Kiernan (S.M.), E. C. Nicholl, (S.M.), J. Holberry (porter), W. Edwards (ticket checker), E. Emmett\*, E. Cliff (porter).

\* Since died.



ONE of the most popular railway personalities at Bendigo is Mr. C. A. Hicks, who retired from the Department in 1948, but could not get railroading out of his blood.



Mr. Hicks

He is back with the Department again; this time in the goods office. Mr. Hicks joined the service on March 19, 1900, as a lad porter at Eaglehawk. He has been shunter, signalman, goods guard and passenger guard at Bendigo. But, his big railway interest has always been safeworking, and for more than 30 years he has been instructor at the Bendigo V.R.I. Even when he retired, he carried on with this work. His colleagues say that he has coached nearly 1,000 men for safeworking certificates. Stationmasters, train controllers, guards, porters, shunters and goods shed staff are indebted to Mr. Hicks for the pains he took to explain the intricacies of safeworking to them in their early days. His home is an open house to all railwaymen who occasionally drop in to discuss a problem or get advice.

### Fay Gets Her Doll

THE story in March *News Letter* of Fay Bryant, the little girl from Yallourn who lost her doll, had an interesting sequel. A "bob in" collection to buy Fay a new doll was made by a section of Head Office staff. The doll was bought and sent to the stationmaster at Yallourn (Mr. W. J. Prior), who volunteered to deliver it personally to the little girl.

Describing the handing over of the doll to Fay in a subsequent letter, Mr. Prior wrote: "The eagerness and excitement with which the parcel was speedily opened, the hesitation before the last wrapper was lifted, the gasp of astonishment, and the sparkle of blue eyes as Jennifer was so carefully lifted out were your reward. You have made a little girl very happy. Jennifer's bed—a small miniature—fits her as if made to order. Incidentally, clippings from the papers and a copy of *News Letter* will eventually find their way to England."

Fay's father, who is on the fire brigade staff at Yallourn, came to Australia from England about two years ago. He regards the gift of the doll as "a typical Australian gesture."

## Victoria Wins Tintara Cup

VICTORIAN railway golfers have retained the Tintara golf cup, which they won at the previous carnival at Adelaide in 1949. Victoria has now won five out of the seven contests for the trophy.

Eighty golfers, some of whom were accompanied by their wives, took part in the May tournament. Teams were entered by New South Wales, South Australia, Queensland and Victoria. Although they did not nominate a team for the cup competition, Western Australian railwaymen, for the first time, played in some of the other events.

Although play during one or two afternoons was somewhat marred by bad weather, a high standard of golf characterized the competition. In the first round New South Wales defeated Queensland by eight matches to three. Victoria defeated South Australia 11-0, and in the final beat New South Wales by eight matches to three. The Victorian team comprised Messrs. T. Kelly, J. Barker, L. Jones, M. Lynn, C. Markham (Melbourne), A. Leitch, F. Findlay (Ballarat), L. Barlow (Hopetoun), J. Roche (Numurkah), J. Manning, I. Dawkins (Benalla).

Alec Leitch, signalman, of Ballarat, played some magnificent golf to win the Australian championship. The championship course at Kingston Heath fully tested the capabilities of the competitors. The event was played over 36 holes, and Mr. Leitch's winning rounds were 76-85-161. He played par golf to head the field in the first round. All his shots were well executed and he was very accurate on the greens. But for heavy rain that fell during the second round, the Ballarat champion would probably have returned an even better card.

His closest rivals were Ron Hertrick (Queensland) and Jim Barker, former stationmaster at Bentleigh. They each had a score of 164, three strokes behind the winner. As can be seen from the scores, Mr. Leitch was pressed hotly by his two rivals, but his consistency enabled him to win the championship. He had previously won it at the last interstate golf tournament in Adelaide.

Mr. Vin O'Brien, stationmaster at Canterbury, completed a fine double in the minor events' section. After winning the veterans' cup, he partnered Mr. E. Shadow, of New South Wales, to win the final event, an 18 holes four-ball-best-ball contest.

The visiting interstate golfers warmly praised both the organization of the carnival and the hospitality of Victorian railwaymen. They were given welcome and farewell dinners and the list of entertainments included a motor tour of the Acheron Way and a cabaret ball. It was, they said, one of the best carnivals ever held.

Suitably inscribed Jubilee medals were presented to Mr. T. Kelly the captain of the Victorian team which won the Tintara Cup, and to Mr. Leitch, the Australian singles champion.

Mr. Commissioner Meyer, himself a golf enthusiast, took a keen interest in the carnival. He welcomed the visitors to Melbourne and was at the farewell dinner and smoke social at the V.R.I. hall at the end of the tournament. Mr. Meyer said that interstate sporting fixtures helped to create friendship and goodwill and make the job better for all concerned.

## Ararat's New Sport Centre

WHEN its new bowling green and porous tennis courts are ready, Ararat V.R.I. centre will have one of the finest out-door playing areas in the Wimmera. A concrete retaining wall was built across the sports area to enable the green and tennis courts to be built at different levels. A bulldozer was used for three days to level the ground. More than 300 cubic yards of ash will be used for a porous bed under the bowling green and 300 cubic yards of



Cricket Grand Final

loam as a filling. The whole will then be top dressed for sowing. When the bowling green is built a start will be made on the new tennis courts. The works foreman, Mr. F. Carpenter, and Mr. C. D. Allpress, who have organized voluntary labour, have been appointed provisional president and secretary, respectively.

## Football Season Starts

THE football competition for the Commissioners' Cup has started, and players and officials are expecting a successful season. Players are training hard to find form early in the hope of earning selection in the interstate side which will go to Adelaide in August to compete for the Glick championship trophy, which is at present held by South Australia. The inter-club matches are played on the Ransford Oval, Royal Park, on Tuesdays and Thursdays.

## Hamilton Man's Success

DURING last year's railway strike, Greg Doherty, of Hamilton, employed his time profitably (as subsequent events proved) by concentrating on improving his running style. At the Stawell gift meeting, Greg, running off the 140 yds. mark, won the two-mile Grampian Stakes in 9.11 by a good 100 yards. From 11 starts he has seven wins and two seconds and hopes to win nine races before the track season ends.

## Boxing and Wrestling

THE V.R.I. open and novice boxing and wrestling competitions will begin on June 18. A good entry is expected for the various events, which will be held over a period of four nights.

## V.R.I. Ballot

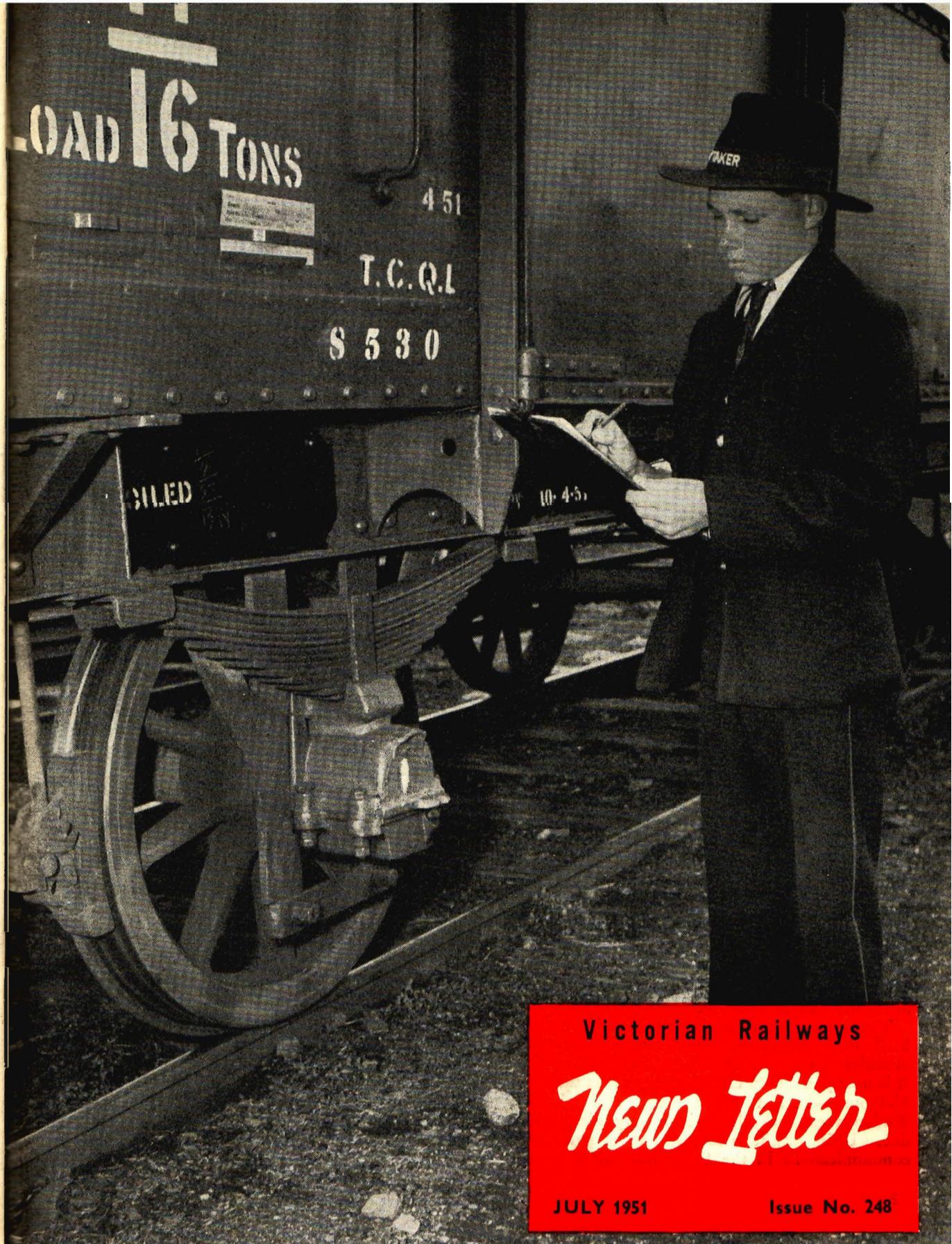
THE Council of the V.R.I. told members in a circular letter recently that it would be impossible to maintain the existing high standard of service with present subscriptions, which are 8d. (metropolitan), 7d. (country centres) and 6d. (country). Members were asked whether they would agree to a lower standard of service, or to a slight increase in the subscription fee. In a subsequent ballot of the 14,000 members entitled to vote, only about 760 voted against higher subscription fees.

## HOWLERS

A baby becomes a boy or girl when it is christened.

In special circumstances an uncle can be a father.

Heredity means if your grandfather didn't have any children, then your father probably wouldn't have had any, and neither would you, probably.



Victorian Railways

# New Letter

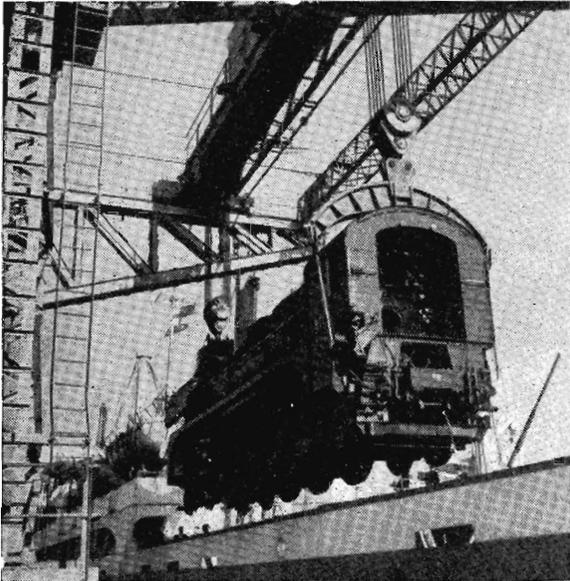
JULY 1951

Issue No. 248

# THE MONTH'S REVIEW

## R class Locomotives Arrive

THE first four of the 70 R class locomotives made by the North British Locomotive Co., Glasgow, and designed by the Department's engineers under the supervision of the Chief Mechanical Engineer, arrived in Melbourne last



month. The special crane that was imported from England to handle the N class unloading was again used for the R class. The new fast passenger locomotives were towed to Newport Workshops to be examined and prepared for the road.

## Teleprinter Service

THE carrier telephone and teleprinter services, which came into operation last month, will greatly improve Departmental communications in the North-eastern district. The duplex teleprinter service between Melbourne and Sydney, which replaces the hand operated duplex morse system, will enable Sydney and Melbourne to send messages simultaneously. In addition, multiple business messages can be sent simultaneously from Melbourne to Albury and Sydney, from Albury to Melbourne and Sydney and from Sydney to Albury and Melbourne.

The equipment, which is now operating between Melbourne, Seymour, Benalla and Albury also provides direct services between those points. It is now possible to call Wangaratta, via the direct Melbourne-Benalla trunk line, and similarly Wodonga can be called via Albury direct trunk line. Ultimately it is intended to re-arrange the communications in the Goulburn Valley district.

## Superphosphate's High Priority

AT the annual conference of the Victorian Dairyfarmers' Association in Melbourne last month it was alleged that railway trucks were being used to carry beer at the expense of superphosphate.

The truth is that, under restricted goods services which have been in operation since the latter part of February, the rail transport of beer has been cut heavily. About 600 tons have been diverted each week to road transport. As a result, full truck-loads of beer railed now total 75 a week, compared with an average weekly dispatch of 600 trucks of superphosphate. Small consignments of beer share trucks with general goods. Even if all beer loading were cancelled it would make little difference to the superphosphate traffic. Incidentally, farmers have been reminded that, if they had responded to the appeal to order superphosphate in July, August and September last year, when, in these slacker railway months ample trucks were available for superphosphate, there would have been no difficulties in the fertilizer situation.

## More Engines to Burn Brown Coal

THE success of brown coal fuel that locomotive X32 has demonstrated in passenger and goods work has stimulated decision to equip 28 X class engines to burn it. In parallel, 130 CK waggons to transport the brown coal dust and ten overhead hoppers will be built. Plans are already in hand to convert an N class engine to brown coal firing and to put it into service next year. The joint fuel needs of X32 and the N to be converted will, it is understood, be met by the S.E.C. Meanwhile, departmental and S.E.C. engineers have been conferring on the brown fuel supply for the remaining X class engines, as they are progressively converted. From this has emerged an estimate that sufficient fuel will initially, in 1953, be available for 15 engines; provided that the equivalent in alternative fuel is given to the S.E.C. (such as slack and other coals unsuitable for locomotives). The brown coal supply will be at the rate of 30,000 tons a year, which will be increased to 60,000 tons in 1954, or enough for 30 engines.

## OUR FRONT COVER

There was no prouder lad in the Victorian Railways than 15-year-old Keith Albert Brook, of Long Gully, when he began his first day in the service as number taker in the Bendigo shunting yards, recently. Keith is held in high regard by his stationmaster, Mr. A. L. McLeod.

# VICEREGAL CAR

*The new viceregal car, which will be used for the Royal Family's tour of Victoria next year, is an extremely comfortable home on wheels.*

**C**RAFTSMEN in Victorian Railways' workshops have always been renowned for their skill and high standard of work. "If it's railway made, it's well made," is more than a mere slogan. It is something that is recognized throughout industry.

The new viceregal car, the fifth of the "State class" to be produced, is a perfect example of the art of the craftsman. Into its production has gone a great deal of thought, careful planning and meticulous attention to detail. All of which is most refreshing in these days of mass production when so many of the things we eat, wear and use come off the assembly lines.

The car, externally painted a gleaming, highly polished Victoria red, comprises a kitchen, saloon with buffet, two state-rooms, each with bathroom, two staff rooms and a shower room. It is air-conditioned and has modern-type fluorescent lighting which gives a subdued and pleasant effect to the light pastel ceilings.

The royal coat of arms, which appears on each side of the car, is a transfer imported from Canada, where similar transfers were used on the last royal tour of that Dominion. The arms on the previous Victorian state car was hand painted.

An outstanding feature of the new car is the kitchen—a housewife's dream. It can be kept



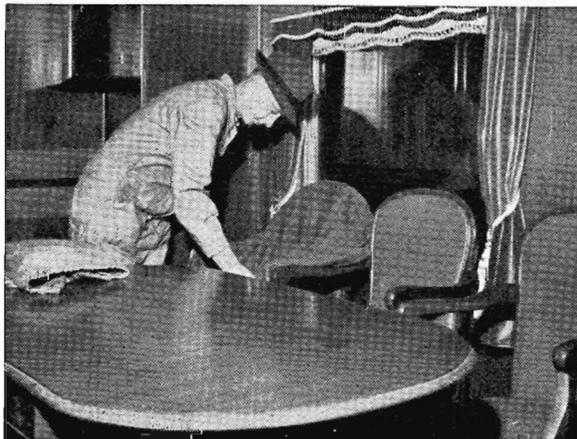
spotless, as stainless steel has been used wherever possible.

In the kitchen not a foot of space appears to have been wasted. In the spacious built-in cupboards are kept brooms, mops and a wide variety of kitchen utensils. They are securely fastened with clips to prevent rattle.

In a small glass cabinet wine glasses fit snugly into shelves. The neatly designed slow combustion stove is fuelled with briquettes, and provides the hot water for the 60-gallon storage tanks. In addition to the usual cooking facilities, the stove also supplies hot water, which is circulated to bathrooms, shower, hot press and kitchen sinks. An electric refrigerator of 21 cubic feet capacity is fitted in the kitchen, as is a filter for drinking water. Provision has also been made for an electric toaster. An ironing board and a serving table have also been provided. They can be attached to the wall by means of standard clips and sockets.

The combined saloon and buffet compartment has been furnished tastefully. The mushroom wall-to-wall carpet and rose coloured velvet curtains, with gold tassels, give a most pleasing effect. In this compartment, which is panelled in Queensland silkwood, there are two easy chairs, four green upholstered chairs, a dropside table and a built-in buffet. Again, care has been taken to eliminate noise and breakages. The crockery is stored in stainless steel nests which are lined with cabinet cloth.

Panelled in silver ash, the two state-rooms are very fine examples of the art of car construction. Each contains a single bed, with overhead reading



Arranging furniture in state-room.

lamp and folding trinket shelf, dressing table and chair and built-in wardrobes.

Portable showers, including a special shampoo shower, which is fitted above each porcelain pedestal wash-basin, are a feature of the cream coloured bathrooms, off the two state-rooms.

The viceregal car was thoroughly tested, particularly the air-conditioning plant, on a long run to Tocumwal. Its performance completely satisfied the Department's engineers, who, working under the supervision of the Chief Mechanical Engineer, were responsible for its design.

No one is more enthusiastic about the new viceregal car and its equipment than electrical mechanic Mr. S. J. Crew. In his 32 years' railway service he has travelled a great deal in state cars and thinks that number five compares more than favourably with those previously built. Mr. Crew has travelled with the Duke of Gloucester, Lord Huntingfield, Lord Gowrie, Sir Winston Dugan, Sir Dallas Brooks, Sir William Irvine and Sir Isaac Isaacs. "On the train we are one big happy family," says Mr. Crew. He recalls that on the state car which brought the Duke and Duchess of Gloucester and Prince William from Albury to Melbourne a few years ago, the little Prince became bored with his toys and wandered into the kitchen. He persuaded the conductor, Mr. J. Freeland, to give him some ash trays, with which he played happily for the rest of the journey.

In a letter to the Chairman, Colonel R. W. Spraggett, Private Secretary to the Governor (Sir Dallas Brooks) says: "His Excellency has asked me to write and inform you that the new viceregal coach proved to be an unqualified success during his visit to Mildura. Everyone who saw it was most impressed, as indeed they should be; as throughout it shows such high quality of workmanship. I also understand that the arrangements made by the local railway authorities at Mildura proved to be extremely good, and all these factors contributed to making the tour a very happy one."

## ORIGINS OF STATION NAMES

**ALEXANDRA** : named in honour of Alexandra, Princess of Wales.

**COCKATOO** : The name was applied when gold was discovered there. It was suggested by the presence of large flocks of sulphur-crested cockatoos.

**EUROA** : from the aboriginal *Eurawa* meaning push, shake, thrust. When the sheep station there was owned by Mr. Kirkland, in 1848, the name was spelt *Urowa*. In the early 'fifties, when held by Mr. Forlonge, it appeared as *Eurowa*.

**GRANITE** : so called because it is a siding for an adjoining granite quarry.

**INGLSTON** : takes its name from the estate of the late Peter Inglis.

**TARWIN** : named after the Tarwin River. *Tarwin* is an aboriginal name signifying thirsty.

## The things they say

IF the day ever comes when the men and women of our Western civilization desert completely the historic concept of man as a child of God with freewill and an immortal soul—if the day comes, in short, when, we too, go over to "scientific materialism"—on that day not all our oil or gold in the ground nor our assembly lines, nor our air forces, nor our navies, nor even our sole possession of the atomic bomb, shall save us . . . On that day freedom will perish in the totalitarian night of the world.

—Clare Booth Luce

\* \* \*

There's no time like the pleasant.

—Mark Twain

\* \* \*

A cold is both positive and negative : sometimes the eyes have it and sometimes the nose.

—William Lyon Phelps

\* \* \*

How should you treat the new chum who asks so many questions? He is new to railway work or new to the country. If he didn't ask questions you would think him disinterested. Give him all the answers you can and if you find yourself stuck occasionally, well, it's worth looking up, isn't it?

—Rhodesia Railways Booklet

\* \* \*

Put all your eggs in one basket—but watch the basket.

—Mark Twain

\* \* \*

Flattery is the most imitated form of insincerity.

—Henry A. Courtney

\* \* \*

A friend is somebody who knows all about you, and likes you just the same.

—Contact

\* \* \*

The test of good manners is to be able to put up pleasantly with bad ones.

—Wendell Wilkie

\* \* \*

Wisdom is the right use of knowledge. To know is not to be wise : but to know how to use knowledge is to have wisdom.

—Spurgeon

\* \* \*

It wasn't until quite late in life that I discovered how easy it is to say, "I don't know."

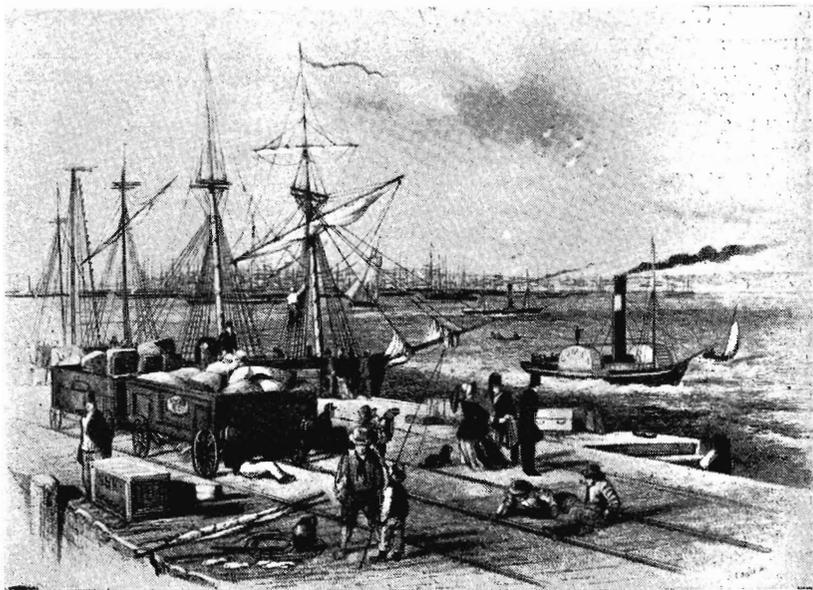
—Somerset Maugham

# EARLY PRIVATE RAILWAYS

## I. Melbourne and Hobson's Bay Company

★

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



The railway pier at Sandridge, 1855

THE Melbourne and Hobson's Bay Railway Co. was formed in August 1852, with a capital of £100,000. It was to construct and operate a line,  $2\frac{1}{2}$  miles long, from Flinders-st., Melbourne, to The Beach at Sandridge (now Port Melbourne). An Act of Incorporation, authorizing the railway, was passed by the Legislative Council and assented to on January 20, 1853.

Construction of the line commenced immediately, and engines, rolling stock, rails and machinery were ordered from England. Local contracts were let for the permanent way embankment, a wooden bridge over the Yarra, and a pier at Sandridge.

As work proceeded, costs greatly exceeded the estimates because of the scarcity of labour due to the gold-rush. The Company was, therefore, compelled to double its capital. Extensions and improvements to the railway required further increases to £500,000 during the next 10 years.

When the railway was ready for traffic, the engines ordered from England had not arrived and were not expected for several months. To avoid a protracted postponement of service, a locally built passenger engine was ordered. This engine was designed by James Moore, the company's engineer, and built by Robinson, Martin and Smith, with a boiler constructed at Llangland's Port Phillip Foundry. It was completed in 10 weeks at a cost of about £2,500, and was tested on September 9, 1854—Australia's first orthodox locomotive.

The official opening of the line on September

12, 1854, was a gala occasion for Melbourne. Thousands assembled at Flinders-st. station and along the track to watch the country's first train. Public traffic commenced the following day.

During November 1854, the Company inaugurated a bay ferry service from Sandridge railway pier to Williamstown. Trains connected with the steamer *Comet* on an hourly schedule and with a through fare of 3/- each way between Melbourne and Williamstown. This combined service continued for 75 years, until 1930, when the bay steamer service was withdrawn. In January 1855, arrangements were made for a morning and afternoon train to connect with the steamers *Duncan Hoyle* and *Citizen* for Geelong.

The first year's operations of the railway returned a dividend of 8 per cent. to the shareholders, who decided to build a branch line to St. Kilda. This was opened on May 13, 1857.

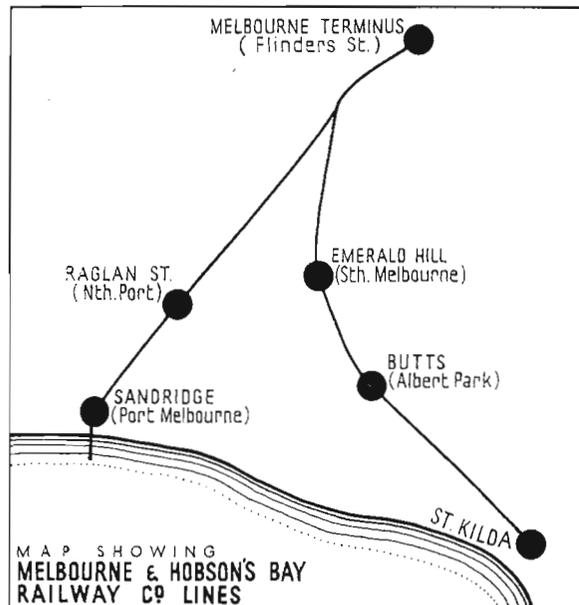
Considerable improvements were made to the lines during the next three years, including a complete renewal and duplication of the tracks to Sandridge and St. Kilda, the building of a new wooden bridge over the Yarra, additions to Flinders-st. station, and the connexion of the Yan Yean water supply to the railway pier at Sandridge to provide water ballast (instead of stone) for shipping. An innovation by the Company was the parcels express delivery, with horse-drawn vans, from St. Kilda and Brighton stations to the surrounding districts. This operated during April and May 1860, but financial loss brought early

discontinuance.

The St. Kilda and Brighton Railway Company's line, opened on December 19, 1859, was regarded by the Hobson's Bay directorate as an extension of their St. Kilda branch line. A mutual benefit arrangement was made whereby the Hobson's Bay Company worked the Brighton line, providing the necessary engines and rolling stock. After about a year, the Brighton Company purchased two Hobson's Bay engines and six carriages, and took over operations with their own staff.

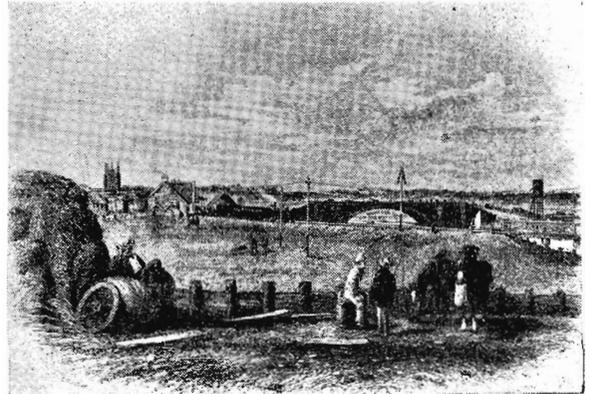
On two occasions, floods in the Yarra caused serious interruptions to railway traffic. In September 1857, the Sandridge line was closed for some days owing to flood waters washing away 20 feet of the railway embankment on the south side of the river. The great flood of December 14-15, 1863, suspended service to Sandridge and St. Kilda for six days.

The charter of the Melbourne and Suburban Railway Company, whose lines to Hawthorn and Windsor commenced at Princes Bridge, gave power to join with the Hobson's Bay line, but a proposal by the latter company to effect this was rejected in 1860. These proposals were renewed in 1864 when the financial affairs of the Melbourne and Suburban Railway Company were in a desperate position, and an agreement to amalgamate the two companies was adopted towards the end of the year. The St. Kilda and Brighton Railway Company was bankrupt, and its absorption into the other two systems was sought. Parliamentary approval was given to the amalgamation of the Hobson's Bay and the Melbourne railways as from June 30, 1865, under the name of the Melbourne and Hobson's Bay United Railway Company. Approval was also given to the sale of the St. Kilda and Brighton Railway to the new company



as from September 1, 1865.

The affairs of the Melbourne and Hobson's Bay Railway Company, as such, were wound up at a final meeting of shareholders on December 5, 1865. Capital expenditure on the railway totalled £502,000, of which the Sandridge line had absorbed £388,000 and the St. Kilda branch £114,000.



Princes Bridge and Melbourne Terminus, 1854

### Best Kept Departmental Residences

THE first-prize winners in the competitions for best kept and most improved departmental residences were as follows. Best kept residence—Stationmaster J. Kirk (Metropolitan); Repairer G. Proctor (Eastern and South Eastern); Gangers P. L. McGowan and R. L. Churchett, equal first, and divide second prize (Seymour); Ganger C. J. Blackshaw (Bendigo); Chargeman H. Stevenson (Ballarat); Asst. Stationmasters W. D. Brown and G. Milson, equal first and divide second prize (Geelong).

Most improved residences (with piped water supply)—S. Gatekeeper J. Mellingue (Spencer-st. and Laurens-st.); Guard D. Sutherland (Flinders-st.); Repairer H. Smith (Oakleigh); Repairer W. S. Stevens (Sale); Guard F. Goldsmith (Korumburra); Signalman G. R. McCarthy (Seymour); Ganger J. Russell (Shepparton); Ganger E. V. Hancox (Wangaratta); Ganger R. McIntosh (Bendigo No. 1); R. M. Driver T. H. Lowe (Bendigo No. 2); Repairer L. A. Knersch (Bendigo No. 4); Ganger R. J. Jayne (Ballarat); Lineman J. Parker (Maryborough); Skilled Labourer J. Turner (Ouyen); Ganger K. J. Kelly (Geelong); Ganger B. Gublin (Warrnambool); Repairer C. I. T. Smith (Hamilton); Ganger G. H. James (Ararat); Signalman J. R. Rowland (Dimboola).

Most improved residences (without piped water supply)—Repairer R. K. Hodge (Flinders-st.); Repairer R. H. Potter (Oakleigh); Ganger H. R. Smith (Sale); Repairer R. Anlezark (Korumburra); Ganger A. Maxwell (Seymour); Ganger W. F. Betson (Wangaratta); Ganger R. E. Taylor (Bendigo No. 1); Repairer E. G. Morgans (Bendigo No. 2); Ganger J. F. Bromilow (Ballarat); Ganger T. White (Geelong); Repairer J. Meade (Warrnambool); Repairer G. Goodes (Hamilton); Ganger H. Williams (Dimboola).

A complete list of prize winners appeared in Weekly Notice No 22.

\* \* \*

A lady passing through the barrier at Spencer-st. remarked to a New Australian,

"It's a nice day."

Receiving no reply, she said it again, and was surprised by the answer:

"I do not know. Ask the Man-in-Grey."

# UP HILL — AND DOWN

*The ideal railway line for low cost both of building and operating is, of course, one that is straight and level. A gradient of 1 in 11 is the limit of adhesion traction; for steeper grades than that either rack or cable railways must be used.*

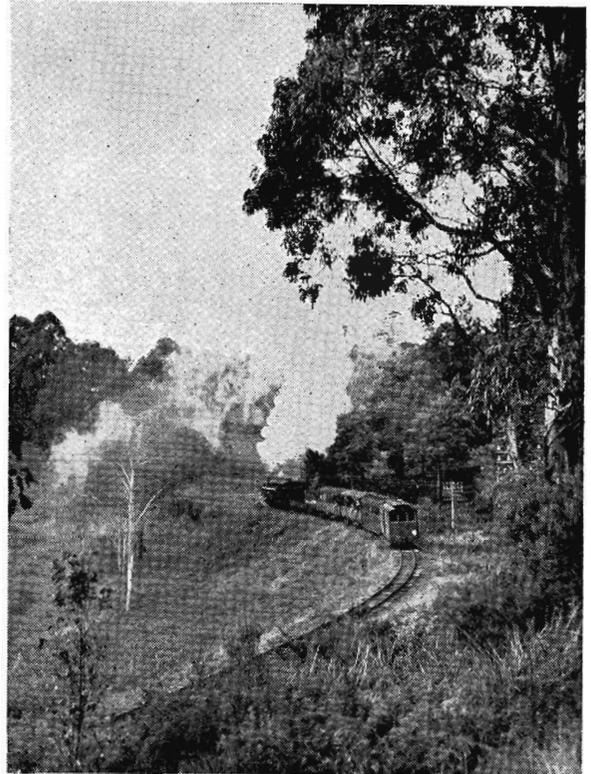
THE best example of trains running up hill and down is to be found in Switzerland, where a gradient of 1 in 40 is an average main line. On one line, however, the grade is as steep as 1 in 14, and this is worked by electric trains.

In Victoria, where much of the country is undulating or mountainous, many of the lines were built with comparatively steep gradients. To have done otherwise would have entailed an enormous capital outlay on cuttings, embankments, tunnels and viaducts. The traffic then offering would not have justified such a course.

As a result, there are gradients which are as steep as 1 in 30. The ruling gradient for main lines in Victoria is 1 in 50, but the Ingliston Bank is actually 1 in 48 for a long stretch. In the 11 miles between Rowsley and Ingliston, the track climbs 987 feet.

The branch line to Cudgewa is remarkable for the long climb up to Shelley (the highest station in Victoria—2,562 feet) in both directions. This includes one short section of 1 in 30, several of 1 in 34 or 35, and quite a stretch of 1 in 39.

The effect of such gradients on train operation is indicated by the table of tonnage loads for goods trains. For example, on level track an X class locomotive can haul 1,845 tons at a higher speed than it can haul 650 tons on some sections of the north-eastern and Serviceton lines. Similarly, a K class locomotive can haul 1,305 tons faster on level track than it can haul 180 tons on either up or down trains to Shelley. Even on the main north-eastern line the load of a K is restricted, on several sections, to 390 tons.



On the Gembrook line

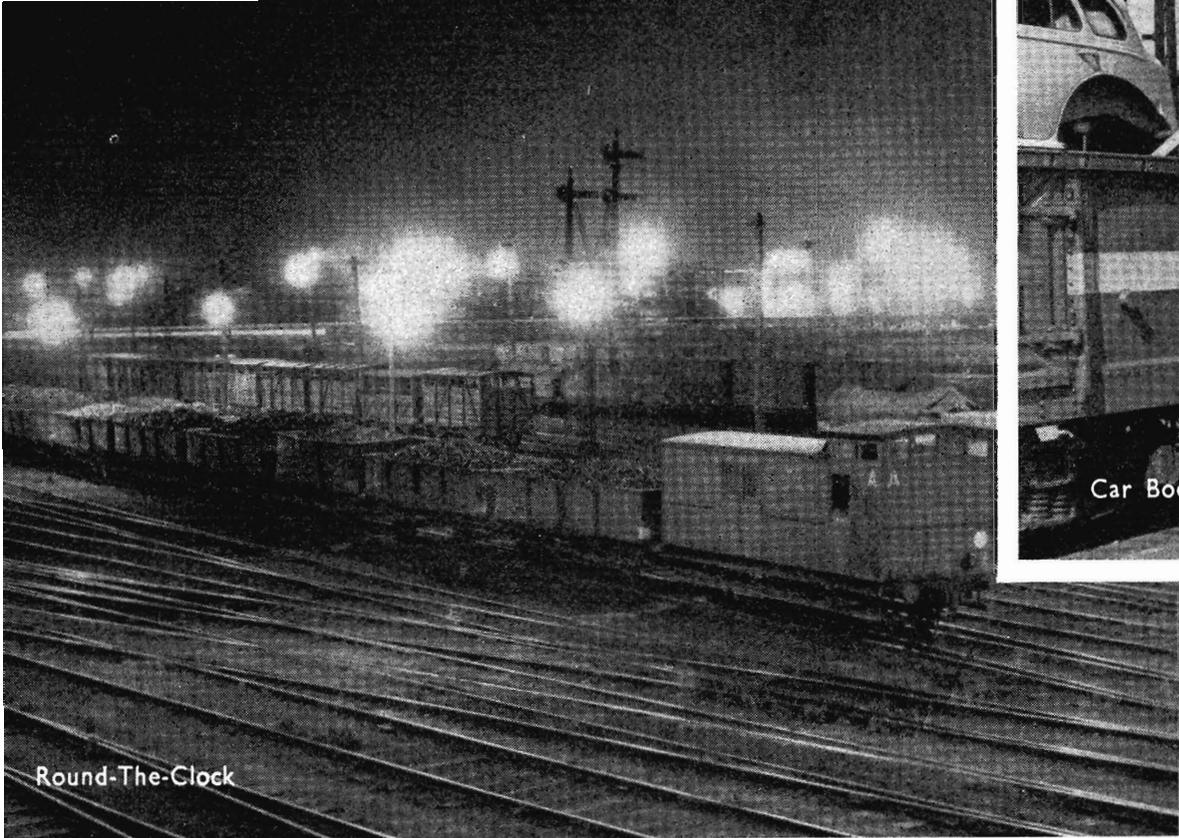
To negotiate steep gradients, therefore, it is necessary for a heavy train either to be divided or helped by an extra engine. This means that, at the various locomotive depots, there must be a sufficiency of engine power available for banking duties; otherwise traffic could not be handled quickly enough.

The narrow gauge lines, generally, have a surfeit of grades and curves, for they have usually been built in mountainous country. They feature grades of 1 in 30, but the Wangaratta to Whitfield line is an exception as it runs through easy country and rises in a gentle slope without any steep climbs. On it, the load of an NA class locomotive is 265 tons over the whole line in either direction. On the other narrow gauge lines, the load of these locomotives is limited, on certain sections, to 70 tons.

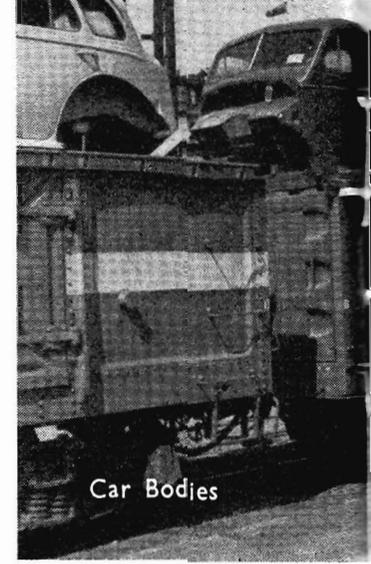
Some Victorian gradients are being eliminated or reduced in steepness where traffic is particularly heavy. This was done on the Serviceton line, some years ago, and is now being carried out on the Gippsland line. However, this is costly work and on many lines with light traffic the trains will continue to run up hill and down.



Climbing the Macedon bank

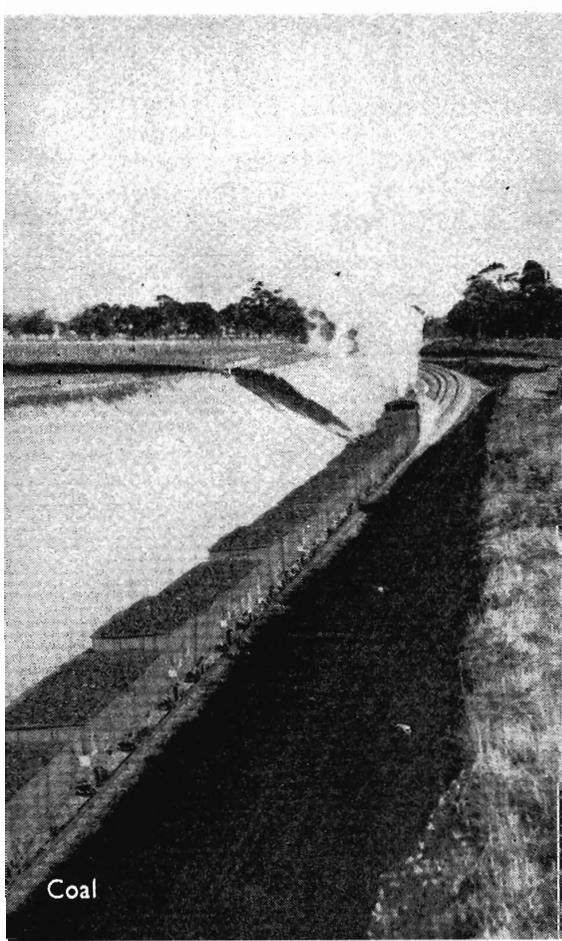


Round-The-Clock



Car Bodies

C OAL  
pho  
for  
the table  
is carried  
moved m  
traffic rec



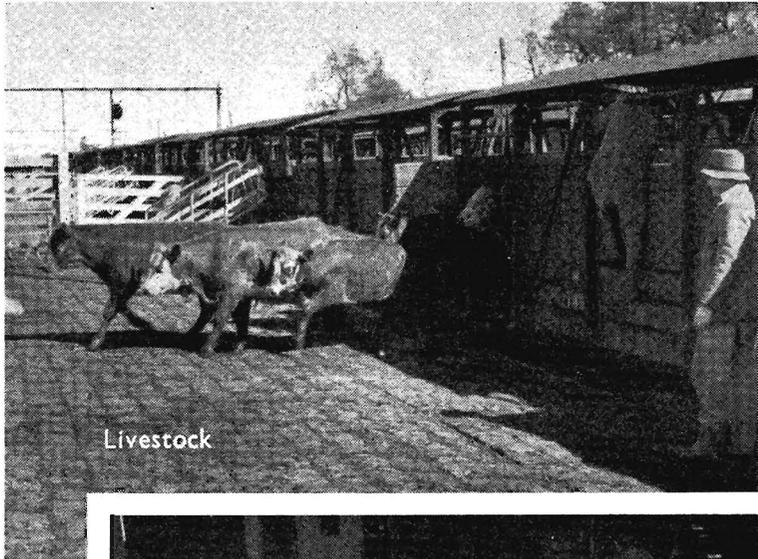
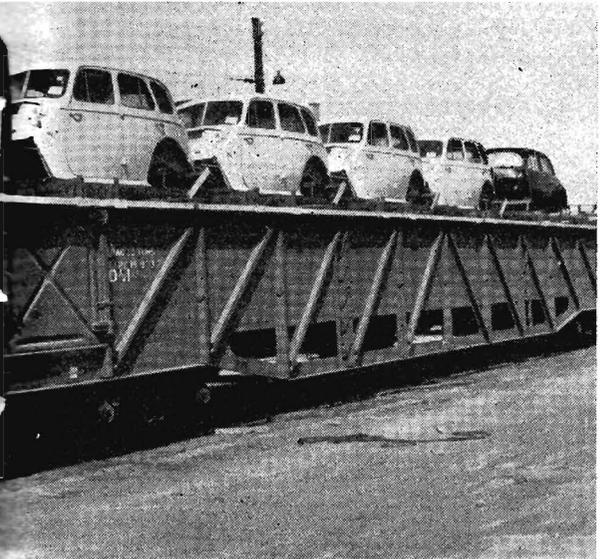
Coal



Wheat



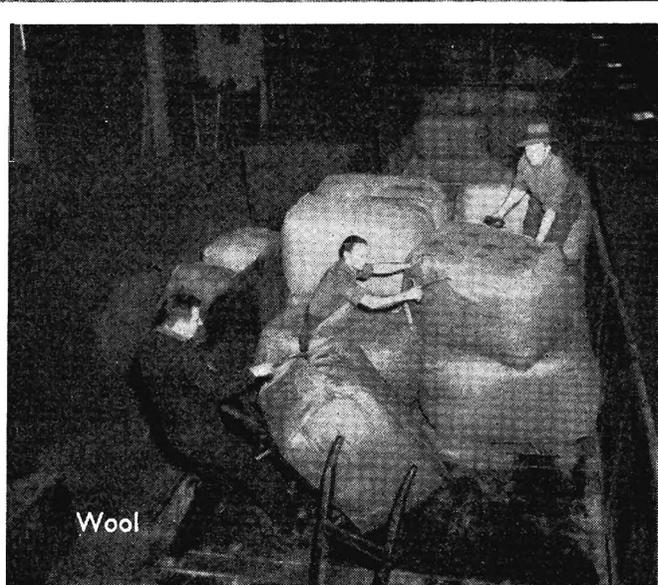
Firewo



Livestock

# FREIGHT

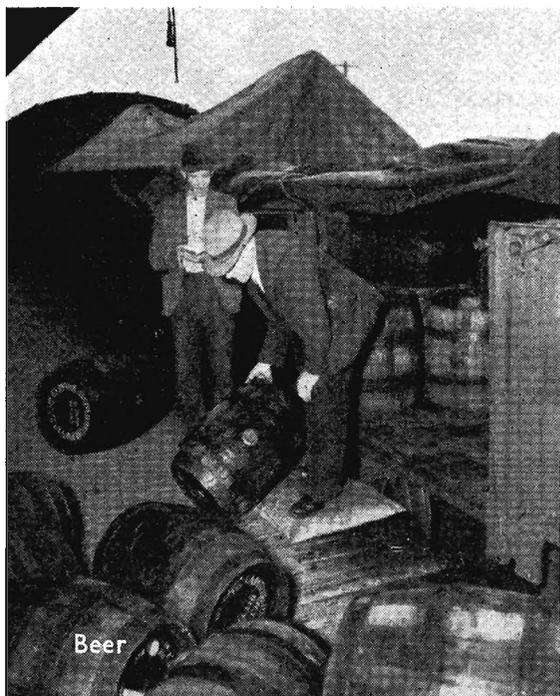
to generate power for industry, light and the tele-  
e, wheat for bread, timber for new homes, firewood  
winter warmth, fertilizers to enrich the soil, food for  
in fact practically everything we eat, wear and use  
by the Victorian Railways. Last year the railways  
re than eight million tons of goods and several new  
ards were made.



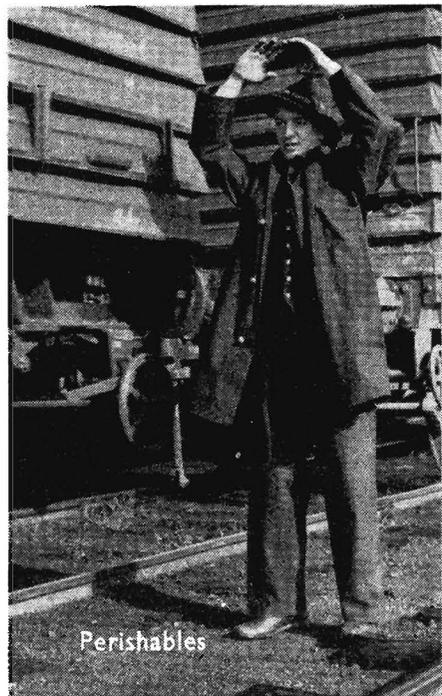
Wool



Food



Beer



Perishables

# Gate Repairers

No. of Words  
To 150

11.5.50  
Roads Bohuoc to Deniliquin was passing through gates at Meminya St road motor car crashed into level crossing gates today. Gates damaged beyond repair. Train delayed 20 minutes. No damage to perm way or stock.

*The "casualty" book in the signal and telegraph supervisor's office at Flinders-st. contains indisputable evidence that there are far too many reckless drivers of motor vehicles in the community.*

**F**OR, in this book are logged all the interlocked crossing gates in metropolitan and country districts that have been damaged (in some cases beyond repair) by drivers of cars or trucks.

Rarely a day passes in which a report is not received of damage to an interlocked or hand-operated crossing gate. Some of those responsible are hit-run drivers who, after crashing through gates and leaving a trail of splintered woodwork, drive away at high speed in the hope of escaping the detection of their registration numbers.

Mr. John V. Martin, leading hand carpenter, has been on the signal and telegraph construction supervisor's staff for 40 years. He was 16 years old when he joined the Department, and in his long period of service he has repaired more interlocked crossing gates than he can remember. He says there appears to be a "hoodoo" at some crossings. He recalls an occasion when he helped to mend a badly damaged crossing gate at St. Georges-rd., North Fitzroy which, although closed to traffic, did not prevent a motorist from crashing into it. After the damage was repaired and the gates got into working order again, Mr. Martin was sent to Lygon-st., Carlton, to repair another set of gates similarly damaged. He had no sooner finished this than he received word to return to St. Georges-rd., where another motorist had put the gates out of action again.

What happens to road users who are responsible for all this unnecessary damage to railway property? If their registration numbers are taken they are proceeded against with a view to recouping the department for the cost of the repairs. If the gate is so extensively damaged that it cannot be mended, they are called upon to pay replacement costs. These are assessed by the supervisor's staff.

A well organized system has been evolved to ensure that damaged crossing gates are repaired quickly. If the woodwork has not been damaged, adjusters, attached to the signal and telegraph main-

tenance supervisor's staff, are summoned. Perhaps the impact of the car on the gates has left the rails undamaged, but has caused breakages or strains to the signalling control gear. The adjusters repair the damage and test the gates thoroughly before declaring them fit for use again.

In most instances the woodwork of crossing gates is damaged when road vehicles hit them and a carpenter is needed. Consequently, the great bulk of repairs is done by the construction squad. It comprises ten skilled carpenters, strategically located to tackle speedily any gate repairing job in metropolitan or country areas.

When an interlocked crossing gate is reported damaged, the particulars are entered in the "casualty" book and arrangements are made to



Finishing touches to new gate

repair it. The storehouse contains all the materials required for minor or major jobs. Neatly stacked are replacement rails, ranging from 13 ft. 8 in. to those in the big 32 ft. 6 in. class. The length sizes are chalked on them so that they can be easily identified. The materials are loaded into a truck, and driven to the scene of the smash.

If a crossing gate is damaged beyond repair, a new one is fitted. It is impossible to stock-pile the whole range of sizes that are used throughout the system, so five convenient sizes have been adopted as standard for replacement. In some instances they have to be cut to the required size.

After having been repaired, the gate is not used until the adjusters have tested the signalling control apparatus.

With the number of road motor vehicles increasing every year, without a corresponding increase in either driving skill or road manners, it is evident that the railway gate repairer is likely to become busier than ever.

# Meet the Train Controllers

In response to a request by Mr. T. Reilly, assistant stationmaster at Barnawartha in the Seymour district, *News Letter* will give, each month, a picture and a thumbnail sketch of the careers of V.R. train controllers.

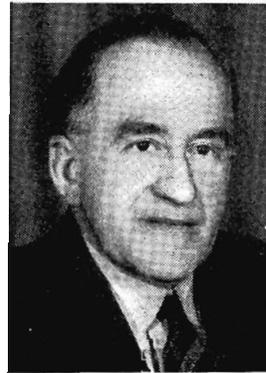
MR. REILLY wrote: "Day after day we speak to the train controllers and I often wonder what they look like. To us they are just voices. Other country railwaymen besides myself, would like to see their pictures in *News Letter* and learn something about them."

*News Letter* proposes first to cover Head Office, and then country train controllers.

The chief train controller is Mr. H. A. Zeis who has had 42 years' service in the railways. He joined the Traffic Branch as a booking clerk. Later he became a telegraphist, but rejoined the Traffic Branch in 1921 and got his first introduction to train running duties. From 1922-26 he was the assistant train running officer at Geelong. When the selector-phone system was inaugurated at Head Office in 1926, Mr. Zeis returned and ultimately worked all the boards. Since then (except for a period as senior train controller for the eastern and south-eastern district when it was located at Flinders Street), Mr. Zeis has been at headquarters. In September, last year, he was a member of the Victorian Railways delegation that visited South Africa.

Mr. A. E. Knight, who acted as Chief Train Controller when Mr. Zeis was in South Africa last year, applied for employment as a lad porter in 1907. He passed the examination, but was unsuccessful in the ballot. He was determined to be a railwayman so he took a job as a carriage cleaner in the Bendigo sheds. That was in December 1907. A year later he was on the permanent staff. He was transferred as a lad porter to Bendigo platform, and later to Castlemaine and other stations in the district. In 1910 he was operating

porter, two years later relieving operating porter, and the following year relieving assistant stationmaster.



Mr. Zeis

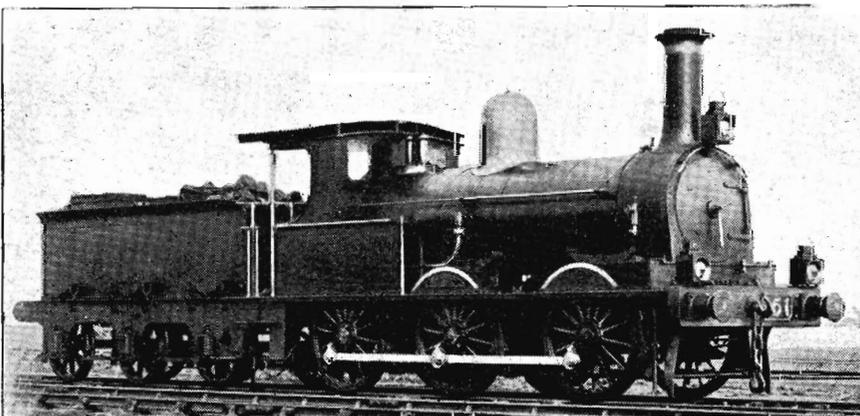


Mr. Knight

Mr. Knight joined the first A.I.F. in 1915 and served with the 14th Battalion on Gallipoli and with the 12th Infantry Brigade in Egypt and France. He was one of a party of eight who enlisted at Bendigo. Only two survived the war, Mr. Knight and Mr. L. R. Dawson, who is now stationmaster at Tottenham.

Mr. Knight returned to the railways in September 1919 as relieving stationmaster. When train control was inaugurated in 1922 he transferred to Bendigo. In 1930 he went to central control, Head Office. He has been train controller, engine controller, and senior train controller. He assisted in "trucks" office for two years when train control and trucks were combined in 1937.

## EARLY V.R. LOCOMOTIVES



### Goods 0.6.0. type

No. 151 built by Beyer Peacock, Manchester, 1878.

Nos. 157 to 195 (odd numbers), 247, and 285 to 351 (odd numbers), built by Phoenix Foundry Co., Ballarat, 1881-86.

Nos. 11, 13 and 443, built by Beyer Peacock, Manchester, 1885, were later purchased from railway contractors.

These locomotives were classified in 1886 as R class. From 1889 they were known as Old R class to distinguish them from a later type known as New R class.

The last of them (No. 317) was scrapped in 1944.

# FIRST AID

*Their aid they yield to all.*

—George Crabbe (1754-1832)

## Class For Camperdown

CAMPERDOWN is showing a commendable interest in first aid work. A class will be started there soon, and there are indications that enrolments will be very satisfactory. The instructor, Mr. J. Kennedy, goods guard, is an enthusiast. He expects to get good results.

## Car Injures Portress

MRS. LORNA THOMPSON, who was presented with her fourth year first aid certificate by Mr. Commissioner Meyer recently, is recovering from injuries received in a collision with a motor car. Mrs. Thompson, who is a portress at Willison, was about to cycle from the station after her day's work, when she was struck by the car and hurled to the road. She sustained a badly broken arm and head injuries. Before joining the staff at Willison, Mrs. Thompson was stationed at Glenferrie, Mont Albert, Flinders-st. and Riversdale. Her many friends in the first aid movement will wish her a speedy recovery.



Mrs. Thompson

## First Aid Men On The Spot

IT was a piece of good fortune for passengers in the 11.30 a.m. petrol-electric rail motor from Ultima, on May 9, that signalman F.B. Ramage, former superintendent of the Korong Vale ambulance corps, who, leaving, on transfer, for Dimboola, was being farewelled at the station by local ambulance men.

They were shaking hands with him when the rail motor car collided with the rear of a mixed train standing at the platform. Eighteen people, including Ganger F. Fraser, of Korong Vale, and Driver N. Bax and Guard Maddock, both of Ultima, were injured.

The Korong Vale corps, reinforced by another railwayman, Mr. J. Benstead, who holds a first aid certificate, immediately went into action, and with months of training behind them tackled the task of attending the injured as calmly as if they were competing in an ambulance competition.

The new superintendent of the corps (Mr. A. Grose), had with him Signalman Ramage, Shunter R. Evans and Lad Porter R. Wright, besides Mr. Benstead and the uninjured passengers. The

injured were removed from the damaged rail motor to the platform, and those who appeared to need urgent treatment were carried on stretchers to the guards' room. Fortunately, there were no fractures, but several were suffering from severe lacerations and head injuries, and many showed symptoms of shock.

Twenty-one hot water bottles were obtained in less than 10 minutes. The patients were wrapped in blankets and treated for shock. Temporary dressings were applied to lacerations, and water was sterilized to wash cuts. Hot cups of tea were also given to the injured.

When Dr. J. M. Philpot, of Wedderburn, and Dr. J. I. Leembruggen, of Boort, arrived at the station, they found the ambulance corps in complete control of the situation. Lacerations had been dressed, and sufferers from shock were quite comfortable. Lad Porter Wright was specially commended for his work in stretcher bearing and getting hot water bottles and dressings ready.

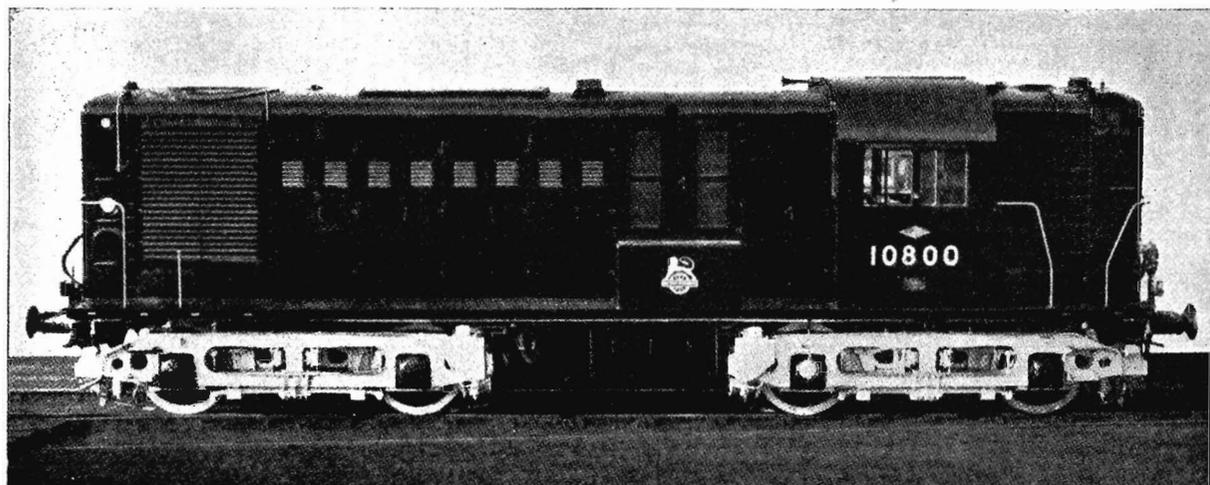
Epilogue—The work of the corps has so stimulated interest in first aid at Korong Vale, that four new recruits have joined.

## New Australians Join

ALL but one of the 12 New Australians at Richmond station will enrol in first aid classes. One of them, N. Sesevic, a Czechoslovak, already has a knowledge of first aid. It was a compulsory subject for all students attending gymnasiums (high schools) in Czechoslovakia when he lived there. "Old" Australians on the station staff have also become interested in first aid. All but two, who are studying other railway subjects at present, propose joining first aid classes. The others will enrol later. Stationmaster Hanstein, who has a first aid certificate, is very pleased with the response to his appeal for more first aid enrolments. Since he has been at Richmond, he has given treatment to about 1,200 people. Richmond, he says, is a station where first aid men get plenty of practice, as trains disgorge thousands of football enthusiasts on their way to matches at the two nearby grounds. Most of these people hurry to get there for the opening of the first quarter, and minor mishaps, such as sprained ankles, are common. "I feel much happier now that I'll soon have a strong first aid squad at the station," Mr. Hanstein says.

Other suburban and country stationmasters could, it is felt, do much to stimulate interest in ambulance work among their staffs who need no more than a lead from their S.M.

## British Railways New Diesel-Electric Locomotive



A new 827 h.p. Diesel-electric locomotive, No. 10800, has recently been completed at the Glasgow works of the North British Locomotive Co. Ltd. The locomotive is intended for secondary uses, such as for branch-line and local train services, and will, together with the Diesel-electric shunting and main-line locomotives already in service on British Railways, enable Diesel traction to be investigated over the whole range of railway working.

The locomotive is a double-bogie design, and has nose-suspended traction motors mounted on each axle and driving through single-reduction gearing. It has a tractive effort of 34,500 lb., is 41' 10½" long, and weighs 69 tons 16 cwt. in working order.

—*Diesel Railway Traction*

### Making Them Railway-minded

THE Texas and Pacific Railroad is trying to encourage the train-riding habit among children. The intention is to revive interest in railways and railway travel, to bring to life again the big-eyed youngster who used to spend every spare minute in watching the trains come in, and who collected pictures of engines and trains with the same enthusiasm that some modern youth collects pictures and autographs of film stars.

Tours are arranged to various points of interest, and the co-operation of schools has been obtained so that a distinct educational policy forms a background of the train travel. Inclusive charges are made so that when a boy or girl goes on one of these tours, budgeting becomes a simple matter of one single outlay.

—*South African Railway News*

### Overloading on Highways

AMERICA faces a transportation crisis of the first magnitude. Under the relentless battering of outsize and over-loaded trucks, the 3,000,000 miles of road that comprise this nation's arteries are going to pieces faster than they can find the money to replace them.

Of the 37,800 miles of interstate trunk highway in the country, 35,500 miles need immediate improvement at a cost of \$11 billion. It would cost another \$49 billion to bring all roads up to traffic requirements. Even the famed Pennsylvania Turnpike is beginning to disintegrate, though completed only 10 years ago, and expected to endure half a century of traffic. It will soon be necessary to start resurfacing the Pike at an estimated cost of more than \$50,000

a mile. Many other roads built to last 30 years without major repairs are breaking up in five years or less.

A ten-mile stretch, the main route between St. Louis and Chicago, is typical. Pounded day and night by heavily burdened trucks and trailers, the two outer lanes of this four-lane highway have been smashed to pieces, whereas the two inner lanes, traversed by lighter passenger cars, are still in good condition.

—*Buffalo Evening News*

### Britain's Rolling Stock Exports

FIGURES relating to United Kingdom exports last year show an increase in value in regard to exports of engineering products of about 20 per cent. Exports of railway locomotives, carriages, waggons, and parts were valued at £31,795,989, which represents a slight increase over the previous 12 months. Of the total railway exports, locomotives of all kinds were responsible for £8,058,940. The most valuable locomotive market last year was India, which took engines worth £3,024,535. During the same period locomotive exports to Australia amounted to £1,806,520 as compared with £186,104 in 1949.

—*Railway Gazette*

### Diesel and Steam Hauls Compared

A typical steam freight locomotive hauls 2,400 tons 15 miles in one hour, while a typical Diesel hauls 3,000 tons 20 miles in the same length of time. Thus, Diesels haul 25% more tonnage 33% faster.

The Diesel's greater hauling capacity enables railroads to handle more tons with fewer trains, which means a big reduction in traffic density—less congestion on the rails, fewer hours lost on sidings, and more rapid movement of food, supplies and munitions.

—*General Motors Streamliner*

### Brakes on Diesels Save Iron

DIESEL dynamic brakes save millions of pounds of iron every year. Actual records show that dynamic braking saves over three-quarters of a ton of iron brake shoes on one 4,500 miles round trip of the Sante Fe *El Capitan*—a saving of more than 300 tons a year for just one 13-car passenger train.

—*Railway Age*

## 41 Years At North Loco.

WELL known to nearly every driver and fireman in the service, Mr. Tom Finnerty recently drew up his last engine crew roster and joined the retired list. Entering the service in 1910, he spent practically all his departmental life at the North Melbourne Locomotive Depot, where for the last 15 years he was a roster clerk, a job in which he acquired the tact of a diplomat and a photographic memory.

Mr. Finnerty has seen several generations of cleaners promoted to drivers, and he recalls the days before electrification, when engines had to be supplied for the suburban service as well as the country. The depot hummed with activity from dawn until midnight with an engine leaving the sheds every two minutes at peak periods. Melbourne Cup day with Cup and Sunday School picnic traffic added was the heaviest of the year.

Although he belonged to the Rolling Stock Branch, Mr. Finnerty is certainly not a rolling stone. As well as having served nearly 41 years at the same depot he has lived for 62 years in the same house. Can anyone beat that?

At a large farewell gathering at the depot he was presented with a number of gifts, including a radio.



Mr. Finnerty

## Three Generations of Railwaymen

AFTER 48 years' railway service, Mr. F. H. Williams, foreman of the Newport Workshops' foundry, has retired.

Mr. Williams joined the Department in 1903 as a lad labourer. He became an apprentice moulder two years later. In his first year of training he received 7/6 a week, and, when fully qualified, £3 a week. Railway training of apprentices was just as thorough in those days as it is today, and Mr. Williams realized his wisdom in learning a trade when he was appointed leading hand in 1920. It was his first step up the ladder of success. In 1937 he was promoted to sub-foreman, and in 1943 achieved his ambition of becoming foreman of one of the workshop's most important departments.

During world war two the foundry was called upon to carry out vital defence work. The Royal Australian Navy wanted a rotor built for a torpedo boat. After an unsuccessful effort had been made to have the work done in New South Wales, it was suggested that perhaps the railways' workshops at Newport could do it. Newport lived up to its tradition of being able to tackle any job, and the rotor was duly handed to the Navy. Mr. Williams also recalls with a good deal of satisfaction the cylinder heads that were made for large lorries used by the services. The lorries gave first class performances all over the Commonwealth. "We did a lot of work during the war for the defence forces and the men in the foundry can justly claim that their war effort was second to none on the industrial front," said Mr. Williams.

He is proud of his railway ancestry. His grand-father, Mr. E. Williams, who was a car builder at the old railway workshops at Williamstown in 1876, finished his career at Newport Workshops in 1896. Mr. Williams's father, Mr.



Mr. Williams

F. A. Williams, was a car cleaner at the Williamstown Workshops, in 1886, and worked on the old Williamstown-Melbourne line as a fireman. He went to Newport Workshops as an engine driver and, when he retired in 1928, he was driving a stationary engine at the sawmill. He is now in his 88th year.

Before he retired, Mr. Williams was presented by the foundry staff with a wireless set and a shopping bag and jewellery for Mrs. Williams. The presentation was made by his successor, Mr. J. P. McDonald. On behalf of the administrative staff, the Manager of the Workshops (Mr. R. H. Y. Roach) also presented Mr. Williams with a wallet of notes.

## Wedding Presentation

MR. JACK TUCKER, clerk in the Way and Works Staff Office, was recently presented with an occasional table after his marriage to Miss Dulcie Stancliffe. The presentation was made, on behalf of the office staff, by Mr. T. Slattery (Chief Clerk).

Mr. Tucker is a keen sportsman. He reached the finals of the V.R.I. table tennis championships last year. He also plays cricket, tennis, baseball and badminton.



Mr. Tucker receives good wishes from Mr. Slattery

## Early Apprentices' Conditions

MISS DOROTHY QUINLIVAN, typist in the Secretary's Branch, was particularly interested in the story of the pioneer engine builder, Mr. William H. Shaw, in the May issue of *News Letter*. Her father, the late Mr. Edward Michael Quinlivan, was an apprentice engine fitter and turner at the Phoenix Foundry, Ballarat.

Mr. Quinlivan, who was on the staff at Newport Power House for several years, was indentured to the Phoenix Foundry on August 19, 1890. The agreement into which he entered bound him "to the said manager, Mr. W. H. Shaw or his successor for seven years." He undertook "truly and faithfully and diligently to attend to the said business during all usual business hours and keep the secrets and obey the lawful commands of the manager." He pledged himself not to "allow any damage to the goods, tools, implements or machines of his employer and not to play or gamble at cards or haunt or frequent taverns or public houses."

The father had his obligations, too. For example, he guaranteed to provide the apprentice with "all needful attendance, care, medicines and other accessories during continuance of such illness or other incapacity," and to provide him "with good and suitable board and lodging, clothing and washing."

In lieu of any premium paid, the apprentice served his first two years without any wages, fee or reward. In his third year he received 5/- a week, fourth year 10/-, fifth year 15/-, sixth year £1, and seventh year £1 5s. 0d. One cannot forbear to compare all this with to-day's apprenticeship conditions which, incidentally, embrace far better training and tuition.

### Hamilton Farewells

TWO popular Hamilton railwaymen, who have been transferred to other districts, were farewelled last month. They are Mr. Tom Robinson, road foreman at Hamilton for about 10 years, and Mr. A. Martin, linesman, each of whom has been president of the local V.R.I. centre.

The Works Foreman (Mr. W.H. White) presented Mr. Robinson with a combination bedroom lamp and smoker's stand and an envelope of notes. The president of the institute (Mr. F. Button) also presented Mr. Robinson with a past president's certificate and a leather bag. At another farewell gathering, arranged by the Hamilton branch of the V.R.I., Mr. Robinson was presented with a mulga wood clock and Mrs. Robinson with a mulga wood set.

In thanking his railway colleagues, Mr. Robinson said he had received great benefit from the institute's educational courses. Had it not been for them he could not have become a road foreman. He advised young railwaymen, who were ambitious and keen to advance in the service, to enrol in the institute classes.

Mr. Robinson has been succeeded by Mr. H. C. Chandler, of Wangaratta, and Mr. Martin's place has been taken by Mr. J. Burton, of Bendigo.

### Car Cleaner Was In Royal Navy

PETER PAUL TAYLOR, car cleaner at the Shelter Shed, joined the Railways about eight months ago, soon after he arrived in Melbourne from Malta. He was a leading steward in the Royal Navy, and had 22 years' service. He was in the aircraft carrier *Glorious*, the battleship *Ramillies* and the destroyer *Havoc*. His most thrilling experience was in the Mediterranean when *Havoc* went into action against the Italian fleet, which suffered the loss of seven destroyers. Mr. Taylor was also in *Havoc* when the Italian cruiser *Polo* was sunk. The destroyer, which had a fine war record, was wrecked off the Tunisian coast with the loss of only one of the crew. As Mr. Taylor polished the gleaming sides of the new viceregal car in the Shelter Shed recently, he recalled that he had met the King and Queen and Prince Margaret when they visited Portsmouth during the war. As he passed along the line, the King paused to have a brief chat with him. Mr. Taylor has a wife and five children, two boys and three girls, in Malta. They will be joining him in Melbourne soon. He likes his railway job, and has made many good friends.



Mr. Taylor on the job



Peter Surrey (3DB) interviews Tom Train

### Tom Train Broadcasts

AT the request of Station 3DB, Tom Train made his debut over the air recently. Tom was a little diffident about speaking through the microphone, so Mr. H. C. Fenton (Chairman, Public Relations and Betterment Board) and some of his staff gave Tom's life story and explained how his suburban Wednesday bulletins were created.

### Fruit Pickers' Transport

THE Regional Director of the Department of Labour and National Service (Mr. N. J. O'Heare) wrote to the Secretary recently and expressed his appreciation of the work done by railway staffs in transporting grape harvest hands to the Sunraysia (Mildura), Robinvale and Mid-Murray Valley (Swan Hill) districts. "My officers have reported in high terms of the co-operation and courtesy extended to them by railway staffs at Head Office and by Spencer-st. and country stationmasters," wrote Mr. O'Heare. He added that growers' organizations had also praised the transport arrangements for fruit pickers.

### Former C.M.E.'s Death

IT is with much regret that we record the death last month of Mr. Alfred Ernest Smith, former Chief Mechanical Engineer of the Victorian Railways. Mr. Smith joined the railways as an apprentice fitter and turner at the old Williamstown Workshops. He was appointed Assistant C.M.E. in 1913 and six years later became head of the branch. His first big job was to design new high pressure boilers for Beyer Peacock's A class engines. In 1900, when he was 33 years of age, he designed Victoria's first DD engine; seven years later, he conceived his masterpiece, the A2. His other creations were a consolidated type engine, which, however, was never built, and the C, K, N and S class engines.

Mr. Smith was a musician and artist as well as a talented model maker. His model of a steamship in the Museum of Applied Science was described at the time as a "gem of accurate engineering and perfect workmanship." He also made a model of Lord Forster's yacht *Yeulba*, which he presented to the Royal Brighton Yacht Club and which was admired by Lord Jellicoe.

Mr. Smith was always interested in astronomy. He made his own telescope, performing with typical thoroughness the delicate task of grinding the lenses. With mechanical genius, A.E.S., as he was affectionately known to his colleagues, combined the kindest manner and the most unaffected personality. He governed the branch with a light rein—an administrator who tempered justice with mercy.

## Sports Ground For New Australians

WHEN fully developed, the large area of land acquired by the Department at North Williamstown to provide recreation for New Australian railwaymen, should be one of the best playing arenas in Melbourne. The ground is being levelled in preparation for sowing, and should be ready for use next year.

Provision will be made for cricket pitches, a soccer ground as well as for volley ball, basket ball, soft ball and baseball, which are very popular with New Australians.

The Council of the Victorian Railways Institute, realizing that the New Australians, including, of course, railwaymen from the U.K., include a large number of soccer enthusiasts, is most anxious to obtain enough players for a V.R.I. Soccer Association. If they can be recruited not only will inter-club matches be played, but at least one or two teams will be entered in a competition outside the railway service.

A meeting has already been held to discuss plans for the formation of the association and another will be held later in the year. It is hoped by then that railway soccer players who are at present playing with other clubs will transfer to the proposed V.R.I. association.

The Council of the V.R.I. is also encouraging New Australian railwaymen to take part in a wide variety of indoor games, including table tennis and basket ball. A new game (to Australians) that will be introduced is paddle tennis. Most of our New Australians know it. It is played with a bat somewhat larger than a table tennis bat and a ball the same size as a tennis ball, but uncovered. Many European tennis players play paddle tennis to keep fit in the winter.

A very popular game with New Australians is table tennis. The Department is endeavouring to provide ample facilities for it to be played not only at the V.R.I., but also in hostels and camps occupied by New Australians. Two table tennis sets have been provided for New Australians at the Newport Workshop's hostel and one for those at Dandenong. There are many expert players among New Australian railwaymen, and the V.R.I. Table Tennis Association would like them to join as members. The association has 16 clubs in its competition and two in the Victorian Table Tennis Association's competition. The V.R.I. clubs compete annually for a cup donated by the Comptroller of Accounts (Mr. L. J. Williamson) and a shield presented by a well known firm of Melbourne jewellers.

The Council of the V.R.I. is glad that so many New Australians are taking an interest in its recreational activities, particularly boxing, wrestling, physical culture and weight lifting. It is hoped that, ultimately, they will compete in the annual boxing and wrestling tournament.

## Dimboola Golf Tourney

DIMBOOLA railway golfers are holding their second annual tournament at the local golf links on July 22.

Par for the eighteen-hole course is 71. The programme includes an 18-hole gross (Wimmera championship), 18-hole net, secret nine-hole and teams' event for any three players. A nine-hole net, secret six and putting competition have also been arranged for women players. The events are open to railwaymen and their families. A charge of 4/- (men) and 1/- (women) embraces green and entry fees. Entries must be in the hands of the secretary (Mr. E. Muir), of the Dimboola Locomotive Depot, by July 15, and must include the competitors' handicaps and course par. The organizing committee comprises Mr. G. Tolliday (president), Mr. E. Muir (secretary), and Messrs. N. Edgar, R. Stamp, T. Herlihy, G. Sharp, W. Booth, D. Causon, E. Ewins and K. Hoskings (committee). The Dimboola Club, besides making the course available for the tourney, has also donated two £1.1.0 trophies. The main event is the Wimmera championship, the present holder of which is Mr. G. Sharp, of Dimboola.



Tintara Cup Golf Team. Left to right—back row: Messrs. L. Jones, J. Manning, C. Markham, A. Leitch, J. Roche, I. Dawkin. Front row: Messrs. J. Barker, M. Lynn, T. Kelly (cpt.), K. Mackenzie (manager), F. E. Findlay, L. Barlow.

## Country Tennis Week

SIX teams, Wodonga, Maryborough, Ararat, Benalla, Warragul and Seymour took part in this year's annual country tennis week. The events were keenly contested on the Royal Park courts. The winner of the Donald Mac-kintosh cup was Wodonga with 10 pts, then followed Maryborough, 8, Warragul, 6, Ararat, 4, Benalla, 2, and Seymour nil. It was Wodonga's first win in the competition. The railways singles championship was won by Ron Carmichael, A.S.M., at Glenrovan. He defeated P. Walter, clerk, of Wodonga, 5-6, 6-3, 6-2. Unfortunately, wet weather postponed the final of the open singles championship. The finalists were L. Tucker, of Wodonga and R. Carmichael. The final will be played at Wodonga on a date to be fixed. During the week a team representing the V.R.I. Tennis Association defeated a combined country side.

## Boxing and Wrestling

SO many entries were received for the Victorian boxing and wrestling championships that the programme had to be extended from three nights to four. The finals will be held in the V.R.I. concert hall on Monday, July 9.

## Live Wire Tennis Organizer

TREVOR HOWE, clerk in the Accountancy Branch, Head Office, is general secretary of the Victorian Baptist and Churches of Christ Tennis Association. He has achieved his ambition of putting 100 teams into the field in one season. Actually 104 teams are taking part in this year's winter competition, and he expects to have at least 100 teams in the summer tournament. Trevor is foundation secretary of the organization, and he has seen the competition grow from seven teams a year to 200 in summer and winter tourneys. When he first became secretary of the association it comprised only six clubs. To-day there are 60, embracing almost every district in the metropolitan area, with 1,200 active senior members.

Trevor is a member of the Council of the Lawn Tennis Association of Victoria, and he is also sponsor of a coaching scheme in his own association. Nine amateur coaches are trained each year by an honorary association coach, who is one of Victoria's leading professional coaches. Trevor has umpired exhibition matches in which Davis Cup men and many top-line players have competed. He was manager of the interstate teams which played at Kooyong last Christmas, and is secretary of the Associated Churches Tennis Council, which conducts the Finchley Shield matches between the various church tennis associations. More than 6,000 tennis players compete for the shield.



Victorian Railways

*New Letter*

AUGUST 1951

Issue No. 249

# THE MONTH'S REVIEW

## Tribute to Diesel Service

THE Department's diesel rail-cars received a splendid tribute last month when the Acting General Manager of Australian National Airways (Mr. H. F. Walsh), told the Minister for Transport (Mr. Hyland) that, with the introduction of the 280 h.p. diesel service between Melbourne and Benalla, the company had decided to abandon its air service on this route.

Mr. Walsh said that the diesel service was an ideal one for Benalla, and was far superior and had more advantages than any air service could possibly give. "We find it difficult to imagine why anybody would consider the use of air transport when this rail service is available," added Mr. Walsh.

## More Diesel Services

THREE more diesel services were started last month. A 280 h.p. diesel rail-car is now giving a daily express service each way between Melbourne and Wangaratta, stopping only at Benalla and Euroa, and another 280 h.p. diesel running on the Melbourne-Mansfield line has reduced the time for the journey by half an hour. A 153 h.p. diesel has also given people on the Melbourne-Wonthaggi line a much improved service. There are now five 280 h.p., four 153 h.p., and nine 102 h.p. diesels running on country lines. These extensions of modern rail-car service make a substantial improvement to country passenger service. More people, far afield, can come to Melbourne for a day's business and get back at a reasonable hour.

## Day Cars For The Overland

SIX luxurious day cars are now being built for Victorian and South Australian Railways joint stock, at Islington railway workshops, South Australia, to match the roomettes and twinettes at present in service on *The Overland*. When the modern air-conditioned day cars are completed they will be followed by two more roomettes and twinettes, making a total of six roomettes and six twinettes. The make-up of the new *Overland* will then comprise six sleepers and three day cars for each train.

## Diesel-Electric Maintenance School

INSTRUCTION in the mechanical and electrical maintenance of 350 h.p. diesel-electric shunting locomotives is being given to Rolling Stock Branch staff at the North Melbourne Locomotive Depot. The instructor is Mr. W. Reed, a technical officer of the English Electric Company, which is supplying the Department with 10 of these locomotives. The first batch arrived last month, and when this was written, the engines and gene-

rators were being tested at the Jolimont Workshops. The new shunting locomotives will speed up work in goods yards.

## Geelong Railway's 94th Birthday

JUNE 25 marked the 94th anniversary of the Geelong and Melbourne Railway. Railway history tells us that "unfavourable weather conditions did not diminish enthusiasm for celebrating the inauguration of Australia's first country railway. At Geelong a great procession headed by the Governor (Sir Henry Barkly) paraded the streets. It included construction workers carrying picks, shovels and crowbars. Behind them came several aborigines, each wearing a brightly striped new blanket and cap as a gift in honour of the occasion and each carrying a dinner—also a gift." A special train carrying the Governor and several hundred guests left Geelong at 10 a.m. and reached Greenwich (now part of Newport) at 12.10 p.m. Here 500 more guests, who had gone down the Yarra from Melbourne in the steamer *Citizen*, waited to join the train, but there was no room for them. The engine could not start for the return trip as the rails were wet and slippery, so the waiting passengers sent the train on its way with a push. Public traffic began the next day.

## Major Overhaul For Heavy Harry

H 220 (Heavy Harry), which has travelled more than half a million miles and hauled millions of tons of freight on the fast goods service between Melbourne and Albury, is having a major overhaul at Newport Workshops. When *News Letter* went to press, the locomotive's boiler had been repaired and was being refitted to the frame.

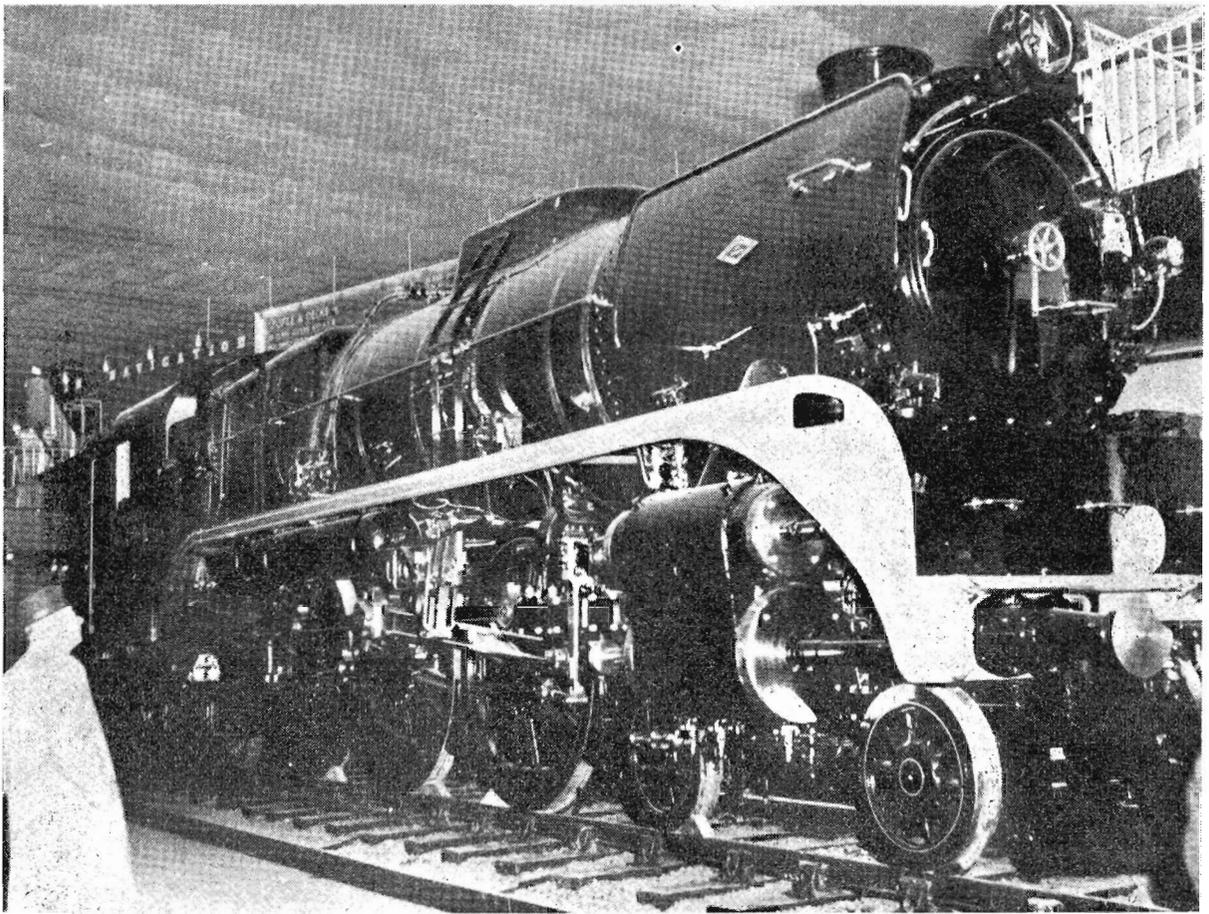
## New Suburban Car

HAVING been re-arranged internally, the new type suburban passenger car is back in service for further trials. The Commissioners have again asked the public for comments and suggestions for further improvements. When the design is finally determined, it will be the standard for new suburban carriage stock.

### OUR FRONT COVER

Twenty five thousand automatic telephone calls are made each day on the railways. Our front cover shows Mr. K. Kimber, mechanic-in-charge of the telephone exchange, Head Office, adjusting a register, which is a vital part of the system.

# ENGINE THAT "STOLE THE SHOW"



The R class locomotive on display in the engineering section of the Festival of Britain, at Glasgow. According to a letter received by the Commissioners, the locomotive completely "stole the show".

**S**PECIALLY painted and polished for the occasion, the first of the new 70 R class locomotives was exhibited at the engineering section of the Festival of Britain, at Glasgow, by the builders, before it was shipped to Melbourne. They reported that it "stole the show".

Production of the R class is now at its peak, and the engines are expected to arrive at the rate of four and, ultimately about 10 a month, until the order of 70 has been completed. Like the imported N class, the engine and tender of the R's are shipped to Melbourne as deck cargo and lifted on to the rails at Nelson Pier, Williamstown, by a special gantry built in Britain. The locomotives are then hauled to Newport Workshops, where they are examined and made ready for the road.

When *News Letter* went to press, nine R's

had arrived and four were having trial runs on either goods or passenger work on country lines.

The engine of the R weighs about 108 tons, has two cylinders, 21½-in. in diameter by 28-in. stroke, and a tractive effort of 32,080 lb. Roller bearings are fitted on all axles. The boiler has a grate area of 42 square feet and a heating surface of 2,705 square feet, including superheater. The working pressure of the boiler is 210 lb. per square inch, and the driving wheels are six feet in diameter. The total length of locomotive and tender is 77 feet 3¼ inches. The tender holds six tons of coal and 9,000 gallons of water. The engine is fitted with a mechanical stoker. The R class, which has a maximum speed of 70 miles an hour, and will be used on passenger work, was designed by the Department's engineers, under the supervision of the Chief Mechanical Engineer.

# JUBILEE TRAIN'S SUCCESS

*One of the outstanding successes of the Centenary and Jubilee celebrations in Victoria has undoubtedly been the exhibition train. At every stop it has drawn record crowds. During its tour of 6,240 miles, now ended, it has been inspected by 569,240 people who, by way of comparison, would need 1,139 trains, each holding 500, to carry them as passengers.*

THE reasons for the train's popularity are obvious. It was unique. As someone has said, it was "the event of a lifetime," and it had a wide variety of interest. Contrasting with the historical, economic, and artistic exhibits and the displays of the armed forces and their supply departments was a light entertainment unit of 14 artistes and a special show for children.

Of irresistible interest to most children (of all ages) however, was the N class locomotive resplendent with brass bell and gleaming green and gold paint—the first of its class to emerge from Newport Workshops under "Operation Phoenix."

"At every stop the kiddies swarmed into the cab and sometimes nearly pushed us out," said Driver Jim Brereton. The train, he said, drew crowds from parts so remote that some of the children had never previously seen a locomotive. The younger ones were awed, and a few of the older children asked, in a puzzled way, how it was steered. But the ambition of them all, was to blow the whistle and ring the bell. And they did both, to their heart's content. Perhaps when the Centenary train of the year 2,001 runs there will be some of its visitors who will proudly recall how they blew the whistle of the 1951 train. "And that old-fashioned steam engine looked much smarter than this atomic contraption," they might add.

Another exhibit that attracted much attention was the beautiful, scale model of a pier shunting engine in the Victorian Railways display. This type was in use up to 1904, and the model came from the Chairman's office. "That's the kind of engine I want, daddy," said many of the young visitors as they goggled, with covetous eyes, at the model.



Locomotive and train crew: Fireman K. Oswald, Driver J. Brereton and Special Guard M. Dean.

Quite a number of grown-ups, indeed, asked if they could buy it.

As indicative of the great interest shown in the train are the attendance figures for each centre. When these are compared with the local populations it is apparent that, at many places, more than 60 per cent. of the people saw the train. The remark was frequently made that never before had so many cars been parked around the local station. A few of these figures are: Warnambool, 14,300; Leon-gatha, 6,738; Wodonga, 6,543; Albury, 8,808; Shepparton, 7,481; Kaniva, 2,203; Echuca, 6,329; Swan Hill, 5,866; Bendigo, 14,897; Ballarat, 19,537.

The train visited 168 stations, and the light entertainment unit gave 100 performances which were seen by 121,350 people. The locomotive pulled splendidly, and drew its load of 11 cars and van—a train 794 feet long and weighing 355 tons—without protest.

Victoria's Centenary-Jubilee train was a distinctive and noteworthy contribution to the celebrations. It reminded Victorians of the achievements of their young State; it pointed to the future with confidence and gave a timely stimulus to national and local patriotism. Like the Festival of Britain, now running in the mother country, it was a brave and hopeful gesture in a world that needs both hope and courage.

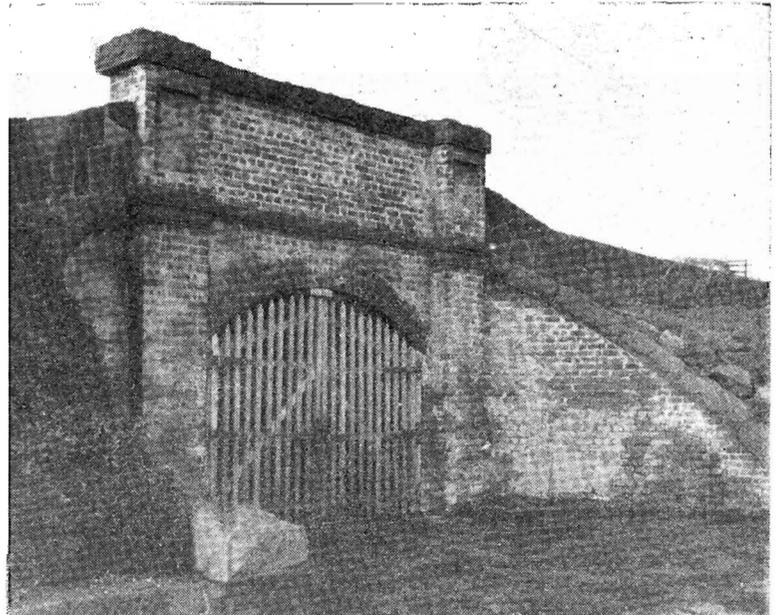
# EARLY PRIVATE RAILWAYS

2.

## The St. Kilda and Brighton Company

★

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



Tunnel to Brighton Beach Pier

IN May 1853, a syndicate called The Melbourne, St. Kilda and Brighton Junction Railway Company announced plans for a line from Princes Bridge to Prahran, St. Kilda, Elwood, Elsternwick, Brighton and Brighton Beach Pier, the whole to cost £250,000. A petition to the Legislative Council for approval to build the line was withdrawn owing to the failure to decide on the course of the line.

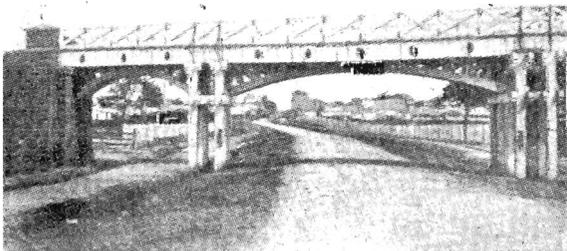
The following year The St. Kilda, Brighton and South-Eastern Railway Company applied for authority to build a similar railway. Again, the request was cancelled because of the promoters' disagreement as to the route.

During 1855-56, continued disputes frustrated further attempts to advance the project. Eventu-

ally, in June 1857, The St. Kilda and Brighton Railway Company announced a scheme to build a line from the St. Kilda terminus of the Hobson's Bay system to Brighton, at a cost of £125,000. The Company obtained its charter by Act of Parliament dated November 24, 1857, and was given permission to run its trains on the lines of the Hobson's Bay and Suburban Railway Companies.

After much difficulty in obtaining the necessary subscriptions from shareholders, a contract for building the railway was given to William Randle in August 1858. Lack of financial support compelled the company, on three separate occasions during 1859, to raise mortgages aggregating £52,600 for construction purposes. Thus rejuvenated, work was completed and a special train, carrying about 40 people, made a trial trip from Melbourne to Brighton, via St. Kilda, on December 3, 1859. Public traffic commenced on Monday, December 19, 1859, with trains every half hour.

From the Hobson's Bay station at St. Kilda, the line was carried on a wooden viaduct, 400 yards long, over the swamp, thence across St. Kilda-rd. on a timber bridge, 102 feet long. Ten other bridges crossed over or under the track to Brighton. Double-headed 75-lb. rails laid in cast iron chairs, secured with oak key and tree-nails, were used on the single track line. The section between St. Kilda and Chapel-st., known as the loop, was about  $1\frac{1}{4}$  miles long and



Railway bridge over St. Kilda-rd.

is reported to have cost nearly £30,000.

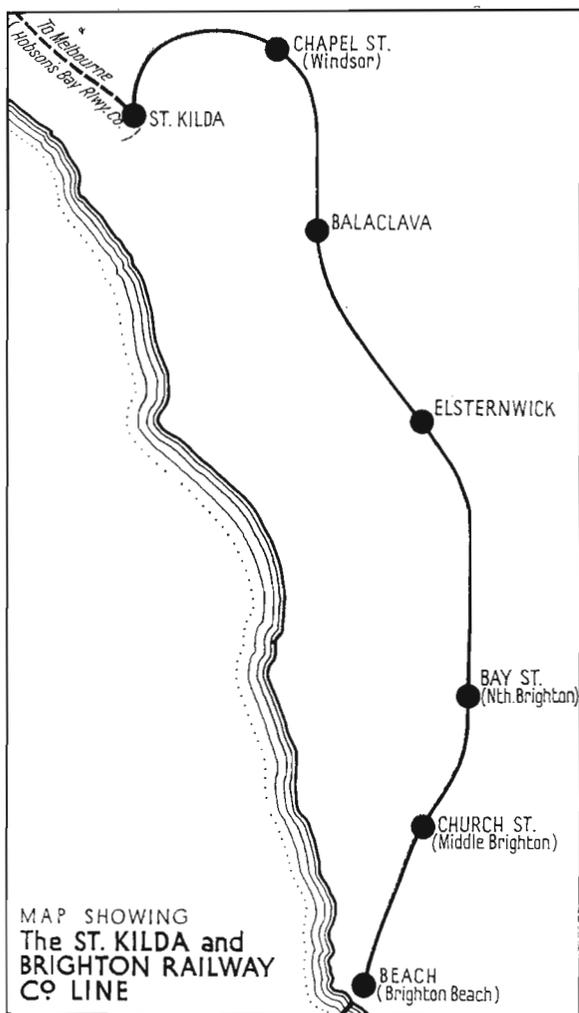
The line was worked by the Hobson's Bay Company, and trains traversed that system between Melbourne and St. Kilda. At the close of 1860, the agreement between the companies was dissolved. The Brighton Company then purchased two engines and four carriages from the Hobson's Bay Company, and began working the line under its own management; but it continued to run over the Hobson's Bay St. Kilda branch line.

Extension of the line from Bay-st., Brighton, to South-rd., Brighton Beach, was approved by Parliament on June 5, 1861. This included the construction of a pier at the Beach, connected to the railway by a train track through a tunnel. The work was carried out by George Holmes & Co., and the line opened for service on December 21, 1861. The railway directors had very optimistic ideas on the pier and on the prospects of Brighton developing into a busy seaport, but there is no record of any inflation of the Company's profits from pier business.

Commencing on May 1, 1862, the Melbourne Railway Company, under an agreement with the Brighton Company, took over the working of the Brighton line for a period of five years. The engines and rolling stock of the two systems were pooled, and trains ran from Princes Bridge to Brighton Beach, eliminating travel over the Hobson's Bay line to St. Kilda and the loop to Windsor.

Because of a collision between two trains near Elsternwick, the agreement was suspended, and the Brighton service reverted to the Hobson's Bay route until October 1862, when the Melbourne Company again assumed management, continuing until the dissolution of the Brighton Company in 1865. From 1862, the St. Kilda to Windsor loop was unused. It was removed in 1867.

The financial affairs of the Brighton Company had been an embarrassment to the executive from the very beginning of the company and, despite the succession of operating managements, the line never paid. In February 1865, the company agreed to sell the undertaking, and its disposal was approved by Parliament on June 15, 1865. Four weeks later, the line was submitted to public auction, but no bids were received. In accordance with the terms of the sale Act, the Hobson's Bay United Company purchased the railway for £99,500, and assumed control on September 1, 1865.



## Increased Prizes For Departmental Competitions

THE Commissioners have increased the value of prizes awarded for the best kept lengths, departmental residences, decoration of stations and so on.

The new prizes are :

Best-kept lengths (year ending 30.6.52) : first, £75 second, £40 ; third, £20 ; most improved length, £40.

Best-kept departmental residences (year ending 31.12.51) : first, £7 ; second, £3.10.0.

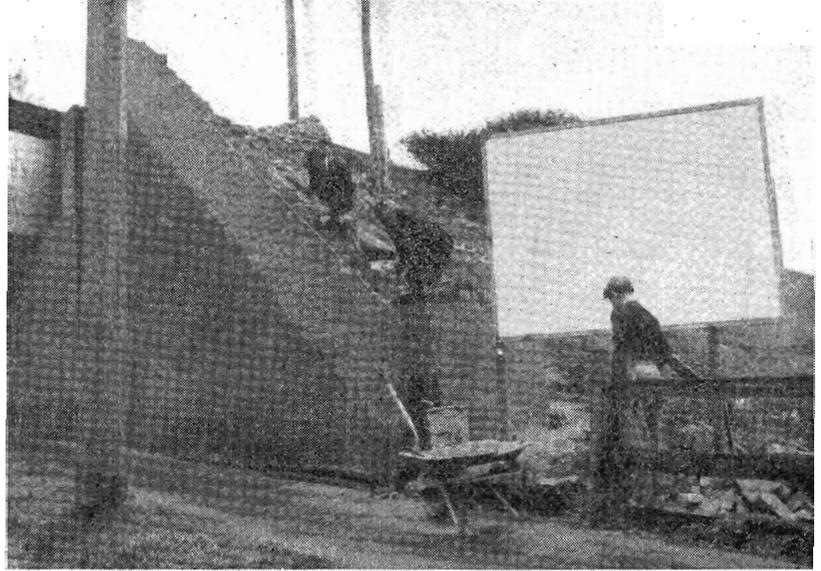
Most improved departmental residences in each Works Foreman's district (year ending 31.12.51) : first, £4.15.0 second, £2.2.0.

Tree planting and decoration of stations, depots, barracks, and rest houses (year ending 31.12.51). District competitions—stations and station yards (new work) : first, £23 ; second, £14 ; third, £7 ; stations and station yards (maintenance of existing trees and gardens) : first, £11.10.0 ; second, £7 ; third, £5. State-wide competition—locomotive and works depots (new work) : first, £23 ; second, £14 ; third, £7 ; locomotive and works depots (maintenance of existing trees and gardens) : first, £11.10.0 ; second, £7 ; third, £5 ; barracks and rest houses (new work) : first, £23 ; second, £14 ; third, £7 ; barracks and rest houses (maintenance of existing trees and gardens) : first, £11.10.0 ; second, £7 ; third, £5.

The results of the 1950 competitions for tree planting and decoration of stations, depots, barracks, and rest houses have now been announced. Details appear in the Weekly Notice.

# RAILWAY BRICKLAYERS

*Millions of bricks have gone into the making of new stations, bridges, culverts and subways around the system. That they have withstood the ravages of time is evidence that they have been well and truly laid, and that the work of the railway bricklayer is of a very high standard.*



At work on Toorak-rd. bridge.

IN the past 15 years or so, the Department has found it more practicable to build some works in concrete instead of in brick, partly because of the shortage of skilled bricklayers and because it is much easier to organize the labour force required for the job. Men who have had comparatively little previous experience of concreting can do the work satisfactorily after some skilful tuition, whereas the bricklayer must have some years of training behind him before he is thoroughly equipped for his trade.

Although, through force of circumstances in more recent years, the number of major works requiring bricklayers has somewhat declined, their job still remains one of prime importance. Proof of this is supplied in the new stations at Carrum, Eaglemont (with its neat row of shops at street level) and Darebin, the subway at Alphington, Dynon-rd. bridge extension and the Burnley fly-over, which are monuments to his skill with the trowel.

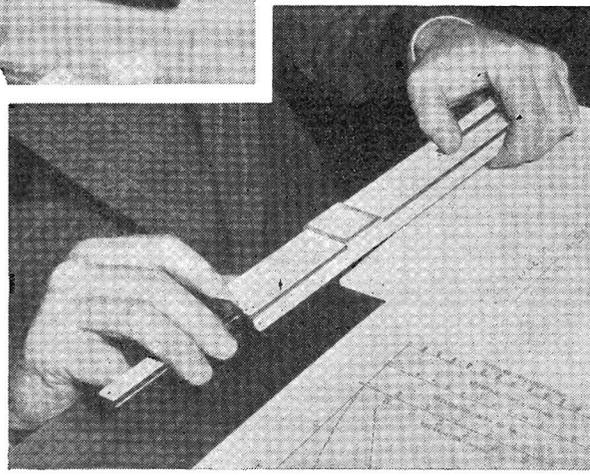
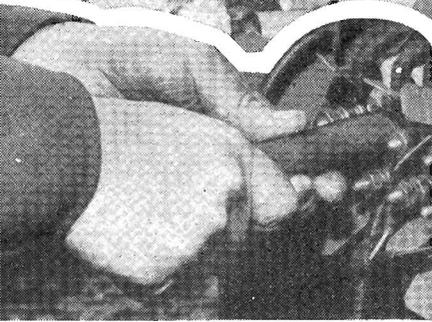
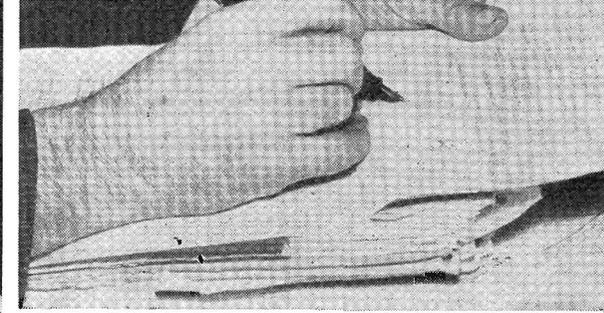
However, at the present time important maintenance and minor construction work is the main occupation of the metropolitan gang of 10 or 12 bricklayers, and those at the principal country depots. They are called upon to build and repair fireplaces at departmental residences and stations, set stoves and repair coppers, and set stoves and ranges in refreshment rooms. The incinerators they build help to keep stations and railway property neat and tidy.

The maintenance work includes repairing culverts and retaining walls and carrying out repairs in the Department's workshops. On occasions they have repaired the inside of the brickwork of the Newport Workshops chimney stack up to a height of 20 feet. Some of the big flues leading

from the stack to the different furnaces in the 'shops are brick and are as much as 100 feet in length. They are large enough for men to stand up in. Others are not so large, but all these flues require maintenance, from time to time, and invariably it is the bricklayer who is called upon to do it. Other bricklaying jobs, which can be classified as awkward ones, are brickwork repairs in the gas retorts at Spencer-st. and the furnaces at Spotswood Workshops.

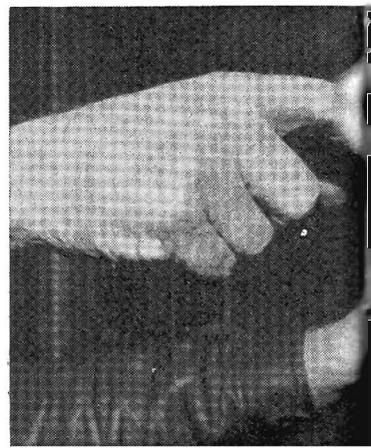
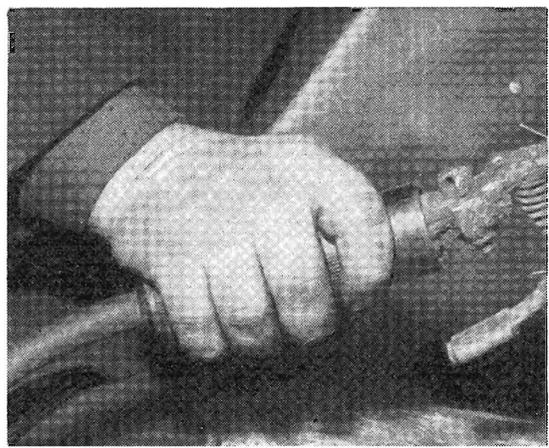
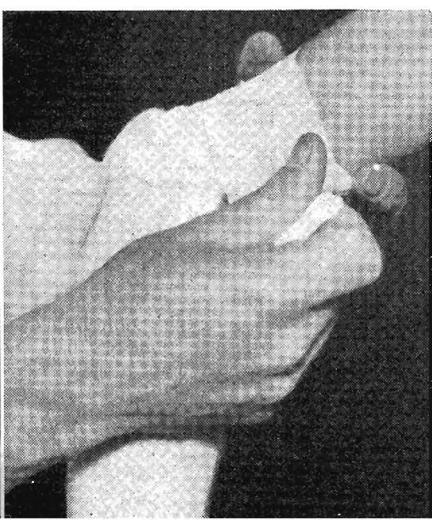
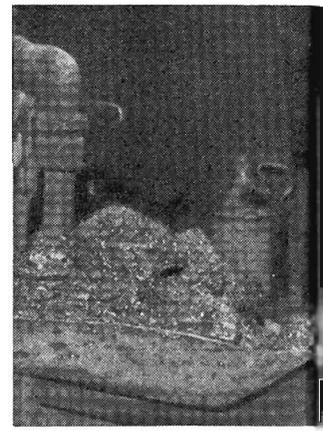
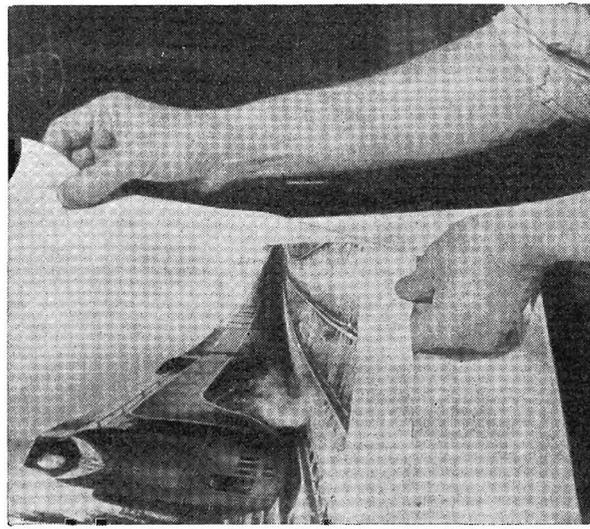
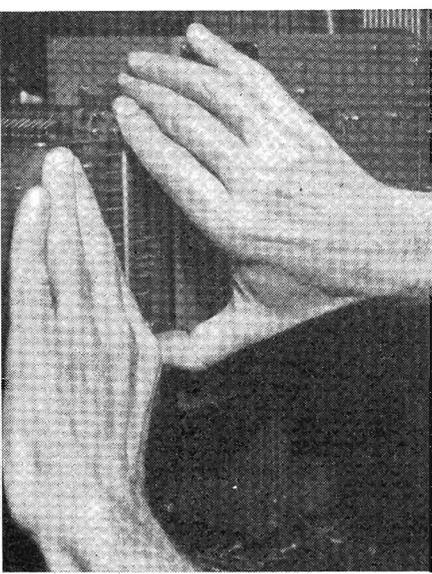
Reinforced by tradesmen from outside the service, the railway bricklayers really came into their own during the last war. The Japanese Army was within striking distance of Australia. Darwin had been bombed and Sydney shelled by a submarine from off the Heads. There was an emergency call to Victorian Railway bricklayers to build retaining and anti-blast walls for the protection of sub-stations for the electrified system and for valuable war equipment at Newport and Spotswood Workshops. They also erected brick screens at other strategic places which, if damaged in bombing raids, would have dislocated railway communications. Most of the anti-blast walls have since been demolished, but a few remain to remind railwaymen of the grim war years.

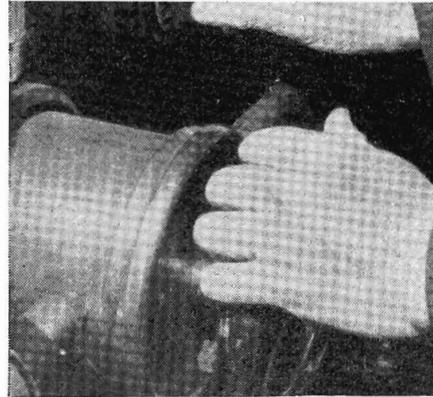
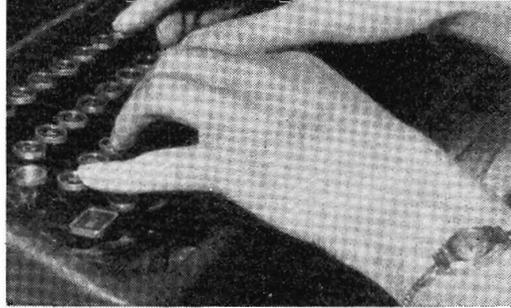
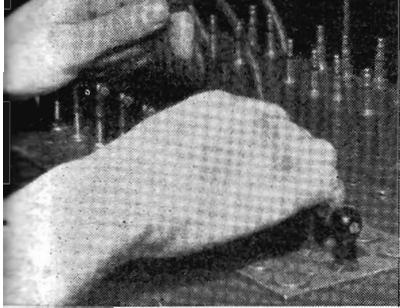
A typical railway bricklayer of the old school is Leading Hand John Prouse, a former apprentice. He says that a railway bricklayer has to be versatile. Besides being a bricklayer, he must know how to re-set bluestone platform copings and be able to turn his hand to tiling concrete floors. Like all railway trained tradesmen, Mr. Prouse believes in thorough work, and he regards with pride the work done by the railway bricklayer; brickwork that in many cases does not show a crack, even though it was done a long time ago.



# RAILV

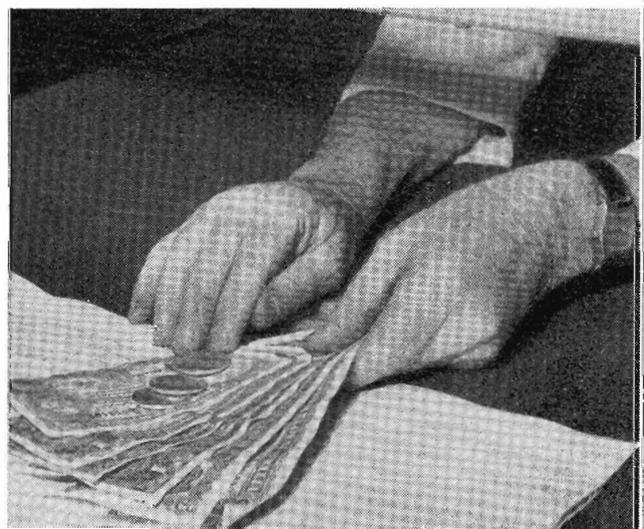
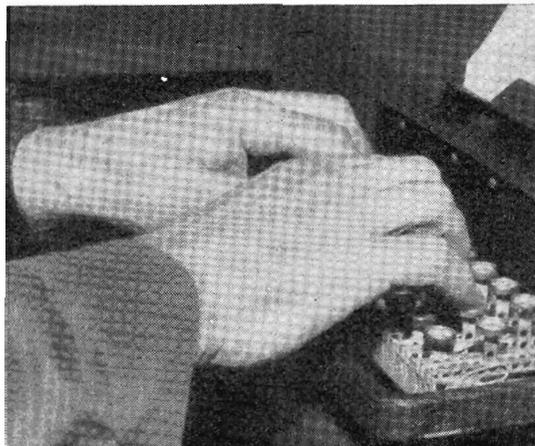
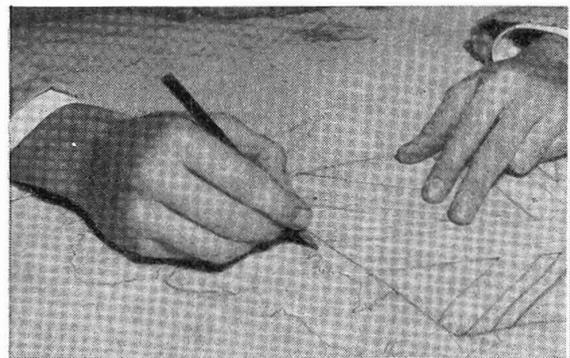
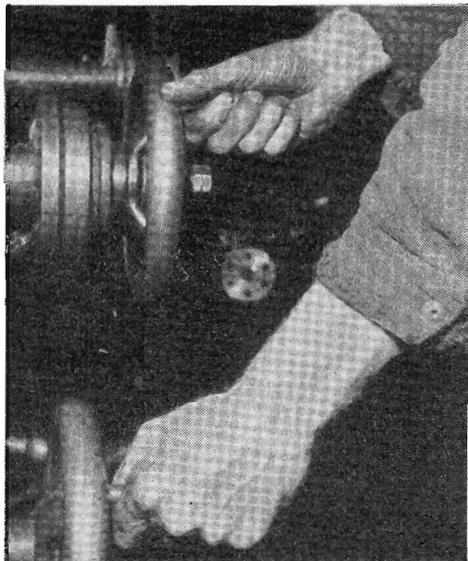
The truism that  
work is suggest  
railway hands.  
needed to make  
the efficiency of  
men have been  
encouraged wit  
men and women  
Victorian Railwa





## AY HANDS

... many hands make light  
... in these diligently working  
... any more, however, are  
... work lighter and maintain  
... the railway service. Railway-  
... invited—and, indeed, are  
... a bonus—to induce young  
... to make their career in the



# The things they say

**F**REQUENT source of some of life's minor, and sometimes major tragedies, is the failure to appreciate a thing until it is too late. It's been that way in many cases, and still is, with respect to railroad service; the service isn't appreciated until it has been lost, or at least until its loss is seriously threatened. —*Railway Age*

\* \* \*

Love of liberty, respect for laws, habits of industry, practice of moral and religious obligations—these are the strongest claims to national and individual happiness. —*George Washington*

\* \* \*

Industry generally is enabled to increase its prices immediately after its costs are increased, but the railroads must always suffer some lag in time. Also, the railroads are always faced with opposition to any increase in rates and charges, being the one industry that is expected to absorb all of its increased costs.—*C. McD. Davis, President, Atlantic Coast Line, U.S.A.*

\* \* \*

You wouldn't throw your own furniture around the house—why throw others? Nor would you drive your auto against the end of the garage to stop it. Damage claim prevention is your job—it's everybody's job.—*National Management, Shippers Advisory Boards, U.S.A.*

\* \* \*

If manners are superficial, so are the dew drops which give such a depth to the morning meadow. —*Emerson*

\* \* \*

You cannot prevent the birds of sadness from flying over your head, but you can prevent their building nests in your hair. —*Chinese Proverb*

\* \* \*

Men are just the opposite of guns; the smaller the calibre the bigger the bore. —*D. S. Halacy*

\* \* \*

Aristotle could have avoided the mistake of thinking that women have fewer teeth than men, by the simple device of asking Mrs. Aristotle to keep her mouth open while he counted. He did not do so because he thought he knew. Thinking that you know when in fact you don't is a fatal mistake. —*Bertrand Russell*

—*Bertrand Russell*

**M**R. T. W. EKINS of Traralgon has written to *News Letter* about the note on Krupp rails which appeared in the April issue. Mr. Ekins, who has always been interested in the age and markings of rails, thought that he had seen Krupp rails of different years. He has since made a check and has found, in addition to Krupp rails marked 1882, 1887 and 1888, ten other makes on the main line between Traralgon and Stratford. He points out that many of these rails have probably been in service on this line since it was first laid.

The following is a list of the markings discovered by Mr. Ekins:

- V.R. Krupp, 1882, 1887 and 1888
- Consett, 1875
- Blaenavon, 1875 V.R.
- V.R. G.L. 1875
- Westcumberland Steel, 1883, V.R.
- Barrow Steel, 83, V.R.
- Cammell Sheffield Toughened Steel, 1886
- Moss Bay Steel, 1882
- S.J.C., 82, V.R.
- V.R. B.V. & Co. Steel, 1882

## ORIGINS OF STATIONS NAMES

- ARNOLD**: named after the brothers William and David Arnold, who discovered gold there.
- BOORCAN**: name given by the aborigines to the large water hole on the Emu Creek between the Castle Carey bridge and the present railway bridge. It was a great camping, hunting, and fishing centre. The meaning is not accurately known, but probably *Boorcan* signifies something like big water or deep water.
- DALMORE**: named after McGregor's Dalmore Estate, nearby.
- GOLDSBOROUGH**: so called because of the large quantity of gold found there. It was previously known as Old Dunolly.
- KINGSTON**: About 80 years ago, a land speculator from Ballarat bought a large block of land near the site of the present township. He decided it should be "Kingston," after his native town, Kingston-on-Thames.
- MERRI**: takes its name from the Merri Creek. *MERRI* is an aboriginal word meaning rocky.

## KEY TO CENTRE SPREAD

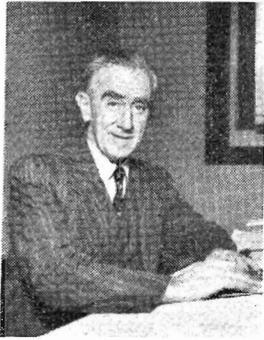
LEFT TO RIGHT IN ROWS—1. Carpenter, clerk, telephonist, typist, paymaster opening combination safe. 2. Electrical mechanic working on junction box, engineer, turner, diesel fitter measuring hydraulic coupling gear. 3. Powers machine mechanic, photographer, fireman, porter, artist. 4. Ambulance man, electrical welder, engine driver, teleprinter operator, pay clerk.

## WE PAY FOR CONTRIBUTIONS

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

- Exceptional loadings handled.
- Examples of outstanding railway service.
- Railway men and women who do something important in civic affairs.
- First aid men who have done special work.
- Outstanding sports and games records.
- Unusual hobbies.

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



Mr. Kelly



Mr. Arnold



Mr. Nicoll



Mr. Brewster

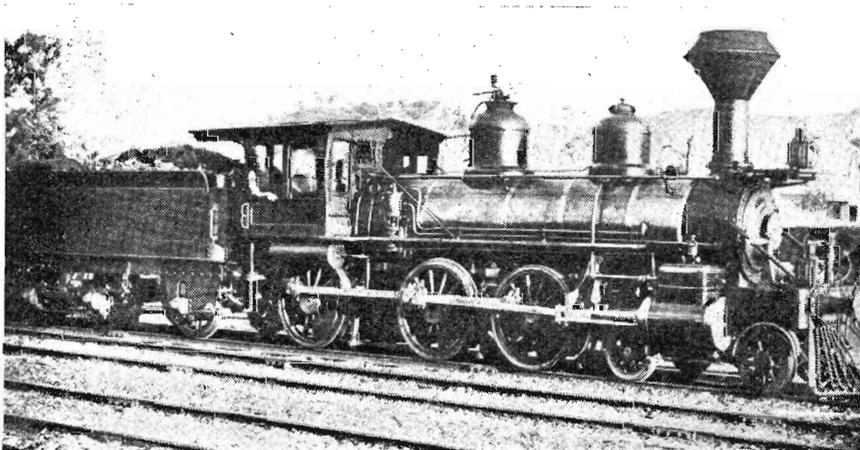
**M**R. J. J. Kelly joined the service as a supernumerary porter in 1914 and resigned three years later to join the Commonwealth Railways. After 12 months as operating porter at various stations on the Transcontinental, Mr. Kelly rejoined the Victorian Railways in January 1919, as supernumerary operating porter at Ouyen. He was made permanent in December 1920, and was appointed A.S.M. at Malmsbury in 1921, and night officer at Ouyen two years later. He was transferred to Lalbert as S.M. and a year later became night officer at Seymour, where he was stationed for two years. After three years at Moulamein as S.M., he was transferred to the relieving staff at Bendigo in 1932. He remained at Control, Bendigo, from 1933 until 1945, when he was transferred to Head Office Control.

Mr. A. E. Arnold joined the Department as a junior clerk at Inglewood on December 3, 1918. After service at Ouyen, Castlemaine, Kyneton, and Wycheproof, he was appointed A.S.M. at Box Hill in 1926. Three years later he became relieving A.S.M. in the country, and later relieved suburban assistant train running officers. Ultimately, he went to the Metropolitan Superintendent's office (Train Running Division) and became a train controller in 1938. With the exception of two years spent at Seymour as train controller, Mr. Arnold has been at central control. He has worked all the district boards and has also relieved the engine controller. Mr. Arnold's hobbies are gardening, tennis and golf. He won the Eastern District singles tennis championship in 1946.

Mr. R. L. Nicoll joined the Department in 1922 as a lad porter at Williamstown Beach. Early in 1923 he was appointed junior clerk at Sale, and in the same year was transferred to Windsor. After working at several suburban stations he returned to Sale in 1926. He went to Seymour as a relief clerk in 1927, and for 10 years worked at all major stations in the north-eastern district, as well as many smaller ones. He served as S.M., A.S.M., and operating porter at various stations, and for a considerable time as train controller at Seymour. He was thus able to get valuable experience in all aspects of train running work. He went to Head Office in 1937, again became an S.M. in 1940 and later went to Geelong District as R.S.M. After acting as train controller at Geelong, he was appointed train controller (class three, suburban) in 1945, class two at Seymour in 1946 and class one at central control (Gippsland lines) in 1947.

Mr. R. J. Brewster joined the service in 1938 as a junior clerk in the Hamilton goods shed. A year later he was transferred to the passenger office and remained there until he enlisted in the A.I.F. in July 1941. He served with the Sixth Division, H.Q., in New Guinea, and was discharged in August 1945. He rejoined the Department in October 1945, and was appointed to Caulfield group in 1946. The next year he was transferred to Ararat and relieved various clerical officers and train controllers. He was appointed train controller at Head Office in November 1949.

## EARLY V.R. LOCOMOTIVES



### Goods 4 - 6 - 0 type

Nos. 153, 155 and 217 to 235 (odd numbers) built by Baldwin Locomotive Works, Philadelphia, Penn., U.S.A., 1879-83.

These were later known as W class.

S 197 (built by Phoenix Foundry, Ballarat, 1883) was later rebuilt with a W class boiler, and was reclassified as a W in 1908.

All these engines were scrapped or sold between 1924 and 1926.

# FIRST AID

*Their aid they yield to all.*

—George Crabbe (1754-1832)

## New Australian Members

**T**WO New Australians who have shown keen interest in first aid work since they joined the service are the brothers Anton and Oldrich Polasek, formerly of Czechoslovakia.

The first aid movement was very glad to get these new recruits, and it is hoped to obtain many more.



Bendigo Ambulance Men

## Doctor Praises First Aid Men's Work

**T**HE rapid recovery that Mr. J. Still, fitter, has made from serious injuries he received when a smoke box door collapsed on him in the new erecting shop at Newport Workshops recently is a tribute to the first aid men at the workshops.

Mr. Still suffered fractured ribs, a fractured col-

larbone, severe lacerations to the right forearm and severe shock. Fortunately, immediate first aid treatment was given to him by such experienced corps men as Messrs. J. Mitchell, R. Crellin, P. Walker, M. Wright, and H. Penberthy. They were helped by the foreman, Mr. H. Beecroft, who had an ambulance ready to take the injured man to the Royal Melbourne Hospital as soon as he was prepared for the journey.

When Mr. Beecroft telephoned the hospital, next day, the doctor, who had attended Mr. Still, said he would like to congratulate the Newport ambulance men on the high standard of their first aid work. They had given the injured man every chance to make a good recovery. Mr. Still is back at work on light duties.

## Award For First Year Students

**T**HERE is no more enthusiastic first aid worker than Mr. W. B. Ashmore, a driver at Serviceton, who holds the seventh-year certificate. Recently he gave a £1 prize to be awarded to the best first aid student of the combined Serviceton, Murtoa and Dimboola areas. Mr. Ashmore praises the work that is being done by Serviceton's instructor, Mr. V. Rosewarne, train examiner, in encouraging local railwaymen to take an interest in the first aid movement.

## Geelong's Eighth-Year Men

**H**OW many districts can boast of having had three men from different corps sit for their eighth-year certificate in successive years? This can be claimed by Geelong, where interest in first aid work has never been so keen. This year, No. 1 corps had three eighth year candidates, Messrs. L. W. Evans (clerk), R. Wood (driver), and T. M. Cowdell (guard). Last year No. 2 corps had three eighth-year candidates, Messrs. R. J. Hannah, E. T. Southern and F. P. Whelan, all of whom are fitters.

## EMERGENCY QUIZ

*If there were an accident in your home or one of your family became ill suddenly, what would you do? Would you send for a doctor or an ambulance? Or sit down and hope for the best?*

This first aid quiz is a test of your knowledge. Allow yourself two marks for each correct answer. If you obtain 10 to 12 marks you could certainly help in an emergency. Six to eight marks indicates that your knowledge of first aid is just fair and needs brushing up. With only two to four marks, you should attend a first aid class at the earliest opportunity. The quiz answers are on the back page.

What would you do in the following cases?

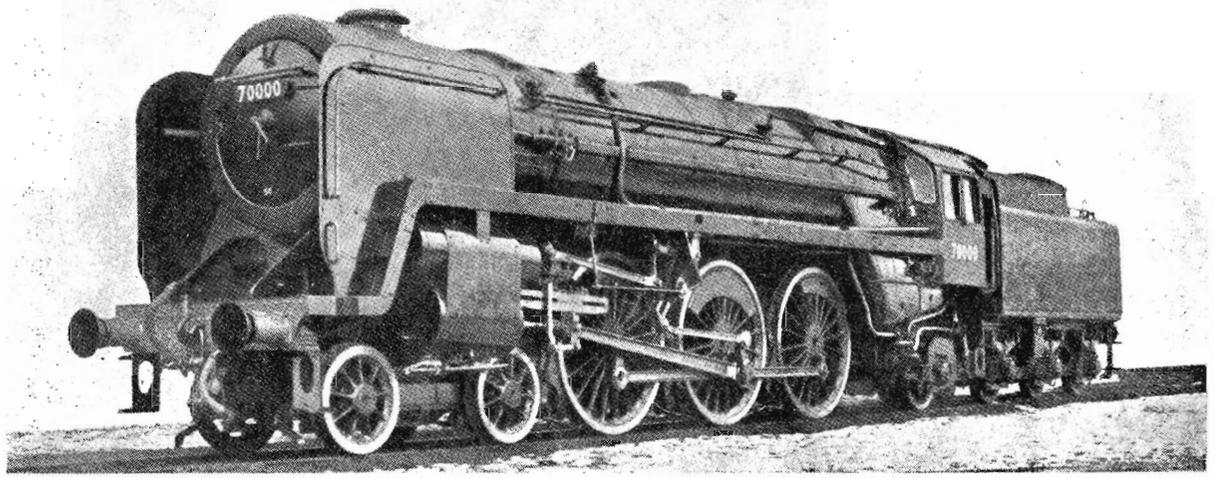
(1) On a caravan holiday you sprain your ankle. Would you apply a hot compress, a cold compress, a dry figure

of eight bandage and wet bandage with cold water, or a dry roller bandage soaked with warm vinegar?

(2) A child has a piece of apple lodged in the throat, and is choking. Would you poke it down, pull it up, give the child a piece of dry bread to eat, or bend the head forward and slap the child between the shoulders?

(3) On a very hot day a small boy has persistent bleeding from the nose. Would you hold his head under water and his arm behind his back; place cold compresses on his nose and the back of his neck and place his feet in warm water; or place a tourniquet around his throat?

# British Railways First Standard Locomotive



**T**HE first of 159 standard locomotives to be built by British Railways, in 1951, was recently completed at Crewe works. It is a class "7," 4-6-2 mixed traffic locomotive, No. 70000, and is named *Britannia*. Like the other standard types, which will appear during this year, it has been designed and built under the direction of Mr. R. A. Riddles, the member for mechanical and electrical engineering of the Railway Executive.

No. 70000 is intended for main-line passenger and fast freight services. The leading dimensions are as follows:

Cylinders, dia. and stroke	...	20 in. x 28 in.
Wheels, coupled, diameter	...	6 ft. 2 in.
front truck, dia.	...	3 ft. 0 in.
" trailing, truck, dia.	...	3 ft. 3½ in.
" tender, dia.	...	3 ft. 3½ in.
Wheelbase, coupled	...	14 ft. 0 in.
engine	...	35 ft. 9 in.
engine and tender...	...	58 ft. 3 in.
Heating surface—		
Tubes	...	2,264 sq. ft.
Firebox	...	210 sq. ft.
Superheater	...	718 sq. ft.
Total	...	3,192 sq. ft.
Grate area	...	42 sq. ft.
Boiler pressure	...	250 lb. per sq. in.
Weight of engine in working order	...	94 tons 0 cwt.
Weight of tender in working order	...	47 tons 4 cwt.
Tractive effort	...	32,150 lb.

—*Railway Gazette*

## Train Heating with Diesel Traction

**T**HE development of diesel-electric and forms of railway traction other than steam is being hampered by a factor which has nothing to do with the efficiency of the motive power itself. It is the heating in winter of trains drawn by locomotives of these types. The L.M.R. main-line diesels Nos. 10000 and 10001 and the Western Region gas-turbine-electric No. 18000 have had to be taken off express passenger work in cold weather for this reason. Even in the United States it has not been unknown for steam locomotives to be used as pilots for diesel-hauled passenger trains mainly to provide steam heat. The difficulty is twofold: it is, first, that of installing a heating boiler of adequate capacity, and, second, that of installing water storage tanks large enough to supply the boiler over long distances, within the limited space available on or below the chassis. The latest U.S.A. steam generators have a

capacity of 4,500 lb. of steam an hour, and are supplied with water from 1,200 gallon tanks placed under the engine underframe. Several American railways have built or adapted separate vehicles to supply train heat, but chiefly for use if a freight diesel without steam boiler has to be used in passenger working.

—*Railway Gazette*

## Army Dining Car In Japan

**T**HE first railway dining car used by the U.S. Army in Japan, and believed to be the first one to be army-operated anywhere, was Imperial car No. 11 from the Emperor's private train. The car was used by Lieutenant General Robert L. Eichelberger, then Commanding General, Eighth Army, on a trip from Yokohama to Aomori and Niigata, October 2, 1945, a month after the occupation. The first regularly scheduled dining car service for the occupation travellers began on February 11, 1946, between Yokohama and Morioka. This was gradually developed into the present service with regular diners on three named trains, the Allied Limited, the Dixie Limited, the Yankee Limited, and a ferry diner service.

—*Railway Gazette*

## Record U.S.A. Diesel Year

**P**REVIOUS records for diesels ordered by U.S.A. railways in one year were broken in 1950, when contracts were placed for 4,243 diesel-electric units, 2,372 of which were placed in service. The former totalled 99 per cent. of locomotive orders, as steam locomotives ordered were confined to 15, and electric to 18; the remaining order was that for 10 gas-turbine electric units for the Union Pacific Railroad. Something near saturation point has been reached with passenger services specially suitable for diesel operation; 53.7 per cent. of the passenger train miles were diesel-worked, according to the latest statistics. With constantly improving mass production methods, diesel prices tend to decline.

—*Railway Gazette*

## Busiest Underground Railway?

**T**HE Madrid underground railway claims to have the most intense traffic of any line in the world. It carried 326 million passengers over its 16 mile network last year.

—*Railway Gazette*

## Passenger Guard's Last Trip

**M**R. THOMAS CHARLES GERMAINE, passenger guard, made his last trip on the 7.50 a.m. down Bendigo on July 16—his 65th birthday.

Mr. Germaine, as goods and passenger guard, has travelled on every line on the system, with the exception of Swan Hill. He joined the service in 1911 as a shunter in the Melbourne Yard. He was appointed leading shunter in 1917 and was transferred to Ballarat, but as the climate did not agree with him he got posted to Castlemaine. A year later he returned to Melbourne and in 1920 became a goods guard and a passenger guard in 1945. Mr. Germaine made many trips on *Spirit of Progress* and *The Overland* and was very interested in the comments of passengers in regard to those two trains. "I have overheard overseas visitors saying that the *Spirit* can still hold its own with many of the famous trains in England and America," says Mr. Germaine. He added that travellers on *The Overland* were delighted with the new roomette and twinette sleeping cars.



Mr. Germaine

Before he retired, Mr. Germaine was presented with a gold watch from his many friends in the metropolitan goods' and passenger guards' section. The presentation was made by Mr. J. Williams, secretary of the section.

Mr. Germaine admits that railways are in his blood and he hopes to return to the Department. "I don't care what the job is so long as I am among railwaymen," he says.

## Railway Family

**A**SSISTANT stationmaster Mr. A. Hegarty, of Bet Bet, is proud of his railway family. Norma is a clerk at Dunolly, and Brian, 19, and Frank, 16, are trainee enginemen at Maryborough. Norma is interested in travel and ballroom dancing and the two boys are good horsemen.

Mrs. Hegarty says she hears so much about rules and regulations in the family circle that she could run a station herself.

## Ex-Servicemen's Re-Union

**A**T the annual dinner and smoke social of the Accountancy Branch Ex-Servicemen's Association recently, one hundred of the 120 members were present, including former prisoners of war Messrs. Austin Daly, D.S.O., J. Cashman and L. Miller. The Comptroller of Accounts



Accountancy Branch Ex-servicemen

(Mr. L. J. Williamson) was represented by Mr. W. Dandie. The guest of the evening was Mr. L. David, acting member of the Staff Board, whose advice and assistance given to ex-servicemen in the Department has been very much appreciated. A special welcome was given to Mr. H. Armstrong, who comes from Allendale, each year, to join his old friends. A bright entertainment was provided by Messrs. R. Cox and G. Bennetts. The committee, comprising the president (Mr. L. Scott), secretary (Mr. D. Muir), treasurer (Mr. W. Hart) and Messrs. R. O'Loughlin, E. Watson and J. Beagley, were congratulated on the evening.

## Railway Girls' Choir

**A** SPECIAL message from the famous Luton Girls' Choir, in England, to the Victorian Railways Girls' Choir was included in a recent letter to Mr. Fenton, Chairman of the Public Relations and Betterment Board, who organized and who still produces (in the broadcasting sense) the Railway Girls' Choir. The letter, which was written by Mr. Arthur Davies, musical director of the Luton Choir, says: "In sending greetings from Luton, may we combine them with our very best wishes for your newly-formed Railway Girls' Choir. We may come to Australia some day, and who knows?—and if so it will be grand to meet you all."



Mr. Curnow and Choir at rehearsal

The Railway Girls have been very successful in their weekly series of broadcasts and have won quite a measure of public goodwill for the Department, judging by numerous eulogistic letters that have been received. Incidentally, there are, at the moment, vacancies for young girls of about school-leaving age, with fresh young voices, who may strengthen the descant section. There is a small fee for each broadcast performance. Mr. Leslie Curnow, who so ably trains and conducts the choir, would be glad to see applicants at Friday evening rehearsals at the Australian Church, Russell-st., next to the State Theatre.

## The Trackman's Friend

**A** large and representative gathering of all branches of the service at the Ballarat Road Foreman's office, recently, farewelled Mr. T. W. B. Sykes, who has retired.

Mr. Sykes, who was number one road foreman, intended to become a blacksmith, but he grew tired of working within four walls and went to Tasmania, where he became a mine engine driver. Later he returned to Victoria and joined the railway service in 1912. His first job was the construction

of the bank at Moonie Ponds Creek. He liked the work, but after joining platelaying gangs in and around the Flinders-st. Yard he found that his main interest was in ironwork. He soon became a leading platelayer and served for a brief period as track ganger. He passed his special ganger's examination and was soon detailed for special works, first as a special ganger and then as road foreman. He worked on the re-arrangement of the Portland yard, the relaying of tracks with welded rails between Diggers Rest and Taradale, relaying of the Melbourne-Geelong line and the main line at Deep Lead, and other similar projects. Finally he came to Ballarat and spent six years in the district as road foreman.

In presenting Mr. Sykes with a wallet of notes, the District Engineer (Mr. D. D. Wade) praised his work as a trackman and his willingness at all times to impart his knowledge to others.

### Mr. E. ("Ernie") Adams Retires

ONE of Benalla's most popular railwaymen, Mr. E. Adams, point cleaner, has retired after 43 years' service.

Known as "Ernie," Mr. Adams joined the Department in 1908 as a lad porter at Mortlake. Later he worked as yard porter, shunter and leading shunter at Trafalgar, Daylesford, St. Arnaud, Korong Vale, Wangaratta and Benalla. About 20 years ago, he lost his left arm in a shunting accident at Benalla, but he was retained as a point cleaner and, despite his disability, he carried out his duties very efficiently.

Mr. Adams comes from a railway family. His father, the late Mr. G. Adams, was an operating porter at Warrenheip, and, later, suburban guard, and goods guard. Mr. Adams's brother, Mr. Gordon Adams, is a ganger at Beechworth. A sister is married to Mr. W. Gardiner, formerly a station-master and now of the Tourist Bureau staff.

Always a keen sportsman, Mr. Adams played football and cricket in his younger days. Latterly he has been an ardent supporter of the Winton team.

### Veteran Drivers Meet

A right railway welcome was given to three veteran engine drivers at a reunion recently at Maryborough station. Whistles were blown from every corner of the yard when Messrs. G. ("Dad") Astley, 88, A. ("Gus") Herwig, 85, and J. ("Cousin") Wells, 81, met and indulged in reminiscences of the good old days of railroading. Mr. Wells was in Maryborough on a visit and his engine driving friends called at the station to recall the many good times they had spent together in the service.

### Ideal Portress Quest

MISS NORMA E. BAKER, who has been stationed at Dennis for more than 12 months, has been nominated for the smartest and most courteous portress quest.

Miss Baker, who is a native of Coleraine in the Western District, has been a railway girl for more than four years. She is highly regarded by all guards and staff on the Heidelberg line, and has won a reputation for promptness and efficiency in helping to keep trains running on time.

She is known on the Heidelberg line as the "mothers' friend." She never misses an opportunity to help mothers with babies in arms, or with pushers and prams.

The staff at Dennis is very proud of Miss Baker. In her comparatively brief service in the railways she has acquired much train running knowledge. Equally important, she gives her service with a smile, both to public and staff.



Miss Baker



Presentation to Mr. Turner

### Farewell in Bush Setting

THE workshops drawing office at Newport was decorated with gum tree leaves for the farewell to Mr. George Argo Turner, engineer-in-charge, who has retired after more than 46 years' service. Mr. Turner started as a lad labourer in 1902. He became an apprentice in 1905, a fitter in 1911, and a year later, assistant engineer. Before going to the workshops, where he remained for 34 years, Mr. Turner spent some time at the North Melbourne Locomotive Depot, Rolling Stock Engineer's Office and the Betterment Board. In world war one he enlisted in the A.I.F. He was a keen and expert rifle shot and was a competitor in the King's Prize competition for many years. The manager of Newport Workshops (Mr. R. H. Y. Roach), who paid a tribute to his high sense of duty and co-operation, presented him with a silver tea and coffee service on behalf of the staff.

### Courtesy Appreciated

GRATITUDE for the courtesy and co-operation given by railway staffs in the organization of the recent Universities Choral Festival is expressed in a letter received by the Chairman from the Melbourne University Choral Society.

### Obituary

WITH deep regret we record the recent deaths of Messrs. J. P. Ginnane, W. Tredinnick and R. Plant. Mr. Ginnane was senior clerk at Newport Workshops. He joined the service in 1906 and, except for a short period at Head Office, was at Newport for most of his career.

Mr. W. Tredinnick, at the time of his retirement in 1935, was Metropolitan Superintendent. He was responsible for the railway traffic plans that enabled the expeditious movement of the large crowds that attended the 1934 Centenary celebrations. Before that, he was for 10 years District Superintendent at Bendigo.

Mr. Roy Plant was an engineer in the structural design division for almost 30 years. He joined the Department as a junior clerk in the Traffic Branch in 1913 and transferred to the Way and Works Branch as a draftsman in 1921. In world war one, Mr. Plant was a wireless operator on merchant ships. In March this year, he retired because of ill health and subsequently went on a sea trip to England. He died shortly after his arrival there.

## Football

**A**LTHOUGH Melbourne Yard and North Melbourne Locomotive Depot have won an equal number of games, the former is top of the premierships table by a narrow percentage. Each team has 28 pts.; then follow Spotswood Shops, 12; and Northern Lines, 4. A Jones, of North Melbourne Locomotive Depot, who plays centre half-forward for Brunswick in the Association competition, had kicked 23 goals when *News Letter* went to press. He is the leading goal kicker in the railway games. The first of the two finals was played at North Melbourne on July 31 and the second will be played on August 7. Full details will appear in the September issue of *News Letter*.

The annual football match between teams representing the Postal Institute and the Railways will be played on August 15. The team selected to represent Victoria in the interstate railways' carnival in Adelaide will leave Melbourne on August 18. Western Australia, South Australia, Tasmania and Commonwealth will also take part in the series. The Glick championship trophy is at present held by South Australia.

## Cricket

**T**HE annual meeting of the V.R.I. Cricket Association will be held in room 97 at the Institute on Friday, September 14, at 7.45 p.m. Nominations, which are invited from depots, workshops and suburban lines, close on the day of the meeting. The entrance fee is £1. Two delegates from each team proposing to enter the competition are invited to attend the annual meeting. The matches are played on week-day afternoons at 2.30 p.m. on the turf ovals at Royal Park.

## Table Tennis

**T**WELVE teams have entered for the V.R.I. Table Tennis Association's A and B grade competitions this season. Among the New Australian members are E. Wolony and Stan Włodarczyk, who recently won the City of Melbourne's doubles championship. As table tennis is a very popular game with New Australians, many more are expected to join the association before the end of the year.

## Tennis Trophies Presented

**T**HE annual smoke night of the V.R.I. Tennis Association and presentation of trophies was held last month. Mr. H. Grice presented Stores Branch, winners of the A grade competition, with the Dunkling Shield, and Mr. H. Jones, presented the B grade winners, Northern Lines, with the Pimms Cup. Trophies were also presented to the members of the successful teams.

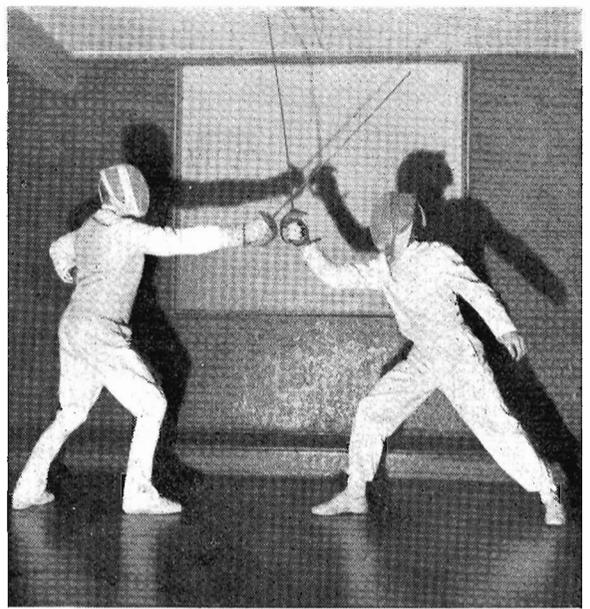
The secretary of the association (Mr. K. McIver, extension No. 1565) is anxious to hear from New Australians who are interested in tennis. If sufficient players can be obtained, an all-New-Australian team may be entered in the competition.

## Tennis Team's Record

**S**EYMOUR V.R.I. tennis club is very proud of the record of its B grade team, which won the pennant for the second successive year. The team comprises Mrs. Lee, Miss Constable, Mr. R. Bambrook (cleaner), Mr. K. Dossor (fitter), Mr. R. Lambden (leading-hand shunter) and Mr. J. Symons (clerk).

## Country Singles Championship

The final of the Country Week open singles championship, which was postponed because of rain, was played at Wodonga, and resulted in a win for L. Tucker, of Wodonga, who defeated R. Carmichael, 6-5, 6-0.



V.R.I. Fencing Class

## New V.R.I. Centres

**W**ITH the establishment of two new V.R.I. centres, Wangaratta and Balmoral, there are now 20 in the country. Until a site can be found for a building, Wangaratta members will use two floors of the local railway roundhouse. A library book-case recently provided obviates the need for books to be sent from Melbourne. The provisional committee, which was elected about a year ago, has been very active and has raised a substantial sum to further the activities of the institute in the district.

The standard portable building provided by the Commissioners for the new centre at Balmoral will soon be erected. Mr. A. J. Walter, a local sawmiller, has supplied fencing posts and wire for a tennis court, and members have also obtained from him, at nominal cost, a small building for use as a kitchen. The General Secretary of the V.R.I. (Mr. W. E. Elliott), is greatly impressed by the progress of the centre, so far. Membership at present is not large, but so much enthusiasm is being shown that many more members are expected within the next few months. Warrnambool and Wodonga, who have elected provisional committees, will each have a centre soon and, as they are large railway depots, the V.R.I. country organization will be greatly strengthened.

## ANSWERS TO AMBULANCE QUIZ

(1) A dry figure of eight bandage and a wet bandage with cold water. If this fails to give relief, take the bandage off and re-apply it.

(2) Bend the head forward and slap the child between the shoulders. If this does not dislodge the piece of apple, pass two fingers right to the back of the throat to encourage vomiting.

(3) Place cold compresses on the nose and the back of the neck with the feet in warm water. Make the patient sit in front of an open window with head back. Warn the boy not to blow his nose, but to keep his mouth open.

\* \* \*

American (as "Flying Scotsman") dashes through station):  
I suppose you call that an express?

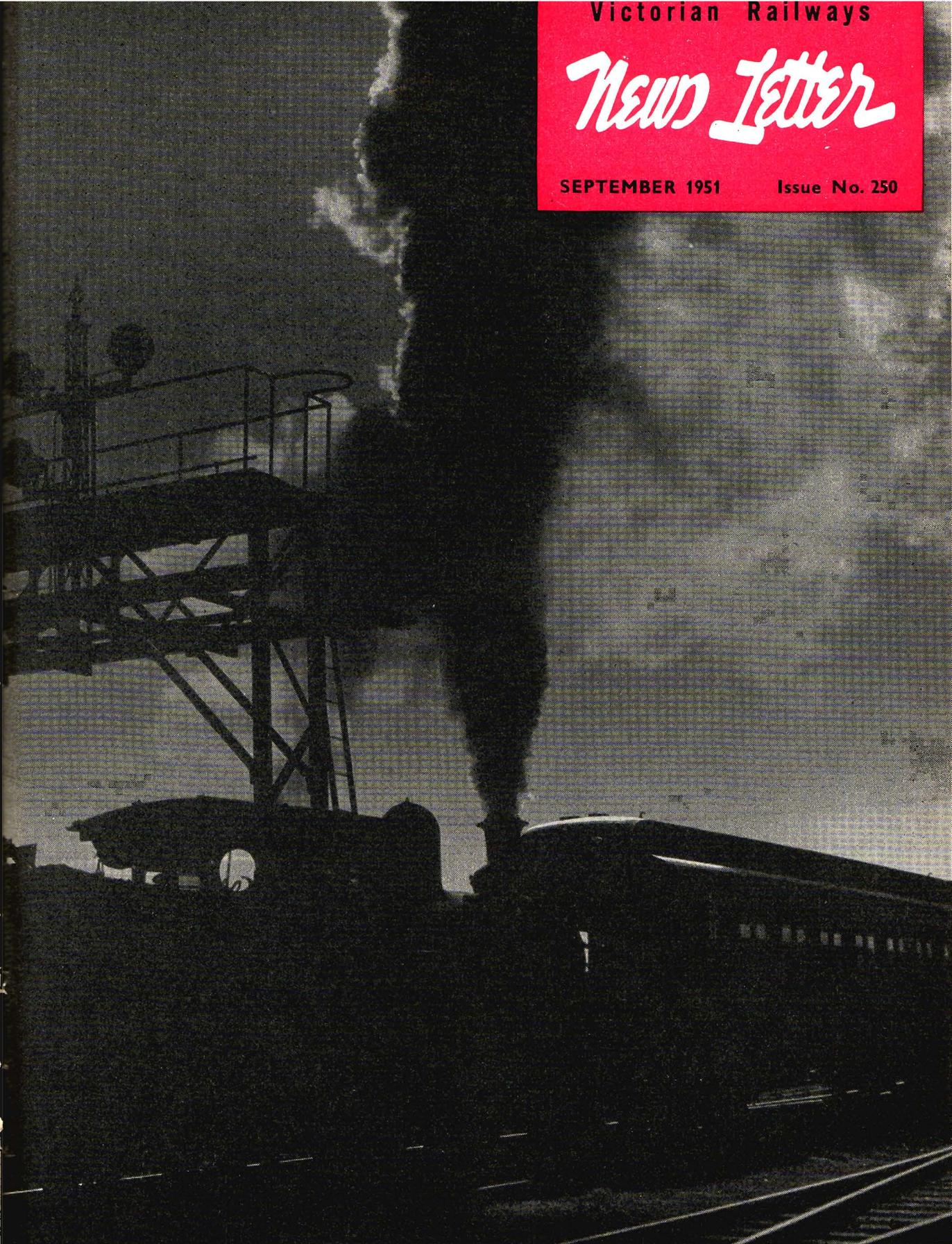
Porter: Nah! That's just George doing a bit of shunting.  
He'll be back in a minute!

Victorian Railways

# New Letter

SEPTEMBER 1951

Issue No. 250



# THE MONTH'S REVIEW

## Record Month for Crossing Gate Damage

ON all but one of the 30 days of June, there were entries in the railway casualty book of crossing gates damaged by careless motorists. It was a record month for these disquieting examples of lack of road sense and disregard for the safety of pedestrians and other road users, as well as for property. Commenting on the increasing number of gates damaged in this way, the Chairman (Mr. Wishart) said: "It is the most glaring example of recklessness that can be found anywhere. Some railway gates are no sooner repaired than they are hit again. It emphasizes the need for drastic action to make motorists wake up to their responsibilities."

## Snow Covered Trains

DRIVERS of rail-cars in the north-eastern part of the State had unusual experiences when for short periods Victoria had its coldest weather within living memory, and heavy falls of snow were reported in some districts. Rail-cars were driven through sleet and snow, and visibility was so bad that drivers had to clean



Removing snow from a diesel rail-car

the windscreens. On one of the coldest days there was also snow on the front of the engine of *Spirit of Progress* when it arrived at Spencer-st. The driver and fireman said it was the coldest trip they had ever made. In the above picture, Driver A. Parkinson is seen removing snow from the front of the driver's cabin of the Mansfield diesel.

Victorian Railways are fortunate in escaping such snow storms and blizzards as American railroads have to combat with various types of snow plough equipment. In America, clearing the tracks of snow drifts increases the cost of railway operation. For small drifts, a locomotive is used to propel a fixed plough into the obstruction. More

serious blockages demand a rotary plough. This is driven through the snow, throwing it about 40 feet from the side of the track.

## Diesel-Electric Locomotive School

THE Clyde Engineering Company, of New South Wales, which is building diesel-electric locomotives for both the Commonwealth and Victorian Railways, is planning to open a school for the diesel training of Australian railwaymen. The teaching equipment includes films and slides and a full-size cross section of a diesel-electric engine, complete with panel board; switches and controls being operated by a throttle. The class room will have accommodation for about 20 men, and the course will last two weeks.

The service manager of the Clyde Engineering Company, Mr. G. Lee, who is organizing the class, is a former Victorian Railway apprentice, as is one of the directors of the firm, Mr. F. J. Shea.

## Substantial Award for Collating Idea

COLLATING, that is putting the pages of a book into a stack in the right order, has never been a really popular job at the railway printing works. It involved walking up and down, picking up sheets of paper in their right order from a long table and carrying the finished stack to the end of the table. All that is now changed.

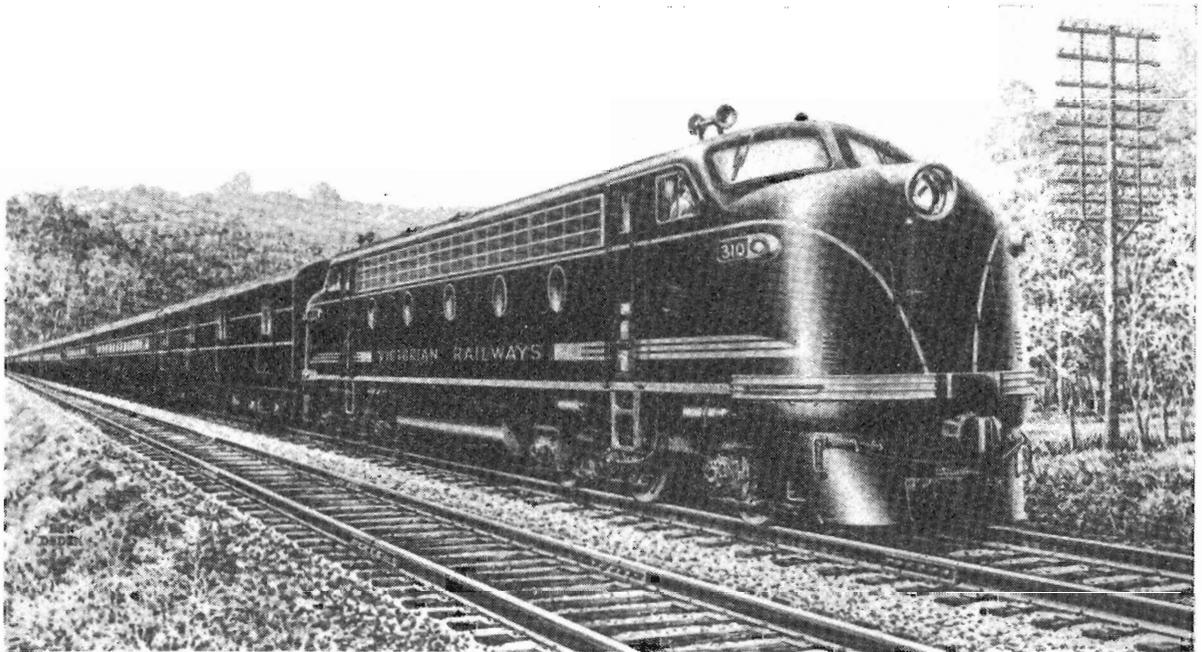
After studying the problem, a suggestor decided that a moving belt, such as is used in mass production, could make easier the assembly of pages into a book. There were several ancillary problems to be overcome, but our suggestor solved them successfully, including the tricky one of stopping and starting the belt when necessary. An ingenious switching arrangement allows each girl along the assembly line to stop it by pressing her foot on a bar extending the length of the table. The checker at the end has a master control, which enables her also to stop or start the belt. The belt moves along the table and carries the growing stacks of pages to which each girl adds her quota. Reaching the end, the stacks are checked, put on a hand truck and taken to the stapling machines.

The suggestor has not only helped the Department and made the collating job a more congenial one, but he has also earned a substantial award.

## OUR FRONT COVER

is an unusual photographic study of a shunting locomotive docking the 12.15 p.m. passenger train from Bendigo to Melbourne.

# THE WAY OF THE DIESEL



Artist's impression of the new V R diesel-electric locomotive

*High manufacturing costs, rising prices for black coal and low prices for oil have combined to deal a heavy blow to the steam locomotive in America, and it is being steadily displaced by the diesel-electric form of motive power, especially for passenger services.*

THE Superintendent of Locomotive Maintenance (Mr. G. F. Brown) made this one of the principal themes of an illustrated lecture, "Locomotive Practice On The American Railroads" which he delivered to a large attendance of railwaymen, recently, at the Victorian Railways Institute. Mr. Brown returned a few weeks ago from U.S.A., where he studied the operation, servicing and maintenance of diesel-electric locomotives.

Mr. Brown said that Class 1 railroad companies in U.S.A. had about 36,000 locomotives, comprising 25,400 steam and 10,600 diesels. Although the diesel represented only 29.4 per cent. of the total motive power, it was used to run about 60 per cent. of the passenger mileage, 45 per cent. of the freight, and the major proportion of switching work. This could be regarded as a major achievement for a type of motive power which has entered the transportation field only within the past 20 years.

The density of traffic and long runs on the major roads had rapidly built up locomotive mileages, and the steam locomotive had to be given a major overhaul about once a year, to keep it

working efficiently. Repairs and boiler maintenance could mean that a locomotive was out of service for any time up to a month. On the other hand, diesel locomotives in U.S.A. were cheaper to maintain, had lower fuel costs and a big availability advantage.

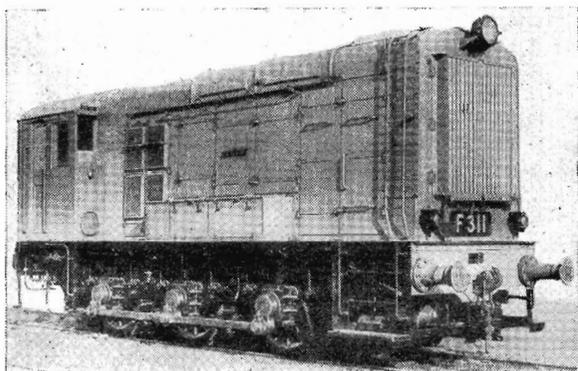
Mr. Brown pointed out that of the 4,436 locomotive orders received last year, only 15 were for steam locomotives. He emphasized, however, that there were still 25,000 steam locomotives in service in U.S.A., and with the total annual output of the diesel locomotive industry at 3,500 it would be many years before all steam locomotives could be replaced.

One of the most impressive things about American railroading was the size and operating speeds of freight and passenger trains, said Mr. Brown. Normal freight trains ran at speeds of 55 m.p.h. and manifest freights at 65 m.p.h. The largest freight train he saw was a 14,000 ton coal train, consisting mainly of 80 ton capacity hopper trucks. The average freight train load was 2,070 tons for steam, and 2,750 tons for diesel-powered locomotives.

For passenger services, the maximum permissible

speed was 80 m.p.h. for locomotives without cab signalling apparatus, and up to 100 m.p.h., or over, if cab signals were installed. It was not an unusual sight, said Mr. Brown, to see speed boards along sections of the high speed routes with the notice: "slow down to 90 m.p.h." The length of passenger trains in the States was most impressive. The average crack passenger train consisted of sixteen 85 ft. cars and was about a quarter of a mile long. The longest train he saw was a troop train consisting of 23 cars. It was common in those States with a dense railroad system for locomotives to cross the tracks of other roads at right angle crossings, at speeds of up to 80 m.p.h.

Discussing diesel-electric locomotive passenger schedules, Mr. Brown said that the Sante Fe sped over a 2,200 miles journey in 39¾ hours; the Burlington, operating from Denver to Chicago, travelled over 1,000 miles in 16 hours and the New York Central from Chicago to New York (960 miles) did the trip in 15½ hours. The Illinois Central travelled from New Orleans to Chicago (922 miles) in 15 hours, and the Milwaukee Chicago-St. Paul streamliner ran from Chicago to St. Paul (410 miles) in 6¼ hours. Most of the crack passenger trains ran at an average speed of more than 60 m.p.h. The longest non-stop run was made by Southern Pacific's *City of San Francisco* between Sarlin and Sparks, Nevada. The trip of 288 miles was made at an average speed of 70 m.p.h.



V.R. diesel-electric shunter

Mr. Brown explained that the attitude of the various railroads to diesel power varied according to their interests. Roads, which hauled coal, were reluctant to depart from this source of fuel supply, and made strenuous efforts to combat the rapid inroads of diesel streamliners into the passenger field by speeding up their schedules. They had also formed the Bituminous Coal Research Committee with the intention of producing a satisfactory coal-fired gas-turbine electric drive locomotive.

On railroads where problems of inadequate and poor quality water supply were a factor, the diesel was received with enthusiasm. From 1941

onwards rapid strides were made by roads so affected to completely eliminate steam power from bad water districts. Typical examples were the Sante Fe's run through New Mexico and Nevada to the West Coast, and the Union Pacific route from Ogden in Utah to Los Angeles.

Mr. Brown emphasized, however, that the diesel locomotive was not having things all its own way. The progress being made with the gas-turbine locomotive, with electric drive and fired with bunker oil was such that for certain specific tasks it could eventually supplant the diesel locomotive. If he attempted to prophesy he would say that the railroads in U.S.A. would eventually operate with a mixture of coal-fired steam locomotives for certain freight duties in the coal areas, fuel oil fired steam locomotives for similar duties in the oil bearing districts, diesel locomotives for the major portion of the railroad task, including all the passenger services, and gas fired locomotives for certain heavy duty tasks, where full power outputs could be readily absorbed.

Mr. Brown concluded by saying that in his opinion, Victoria, with its huge brown coal deposits, could best be served by a mixture of—

- ★ Electrified sections, where density of traffic would justify the high initial costs involved.
- ★ Pulverized brown coal fired steam locomotives for sections where their fuelling and fuel storage can be adequately supervised.
- ★ Black coal fired steam locomotives.
- ★ Heavy residual oil fired steam locomotives.
- ★ Diesel-electric locomotives for selected services, where their inherent high availability can be used to the maximum advantage.
- ★ Diesel-electric locomotives for switching services.

Such a combination, said Mr. Brown, would provide Victoria with alternative fuel supplies, and would almost eliminate the possibility of services being dislocated as a result of industrial troubles on the coal fields.

The Chairman, who proposed a vote of thanks to Mr. Brown, described his lecture as amazingly interesting. He said he agreed with the conclusions reached by Mr. Brown regarding the future motive power for the Victorian Railways. He added that the lecture had recalled most vividly to him his visit to America with the then Chairman of Commissioners, Mr. (now Sir Harold) Clapp, in 1934 when they rode the *Pioneer Zephyr*, after its record breaking run between Denver and Chicago. This first diesel-electric locomotive to go into general service did a non-stop run of just over 1,000 miles at an average speed of 77.6 m.p.h.

A feature of Mr. Brown's lecture was the screening of two excellent films, "The Modern Coal Burning Steam Locomotive" (Norfolk and Western Railways answer to the diesel-electric locomotive challenge) and "Diesel, The Modern Power."

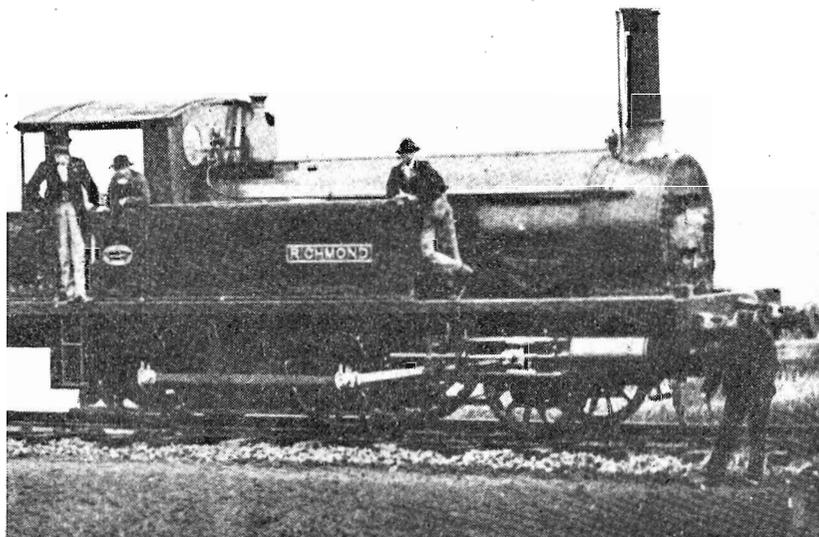
# EARLY PRIVATE RAILWAYS

## 3.

### The Melbourne and Suburban Company

★

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



One of the company's locomotives

THE Melbourne & Suburban Railway Company was formed, in June 1857, to build lines from Princes Bridge to Hawthorn and Brighton. Route surveys had been made to these places by the Hobson's Bay Company as part of proposed extensions, but these proposals had lapsed.

Under an Act of Parliament assented to on November 24, 1857, the company was authorized to build a line from Princes Bridge to Windsor and a branch from Richmond to Hawthorn. The company's authorized capital was £300,000. The act included the following conditions: double tracks to be provided; where the railway passed through crown lands, a strip 50 yards wide to be granted free; six acres to be allotted for Princes Bridge station; power given to the company to connect with Hobson's Bay line by means of a tunnel under Swanston-st.; a suitable overline bridge to be erected at Gisborne-st.; a bridge to carry the line over Punt-rd., Richmond, built to Government specifications for design and road clearances.

The promoters experienced much difficulty in obtaining financial support for their plans and, after some months, found it necessary to make drastic limitations for the time being. It was, therefore, decided to build only a single track line to a temporary terminus at Punt-rd., Richmond, thereby avoiding the expense of the bridge.

A contract was let to Patrick Higgins for the earthworks and, on July 1, 1858, Governor Sir Henry Barkly performed the ceremony of cutting

the first turf at a spot near Punt-rd. Rails for the line were purchased from the Geelong and Melbourne Railway Company. The first engine, *Hercules*, was bought from the same company. The Government railway to Williamstown, connecting with the Geelong line, had just been completed, and the engine steamed up to Spencer-st. station. It was then dragged along short sections of rails laid on the roadway along Flinders-st. to Princes Bridge. Three first class and three second class carriages were built in Melbourne by William Grant.

The line was officially opened on Saturday afternoon, February 5, 1859, with a special train hauled by *Hercules*. Public traffic commenced on February 8.

On March 2, 1859, a small station was made available to serve passengers for the Melbourne Cricket Ground and the Botanic Gardens. It was round about the site of the present footbridge over the lines near the Cricket Ground, and it was worked for afternoon traffic on Wednesdays, Saturdays and Sundays.

About this time, the disposal of a large block of shares enabled the company to proceed with the extension of the railway to the River Yarra at Cremorne on the Windsor line and to Pic-Nic on the Hawthorn branch. The Cremorne section was opened on December 12, 1859, and a new station at Swan-st. displaced the Punt-rd. terminus, which was dismantled. The line to Pic-Nic was completed by June 1860, but did not start working until September 24.

Depletion of the capital fund necessitated borrowing £78,000 to complete the Windsor line,

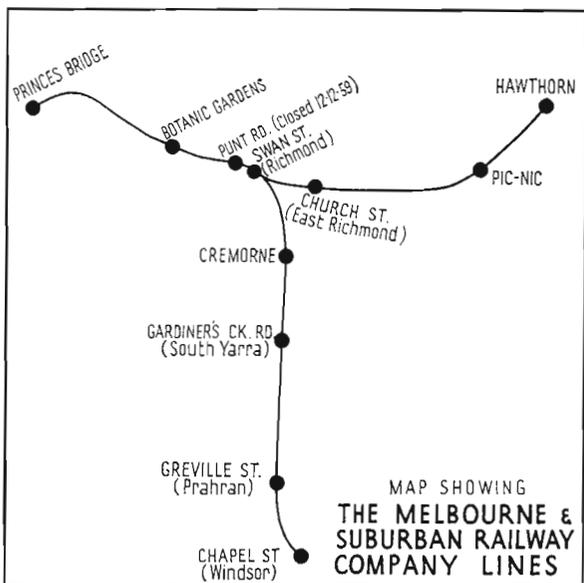
which was opened for traffic on December 22, 1860. This formed a junction with the St. Kilda and Brighton Railway line.

Service to Hawthorn commenced on April 13, 1861, completion of this section having been delayed by the slow progress of the contractor in building the bridge over the Yarra at Hawthorn.

By this time, the company was in a bad position financially, although the railway returned a profit on working expenses. Subscribed capital totalled £250,000, but line construction costs amounted to £475,000, and creditors were clamouring for payment. Three courses of action were reviewed: to lease the undertaking, to sell outright, or to submit to insolvency. Eventually, authority to sell the lines was granted by Parliament and, at a public auction on March 31, 1862, they were bought by The Melbourne Railway Company.

In May 1862, the new company entered into an agreement with the St. Kilda and Brighton Company to work that system for a period of five years. Traffic was then diverted from the Hobson's Bay line, and passengers for Brighton went direct from Princes Bridge through Windsor. Less than three weeks later, this arrangement was suspended owing to a collision between two trains at Elsternwick. This so alarmed the Brighton executive that they reverted to the Hobson's Bay St. Kilda route. However, the Melbourne Railway Company resumed working of the Brighton line on October 1, 1862, and continued until amalgamation in 1865.

The continued success of the Hobson's Bay Company led to the revival of proposals to absorb the Melbourne Company's lines. Amalgamation of the two groups was eventually decided, and Parliamentary approval was given on June 15, 1865. From June 30 of that year, the two companies became The Melbourne and Hobson's Bay United Railway Company.



## The things they say

**W**ORKERS on American railroads, knowing something of the advantages of the economic system under which our country has grown and prospered, are not likely to be inveigled into exchanging that system for any other that cannot measure up to the standards we have already attained. No five-year or any other plan of other countries and systems has brought to their people such advantages as we enjoy today.—*Brotherhood of Locomotive Firemen and Enginemen's Magazine, U.S.A.*

\* \* \*

The man who is too busy to worry in the daytime, and too tired to lie awake at night, need not worry about being able to grow old gracefully.

—*Baltimore and Ohio Railroad Magazine*

\* \* \*

The railroads, which provide our basic transportation, have been busy expanding their capacity and, of course, railways need little or no conversion from peace time to emergency service. To these features of ready expansion and adaptability, railroads add two others which become doubly important in time of emergency—their great flexibility and availability.—*W. T. Faricy, president, Association of American Railroads*

\* \* \*

The thing that actually wins us more friends and puts more business on trains than anything else is the friendly courtesy that our people show those who ship and travel with us. It is how patrons are treated individually that counts.

—*Baltimore and Ohio Railroad Magazine*

\* \* \*

There is no future in any job. The future lies in the man who holds the job.

—*Dr. George W. Crane*

\* \* \*

No one has learned the meaning of life until he has surrendered his ego to the service of his fellow man.—*Beran Wolfe*

\* \* \*

All things come to the other fellow if you sit and wait.—*Brotherhood of Locomotive Firemen and Enginemen's Magazine, U.S.A.*

\* \* \*

Friendship is the only cement that will ever hold the world together.

—*Woodrow Wilson*

\* \* \*

The great use of life is to spend it for something that outlasts it.

—*William James*

# ENGINEER OF PLANNING

*A brief introduction to the new Division of the Way and Works Branch that has been formed to help with the preliminary planning of important railway works.*

**B**ECAUSE of the increasing number of large projects designed to improve railway planned service, the Commissioners recently approved the formation of a Planning Division of the Way and Works Branch as recommended by Mr. A. P. Taylor, the Chief Civil Engineer.

In his capacity as Chairman of the Operating Improvements Committee, Mr. Taylor is in constant touch with all major projects and, where necessary, he can refer them to the Planning Division, where alternative ways of attaining the desired end will be worked out and their various costs estimated. No matter which Branch is directly concerned, the project is almost sure to involve the Way and Works Branch because land, buildings or tracks will be affected.

Mr. L. A. Seedsman, as Engineer of Planning, is in charge of the new Division. His staff comprises an engineer, two assistant engineers and a draftsman. Mr. Seedsman, who has had varied experience in the Way and Works Branch, is a Bachelor of Civil Engineering and holds the Victorian municipal surveyor's certificate.

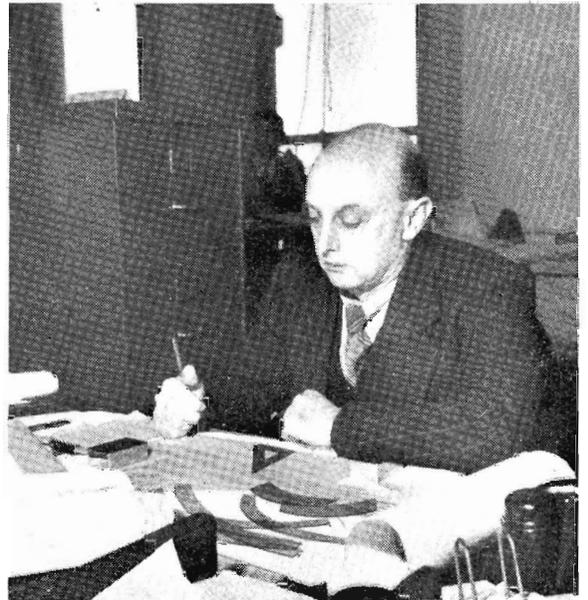
Mr. Seedsman and his staff always keep the future in mind. Every project must be treated in such a way that it will not interfere with some long term proposal which may not be started for some years to come. Careful thought, then, is the basis of the Division's work.

The next step for any given project is to obtain all the relative information from other branches or outside bodies such as the State Electricity Commission or the Melbourne City Council. Details may be needed of the flow of traffic on a particular line, the hours of travel to and from a certain station, the location of gas and water mains or high tension cables, the optimum length of a railway platform, or the ideal location for a railway station.

Briefed with all this data, Mr. Seedsman has to work out preliminary plans for the work. The most efficient plan may also be the most expensive, and the expense may not be justified by the prospective benefits. So, a series of different plans is necessary, together with estimates of the costs and results of each.

These plans can then be submitted by the Chief Civil Engineer to the Operating Improvements Committee which, if it is satisfied with a particular

scheme, recommends its acceptance by the Commissioners. If the Commissioners approve (or where the amount involved is beyond their statutory authority, the Parliamentary Public Works Committee recommends and Cabinet approves) copies of the accepted plan are forwarded to the Divisions or Branches concerned to enable them to do the work.



Mr. Seedsman studies a preliminary plan of the city railway

Typical jobs for which Mr. Seedsman and his staff are or may be called upon to make preliminary plans include such things as the proposed city underground railway, improvements to the Melbourne Goods Yard, the location of pulverized brown coal storage hoppers at North Melbourne Locomotive Depot, improvements to Flinders-st. station, and the orderly development of railway work at Traralgon consequent upon track duplication and electrification.

The investigations and collection of data on such proposed works enables the presentation of much vital information to the Chief Civil Engineer and, through him, to the Operating Improvements Committee. It is, in fact, helping to bring about more and better service to the public.



Fitter

**A**N inspection of the system, to-day reveals Australian railwaymen, of whom there are 100,000 workers, and have capably filled a variety of Way and Works Branches. They are being retrained on a new programme and are also playing an important part in such projects as the regrading, duplication and electrification. The diligence of New Australians in the Traffic Branch has helped the Department to mitigate, to some extent, the effects of the war.



Hauling Parcels



Announcing a Train



Track Gang

the good work that is being done by New  
about 1,500 in the service. They are cheerful  
of jobs, mainly in the Traffic, Rolling Stock,  
used in the workshops on the maintenance  
in the Department's big developmental works,  
tion of the Gippsland line. The courtesy and  
rch have impressed travellers. In short, they  
the extent, a very pressing manpower problem.



Sweeping Station Concourse



Porter



Learning the Rules



Translator

# FIRST AID

*Their aid they yield to all.*

—George Crabbe (1754–1832)

## Annual Competitions

THE Ambulance Officer (Mr. W. Blackburn) and his staff are busy organizing the annual first aid competitions to be held at Mt. Evelyn on Thursday, September 13. The preliminary contests for metropolitan and country centres were held last month. Metropolitan, Geelong, Seymour, Woodend and Bendigo teams competed at the old East Melbourne cricket ground site, Jolimont. Competitions were held also at Ouyen, at Ararat for Ararat and Dimboola teams, and at Ballarat. The winners of the State competition at Mt. Evelyn will represent Victoria at the all-Australian railwaymen's ambulance shield competition at Adelaide on Thursday, November 22. Victoria at present holds the shield: it was won by Maryborough team in 1949. The interstate contest was not held last year because of the rail strike.

## Corps Men Wanted

MORE young men are urgently needed to join metropolitan and country first aid corps. Lack of membership has resulted in the sad depletion of some corps and the sadder dissolution of others. The railway ambulance organization can never become a strong one unless corps are brought up to full strength. Railwaymen are also reminded by the organization that a £2.2.0 award is paid to members on getting their first year certificate.

## Veteran First Aid Man

THE recent appointment of Mr. C. L. Kuffer, Superintendent of Maryborough No. 1 Corps, as a Serving Brother of the Order of St. John of Jerusalem, recalls the fact that he is not the only Maryborough railwayman recog-

nized by the St. John Ambulance Association. In 1896, Mr. Alf Barnes, car builder, who, at 81, is now living in retirement at Dandenong, passed with credit the Association's examination qualifying him to render first aid. Mr. Kuffer and Mr. Barnes have been close friends for years. Mr. Barnes was practising first aid before railway ambulance officers were appointed. He received his St. John's certificate during the reign of Queen Victoria, with twelve other successful candidates. The presentation was a gala occasion at the Melbourne Town Hall, and was made by Sir William Clarke, of Sunbury, who was President of the Victorian Branch of the St. John Ambulance Association. Mr. Barnes took a leading part in the establishment of the Maryborough ambulance organization. With Dr. C. W. Greene, then medical superintendent of the local hospital, and Messrs. P. Stuart, T. Richards and others, Mr. Barnes helped to raise money to buy the town's first ambulance. Later it developed into almost a one man show; Mr. Barnes was not only the secretary of the committee, but also driver of the ambulance. Apart from his ambulance work, he found time to be associated with many cultural, social, and sporting activities in the Maryborough district.

## Complimented By Doctor

Mr. A. G. Thompson, of Jolimont No. 2 corps, was complimented recently by a Royal Melbourne Hospital doctor for his skill in setting the broken leg of a man injured in a football match at Royal Park. Mr. Thompson, who is head trainer of an amateur football team, went to the help of Mr. Gordon McLellan, Carlton picture theatre manager, who fell heavily in a pack of players during a football match between Fitzroy amateurs and Courtney Stars. Mr. Thompson has since gained his third year first aid certificate.

## EMERGENCY QUIZ

**H**ERE are more quiz questions to test your knowledge of first aid. Allow yourself two marks for each correct answer. If you obtain four to six marks you could certainly help in an emergency. With less than four marks, you should attend a first-aid class at the earliest opportunity. The answers are on the back page.

*What would you do in the following cases?*

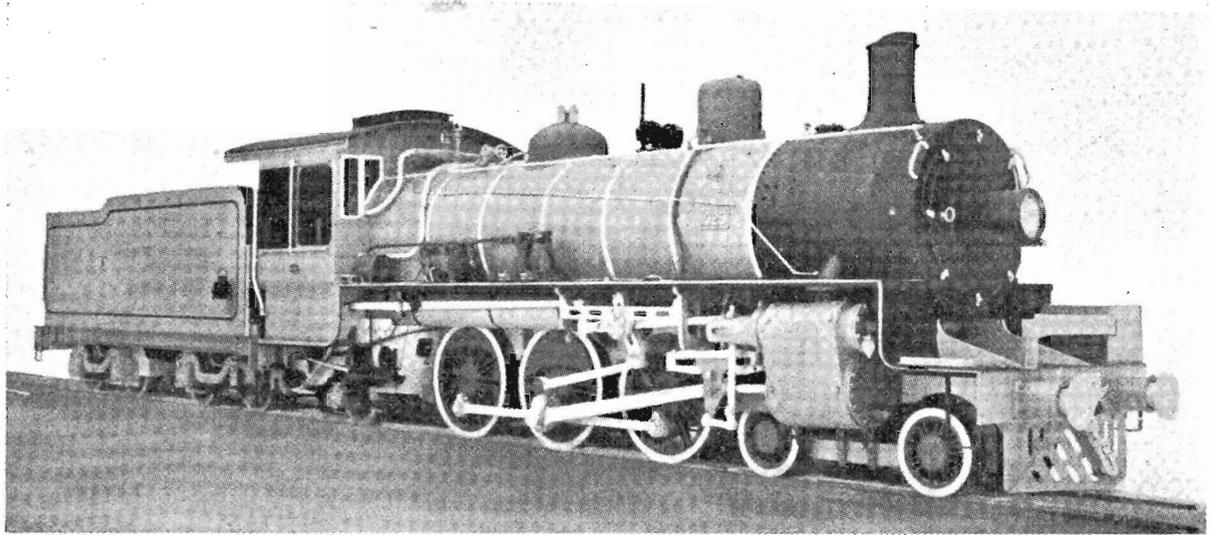
(1) When cutting teeth, children sometimes go into convulsions. Would you throw a bucket of cold water over the child, sit it in a bath of hot water with a cold sponge on its head, sit it in a bath of cold water with a hot sponge on its head, or give it castor oil and hope for the best?

(2) During a birthday party celebration in your home, one of the women guests becomes hysterical. Would you fan vigorously and apply smelling salts to the nose, tickle

the soles of her feet with a feather, slap her face and growl harshly at her, croon to her like Frank Sinatra, or speak firmly to her, avoiding sympathy, and leave her alone?

(3) At the same party another woman falls to the floor in a faint. Would you give her plenty of fresh air, sprinkle her face with hot and cold water alternately and hold smelling salts to her nose, stroke her hands, give her brandy and open the windows, or open the windows and drink the brandy yourself?

# 4 - 6 - 2 Locomotives for Queensland Railways



**N**OW under construction at the works of the Vulcan Foundry Ltd., Newton-le-Willows, are 35 mixed traffic B18½ class locomotives for the Queensland Railways. They are a modern version of engines of this class previously built by the Queensland Railways. Various new features have been embodied in these 3' 6" gauge locomotives. They are designed to suit a maximum coupled axle-load of 12 tons and to negotiate a minimum curve of 330 feet.

The principal dimensions are :

Cylinders (2) ... ..	18½" x 24" stroke
Leading bogie wheel dia. ... ..	2' 4"
Coupled wheels, dia. ... ..	4' 3"
Trailing truck wheel dia. ... ..	2' 4"
Heating surface—	
Boiler tubes ... ..	984 sq. ft.
Flue tubes ... ..	434 sq. ft.
Firebox ... ..	106 sq. ft.
Superheater ... ..	334 sq. ft.
Grate area ... ..	25 sq. ft.
Boiler pressure ... ..	170 lb. per sq. in.
Tractive effort at 80% boiler pressure ... ..	21,306 lb.
Adhesive weight ... ..	35.86 tons
Engine weight in working order ... ..	57.95 tons
Tender—coal capacity ... ..	10.35 tons
water capacity ... ..	3,500 gal.

—*Railway Gazette*

## Radio on Freight Trains

**A**LL through main-line freight trains operating over 1,842 miles of road on the Chicago, Rock Island & Pacific Railroad have been provided with two-way end-to-end radio communication ; equipment is on order for similar use over another 1,284 miles ; and the road is considering the use of radio on an additional 829 miles. An interesting feature is the use of walkie-talkie type radio sets on the cabooses. These sets have a coverage of about six miles under ideal conditions.

Should a train reduce speed or stop for any reason unknown to the conductor, he immediately contacts the locomotive with his walkie-talkie set, asks the reason for the stop or reduction in speed, and then issues any necessary instructions for further handling or protection of the train.

Twenty-eight walkie-talkie sets serve the 80 assigned cabooses, these sets being turned in by the train crews at the ends of their runs and picked up by other crews for further use. Maximum utility is thus obtained, and it is unnecessary

to install permanent equipment on the cabooses, other than a radio rack and an antenna. This is a large financial saving in initial cost of radio and power-supply equipment.

—*Railway Age*

## Standard Station Signboards

**T**WO years ago the Railway Executive decided to erect standard direction signs on British railway stations, and designs were prepared to cover every title then in use. Lettering is of the Gill Sans type on a background of the regional color, and all signs consist of vitreous enamel plates of standard sizes which allow ample area of background and give a high degree of clarity to the lettering. Signboards are being provided periodically as stations undergo renovation, and the first London terminus to complete the transformation is St. Pancras, L.M.R. Results have already brought favourable comments from users of the stations.

—*Railway Gazette*

## Research Used To Reduce Claims

**E**VERY commodity is different. What causes damage to a carload of fresh fruit will leave canned goods untouched. What harms grain does not affect porcelain, and so on. Recognizing this fact, shippers and railroads have been pushing research in specific commodities aimed at reducing damage to goods in transit. The Freight Claim Division of the Association of American Railroads currently employs four commodity engineers who work full time studying the problems peculiar to the shipment of canned goods, grains, perishables and ceramics, respectively. These men are in addition to the division's regular corps of loss and damage experts.

—*Railway Age*

## New Composite Car, G.M. & O. R.R.

**G**ULF, Mobile and Ohio Railroad has recently introduced four new composite cars, each containing one compartment, three bedrooms, eight roomettes, and four day sections. These vehicles are 85 ft. long and weigh 67 tons. A folding partition separates the compartment from one of the bedrooms. Each room has individual air-conditioning and vapor zone heat controls. Circulating ice water is supplied to all rooms, and the equipment includes a 7-ton ice engine as part of the air-conditioning plant.

—*Railway Gazette*

## The Railway Dorgans

**M**R. William Dorgan, one of Newport's best boilermakers, retired recently after nearly 52 years' service. He went to the workshops when he was a boy of 13, and his first job was to heat rivets for the boilermakers. In February 1905, he became an apprentice boilermaker, and six years later was a qualified tradesman. He was appointed



Mr. W. Dorgan

leading hand boilermaker in 1920, sub-foreman in 1928 and foreman boilermaker in the steel construction shop in 1944. During his railway career he relieved for short periods at Ararat, Bendigo, Traralgon, and North Melbourne Locomotive Depots.

"The apprentice of today gets much more comprehensive training than when I joined the Department," says Mr. Dorgan. "The work is not nearly so laborious, as machines have eliminated all the heavy lifting and rough work. The pay is also much better than it was

in my apprenticeship days. I had to do a six-year course, and in the first year I received the princely sum of 7/6d. a week. I leave the service firmly convinced that the railway trained apprentice gets tuition second to none and that when he is out of his time he can claim to be a first rate tradesman." Mr. Dorgan is puzzled at the reluctance of many boys to learn boilermaking. Today, he says, there are big opportunities in industry for the man skilled in this trade, and whether times are good or bad there is always a job for a boilermaker.

Mr. Dorgan is proud of his family's railway background. His brother John, a former boilermaker at Newport Workshops, is stationmaster at Bell; Fred, another brother, is a moulder at Newport; Charles, another, is a fitter, and Harry, a fourth, is in the Way and Works Branch. Mr. Dorgan's son, Louis, is a boilermaker at Newport, and daughter, Carmel, is a junior typist at the 'Shops. In addition, Mr. Dorgan has a cousin, a nickelplater at Newport, another is an upholsterer in the same workshops and a third is at Spotswood.

"So you will see that there are enough Dorgans to carry on the railway tradition," adds Mr. Dorgan.

## Ex-Servicemen's Dinner

**T**HE Victorian Railways Returned Servicemen's Section was formed in 1919 to look after the interests of returned men in the Department. Today, it is one of the strongest ex-servicemen's organizations in the Commonwealth.

There was a large attendance at the recent dinner to country delegates who attended the annual conference of the section. The Commissioners were represented by Mr. O. G. Meyer. Others present included Drs. M. Rees and Mallalieu (Medical Section); Messrs. P. Farnan, L. David (Staff Board); T. R. Collier, W. Conroy (Traffic Branch); O. Keating (Rolling



Dinner to country delegates

Stock Branch); A. Telford (Way and Works Branch) and G. H. Bennett (Accountancy Branch.)

Mr. Meyer paid a tribute to the work done by the section and stressed the need for greater unity in these strenuous times. The Chairman (Mr. Costello) said there were more than 6,000 returned servicemen in the Department, and he hoped that ultimately all would become members of the section. He urged members to extend the hand of friendship to all British ex-servicemen now joining the railways. Mr. Stan Thomas, of the Way and Works Branch, who is State Secretary of the V.R.R.S.S., organized the function.

## Important Staff Changes

**T**HERE have been several important staff changes at Head Office recently. The Claims Agent (Mr. P. A. Fankhauser), who joined the service as a junior clerk in 1905, retired and was succeeded by Mr. A. W. Cobham, who was Assistant to the Claims Agent. The latter is prominent in tennis circles and represents N.S.W. on the Council of the Lawn Tennis Association of Australia. Mr. A. A. Cameron, Assistant Comptroller of Accounts, who has retired, has been co-opted to assist the Commissioners in the administration of the railways pre-cut housing project. He has been succeeded by Mr. J. F. Timms, who was formerly Auditor of Revenue, which post has now been filled by Mr. P. E. Cooper, formerly Assistant Chief Bookkeeper. Mr. P. H. Aslett has retired as Accounting Officer, Electrical Engineering Branch. He is succeeded by Mr. T. V. Sexton.

## Ideal Portress Quest

**G**WEN Robinson, portress at Thornbury station for more than two years, and held in high esteem by drivers, guards, station staff and the travelling public, is an assiduous railwaywoman.

She prefers an out-door life which, she says, gives her an opportunity to meet people.

"I think I know just about every person who leaves the train at Thornbury," says Miss Robinson. "They are such a nice lot of people that it is a pleasure to work for them." Miss Robinson played basketball when she was at school, but says her railway job is her only interest now. A.S.M., Mr. J. N. Winter, has a high opinion of her. "She does her work well and is so pleasant to everybody that she makes many friends. It is a pleasure to work with her," he says.



Miss Robinson

It is a pleasure to work with her," he says.

## Mildura Passenger Guard Retires

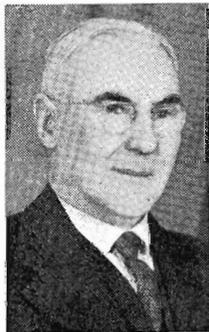
**M**ILDURA station staff and members of the Rolling Stock Branch will miss popular passenger guard, Mr. A. J. ("Banjo") Pattison, who retired recently. He joined the service as a car cleaner in 1904, and, later, was a porter at Footscray, Terang and Beech Forrest. He was a yard porter at Koroit and a shunter at Ararat, before being transferred to Melbourne Yard in 1911. In the first world war he served with the 2nd Division, Field Artillery, A.I.F., and after discharge in 1917, he returned to the railways as a leading shunter. From 1919 to 1940 he was a goods guard, and on becoming a passenger guard, he went to Mildura, where he remained until his retirement. For the last 11 years of his service he was on night shift, which he thinks might be a departmental record.

MRS. M. Hayward, of Gilbertson-st. Essendon, greatly appreciated the courtesy and service of railway staffs when her sister, who was discharged recently from the Clayton Convalescent Home, travelled by train to Buffalo, South Gippsland. When a taxi arrived at Clayton with Mrs. Hayward's sister, she was met by two portresses who accompanied her to the train and looked after her luggage. "As a result of all this care and attention I was able to get my sister to her destination without any trouble and I would like to express my thanks to the stationmasters at Flinders-st. and Clayton stations and others who helped to make the journey as pleasant as possible for us," wrote Mrs. Hayward in a letter to the Secretary.

### Man Of Many Jobs

NO engineer of the Rolling Stock Branch has had a more interesting and varied career than Mr. V. L. Hyndman, who retired last month after more than 48 years' service. On the eve of his retirement, Mr. Hyndman received a letter from the Chief Mechanical Engineer, Mr. A. C. Ahlston, recording "his devotion to duty and his unblemished record" in the Department.

Mr. Hyndman joined the service in May 1903, and the following year became an engineering student in the drawing office. "We had to graduate the hard way in those days," says Mr. Hyndman. "I went to Newport Workshops to get practical experience and had to buy all my own text books. The result was that at the end of each month I was usually 'broke,' and had to get money from my parents for my concession rail ticket."



Mr. Hyndman

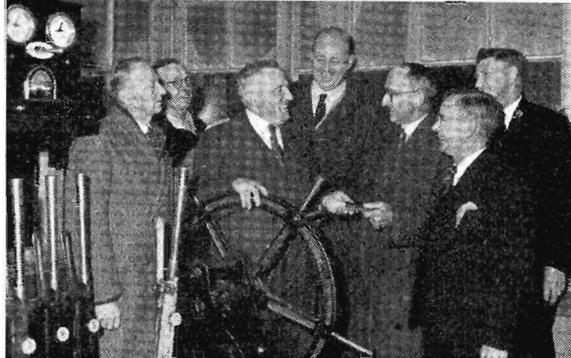
Mr. Hyndman was at Newport when Mr. Tom Smith was manager. He describes him as a remarkable man who knew where every man was and what he should be doing. He was so conscientious that he personally checked every locomotive before allowing it to leave the workshops. Mr. Hyndman became an expert in the lay-out of workshops, such as Jolimont Workshops, Bendigo, Ballarat, Ararat and Mildura locomotive depots, and the boiler, erecting, and spring shops and installations at Newport Workshops. He was also relieving and acting manager of the workshops. Upon the outbreak of world war two, he was lent to the Director of Machine Tools of the Munitions Department. After the war, Mr. Hyndman returned to the railways and for four years was engaged in an investigation into the standardization of gauges. Later he went to the structural steel section, Head Office, and, up to the time of his retirement, specialized in the handling of heavy loadings, such as massive electrical equipment for Newport Power Station and the State Electricity Commission and mechanical earth moving machines for the Eildon dam project.

### Obituary

IT is with regret that *News Letter* records the recent deaths of Messrs. T. H. Coulthard and J. Du Bourg. Mr. Coulthard, who joined the department in 1886, was a former Rolling Stock Branch staff clerk. Mr. Du Bourg, at the time of his retirement in 1935, was paymaster.

### 28 Years as S.M. at McKinnon

AFTER 44 years' service (more than 28 as stationmaster at McKinnon) Mr. W. E. Baxter retired recently. He joined the Department as an acting junior clerk in the goods shed at Ballarat in 1907. During his railway career he was assistant stationmaster at North Creswick, Creswick, Warrenheip, Ballan and Chelsea. After qualifying as stationmaster, Mr. Baxter went to Colbinabbin in 1918, and subsequently to McKinnon, where he remained as stationmaster until his retirement.



Farewell to Mr. Baxter

"McKinnon was apparently a good training ground for railwaymen, as several young men who came there as relieving assistant stationmasters rose to stationmasters and at least one to traffic inspector," says Mr. Baxter.

Mr. Baxter was popular with his staff and the travelling public, as well as with the McKinnon business community. At his farewell, Mr. Frank Rivers, local estate agent, paid a tribute to his efficiency as a railwayman and, on behalf of the staff and local residents, presented him with a wallet of notes.

### Railway Shorthand Writers

IN the past three years, 125 men and women have sat for the licensed shorthand writers' examination. Only seven have passed; five women and two men. The latter are two railwaymen, Mr. W. S. Cassidy, clerk, at North Melbourne Workshops and at present at Head Office, and Mr. R. Darby, clerk in the Secretary's Branch.

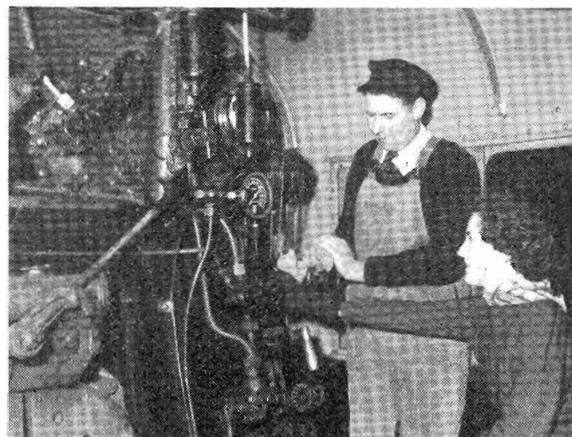
Mr. Cassidy joined the Department in 1932 as a lad labourer at Jolimont Workshops, and was a junior clerk at Head Office before going to North Melbourne. He learned shorthand under Mr. J. Fetherstonhaugh at the V.R.I., and is now the shorthand instructor there. Mr. Darby joined the service as a lad porter in 1936. He went from junior clerk in the Traffic and Commercial Branches to the Secretary's Branch. He also acquired shorthand under Mr. Fetherstonhaugh at the V.R.I., and is now instructor at the Brighton Technical School. The ambition of both is to get the gold medal award for those who pass the 200 words-a-minute test.

### Plane Builder

A young railwayman who runs an air line, is Bryan Pritchard of the Secretary's branch. He is one of the numerous enthusiasts who build and fly model aeroplanes. Bryan, who belongs to the Western Suburbs Model Aeronautical Club, has built five engine-powered models and a number of rubber-powered ones. He designed, as well as built, his latest model shown here. It has a wing span of 29 in., is powered by a 2.5 c.c. diesel engine, and while flying, is controlled by hand lines. Although it has a top speed of about 60 m.p.h., Bryan explains that he has not designed it for speed but for aeronautics. It can loop the loop, fly upside down, and do a figure-of-eight. He has built a larger model, of 48 in. wing span, that has not yet flown.



Bryan Pritchard



Shirley Greenham (top), Jean Simons (centre) and Elaine Wilson on the footplate of R703

### Girls Take R Class Footplate Trip

THREE attractive young women tracers in the Rolling Stock Branch, Shirley Greenham, Jean Simons and Elaine Wilson, made railway history recently when they rode the footplate of the new R class locomotive from Melbourne to Seymour. It was the first time that women members of the staff of the Department had ridden in the cabin of a locomotive on the Victorian Railways.

The girls, who did the tracing work of the R class design, were interviewed recently by the *Sun News-Pictorial*, which said that it was their one ambition to ride on the footplate of the engine. The Chairman (Mr. Wishart), much to the gratification of the girls and the engineers who had highly praised their work, granted the wish, and arrangements were made by the Chief Mechanical Engineer for each of the girls to make a trip on the locomotive. Miss Greenham, the senior tracer, went on the 8.15 a.m. Goulburn Valley passenger train and Miss Simons and Miss Wilson on the 7.55 a.m. Melbourne-Albury passenger train.

They described it as "the thrill of a life-time." Miss Greenham said: "The locomotive gave a very smooth performance. There was no sensation of great speed, even though we were travelling at 69 miles an hour at one part of the journey."

Miss Simons said she was much impressed by the roomy cabin and the great power of the locomotive. She added that she could fully appreciate the enthusiasm of the driver as it seemed to her an engine driver's dream.

Miss Wilson, the youngest of the team, said that the trip was a thrill from start to finish. She had never realized before that a ride on the footplate could be so exciting and adventurous. Incidentally, Miss Wilson has received a letter from a country school teacher. He is a railway enthusiast and is interested in locomotive design. He told her that he very much envied her the trip she had made on such a wonderful locomotive as the R class.

### Ex-Stationmasters Instruct New Australians

WHEN Messrs. T. F. Buckley, W. J. Smyth, M. P. Heffernan, S. J. Sutherland and W. J. Clark, all of whom are former stationmasters with an average service of at least 40 years, retired from the Department, they little dreamed that one day they would be recalled to fill the role of schoolmaster. For the past 12 months they have been in charge of the special class of instruction for New Australians at the V.R.I. They give the newcomers lessons in English, geography and the fundamental principles of railroading. Those who pass through the class come from all parts of Europe, and all trades and professions are represented. The former stationmasters have become most interested in their work, and their enthusiasm has been communicated to the New Australians, the great majority of whom have proved apt pupils, as reports have shown.

### Courteous Conductor

IN a letter to the Commissioners, Mr. B. de B. McGeoch, of Wodonga, expresses appreciation of the courteous act of the conductor on the 4.15 p.m. train from Melbourne to Wodonga, who recently gave the comfort of his mother, Mrs. J. H. McGeoch, and other elderly ladies in the compartment, his personal attention.

### Station Inspired Artist

THE Glenferrie station gave Mr. Laurence Pendlebury, art teacher at Swinburne Technical College, the inspiration for his prize winning entry—*Suburban Station*—in the recent Dunlop Australia-wide art contest. Mr. Pendlebury's art studio at the college overlooking the railway station gave him ample opportunity to study its possibilities as a subject. Mr. Pendlebury is a friend of Mr. Arthur C. Austin, clerk in the Accountancy Branch, who is a prominent member of the Victorian Artists' Society. He met Mr. Pendlebury when both studied at the National Gallery under Mr. Charles Wheeler and the late Mr. William McInnes.

# MEET THE TRAIN CONTROLLERS



Mr. Walters



Mr. White



Mr. Kaiser



Mr. Blencowe

**N**EW LETTER publishes more pictures and thumbnail sketches of the careers of V.R. train controllers.

Mr. L. H. Walters joined the railways in 1924 as a junior clerk in the Accountancy Branch, but after six months' service he was transferred to the then Transportation Branch. He worked at Castlemaine, Horsham, Dimboola, Serviceton, Rochester, Echuca, Deniliquin, Kerang, Swan Hill and Bendigo. He was a guards' roster and live-stock clerk at Bendigo, and relieved train controllers there before being appointed a train controller, class three. With his background of train control experience, he was ultimately brought to Head Office.

Mr. M. T. White joined the Department, in 1907, as a lad porter at Ararat. His wage at that time was 2/- a day, and he worked shifts of 12 hours. When he was only 17 he did guard duty on the Coleraine-Hamilton mixed train when the regular guard was ill. Mr. White was operating porter at Sheep Hills, assistant stationmaster at Tooradin, and relieving assistant stationmaster for more than two years on the Ballarat section. He also relieved telegraph operators at Maryborough, Ballarat, Ararat and Serviceton. After service in other country districts, he was appointed traffic inspector at Ballarat for six months. He also acted as senior train control officer there for 14 months during the last war. He was on the Tourist Bureau Staff for seven months. An experienced railwayman, he holds all safeworking certificates.

Mr. F. C. Kaiser, who has been a train controller at Head Office since 1938, has seen a great deal of the system. He joined the Department as a supernumerary messenger in 1916 and the permanent staff two years later. He was on the clerical staff at the dining car depot, District Superintendents' offices at Flinders-st., Dandenong and Bendigo, the Metropolitan Superintendent's office and was also at Colac, Windsor and Prahran.

Mr. F. J. Blencowe entered the Department as a junior clerk at Melbourne Yard in 1939. He was awarded the N. C. Harris prize for safe-working in 1945. He was transferred to Head Office, two years later, and worked in staff offices and on guards' rosters in Room 49. He was appointed train controller in 1949. For the past year he has been acting class-one train controller on the eastern and south-eastern board.

\* \* \*

**L**OOK out for mud or slush on your shoes at this time of the year. Little slips can cause big injuries.

\* \* \*

Passenger: What's the use of issuing a time-table for trains on this line when they never run to time?

Conductor: We couldn't tell how late the trains were running if we didn't have a time-table.

## EARLY V.R. LOCOMOTIVES

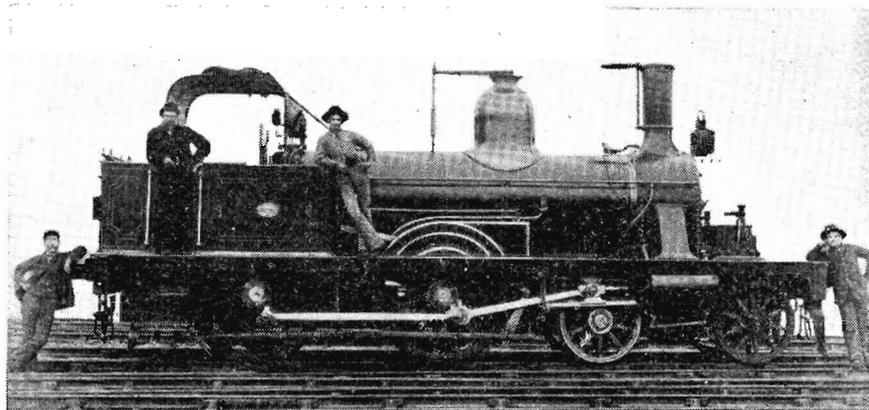
Passenger 4-4-0  
well tank type

Nos. 278 to 288 (even numbers) built by Robert Stephenson & Co., Newcastle, England, 1870-77. These were taken over from the Melbourne & Hobson's Bay United Railway Co. in 1878.

Nos. 42, 262 to 276 (even numbers) and 306 to 310 (even numbers) built by Phoenix Foundry, Ballarat, 1882-83.

Nos. 290 to 304 (even numbers) built by Robison Bros., Melbourne, 1880.

They were later known as C class. The last of them (No. 294) was scrapped in 1916.





## Football Premiership

IN one of the most keenly contested grand-final football matches for years, Melbourne Yard won the V.R.I. Football League's premiership and the Commissioners' Cup for the second successive year. A large crowd saw the game: the gate receipts totalled £33.

The issue was in doubt until well into the third quarter, when Melbourne Yard put on pressure and kicked two quick goals. Despite determined attacks by North Melbourne Locomotive Depot, Melbourne Yard hung grimly to the hard earned lead until the final bell. It was a thrilling game from start to finish. Mr. Commissioner Meyer, who was the guest of honour, congratulated officials on the high standard of the play of both teams.

The quarter scores showed how well matched were the competing teams. In the first quarter Melbourne Yard scored 2.1 to their opponents 2.2, and were still trailing at half time when the score-board read: Melbourne Yard, 2.4; North Loco 3.3. In the third quarter Melbourne Yard made a strenuous effort to clinch the match and kicked 4.1, to North Loco's 2.1. Holding their opponents to a scoreless last term, Melbourne Yard ran out the winners with a score of 7.10 (52 pts.) to 5.4 (34 pts.)

Best players—Melbourne Yard: McTaggart, O'Neill, Matthews. North Melbourne Locomotive Depot: Rayner, Mitchell, Arthur.

Goal Kickers—Melbourne Yard: O'Neill, 3; Swale, 2; Matheson and McTaggart, one each. North Melbourne Locomotive Depot: Sharp, 3; Knight and Anderson, one each.

At a social after the match, trophies were presented to the winning team, and to the season's best and fairest senior and junior players.

The President of the Council of the Institute (Mr. T. R. Collier), presented the Commissioners' Cup to the captain of Melbourne Yard, W. O'Neill. H. Milburn, a furnace man at Newport Workshops, who plays for the Yard, won the trophy awarded on the umpires' votes to the best and fairest senior player. The junior award went to Ian Martin, an 18 year-old apprentice at Spotswood Workshops. He plays on the half-forward flank for that team. The champion goal kicking trophy was won by A. Matheson, of Melbourne Yard, who, although playing most of his games at centre this season, kicked the good tally of 30 goals.

## V.R.I. Centres' Progress

THE general secretary of the V.R.I. (Mr. W. E. Elliott), who recently visited Dimboola, Ararat, Warragul and Benalla centres, says that railwaymen there are showing increasing interest in the affairs of the Institute. At Dimboola, Mr. J. Sherson, who is president of the local centre, and Mr. F. Perara, secretary, are leaders of an enterprising and energetic committee which is determined to liquidate the debt on the Institute building. The money is coming in so well that the committee, if the present rate of progress is maintained, will have the Institute in a sound financial position in less than a year. Messrs. Sherson and Perara, and the 14 members of the committee, have the support of a hard working ladies' committee. They want to make Dimboola one of the Institute's strongest provincial centres.

The recently re-formed committee at Benalla is also doing much good work in reviving interest in V.R.I. sport and recreation. Carpet bowls are proving very popular, and many members have taken part in the series of billiard tournaments with other clubs and organizations in the district.

Warragul's new secretary (Mr. M. Cotterell), is very pleased with the enthusiasm shown by members in extending

Bendigo V.R.I.'s number two ladies' carpet bowls team: winners of the Northern District championship.—Mesdames G. Turner, H. Stevenson, A. Lake, W. O. Jones, T. Jenkins (cpt.) J. Smith.

the activities of the Institute. Two porous tennis courts are expected to be ready for use within the next few weeks, and they, it is hoped, will attract membership. Tennis is a very popular game at Warragul.

New committee members at Hamilton are working hard to build up membership strength in this important railway area. The Institute building looks very inviting in its new coat of paint. Efforts are being made to get more young men as members by organizing week-end football matches against local teams. Next year, it is hoped to field a football team in the district competition.

Ararat is planning to give its members games facilities on a scale unequalled by any other V.R.I. centre. There will be two first class tennis courts, a bowling green, a croquet lawn and a well equipped club-house.

Plans are completed and work is expected to begin soon on the lay-out of the courts.

## V.R.I. Wrestlers' Success

MEMBERS of the V.R.I. gymnasium had remarkable success at the recent State amateur boxing and wrestling championships. All of the 14 wrestling events were won by V.R.I. representatives, and they were runners up in 11 other contests. A record number of competitors took part.

## Country Golf Week

IT is expected that about 60 golfers will take part in the annual country golf week on September 3-7. The events will be played on the Latrobe, Patterson River, Kew, and Rosanna courses.

## Cricket Association's Annual Meeting

THE date of the annual meeting of the V.R.I. Cricket Association in Room 97 at the Institute has been postponed from September 14 to 21. Nominations close on the night of the meeting.

## ANSWERS TO AMBULANCE QUIZ

(1) Sit the child in a bath of hot water with a cold sponge on its head. If the convulsions subside before the doctor arrives, take the child out of the bath, wrap it in warm blankets and still keep the cold compress on its head.

(2) Speak firmly to her, avoiding sympathy, and leave her on her own.

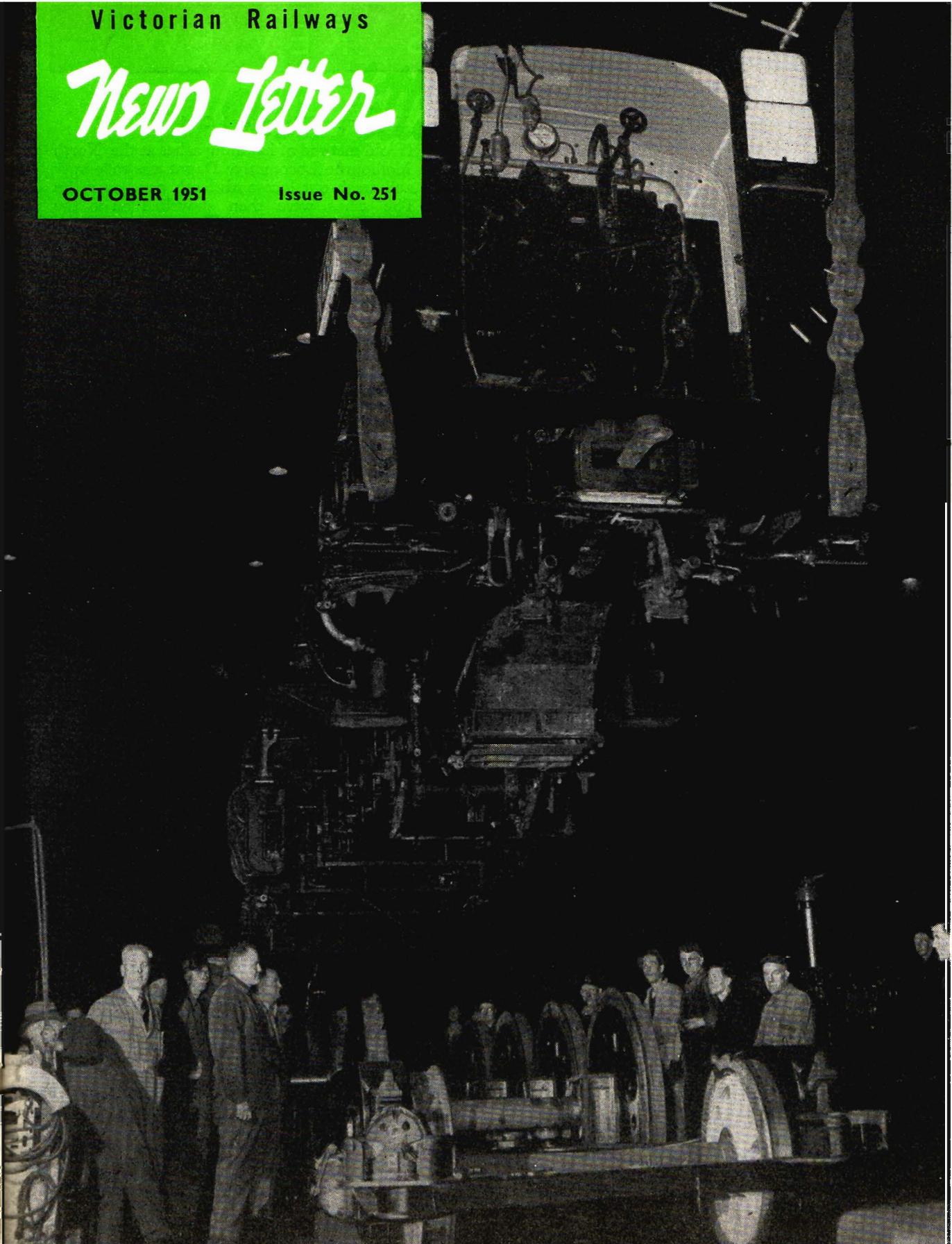
(3) Give her plenty of fresh air. Sprinkle her face with hot and cold water alternately, and hold smelling salts to the nose. Warmth to the heart and over the pit of the stomach and vigorous friction of the limbs upwards can also be applied.

Victorian Railways

# New Letter

OCTOBER 1951

Issue No. 251



# THE MONTH'S REVIEW

## Rolling Stock On Parade

THE recent exhibition of new rolling stock at No. 6 platform, Spencer-st. station, was probably the most successful display of its kind that has been held by the Department. The exhibits comprised one of the new R class locomotives (spruced up for the occasion), the new experimental suburban car, a 280 h.p. diesel rail-car, a roomette and a twinette, and the first of the 10 diesel-electric shunting locomotives. The rolling stock attracted so much public interest that the Commissioners extended the exhibition from three to four days. It is estimated that it was seen by about 25,000 people, including a large number of children. The principal show-piece, of course, was the impressive R class loco-



Inspecting the new rolling stock

motive. Since the display, there have been many requests for pictures of the new engine, and amateur photographers have kept watch for it on country tracks. From all sides, one heard the view expressed that the Departmental Phoenix had begun to spread its wings.

## The Serviceton Collision

ONE of the brighter aspects of the unfortunate collision at Serviceton, last month, was the promptitude with which the Tourist Bureau sent two officers to meet the Melbourne train at Bacchus Marsh to arrange accommodation for otherwise stranded passengers in Melbourne, which is none too easy at the best of times, and make bookings on Sydney trains for those who needed them. They were helped by the manager of the Bureau's Sydney branch, Mr. Williams, who was also a passenger. Notwithstanding the collision, the department's enviable record for passenger safety remains unimpaired and second to none in any transport system. Only one passenger, of 3,000 millions carried in the last 20 years, has been killed in a train mishap.

## Better Handling Of Ashes and Coal

THE old method of handling ashes at the North Melbourne Locomotive Depot was to empty and wash out locomotive ash pans over the pit. The ashes were then shovelled on to the brickwork at rail level and then into trucks which took them to the country for ballasting. It was a dirty and disagreeable job. Also it involved the use of much manpower. The gantry coal transporter, now in use at the depot, has a 1½ cubic yard grab. It scoops the ashes from the pit and dumps them into waiting trucks. Formerly 12 men had to work 24 hours a day in three shifts to keep the ash pits clear. As only one man works the transporter, the Department has been able to release men for other essential, but more congenial work. Under the span of the gantry crane there is an area in which 2,000 tons of coal can be stored. From this dump, the transporter's grab bucket fuels locomotives.

## Lover Of The A2's

MORE than 50 years ago, Mr Andrew Inglis, of Canterbury-rd., St. Kilda, was a regular traveller on the Victorian Railways. In those days the gold all-lines pass was shaped like a wheel, and those who used it in the course of their business were said to be "on the wheel."

Mr. Inglis retains his respect and affection for the railways and their staff. He visited the recent exhibition of new rolling stock at Spencer-st. station, and was so impressed that he wrote the Public Relations and Betterment Board and offered his congratulations on "the great forward move for the comfort of railway patrons." "Your new engine, R 700, attracted a lot of attention, but I cannot lose my love for those greyhounds of my day—the lovely looking A2's, and the 'long flogger' guards at the end of the train," wrote Mr. Inglis. He added that he still remembers the kindness and courtesy he received from drivers and guards, particularly when as a fire assessor his duties took him off the beaten track and he had to use goods trains. The exhibition had made him feel very proud of the railways' achievement.

## OUR FRONT COVER

shows an N class locomotive, built at Newport Workshops, being slowly lowered by two cranes on to its wheels.

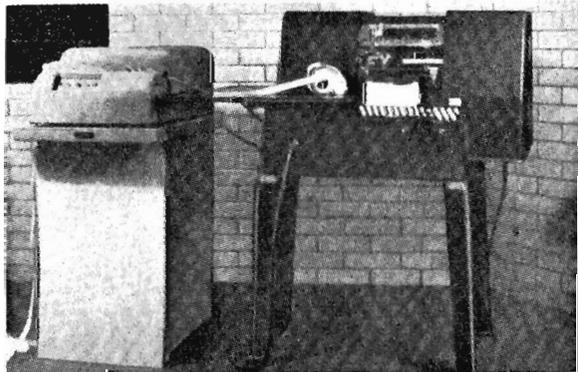
# TELEPRINTER MAGIC

*The recent installation of the teleprinter by the Department directs attention to the rapid development of the printing telegraph in recent years and the tremendous influence that it can exert on modern railway operation. Men and machines can be used to ensure that paper work in goods train dispatch keeps up with the wheels. America has taken the lead in this.*

**I**N its simplest application, the replacement of the manually operated morse telegraph system, the printing telegraph enables the traffic handling capacity of the existing circuits to be greatly increased. The maximum speed of a skilled morse operator is 30 words a minute, but a printing telegraph can be used continuously at speeds of up to 60 words a minute. With duplex operation this output can be doubled. A single printer channel will suffice, where formerly two hand-operated morse channels were necessary, and because in printing work, an operator is required at the sending end only, one operator can do the equivalent of four men's work.

In terminal telegraph offices, where heavy traffic is handled, several methods of relaying messages have been devised. These systems, whether automatic or semi-automatic, depend fundamentally upon the use of paper tape upon which the message is perforated in code combinations. Machines called typing perforators are used, which not only perforate the code combinations in the tape, but also print the corresponding characters. In the tape relay system these messages are capable of being re-transmitted immediately with no more work than is required to insert them in automatic transmitters. In re-perforator switching systems, even this work is avoided and the relay operation is entirely automatic or controlled by push buttons.

What are the many advantages of the teleprinter in running a railway? It is of great value in the transmission of information concerning the make-up of goods trains between adjoining yard offices. Under the old system, waybills for the trucks of an outgoing goods train are received at the yard office,



After a tape has been cut it is run through the unit at left, which senses the holes in the tape, setting up impulses which activate the machine at right which punches the waybill information into the cards — *Railway Age, U.S.A.*

and the necessary information for record is entered on various forms. Copies of waybills are then sent by train to the distant terminal.

When the printing telegraph is installed, the clerk handling waybills at the yard from which the train is to leave, places the appropriate form in the teleprinter and types on it the required information. He gives a copy to the guard with the original waybill, and another copy is kept for office records.



Three teletype machines in operation, with continuous fanfold forms (freight bills) going into receptacles — *Railway Age, U.S.A.*

Simultaneously with the typing of the report, it is being received on the teleprinter set at the distant yard offices, and at any other points at which machines have been provided on the circuit. The result is that the yard staff at the distant terminal have all the necessary information about the make-up of the train and its contents before it leaves. The movements of the train through the terminals are also greatly facilitated and the work involved simplified. The legibility of the teleprinter advice also reduces time spent in tracing trucks.

Modern overseas railways use printing telegraph and Powers machines together with newly developed punched card equipment to keep truck records. The relevant truck record information is punched on a card at the yard of origin. This card is fed into a card-controlled tape punch, which reads the cards and automatically punches the telegraph tape. The perforated tape is then fed into a teleprinter and the information is transmitted to the distant records office. At the receiving end, the telegraph signals operate a tape-controlled card punch, which automatically reads the tape and punches standard Powers cards. After the manual punching of the first card, the whole of the transmission of the information is automatic.

Standard Powers sorters, punches and tabulators are used and the cards may be dealt with in the same

way as the Department's Powers Machine Section operates at present. It is fairly simple to envisage a centralized system of accounting in which all the statistical information is sent to the Powers Machine Section by means of these card-controlled tape punches, or in other words by printing telegraph.

In America, an amazing machine has been devised, an electro-mechanical brain, using standard telephone switching parts. It translates, calculates, stores information, has an infallible memory and even answers questions. This machine, known as Intelix, is used for the automatic reservation of plane seats. A reservation for a seat in an aircraft is made without regard to position, and the passenger takes what is available when he books. The same passenger, when making a reservation for train travel, may prefer a roomette, a lower berth, a seat facing the engine, a smoking or non-smoking compartment. Consequently, the problem of booking a seat in a train is much more complex than an aircraft reservation. Nevertheless, Intelix can be adapted to the needs of the railway. Information is supplied to Intelix by using a standard five unit code transmitted over a pair of wires by a teleprinter. Intelix replies to every message, assuring the sender that the message has been received and acted upon. If the message requested a reservation or made a cancellation, the reply is a serial number which is used as an identifying symbol on the ticket or record. If no seat is available, Intelix replies with an alternative suggestion, either another type of accommodation or a seat in another train.



Teleprinter at Telegraph Office, Spencer-st.

## The things they say

**D**ON'T forget that every passenger offended today may tomorrow give his or her patronage to a competitive service. Admittedly, some people are difficult to please, but aren't YOU sometimes?

—*Rhodesia Railways Booklet*

\* \* \*

In 1950, not far from half of the gross ton-miles in the freight service were produced by diesel-electrics, compared with less than 10 per cent five years ago. More than half of both the passenger car-miles and yard service hours were produced by diesel-electrics in the same year. The number of diesels at present on order gives little indication that this extraordinary growth in dieselization is halting, but rather the contrary. A few roads are already completely dieselized or very close to being so.—*Dr. W. H. S. Stevens, Director, Bureau of Transport, Economics and Statistics, U.S.A.*

\* \* \*

Dissatisfaction is responsible for most aversion to work. When we down this feeling in a determination to make our work pleasant by bringing it into an atmosphere of joy and happiness, then and only then can we expect to live life as it should be lived.—*Baltimore and Ohio Railroad Magazine*

\* \* \*

Life is a one-way street. —*The Nobodies*

\* \* \*

Who is wise? He that learns from everyone.  
Who is powerful? He that governs his passions.  
Who is rich? He that is content. Who is that?  
Nobody. —*Benjamin Franklin*

\* \* \*

The greatest pleasure I know is to do a good action by stealth, and to have it found out by accident. —*Charles Lamb*

\* \* \*

Ideas are like shirts: they get dirty after a while, and then you have to change them. —*Francis Picabia*

\* \* \*

Those who bring sunshine into the lives of others cannot keep it from themselves. —*J. M. Barrie*

\* \* \*

You don't get dizzy doing a good turn.  
—*Baltimore and Ohio Railroad Magazine*

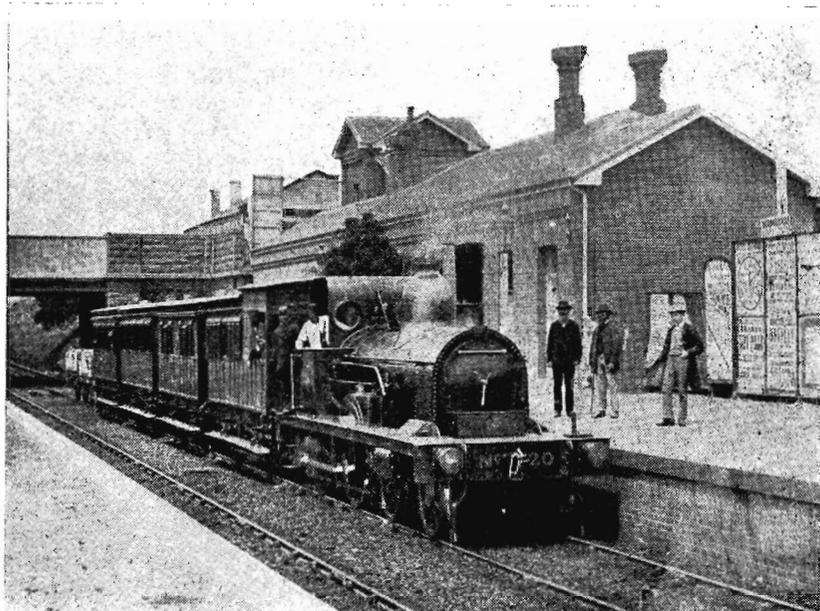
# EARLY PRIVATE RAILWAYS

4.

## Melbourne and Hobson's Bay United Company

★

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



South Yarra station in 1874

As indicated in preceding articles, the Melbourne and Hobson's Bay United Railway Company emerged on June 30, 1865, from the amalgamation of the Hobson's Bay and the Melbourne Railway Companies. With the purchase of the St. Kilda to Brighton system, the United Company controlled the lines from Melbourne to Sandridge, St. Kilda, Hawthorn, Windsor and Brighton; a total of 16½ miles.

The linking of the lines at Melbourne was one of the first tasks of the new company. This was finished on December 16, 1865. The junction was effected through two culverts excavated across Swanston-st. from Flinders-st. station to Princes Bridge station. Plans provided for all passenger traffic to be worked at Flinders-st. station, whilst Princes Bridge would be used as a wool and general store.

After three days, the original arrangements were reverted to because of congestion and confusion arising from the concentration of traffic into one platform. After making extensive alterations and additions to Flinders-st. station and its yard accommodation, permanent working of trains through the junction commenced on October 1, 1866. The company estimated that an overall reduction of £4,500 on working expenses resulted from the amalgamation of the railways.

During 1866, the electric telegraph was connected to Melbourne, Sandridge, Windsor and Brighton Beach. Stone crushing plants were erected at Richmond and Windsor, and a short line laid to the quarries at Richmond.

To encourage passengers, the United Company, in October 1865, issued free "building tickets" to people who erected new dwellings in the Elsternwick and Brighton districts. These free first class tickets were issued, based on valuation of the house, for periods ranging from 18 months for a house costing £300, to a maximum of seven years on £1000 or more.

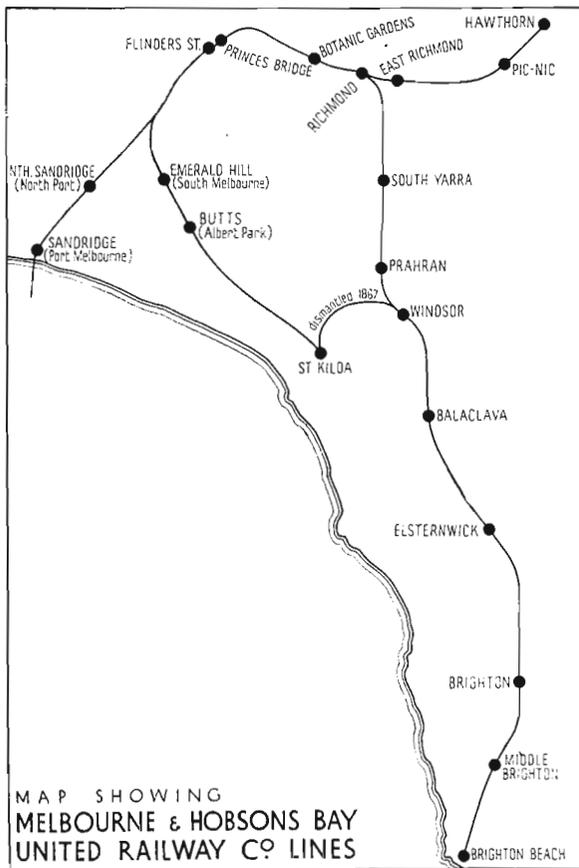
That portion of the Brighton line known as "the loop," connecting St. Kilda and Windsor, had been disused since October 1862. The Company, therefore, decided to dismantle the section from Punt-rd. to St. Kilda, and this was finished by August 1867.

Because of continual delays to road traffic at Union-st. crossing, near Windsor station, caused by ballast trains, the Prahran Municipal Council took direct action to remove the cause of the trouble. In the very early hours, one morning in March 1869, the councillors, town clerk and borough solicitor, accompanied by the police, assembled at the crossing where a gang of workmen began to tear up the rails by order of the civic authorities. Officials of the railway appeared, and a general melee was prevented by the police. By agreement, the matter was tried at law, and resulted in a judgment permitting the Company to retain the crossing.

About this time, the patrons of the railway began to agitate for a reduction in fares, and for an improvement in travelling comfort. Rates were greatly in excess of those charged on the Government lines; at many places the mileage

rate was almost double that of the Victorian Railways. The Company's rolling stock was distinctly inferior, the permanent way neglected, and station platforms were dilapidated and unprotected. Reduction of fares and freights ensued, with a corresponding decline in dividends to shareholders, and a programme of general improvements was prepared.

Experiments with steel tyres for carriage wheels and steel rails for the permanent way were made in March 1868, and their general use was applied soon after. A bogie engine, the first of this type brought to the colony, went into service in July 1871. Five more bogie locomotives were imported in the following years, and some of the older ones were sold or otherwise removed from service. Twenty new cars, of local and imported manufacture, were placed on the lines during 1873, together with a large number of goods waggons.



By 1870, the Company's trains provided 240 trips daily, which necessitated improved safe-working devices. It was announced in 1873 that the Saxby & Farmer patent signal interlocking gear for the prevention of accidents had been installed at Richmond station, and would be brought into general use on the lines. Interlocking gates were fitted at Swan-st. level crossing to protect pedestrians. Electric bell circuits between signal

boxes came into use early in 1878.

Iron bridges replaced several of the old wooden structures on the Brighton line, and others were erected at new locations. The last work of any importance carried out by the Company was the construction, in 1877, of an additional passenger platform at Flinders-st., a long delayed fulfilment of an early requirement. There were then three platforms.

Preliminary announcements of the Government's intention to build a railway from Melbourne to Sale prompted the United Company, in 1872, to consider selling its system to the State, but six years of protracted bartering elapsed before the deal was completed. Eventually, the State agreed to purchase the Company's shares for a total price of £1,320,820. The sale was effective as from July 1, 1878, and the system and its personnel passed to the control of the Victorian Railways Department, although a separation of management continued until 1881.

## RAIL TICKETS EVOKE MEMORIES

WHEN the old station buildings at Allendale in the Ballarat district were being demolished recently, two very old railway tickets were found; a workman's dated October 14, 1889, and a defence force ticket, dated September 18, 1892.

In those days gold mining was booming in the Ballarat district, and it was such a busy place that all branch lines from the township had the equivalent of a suburban daily service.

The defence force ticket was issued "in exchange for forms 31A and 43, manuscript permits, and certificates of captains or secretaries of rifle clubs." A condition of issue was that the traveller had to be in uniform or carrying a rifle. If the ticket were used for any purpose than attending drill, muster, parade, or rifle practice, the person concerned was liable to prosecution. Many of these tickets were issued to officers of the Victorian Volunteer Cadet Corps in pre-Federation days to attend classes of military instruction in Melbourne and the country.

Members of the permanent staff of the Defence Department were not entitled to free rail travel between work and home, but naval officers and ratings in uniform were carried free.

It is interesting to recall that captains, while their ships were being loaded or unloaded at Williamstown, were given rail tickets for 15 days at half monthly rate, provided they were making only a short stay in port.

\* \* \*

*Old Ironsides*, the first steam locomotive built by Matthias Baldwin, cost 3,250 dollars in 1832. The cost of a modern three-unit diesel-electric locomotive is about 185 times as much—or about 630,000 dollars.

# GIPPSLAND LINE PROGRESS

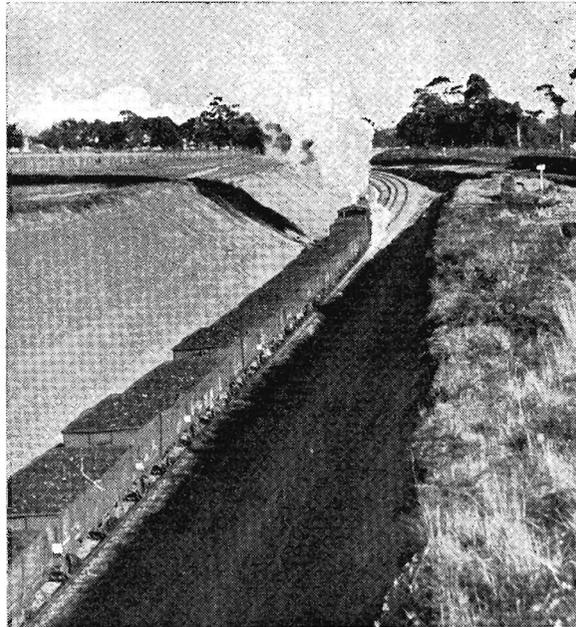
*Despite shortages of manpower and materials, the duplication, regrading and electrification of the Gippsland line is progressing.*

THE Drouin-Warragul section was completed last year, and its operation under double-line working makes it no longer necessary to provide assisting engines for trains. The new down track on the Darnum-Yarragon section has been in use since January 14, this year, thereby eliminating assisting engines altogether on the up side of Moe, and four-fifths of the new up track has also been laid. In addition, the earthworks are finished and most of the structures. The earthworks for the Warragul-Darnum section are also finished, and the new down track and the structures are in the final stages. Progress has also been made on the section between Longwarry and Drouin. The earthworks are completed, and 60 per cent. of the structures and half the track work are finished.

Unfortunately, an acute shortage of ballast has impeded the progress of these works. To complete them, 40,000 cubic yards are required, but the rate of supply when this article was written, was only about 800 to 1,000 yards weekly, or about half the necessary quantity. No substantial increase in the supply of ballast was expected until new machinery was installed in a privately owned quarry at Berwick. However, the contractor planned to make deliveries at the rate of 1,000 tons a week.

Railway construction in other parts of the Latrobe Valley is being pushed ahead within the limit of the Department's manpower and material resources. One siding to the State Electricity Commission's stores and workshops area at Morwell is almost finished, and the down track to the briquette factory site has been laid and ballasted. Work on temporary lines, to be used while the factories are being built, is in progress. The bridge on the Morwell-Mirboo North line over the State Electricity Commission's narrow gauge line is finished, and the bridge to carry this line over the main Gippsland track is being built.

Half the bridge over the line at the down end of Moe station has been completed, and road traffic is now using it. The old bridge has been de-



Coal train from Yallourn

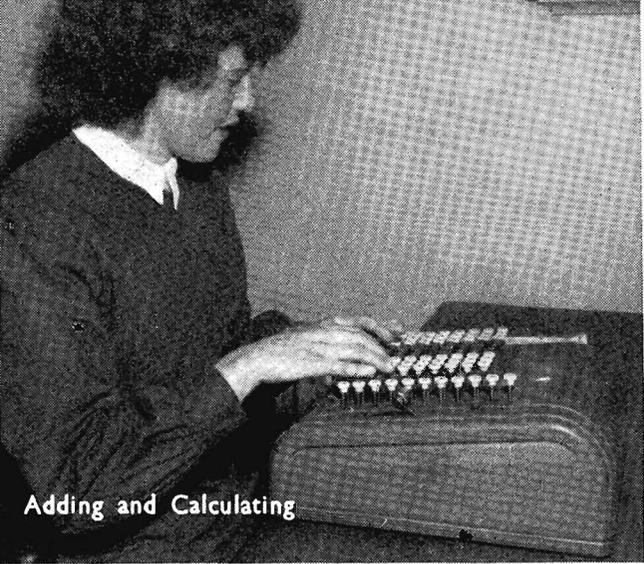
molished. The earthworks, fencing and culverts for the new spur line from Moe to the new marshalling yards at Yallourn are also practically completed.

Electrification plans are also beginning to take shape. Orders have been placed for all major electrical equipment. Some is now coming to hand, and latest advice is that satisfactory progress is being made by the manufacturers who have contracted to supply the rest of the equipment and the electric locomotives for use on the line. The substation building at East Dandenong is finished, as is also one tie station at Hallam. Foundations have also been prepared at a number of other stations, and contracts have been let for the brickwork for 18 of them. Provision has been made in the contract for another seven of these buildings. Shortage of bricks and cement has slowed down the work, but more satisfactory supplies are now coming forward. Difficulty, however, is still being experienced in obtaining skilled staff.

Steel work for the overhead structures for about  $7\frac{1}{2}$  miles of track have been received from the Department's workshops, and structures have already been erected on about two miles of track. For a time the shortage of cement held up their foundation, but ample supplies are now coming from overseas. The Department's workshops have provided 60 per cent. of the overhead fittings required, and satisfactory progress is being made in producing the remainder.

Some overhead structures have been erected between Dandenong and Hallam, and overhead equipment has been installed on three-quarters of a mile of track in the East Dandenong section. Shipment of the electric locomotives for the line is expected to begin in June next year.

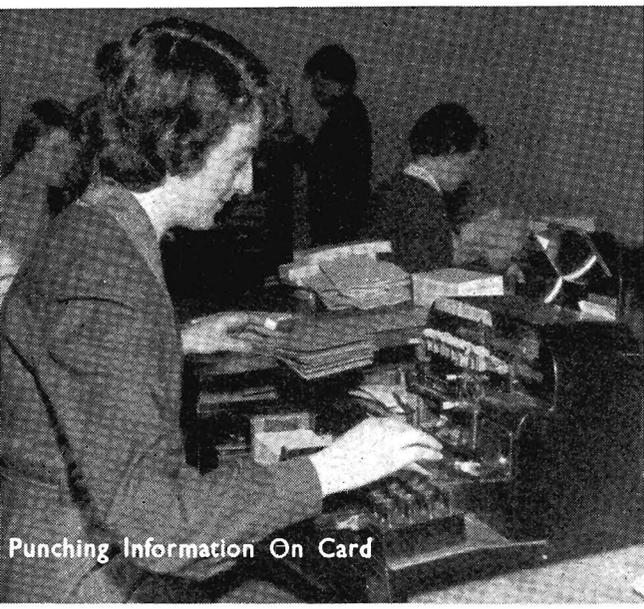
The machine is used  
work inseparable from r  
and freight trains. No  
but they are also great  
punchers, eight sorters,  
original card check-punc  
reproducing puncher wh  
to save manual punching  
two sets of cards. Milli



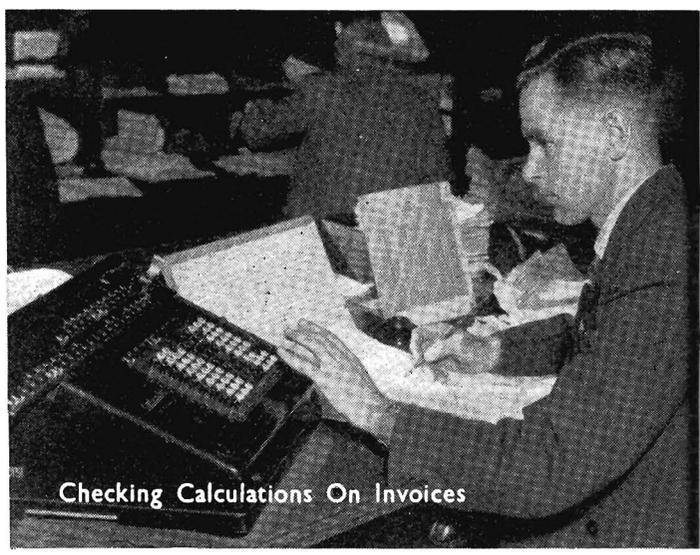
Adding and Calculating



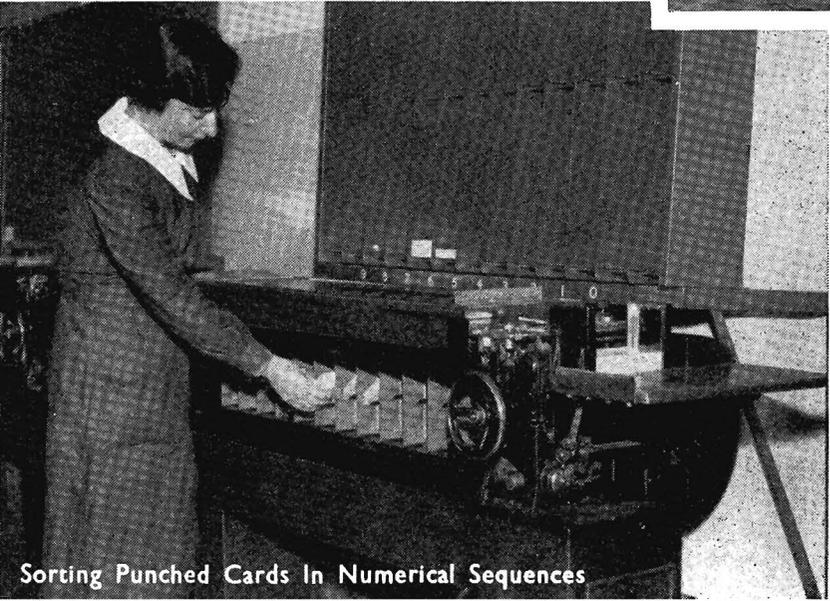
Listing and Adding Figures



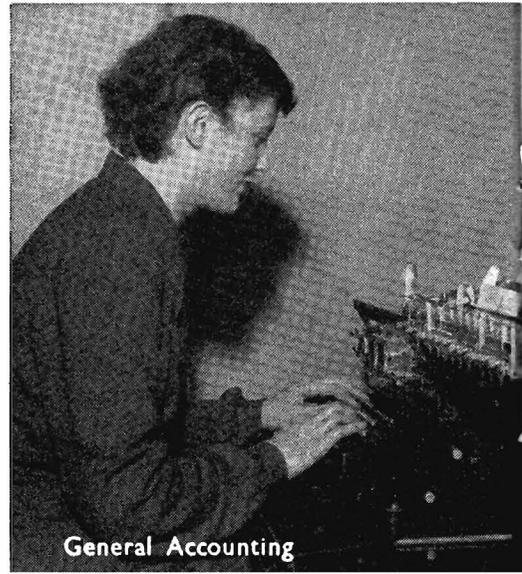
Punching Information On Card



Checking Calculations On Invoices



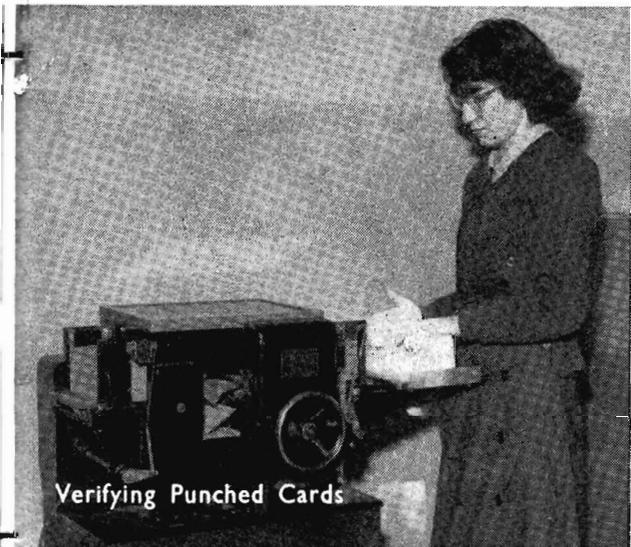
Sorting Punched Cards In Numerical Sequences



General Accounting

# ACCOUNTING

the Accountancy Branch to enable the vast amount of paper  
operation to keep pace with the flying wheels of passenger  
only are these ingenious mechanical aids to accounting accurate,  
time savers. The Powers Machines at Head Office comprise 24  
tabulators, one verifier which checks the correctness of the  
cards with an oval-shaped hole over the original round hole, one  
reproduces, in bulk, basic information on portions of cards  
and one interpolator, the main function of which is to compare  
of cards pass through these machines each year.



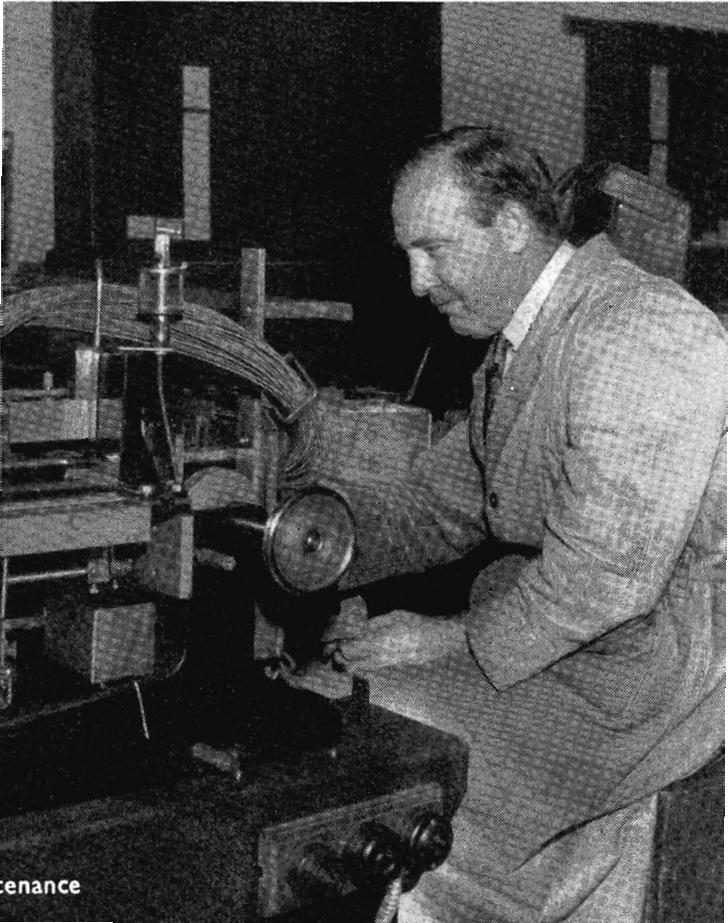
Verifying Punched Cards



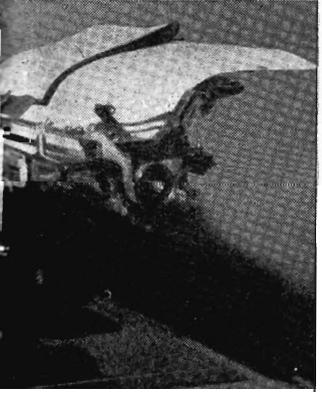
Tabulating and Totalling Figures From Punched Cards



Recording Statistics For Annual Report

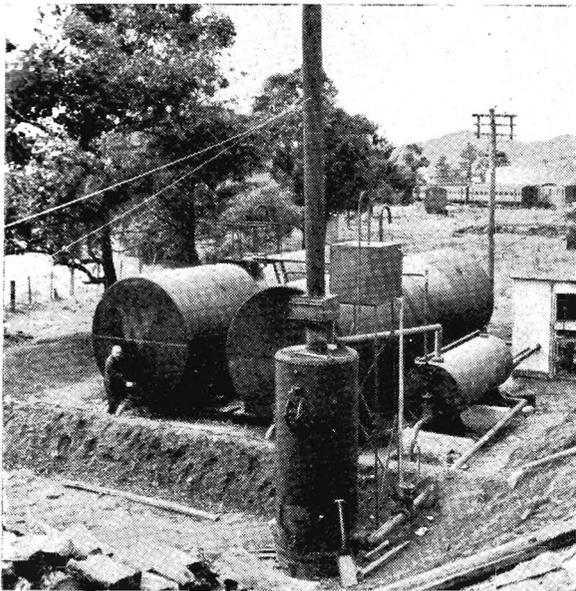


Powers Machine Maintenance



# OIL CHANGE PROBLEMS SOLVED

THE decision to use heavy residual oil instead of light furnace oil in the Department's oil-fired locomotives was made for two very important reasons. There is no shortage of heavy oil, and it is cheaper.



Heating boiler at Wodonga

But there were problems to be overcome before it could be used efficiently. For example, heavy residual oil has almost twice the viscosity, or stickiness, of light furnace oil. It will only flow freely at temperatures above 70 deg. Fahrenheit, and, as a result, it can be used only with special types of pumps and heating systems. Proper heating involved increasing the oil storage area at Newport Workshops from 90,000 to 360,000 gallons by building three more 90,000 gallon tanks, and providing facilities to pass the oil through heat exchangers for pre-heating before being loaded into 9,000 gallon rail waggons.

Considerable work also had to be carried out at North Melbourne Locomotive Depot. The existing four 12,000 gallon tanks were removed and two 50,000 gallon tanks installed, together with an oil fired locomotive boiler to provide the necessary steam for the heat exchanger. Additional storage and heating appliances were also provided at Ararat, Bendigo, and Geelong Locomotive Depots. At Ballarat, Traralgon, Maryborough and Dimboola small vertical boilers are now used for heating.

Following the decision to convert the four "S" class locomotives to burn heavy residual oil, a 24,000 gallon oil storage has been installed at Wodonga Locomotive Depot, together with a low pressure heating boiler. At other oil storages,

where heating appliances are not available, a special type of pump has been fitted which can handle the oil in a semi-fluid condition.

With light furnace oil, the only heating required in the locomotive was done by the direct injection of steam into the oil, but this is not satisfactory for heavy residual oil. It was therefore necessary to provide heating coils in the tender oil tank and a special pipeline heater on the locomotive. In addition, the oil pipe must be cleared at the end of each trip to prevent freezing up. At the major depots, North Melbourne, Ararat, Geelong, and Bendigo Locomotive Depots, steam pipe lines were placed around the sheds so that locomotives can be lit up from a cold condition.

Most of the work for the oil change-over scheme was done at North Melbourne Locomotive Depot. Various parts were supplied by Newport, Ballarat, and Bendigo workshops.

With the use of heavy residual oil, the extra installations and heating appliances will pay for themselves within 12 months.

## ORIGINS OF STATION NAMES

**Bennison** : named after Richard Bennison who settled in Gippsland in the 'forties.

**Burrumbeet** : from the aboriginal *Bormbeet*, meaning muddy water.

**Collingwood** : named after Admiral Collingwood, who took charge of the fleet at the Battle of Trafalgar when Nelson was killed. The name was given by Robert Huddle, the surveyor, at the request of Superintendent La Trobe.

**Elaine** : named by a reader of Tennyson, after "Elaine the fair, Elaine the loveable, Elaine the lily maid of Astolat."

**Lethbridge** : first known as the Muddy Waterholes, when it was a camping place for travellers on their way to the goldfields. On completion of the Ballarat railway line, the place was called Lethbridge, after one of the leading officials engaged in the construction work.

**Newtown** : This place is really a continuation of Scarsdale, and the name was given to distinguish it from old Scarsdale, when buildings were first erected there.

**Ringwood** : named after a town in Hampshire, England.

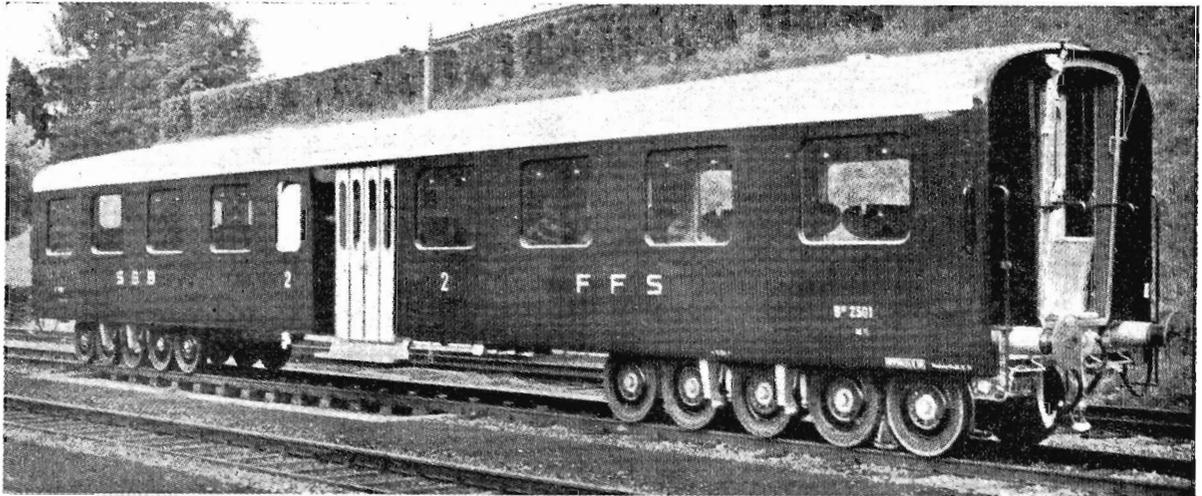
**Wail** : aboriginal word for the curlew.

## I'LL TAKE A TRAIN

I do not know why I should like a train  
When all my ancestors preferred the sea ;  
Old paintings of their ships hang on my walls,  
But boats and flying spray mean naught to me.  
There's something in the swiftness of a train  
That satisfies my hunger and unrest,  
The everchanging landscape streams away  
From sleepy town to purple mountain crest ;  
My fellow passengers get off and on,  
We chat awhile and smile and lightly part,  
I love blue dusk, the flash of friendly lights,  
The homeward lumbering of a farmer's cart.  
People you meet on boats do foolish things,  
They fall in love without apparent reason,  
They tell their deepest secrets to the world—  
The waves go up and down in every season.  
All those who like to roll may have the ships  
That pitch and toss around in storm and rain ;  
I like to feel the steady turn of wheels,  
An even keel, and so—I'll take a train.

Mary V. Farnum, in the "Chicago Tribune"

## Rubber-tyre Coaches in Switzerland



**I**MPORTANT weight reduction, compared with standard light-weight stock, has been achieved in experimental vehicles built for the Swiss Federal Railways. The new cars are fitted with Michelin-type wheels. In comparison with the standard all-steel light-weight stock, the overall length has been reduced by 4 ft. 7 in. and the height by 4 in. The reduction in weight amounted to 50 per cent. in the third-class and 57 per cent. in the second class vehicle. The seating capacity of the new cars is 46 second and 76 third. In both vehicles the body framework is of self-supporting girder construction. The side walls are of very thin sheet steel sections.

The type of five-axle bogie used has a frame built up of two tubular side members and six cross members of similar shape, all of sheet steel, and assembled by arc welding. The form of suspension is sufficiently rigid to relieve a burst tyre of its load completely, the weight being shared between adjacent wheels. The tyre is secured to the rim as in road motor lorry practice. It consists of an outer cover with a metallic supporting frame, and an inner tube of circular section which is inflated to a pressure of between 114 and 128 lb. per sq. in. Each tyre incorporates a pressure gauge showing its degree of inflation, and an electrical contactor which closes to complete the circuit to a warning lamp if the pressure falls below 92 lb. All wheels, except those on the middle axle of each bogie, are flanged in accordance with normal railway practice. —*Railway Gazette*

### Gas-Turbine Locomotive

**P**ROGRESS in the development of the coal-burning gas-turbine locomotive has not been spectacularly rapid, but it has been steady and soundly grounded, and it has now reached a point where it can be said confidently that the ultimate success of the locomotive as a physical mechanism is highly probable. The practical application of this type of motive power can be expected, therefore, to resolve itself eventually into an economic question. —*Railway Age*.

### Locomotive Round-Houses

**T**O keep its locomotives in good running order, the Canadian National Railways operate 230 round-houses throughout the system. The largest is at Turcott yards in Montreal, where an average of 128 locomotives are serviced each day.

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

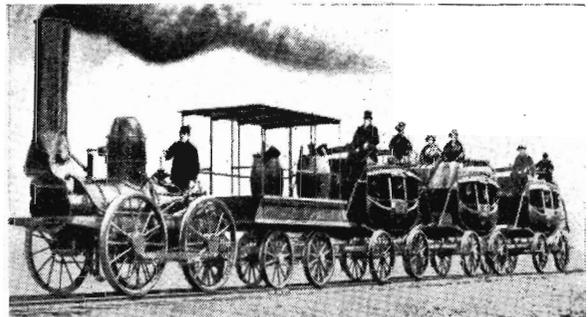
### Anniversary Without Trumpets

**T**HE New York Central is quietly noting its 125th anniversary this year. From its unheralded beginning on April 17, 1826, the Central has grown into one of the world's greatest railroads. The 16-mile stretch of primitive railway between Albany and Schenectady has multiplied into a Central System with 11,000 miles of railway through 11 states and two provinces of Canada. The original \$300,000 capitalization contrasts with today's assets of \$2,548,000,000.

Because of the national emergency, the Central decided to forego any celebration of its 125-year mile-stone, and to concentrate fully on preparedness. It recently placed an anniversary year order, believed to be the largest ever awarded by a railroad, for new diesel-electric locomotives: 387 units at an estimated cost of \$64,000,000. To meet the demands of war and peace, the Central, since the end of the last war, has acquired and ordered new freight cars, passenger cars and diesel-electrics costing \$556,245,000.

Only so much of a railroad's history can be told in terms of profit and loss, roadbed and rail. For as a former president once said, the Central is made up of 5% iron and 95% men. These are the unsung millions of men and women who have worked for the railroad in its 125 years, and their leaders.

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



"DeWitt Clinton", New York State's first locomotive

# FIRST AID

*Their aid they yield to all.*

—George Crabbe (1754-1832)

## First Aid Competitions

WHEN News Letter went to Press, the preliminary ambulance competitions for 1951 had been held. Space was, however, left at the end of this report in the hope that time would allow the inclusion of the winners of the finals at Mt. Evelyn on September 13.

The adjudicators, Messrs. W. Blackburn (Ambulance Officer), K. W. McKenzie and W. P. Bowe, and stewards, Messrs. J. Richards (Man in Grey), J. Brown (Accountancy Branch), and W. Tatnell (garage section, Jolimont Workshops) spent a fortnight in metropolitan and country districts judging teams and individuals.

The success of so many country teams and individual contestants was a feature of the preliminaries. In the senior section, country teams were second, fourth and fifth. In the novice event they filled five of the seven places. Five country competitors were also placed in the novice individual contest.

Results of the preliminary competitions:—Teams (Seniors): Accounts Branch No. 1 (421 pts.), 1; Bendigo North No. 1 (411), 2; North Melbourne Locomotive Depot No. 3 (405), 3; Ouyen (382), 4; Ararat (380), 5. Novice: Bendigo North No. 2 (393½), 1; Newport No. 1 (391), 2; Dimboola (379), 3; North Melbourne Locomotive Depot No. 1 (373), 4; Ballarat North No. 1 (372), 5; Ballarat North No. 2 (369), 6; Geelong No. 1 (366), 7. Individuals (Seniors): P. Delmenico, foreman, electrical fitter, Flinders-st. (121), 1; E. Wensor, clerk, Accountancy Branch, Head Office (108), 2; W. Jackson, fitter, North Melbourne Locomotive Depot (104), 3. Novice: H. Barker, clerk, Accountancy Branch, Head Office (115), 1; R. Stainsby, goods guard, Ararat (106), 2; K. Stevenson, car builder, Newport Workshops (104), 3; R. Graham, fitter, Bendigo North Workshops

(103), 4; A. Swift, foreman, Bendigo North Workshops and R. Benn, fitter, Ballarat North Workshops (102), equal 5; J. Tainsh, travelling crane attendant, Ballarat North Workshops (101), 6.

In realization of the hope expressed in the first paragraph, here are the results of the finals:

Senior Corps: North Melbourne Locomotive Depot No. 3 (490 pts.), 1; Ouyen No. 1 (465½), 2; Bendigo North Workshops No. 1 (464½), 3; Accountancy Branch (453½), 4; Ararat (435), 5.

Novice Corps: Ballarat North Workshops No. 1 (478), 1; North Melbourne Locomotive Depot No. 1 (473), 2; Bendigo North Workshops No. 2 (459½), 3; Newport Workshops No. 1 (424), 4; Dimboola (423), 5; Ballarat North Workshops No. 2 (416½), 6; Geelong No. 1 (409), 7.

Best Improvised Stretcher: Bendigo North Workshops No. 1 (51½ pts.).

Blanche Mitchell Event: P. Delmenico (134½ pts)

Senior Individual: P. Delmenico (134½), 1; W. Jackson (126), 2; H. Barker (122), 3.

Novice Individual: H. Barker (106), 1; K. Stevenson (103), 2; J. Tainsh (100), 3.

In presenting the awards, Mr. Commissioner O. G. Meyer congratulated the winners and said that the standard had been even higher than last year. To have real practical value, ambulance work must become as widespread as possible and he urged first aid men to become evangelists in the cause and create small ambulance cells in the outer centres.

Two innovations marked the final evening. First, a buffet dinner and picture show took the place of the more formal function and allowed competitors to mix more freely; second, wives were invited. Both innovations were voted improvements.

## EMERGENCY QUIZ

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

(1) If the patient is lying down, a good first-aider knows the heart beat should be between: 40 to 50; 70 to 80; 120 to 130; 200 to 300 times per minute. Which?

(2) If your aunt burst a varicose vein in her leg, would you:

- first apply local pressure with a clean, folded handkerchief?
- make her lie flat on the bed and raise the leg at right angles?
- decide that the position is most unbecoming, and place the leg on the bed and raise Aunt Emma

at right angles?

(d) raise the bed at right angles and let Aunt Emma work it out for herself?

(3) A good first aider will also know what a joint is. Is it

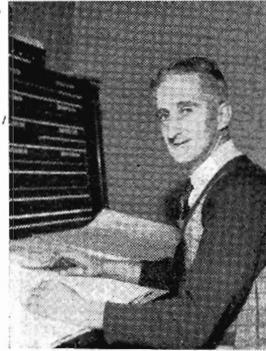
- a junction of two or more arteries?
- a night club on a dark country road?
- the junction of two or more bones?
- the fabulously priced weekly parcel we get at the butchers?
- the leading question in a plumbers' examination?



Mr. Larkins



Mr. Naylor



Mr. Hosking



Mr. Lethlean

HERE are more pictures and thumb-nail sketches of the careers of V.R. train controllers at Head Office.

Mr. J. F. Larkins joined the service in 1917 as a junior clerk. After serving at Seymour and Spencer-st., he was transferred back to Seymour, where he remained until 1942. He then came to Train Services as a clerk, where he got valuable experience for the train controller's post he secured in 1944.

Mr. D. W. Naylor is a veteran of World War One, having served more than four years on active service on Gallipoli and in France. He joined the railways in July 1911, as a junior clerk at Coburg. Later he was on clerical duties at Footscray, Surrey Hills, Warracknabeal, Bacchus Marsh, Dimboola, Princes Bridge and the metropolitan superintendent's office. Mr. Naylor was stationmaster at Neerim South, Carisbrook, Clarkefield, night officer at Maryborough, and relieving stationmaster at Macedon, Burnley and Charlton. He was a train controller at Ararat for 10 years, and has been six years at Central Control.

Mr Hosking joined the railways in 1924 as a junior clerk at Melbourne Goods and was there for 10 years. In 1935 he was transferred to Bendigo, and, during his 12 years' service there, he worked in the goods yard, parcels, stationmaster's office, booking and the district superintendent's office. In 1947 he went to Central Control as train controller.

Mr. E. A. Lethlean joined the Department as a telegraph messenger in June 1914. He was a junior telegraphist at Spencer-st. and Flinders-st. before becoming a clerk in the Train Running Room at Spencer-st. in February 1920. Transferred to Lilydale in June 1922, he returned to the Train Running Room the following year and did all classes of clerical work. He was appointed train controller (class 3) in 1939, class 2 (Seymour) in April 1947, and returned to Central Control in January 1949. Subsequently he was appointed train controller (class 1). Mr. Lethlean relieved the livestock truck controller for varying periods from 1930 to 1947.

\* \* \*  
Overheard on Ballarat station recently. Five year old boy to his father as they board the Melbourne train — "Have you told the driver where to go, daddy?"

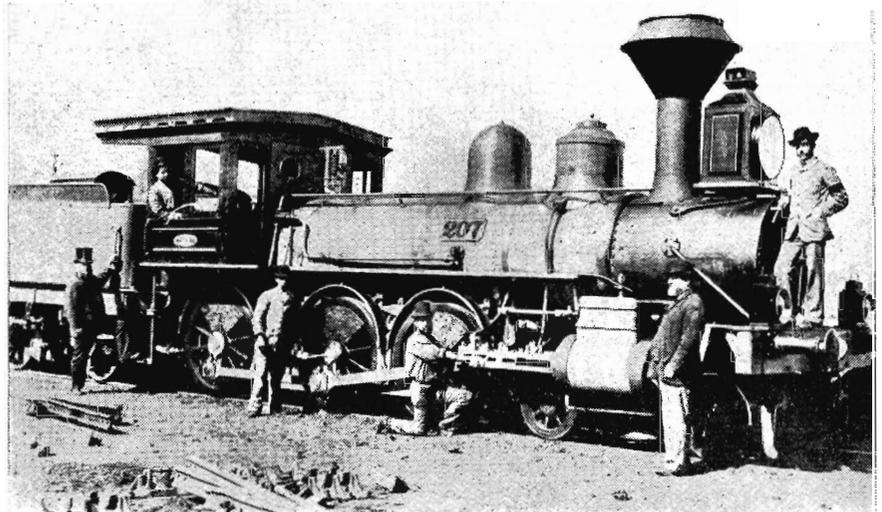
## EARLY V.R. LOCOMOTIVES

### Goods 4-6-0 type

Nos. 197 to 215 (odd numbers) built by Phoenix Foundry Co., Ballarat, 1883.

They were later known as S class.

The last of them (No. 197) was later rebuilt and was reclassified as W class in 1908. It was scrapped in 1926.



## Our Sleeping Cars World's Best

LONDON'S very efficient underground and surface transport system, the unrivalled quality of the roomette and sleeping cars on the Melbourne-Adelaide *Overland*, and the high peak that production has reached in America, both for defence and civilian uses, were the outstanding impressions formed by Mr. M. A. Remfry, former Chief Traffic Manager, who has returned to Head Office after a four months' flying visit to the United Kingdom, parts of the Continent and America. He went abroad to obtain for the Commissioners the latest information on modern goods and passenger terminals.



Mr. Remfry

Mr. Remfry says he was very interested in the new cars he saw in London's tube railways. They are clean, comfortable to ride in, and the doors are automatically operated by the guard. He saw big fleets of buses handling London crowds with amazing efficiency. There is no overcrowding, because the conductor signals the driver to move off when he considers the bus is comfortably filled. Passengers find no fault with this arrangement. They quietly queue up for the next bus which is seldom long in coming.

While in the United Kingdom, Mr. Remfry saw admiring crowds inspecting the R class locomotive in the engineering section of Glasgow's Festival of Britain, and he also saw the main festival on the south bank of the Thames. He believes it has given British people a renewed pride in their craftsmanship.

In America and Canada, Mr. Remfry found that railroads were becoming rapidly dieselized. Even in Canada, there was every indication that in a short space of time the steam locomotive would disappear. The fastest train that Mr. Remfry travelled on in the U.S.A. was the *Twin Zephyr*, which has a vista-dome. It covered the 427 miles from Chicago to St. Paul in 6½ hours, and averaged about 68 miles an hour.

"I saw nothing in America as luxurious as our roomette and twinette sleeping cars", says Mr. Remfry. "American railroaders were very interested to hear that *The Overland* has sleeping cars equipped with showers, as such a thing is unknown in the States". He also said that American railwaymen were astonished to learn of the huge number of people the Victorian Railways handle on the suburban system during the morning and evening peaks.

"When I quoted some of our traffic figures to the president of one of America's biggest railroads, he called in the vice-president and said, 'Listen to this. It's the story of a real railroad'".

One thing that most impressed Mr. Remfry on his visit to the United Kingdom was the high regard in which Australia and its people are held there. "Everywhere I went I was simply deluged with inquiries about Australia, especially about our industrial and primary production. I was lucky that I had prepared myself by assimilating lots of facts and figures. My one regret was that I had not taken maps of Australia with me, as I was kept busy drawing rough maps on scrap paper."

## Philatelist

A RAILWAY stamp collector, in both senses, is Driver A. E. Creelman. He specializes in postage stamps showing railways and their equipment.



Mr. Creelman

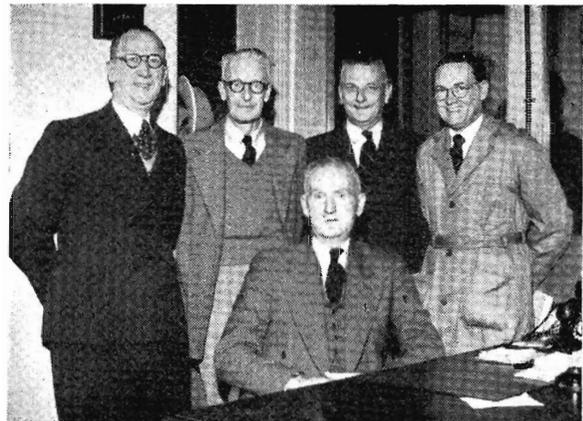
Mr. Creelman's interest in stamps runs to a general collection of several thousands. In his special railway album are stamps, many of them colourful and attractive, from most countries of the world, depicting locomotives, trains, tracks, railwaymen, bridges, and so on.

With a view to making exchanges, he would like to get in touch with other philatelists in the service. Mr. Creelman is stationed at Wangaratta.

## Veteran Telegraphists

THERE are 28 telegraphists with many years of service on a daily round-the-clock roster at Head Office.

Mr. G. Yule has been a telegraphist for 30 years. He joined the Department as a messenger at Spencer-st. and, after becoming a telegraphist, served at Dandenong, Seymour, Ararat, Serviceton and Bendigo. In the last war he was a wireless operator instructor in the R.A.A.F. Mr. C. Greaves joined the railways as a telegraphist in 1911, and two years later was appointed to the permanent staff. He began at Bendigo and was transferred to Head Office after world war one. He served with the 2nd Field Ambulance on Gallipoli and was attached to the wireless section in France. Mr. H. Jones, who is one of the most experienced railway telegraphists in the Commonwealth, has been on the permanent staff since 1913. In the 1914 war he was a chief petty officer telegraphist at Rabaul, and later was wireless operator on the *Lady Loch* when a comprehensive survey of Australian lighthouses was made. Mr. C. Hewitson joined the railways in 1910, and throughout his career has been a telegraphist. In world war one he was a chief petty officer with the R.A.N. radio service at Rockhampton. Mr. H. Espie joined the Department in 1907. He left Head Office, in 1935, for Bendigo, where he was chief telegraphist for 12 years, and returned in 1948 as Chief Telegraph Officer. With Mr. Jones, Mr. Espie was a member of the 1st Australian Wireless Squadron, which was attached to the Royal Hussars Regiment in Mesopotamia in world war one.



Left to right—Messrs. G. Yule, C. Greaves, H. Jones, C. Hewitson (Supervisor), H. Espie (Chief Telegraph Officer)

ONE of the Western District's best known railwaymen, Mr. V. Grant, has left the railways on account of ill health.

He joined the service as a supernumerary carpenter in the Way and Works Branch at Coleraine in 1921 and was made permanent six years later. He retired in January last year, but was subsequently re-employed and remained in the Department until ill health forced him to leave a job which he had done so capably for 30 years. Mr. Grant, who was one of the old school of country railwaymen, was very well known at Hamilton and, at his farewell, speakers referred to his sterling qualities as a workman and to the good work he had done for the local Railways Institute. The Works Foreman (Mr. W. H. White) presented Mr. Grant with a travelling rug.

### Electrical Engineer Retires

MR. T. H. ARCHIBALD, Acting Distribution Engineer, Electrical Engineering Branch, who retired recently, joined the service in 1918 as a control engineer at Newport Power Station. He had been on the staff of the Municipal Tramways Trust, Adelaide, with Mr. W. de Steiger and the late Mr. O. Olsson. It was a coincidence that these three engineers became colleagues again in the Electrical Engineering Branch of the Victorian Railways. Mr. de Steiger retired as Distribution Engineer in May this year, and Mr. Olsson, at the time of his death, was head of the power and lighting equipment section.



Mr. Archibald

Two years after joining the Department, Mr. Archibald came to Head Office as sub-station inspector, and in 1948 was appointed assistant distribution engineer. When Mr. de Steiger retired, Mr. Archibald became acting distribution engineer.

During his railway career, Mr. Archibald, who, incidentally, was at Newport Power Station before the electric suburban system started, saw some of the original machines replaced by new equipment. He can also recall some extraordinary power failures. The most serious of these occurred last year, when an inquisitive rat made the fatal mistake of poking his nose into the 20,000 volt bus cells. Result: a short circuit, which incinerated the rat, completely shut down the power house and stopped trains. Another freak power black-out was caused some years ago by a spider which crawled under the cover of electrical equipment, and bridging two live terminals, caused a short circuit. It is a tribute to the work of the maintenance and distribution engineers that power failures on the railways are comparatively rare, says Mr. Archibald.

The latter was the guest of honor at two farewell gatherings arranged by the Electrical Engineering Branch. A quiet and modest man, Mr. Archibald was popular with electrical staffs and will be very much missed.

### Road Set For Retirement

MR. GEORGE RAYMER, special class signalman for 25 years, and in charge of C Box, Flinders-st. for 13 years, has set his last road—the road to well earned retirement. He is the third generation of railwaymen. His grandfather, Mr. William Raymer, was in the Rolling Stock Branch of the Melbourne and Hobson's Bay Railway Company, and his father, Mr. F. J. Raymer, was a boiler inspector at Newport Workshops. Mr. G. Raymer joined the railways in 1904 as a number taker. He began his

signalling career at Murtoa, and, later worked at Lewing, Newport, North Williamstown, Brighton, Hawthorn and Sunshine. He was appointed a special class signalman at Flinders-st. A Box in 1926, and later to special class in charge of C Box, Flinders-st. in 1938.

At a farewell gathering at Flinders-st. recently, the Metropolitan Superintendent (Mr. R. W. Hosking), described Mr. Raymer as one of the 50 and over group, who were doing so much to help young men starting out on a railway career. It was sad to see men of Mr. Raymer's calibre leaving the service, but it must be gratifying to him to know that he was retiring with the goodwill of his mates.

Mr. E. Butters (representing the yard staff), said that Mr. Raymer was an inspiration to all young railwaymen with whom he had come in contact. Despite his 63 years he was as sprightly as a youth. "I have seen him skating around C Box with as much agility as a boy at an ice rink," said Mr. Butters amidst laughter. Mr. Raymer was presented with a wallet of notes.

### 37 years at Head Office



Mr. Kennedy

STILL retaining the soft brogue that he brought with him from Ireland in 1904, Clerk T. J. Kennedy of the head office section of the Traffic Branch was among recent retirements. Joining the Melbourne Goods Sheds staff in 1910, he came to head office in 1914 and remained there for 37 years. Mr. Kennedy served under four general superintendents and has been in the safe-working office for the last 18 years.

He is an enthusiastic gardener with a special interest in growing gladioli. He is also a keen trout fisherman.

### Obituary

WITH deep regret *News Letter* records the death of Mr. Cyril Keith Hosking, who was killed in the Serviceton collision, and Mr. Lyndon Norwood, District Superintendent at Ballarat.

Keith Hosking, who was nearly 24, was the son of a railwayman (the late Mr. C. J. Hosking). He joined the service at Newport Workshops in 1943. The following year he was transferred to Dimboola, and, after gaining the necessary experience, was appointed fireman in 1944.

He was a corporal in A squadron of the Prince of Wales Light Horse regiment at Horsham and, together with another member of the squadron, was selected to attend the opening of Federal Parliament this year. Keith also had a wide circle of Dimboola sporting interests which included rowing, football and soccer. Until recently he was scoutmaster of the Dimboola Troop. He was also secretary of the YZ Social Club for young people.

A guard of honor formed by members of the Light Horse attended the funeral.

Mr. Norwood, who was one of the department's most valued officers, joined the service in 1910 as a clerk in the then Transportation Branch. He did clerical duties at Moonee Ponds, Flinders and Spencer-st. stations, Newmarket and the metropolitan superintendent's office, before going to Jung in the Wimmera as a stationmaster in 1920. He was transferred from Trafalgar to Ballarat in 1934, to become acting traffic inspector. In the following year he was appointed traffic inspector, and became assistant to the District Superintendent at Ararat, in 1941. Two years later he was appointed acting district superintendent at Ballarat, and in 1948 he became district superintendent. Mr. Norwood was Commissioners' representative on the Stations Classification Committee.

## Football Carnival

**S**OUTH AUSTRALIA won the railways institutes football carnival and retained the Glick Cup. Five teams took part in the competition, Victoria, South Australia, Western Australia, Tasmania and Commonwealth. Victoria and Tasmania played in the opening match. The game was a scramble and neither side showed much co-ordinated football. The greater experience of the Victorians enabled them to win a keenly fought match. Scores.—Victoria: 5-16 (46 pts.), Tasmania, 4-11 (35). Best for Victoria: A. (Bert) Jones, Carmichael, McPartland, Mitchell. The other game on the opening day resulted in a narrow win for South Australia against Commonwealth.

It was not until well into the third quarter that Victoria hit top form against Western Australia. Neither side was able to adapt its play to the umpire's interpretation of the code, and the result was that the game became congested and weight was used very freely in the packs. Each side called on its reserves in the last quarter. With the scores level and only two minutes of playing time left, Victoria was unfortunate to suffer a serious loss when two more of its players were carried from the ground. The winning goal was scored by W.A. within a minute of the final bell. Scores.—W.A.: 8-15 (63), Victoria, 8-9 (57). Best for Victoria: Carmichael, Kitchen, Lloyd, Park (until injured).

Commonwealth comfortably defeated W.A., and South Australia had a good win against Tasmania. In the concluding round, Commonwealth had a runaway win against Tasmania, scoring 25 goals-29 behinds to 5 goals-4 behinds. This win so greatly increased Commonwealth's percentage, that had South Australia been beaten by only one point in the match against W.A., Commonwealth would have won the cup for the first time in the history of the competition. South Australia, however, proved too experienced in all parts of the field, and, outclassing the Westerners, ran out easy winners, thus holding the cup for another two years. During the interval of the final match, representatives of all the competing sides took part in a long kicking competition. Victoria was represented by J. McPartland, whose kicking-off had been a feature of the games. The event was won by W.A., whose representative defeated Victoria's by 2 ft. 1 in.

At a farewell dinner, the Glick Cup was presented to South Australia by the president of the S.A. Railways Institute (Mr. Goldbeck).

M. Carroll (Commonwealth) was awarded the trophy for the carnival's best and fairest player. The next carnival will be held at Perth, W.A., in August, 1953.

The Victorian team was as follows—C. Park (captain), M. Bartley, M. Barker, L. Jacjung (Northern Lines); J. Sharp, W. Mitchell, J. Lloyd, W. Rayner, A. G. Jones (North Melbourne Locomotive Depot); A. Matheson (vice-cpt.), J. McPartland, M. McIntyre, H. Milburn (Melbourne Yard), K. Doran, J. McWhirter, I. Martin, D. Morelli, R. Kitchen (Spotswood Workshops), R. Carmichael (Glenrowan), A. L. Jones (Bright), R. Blackburn (Geelong), J. Tobin (Clarkefield). The manager of the team is Mr. J. Evans, the V.R.I. Council representative is Mr. J. Brain, and the property steward, Mr. A. E. Driver. Others to accompany the team were Mr. A. Dawkins, president of the V.R.I. Football League, and four officials:

Messrs. R. H. Taylor, T. Rigg, G. Ray, and F. Moore. Before leaving for Adelaide, the team played a combined Postal Institute side.



North Loco attack in Football Grand-Final

## Women Begin Track Work

**T**RACK work has begun for members of the V.R.I. Women's Amateur Athletic Club, which expects to have another successful season. Last year the club entered nine teams, five senior and four junior, for the inter-club contests. This was a record number for any one club. All nine teams had the remarkable experience of making the final four, with the first six finishing at the top of the list. The second team in D grade gained fourth place, and teams in G and H grades were placed third. A. B. C. D. E. F. grades all reached the finals, and the only team to lose was the A grade combination, which lost by two points when it failed to win the relay race, the last event on the programme, by about 12 inches. Two new records were made in the club championships. Bernice Kewming won three events—75, 100 and 220 yds., and was second in the 440 and 880 yds. races. Kit Mears won the 440 and 880 yds., broad jump and shot putt, and was second in the high jump and hurdles. Lorraine Murphy won both the javelin and discus and was second in the shot putt. Last season the membership of the club increased from 65 to 70, and the secretary and treasurer (Miss L. Neville), hopes to get more members this year.

## Newport In Cricket Competition

**T**HE news that Newport Workshops, for the first time for many years, will field a team in the V.R.I. Cricket Association's competition this season was received with enthusiasm at the recent annual meeting. Cricket followers recall the days when the workshop's team was invariably among the leaders. As the side will be composed of apprentices, many of whom have played with junior teams, it is confidently expected that Newport will provide strong opposition to the seven other competing sides, particularly when the young players get the necessary experience in senior ranks.

★

## ANSWERS TO AMBULANCE QUIZ

- (1) 70 to 80 times per minute.
- (2) First apply local pressure with a clean, folded handkerchief. Make the patient lie down and elevate the leg at right angles. Apply constrictions around the limb, one below and one above the wound. Relax all other constrictions on the limb between the wound and the heart. Dress the wound and relax the constrictions. Keep the leg elevated.
- (3) The junction of two or more bones.

VR

# News Letter

NOVEMBER

1951



# THE MONTH'S REVIEW

## Less Money For Works

**L**OAN difficulties have reduced expenditure on railway works, this financial year, from a projected £13,200,000 to an actual £10,500,000, but, by careful planning only comparatively small works will be abandoned. Others will be deferred or slowed up. Generally, disturbance to plans will be reduced to a minimum. Work on the duplication of lines between South Yarra and Richmond will be discontinued, and a substantial reduction will be made in the amount of mechanical equipment for the Way and Works Branch. It will also be impracticable at present to proceed with the reconstruction of Melbourne Goods Sheds. Deferred works and projects include the re-arrangement of the yards at Moe and Morwell, conversion of X class locomotives to burn pulverized brown fuel, and the building of sheep and bulk cement trucks and country passenger cars. There will also be a reduction in the number of pre-cut houses for the staff. None of this, however, will affect the staff recruiting campaign. Up to 5,000 new men are still wanted for maintaining the service which the Department now gives the public. This fact should clarify a lot of confused thinking which has found expression in recent weeks.

## Modern Engine Turntables

**T**HE Department recently invited tenders for six 70 feet twin-span electrically operated engine turntables for installation at the main locomotive depots in the country. The existing 85 feet turntable at Ararat is electrically operated, as are the two 70 feet types at North Melbourne and Seymour locomotive depots, but all the others of this size, and the 50 and 53 feet turntables, are hand worked. The new turntables will not only be electrically operated, but will be of the most up-to-date design.

## Weather, Economics and Shows

**W**EATHER and economic vicissitudes are the prime factors governing Royal Show attendances. The second is the more potent. In 1931, the worst depression year, but with a fairly fine Show period, 220,000 people went. Last year, 519,000 attended. This year, with largely inhospitable weather, the number dropped to not quite 443,000. But even allowing for evening arena events, which were not held in 1931, the difference is most marked in the 20 years or so interval, and closely follows the equally marked change in the economic background. Comparing Show periods in 1950 and 1951, fewer country people were in town this year, but this again may have been influenced by the poorer

weather outlook this year. Last year 239,469 people went to the Show by train; this year 197,430. The second exhibition of new rolling stock, staged in Show week, principally for country people, in response to requests, was also affected by the weather. The total attendance was a little more than 10,000, including 240 boys from technical colleges and 20 students from Melbourne University. But the display, it is generally agreed, was well worth while.

## Refreshment Staffs Help In Adversity

**T**HE manager of the Serviceton refreshment rooms, Mr. L.G. Randle, Mrs. Randle, and the seven members of the staff, have been officially congratulated on their help and teamwork after the recent train collision. Mr. and Mrs. Randle lost no time after the collision in making preparations to feed the passengers and provide aids, such as hot water, hot water bottles, coffee, brandy, blankets and rugs for the treatment of the injured. Emergency foodstuffs, crockery and cutlery were brought up from the cellar, and local people supplied enough bread, eggs and butter for all needs. From 6.45 a.m. until 10.30 a.m. the staff worked at top pressure in providing 400 breakfasts of toast and pies, steak and vegetables, tomatoes on toast and scrambled eggs on toast. Women who were unable to leave the train were given tea and biscuits for their young children. Members of breakdown gangs were either fed or given rations, and railway officials were given meals and provided with beds. Most of the staff worked 11 hours without a break. In the words of the Superintendent of Refreshment Services (Mr. A. W. Keown), "they all rose to the occasion and did not stop to count the cost in physical effort to give good service to the public." In a letter to every member of the staff, Mr. Keown said the reputation of the railways was greatly enhanced by their work and this would be recognized by a suitable entry in the records.

## 100 Million Telephone Calls

**O**NE hundred million internal telephone calls have passed through the automatic telephone exchange at Head Office since the equipment was installed on February 23, 1935. The erection of the equipment was supervised by Mr. E. G. Ledin, of the Ericsson Company, Sweden.

## OUR FRONT COVER

shows one of the new R class locomotives hauling the 10.18 a.m. "up" Ararat passenger train. When *News Letter* went to press, 24 R's had been delivered and 12 were in service.

# CAREERS FOR YOUTHS

*In the post-war era the need for skilled tradesmen in the industrial world is greater than ever.*



Manual training of apprentices at Spotswood Workshops.

EVERYWHERE there is a call for the services of the man who knows a trade. Nor is the demand likely to slacken. Large engineering works now in progress and projected, and a generally higher tempo of industrial activity, will always ensure gainful employment for the tradesman. Realizing this, more thoughtful parents are trying to secure the future of their boys by apprenticing them to a trade.

There is no doubt that the large organization has most to offer a lad. It has a greater variety of jobs, it can offer better training, and, most important perhaps, it can provide security as well as a promising career.

Victoria's largest industrial unit, the railway department, is calling for 220 apprentices in 21 different trades. As practically every trade is represented in the department, the prospective railway apprentice has a very wide field from which to choose.

Good training is the pre-requisite of a good



Apprentices at work in the copper shop at Newport Workshops.

tradesman. It can fairly be claimed—and the claim is admitted—that railway training is second to none. There are two good reasons. First, the apprentice is given a thorough technical education, either at the Newport railway college or at another college elsewhere: second, a high standard of workmanship is maintained in all railway work. Locomotives, carriages, trucks and other equipment are built and maintained to world standards; no inferior work is turned out. As a result, the railway apprentice is trained in the best traditions of his trade, under the guidance of skilled craftsmen.

Accompanying this first-rate training is the care paid to the welfare of the lads. A supervisor of apprentices is employed solely to help them. This is particularly important to the boy living away from home. He knows there is always someone to whom he can turn for personal guidance.

Having completed his apprenticeship, what is ahead of the young tradesman? Here again, the railways have the advantage in giving him not only an attractive job, but in adding superannuation, long service leave, cumulative sick leave, and generous travel concessions. Supervisory positions are opened to him by opportunity: he can become a sub-foreman and, eventually, a foreman.

Those who are prepared to undertake further study can rise to still higher posts. Scholarships, for professional courses at university or technical college, are open to them. With a degree or technical diploma, the young man joins the department's professional staff. The way is then open to senior executive positions. He might become branch head and even commissioner. Obviously, only a large organization, such as the railways, could offer such a career.

To the youth on the threshold of his career no better advice could be given than to become an apprentice, preferably in the railways.

# The things they say

THERE can be no doubt of the danger to the economy presented by past and prospective inflation. But the national economy and the programme of preparedness could be damaged quite as much by lack of railroad capacity as by more inflation. A huge increase in production is as necessary to prevent more inflation as to provide for military and civilian needs. To accomplish this increase of production it is essential that the nation's productive and transportation capacities shall be kept balanced; for production cannot possibly be increased any more than the transportation of raw materials and finished products to and from the productive industries; and experience during the last war conclusively demonstrated that only the railways are capable of providing the mass transportation required.

*Railway Age*

\* \* \*

The most distressing shortage today is that of courtesy and common politeness. The little graces of life cost nothing, but they can mean much. Education, culture, "status"—these are the *refinements* of life. Its *essence* is that I expect you to recognize my humanity, just as you expect me to recognize yours, no matter who or what we are. That alone is true courtesy.

—*Roffe Thompson*

\* \* \*

Always behave like a duck—keep calm and unruffled on the surface, but paddle like the devil underneath.

—*Daily Express, London*

\* \* \*

Interest in our work is the greatest single factor in human happiness. Without joy in work for its own sake, there is no emotional satisfaction and no ambition; there is only boredom and fatigue.

—*Marie Beynon Ray*

\* \* \*

Train whistles are one of the links that help to hold together the vast sprawling regions of a great nation.

—*Oskaloosa (Iowa) Daily Herald, U.S.A.*

\* \* \*

There are no idle rumours: they are always busy.

—*Evening Echo*

\* \* \*

Honesty may be the best policy; but the policy seems to have lapsed.

—*Quote*

\* \* \*

Many a poor fish gets into trouble through not keeping his mouth shut.

—*Anon*

## STAFF RECRUITING

THE raising of the bonus, from 10/- to £1, to every railwayman, active or retired, who nominates a new member of staff, is part of the recruiting drive the Commissioners are now pursuing to catch up with the serious staff shortage. The bonus is payable when the newcomer has done six months' continuous service. The Commissioners feel that existing staff members should have every opportunity to help in this way, since more new men and women will tend to spread the burden of essential work and gradually reduce arrears of leave. They also feel that the declining value of the pound warrants the larger bonus. Nominations are sent to the Secretary for Railways, either before the newcomer's formal application or with it. An advertising campaign has been going on for some months, and for the first time a full window at the Government Tourist Bureau, in Collins-st., has been pressed into staff recruiting service, with, incidentally, striking effect. Two senior officers are now alternating between London and continental capitals, getting as many single men as they can, and new Victorian railwaymen from Britain have been asked to suggest to eligible relatives and friends that they might like to come out and join them in their work. They, if successful, can also claim the recruiting bonus.

## ORIGINS OF STATION NAMES

**Arkona:** named by German settlers after a promontory on the north-west coast of the island of Rugen, a German possession in the Baltic.

**Beveridge:** named after Peter Beveridge, who formed a cattle station there in 1840.

**Deep Lead:** so called when gold was discovered there, as the sinking was unusually deep for that district.

**Gymbowen:** aboriginal *Kim-bowa*, meaning a long time since.

**Macleod:** named after Malcolm Alexander Macleod, from whom the land for the railway station was purchased.

**Navigator:** When the railway line was being built, a sailor obtained a licence for his shanty. On the day of opening, he hoisted a naval flag and proclaimed to all assembled "This is the Navigator's Inn." The settlement which grew around has, ever since, been known as "Navigators." The final letter was dropped from the station name.

**Quantong:** aboriginal word meaning native plum.

**Westmere:** taken from the name of a local estate.

**Yering:** from the aboriginal *Yerrang*, meaning scrubby. The flats of the Yarra were once covered with scrub.

## WE PAY FOR CONTRIBUTIONS

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

- ★ Exceptional loadings handled.
- ★ Examples of outstanding railway service.
- ★ Railway men and women who do something important in civic affairs.
- ★ First aid men who have done special work.
- ★ Outstanding sports and games records.
- ★ Unusual hobbies.

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

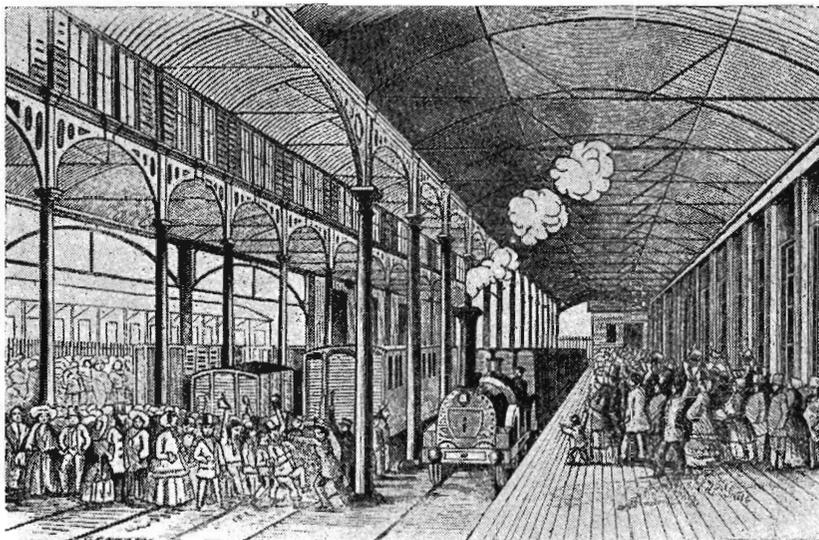
# EARLY PRIVATE RAILWAYS

5.

## The Geelong and Melbourne Company

★

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



Opening of the Geelong railway

THE credit for propounding the first railway scheme in Victoria is due to certain early residents of Geelong. In 1846, they planned to build a wooden railway, worked by horses, from Geelong to the Western District; a distance of 200 miles. The proposal lapsed as the area was almost devoid of population.

Four years later, a company was formed to build a steam railway from Geelong to Melbourne, but, owing to lack of financial support, the company collapsed within two months.

Following on the discovery of gold, a syndicate called The Geelong and Melbourne, Mount Alexander and Murray River Railway Company announced, in June 1852, its intention to build lines to the places named. The plan was quickly modified for, two months later, the prospectus of the Geelong and Melbourne Railway Company appeared, seeking £350,000 capital. A separate organization known as The Melbourne, Mount Alexander and Murray River Railway Company had been formed to build the other proposed lines. Application for an Act of Incorporation for the Geelong company was approved by the Legislative Council on February 8, 1853. The Government granted £1,000 to the company for preliminary expenses, and also guaranteed to pay interest on the paid-up capital at 5% for 21 years. Seven of the company's executive committee were members of the Legislative Council.

On September 23, 1853, His Excellency the Lieutenant Governor (C. J. La Trobe), travelled from Melbourne in the steamer *Melbourne* for the ceremony of cutting the first turf of the railway

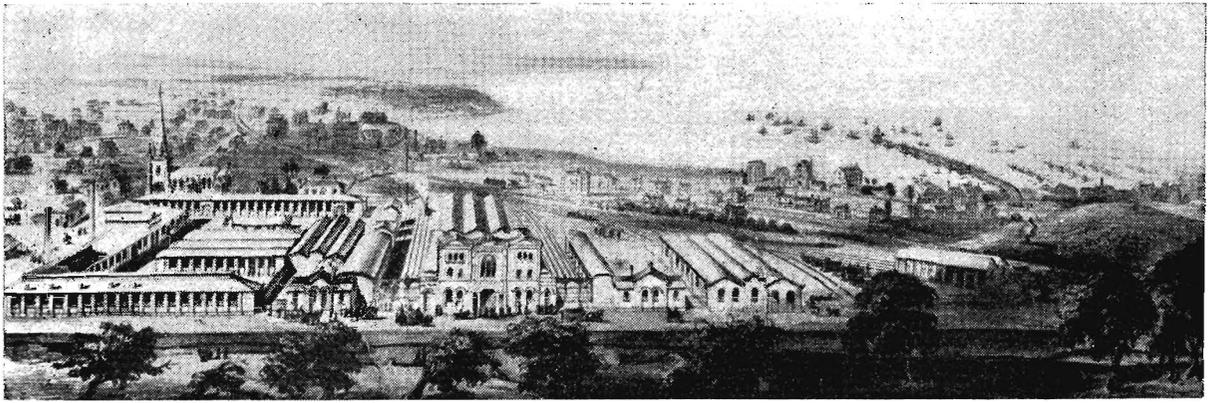
and laying the foundation stone at Geelong station. A sealed bottle, containing an appropriate message, together with gold, silver, and copper coins, were placed under the stone. A sumptuous dinner followed and, with generous consideration, the company provided a roasted bullock and a barrel or two of beer for those who had not received tickets.

Contracts were let for the construction of the railway, including a jetty at Geelong and bridges over the Little and Werribee Rivers. To ease the existing labour shortage, due to so many workmen having gone to the gold diggings, the Government hired 100 prisoners to the company. The prisoners were housed in one of the penal hulks which was brought from Williamstown and moored in Corio Bay.

By October 1856, the permanent way extended 10 miles from Geelong to beyond Duck Ponds (now Lara) and on the 14th of that month a trial passenger train trip was made. From November 1, a mixed train service operated twice daily between Geelong and Duck Ponds. In January 1857, the service was extended to Little River.

Construction of the line was completed on June 8, 1857. Hauled by the engine *Sirocco*, a special train from Geelong travelled to Greenwich, a private village area of 90 acres, now part of Newport. The engine announced its presence to the "astonished residents by a peculiarly harmonious whistle."

The Geelong and the Mount Alexander companies had, in 1854, agreed that the two lines should connect near Greenwich on the latter's Williamstown branch. The Geelong Company was to pay running fees over the line to Melbourne, a distance



View of terminus, pier and warehouses in course of erection at Geelong

of about seven miles. As the Williamstown railway was not yet completed, the Geelong Company built an extension, half-a-mile long, to a temporary terminus near its jetty on the Yarra. The opening date of the line was fixed for June 25, 1857.

Unfavourable weather did not diminish enthusiasm for celebrating the inauguration of Australia's first country railway. At Geelong, a great procession, headed by the Governor (Sir Henry Barkly), paraded the streets. The marchers included railway construction workers carrying picks, shovels and crowbars. Behind them came several aborigines, each wearing a brightly striped blanket and cap as a gift in honour of the occasion, and each carrying his dinner, also a gift.

A special train carrying the Governor and several hundred guests left Geelong at 10 a.m. About two miles out, Henry Walters, locomotive superintendent, was knocked off the engine as it passed under a bridge, and was killed. The train reached Greenwich at 12.10 p.m. Here, 500 additional guests, who had been conveyed from Melbourne on the steamer *Citizen*, waited to join the train, but there was no room for them. The engine could not start for the return trip as the rails were wet and slippery, so the waiting passengers sent the train on its way with a push. Two hours later, another train came to Greenwich to convey the Melbourne party to Geelong. They arrived at 4 p.m., cold, wet and hungry, to discover that the official luncheon was finished and that very little food remained after 2,000 early guests had feasted. A ball the same night concluded the ceremonies.

Less than two weeks after the opening of the railway, a guard, coincidentally named Job Gard, was fatally injured during shunting work at Greenwich.

Three months later, the Geelong railway was connected to the first completed portion of the Victorian Government Railways; from Williamstown to Greenwich. From October 3, 1857, trains ran through to a Government temporary station at Williamstown Pier, supervised by John Harvey, the first stationmaster appointed to the Victorian

Railways Department. Greenwich station and pier were closed, but passengers were still conveyed to Melbourne by the *Citizen*. Still another alteration was made in December 1857. Passengers travelled across Hobson's Bay by the steamer *Comet* from Williamstown to Sandridge, where they joined the Hobson's Bay Railway Company trains for Melbourne.

Traffic on the Geelong railway developed at a steady rate, averaging about 3,000 passenger journeys weekly; most of which were third-class fares. An irritating feature of travel was the monotonous repetition of engine derailments. As several of these accidents occurred on the Government portion of the line, F. C. Christy, Victorian Railways locomotive superintendent, examined the engines and found that several of them were from  $\frac{1}{2}$ " to  $\frac{3}{4}$ " narrower in the wheel gauge than the measurement necessary for 5' 3" rail gauge. It is believed that the Geelong Company never properly rectified this fault.

When the Government line between Melbourne and Williamstown was fully completed, the Geelong company built another connecting link to permit its trains to run direct to Melbourne, commencing from January 17, 1859. Sunday trains were introduced on February 13, 1859, in response to a request from the Government, but, after six months, the service was discontinued.

The heavy burden of financing the construction of the railway had no prospects of being reduced. Despite estimates of cheap building costs, the necessity arose in 1855 to raise mortgages, amounting to £262,500, to augment the capital fund of £350,000. From the opening of the line to November 1859, the accumulated loss on working totalled £35,000. During the same period, the Government paid £90,000 in guaranteed interest on capital. At one stage, the company apparently did not have sufficient available money to pay wages. In June 1858, six first-class carriages were seized at Williamstown on a warrant claiming wages due to 22 workmen. The cars were sold by auction and were purchased for £890, presumably by an agent for the company.

As early as November 1859, some shareholders urged the company to sell the works to the Government, and the proposal was revived from time to time in the following years by both the company and the legislature. In May 1859, a London meeting of English shareholders approved the sale of the railway. After further local negotiations, a Bill was submitted to Parliament in February 1860, to authorize its purchase by the Government. The Act was assented to on June 8, 1860, and the Geelong and Melbourne Railway Company became

vested in the Board of Land and Works, at a cost of £800,000, to which had to be added £250,000 representing the estimated expenditure for repairing the line.

Official transfer of the railway to the Board dated from September 3, 1860. The majority of the company's staff were absorbed into the Victorian Railways Department. Nine locomotives, 20 passenger carriages and about 50 waggons were added to the Department's stock, but, on account of their dilapidated state, very little use was obtained from them.

# SPORTSWOOD

*This is a story of what has been done by some railwaymen to provide themselves with recreation during the daily lunch interval.*

**M**EN at Spotswood workshops contend that they have better facilities for recreation than any other shops or depots in the department. In support, they point to a first-rate bowling green, an asphalt tennis court with pleasant surrounding lawns, and a ground for football and cricket. They also point to eight sets of bowls worth £54, tennis racquets and balls, footballs and guernseys for players. They further point to equipment for indoor games, such as table tennis, chess, and darts, and to the fact that pay lost by members of the football and cricket teams while playing in the V.R.I. mid-week competitions is made up. The last item alone runs into about £200 a year.

The bowling green and tennis court were built, and are maintained in good order, by voluntary working bees. For mowing the green and lawns round the tennis court, two motor mowers were bought for £60 each. The last top dressing of the green, incidentally, cost £33.

How is all this done? The answer is: by



Working bee on bowling green



Lunch hour play on tennis court

contributions of 6d. a fortnight from those who take part in games, and by the work of an energetic finance committee which sees to the smooth running of the whole scheme. The committee was formed in 1938, and besides collecting the fortnightly sixpences, it augments its funds by running a dance every month. President of the committee is Mr. J. Britt, and treasurer, secretary, and assistant secretary are, respectively, Messrs. D. Calvert, H. McWilliam and G. Papworth. Members of the executive are Messrs. L. Duggan, J. Moon, W. Grieves, P. Baker, J. Martin, M. Fetherstonhaugh, and J. Harding. They all say that a good deal of the scheme's success is due to the work done by ex-President E. G. Billings and ex-Secretary G. J. Bolt, who are now retired.

About £800 is collected annually by Spotswood men for their sport. They are justifiably proud of what they have done. They will have cause for greater pride if Spotswood proves to be the nursery of a future Sedgman or Clegg.

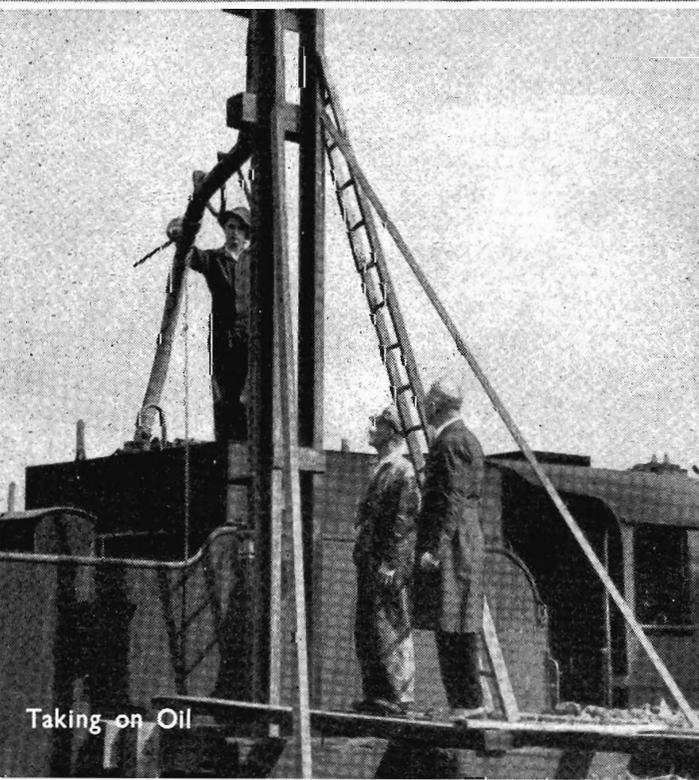
**W**ODONGA, the last Victorian station this side of the N.S.W. border, on the main north-east line, and from which runs the branch to Cudgewa, is an important railway centre. Here "Spirit of Progress" locomotives and cars are serviced and cleaned, and because of the break of gauge, large consignments of livestock and coal are transhipped there.



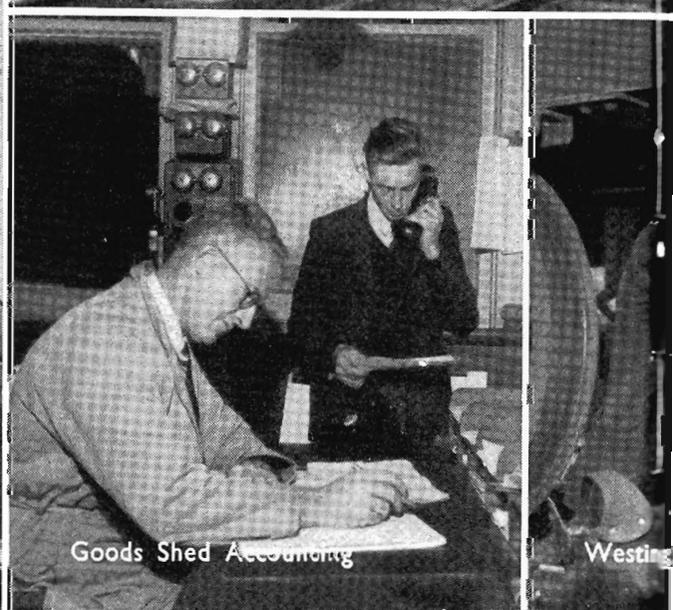
Discharging General Goods



"Spirit" Crossing River Murray Bridge

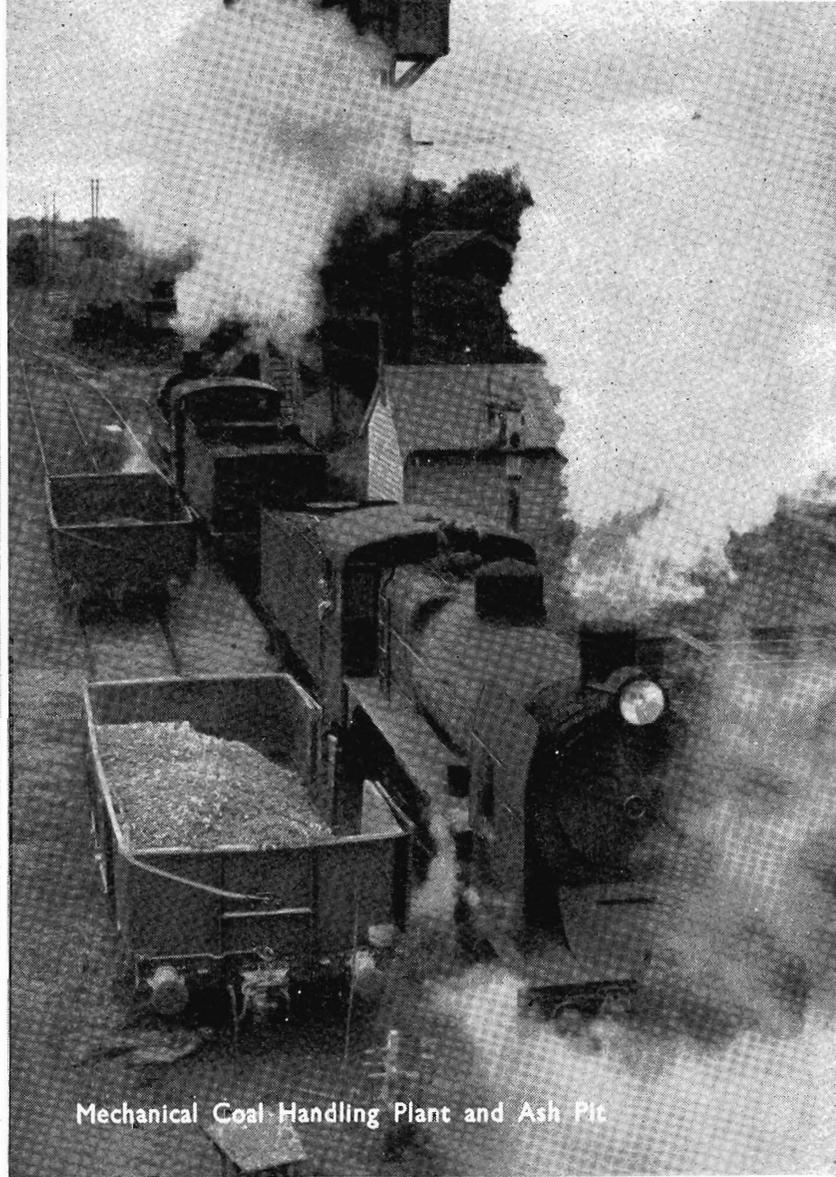
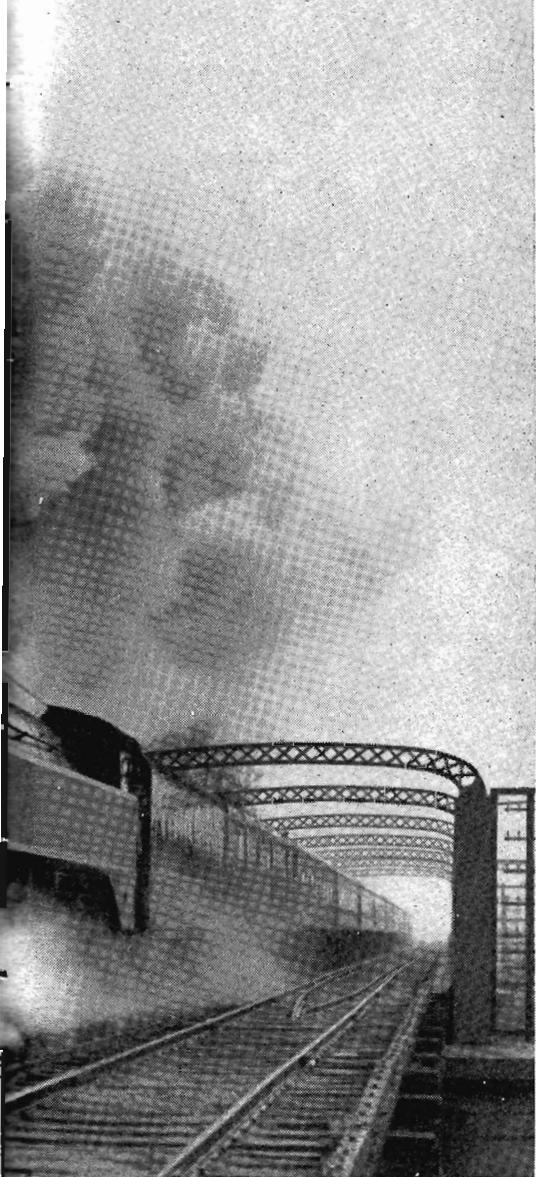


Taking on Oil



Goods Shed Accounting

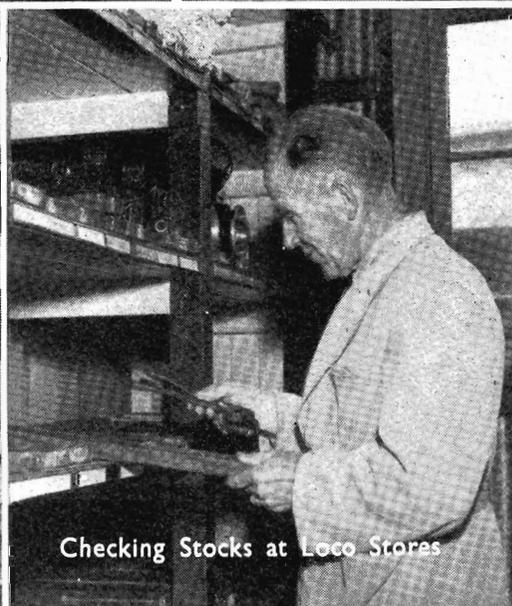
Westing



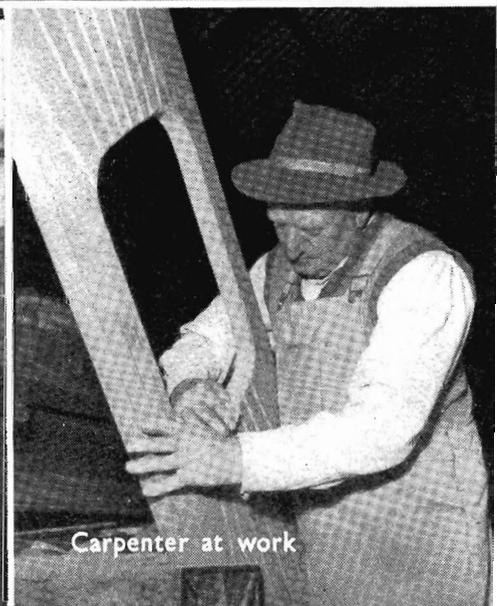
Mechanical Coal Handling Plant and Ash Pit



House Brake Inspection



Checking Stocks at Loco Stores



Carpenter at work

# MEET THE TRAIN CONTROLLERS



Mr. Bullock



Mr. Thomas



Mr. Williams



Mr. Ross

**N**EW LETTER publishes more pictures and thumb-nail sketches of V.R. train controllers.

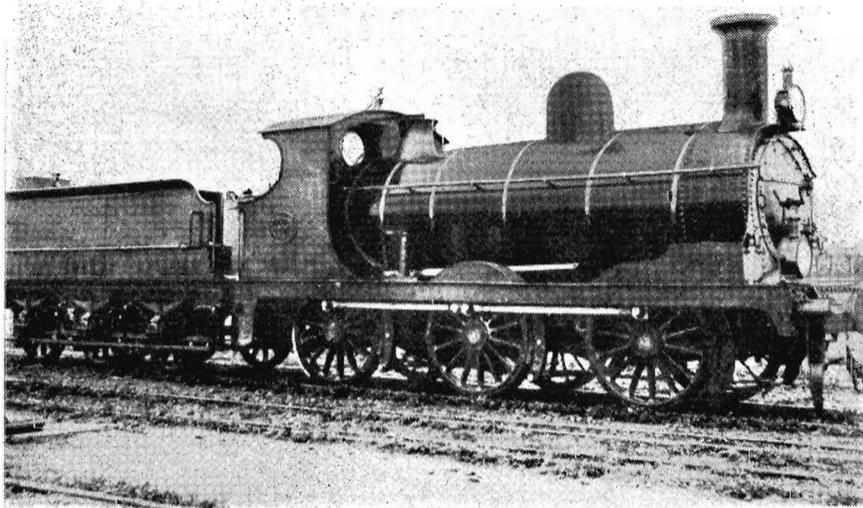
Mr. P. C. Bullock joined the service as a junior clerk at Colac in 1910 and was transferred to North Brighton as booking clerk in 1911. He was two years at Caulfield, two and half years as assistant stationmaster at Newport, two years on the relieving staff and four years as night officer at Maryborough. He was on transfer to Carisbrook as stationmaster in 1922 when he accepted the position of assistant train running officer in the Maryborough district. In 1932 he was appointed first class train despatcher and was transferred to Central Control.

Mr. H. C. Thomas entered the service in 1914 in the Telegraph Branch and, after working as messenger and junior operator, was transferred to the then Transportation Branch in 1917 as a junior clerk. He was a booking clerk at several suburban stations and a telegraph operator at Melbourne Yard and Dandenong before being transferred to Donald and Maryborough as depot clerk. When Train Control was transferred from Maryborough to Ballarat in 1934, Mr. Thomas went there as train controller, class two. In 1945 he was appointed class one train controller and was transferred to Head Office. He is experienced in all class one country boards and engine controller duties.

Mr. R. E. Williams joined the department in 1924 as a junior clerk. In the early stages of his railway career he got a solid grounding in goods work and, at 16, was in charge of the goods office at Maffra. Subsequently, he was transferred to the suburban area as a relief clerk. He worked at all suburban main stations and relieved for several years in the Gippsland area. Transferred to Seymour in 1933, he relieved in all clerical positions. Mr. Williams enlisted in the A.I.F. in world war two. He was adjutant of his regiment and later officer commanding a squadron. He attended a staff course at Duntroon Military College and served overseas. When the war ended he was Acting Deputy Assistant Adjutant-General, First Army Headquarters. When he returned to the railways after the war, Mr. Williams was appointed suburban train controller in 1946, and was transferred to Seymour as second class train controller. He returned to Central Control as first class train controller in 1947 on the eastern and south-eastern board.

Mr. G. Ross began his railway career in 1936 as a lad porter at Clifton Hill. He became a junior clerk in 1937 and worked at various suburban stations until 1942, when he was transferred to Benalla. Mr. Ross was appointed suburban train controller in 1948. He is a keen cricketer, and for the past four years has played with Flinders-st. in the Commissioners' Cup competition.

## EARLY V.R. LOCOMOTIVES



### Goods 0-6-0 type

Nos. 237 to 245 (odd numbers)  
built by Societe St. Leonard,  
Liege, Belgium, 1883.

They were later known as the  
Belgian R class.

The last of them (No. 239)  
was scrapped in December  
1920.

# THE HUNGARIAN RAILWAYS

Central Railway  
Station, Budapest



*Specially written for News Letter by Henry Gedeon, of the Commercial Branch. Mr. Gedeon is a native of Budapest, and has been in Australia for nearly two years. After obtaining a law degree, he joined the Hungarian State Railways. Subsequently he was transferred to the Ministry of Transport's Division of International Transport Policy, whose work was inter-related with that of the United Nations Organization.*

THE Versailles peace treaty in 1920 reduced the area of Hungary to 35,911 square miles, only one-third of its previous size. This is less than half that of Victoria (87,884 miles). The railway lines in this area are 5,371 route miles for about nine million people, compared with the Victorian Railways' 4,687 miles and about  $2\frac{1}{4}$  million inhabitants. It is interesting to note that in Victoria there are 490, and in Hungary 1,675 persons per mile of railway; while in Victoria there is one mile of railway for each 19 square miles, and in Hungary, one mile for each seven. This comparison shows the difference in the density of population, which means an essentially different intensity of passenger and goods traffic, especially as more than half of Victoria's population lives in the capital city.

The Hungarian Railways form a link between East and West Europe, and have an important role in both the international transit traffic and in the inland movement. During their 104 years of existence, these railways have shown all the characteristic phases of railway development, and can be considered as a good average of the various European systems; having taken advantage of all the innovations of the western states and given a number of inventions to the world's railways.

The headquarters in Budapest, as well as the six district administrations, are divided into nine branches: legal matters, personnel, accountancy, commerce, engineering, track and buildings, traffic, stores, bridges. The total number of officers and employees is approximately 50,000 with

about 20,000 pensioners. A great emphasis is placed on the training of the staff: it is only after a long series of studies and examinations that an employee is allowed to perform active service. For officers-to-be, the attendance at a college is compulsory. This gives them a thorough knowledge in all railway matters.

In the field of passenger business, the main purpose is to provide a cheap and comfortable means of travel to meet all requirements. In computing fares, stress is laid on social points of view; thus workers, state employees, students and so on receive substantial benefits. There are tourists' tickets at reduced price from all parts of the country to beauty spots, historical sights, fairs and exhibitions, and tours are arranged around the country.

In view of the decisive importance in the national economy of transport of goods by rail, an elaborate system of tariff policy serves the interests of various industrial and agricultural areas. Products, the widespread distribution of which at a low cost is of public interest, as well as areas which need economic support, receive the benefit of preferential freight rates irrespective of distances between producers and consumers.

The states of Central and Eastern Europe form an ideal economic whole and, as no one of them is self-sufficient, interchange of commodities plays a specially important part. Lying on the point of intersection of many important international routes, Hungarian Railways are connected with the neighbouring systems through 31 frontier

stations, and a considerable part of the tonnage carried is transit traffic. Of great importance are the so-called freight-alliances: agreements among various railway companies on the carriage of specified materials and commodities at special rates among stations and on routes agreed upon. Member companies of such alliances have central administrative committees and hold regular meetings. The decisions reached are compulsory for the signatory railways. Of outstanding significance are agreements between railway companies and seaports, as Hungary and other Central European states have no seaports.

Owing to steadily increasing demands, rolling stock, especially trucks, is somewhat short, but stepped up manufacturing is to make up for the shortage. Coal is the main fuel used. Unlike Victoria, a sufficient supply of good quality is available in the country. The best of the steam engines is type 424, of great mechanical power and used for both goods and express trains. The "Arpad" type diesel rail-cars are world famous, and have been exported to several countries. One of the greatest achievements of Hungarian mechanical engineering is the highly efficient Kando system electric locomotive, named after its inventor. The Kando system has been adopted by many foreign railways.

Except for a few branch lines in mountainous areas, the gauge is the standard 4 ft. 8 in. The important main lines are of double track, some of them electrified. Modernization and reconstruction of station premises and the building of a second track on all main lines is the present program of the way and works branch.

Owing to the discipline of the highly trained staff and elaborate electric safeworking devices, punctuality and safety are main features of the Hungarian Railways. Traffic sometimes reaches the limit of capacity, and 50 trains a day on the single track lines are quite common. There are separate goods trains for truckloads and for smaller lots. Fast goods trains with live-stock and perishables, in cool trucks, have precedence to enable them to reach the larger cities or the frontier in the shortest possible time. On main lines, fast and express trains run every few hours, as well as the local passenger trains. The former connect with the great international expresses by means of which every important city of Europe can be reached in a short time. International conferences set the time-tables for these and for goods trains twice a year at least, so as to comply with new requirements.

The second world war dealt a heavy blow at the Hungarian Railways. Having a most important role in warfare, the railways were exposed to air-raids, destruction by retreating armies, and the artillery fire of advancing troops. But reconstruction worked wonders and in a few years bridges stood again, premises were rebuilt, lines reopened. These achievements were in great part due to the railwaymen's sense of duty to the community and the love of their vocation.

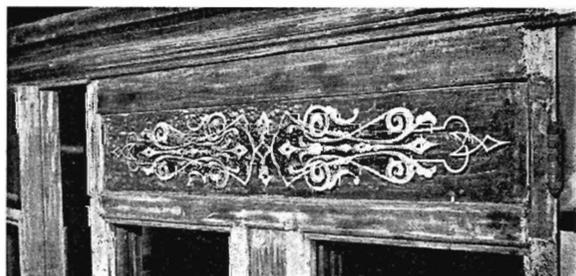
Now that I have joined the Victorian Railways, I find the same sense of service to the public, although expressed in a different way. And everybody has helped me very much to settle down in my new job in my new country. I am glad that I have had the opportunity to become, once again, a railwayman.

## ENAMELLED PANELS ON OLD CAR

ON a recent visit to Jolimont Workshops, Mr. R. P. O'Brien, of the Electrical Engineering Branch, saw a suburban electric swing door car showing an old number, 13 BB. The number and class were enamelled on steel panels with an enamelled scrollwork design on another panel. Despite the car's many cleanings and paintings, the printing was quite legible as the

accompanying pictures show.

This car has had quite a few numbers during its career. It was built at Newport Workshops in 1892 as 13 BB, becoming, in turn, 13 B, 7 BT, and finally, 33 T. Over the years it has been repaired and renovated where necessary and is in first-class condition, due mainly to its excellent original workmanship and materials.



# FIRST AID

*Their aid they yield to all.*

—George Crabbe (1754–1832)

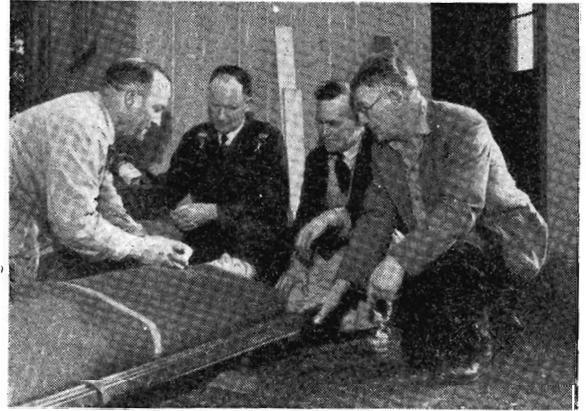
## First Aid For Show Visitors

THE first aid post established at the Showgrounds platform during the Royal Agricultural Show is a very good example of railway planned service. It was manned by members of Mr. Blackburn's staff of trained first aiders helped by qualified ambulance men in the Traffic Branch. During the nine days of the show they were called upon to attend the usual number of fainting people and others with minor injuries, such as sprained ankles. On the opening day, treatment was given to an elderly man who collapsed. His condition was somewhat serious, but expert treatment was given before getting him to hospital.

## Now For The Championships

HAVING successfully cleared the first hurdle, the State winners, North Melbourne Locomotive Depot No. 3, are practising assiduously to perfect their team work with an eye to an Australian title. They are trying to emulate the performance of Maryborough, which won the shield in 1949. It was not competed for last year because of the rail strike. There are great hopes that Percy Delmenico will win the senior individual event at the all-Australian railwaymen's ambulance shield competition in Adelaide on November 22. Although he won the State event convincingly, he can expect strong opposition from competitors from other States. His main rival may be Arthur Creek, boilermaker, of Cardiff, who recently won the N.S.W. Railway senior individual contest. Ambulance Officer, Mr. W. Blackburn, who saw the New South Wales competitions, says that increasing interest is being shown in first aid work by railwaymen in that State. About three years ago, the N.S.W. Railways Department was given

two acres of bush land at Telopea, and more land has since been acquired for the annual competitions, which, for the first time this year, were conducted on lines similar to the Victorian championship events at Mt. Evelyn.



Spotswood Workshops ambulance men

## Good Stretcher Work

THE best improvised stretcher event at the recent State ambulance competitions at Mount Evelyn was one of the keenest and closest contests for many years. Only a few points separated the 12 contestants and it was only because of an exceptionally fine performance by Bendigo North Workshops No. 1 team that enabled it to take the honours with 51½ points. The adjudicator (Dr. W. Sloss) was set a problem in selecting the winning team. He said that he had never seen a better collection of stretchers, and that a very high standard was also reached in the transport work.

## EMERGENCY QUIZ

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

- (1) If a man's clothing caught fire, should he :
  - (a) head for the nearest horse trough down the road ?
  - (b) run outside and hope that the wind will blow the fire out ?
  - (c) throw himself on the floor and wrap himself up in the floor rug ?
  - (d) hop under the shower and turn on the tap ?
- (2) If you were stung on the cheek by a bee, would you :
  - (a) rub your cheek vigorously ?
  - (b) pat it gently with a powder puff ?
  - (c) get the blue bag from the laundry and apply freely ?
  - (d) get a large stone, and go look for the bee ?
- (3) Here is a simple one. Excluding the two bones in the forearm, how many bones go into the formation of the wrist and hand, including the fingers and thumb ? Is it 7, 17, 22, 27, or 37 ?

## Flinders Street Identity Retires

**M**R. ARTHUR RAE, who has been a member of the Flinders-st. station staff for 29 years, retired recently. He joined the service as a labourer in the Melbourne Goods Yard, in 1918, and became an indicator porter at



Mr. Rae

Flinders-st. in 1922. Two years later he was appointed platform porter-in-charge, senior porter in 1925 and platform supervisor in 1949. A large number of railway men and women attended Mr. Rae's farewell at the Railways Institute. Mr. P. J. Nankervis, Flinders-st. stationmaster, on behalf of Flinders-st. and suburban railway staffs, presented him with an inscribed wristlet watch, a wallet of notes, and a personal gift from Mr. N. Chinnery, Flinders-st. Staff Clerk. Mr. Tom Mulcahy, retired traffic inspector,

who is now living at Casino, New South Wales, and who has known Mr. Rae for many years, subscribed to the presentation. Mr. Nankervis said Mr. Rae had been a most popular and efficient member of the station staff. Other speakers were Mr. E. Lowe, platform supervisor, Mr. C. V. ("Tracker") Forbes, suburban guard, Miss Joan Robinson (representing portresses) and Mr. Bob Stanley, guard, who spoke on behalf of retired members. The farewell and social was well organized by a committee headed by Mr. J. Crowe, platform supervisor, Princes Bridge, and Mr. Jack Brown, senior porter, Flinders-st.

## Popular Booking Clerk

**M**R. W. J. LEACH, a popular booking clerk at Yarraville for the past 19 years, was recently promoted and transferred to the Timekeeper's Office at Spencer-st. Present and former members of the staff gathered at the station to wish him well in his new appointment. Stationmaster Mr. M. O'Donnell, who made the presentation on behalf of the staff, said that Bill Leach would be greatly missed by both the travelling public and his workmates. He was one of the most helpful and obliging railwaymen he had met in his many years of service.

## Likes Telegraphy

**T**HERE is no more enthusiastic New Australian railwayman than Anton Salenicks, a Latvian, who has worked very hard to get his third class telegraph certificate. He is the first New Australian to get it. According to his instructor, Mr. G. S. Corkill, Anton, who is a parcels porter at Flinders-st., has no trouble in both sending and receiving at the rate of 20 words a minute. He is so keen to become a proficient telegraphist that he spent his recent fortnight's annual leave practising at the telegraph instrument at the Railways Institute. Anton, who has his staff-and-ticket and ticket checker's certificates, says he was a member of a Latvian youth organization and had a smattering of morse code before he came to Australia a little more than a year ago. His present ambition is to become a railway booking clerk.

## They Had to Come Back

**K**NOWN as the "grand old men of Spencer-st.", Transfer Parcels Porter Frederick Charles Blake, 72, and Porter Patrick Sullivan, rising 74, have never lost their enthusiasm for railway work.

Mr. Blake joined the service in 1910 as a repairer at Violet Town. He came to Melbourne as a leading hand on special

works, and later got a transfer to the then Transportation Branch. From shunter, he rose to guard, and when he failed in vision, became a motor trolley driver at Spencer-st. At the time of his retirement, about seven years ago, he was a luggage supervisor. "I was out of the job for only a few weeks. I felt so dissatisfied with my inactive life and missed my many railway mates so much that I couldn't get back quickly enough," said Mr. Blake. "Leaving the railways was like leaving a loyal family and I did not get peace of mind until I was back on the job again." Mr. Blake's eldest son, William, is following in his father's footsteps. He is a repairer at Knowsley.

Mr. Sullivan became a railwayman in 1901. He rose from shunter to leading shunter, and then became a goods guard and later a passenger guard. During the years he was at Spencer-st. he worked on every train that leaves the terminal. "I retired about nine years ago, and as soon as my holiday was over I lost no time in rejoining the Department. It's good to be again among friends."

## A Family Affair

**T**HREE generations of drivers on the same line—that is the remarkable record of the Helsby family.

James Helsby came to Australia from England with his wife and daughter, early in 1876. He had been a driver on the old London and North Western Railway, and naturally soon sought a job on the footplate here. The Melbourne and Hobson's Bay Railway Company was looking for experienced drivers, and tried to persuade Mr. Helsby to remain in Melbourne until such time as a vacancy occurred.



The Helsbys—grandfather, father and son

But, in the meantime he accepted an appointment as a driver with the old Deniliquin and Moama Railway Company. He is believed to be the first driver to take a train over the Murray bridge which carried the company's line. Years later, Mr. Helsby's son, James Henry, joined the same railway company and drove on the same line as his father. But, the story does not end there. When his son, Lyndon James, grew up he joined the Victorian Railways. Fate decreed that he also should become an engine driver and ride the footplate on the line that his grandfather and father had worked on. He received his early railway training at Seymour and Tocumwal. He is the third link in a most unusual chain of circumstances.

## Reading Matter For Korean Force

**H**AVE you any magazines or any other reading matter suitable for the Australian Korean force? Army transport driver Kernick, a former Horsham railwayman, who has returned from Korea, told the general secretary of the Victorian Railways Institute (Mr. W. E. Elliott), that the troops are very short of reading matter and have to depend on the generosity of American servicemen for discarded magazines and periodicals. If you have any reading matter likely to interest the troops in their leisure moments send it to Mr. Elliott, V.R.I., Flinders-st., and he will arrange for it to be dispatched.

### Signalman's Retirement

**M**R. C. PEVERILL, special class signalman at Flinders-st. C box, retired recently. He joined the service in 1910 and five years later became a signalman. He was a special class signalman for 17 years. At a farewell gathering at Flinders-st., the senior block and signal inspector, Mr. C. H. Saunders, presented Mr. Peverill with a fountain pen. The yard supervisor, Mr. A. Robinson, special class signalman, Mr. C. Slaughter, and Mr. W. Eccles paid tribute to Mr. Peverill's popularity and efficiency.

### Station's "Flower Show"

**A**RTIFICIAL flowers made by Miss C. Chambers, special class caretaker at Kooyong Station, are so much like the real thing that a train traveller suggested recently that she should put some of the daffodils she had made among others growing in the station's flower bed. "Your flowers are so realistic that few people would be sharp enough to detect the difference," he said. Miss Chambers accepted the challenge and planted some among the natural flowers. For the next few days she was flattered by the remarks of passengers on the "lovely display of daffodils." A few of the more expert flower lovers spotted the artificial ones, but most were deceived by the clever imitations. One of Miss Chamber's most admired efforts is an artificial rose standing in a vase in the station office.

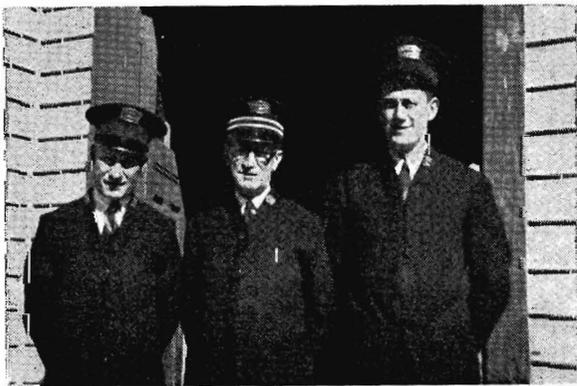
### Telephonist To Marry

**O**NE of the pleasant and friendly voices that railwaymen hear from the departmental exchange will be missed now that Telephonist Verna Kinchington has resigned, prior to being married. Miss Kinchington, who came from Yarrowonga, has been in the exchange for over 10 years. At a farewell gathering, Mr. Fetherstonhaugh, on behalf of the staff, presented her with a tea-set and a crystal dish.

### Stationmaster With Many Interests

**M**R. C. J. PERRY, who has been stationmaster at Glenrowan for more than 10 years, retires this month. He joined the railways as a supernumerary in 1911, and two years later was appointed to the permanent staff. During his railway career he has been stationed at Kilmore, Spencer-st., Birregurra, Diggers Rest, Wandong, Edithvale and Crib Point. He was transferred to Glenrowan in August 1941. Like his two predecessors there, Mr. Perry took an active interest in district affairs. He served at Wangaratta as a Justice of the Peace, was secretary of the local Red Cross organization and was chairman of the Glenrowan Water Trust.

Mr. Perry takes pride in the departmental and sporting record of his two young assistant stationmasters, Messrs. Ron Carmichael and Max Brown. Max is only 21. Ron is the railway tennis singles champion of Victoria, interstate footballer and hopes to be in the next interstate railway cricket team. Both recently sat for stationmaster's examination.



Messrs. Carmichael, Perry and Brown



Electrical Workshops staff (Spencer-st.) at farewell to Turner Bill Waldron (centre) who was at the workshops for 33 years. Mr. Waldron, a keen golfer, was presented with a set of clubs.

### Model Railway Enthusiast

**M**R ARTHUR GIBSON, electrical fitter, at Dandenong, has a nephew who is one of Melbourne's keenest model railway enthusiasts. He is Mr. A. J. Houston, of Clayton, who has often been seen lately at Head Office scanning the blueprints of locomotives and other rolling stock. He is reducing the V.R. blueprints to a scale of  $\frac{1}{4}$  inch to a foot, and from these he will make his rolling stock to run on a standard model railway gauge of  $1\frac{1}{2}$  inches. Already he has plans to make 11 locomotives and 17 trucks and coaches, and when he completes the full range of V.R. locomotives, he intends to start on electric suburban stock. Next year, Mr. Houston hopes to have his model railway working in a specially built shed at his home.

"It will be a great day for my two-year daughter, Sandra, when I get my model railway working," says Mr. Houston. "She is simply crazy about trains. Our home is close to the railway line and Sandra does not have to look to tell me whether a petrol-electric rail-motor or a Diesel rail-car is passing. She can identify them by the distinctive note of the engines."

### Roving Photographer

**I**T is not surprising that, with his railway background, 15-years-old Leonard B. Douall, of Ballarat North, makes a hobby of taking pictures of locomotives. Leonard roams the big railway area at North Ballarat looking for subjects for his camera. Recently he sent *News Letter* four of his photographic efforts: the Jubilee train at platform two, Ballarat; A2 991 bringing the morning train ("The Peanut") from Horsham; A2 908 hauling a freight train, and A2 926 passing Ballarat North signal box with a passenger train from Maryborough. Unfortunately, the photos were not quite sharp enough for re-production. Leonard's father is an anglesmith at Ballarat North Workshops, his aunt, Miss A. J. C. Collett, is a cook at Ballarat railway refreshment rooms, and his brother, Mr. R. J. C. Douall, is a car and waggon builder at Newport Workshops.

### Obituary

**M**R James Joseph Jaques, foreman blacksmith at Newport Workshops for many years and who retired about 25 years ago, died recently at the age of 90. Mr. Jaques went to Newport in 1887 and became foreman of the smithy when Mr. George Woods retired in 1913. He took a keen interest in the affairs of the Victorian Railways Institute and the V.R. Mutual Benefit Society. The present foreman blacksmith, Mr. W. Stephens, describes the late Mr. Jaques as "one of the big personalities of the 'shops and a man, who was not only a first class craftsman, but also a very fine gentleman."

## Country Golf Week

MORE than 40 competitors took part in country golf week. The weather was ideal, and players welcomed the opportunity of playing on some of Melbourne's best laid out courses. The teams championship was won by Benalla after a stern struggle with Bendigo, whom they defeated by three matches to two. Last year's winners, Ballarat, did not defend the title. Benalla was represented by Messrs. I. Dawkins (capt.), D. and W. Tavendale, J. Morrison and J. O'Donnell. Jack Jupp, depot foreman at Bendigo Workshops, who is a brother of the well known golf professional, Reg Jupp, won the singles championship with a score of 124 strokes for 27 holes. He was closely followed by Jim Barker, clerk, Melbourne Goods (126), and N. Townsend, of Bendigo (132). Sixty-two golfers took part in the championship event at Patterson River. Results of other events were.—18 holes handicap: R. Rolls, stationmaster, Mansfield. Nine holes (bogey): M. Lindsay, repairer, Dunolly. 18 holes (stableford): C. Willis, assistant stationmaster, Mortlake (36 pts.). Country railway championship 27 holes: J. Jupp (124). Country minor championship 27 holes: E. Perry (136). 27 holes handicap: J. Sherman, Bendigo 138 (36), 102. Four-ball best-ball: A Buriss (Little River)—C. Hynes (Swan Hill) square. Foursomes: J. O'Donnell (Benalla)—R. Walker (Melbourne), 39.

## Ju-Jitsu Class Opened

A JU-JITSU class has been opened at the V.R.I. by Messrs. A. Baillie and Keith Nevin, both of whom have had considerable experience in this type of wrestling. Mr. Baillie, who boxed professionally under the name of Jack Wilson for about seven years, first became interested in ju-jitsu when the Japanese fleet visited Australia many years ago. Mr. Nevin is a gymnast of note. They would like to hear from railwaymen who are keen to become exponents of the art of ju-jitsu. Evening classes will be held at the institute on Tuesday and Thursday of each week.

## Interstate Tennis Carnival

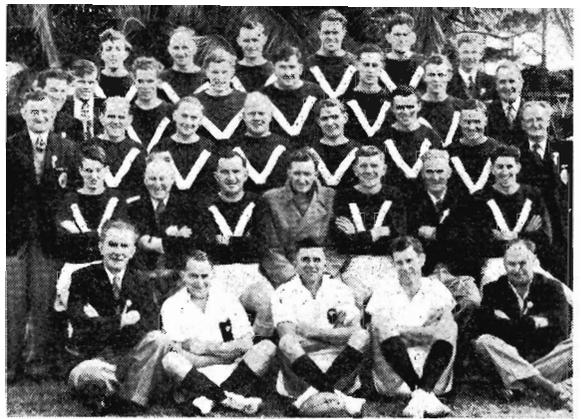
ALL State railway systems, and the Commonwealth, will be represented at the interstate tennis carnival to be held in Melbourne on January 15-23 next year. The matches will be played at the home of Victorian championship tennis—Kooyong. Metropolitan and country players, who are anxious to win selection in the Victorian team, should write to Mr. Ken McIver, secretary of the V.R.I. Tennis Association, Accountancy Branch, Flinders-st., and give name and branch and details of their performances during the past year.

## Social Bowls

THE V.R.I. Social Bowling Club has arranged a very good programme for this season and members are looking forward to many enjoyable visits to metropolitan rinks, where they are always warmly welcomed. Middle Park has been included for the first time this season in the rinks to be visited.

## Cricket Season Begins

SEVEN teams, including Newport Workshops apprentices, are competing for the Commissioners' Cup this year. The competition began on October 16. Nominations are invited for inclusion in the Victorian team, which will take part in the railwaymen's interstate carnival to be held in Adelaide on January 15-23 next year. Applicants should give their team and branch, and details of the batting and bowling averages. Nominations close with the sports secretary (Mr. R. M. Kydd), V.R.I., on November 14.



Victoria's interstate railway football carnival team: Left to right—Back row: R. Blackbourne, J. McPartland, A. L. Jones, H. Milbourn, J. Lloyd, T. Rigg (official). Fourth row: L. Jacjung, I. Martin, M. Barker, R. Kitchen, P. Sharpel, D. Morelli, A. G. Jones, A. Dawkins (president, V.R.I.F.L.). Third row: F. Moore (official), M. McIntyre, J. Bartley, K. Doran, J. McWhirter, J. Tobin, R. Carmichael, A. Driver (property steward). Second row: W. Rayner, J. Brain (V.R.I. representative), A. Matheson (vice cpt.), L. J. Evans (manager), C. Park (cpt.), R. Taylor (official), W. Mitchell. Front row: W. O'Brien, M. Castle, J. R. Martin, L. Loan, G. H. Ray.

## Postal Institute's Golf Win

THE Postal Institute's golf team retained the Edwards Shield in the annual golf match with the V.R.I. Golf Association. The challenge game was played at Rosanna, and, despite the wet weather, the standard of play was surprisingly good. Most of the matches were keenly contested; the postal players ultimately winning by nine games to seven. The shield was presented to the captain of the winning side by Mr. A. Peeler, president of the Postal Institute Club.

## Wrestlers' Success

V.R.I. wrestlers proved their class recently in bouts with New South Wales and South Australian mat men, some of whom are State champions in their respective divisions and aspirants for Olympic honours. Of the 19 events contested, the Victorians won twelve. Outstanding performances were given by Dick Garrard, the second best amateur welter weight wrestler in the world, Bruce Arthur, Australian middle weight champion, and Bev. Scott. Unfortunately, an opponent could not be found for Jim Armstrong, the big New South Wales policeman, who gained third place in the heavy-weight division at the last Olympic games.

## W.A. Sports Secretary's Visit

THE Sports Secretary of the Western Australian Railway Institute (Mr. Peter Joyce), received a warm welcome when he visited the Institute last month. Mr. Joyce was very impressed with the sporting facilities and amenities provided for railwaymen here, and has returned with ideas to improve the work of the W.A. institute.

## ANSWERS TO AMBULANCE QUIZ

- (1) Roll on the floor, smothering the flames with any available wrap or rug, and call for help. On no account rush into the open air.
- (2) Extract the sting with the point of a sterilized needle. Apply freely a wet blue bag; solution of washing or baking soda; or spirit.
- (3) 27.

VR

# News Letter

DECEMBER

1951



# THE MONTH'S REVIEW

## Preparing for Royal Tour

CONSIDERABLE preparatory work has been and is being done for the Royal Tour, early next year.

The Traffic Branch is busy, in conjunction with officials of the Premier's Department, preparing time-tables for the railway sections of the tour. Cars for the train will, of course, include the recently built No. 5 State Car, as well as other special vehicles.

Plans for decorating station buildings are going ahead, including experiments with a special fluorescent paint which glows, in the dark, when exposed to ultra-violet or black light. The light itself is invisible. Tests will determine the best position and spacing of the black lights and the type of reflector most suitable. One advantage of this form of display is the small amount of electric wiring required and the resultant saving in manpower.

## Doctor's Ministrations

AS a very practical and human step in staff welfare, the Commissioners, for the first time, invited the departmental Chief Medical Officer to accompany them on a recent inspectional tour. Not only did Dr. Rees see something of staff living conditions in remote districts, and advise on drainage, hygiene, ventilation and amenities generally, but he was able to treat and prescribe for track force victims of the prevailing wave of influenza. Wives and children also benefited. He told the mother of a child, who had lost an eye in an accident, to take the child to the Eye and Ear Hospital for an artificial eye. Bottles of medicine were arranged for a girl with an incessant cough. The mother of a large family was advised to have new dentures. And so on. Dr. Ree's ministrations left a long trail of gratitude.

## Phosphate Traffic

FROM July 1, the beginning of the super-phosphate traffic season, until October 31, the Railways carried 131,207 tons. The target was 230,000 tons and, despite truck difficulties, a good deal more would have been moved if users had responded to the appeal to order for delivery in July, August and September.

## Tourist Bureau's Busy Year

THE Victorian Government Tourist Bureau has had another successful year. Its annual report for 1950/51 discloses a total revenue of £1,201,434. Of this, rail revenue, involving the issue of 227,312 tickets, amounted to £654,954.

One of the greatest, if not the greatest problem

of the tourist industry, is the progressive deterioration, since the war, of accommodation standards. Even so, the Bureau contrived to book accommodation for more than 21,000 people during the year. Indicative of the wide use made of the Bureau's facilities is the fact that £1,270 was collected from customers for trunk telephone calls made on their behalf.

The report pays a special tribute to staff in the Collins-st. office and the outlying branches for their "loyal co-operation and splendid work."

## Spirit of Progress Visitors' Book

A VISITORS' book now embellishes the parlour car of *Spirit of Progress*. It is a handsome morocco-bound hand-tooled volume, and the Printing Division is very proud of it. Most appropriately, Sir Harold Clapp, whose vision made the building of what is still one of the world's "crack" trains possible, was specially asked to head the list of signatures. In the remarks column, opposite his name, Sir Harold wrote: "I am proud to have been associated with the building of this train."

## Four Diesel Shunters Now Busy

FOUR of the new 10 diesel-electric shunting locomotives were in service when *News Letter* went to press. They are being used in the gravitation, and the east, west, and new yards. The remaining six locomotives are being prepared for the road at Jolimont Workshops.

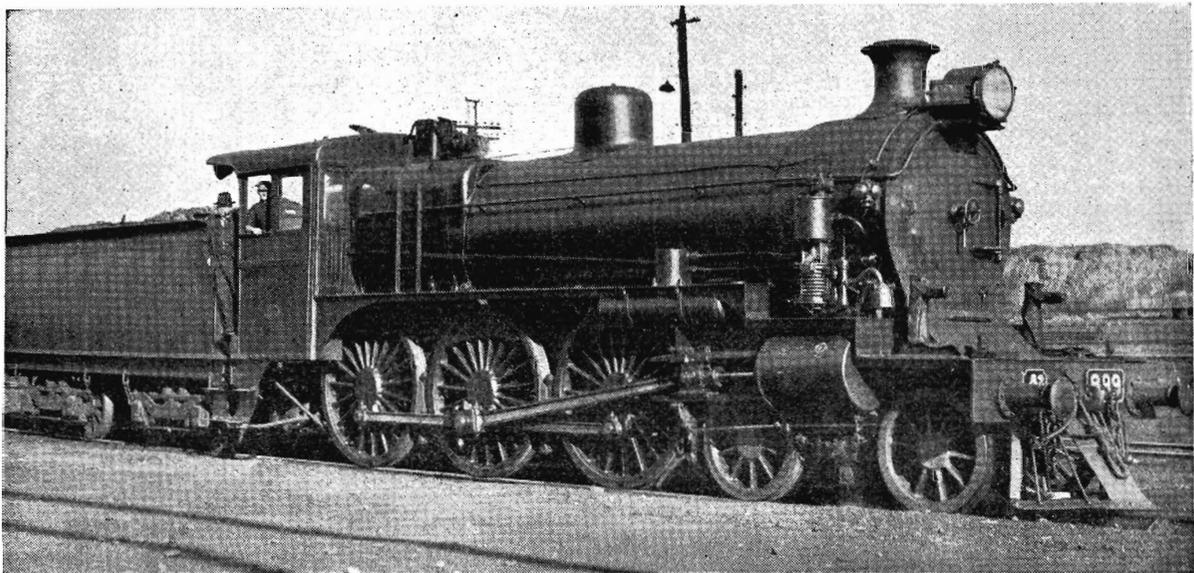
## More Oil Conversions

THE first of the 40 imported N class locomotives has been converted to burn oil and is hauling the daily 1.55 a.m. Melbourne-Warrnambool paper train and returning with general freight. The parts for the conversion job were made and the change-over from coal to oil completed in three weeks at the North Melbourne Locomotive Depot. The third S class locomotive has also been converted to burn oil, and, after successful trials, is now on the normal *Spirit of Progress* schedule. The four S class engines have logged a total of more than five million miles since they went into service between 1928-30.

## OUR FRONT COVER

shows the Melbourne-Mansfield 280 h.p. diesel near the Molesworth tunnel.

# PASSING OF THE A2



A2 (Stephenson gear) before front-end modification

*There are probably very few, if any, locomotives in the world with a better record than the Victorian Railways' fleet of A2's.*

**A**FTER many years of magnificent service they are gradually being replaced by the R class engine, which was designed by V.R. engineers, under the supervision of the Chief Mechanical Engineer (Mr. A. C. Ahlston), and built by the North British Locomotive Works of Glasgow. The passing of the A2, which has held the stage for so long, will be regretted by all lovers of the steam locomotive.

The A2 was designed by one of the Department's most brilliant engineers, the late Mr. A. E. Smith, who rose from an apprentice in the old Williamstown Workshops to the highest post in the Rolling Stock Branch. One hundred and eighty five A2's were built, 175 at Newport Workshops, and five each at Ballarat and Bendigo.

Originally the A2 was a Stephenson valve gear type, but when a new type of engine was designed in 1915, the Walschaert valve gear was fitted to all the new locomotives. At the same time superheated steam was introduced. This is considered by the present Chief Mechanical Engineer as one of the most revolutionary changes in steam locomotive design since the turn of the century. Superheated steam was such a success that some of the earlier types of A2's were also converted to it.

Another big improvement to the A2 was the re-design of the smoke-box, commonly referred to as the modified front-end. These improvements

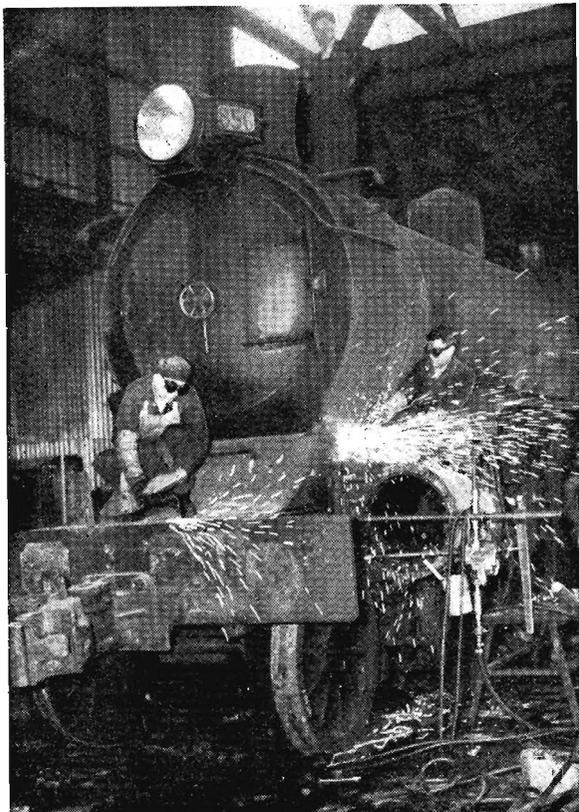
not only increased the power output of the locomotive, but also enabled substantial economies to be made in fuel and water consumption. It is interesting to recall that the Assistant Chief Mechanical Engineer (Mr. E. H. Brownhill), obtained his degree of Master of Mechanical Engineering of the Melbourne University with a thesis on this important change in locomotive design.

The 60 A2's fitted with Walschaert gear were selected with 22 other locomotives for the oil conversion programme, which was begun in 1946 and completed two years later. At the outset, the converted locomotives were fuelled with diesel oil. A change was then made to light furnace oil, and, when this became both dear and scarce, it was decided to use heavy residual oil. When they were first converted to oil burners, the A2's had rectangular fuel tanks, but these have since been replaced by a cylindrical shaped type which is impervious to vibration. Heating coils were also fitted in the tanks for the pre-heating of the residual oil used as fuel.

All these changes have taken place in the long life of the A2 fleet. With new boilers, these sturdy, powerful locomotives have built up mile-ages ranging from three quarters of a million to more than a million. It is a tribute to the designer, the V.R. engineers, and the men who made them in

departmental workshops, that the veteran of the A2 class No. 572 (now 825) is still in general service, and when *News Letter* went to Press had run more than 1,112,960 miles. Having passed their economic life, 15 of the A2's have already been scrapped, and nine are on the condemned list.

The A2's are passing, but they will be remembered as long as railwaymen get together to discuss the performances of locomotive greyhounds of the past.



Breaking up an A2 at Newport Workshops

## ORIGINS OF STATION NAMES

**Baarmutha** : an aboriginal word, meaning a number of small creeks.

**Cobden** : named after Richard Cobden, English statesman and apostle of free trade.

**Hawkesdale** : the village from which the station takes its name was called after a roadside inn established there in the early days.

**Leopold** : originally called Kensington, the name was changed to avoid confusion with the Melbourne suburb. Its new name was given in honour of Prince Leopold, a son of Queen Victoria.

**Minyip** : from the aboriginal *Munnip* (also written *Munneep* and *Munneep*) meaning ashes or dust.

**Ovens** : called after the Ovens River which was discovered by Hume and Hovell in 1824, and named by them in honour of Major Ovens, Secretary to Governor Brisbane.

**Yaapeet** : aboriginal name for natural waterholes.

## The things they say

**E**LECTRIFICATION provides a broader range of possible fuels. Electric energy may be produced from residual oils, natural gas, or coal in large steam stations, and in many localities from water power. On the contrary, diesel operation is restricted to diesel fuel, which is often in scarce supply and high in price. When available sources of fuel are restricted in volume or in kind, electrification will provide an insurance against fuel shortages or adverse prices to a greater degree than any other type of railroad motive power. —*Mr. C. Kerr, Westinghouse Electric Corporation, U.S.A.*

\* \* \*

In the last war, the nation, certainly its officials, looked to the railroads to solve deficits of everything, everywhere, by rapid transportation of raw materials and unfinished and finished products. Failure could not be tolerated. It is to their everlasting credit and glory that, not only did they not fail, but through their combined and strongly unified efforts reached heights of performance that none had dared to forecast as possible. The nation may, but the armed forces will never forget it.

—*Major General C. P. Gross, Former Chief of Transportation Corps, U.S. Army*

\* \* \*

Quality is not accidental; it is the result of intelligent effort.

—*Baltimore and Ohio Railroad Magazine, U.S.A.*

\* \* \*

It's silly to say that there's plenty of room at the top. There's room for just one, and a precarious perch it can be. But there's lots of fun to be had on the way, even though you never quite get there. The fun is in striving and climbing.

—*Roffe Thompson*

\* \* \*

When your work speaks for itself, don't interrupt.

—*Henry J. Kaiser*

\* \* \*

When a man blames others for his failures, it's a good idea to credit others with his successes.

—*Henry J. Newton*

\* \* \*

Fifty years ago, most people seemed to have some accomplishment, such as playing the piano or banjo, or some handicraft, such as fretwork or making rugs. Films, radio and watching sport have put an end to the creative use of leisure. Is this one of the basic causes of fed-upness which is a problem of the day?

—*H. Jones in the Sunday Chronicle*

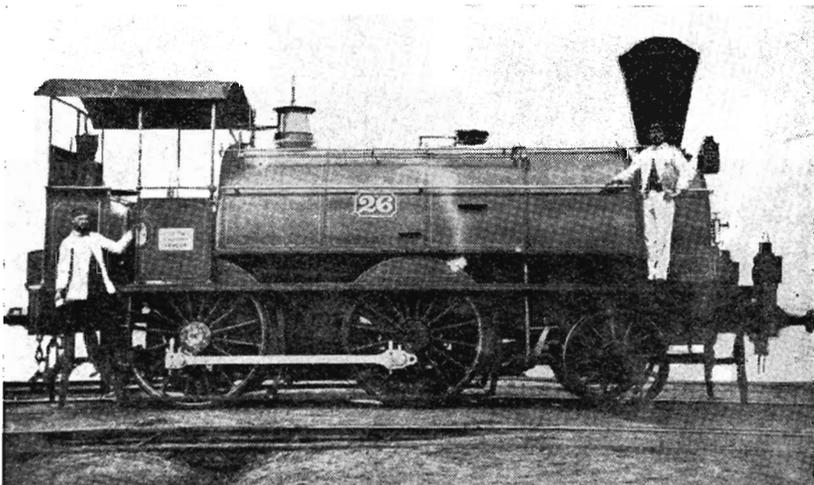
# EARLY PRIVATE RAILWAYS

6.

## Melbourne and Essendon Company

★

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



This type of locomotive was borrowed by the company

THE Melbourne and Essendon Railway Company, formed in 1858 with a capital of £75,000, was authorized by Act of Parliament on February 24, 1859, to build a railway to Essendon. It was to begin at a point to be known as Essendon Junction (now North Melbourne Junction) about 1½ miles from Spencer-st., on the government line to Sandhurst.

A contract for constructing the earthworks was let to George Holmes & Company at £30,000, of which £7,000 would be paid in shares. The work was begun on Saturday afternoon, July 23, 1859, when Governor Sir Henry Barkly turned the earth at a spot opposite the Newmarket Hotel. Sir Henry shovelled the earth into a specially made cedar barrow, and declared the building of the Melbourne and Essendon railway duly commenced. The labourers engaged for work on the line complimented the Governor on his ability with the shovel, and offered him a job. A "magnificent cold collation" at the New Inn, near the cattle yards, stimulated the optimism of the company directors, who announced plans for continuing the railway to the River Murray, and its connexion, eventually, with Sydney.

Fifteen months later, on Monday, October 22, 1860, the single track line was inaugurated. It was officially opened for public traffic on November 1, working to a limited time-table. As from November 8, the full schedule began, providing 11 trains daily each way at hourly intervals, commencing at 7.45 a.m. from Melbourne and 8.15 a.m. from Essendon. A Sunday service operated with seven return trips. It is of interest to recall that the original names and sequence of the stations have remained without alteration or addition:

an unusual record in Australian railway history.

As the Essendon Company did not possess any engines or rolling stock at the time, two locomotives, two first-class and four second-class carriages, one brake van and two trucks were hired from the Victorian Railways Department. In addition, running rights over the Government railway from Spencer-st., to Essendon Junction, and office facilities at Spencer-st., had to be paid for.

Immediately after the opening of the Essendon railway, the construction of a branch line from Newmarket to Flemington Racecourse began. It was brought into use for the three-day meeting of the Victoria Jockey Club, when through race specials ran at hourly intervals from Spencer-st., on February 28 and March 1 and 2, 1861. The so-called first Melbourne Cup race (won by Archer) conducted by the Victoria Turf Club during a three-day programme on November 7, 8 and 9, 1861, was attended by many people who went by special trains to the course.

In December 1861, two engines for the Essendon railway arrived from England. One, named *Essendon*, went into service early in 1862; the other was sold at once to the South Australian Railways. A third engine reached the company by the end of 1862, but traffic did not warrant its use, and it was sold to the New Zealand Government Railways.

From the very beginning, the financial results of the Essendon railway were discouraging. For the half-year ended June 30, 1861, the daily net profit was only £1.2.2. During 1862, returns increased to £4.7.0 daily. The results remained at this average throughout 1863, and there was no possibility of paying dividends to shareholders.

In addition to the capital of £75,000, a mortgage of £27,000 had been incurred.

Early in 1864, the company requested the Government to purchase the railway for £30,000, but the offer was declined. The price was considered excessive. The directors therefore closed the line on July 1, 1864.

For three years, shareholders and influential

citizens held public meetings and petitioned the Government to purchase and re-open the railway. Eventually, on August 27, 1867, it was bought for £22,500. Necessary repairs were expedited to make the line to the racecourse available for the November 1867 meeting. The section from Newmarket to Essendon was re-opened on January 9, 1871.

## THE OTHER FELLOW'S JOB

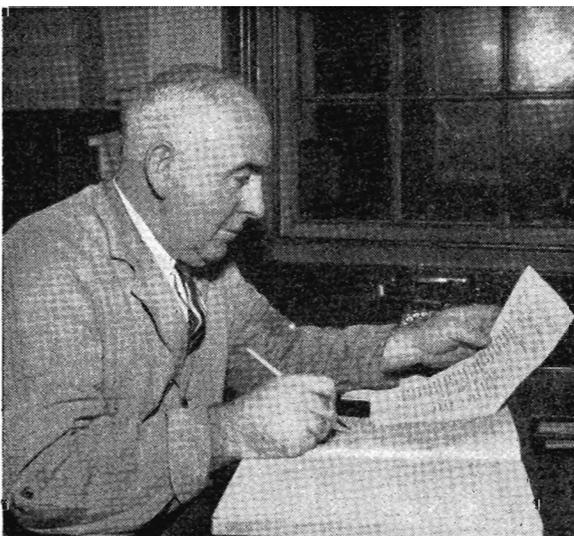
# TYPEWRITER MECHANICS

*Memories of the big part once played by handwriting in departmental correspondence are stirred by a visit to the Typewriter Maintenance Depot.*

**L**OOKING after typewriters is a full sized job, for there are 850 railway machines and about 5,000 belonging to State departments which are maintained by the railway typewriter mechanics. They also look after a few belonging to the Commonwealth and any private ones that railwaymen and members of other departments use for official business. Duplicators and Remington accounting machines also come under their care.

There is a range of about 15 different makes of typewriters and, perhaps, five or six models of each particular make.

To cope with the task of looking after all these machines, Mr. H. H. Thomas, leading-hand typewriter mechanic has a staff of 10 at Spencer-st.



Mr. Thomas records the day's work

station. When Mr. Thomas joined the department in 1922, his headquarters were in the old Signal and Telegraph Workshops at Spencer-st. Shortly afterwards they were moved to Room 21a at Head Office. Then, about 20 years ago, they were transferred to their present location.

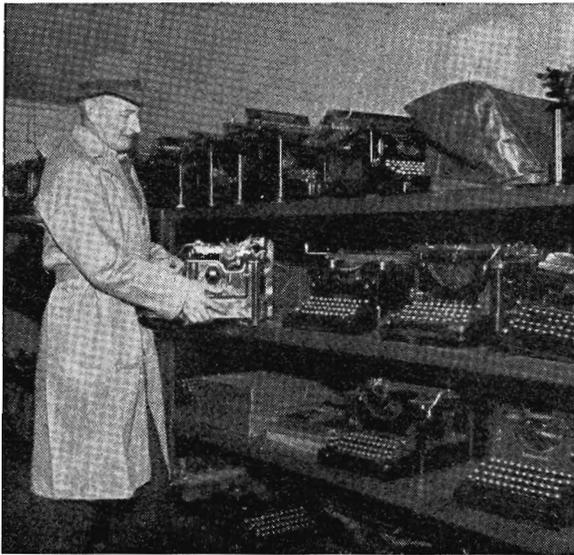
Since Mr. Thomas has been on the job, the number of typewriters in use has increased considerably. The old days when correspondence was handwritten and press copied have gone. Time and trouble have been saved by the use of typewriters and carbon paper.

But typewriters cost much more than pens and nibs, and they must be kept in good working order. Every machine must be inspected regularly and thoroughly overhauled periodically. To do this, one or two mechanics go to country centres every week. There they visit High and Technical Schools, offices of State Departments, police stations, and, of course, railway stations and offices. At the same time, other mechanics are visiting metropolitan and suburban schools and offices.

Should a typewriter in the country break down, the Typewriter Depot is notified and they pack a relief machine in a strong box and send it off. The faulty machine is then forwarded to the depot in the same container. Typewriters from suburban offices are sent in by railway road motors.

Whenever necessary, the faulty machine is thoroughly overhauled. Such a job takes a mechanic about 18 hours. The machine is stripped to the base, cleaned, and re-assembled. The cleaning is carried out with mineral turpentine mixed with a little oil. A pressure pump sprays the mixture over the parts and removes all the accumulated dirt and grease. When the machine is re-assembled, the mechanic replaces any badly worn or broken parts. There is a large stock of

parts at the depot, but if the particular part wanted is not in stock the mechanic must buy or improvise one.



Dispatch Officer Plant taking machines for delivery

There are generally about 50 or 60 typewriters at the depot, including those being repaired or overhauled and relief machines.

When new typewriters are bought, they are first examined at the depot and then sent to Spotswood Storehouse for issue as required. New machines are generally issued to those offices where there is a lot of work to be done and where a high standard of typing is necessary.

The replaced machine is then transferred to an office where it can satisfactorily carry out the work required. Used typewriters are graded according to their capabilities and issued according to this

classification. Thus, an office which sends out many public letters will get a better machine than one where only inter-branch correspondence or records are typed. This enables the best use to be made of every machine.

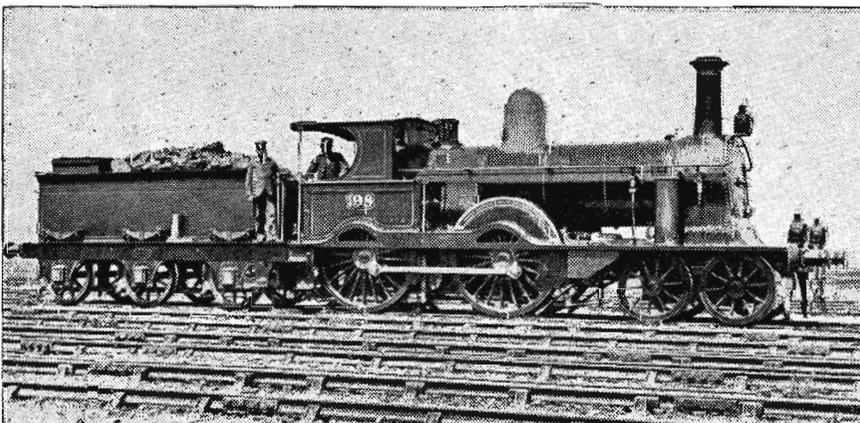
When a typewriter becomes badly worn, Mr. Thomas decides whether it is fit for further work. If it is not, he condemns it. When it is scrapped, all suitable parts are put into stock for future repair work. In this way, each typewriter is made to serve at suitable points during its working life and, when no longer serviceable, its parts help to keep other typewriters in action.



Mechanic O'Gorman overhauls a typewriter

The typewriter mechanics are thus doing an important job not only for the railways but also for other government departments.

## EARLY V.R. LOCOMOTIVES



### Passenger 4-4-0 type

Nos. 190 to 208 (even numbers) built by Beyer Peacock, Manchester, England, 1884.

They were later known as A class.

Between 1900 and 1902, they were rebuilt with standard 175 lb. boilers.

The last of them (No. 206) was scrapped in 1924.



Bendigo-Echuca-Denilquin Diesel

TO THE TOU  
The blue and silver dies  
lines. Since the first unit went  
steadily expanded, and at prese  
regular runs, doing nearly 20,00  
280 h.p., six 153 h.p. and 12 10  
go into running. The diesel  
mixed train mileage on branch  
passenger steam trains to and f  
been a greatly improved servic  
loud in their praises of it.



Safeworking Lesson to Trainee Drivers



Loading Newspapers



Driver S. Berryman instructs his Driver son, Doug., in Hasler Speed and Time Recorder

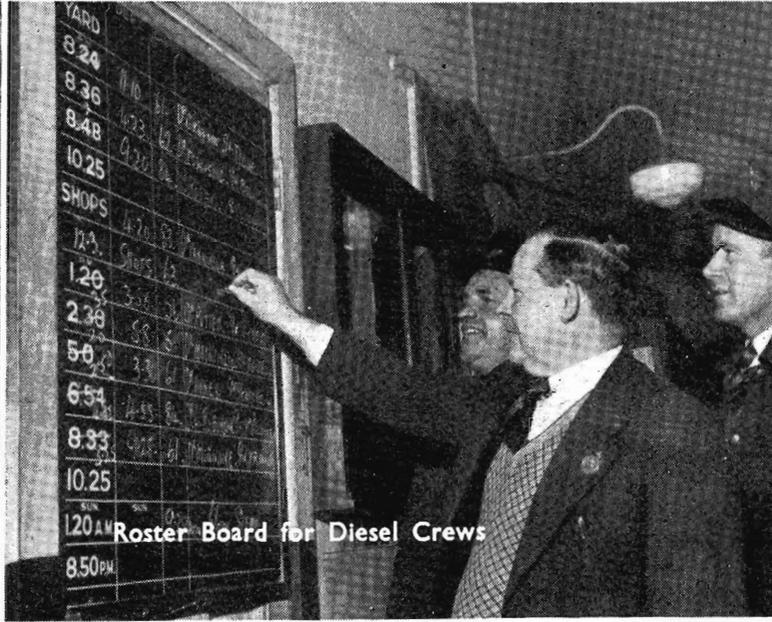


R

... are now a familiar sight on country  
 ... to service in March, 1948, the fleet has  
 ... there are 28 diesels in service on 22  
 ... train miles a week. They comprise 10  
 ... h.p. types. Two more 280's are still to  
 ... as enabled the Department to reduce  
 ... es and to provide connections with fast  
 ... m Melbourne. The overall effect has  
 ... for country travellers who have been



At the Controls



Roster Board for Diesel Crews



Diesel Crossing Bonnie Doon Bridge

fuelling

# FIRST AID

*Their aid they yield to all.*

—George Crabbe (1754-1832)

## Good Deed Was Remembered

**N**OBODY has done more to foster first aid in the railways than Mr. and Mrs. C. J. Mitchell, who gave five acres of bush land at Lilydale, for the annual State ambulance competitions. Not content with this generous gift, Mrs. Mitchell also donated a trophy—the Blanche Mitchell—for a special individual event.



Mr. and Mrs. Mitchell

Mr. and Mrs. Mitchell were warmly welcomed at the last State championships. Mrs. Mitchell told *News Letter* that the skilful first aid treatment given by the conductor of a N.S.W. train to her sister, Mrs. Maud Lobb, was indirectly responsible for her gift of the Mt. Evelyn property to the Victorian Railways. Travelling by train with her five children, on a hot day, Mrs. Lobb bought some soft drinks at Albury. The train had just started when one of the bottles broke in her string bag and severed a vein in her leg. The wound bled profusely and the conductor was summoned. Being a good first aid man he applied a ligature to the leg and stopped the bleeding until Mrs. Lobb was able to get medical attention.

“I shudder to think what would have happened to my sister had not the conductor been a first aider,” said Mrs. Mitchell. “I was reminded of the incident when some time later I saw V.R. ambulance men competing at the Lilydale recreation ground. They were struggling on to the ground with their arms laden with branches, cut some distance away, for the best improvised stretcher event. It was then I decided I could pay my tribute to the humanitarian work done by these splendid men by giving them land in a better setting.”

## Likes First Aid Work

**F**OURTEEN year-old Graham Shaw has found his niche in the railway organization. Since he joined the Department in December last year, Graham has been a messenger in the Duplicating Bureau and the Metropolitan Receiving Depot and also did odd jobs in the monotype room at the Printing Works, North Melbourne. He is now junior storeman in the ambulance section. He is very happy in his job, because for the past few years he has been interested in ambulance work. He is a member of the St. John Ambulance cadets and holds three junior certificates. He hopes to be the proud possessor soon of a first year railway first aid certificate.

## New Classes Examined

**N**EW first aid classes were examined last month at Lilydale, Hamilton, Maryborough, Shepparton and Warracknabeal. Maryborough has the best class for some years past and, under the leadership of the experienced Mr. C. L. Kuffer, is said to have a very bright future. In the metropolitan area, two new classes have been formed at Flinders-st. Fifty members were examined, most of them for their first year certificates.

## Doctor Enjoyed Being Adjudicator

**T**HE Medical Superintendent of Alfred Hospital (Dr. R. Smibert), in a letter to the Secretary, says he greatly enjoyed his day at Mt. Evelyn judging the last State ambulance competitions. “It was a most enjoyable and stimulating experience and taught me how much can be obtained by enthusiasm,” wrote Dr. Smibert. It was Dr. Smibert’s first time as adjudicator. In World War Two he was Lieutenant-colonel in charge of the 2/2 Field Ambulance, A.I.F., from 1942 to 1945. He was awarded an O.B.E. for outstanding service in New Guinea.

## Ambulance Championships

**T**HE Ambulance Officer (Mr. W. Blackburn) was impressed with the high standard of work of South Australian first aiders at the recent competitions at Verdun. S.A. ambulance men, like their Victorian colleagues, have several acres of good bush land for their annual first aid championship events. Mr. Blackburn says that a lot of imagination was shown in staging the contests, and this reflected a great deal of credit on the Ambulance Officer (Mr. Cyril Grosset) and his staff. There was every indication that South

Australia's representatives would offer strong opposition to visiting teams at the Australian championships in Adelaide. Victoria is determined to retain the shield won by Maryborough at the last championship series. This year's Victorian champions—North Melbourne Locomotive Depot No. 3—have been training twice weekly for the big event. The senior individual champion, Percy Delmenico, who is strongly fancied to win the Australian title, is also leaving nothing to chance. He is practising at both Flinders-st. and Spencer-st. stations. (The Aus-

tralian championships were held after *News Letter* went to press. Results will be published in the January issue.)

### High Honour For Railwaymen

**M**R. C. L. KUFFER, Superintendent of the Maryborough No. 1 Corps, and Mr. J. N. Kiely, sub-foreman at Newport Workshops, recently attended Government House to be presented with the insignia of the Order of St. John of Jerusalem.

## EMERGENCY QUIZ

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

- (1) If a small child chewed and swallowed the sides of a match box would you :
  - (a) give him a good belting ?
  - (b) give him a dose of castor oil ?
  - (c) put him to bed immediately ?
  - (d) make him sick, and then further punish him by giving him a teaspoonful of epsom salts ?
- (2) A good first aider always bears in mind the necessity for treating shock, one of the essentials being warmth provided by rugs, coats, etc. Can you name one first aid case where it is NOT necessary to provide warmth ?
- (3) It is said that woman was made from the rib of man. A man, therefore, has many pairs of ribs. Is the answer 6, 8, 12, 16 or 18, or in the case of the woman, 7, 9, 12, 17 or 18 ?



Staff at Williamstown Workshops about 1888

The first departmental workshops consisted of four or five corrugated iron sheds erected at Williamstown in 1858. They were planned for the assembly of engines, carriages and waggons delivered from England.

Additional sheds were built later to cope with the extra work as the rolling stock increased and traffic expanded. At maximum capacity, the workshops employed about 500 men.

Seven locomotives were built at Williamstown Workshops, as well as a number of carriages and many waggons of various types. It is of interest that many parts of the tower clock at Elizabeth-st. post office were made at the workshops in 1889. Construction of Newport Workshops began in 1885 and the buildings were completed by 1888. Transfer of staff from Williamstown followed in 1889, and the old shops were then closed.

# MEET THE TRAIN CONTROLLERS



Mr. Ryan



Mr. Henderson



Mr. Butler



Mr. Wearne

**M**R. J. S. RYAN, who has been at Central Control since 1938, is one of four railway brothers. David is stationmaster at Lancefield, William, assistant stationmaster at Moreland and, Michael, is a guard at Ararat.

Mr. Ryan has seen brown coal and briquette traffic from Yallourn grow from four double-header trains a day to more than eight, and as one of Train Control's most experienced men, he has played a leading part in organizing wheat, wool and general freight movements. He has had a colourful railway career. As relieving stationmaster at Manangatang, he saw the line built from that town to Annuello, and he was R.S.M. at Redcliffs when it was just a canvas town. During his stay there, Mr. Ryan was one of the tent dwellers. He was A.S.M. at Moorabool in 1917 and saw the viaduct being built. Mr. Ryan went to Ararat as train controller in 1930, shortly after the train running room there was opened, and was at Ballarat when the Maryborough control section was closed and its work transferred to the former centre. Today, the man who began his railway career in 1911 as a lad porter, is engine controller at Central Control. On occasions he has acted as senior train controller.

**M**R. EDWIN ("Ted") HENDERSON joined the service at Daylesford as a supernumerary clerk in 1910 and became permanent a year later when he was transferred to North Melbourne. He then moved to Middle Park and Sunshine, before going to General Superintendent's Office. From there he went to the Staff Office, Train Running Room and Train Services, and in 1937 was appointed class 4 and transferred to Central Control. He rose from class 4 in 1937 to special class division in 1942.

When he was on the staff of Train Services he was detailed to investigate the economics of the use of Garratt, or high powered light engines, on branch lines. As a result of his recommendation, a K class engine replaced a D at Yea, thereby saving many thousands of special train miles (live-stock) annually. He was also directly connected with the move to provide later departure times for early morning country passenger trains and the Sydney express.

Mr. Henderson also had the sole handling of train arrangements for the Better Farming Train in its early tours of the State. The then Commissioners complimented him on the success of the itinerary and invited him to attend the demonstration at Drouin on the last day of the first Eastern tour. He also assisted in the scheduling and special train arrangements for the Royal tour trains of 1927 (Duke and Duchess of York) and 1934 (Duke of Gloucester).

As officer-in-charge of the Truck Supply Division, Mr. Henderson had the responsibility for the movement of Army vehicles, munitions and stores in World War Two and the implementation of plans for the conversion from bagged to bulk wheat handling. He has seen the daily tonnage haul of brown coal production at Yallourn grow from 640 tons in 1947 to 3,000 at present, and the big development

of the Bacchus Marsh and Winchelsea brown coal deposits.

The efficient handling of goods traffic would not be possible, says Mr. Henderson, but for the co-operation received from his own staff, the various control centres and yard depots.

**M**R. F. BUTLER entered the Department, in May 1920, as a lad porter at Drysdale. He was transferred to Geelong the following year and then to Port Fairy as a clerk. He attended a station accounts class at Flinders-st., in 1922, and then went to Warrnambool parcels office. After a period of duty at Lilydale, Geelong and Camperdown, Mr. Butler was transferred to North Geelong, where he remained for nine years before being promoted to stationmaster at Cohuna in 1937. He left there in 1942 to become relieving stationmaster in the South-western District. He got experience in control duties at Geelong and relieved in various jobs at Colac, Birregurra, South Geelong, Camperdown, Gheringhap, Derrinallum, Westmere, Maroona, Dunkeld, Hamilton, Merino, Great Western, Stawell, Beulah and Ararat. In 1944 he was transferred to control as suburban controller. He went to Ballarat (class 2) in February 1945, and returned to Central Control (class 1) in September 1946.

**M**R. I. G. WEARNE joined the service as a junior clerk on the Safeworking Officer's staff in 1944 and later had five years experience in the office of the then Assistant General Superintendent of Transportation. Looking for further experience, he applied for and was given a transfer to the Melbourne Yard. He got further experience in depot station work when he was transferred to Ararat in March, last year, where he relieved bulk wheat, timekeeping, and passenger clerks. In his spare time he began to study train controller's duties. He was appointed a train controller at Central Control in January this year. Mr. Wearne applied to sit for stationmaster's examination in 1948, but he was two months too young and had to wait until this year. He was among the successful candidates. In addition to many railway subjects, Mr. Wearne also studied shorthand at the V.R.I. and won the Arthur E. Hyland prize for theory in 1945. Two years later he was writing shorthand at 120 words a minute. He is now studying engineering.

\* \* \*

The boys at the roundhouse noticed that one of the crew was unusually glum, and asked what was bothering him.

"I think my wife is tired of me," he replied.

"What makes you think so?," inquired a marital-wise friend.

"Every day this week," he answered, "she has wrapped my lunch in a road map."

# British Railways Diesel-electric Locomotive



This locomotive was designed by and built for the L.M.S.R. before the reorganization of British Railways. The engine is a 16-cylinder V type 4-cycle turbo-charged unit with a 12 hour B.S.I. rating of 1,600 b.h.p. at 750 r.p.m. It was specially designed and developed for rail traction and the governing and control gear was arranged for complete remote control. Each unit has a driving cab at both ends, so that it can operate as a separate locomotive. Coupled together, the two units form a complete locomotive of 3,200 h.p., controllable from one end by a single engine crew. The locomotive is 61 ft. 2 in. long, over the buffers, and its estimated weight in working order is 121 tons 10 cwt.

—*Diesel Railway Traction*

## Union Pacific Railroad's Gas-Turbine Electrics

THE Union Pacific Railroad has ordered 10 oil burning gas-turbine electric locomotives—the newest form of rail motive power—from the General Electric Company. Mr. A. E. Stoddard, Union Pacific president, said they would be similar to a 4,500 h.p. unit, which had been undergoing tests on regular freight runs of the Union Pacific for the last year and a half. Delivery is expected to begin in the latter part of 1951. Mr. Stoddard disclosed that the new locomotives will be assigned to regular freight services, and will permit the Union Pacific to evaluate more fully, and under a wider variety of operating conditions, the potentialities of this new type of motive power.

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

## Electrification of British Railways

COAL savings from the electrification of British railways were stressed by Mr. H. H. Mullens, Chairman of the North Electricity Board in a paper—"Electricity as a National Asset," which he read recently to the British Electrical Power Convention at Brighton. He quoted the estimate made in the Weir report of 1931, of a yearly coal consumption of 3,650,000 tons for generating current for traction if the railways were electrified, against a yearly

locomotive coal consumption of 14,000,000 tons. Declaring that this alone would appear amply to justify a more progressive development of electric traction, Mr. Mullens advocated action far beyond the financial resources of the British Transport Commission, even supposing that other considerations, such as diesel traction, did not weigh heavily. The railways, both before world war two and since nationalization, have been keenly alive to the possible benefits of electrification—with due regard for economic possibilities.

—*Railway Gazette*

## Level Crossing Accidents in U.S.A.

ACCIDENTS at railroad-highway crossings in the U.S.A. during 1950 resulted in the deaths of 1,576 persons and injuries to 4,368, according to the latest compilation of the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. Motor vehicles ran into the sides of trains in 32.58 per cent. of the crossing accidents involving motor vehicles. Sixty-two per cent. of the accidents, in which a motor vehicle was struck by a train, occurred in daylight. The weather was reported clear when 67 per cent. of the accidents happened.

—*Railway Age*

## Air Chime Whistle For Diesels

AN experiment by the Texas and Pacific Railway Company with a new air chime whistle on one of its diesel freight locomotives, recently, has proved so successful that the railroad has now installed the smooth, tonal chime signals on 16 more of its diesels. Apart from the melodious sound, another advantage claimed for the new whistles is that their sounds can carry farther through being blown in different tones—a loud one for use in the country or at high speed, and a softer one for use in the city. Americans have complained of the harsh blasts of the original diesel horns, which have been compared to the cries of a catamount, whose appendix had been taken out without an anaesthetic.

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

## Heads 23,000 Rechabites

**B**ELONGING to the large group of railwaymen who have achieved distinction in the social life of the community is Clerk E. J. Sonsee of the Accountancy Branch. This year he became Chief Ruler of the Victoria district of the Independent Order of Rechabites. In the district are 220 branches with a total membership of 23,000. The duties of his present position involve a good deal of week-end travelling to preside at meetings and other social functions in the country. In the last six months this has amounted to more than 2,000 miles. Like most other lodge officials, Mr. Sonsee has also been kept busy answering innumerable queries about the new scheme of medical benefits recently adopted by all benefit societies.



Mr. Sonsee

## S.M. Candidates Remember Instructor

**M**ETROPOLITAN and country railwaymen, who were examined recently for the stationmaster's certificate, showed their appreciation of the interest taken in their work by the V.R.I. instructor, Mr. E. Cassells, by presenting him with a cheque for a substantial amount. It was handed over by Mr. N. R. Squires, examining officer, at an informal function at the Institute. Mr. Cassells gives a lot of his own time to the instruction of candidates, particularly those who want to do well in examination. His home at Benteigh is open house to all his pupils, especially at week-ends. Many a problem has been explained over a friendly cup of tea there. Mr. Cassells's work is purely a labour of love, which has made him all the more appreciative of its recognition.

## Sociable Newport

**T**HE cheery expressions that, nowadays, are characteristic at the Erecting Shop at Newport are in no small measure due to the activities of the social clubs. The Happy Circle Social Club has done a great deal to promote staff harmony, and the shop's tennis club has also a very strong social committee. It had a small beginning five years ago, but having grown considerably, is now able to hold three smoke socials each year as well as a Christmas treat for members. The secretary is Mr. R. Tanner, who is one of the most enthusiastic social workers at Newport.

## Born To The Job

**A**FTER nearly 47 years in the service, 31 of them in the Train Services Division, Mr. A. S. ("Bert") Williams retired recently and was farewelled by his colleagues.

It would have been surprising if railway-bred Mr. Williams had not joined the V.R. His father, the late Mr. S. S. Williams, was a stationmaster at 23 and, when he retired, was senior S.M. in the Department. Mr. A. S. Williams himself was born in the station residence at Donald. "From the age of three, I was not led by the hand by a nursemaid, but by a porter, a signalman, a guard or a track man," said Mr. Williams at his farewell. "When I was a young fellow, my 'home' was the footplate or the guard's van, and when I arrived in a country town and found it hard to get accommodation, I invariably found shelter and a good railway cooked meal in the home of some warm hearted railway family."

The Superintendent of Train Services (Mr. F. D. Greene) paid tribute to Mr. Williams as one of the most thorough and capable officers with whom he had ever been associated.

"During the past 10 years we have been through some trying times in the Train Running Division, and had it not been for men of the calibre of Mr. Williams, it would have been difficult to make the radical train alterations which coal and staff difficulties brought about from time to time," said Mr. Greene. He said that Mr. Williams had always stressed the value of thoroughness to young members of the service, many of whom were indebted to him for the sound training they had received.

Mr. Williams was presented with a fountain pen, a propping pencil and a cigarette lighter. Another gift was a crystal water set for his wife. "Mrs. Williams deserves this because for 35 years she put me 'on the track' in good shape for work," he said.

## Bowling Family

**R**ETIRED railwayman, Mr. J. Archbold, is the eldest of five brothers, all of whom are well known bowlers. He is 82, brother Olly, 67, Bert, 66, Percy 62 and Stan 59. The total of the ages of the quintet is 336 years, and the average 67.2 years. Mr. J. Archbold drove the train which brought Federal members to Melbourne for the opening of the first Commonwealth Parliament.

## Helping Polio Victims

**A**BOUT five years ago, Betty, daughter of Mr. R. J. ("Jake") Attrill, of Newport Workshops, contracted infantile paralysis and was admitted to the Orthopaedic Hospital at Frankston for treatment. She made an excellent recovery and is now in a solicitor's office at Sunshine. In gratitude for the attention given his daughter by the nursing and medical staff of the hospital, Mr. Attrill started, at Newport, what later became the Railway Employees Auxiliary (Orthopaedic Hospital, Frankston). From every fortnightly pay, the workshops men were invited to contribute 3d. or 6d. The first collection amounted to £7.1.3. News of the fund spread, and it was not long before staff at North Melbourne Workshops, Electrical Workshops, Spencer-st., and the Spotswood Workshops were contributing. The average fortnightly collection now totals about £25.0.0, and a few functions are held throughout the year to augment the fund, which has grown to £3,400. Recently, the Manager of Newport Workshops (Mr. R. H. Y. Roach), Mrs. Roach, Mr. Attrill, and other organizers of the fund, visited the Orthopaedic Hospital and handed a cheque for £1,500 to Lady Latham, president of the Children's Hospital Committee. The money will be used to equip the new research laboratory, which was built at a cost of £3,500.



Lady Latham receiving cheque from Mr. Roach

**T**HE STORY of the **TRAIN** travellers appreciate a well kept station garden. In a recent published letter, Doris Barlow, of Maryborough, wrote: "May I congratulate the Macedon railway officials on their well kept station. In the long run from Bendigo to Melbourne, it is an oasis of pleasant planting. It should surely be possible for many country and suburban stations to carry out a similar scheme of well trimmed hedges and shrubs, relieving the monotony of hard pavements and endless hoardings."

The Assistant Chief Traffic Manager says that Macedon has been a prize winner in the stations competition for some years past. Elphinstone is another station on the Bendigo line which usually figures in the prize list.

### Old Time-tables Wanted

**F**IREMAN Ian R. Barkla has become interested in the early history of the Ferntree Gully-Gembrook narrow gauge line and is doing some research on it. He is anxious to hear from retired railwaymen who worked on the line years ago and may have some of the early time-tables. Mr. Barkla's address is "Blackwood," Collier-av., Upwey.

### Travelling Foreman Retires

**W**ELL known to every electric train driver in the service is Travelling Foreman C. W. Brown, who has retired.

As travelling foreman he was tutor and guide to electric drivers. He knew all of them.



Mr. Brown

Mr. Brown started in the service at Beac in 1904. Later he became a driver and then a driver-in-charge. He was for some years at Geelong, Stony Point and Mortlake, where he was president of the local branch of the A.N.A. In 1930 he was transferred to the Electric Running Depot, and shortly after became a foreman. Mr. Brown has always been interested in mechanical work. At his home is a well equipped workshop in which he now spends much of his leisure. Another hobby is fishing. He is a past president of the Victorian Anglers' Club.

### Museum Advisory Committee

**A**RAILWAYS Advisory Committee of the Museum of Applied Science has been appointed to advise the trustees on the most suitable types of models and exhibits in the railway section of the Museum. Members of the committee, who have been specially selected for their knowledge of railway rolling stock and history, are Messrs. N. C. Harris, former Chairman of Commissioners; T. D. Doyle, former Rolling Stock Engineer; J. C. M. Rolland, well-known authority on railways; L. J. Harrigan, of the Electrical Engineering Branch and an authority on railway history; and R.H. Fowler, acting Director of the Museum.

It is hoped that the Museum's railway display will eventually cover the period from the birth of the locomotive to the present day, with examples and models at various stages of development. The exhibits will be mainly of Australian railways, but will include early British, European, and American rolling stock.

### Newport Ex-Servicemen's Reunion

**M**ORE than 300 railway ex-servicemen were present at the first reunion of the Newport sub-section of the Victorian Railways Returned Servicemen's section in the Masonic Hall, Newport, last month. A number of migrants from Britain and Malta, who are now in the railway service, were warmly welcomed. Members of all the services were present, including Mr. R. Adams, who was a member of the crew of *H.M.A.S. Sydney*, which sank the German raider, *Emden*, off Cocos Island in World War One.



British migrants welcomed by members of R.S.L.

The guests of the evening were Mr. F. J. Costello and Mr. S. Thomas, president and secretary, respectively, of the V. R. Returned Servicemen's section. The president of the Newport sub-section (Mr. A. E. Brookman) presented Mr. Costello with a testimonial from ex-servicemen at Newport Workshops, and a gift for his wife. Welcoming the overseas ex-servicemen, Mr. Brookman said that Diggers would never forget the hospitality they received while on leave in Britain.

### Champion Cyclist

**F**IREMAN JOHN HEFFERNAN, of Bairnsdale, is the star performer of the Bairnsdale Professional Cycling Club. Recently he won the country 50 mile event held at Morwell. In this year's big Warrnambool road race he finished 20 in a very large field and won a medallion. John says he owes much of his success to his mother, who is a cleaner at Spencer-st. She is an excellent cook, he says, and gives him the right kind of food to build up stamina for long road races.

### Fireman's Prize Winning Dahlias

**G**ROWING prize dahlias is the hobby of Fireman C. E. Sainsbery, who has been stationed at Murtoa for the past 12 years. He has only a small garden, yet he produces some beautiful blooms. Exhibited by Mrs. Sainsbery, they have won 51 first and 26 second prizes, during the past four years, at the Country Women's annual autumn flower show at Murtoa. She has won the award for the champion dahlia twice and the aggregate trophy for the best flowers exhibited.

### Obituary.

**W**ITH deep regret we record the sudden deaths of Mr. William John Russell, and Mr. Peter McCracken Wilson. Mr. Russell, who was a popular and most efficient and conscientious officer, had a profound knowledge of the suburban system and for many years supervised the handling of special trains for big events, such as the Melbourne Cup carnival, Royal Agricultural Show, Test cricket and League football grand-final matches. He joined the service in 1910 as a porter and later was given clerical work. He became an assistant stationmaster in 1921, and, before appointment as Assistant to the Metropolitan Superintendent in 1944, he filled with distinction the positions of Acting Assistant Train Control Officer, Train Running Officer, Train Despatcher, Senior Train Despatcher and Train Running Supervisor.

Mr. Wilson, who retired towards the end of August last, had been bookkeeper in the Electrical Engineering Accounting Office. He was very well-known among members of the Accountancy Branch.

## Whirlwind Batting

THE enterprising West Indies batsmen could not have scored in more exhilarating style than did Herb Matthews, Jim Allen and R. Kitchen in a recent match for Flinders-st., against Stores Branch at Royal Park. In a whirlwind innings, Matthews, former South Melbourne champion League footballer and Brownlow medal winner, scored 160 in 98 minutes before he retired from the crease. His magnificent knock included five sixes and 18 fours. Matthew's free-scoring example was followed by his team mates, Allen and Kitchen, who batted brightly for 61 and 57, respectively. The former defied all the bowlers and ultimately retired unconquered. Flinders-st.'s score of 358 runs for the loss of seven wickets was made in two hours 19 minutes. This month, Newport Workshops meet Flinders-st., Melbourne Yard play North Melbourne Locomotive Depot, while Stores Branch have Northern Lines as opponents. The games are played on the turf ovals at Royal Park. Scores and highlights of these matches will be published in the January issue of *News Letter*.

## Football Benefits Charity

THE Hamilton railway football team, captained by Linesman J. Burton, played in the grand-final of the Sunday football competition, which was the curtain raiser to the recent grand-final of the Western District League. The railway team was four goals behind at the beginning of the final quarter, but broke all rules and regulations, speed limits, and passed danger signals to come in on time and defeat Carriers by five points. The two teams raised £100 this season for the Hamilton District Base Hospital and ambulance.

## V.R.I. Women Athletes

THE V.R.I. Women's Amateur Athletic Club is maintaining its reputation for developing champions. Marlene Middlemiss shows promise of becoming one of the best high jump athletes Victoria has produced for many years. She has already defeated two A grade competitors and the State champion, Joan Morrison. Marlene Smith, State junior champion for a number of years, is doing well since she was promoted to senior ranks. The junior grade members are taking a little time to settle down, but they should do better as the season progresses. The State trials will be held on December 8-15. The best performers will be selected to represent Victoria in the Australian championships at Olympic Park on January 22-28, next year.

## Bat Tennis At Newport

BAT tennis has become a very popular sport at Newport Workshops. There are three clubs, Erecting Shop, Accountancy Branch and the Foundry. The Erecting Shop players use an asphalt court, which is about seven-ninths of a full-sized tennis court. The Foundry and Accounts teams play on porous courts. J. Dallemoll, A. Faull, R. Madigan, J. Ross (Erecting Shop), B. Tenni, B. Hall, J. White, L. Walker (Accountancy Branch) and W. Ledwidge, H. Stone, L. Stewart and W. Turner (Foundry) are the leading exponents of the game. The recently held singles championship attracted hundreds of club supporters. The final was a thrilling climax. The tournament was so keenly contested that it lasted more than two days. The two players who fought out the final were B. Tenni (Accounts) and J. Dallemoll (Erecting Shop). The latter won the first set 6-2, but Tenni turned the tables on his opponent in the second set, which he won 6-4. Gaining confidence, he continued to improve in the third and deciding set, which

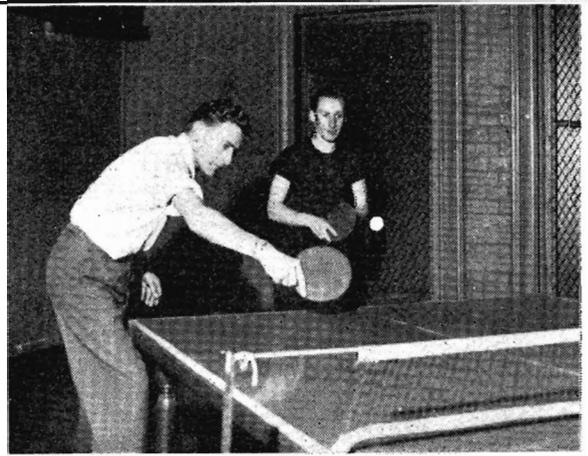


Table Tennis practice at V.R.I.

went to him 6-0. Tenni was presented with the winning trophy, a three-piece carving set, by the president of the Bat Tennis Association (Mr. R. Madigan). The runner-up received a fruit set. Much of the success of the tournament was due to the efficient work of the court captain, Mr. A. Smith and umpire, Mr. R. Vincent.

## Dimboola Golf

THE Rolling Stock Branch defeated the Traffic Branch in the annual golf match played recently at Dimboola and won the shield for the first time. It was presented to the captain of the winning team, Mr. N. E. Edgar, by Mr. G. F. Tolliday. It was a popular win as two of the Rolling Stock Branch's team, Messrs. Pat Gill, train examiner, and J. Hudson, rail motor driver, came from Serviceton to take part in the match. The results were.—P. Gill lost to G. Sharp, 4-5; Neil Edgar defeated G. Tolliday, 2-1; R. Stamp defeated D. Causon, 2-1; E. Muir defeated Eric Ewins, 3-2; J. Hudson defeated M. Tolliday, 2-1.

## Tennis Season Begins

MORE members are wanted by the V.R.I. Tennis Association, which has begun the new season. Matches are played on week-day afternoons on the V.R.I. porous courts at Parkville which are second to none in the metropolitan area. Good players have an opportunity of representing the V.R.I. in inter-system carnivals. The next interstate tennis tournament will be held in Melbourne on January 15, next year.

## V.R.I. Hockey Club

FOR the first time for many years, the V.R.I. is to field a hockey team in the Melbourne Hockey Association's competition. Games are played on Saturday afternoons. The formation of the team became possible when the Carlton Hockey Club, some of the members of which are railwaymen, decided to disband the club and affiliate with the V.R.I. Railwaymen interested in this sport are asked to get in touch with the Sports Secretary (Mr. R. M. Kydd), Ext. No. 1109.

## ANSWERS TO AMBULANCE QUIZ

- (1) Send for the doctor, make the child sick, then give him a teaspoonful of epsom salts in a tumblerful of water. Oil or fat in any form must NOT be given.
- (2) Sun or heat stroke.
- (3) Both have 12 pairs of ribs.