

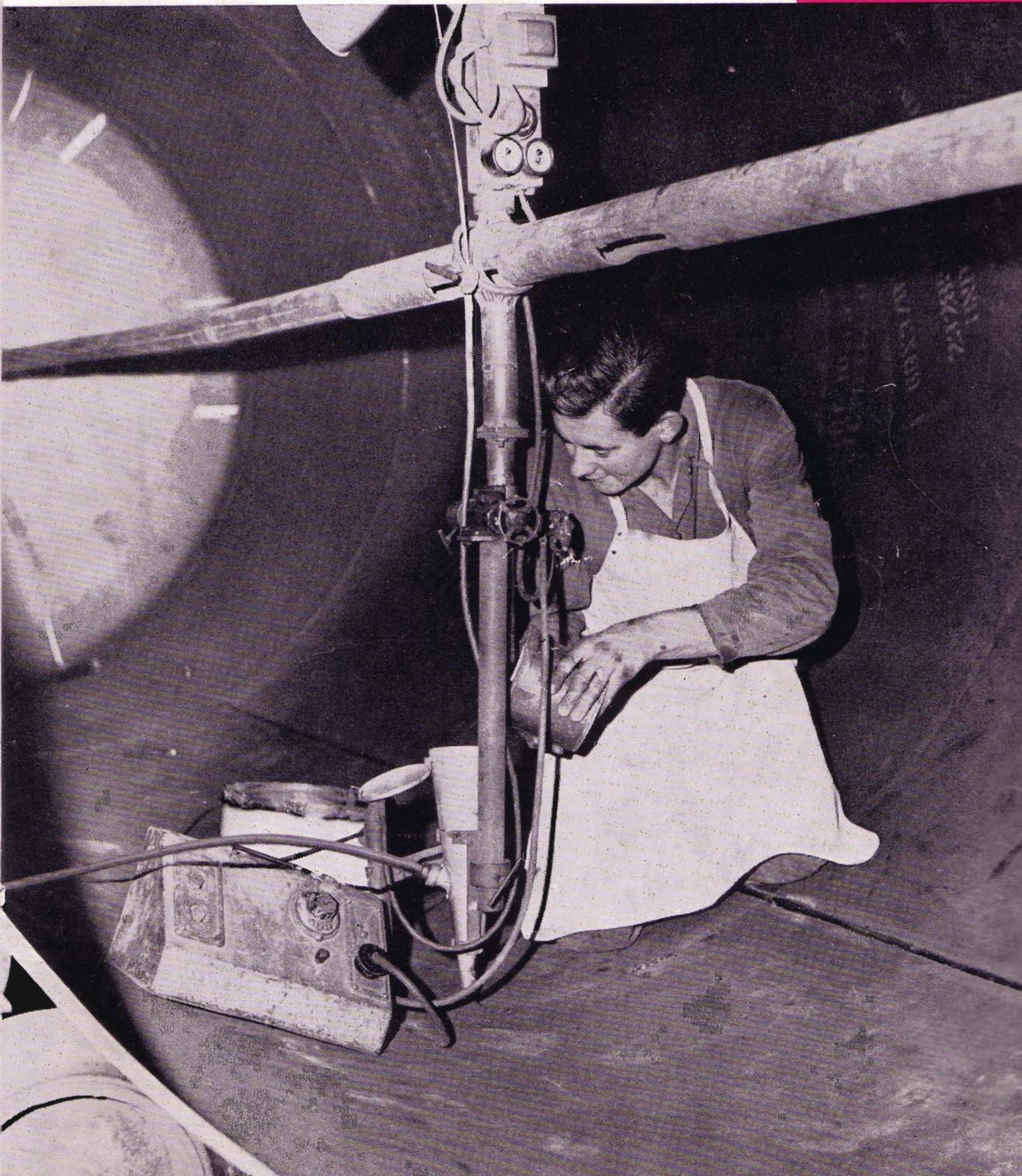
VICTORIAN RAILWAYS

NEWS LETTER

JANUARY



1960



Converting Z Vans

ONE hundred and thirty Z vans are to be converted to ZL brake vans at Newport Workshops. The ZL's are fitted with long travel draft gear which reduces the impact of train slack at the van ends of goods trains.

The first batch of ZL brake vans was completed by the end of last year, and the remainder would be finished at the rate of about five weekly.

Conversion of the Z vans to ZL's is a sequel to a complaint by the Guards' section of the Australian Railways Union of rough riding in Z vans as a result of increased speeds and the trend to longer goods trains, some of which comprised up to 74 wagons.

Time-table Sales Booming

CONFINING the issue of the country public folder time-table to two editions a year, combined with a halving of its price, have more than doubled sales compared with earlier issues published at irregular intervals, priced at 1/- each.

In just over a fortnight, after the new summer edition was released on November 2, all of the original print had been distributed to railway stations, railway bookstalls and the Victorian Government Tourist Bureau.

A further supply has now been printed for distribution to selling points where all copies had been sold.

This November 2 time-table was the second to be issued under the new arrangement of publishing two editions a year (see *News Letter* May 1959).

The first one (published in June last) had remained almost entirely current up to November, except for relatively minor schedule amendments that could not be deferred.

New Style Time-tables

INSTEAD of re-issuing a public time-table embracing the whole of the suburban train services, it has been decided to produce 'sectionalized' time-tables, to be sold at 3d. each.

Preliminary work is now in hand, and progressive circulation will begin as soon as possible.

Although the grouped sections have not yet been finally determined, contents of each time-table will be on the basis of adjoining lines, or those running generally in the one direction.

For example: it is likely that the Williamstown, Altona and St. Albans lines will be grouped. Full time-tables for every station concerned will be shown. A pamphlet on suburban one-class fares is already on issue.

As issued, the new 'sectionalized' time-tables will progressively replace the

FREIGHT No. 38 AN INSPIRING SIGHT.

FOR an unusual and dramatic close-up of a goods train, with 75 wagons, *dashing through Melbourne, contrive to be at Bacchus Marsh station one afternoon. In store for you is an unforgettable sight. What you will see is No. 38 fast interstate goods train, from Adelaide, hauled by two mighty S class diesel-electric locomotives.*

Your first glimpse of No. 38 will be as it runs along the crest of the Ingliston bank. Then three miles away from you, it looks for all the world like a miniature working model. Disappearing from sight, it continues through cuttings and down the curving grades. The now well-known sound of a diesel-electric gradually becomes more pronounced as the train is nearing Bacchus Marsh.

No. 38 is still out of sight; nonetheless your expectations are quickening. But keep looking down the track, far to the right. Suddenly, you will be rewarded with an inspiring sight. Into your vision will burst the blue and gold nose of the leading diesel-electric as it rounds the curve and straightens up for the non-stop run through Bacchus Marsh.

As the diesel-electrics are coming closer, you see behind them a few wagons . . . then more wagons . . .

and still more wagons rounding the bend, into the straight. Surely, you think, those two power units cannot be hauling *all* that tonnage—1,400 tons—at almost express passenger train speed, too. Even as the diesel-electrics parallel you, the rearmost wagons and brake van are not yet round the bend.

In a flash, the diesels are past you, with the wagons clattering behind. With eyes fixed ahead, the driver has "stepped on the gas" to make sure of hauling his massive load up and over the Bacchus Marsh-Parwan grade of 1 in 49.

As No. 38 roars up to the top of the bank and fades away into the distance—once more to look like a model train—you marvel again at the diesel-electrics' power in hauling 75 loaded wagons so effortlessly, speedily and safely. They've done a job that has given you, in a matter of seconds, a mental picture that will remain an abiding memory.

present free pocket issues which, necessarily, have restricted time-tables and fares information relating mostly to one or two stations.

Youthful Rail Interest

SCHOLARS' Railway Clubs at a number of suburban public and high schools are doing a splendid job in spreading a knowledge of railways. Noteworthy for its efficiency and virility is the one at the Caulfield Grammar School.

That is evident from the diverse activities covered in its seven foolscap page annual report, just issued.

Formed "to encourage an interest in all aspects of railways, tramways and transport in general", the Society arranged, as in the past, a number of special rail excursions during the past year.

It has a model railway and a library with over 500 books and publications on transport; its Railway Information Service accumulated, during the year, over 300 news items issued by the V.R. for ready reference by members.

Conducted visits were made to a number of railway undertakings, including Train Control and the Newport Workshops.

Recently the Society conducted another successful Railway Exhibition, using three schoolrooms to stage it.

The Society is affiliated with the Victorian School Railway Clubs' Association.

Increased Chicory Tonnage

ANDERSON and Stony Point are the Department's only two railway stations to handle the State's entire production of chicory.

Grown on Phillip and French Islands, chicory has the appearance of a parsnip but, when dried and crushed, it is added to the coffee grain or essence.

Tonnage railed from Anderson in 1957 was 172, 278 tons were railed in 1958 and last year the traffic jumped to 442 tons. Stony Point, too, showed a rapid increase. Tonnage in 1957 was 86, 98 for 1958, while last year the figure rose 198 tons.

FRONT COVER

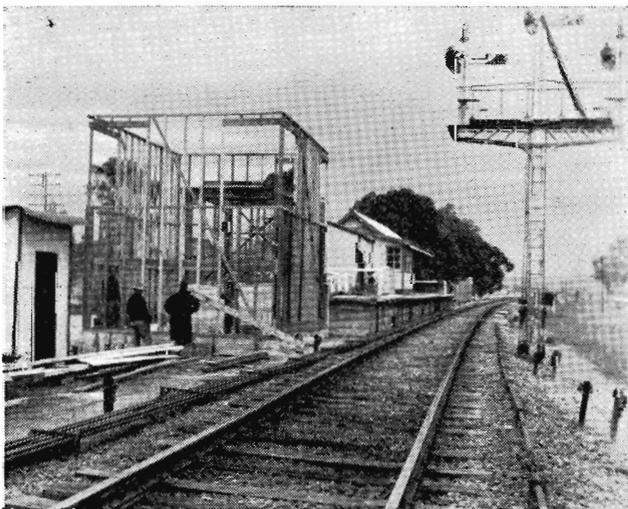
WITH a group of apprentices beginning their V.R. careers on January 18, this picture of Apprentice Welder R. C. Williams, of Newport Workshops, is particularly topical. He is pouring flux into the cone of a submerged arc-welding equipment in the interior of a tank barrel used for the carriage of oil by rail.



£10 $\frac{3}{4}$ MILLION STANDARD GAUGE PROJECT

SINCE the standard gauge work on the Melbourne-Albury line began in November 1957, one million cubic yards of earth have been removed from cuttings to form earthworks for the track. (Above) These powerful earth-moving machines were operating last month near Mangalore. The leading machine is capable of carrying 26 tons of earth at 20 m.p.h. AT Bowser the standard gauge intersects the Bright branch line. To establish the necessary safeguards for this crossing, the sidings at Bowser have been altered and the signalling equipment for broad gauge trains has been extended and relocated in a new signal box, shown in its early con-

structional stage (bottom left). A control officer in Melbourne will set and secure the standard gauge signals in the "stop" position and give a release to the signalman at Bowser to set the points for a Bright line train. When the movement is completed, control of the standard gauge traffic will be returned to the Melbourne officer. (Right) JUST arrived from New South Wales, these steel girders are being loaded at Bandiana siding on to flat trucks for transport to new bridge sites; 45 bridges have been completed and 98 require only steelwork.

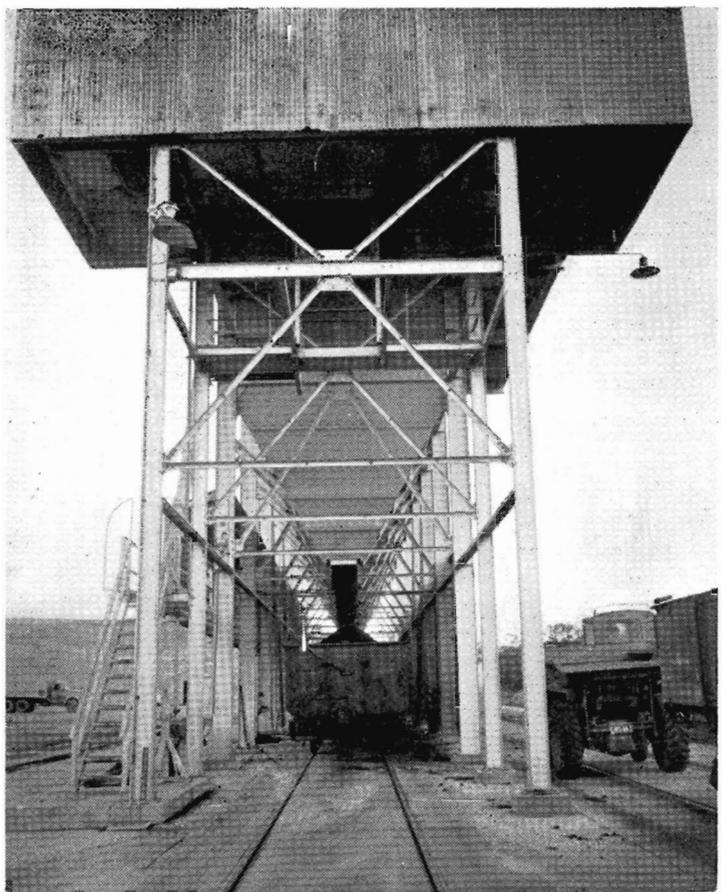


BACCHUS MARSH RESTS ON BROWN COAL

DOMINATING the lives of Bacchus Marsh citizens is brown coal . . . it is a dominant factor, too, in the revenue at the local railway station. Six days a week up to 60 rail wagons laden with this coal are hauled out of Bacchus Marsh on their way to many big industrial undertakings in Melbourne and elsewhere.

Each member of the local railway staff understands the significance of brown coal and its impact on their day-to-day jobs. These V.R. men, therefore, merge into a team giving a consistently high level of service that is warmly praised by the station's biggest customer: Maddingley Brown Coal Pty. Ltd.

AFTER passing through the crushing plant, brown coal, pouring via chutes (right), fills rail wagons in less than a minute as they are edged into position by tractor power.



FAMOUS for its Avenue of Honour of nearly 500 fine old elms flanking the approach to the town as a tribute to local men who served in World War I, Bacchus Marsh is in a 5,000-acre valley, with an outstandingly rich soil deposit. With a population of 3,000, it is situated on the main western line, 31½ miles by rail from Melbourne and 42 miles from

Ballarat. Being only 36 miles across country from Geelong, it is thus within easy reach of Victoria's three main cities.

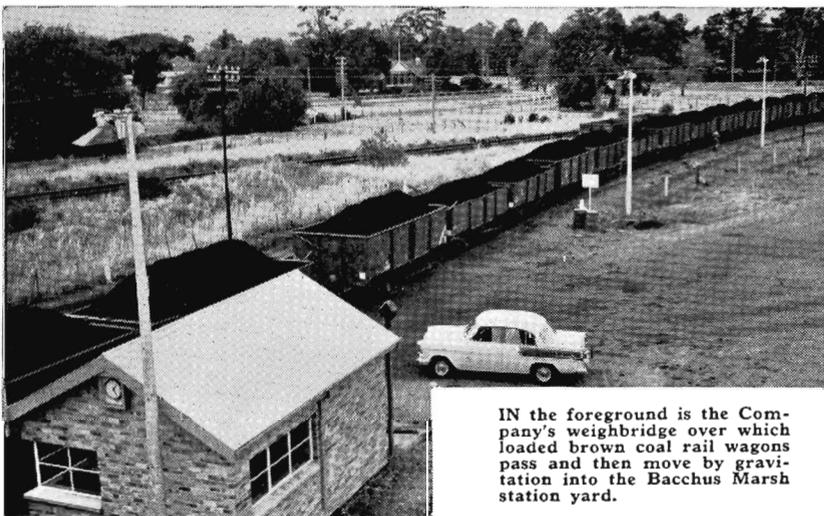
Besides Stationmaster V. C. Taylor, there are two assistant stationmasters, three signal assistants, a yard assistant, a driver and fireman, and a rail-motor driver and driver-guard. There are two track forces, totalling 11 men,

based at the station. In the vicinity are four level crossings staffed by women. Parwan, where the traffic mostly consists of barley, is supervised by Bacchus Marsh. It is staffed by three assistant stationmasters.

Bacchus Marsh is well provided with passenger trains, including two in each direction on Sundays. Two of the daily trains are air-conditioned, while a diesel rail motor runs to and from Melbourne on week days.

Passenger journeys total 4,000 a month, yielding a revenue of £700. During the summer months special trains run from Melbourne to Bacchus Marsh on almost every Sunday: this traffic is influenced by the facilities in the nearby Maddingley Park which is ideal for picnics and sporting outings. On two recent Sundays, parties of 700 and 280 came from Melbourne by special trains.

Monthly revenue at Bacchus Marsh (including inwards and outwards parcels receipts of £350 and the seasonal freight on 320 tons of agricultural lime) is in the vicinity of £25,000. Of this amount, more than £20,000 is the freight from the transport of brown coal. On week days, two coal trains leave Bacchus Marsh for the city and other destinations; one train is run on Saturdays.



IN the foreground is the Company's weighbridge over which loaded brown coal rail wagons pass and then move by gravitation into the Bacchus Marsh station yard.

During the 1958/59 financial year, 303,300 tons of coal were railed, requiring 16,639 wagons. More than half of this tonnage went to the Australian Paper Manufacturers Limited (of which the Maddingley Brown Coal Company is a subsidiary) and the remainder to other industries.

The Maddingley mine is worked by the open-cut method and, in terms of output, is the second biggest in Australia, next to the gigantic brown coalfields of the State Electricity Commission at Yallourn and Morwell. Since 1946, five million cubic yards of overburden have been removed and 4½ million tons of brown coal won from the 120 acres now being worked; it is estimated that there are 20,000,000 tons of coal that will last for 40 years, at the present production rate. The Company also has another 340 acres that, when worked, are expected to yield approximately 120,000 tons of coal per acre.

Mechanization

For every ton of coal won, approximately 1½ tons of overburden, varying in thickness from 50 ft. to 150 ft., must be removed. Mechanical shovels (taking at one 'bite' up to 3½ cubic yards) scoop the coal out of the face into motor trucks. These vehicles then cross a private highway to the coal crushing plant fronting the two-road, 60-wagon-capacity private railway siding near Bacchus Marsh station. Mechanization has enabled a 16-ton railway wagon to be chute-loaded in less than a minute and on arrival at Fairfield each wagon is tipped by electrical means and emptied in a minute or less.

Beautification of the approach and surroundings of the mine has a high priority with the Company. Its policy

of planting nearly 3,000 shrubs and trees and eight acres of pig-face (*Mesembryanthemum*) on the overburden terraces, and providing amenities for the 100-odd men employed, makes the mine outstanding as an open cut. It has proved that coal-winning operations can be carried on without spoiling the landscape.

Long Grade

Because of its basin-like situation between the Ingliston bank and Parwan, Bacchus Marsh is highly interesting from a railway operating viewpoint. On the 13-mile Ingliston bank (located on the 'down' side of Bacchus Marsh) where the grade is largely 1 in 48, the maximum permissible speed of engines, due to the relaying of the track with heavier rails and the introduction of diesel-electric locomotives, is now 70 m.p.h. Previously, the running of trains was often interrupted when they stalled on the heavy grades, and some years ago, before the advent of the more powerful engines, a steam locomotive was stationed at Bacchus Marsh to push trains up the bank. To permit more efficient working of trains, a new crossing loop is to be built at Bank Box, 8½ miles from Bacchus Marsh and midway in the Bacchus Marsh-Ballan section which will then be divided in two and worked under Centralized Traffic Control signalling conditions.

To Parwan, a distance of 2½ miles on the 'up' side of Bacchus Marsh, there is a 1 in 49 grade that limits, for instance, a B class diesel-electric locomotive to a train load of 700 tons from Bacchus Marsh to Parwan; from there 1,600 tons can be hauled to Melbourne. A T class diesel-electric can take 500 tons up the grade to Parwan; at that station the load can be built up to 850 tons.

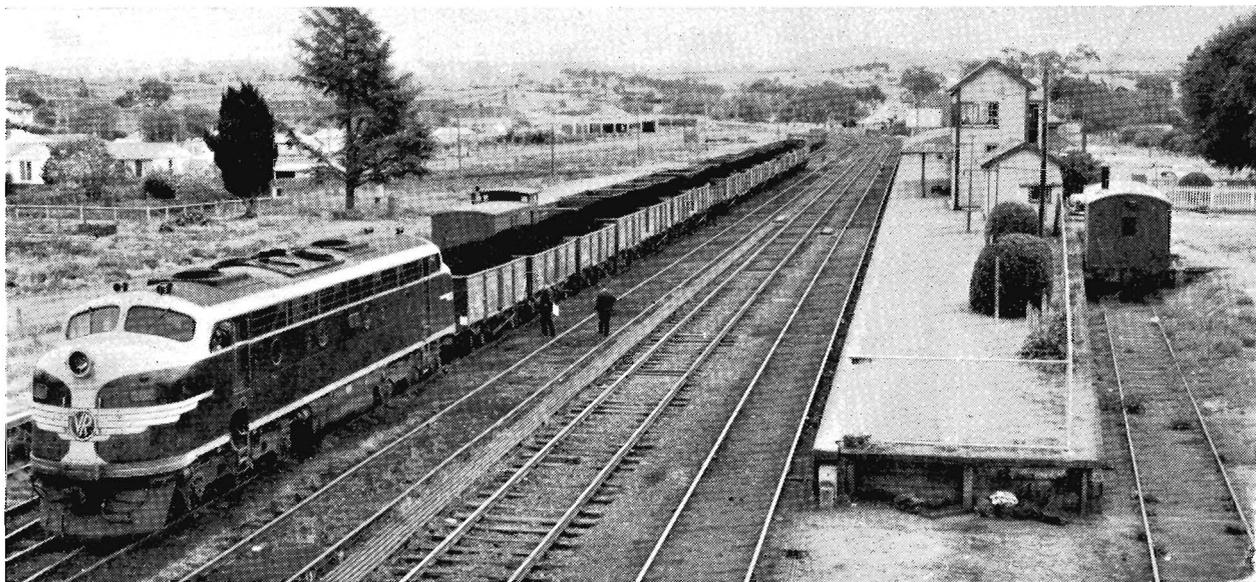
VICTORIAN Railwaymen in Bendigo who read a recent leading article in the daily *Bendigo Advertiser*, under the above heading, were justifiably elated. It emphasized one of the reasons for a trend in travel—to the rail—which the Department, through its advertising, is striving to bring about in country and suburban areas.

Said the article :

"Railwaymen have noticed a large increase in the number of businessmen travelling by train, and they attribute this to the new type of air-conditioned, well-sprung carriages being used and the general speeding-up of the service which now takes less than two and a half hours.

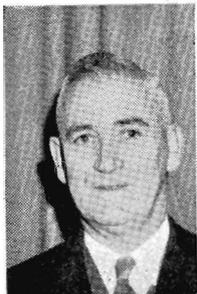
"Many motorists living in the outer suburbs now drive to the station and leave their car in the vicinity all day, picking it up on their return. The drive to work, they have found, is a nerve-racking experience and takes too much out of them before they start the day. And after a hard day's work, the drive home through the hurly burly of traffic is just about the last straw, hardly putting them in any mood to enjoy their evening's leisure.

"And now, it seems, the rail-travel cult is extending to the country, particularly with those people who want to spend only a day in Melbourne. It certainly saves a lot of bother. And the Railways Commissioners, custodians of one of the people's greatest assets, will welcome it. The more who use the trains, the cheaper can be the fares and freights".



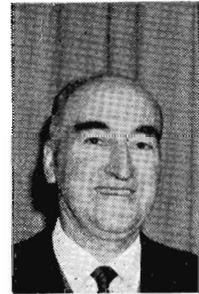
ABOUT to leave Bacchus Marsh station is one of the twice-daily brown coal laden trains, hauled by a B class diesel-electric locomotive.

WHAT V.R. OFFICERS ARE SEEING OVERSEAS



Mr. Brown

MESSRS. A. C. BROWN (Assistant Chief Traffic Manager) and H. V. Chapman (Rolling Stock Branch Technical Engineer) who left Australia for overseas in August (see that month's *News Letter*) have completed their North American tour which they found of the utmost interest and potentially of great benefit to the V.R. They paid a tribute to the assistance every railroad company had given them to make the trip fully informative.



Mr. Chapman

MESSRS. Brown and Chapman have closely inspected some of the biggest 'piggy-back' terminals in North America: at one there are 485 cars handling the traffic. At another, 1,000 semitrailers were handled each month; two years ago the total was only 12 a month.

Also inspected were Centralized Traffic Control installations, L.C.L. goods sheds, and marshalling yards, as well as a huge parcels depot, where between 10 and 15 million lb. of freight is handled each day.

The Canadian Pacific Railway has a hump retarding yard, covering 682 acres. It has 48 classification tracks, with a capacity for 1,958 cars, a 40-track departure yard, with a capacity for 2,058 cars, and an 18-track receiving yard.

At Montreal, Messrs. Brown and Chapman inspected an "ultra-modern" freight terminal that handles between 32,000 and 40,000 tons of L.C.L. freight a month, with fully mechanized equipment.

They were very impressed with the drive and efficiency of the two Canadian railway systems; cleanliness and tidiness were apparent everywhere in the various offices, stations, goods depots, terminals and all along the systems. The systems' efforts to hold and obtain more passenger traffic were outstanding.

While in Philadelphia, they inspected the Budd Company's light-weight carriages and also their siesta (slumber) coaches which the Company is supplying on lease to a number of American railroads. Almost the complete interiors of the siesta cars are of fibre-glass.

Messrs. Brown and Chapman were invited to "sit-in" on a Railroad Research Conference being held by the Baltimore and Maine Railroad Company. Most needed fields for research were considered, by the Conference, to be:

- faster and more economic movement of freight;
- some form of modular electronic traffic control;

- infra-red hot box detector;
- ways of increasing wheel rail adhesion;
- lower costs of rolling stock;
- some form of mechanical starting for diesel locomotives to eliminate heavy, costly starting batteries;
- a system of standards to mechanize rail switching operations; and
- electronic name and number takers to record car numbers 25 miles away from the receiving yards.

A few infra-red hot box detectors were in operation on the Baltimore and Maine Railroad, about 80-90 miles from the dispatch terminal. These were reported to be giving reasonable service, being effective in detecting hot boxes before they become dangerous.

Before returning, Messrs. Brown and Chapman will have visited England and the Continent; they were due back in Victoria this month.

MR. L. C. Rolls (Engineer on the staff of the Superintendent of Loco Maintenance) who also went overseas for the Department in August last, returned on November 29.



Mr. Rolls

The main object of his trip was to study diesel-hydraulic locomotives of the V.60 type running on the German Federal Railways. They are similar to the 25 W class diesel-hydraulics ordered by the V.R. (see *News Letter*, July 1959).

It was appropriate, therefore, that in a little over a fortnight after resuming in the Department, Mr. Rolls should have the responsibility of arranging the commissioning of the first of these power units. Mounted on a flat truck and with the cab removed to enable passage under structures on the New South Wales system, it arrived at Bandiana (near Wodonga) on Monday,

December 14. It was then re-fitted and placed on the 5 ft. 3 in. gauge track, to work as a pilot in the Albury yard before making its first run in service hauling a goods train from Wodonga to Melbourne.

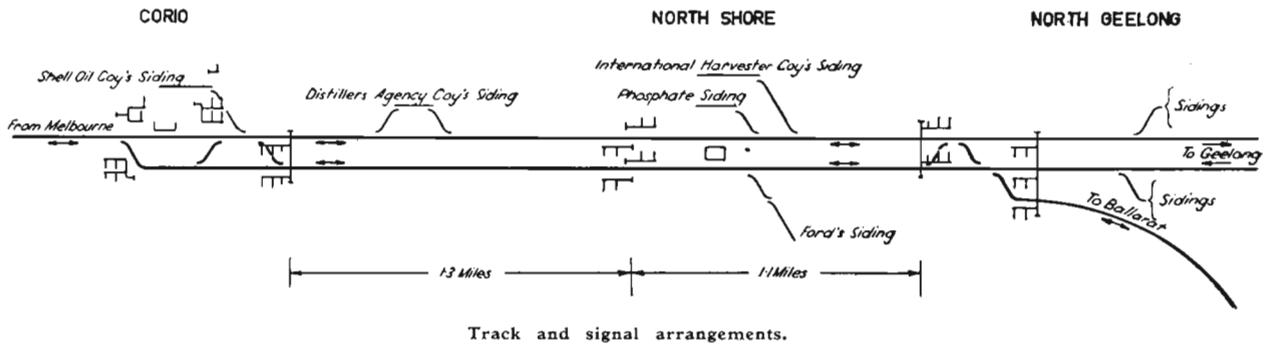
Besides spending a week in the huge West German Daimler Benz plant where the Mercedes-Benz engines are being built for the V.R. diesel-hydraulics, Mr. Rolls also travelled in the cabs of various types of V. units. He had the assistance of an interpreter from Krupp's and an enginemen's instructor. He also rode in the cabs of diesel-hydraulic locomotives in Sweden.

Asked what impressed him most from the view-point of general interest, Mr. Rolls said: "Undoubtedly the recovery of West German industry after the incredible devastation caused by massive Allied air-raids during the last war". The enormous Hamm railway yards, a key transport factor in the Nazi war effort, were hammered by the Allies. Having seen pictures of what happened there during the war and, by way of contrast, actually seeing the yards so recently, Mr. Rolls said it was one of the most remarkable efforts of railway rehabilitation he saw overseas.

While abroad, he also observed diesel-electrics in service in the United States of America, Canada, Sweden and France. He said that from the aspect of comfort the Victorian Railways trains compared very favourably with those in which he travelled overseas.

In the United States of America, he rode on one of the country's most celebrated trains—*The Zephyr*—from Sacramento to Salt Lake City and then to Chicago. It was equipped with lounge cars featuring Vista Domes. These are at the disposal of all passengers on the train. When the opportunity arose he experienced the elevated positions which the Domes offer. "According to the type of country one is travelling through, there is no doubt that the Vista Domes permit some magnificent views to be enjoyed", he added.

HISTORY-MAKING SIGNALLING



Track and signal arrangements.

FOR the first time in Australia, both-way train running with automatic signalling on duplicated track has been introduced between Corio and North Geelong. Duplicated track with both-way running will also be installed in a six-mile section near the Melbourne end of the Geelong line between Newport South and Laverton, where there is a number of industrial sidings.

THE Melbourne—Geelong railway passes through a rapidly developing 2½-mile long industrial area between Corio and North Geelong. The increasing traffic to five industrial sidings from North Geelong terminal, particularly to the Phosphate Company's siding, was threatening seriously to disrupt through traffic. These sidings were connected by electric switch-locked points to the main single track railway equipped with automatic signalling.

Duplication, with one-direction running on each track, would not have solved the problem, as either the 'up' or 'down' line would be occupied when the industrial sidings were being served. With a number of train movements each day between North Geelong and the Phosphate Company's siding, a cross-over between 'up' and 'down' track near North Shore would have been necessary. This would have required the provision of costly signal interlocking at North shore.

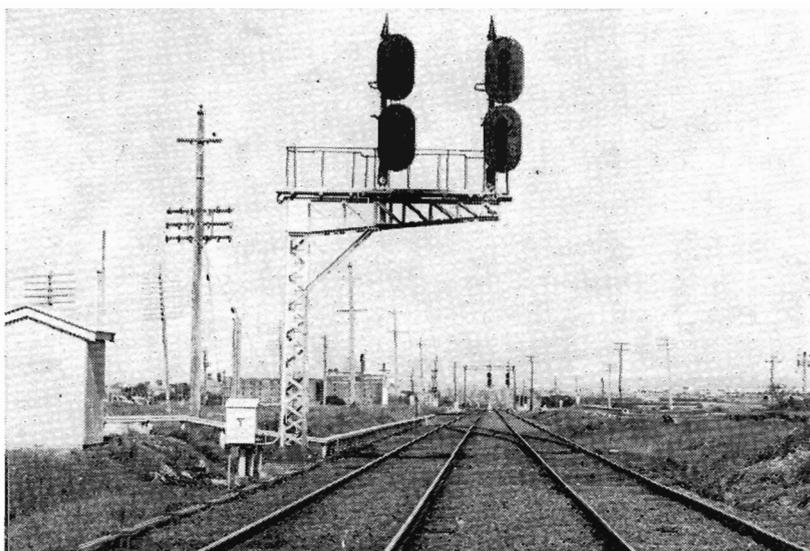
The most favourable solution was to provide duplication with both-way running on both tracks; sidings on the east side being connected to the east side track and those on the west side being linked with the west side track.

With this scheme, the sidings, as previously, are connected to the main line by electric switch locked points, operated by the train crew under instructions from the Train Controller at Melbourne. When the sidings on one track are being served, 'up' or 'down' through traffic can operate also on the other track.

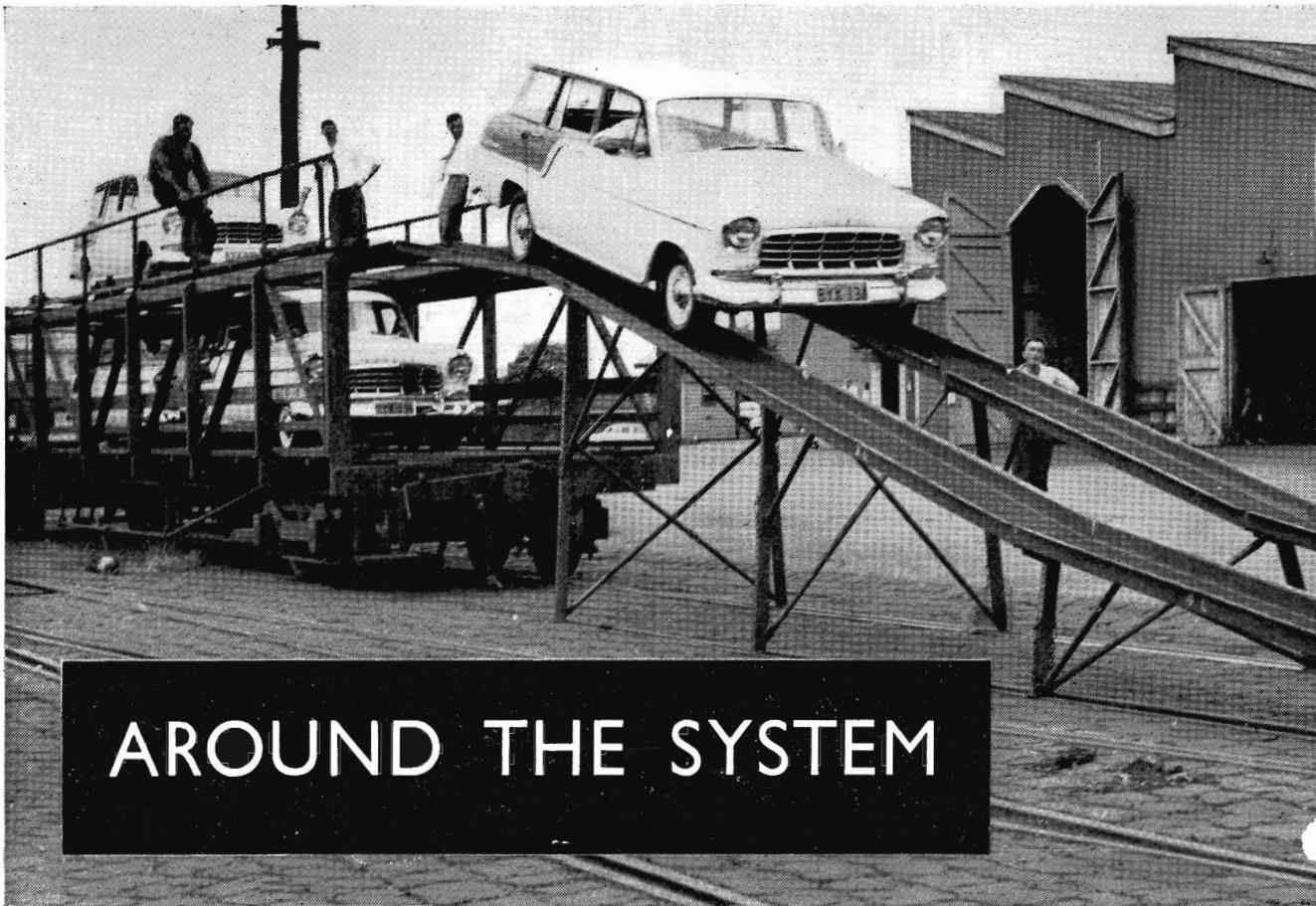
Although the foregoing are the primary advantages of both-way running on duplicated track in this section, another advantage is the facility available to allow a passenger train to overtake a slower moving goods train without either of them being delayed.

The direction of traffic on either track is controlled by signalmen at Corio and North Geelong who, by manipulation of levers, can readily control electrically operated points and signals to direct trains to either track.

Automatic signalling ensures that trains travelling in opposite directions cannot enter one track simultaneously, and that the distance between following trains on the same track is regulated by signal indications. Long range colour light signals are used on this line on which the maximum permissible speed for passenger and goods trains is 70 m.p.h. and 40 m.p.h., respectively.



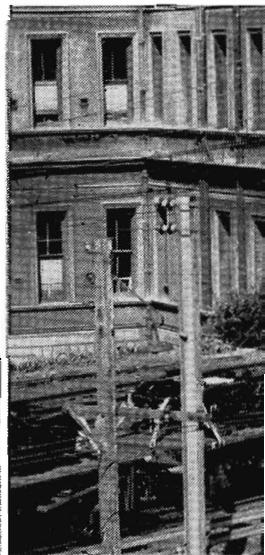
Home signals at Corio governing movements over crossovers and entrance to sections.



AROUND THE SYSTEM

TO assist in educating children to recognize the various road and traffic signs, the Police Department has established a Traffic School at Cotham Road, Kew. Erected in a section of the area is a miniature flashing light signal and bell (below), similar to installations provided at many railway level crossings. This apparatus was constructed from reclaimed material and installed by the V.R. The series of markings (foreground) represent the sleepers of a railway track passing over a roadway. In the group (from left to right) are Messrs. E. H. Brownbill (Chairman of Commissioners), L. H. Arnold (Acting Signal and Telegraph Engineer), A. Gilmore (Secretary for Railways) and C. W. Pilgrim (Chief Inspector, Railway Investigation Branch).

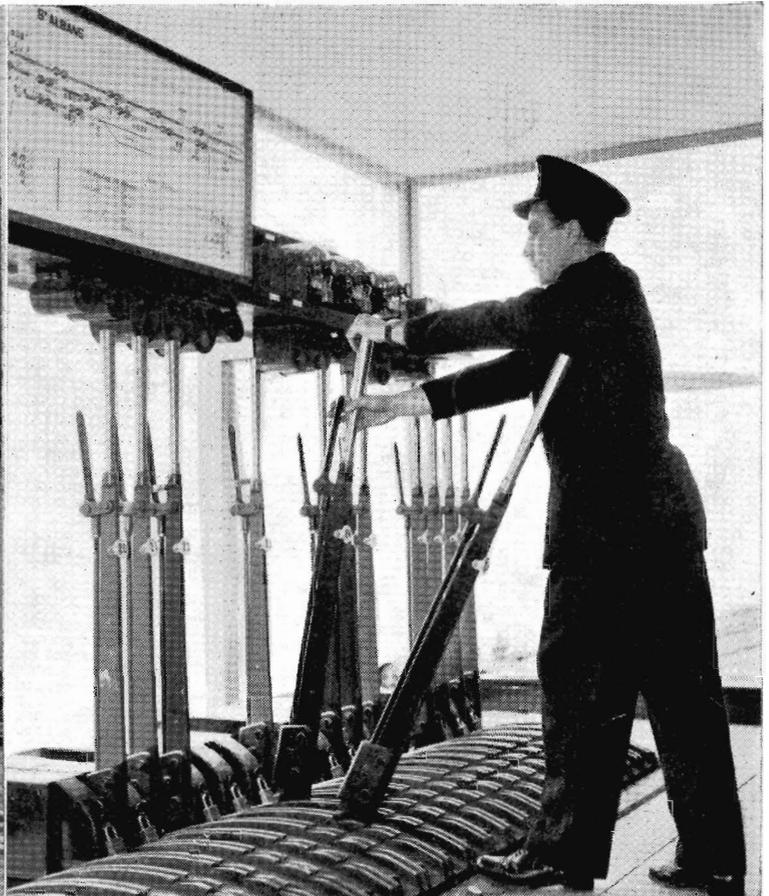
DEPICTED at the Melbourne four Holden Station sedan consigned from Sydney to rail wagons were coupled one wagon to the other. wagon transport of the Sta



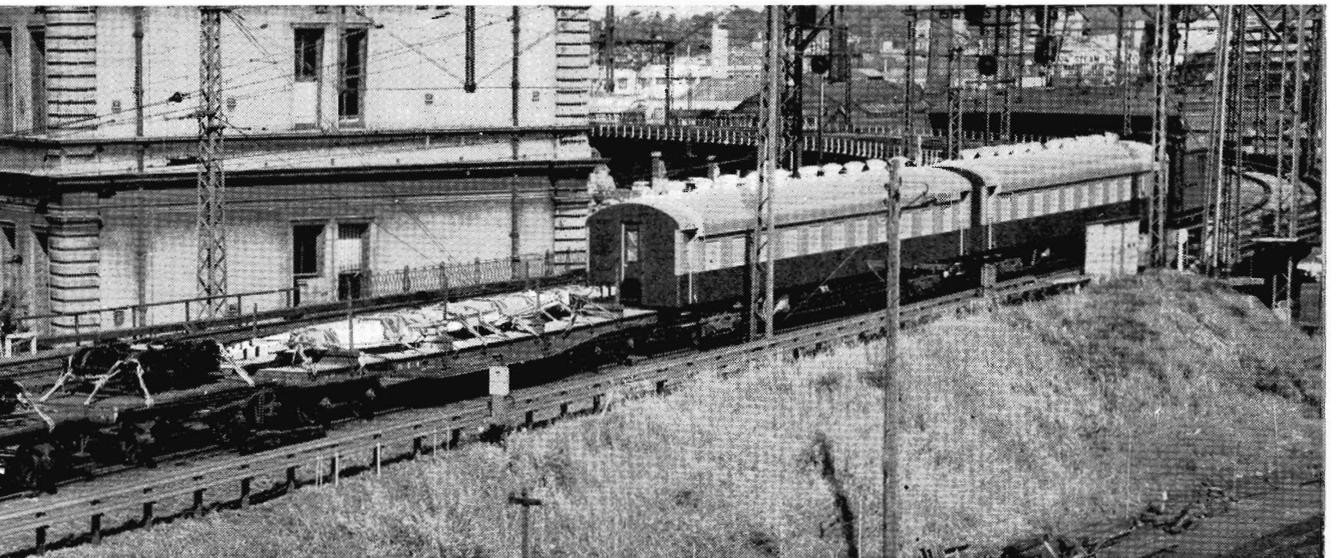
BUILT by the Com passenger carriage revised at Dandenon



The Goods Depot is the prototype AA wagon which carried two on each deck, from Albury recently. The cars were Melbourne. At Albury, the New South Wales and Victorian to-end, the wheel tracks bridged, and the cars driven from the consignee expressed complete satisfaction with the rail on sedans.



VICTORIA'S most modern railway station was recently opened for traffic at St. Albans. It was relocated on the Melbourne side of the Boundary Road level crossing. Situated at the "down" end of the new platform, the signal box has three of its walls fully glassed to improve the signalman's view.



Commonwealth Engineering Pty. Ltd., at Dandenong as a Colombo Plan gift of the Federal Government to the Cambodian Railways, these two of 3 ft. 9 ins. gauge were pictured on their way for shipment from Appleton Dock. For the rail trip to the Dock, V.R. engineers supervised the installation of temporary 5 ft. 3 ins. bogies to the vehicles; the 3 ft. 9 ins. bogies were carried on four flat K wagons.

LAD BACK TO COLAC AS R.S.M.

Mr. Rasmussen meets Mr. E. T. Hergstrom, Manager, Colac Dairying Company Limited—the local station's biggest customer.



Back To Colac

THIRTY-THREE years ago Roy Rasmussen was at Colac as a lad porter; recently he was back, this time, approaching the summit in his grade, as its relieving Stationmaster. For the past 7½ years he has relieved at many big country stations, such as Geelong, Wangaratta, Maryborough, Mildura, Horsham . . . but why go on?

V.R. men in all parts of the State know this very keen and efficient stationmaster, particularly for his flair for taking over a command, quickly assimilating local conditions—and then moving on elsewhere. For a term he was an acting Traffic Inspector.

Mr. Rasmussen is fully aware of the significance of good relationships with all rail-users and loses no opportunity of discussing any of their problems, and setting about righting them. The picture (above) typifies this.

Jubilee Plans Progressing

ARRANGEMENTS for the official dinner on January 22 that will inaugurate the Victorian Railways Institute's Jubilee Year Celebrations (see last month's *News Letter*) were nearing completion when this issue went to press.

An invitation had been extended to His Excellency the State Governor (General Sir Dallas Brooks), and the Institute Council was hopeful that his engagements would permit him to honour the gathering with his presence.

There has been a quick response to the Council's appeal to V.R.I. sporting clubs to arrange special events. During the week commencing January 25, special displays, demonstrations and talks will be given at Institute headquarters in the Flinders Street station building by these Clubs: Billiards, Fencing, Stamp, Table Tennis, Wireless and Wrestling.

Institute members and their friends are invited by the Council to attend any of these events.

The Council is seeking the assistance of supervising officers throughout the system in getting more Institute representatives to help in the drive to increase membership from 16,000 to 20,000 during the Jubilee year.

Weight Lifter

THOUGH slightly-built and not muscle-laden, George Forster is the champion weight-lifter of Swan Hill—when he is sitting in the cabin driving the 8-ton electric crane that helps so much in the efficient handling of local rail goods traffic.

With all manner of hefty consignments to load in and out of rail wagons, Mr. Forster has, over the years, developed judgment and a deft manipulation of the crane's levers that ensure careful movement of this diverse loading.

He is a goods trucker and, besides driving the crane, he operates the yard Fordson diesel-shunter and is one the weighbridge attendants.

His 13 years at Swan Hill have all been in the goods section.

Mr. Forster played as a rover in the Chinkapook football team, and was in three premierships sides; for a time he was vice-captain of the team.

Dreams Came True . . .

WHEN he was a child Fred Walford, of Yarram, cherished the idea of being an engine driver. "I'd run the proverbial mile just to sit and watch a steam loco," he said. At 16 he took the first step toward working in a loco. cab when he joined the V.R. as an engine cleaner.

Nine years later he was a fireman, and in another 11 years he really ful-

filled his juvenile ambitions by becoming an engine driver. Friends say that day was easily the proudest in his life.

When diesel-electrics started on the South-eastern Gippsland line recently, Mr. Walford was ready to drive them after completing his course of training.

Korumburra, Dimboola and Yarram people know Mr. Walford appreciatively for his untiring work on more committees, of many different kinds, than can be readily recalled. Among the posts associated with railway working that he has held are: Assistant Secretary and President, Dimboola V.R.I., President, Korumburra and Dimboola Branches of the A.F.U.L.E., and Secretary, Korumburra Branch.

Kilts In The Cab ?

SO proud is Engine Driver Arthur Neve of his colourful Scottish National dress that his friends wouldn't be surprised if he wore it in the cab of a K class loco . . .

A life-long interest in pipe bands was rewarding to him in 1952 when he founded the Donald District Pipe Band, in which he has been Pipe-Major and Pipe-Sergeant. Mr. Neve was on the Band Committee for seven years from which he has regretfully resigned because of the incidence of shift work.

With the Band, he has competed in many places such as Mt. Gambier, Maryborough, Portland, Daylesford, and Bendigo, with, as he modestly puts it, "some success". This year he was in a party of 48 making its longest journey ever; they travelled by train to and from Alice Springs where performances were given for charity.

Mr. Neve's V.R. career started at Newport Workshops. Later he had firing and driving experience at many country depots, before coming to Donald nearly 15 years ago.

Hates Dust

ACTING Junior Clerk Murray Thompson likes everything about Swan Hill, except the dust, because although it is not overwhelming, it interferes with his sport. Murray is a keen competitive rifle shot and after the relatively dust-free Camperdown (where he lived) his transfer to Swan Hill "took some getting used to, when sighting up on the rifle range."

Still, he is fast adapting himself to local Mallee conditions in a sport he considers the best ever. At the age of 16 he won a cup at Camperdown, and his friends say there is no reason why

Bisley should eventually be beyond him. He joined the V.R. a year ago at Ringwood as a station assistant, and he is the first junior clerk ever appointed at Swan Hill.



Mr. Cochrane

Fished Way Round State

NYAHWEST, Balmoral, Orbost and now Swan Hill . . . those are the only stations where Alf Cochrane has been Stationmaster. Happily each has had a river almost within a rod's length of the station. Thus, he has for many years been able, figuratively, to saturate himself in his most favoured sport.

Perhaps it is the years he has spent quietly fishing that have given Mr. Cochrane such a placid approach to a Stationmaster's varied duties, beneath which, however, there is a deep sense of responsibility and a wide, practical

Power Man Goes



SURROUNDED by some of the colleagues with whom he helped to control the distribution of electric power for Gippsland line trains, Mr. S. A. Gedling (Power Operations Engineer, Warragul) leaves the V.R. after 39 years' service. Mr. H. C. Foulkes, Distribution Engineer (left) is making the presentation of a canteen of cutlery to the veteran.

railway knowledge.

He has just become the Commissioners' representative on the Swan Hill Chamber of Commerce. Beyond a doubt he will be an incisive spokesman for the Department and, if need be, a stout defender of its interests.

For 38 years, Mr. Cochrane has been in the V.R., becoming an Assistant Stationmaster at Highett in 1934; later he was at West Footscray and Rochester. In 1948 he was appointed S.M. at Nyahwest.

He was born at Mansfield "not far" he smiled, reflecting his boy-hood fascination for fishing, "from the Delatite and Howqua Rivers!"

Convivial

SHEDMAN Norman Houghton, of Colac, is unofficial chairman of the station's Social Club. Although not ceremoniously elevated to that post, his colleagues have no doubt that his cheeriness fits him for it.

It would be difficult to find in Colac a more enthusiastic believer than Mr. Houghton in the value of encouraging comradeship as an overall morale-builder. This probably stems from the philosophical way he looks back on five eventful years in the Second A.I.F.

He was wounded perilously close to his right eye, while one of his legs is studded with shrapnel. "Despite these knocks", he says "I had some good times with the chaps in the Army—and those are the things that stick in my mind".

Since 1952, he has been shedman at Colac's busy goods shed; preceding this appointment was experience as a porter, number-taker and shunter at various locations. "We have a grand lot of workers in this shed" said Mr. Houghton, "and we all try to give that good service our customers expect".



Garratt Crew

WHEN this picture was recently taken at Colac, it was, for Fireman Lindsay Barron (right) his very first day on a Garratt engine. But for Driver Bill Brady it was the 15th year (or 6,075th day) he had been at Colac. For eight years he has been driving on the broad and narrow gauge lines serving Colac. Altogether he has had nearly 20 years' service on engines throughout the Western District, including the Crowline before it was

closed. He qualified to drive diesel-electrics a couple of years ago.



Mr. Lowe

Ambition Achieved

WHEN Tom Lowe joined the V.R. he wanted to be a rail-motor driver: he had always been keen on motor cars. Achieving his ambition in 1940, he became a very proud rail-motor driver of petrol-electrics and A.E.C.'s, at various country depots. Since then he has been driving the 102 h.p. diesel rail-car between Swan Hill and Piangil. Mr. Lowe's blue and gold vehicle, combined with his unvarying, cheery waves to settlers, mean a lot to people in this sparsely-populated area. He takes pride in the fact that the watch issued to his father (10 years before his retirement as an engine driver) was on a recent request re-allotted to him. "That watch" he said "means a lot to me personally. It's a marvellous timekeeper, too".

Trio Of Interests

ROPE quits, carpet bowls and the Victorian Railways Institute have been the main outside interests of Goods Clerk Harry Roper, of Colac. As a member (for a time, captain) of

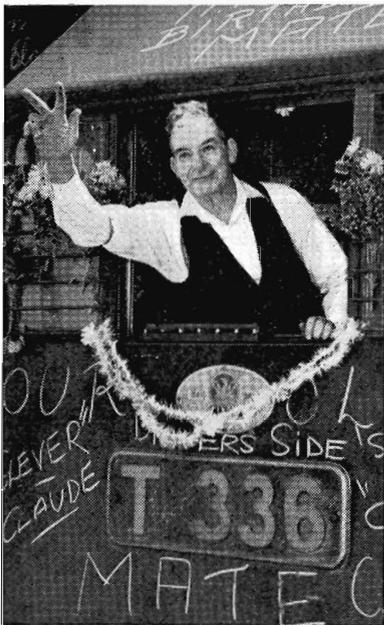
the local railway rope quoits team he played with success ; a cup, adorning his lounge room, testifies to his skill. He was also Secretary of the Club.

When to his regret, the Rope Quoits Association was disbanded, he immediately switched to carpet bowls—and is still one of the most enthusiastic players. Several times he has been President and Vice-President of the Association.

Mr. Roper has also given splendid service to promoting the well-being of the local V.R.I. He was on its Council for 16 years, including about a decade as Joint Librarian.

Exactly half of his 38 years in the V.R. has been spent at Colac where the volume and diversity of traffic keep him and his staff "on their toes". Originally a parcels clerk at Richmond, he turned to the goods side at Bendigo and was later located at Rochester and Newport.

What a Farewell!



(Photo : Shepparton News)

DRIVER Claude Densworth, of Shepparton, will long remember the last day of his 45 years' service. As he recently set out on his final run, the brightly-chalked, flower-bedecked diesel-electric locomotive burst through a barrage of streamers, to the tumultuous cheering of his mates and many other Shepparton citizens. Mr. Densworth had been an active V.R.I. member and, at times, had been President and Secretary of the local A.F.U.L.E.

Horticultural Society, Now

OCTOBER 30 was a significant day for the Victorian Railways Institute: it marked the formation, for the first time, of a V.R.I. Horticultural Society. It was an en-

thusiastic meeting of V.R. men keenly interested in the subject. A committee of five was formed with two railwaymen from Alphington being appointed President and Secretary respectively—Messrs. B. J. Mason (S.M.) and D. J. Danahy (Signalman).

It is planned to conduct meetings on the last Friday of each month in the V.R.I. Council Room. Talks and demonstrations will be given by well-known speakers.

First of the talks was given by Mr. Danahy who dealt comprehensively with dahlia cultivation. Talks scheduled up to the end of June, are: January 29—Vegetable Garden; February 26—Bulbs and Spring Flowering; March 25—Planting for Winter Colour; April 29—Indoor Plants; May 27—Liliums and Lupins; June 24—Fruit-tree Pruning and Care.

Mr. Danahy would be glad to hear from V.R. men and their friends anxious to join a Society which, as he says, "should give everyone the greatest of satisfaction".

Father and Son

FOR father and son, with identical christian names, to be in the V.R. is common enough. But it is a rarity to find both of them in the grade of Assistant Stationmaster, as the Hays are. John, senior, is at Heidelberg; John, junior (the subject of this brief paragraph) is at Swan Hill where he has been for six years.

Mr. Hay, junior, joined the service in 1935 with his eyes on a station command, but his progress to that position was interrupted by the 5½ years he served overseas with the Second A.I.F. Returning, he was at Flinders Street as a porter, and a mile away, at Jolimont, he passed the examination for A.S.M. He was at Kilmore East before coming to Swan Hill six years ago.

Imbued with the vital need for more business, he is a keen and vigorous salesman for all aspects of rail transport. His most recent success in this field was in getting 429 miles of group travel (see November *News Letter*).

Steam Locos His Pals

FOR 24 years, Driver-in-Charge Reg Rank, of Swan Hill, has been on steam engines hauling passenger, goods, and live-stock trains between Bendigo and Swan Hill. Recently he qualified to drive diesel-electrics that will displace steam on that section.

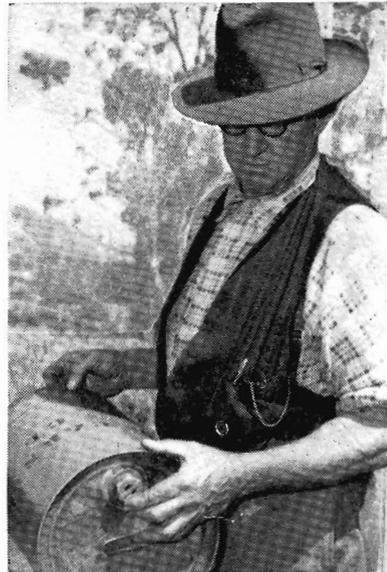
Although he knows the diesels' established reputation for improving services, Mr. Rank nevertheless regrets the passing of the steam.

"You know", he said with feeling "you get to know steam locos; they sort of become a part of your life when

you're driving them. I always get a thrill to see the joy they give people of all ages".

Off the job, Mr. Rank maintains his enthusiasm for something completely different from locos; he is a bowling devotee. A member of the local club he won the novice championship in his first year.

Elongated 10 Days



Mr. Irvin

"JOHN, will you come into the railways on a temporary job to help us out. It will only last for 10 days". That friend's plea was made to John Irvin and, as he said recently, "It's been the longest 10-day period in my life, for I have stayed in the V.R. ever since—for 33 years!" He is now a ganger at Colac.

Windermere was the scene of his first job as a track repairer. At Glenorchy in 1942 something happened to him on a significant day in world history: he was appointed ganger on Armistice Day, November 11.

Mr. Irvin is yet another in the big army of railwaymen for whom fishing is the ultimate in pastimes. He prefers sea fishing, and gets away to Port Campbell, Apollo Bay and Lorne on the slightest pretext.

Century—And Still Going Strong

SHEDMAN Ray Bayles, of Swan Hill, is the present link in an unbroken sequence of more than 100 years of family rail service. His great-grandfather was an engine driver on the building of the Melbourne-Bendigo railway; his grandfather and a step-grandfather were drivers at

Bendigo, and his father was a fireman there, too.

To add to the railway family association: his grandmother was born in a railway construction camp at Kyneton.

In his 36 years' service, that began at Wodonga, Mr. Bayles has been at many north-eastern stations, including the highly-perched Shelley, where he was porter-in-charge.



Mr. Bayles

For the past 21 years he has been in the Swan Hill goods shed, his efficiency and cheerfulness adding to the harmony between clients' representatives and V.R. men. He also operates the yard's cart weighbridge.

A home-lover, Ray won first prize for his "Best Kept" departmental residence in No. 2 works foreman's sub-section of the Bendigo District section.

Institute Pillars

THESE two Colac men have something in common; they share a like enthusiasm for their V.R. jobs and the V.R. Institute. Assistant Stationmaster Mick McGillivray is President and Parcels Assistant Keith McCoombe is Secretary of the Colac Sub-centre. Local feeling is reflected by Mr. McCoombe when he emphasizes that the present flourishing state of the Sub-centre, combined with its bright future, is very largely due to the "inspiring leadership of our President".



Messrs. McGillivray and McCoombe

An Institute member for 11 years, Mr. McGillivray started as a lad porter at Spencer Street and, in obtaining all the needful certificates to become A.S.M. he has never forgotten the help he got at Institute classes. "In taking on the Presidency" he said "I am only trying to repay the Institute for what it has done for me—and can do for so many other railwaymen".

Formerly a dairy and sheep farmer in the district, Mr. McCoombe started at Colac 10 years ago and immediately joined the V.R.I. For a time he was acting shedman and has spent most of his time on goods and station platform work. Sport should loom large in future Colac V.R.I. affairs. Mr. McCoombe has successfully played football and cricket with local teams and, for the past five years, he has been a cricket umpire.

Heat Was On

EIGHTEEN-year-old Clerical Assistant John Embrey of Colac goods clearly remembers two particular days in January last year. Although it was 109 in the shade (and, "159 out there in the sun!") while batting for the local cricket side, he scored 200 not out—close to the all-time record of the competition.

Saying he felt "a little jaded" at the end of his marathon innings, John nevertheless gathered renewed strength the next day when he batted for two hours in the same temperature.

John is a much sought after footballer by Melbourne league teams. He decided to sign up with Fitzroy and made their senior list last season. He will again try his luck with them this year. For nearly two years he has been in the V.R. at Colac where he was born and educated.

Early Riser—and Likes It



Mr. Skey

THERE must be some very compelling reason for a V.R. man, who leaves his bed to run a 2 a.m. goods train, to say: "I wish there were more of these trips!" And yet, that's Colac Assistant Stationmaster Ron Skey's firmly expressed view. Under the S.M.'s direction, Mr. Skey is in charge of the Colac-Beech Forest narrow gauge line, and he becomes ecstatic about the scenic beauty on either side of the line.

He rides in a combined van-booking office vehicle and, as would be expected, is on the friendliest of terms with everyone along the line. Except for special trips, the narrow track is open only for goods traffic.

RECENT RETIREMENTS . . .

ROLLING STOCK BRANCH

Boulton, G. C., Office Asst., Newport
Canning, T. J., Fireman, N.M. Loco.
Clark, D. C., Turner, Jolimont
Cock, A., Ftr., Bdg. Nth.
Densworth, C., Dvr., Shepparton
Freeman, L. J., Pntr's La., N.M. Shops
Green, M. L., Fireman, Geelong
Lacey, E. J., Ftr., Newport
Murphy, T. R., Ftr., Newport
McFarlane, C. M. B'mkr., Newport
McKenzie, M., E. T. Dvr., E.R. Depot
Mumford, D., B.M. Help, Bdg. Nth.
Newington, N., Elec. Mech., Newport
Sutcliffe, T., First-Aid Attdt., Jolimont
Weller, S. A. Car Clnr., Wodonga
Welsh, C. J., Train Exmr., Jolimont

TRAFFIC BRANCH

Bourke, P. J., Gds. Chkr., Melb. Gds.
Brown, L. C., Sigm. M'beena
Groves, A. G., Tractor Dvr., Melb. Gds.
Henderson, J. R. Pass. Guard, Mildura
Shannahan, H. J., S. M., Deniliquin
Stanley, A., Sgm., Geelong
Wylie, J., Gds. Tkr., Melb. Gds.

SECRETARY'S BRANCH

Hodgens, H. J. Secretary to Chairman of Commissioners.
Poulton, E. H. Clerk, Head Office

ELECTRICAL ENGINEERING BRANCH

Gedling, S. A., Power Op. Engr., Warragul
Jenkins, H.A., O'hd. Con. Super., O'd. Depot
Watson, G.F., Elec. Ftr's Asst., Spencer-st.
Wohlers, O. T., Power Op. Engr., Melb.

WAY AND WORKS BRANCH

Birks, A. T., Ftr's Asst., Spotswood
Brannagan, E. C., Skld. Labr., Bendigo
Corn, G. P., Photographer, Head Office
Dolman, J., Repr., Raywood
Gillman, R. S., Ganger, Murchison
Gendall, J., Skld. Labr., Hamilton
Hall-Bentick, G. A., Ganger, C. Hill
Ribbons, J. A., Repr., Sea Lake
Tatham, W. A., Carpr., Caulfield
Weatherill, S. W. Plumber, N. Melb.
ROLLING STOCK BRANCH
Tepper, J. G., L. H. Cr. Pntr., Newport
Walsh, T. M., Car Clnr., Ballarat Nth.

. . . AND DEATHS

WAY AND WORKS BRANCH

Hopper, S. H., Repr., Ararat
Healey, G., Clerk, Staff Office
Hanson, W. M., Labr., Engr., Spl. Works
Sands, R. A., Asst. Sign. Adj., Flinders-st.
Toulmin, C. R., Matisa Dvr., Kburra

White, T., Ganger, Birregurra

TRAFFIC BRANCH

Baird, R. G., A.S.M., Bayswater
McMahon, F. A., Sgm., Ballarat E.
Stainsby, R., Gds. Gd.

VARIED V. R. SERVICES APPRECIATED.

Group Travel Preferred

WOULD you please convey to the men concerned the sincere thanks of this club, committee, players and supporters for the magnificent effort they put into the running of the "Hawk Flyer" in conjunction with the recent football finals at Benalla and especially Albury.

"The manner in which both specials were run and supervised were a credit to your staff and I trust you will pass on these few words to the appropriate headquarters.

"I may add that the club benefited very well and you can rest assured that if we are fortunate enough to be in the finals next year then the "Hawk Flyer" will be a definite starter.

"Many thanks again for a job well done."

—C Pearce, Secretary, Wangaratta Rovers Football Club

Pigeons Speeded

"I have been directed by the Executive to express the Union's appreciation of the extremely fine service rendered by your department in transporting the Union's consignments of pigeons to various race points throughout the State during the season just finalized especially on the 18th November when you permitted the Union to use the "Overland" for its consignment to Adelaide en route to Peterborough, South Australia.

"There is no doubt that the success of this long distance race was due to the speedy travel provided by your department.

"I would also like to mention here the fact that your Mr. Stratton went to no end of trouble to oblige us in any request that the Union made throughout the year to provide the best service possible in the transport of our consignments.

"Not only at this end was this courtesy present but my Convoyer who travelled with the birds to all races had nothing but praise for your country staff.

"On certain occasions road transport has been mentioned at my meetings but I can assure you that while the service and courtesy extended to my Union this year continues none other than rail transport shall ever be used".

—H. Parkinson, President, Victorian Racing Pigeon Union.

"Practical Assistance"

MAY I, on behalf of the Executive Committee and myself, extend to you our sincere thanks for your very kindly interest and practical assistance to the Lord Mayor's Children Camp.

"Mr. J. P. Braddick, who was formerly our honorary chief Life Saver, and who now meets the trains on behalf of the Manager, has informed us how

you co-operated and assisted him during the arrival of the children to our No. 1 Camp which commenced on Monday, 23rd November. It is indeed a great encouragement to us all to receive the practical support of citizens like yourself who assist us in the work we are doing on behalf of the children of Victoria.

"We would be grateful if you could convey to the members of your staff our thanks for their practical assistance and attention."

—E. H. Price, Manager, Lord Mayor's Children Camp Fund, writing to S.M., Spencer Street.

Purse Restored

I wish to thank you very much for forwarding to me a cheque for £3.8.11, being the contents of my purse, which I inadvertently dropped in the train as I alighted at Middle Brighton station laden with parcels and umbrella, one very wet afternoon.

"I was very thrilled to obtain my purse and contents again, and cannot speak too highly of the honesty, kindness and consideration of the Victorian Railways personnel concerned in its finding and return.

"I have thanked my Stationmaster at Middle Brighton, personally, for ringing Flinders St. as soon as I discovered my loss, and would like to thank the honest porter at Flinders St., and Mr. Allan, a very courteous employee, at Spencer St. Lost Property."

—Mary Harvey, 20 Victoria St., Middle Brighton.

Likes Station Design

AS members of this Association were the protagonists for the new station at St. Albans and worked assiduously to this end, they are appreciative of the modern type of station that has been built and placed at the disposal of the people of this Town, and at a recent meeting of the St. Albans Progress Association it was moved and carried that a letter of appreciation be forwarded to the Railways Commissioners".

—D. Rowan, Hon. Sec. St. Albans Progress Association.

Excursion Success

THE recent special excursion to Waubra and Newlyn conducted by this Society was completely successful, and I should be pleased if you would convey our gratitude to all those officers of your Department who were concerned with the arrangements.

"We appreciated greatly the efforts made by your Chief Mechanical Engineer and his staff to satisfy our special requests regarding motive power. Mr. C. Barker, of the Train Services Division, handled all our queries courteously and efficiently. The Manager and Staff of the Ballarat Refreshment Rooms

deserve high praise for their expeditious handling of the evening meals served to 250 of our passengers.

"To these officers, and to all others concerned our sincere thanks."

—M. C. G. Schrader, President, The Australian Railway Historical Society (Victorian Division.)

Quick Thinking

I have to express my admiration for the quick thinking and initiative shown by the young New Australian Station Assistant on Platform 6 at Flinders St., recently, in stopping the approx. 8.30 a.m. train to Carrum, and the alacrity with which he went to the assistance of a person who tried to board the moving train and missed his step and was being drawn along the platform by the train.

"It is a pleasure to see such traits in youths and I trust that the young man in question has a bright and prosperous future before him in the service of the Railway Department."

—Jas. H. Boston, J.P., 229 Elizabeth Street, Melbourne.

"Furniture Unscratched"

RECENTLY, employees of the Railway Department moved my furniture from Bayswater to Blackburn. Mr. McCallum arranged the move and Mr. Johnstone and two helpers did the job in a most efficient manner.

"His two helpers were an Irishman and an Italian—good types of New Australians. Their handling of furniture and valuables was a credit to them. Not one minor scratch appeared on any piece of furniture. Their manner was most courteous.

"Thank Mr. McCallum and his team most sincerely. I would recommend them for any moving job. As a team they worked in harmony."

—Rex H. Neill, Blackburn.

Found Exam. Papers

I wish to express my heartfelt thanks to all concerned for the recovery of about 200 students' examination papers which were left in the Fawkner down train recently and which I have now received from your Spencer Street Lost Property Office today. I suppose it would be impossible to thank all who may have had something to do with their recovery, but I feel I owe Mr. Williamson of your Jewell station and the person he so kindly contacted of your Investigation Department, also a short man in your Spencer Street Lost Property Office, who was still optimistic when I was so depressed."

—J. C. P. Christopher, 53 Clarke Street, Prahran.



RON BAGGOTT'S SPORTS PAGE

In Form . .

FROM Miss L. Neville (Secretary of the V.R.I. Women's Athletic Club) comes some heartening news: the Club is gradually fighting its way back to one of the leading positions it held in the Victorian Women's Amateur Athletic Association's Inter-club Competitions.

When this edition went to press, the senior teams in "A" and "D" grades were undefeated, while three of the four remaining teams were in the 'four': the other team was in fifth position.

All-round evenness of team members, combined with their enthusiasm and grand team spirit, rather than dependence on a few "star" performers, is responsible for the success now being enjoyed by the railway girls.

Golfing In The Country

RAILWAYMEN golfers—66 of them—from Dimboola, Maryborough, Dunolly, Woodend, Ballarat and Melbourne, recently converged on Ballarat for the "President's and Captain's Day". It was described as "being by far the most successful conducted

for a number of years. It was an indication of the growing strength and popularity of the V.R.I. Golf Club".

Harry Tyson, of Ballarat, won the President's Trophy with a net 66; the Captain's Trophy was annexed by E. Brown, of Ballarat, with a net 32 for nine holes. A cup donated by the Ballarat V.R.I. was won by Arthur Knight, of Melbourne, with a net 31 for 9 holes.

A secret nine-holes event provided one of the most popular victories of the day; it was won by V.R.I. Golf Club Secretary Laurie Cummins. The trophy was donated by golfers from Melbourne.

Mrs. King, of Dimboola, defeated five other ladies for a trophy given by the V.R.I. Golf Club.

Bowling In The Country, Too

RIVALRY between bowlers from the Bendigo and Ballarat Workshops has always been keen since an annual match was begun nearly 10 years ago. Recently there was a special inducement for them to show their skill: for the first time they were competing for the "L. J. Williamson" Cup, donated by a former Comptroller of Accounts and a past V.R.I. President.

Playing at Kangaroo Flat with seven rinks from each workshops taking part, Bendigo won, 160 to 140.

Mr. Williamson presented the cup to Mr. M. Noonan (Bendigo North Workshops Manager) to hold for 12 months.

CALLING V.R. COUNTRY MEN

Victorian Country Cricket	Railways	Institute
Weeks	March 7	11
Bowls	" 21	25
Tennis	" 28	Apl. 1
Golf	Sept. 5	8

Watch News Letter and The Weekly Notice for further details.

Cricket Loss

By way of contrast with the Women's Athletic Club's report is the disappointing news that the Accountancy Branch has withdrawn from the V.R.I. Cricket Association's Competitions. The team found difficulty in fielding a side in "pay" week.

Although the Association offered to arrange one-day games during other weeks, the Accountancy Branch team could muster only a few players. It then withdrew from the Competition.

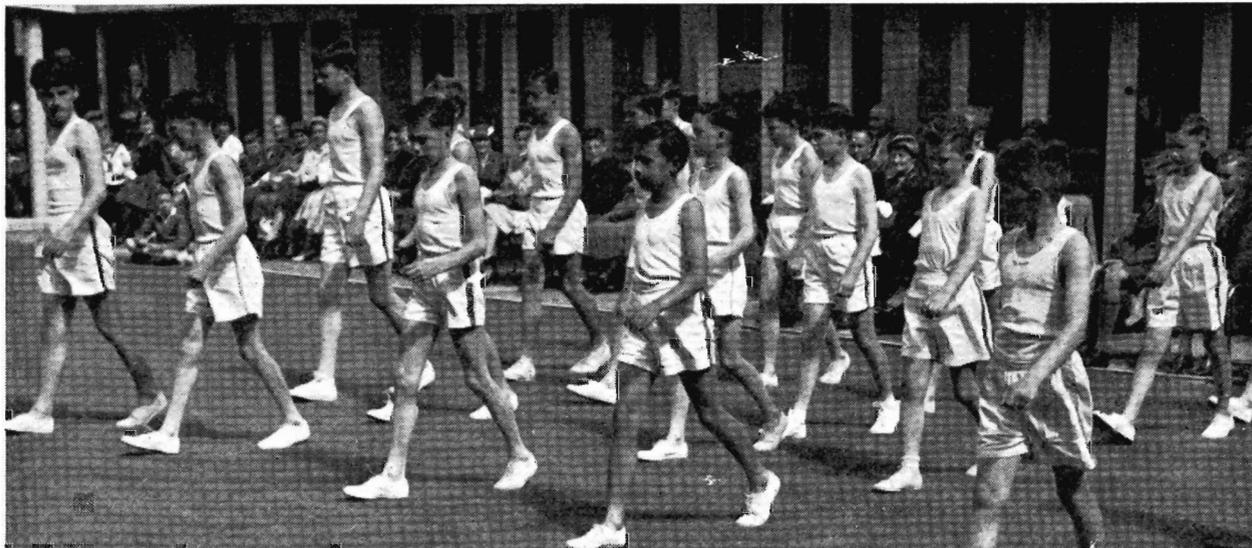


Photo: Neil Ray

VICTORIAN Railwaymen's sons aged between 8 and 16 who would like to see themselves among the boys (above) can do so by joining the Saturday morning Gymnasium classes at the Victorian Railways Institute. During a term of 12 weeks, costing £1/1/-, the lads go through a carefully prepared programme designed

to build up their bodies. They do marching, free arm exercises, club swinging, and tumbling, much of it to music. The boys have given public demonstrations, including several at departmental workshops: in the picture they are at the Freemasons' Home. An added attraction for the boys is the chance to use the well-

equipped Gymnasium. Sam Richards, who is in charge of the class, has been Instructor for six years. Dedicated to his work, Sam revels in the obvious keenness and enjoyment the boys display. "It's wonderful to see the comradeship that is developed among the boys, most of whom are strangers at the start," he said.

1960

Terminating dates of Pay Fortnights shown in **Red**
 Public Holidays shown thus— **○**

1960

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

VICTORIAN RAILWAYS

NEWS LETTER

FEBRUARY



1960



THE MONTH'S REVIEW

More Sunday Trains

EXTENSION of country train services has resulted in twelve more large country towns having a Sunday evening train to Melbourne.

A passenger train from Warrnambool at 5.30 p.m. serves Terang, Camperdown, Colac, Birregurra, Winchelsea, Moriac and South Geelong, and is attached to the evening express train at Geelong.

Ararat, Buangor, Beaufort and Burumbeet are now served by a rail car which arrives at Ballarat in time for passengers to join the evening train leaving at 6.15 p.m.

Traffic on the Warrnambool line has been heavy, while the patronage of the more recently introduced Ararat rail car has been encouraging.

Other Time-table Changes

GREATLY increased passenger traffic from stations on the Stony Point line has followed the introduction of a 280 h.p. rail car that runs five trips instead of two on Mondays to Fridays, and three instead of two on Saturdays.

Minor time-table adjustments have been made in certain country areas, and a number of long distance trains speeded up following improved track conditions.

Increased Interstate Traffic

GREATER iron, steel and tinplate traffic moving by rail between Victoria and New South Wales is a sign that railway efforts to obtain more business are meeting with success. When "News Letter" went to press, as well as train loads of up to 500 tons of steel—the first fast shipment of 500 tons of tinplate for the canneries of Victoria had arrived at South Dynon Interstate Goods Terminal, where they were handled with front-end loaders.

In the reverse direction, scrap metal is being railed from Melbourne to New South Wales. To facilitate its loading, a modern steel derrick crane, equipped with an electromagnet has been erected at North Dynon.

Carpet Of Stone

STONE crushing plants at Dysart, Euroa, Glenrowan and Barnawartha will soon be supplying a carpet of crushed stone for the standard gauge rail track from Albury to Melbourne.

The Glenrowan plant is already in operation. When ballasting is com-

pleted, 700,000 cubic yards of specially graded stone will have been spread over the entire length of track to a depth of ten inches. This quantity of ballast would cover the Flinders Street Station area within the Flinders Street, Swans-ton Street and River Yarra boundaries to a height level with the roof of the main building on Flinders Street.

Before the spreading of ballast could begin, it was necessary to build 251 culverts and 143 bridges, and place one million cubic yards of filling.

"Biscuits" Nearly Finished

THE recent withdrawal of the Tablet System of safe-working for the section of line between Thomas' Mill and Brooklyn, on the Newport-Sunshine loop line, heralds the approaching end of an interesting era in signalling.

A Tablet—(colloquially known as a "biscuit"), a round metallic block four inches in diameter and $\frac{1}{4}$ in. thick—is the authority for the train to travel from one signal box to another in a single line area.

Once widely used in country areas, the Tablet System was one of the earliest English safe-working systems used by the Department.

However, because of improved methods, Tablets have been progressively withdrawn and replaced by electric staff instruments, or other systems.

Now only two sections of line in Victoria have the Tablet System. One is between Sunshine and Brooklyn and is listed for early conversion to electric staff.

The remaining instruments previously served the line between Wodonga and Albury, but are not in use at present, and their future is undecided until plans for the standard gauge line are completed.

New Light On Periodicals

A new advantage of a country periodical ticket has been stressed by a Warragul resident. Writing to the Commissioners recently, the correspondent said:

"I am absolutely amazed at the very low cost of a yearly ticket, being only £42, 2nd class between Warragul and Melbourne. I am some £300 better off annually by renting a house in the country, rather than in Melbourne, because of the lowness of your fares and of the rent differentials. This is a worthwhile advertising point for your Depart-

ment, and I have similarly pointed this out to the Warragul Chamber of Commerce to whose advantage it is to have people in the town, rather than in Melbourne."

Needless to say the Department will continue, to emphasize the virtues of periodical tickets and railwaymen should do likewise.

Longest "Daylight"

AUSTRALIA's fastest train—"The Daylight"—was the longest it had ever been when it reached Spencer Street on January 8, with 15 vehicles (normally, it comprises eight or nine). As the increase was necessary to accommodate about 700 returning holidaymakers, the comfort and safety of rail travel between Sydney and Melbourne is obviously becoming more widely appreciated, despite the intense competition on this route.

Childrens' Rail Traffic

ESTABLISHMENT of a children's holiday camp at the former Somers R.A.A.F. centre, overlooking Western Port, has resulted in special train arrangements for more than 3,000 children expected to travel annually. The camp is the only one conducted by the Education Department.

Twenty camps are proposed for each year; children between 10 and 14 years will go there for 10 days.

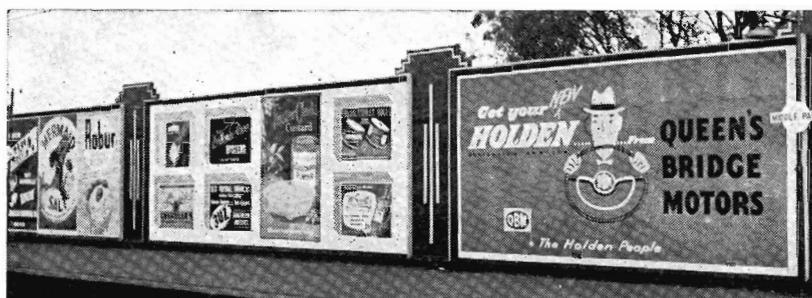
At present each camp caters for 100 children but the figure will increase to a maximum of 160. Half of the children will be from Melbourne suburbs and the remainder from country areas.

In most instances, the children will travel by regular or special train to Bittern (the camp's nearest station) at special concession fares.

FRONT COVER

THOUSANDS of migrants have been taken by steam—and diesel-hauled special trains direct from ships' sides at Port Melbourne to Bonegilla Camp, near Wodonga. A less familiar sight on the Station Pier last month was this 280 h.p. diesel rail-motor as it took 60 Giesel migrants to Bonegilla after disembarking from the ship (left).

ADVERTISERS LIKE V.R. SITES



PART of the attractive advertising hoardings on the Middle Park station.

TO the V.R. Advertising Division belongs the distinction of being the largest and most extensive "Outdoor Advertising" organization in the Commonwealth. Apart from other media handled, its poster panels (known as hoardings) cover the entire suburban rail area with displays at 140 stations and extending to all parts of the State, taking in 100 country stations. These panels, if placed end to end, would extend for nearly 7½ miles.

IN addition, 200 individual 24-sheet panels are erected with a "street" aspect near busy shopping areas, crossing intersections and bridges. Of standard construction, each hoarding provides a posting surface 10 ft. high to accommodate the largest poster in general use, the 24-sheet (20ft. x 10 ft.) poster. The Quad Crown Sheet (30 ins. x 40 ins.) forms the basis of poster dimensions, that size being a "1-sheet poster".

Under the direction of Mr. W. R. Hemming (Advertising Sales Manager) the staff is geared to give a complete service to advertisers. The entire work of selling railway advertising rests with the Division's Sales Representatives.

A foreman and 18 poster-hangers maintain hoarding displays; four of the latter are constantly employed in country districts.

This posterhanging staff is responsible for the excellent state of posters on the hoardings. Mr. Hemming says these displays are "our shop windows" forcibly bringing the advertisers' attention to the value of railway advertising and stimulating a demand for their products. Having used posters, advertisers become interested in other railway media and so the business grows.

An interesting section of the Advertising Division is the studio. Staffed by two Artists it is here that an advertising idea comes into being. When an advertiser shows interest in a proposition submitted by one of the Division's Sales Representatives, a "rough"

is prepared (without cost or obligation) by the Artist. Then follows a finished colour design as the result of which, in most cases, a contract is signed. For the preparation of the printing, competitive quotations are obtained from private printers. When the work is carried out by the selected firm it is supervised to completion by the Division's staff and, finally, is exhibited on hoardings or in suburban carriages.

Railway carriage advertisements are exhibited in panels under glass with specially constructed steel frames. They are at eye-level. In some cases they are "Solus" (i.e. exhibited on their own with no counter attraction). Being brightly illuminated at night and constantly confronting the travelling public they are attractive and moderately-priced media. At Jolimont Workshops, two employees install and change these advertisements as required. It is a constant task, as 7,500 panels carry commercial advertisements.

The present-day advertiser, wishing to make a strong appeal to the vast train travelling public, may use a wide range of media of which, besides posters and carriage advertisements, the following are the most important: Neon and plastic electric signs, painted signs on steel bridge girders and rolling stock, signboards, showcases, framed advertisements and enamel plates.

Bridge signs are painted directly on to the girders spanning important thoroughfares. Painted signboards are erected and maintained by advertisers in approved locations on railway property.

Louvre rail vans have proved popular for carrying sales messages. This medium has been selected in preference to any other as it is used for general merchandise and because the vehicles run in most parts of the State. As can be imagined, a wide area is covered by a louvre van in a year.

A number of large showcases is erected at the important suburban and city stations for actual "display", during station lighting hours or longer periods.

Electric transparency and Neon sign advertising has been developed to an amazing extent on railway premises. Within the past 12 months some of the largest and most valuable Neon signs in the city have been erected on the Flinders Street Railway Building. Prior to that time the revenue from this source was £5,000 a year, but within the next few months, those on Flinders Street and Princes Bridge will augment the railway receipts by £21,000 per annum!

The Advertising Division, conducted in active competition with outside interests, is one of the sections of the Department producing a handsome profit. Apart from sales in this State, considerable business is derived from Sydney. Now two South Australian manufacturing firms have joined its list of clients. Its sales potential is enormous and recognized as far afield as Queensland. The reason is—

**RAILWAY ADVERTISING
BRINGS RESULTS!**



Some of the large number of guests attending the dinner held in the V.R.I. ballroom, Melbourne.

V.R.I. CELEBRATES GOLDEN JUBILEE

ALMOST two hundred guests, including members of State Parliament and officials of interstate railway institutes, attended a dinner in Melbourne last month to celebrate the establishment of the Victorian Railways Institute 50 years ago.

TRIBUTES were paid to the value of the Institute, not only to railwaymen, but in filling a vital place in community activities of 21 cities and towns, where centres were located. Guests at the dinner, held in the Institute's Ballroom at Flinders Street Station, were addressed by various speakers.



The Hon. C. P. Stoneham

In addition to Government representatives, the dinner was attended by The Chairman of the Victorian Railways Commissioners (Mr. E. H. Brownbill), heads of branches, representatives of various country V.R.I. centres and Mr. P. Hannaberry, Commonwealth

Railways Commissioner. Messrs. A. McAndrew, B. McInnes and G. Cleland represented the New South Wales, South Australian and Queensland Railway Institutes, respectively.

The Leader of the Opposition, The Hon. C. P. Stoneham, an ex-railwayman, spoke highly of the work of the Institute.

"Although it is an educational institution which specializes in subjects peculiar to the Victorian Railways, it's a railwaymen's club, where, from the Commissioners down to the most junior member, each employee can meet on a common ground", he said.

"Within the club there are grounds for mutual advancement".

Community Activities

Mr. Stoneham said the V.R.I. provided a vital opportunity for Victorian railway men and women to contribute to the community activities of many towns and cities within the State.

"The thing that pleases me most is that you bring down sporting teams

from the country to compete in various sports".

"In the implementing of a better life for ourselves, and our families, we have to make intelligent use of our leisure hours, and it is because of the necessity of doing something about leisure time that I pay special tribute to the V.R.I."

"Having regard to all that had been done, there are even better days ahead for us all".

The General President of the V.R.I. (Mr. F. Orchard) referred to the fact that on the present Council, there were six heads of branches "rubbing shoulders with the rank and file".

"I have no doubt that some of the problems of the Department have been worked out better by getting together with the men".

Speaking of the future, Mr. Orchard said there was work to be performed by people prepared to "take off their coats".

"While our membership now is 16,000, we must drive in the next twelve months to increase this figure by 25%".



The Hon. H. R. Petty

"We must do all we can to further the work of the V.R.I. in its second 50 years", he added.

Sporting Talent

The Minister of Housing (Mr. H. R. Petty, M.L.A.) who represented the Premier, said the Government realized the vast amount of work involved in an Institute the size of the V.R.I.

"No matter what sport you mention, any one of us who is interested in sport has come in contact with your various clubs" he said.

"I have even had the honour of training in your gymnasium".

"Your Institute is known to a great many people as a pool of sporting talent, and on behalf of the Government I congratulate your members on their success in the world of sport".

"With widespread branches, big assets, and a growing realism in our young people, we realise today that your Institute has every opportunity for great advancement".

Other speakers said that, while the people concerned with the original establishment of the Institute could not possibly have foreseen the rapid manner in which it would extend to country areas, it could be expected that the next 50 years would tell a story of service, not only to railway staff, but to the community in general, that would be outstanding in the history of Victoria.

HOW IT BEGAN

BY W. E. ELLIOTT
General Secretary

THE Victorian Railways Institute was founded to provide members of the Railway Service with a reference and general library, instruction in the different branches of railway work, and entertainment of various kinds.

The need for such an organization was first brought to the notice of the Commissioners by members of the staff who were required to qualify in railway working but had no means of obtaining the necessary instruction beyond that given by a small group of railwaymen who set themselves up as private tutors—to pass on their knowledge at a considerable fee.

As a result of these suggestions, the Board of Commissioners decided on June 14, 1904, to create a special fund to meet the cost of establishing an Institute. In November, 1909, this fund amounted to more than £4,000.

A Provisional Committee was appointed by the Commissioners to draft a Constitution and, shortly after this, members were enrolled. The Institute was officially opened on Saturday, January 22, 1910.

Control

The Constitution provided for the control of the Institute by a Council of 28—17 Councillors being elected by the members and 11 appointed by the Commissioners. This form of management has proved itself over the years. It is truly democratic, and the only motive actuating any member of the Council is the welfare of the Institute, and no one is the least bit concerned whether he has been elected by the members or appointed by the Commissioners.

Country Centres

The Institute had proved such a tremendous factor for good in the lives of metropolitan railwaymen by 1914, that it was decided to open branches

in the country. Centres were formed at Ballarat, Bendigo, Geelong and Seymour. Later, branches were brought into being at Maryborough and Traralgon and then at Stawell and Benalla. At the present time, the country centres are at Ararat, Ballarat, Balmoral, Benalla, Bendigo, Colac, Dimboola, Donald, Geelong, Hamilton, Korong Vale, Koorumburra, Maryborough, Ouyen, Sale, Serviceton, Seymour, Shepparton, Stawell, Traralgon and Warragul.

It seems certain that within a few years the number will be further increased.

Serviceton is worthy of special note because, owing to the lack of a suitable public hall for the use of the local community, it was decided to combine the efforts of the railway staff and the Serviceton Public Hall Committee to provide a building that would meet the needs of all concerned. A special Act of Parliament had to be passed to enable this to be done, and the splendid building which was erected as a result of the amalgamation makes the Institute at Serviceton unique in the State and provided the local community with all the facilities it needs—public halls, health centre, library, etc.

Sport

When it was first established, the Institute did not sponsor very many sporting activities, but as time went on more attention was paid to the physical welfare of the members, and by 1930 the Council had developed major competitions in practically every branch of indoor and outdoor sport, while it also sponsored teams in Inter-System Competitions in Australian football, bowls, cricket, golf, lawn tennis and table tennis. In the case of bowls, these competitions have reached an international standard as New Zealand also takes part with all the Australian State and Commonwealth systems.

The Institute also brings players from the country to take part in annual competitions in bowls, cricket, golf and tennis, thereby providing a great deal of healthy enjoyment for men located in the country, who benefit considerably from these contacts with other railwaymen.

Employer-Employee Relationships

Two of the present Commissioners—the Chairman, Mr. E. H. Brownbill and Mr. Commissioner G. F. Brown—have first-hand knowledge of the work of the Institute, as they were members of the Council for some years prior to being appointed Commissioners. Through the willingness of all the Commissioners to attend the many functions, both social and sporting, arranged by the Institute in town and country throughout the year, many railwaymen have come to meet their Commissioners at first hand and this in itself has proved a great benefit to the Department as a whole.

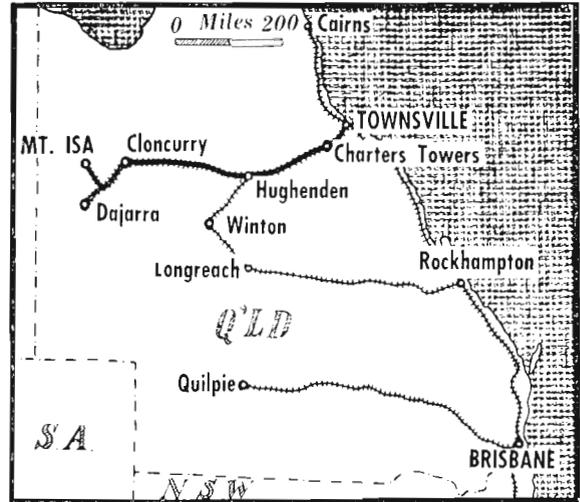
The Institute has always enjoyed the confidence of the industrial organizations in the Railway Department.

Charities Helped

In addition to its many other activities, the Institute has found time to take part very actively, in numerous charitable appeals and over the years has raised large sums of money for metropolitan and country hospitals and other institutions. During the first and second World Wars the Institute also played a very prominent part. In the former it contributed very considerably to the Belgian Relief Fund, and in the latter the Council was instrumental in establishing the Victorian Railways Patriotic Fund which raised more than £70,000 in connection with the War effort, in addition to manufacturing equipment for Red Cross, Hospitals, etc., to the value of thousands of pounds.

£30 M. RAILWAY IS KEY TO MT. ISA DEVELOPMENT

RECENT efforts in Australia and overseas to get finance for re-constructing the railway line linking the enormously productive lead, silver and uranium centres of Mt. Isa and Mary Kathleen with Townsville in Queensland emphasize the great developmental importance of railways.



Courtesy: Melb. Herald.

THE mines in the Mt. Isa area produce more than 8,000 tons of ore every day and have an annual export earnings of over £30 million. Associated with that are subsidiary undertakings equipped to mill, refine and supply metals to exact specifications. There are 100 miles of workings and 30 miles of underground tracks, and in the Mt. Isa area the tonnage hauled annually amounts to half as much as the annual tonnage of the whole of the Queensland railway system.

When the Queensland Government made its original approach for financial assistance to re-construct the railway, the Commonwealth authorities were unable to meet the request. They then sought a loan from the International World Bank. The question was raised to the highest level when the Prime Minister (Mr. Menzies) on his last tour overseas made personal representations to the bank. The request was refused because similar propositions from other countries had been declined. The Federal Treasurer (Mr. Holt), when he was abroad recently, had examined all possible sources for a loan, but there was no immediate prospect of a flotation.

Because of the supreme importance of the railway as the sole instrument for developing an area whose output would benefit the whole of Australia, the Commonwealth Government has now made special arrangements under

which it will provide £20 million of the £30 million required—and the railway line will be built. In announcing the decision, Mr. Menzies said:

“We have taken it because we have great faith in North Queensland’s future. *We have always felt that this railway is the key which will unlock the door to major developments*”.

Further significance of the projected railway to Mt. Isa was shown in a recent feature story in the Melbourne *Herald*. Following are extracts from that article titled “NORTH GETS A RAILWAY TO RICHES”, by one of the newspaper’s special writers, Osmar White:

“A dream cherished by pioneers of the Queensland outback 100 years ago has come true. The great mineral fields of Mt. Isa are to have a “pipeline” to the outside world. The wasteful overlanding of beef cattle from the pastures of Queensland’s North-west will, within a few years, be a thing of the past.

“After years of inconclusive talk about the need to develop and populate the rich but empty North as a national enterprise, the first step towards doing it has been taken by the Commonwealth Government.

“When Queensland’s Premier, Mr. Nicklin, heard of Canberra’s decision to back the project, he said: “This may mean two or three more Mt. Isa’s. It will open up a vast northern mineral

reservoir. It will be of immense benefit to this State’s beef industry.”

“It has been clear that the full possibilities of the Gulf country would never be realized until the Commonwealth Government took the plunge and financed a modern railway line that could carry industrial freights cheaply.

“The deposits of this region were rich, but never quite rich enough to offset the high cost of mining in an area more than 600 miles from the nearest port and 1,500 miles from the nearest city.

“Mt. Isa today has become more than just a mining town. Like Broken Hill it has become the centre of a great and growing industrial complex. It has developed to an extraordinary extent, yet this remarkable expansion would have been faster had it not been retarded by lack of a modern rail link with Townsville and the south.

“The new railway will substantially lower production costs of metals—and the living costs of workers. Lowered costs will mean that lower grade ore bodies can be worked profitably—and that further prospecting will be stimulated and serious consideration given to the development of other fields known to exist farther out in the never-never.

“Even more important, the new railway and all that it will bring will give the small man a chance. It will no longer be country into which only multi-million pound companies dare reach out.”

GOOD SERVICE ♦ ♦ ♦ ♦ ♦

Vice-Regal

"I am asked by His Excellency The Governor of South Australia and Lady George to express their thanks for your kind assistance during their recent visit to Canberra.

His Excellency and Lady George much appreciated the kindness and courtesy shown them throughout the journey on your railways."

—G. W. Symes, Major-General, Private Secretary, Government House, Adelaide

"Helpful and Courteous"

"AFTER five years in residence at Mooroopna and very soon to leave for Noble Park, I wish to express my appreciation of the help the staff at the local station have been during that period. On many occasions I have travelled on the Goulburn Valley line, also numerous parcels have come for me and my church, and at all times the staff have been very helpful and courteous. I would like to mention in particular S.M. Benson and A.S.M's Veale and Stent."

—Rev. L. Marshall-Wood, The Vicarage, Mooroopna.

Livestock Speeded

"THERE have been occasions when criticism has been levelled against your Department in connection with delays in the handling of livestock and we feel, therefore, when the situation is reversed you should be advised.

We do appreciate the excellent job done by your Department with the special train load of cattle from Kalangadoo to Newmarket last Tuesday. The consignment was loaded for departure as scheduled on Monday evening and arrived at Newmarket right on time in excellent condition.

We do want to specially congratulate you on this good job."

—John McNamara & Co. Pty. Ltd., 36 King Street, Melbourne.

Message Delivered

"I had occasion to ring Sale station and ask an official to give an important message to a Mr. Brooker, travelling on the train to Melbourne.

"The official who answered the 'phone was most helpful and co-operative, and I want to express my sincere thanks for the help, which was given with such courtesy and kindness.

"Very sincere and grateful thanks to the person concerned."

—Mrs. Evelyn Reinhardt, 48 Murphy Street, Bairnsdale.

Train Control Visit

"A group of students from Brighton High School recently visited Train Control and were treated with the greatest courtesy. I wish to record the appreciation of the school for the privilege of seeing such a skilful organization. The pupils were greatly impressed by the efficiency of Control, the practical use of graphs and the complicated patterns of transport.

"Some years ago I made a similar visit, and in the meantime I have seen nothing which seemed to demand so much concentration and skill on the part of the operator."

—G. M. Stirling, Headmaster, Brighton High School

Lost Handbag reported

I would like to commend to you the prompt and efficient consideration I received yesterday from the Station Officials of East Camberwell and Auburn when I had the misfortune to lose my handbag. Fortunately I had left it on the seat at Auburn and the prompt attention of the young Station Assistant there was responsible for my good fortune in collecting the bag. Thank you sincerely.

—Mrs. A. L. Jones, Auburn Grove, Auburn

Students' Trip

"I would like to express our appreciation of your department's friendly co-operation regarding a trip to Melbourne undertaken by a large party of students from this College. From the booking of the tickets, arranging a packaged meal, stopping the morning at Kilmore East, arranging sufficient seating and handling luggage, we noted efficiency and courtesy."

Rev. Brother Bertinus,
Champagnat College, Wangaratta.

Fires Reported

"OVER the past summer, the operator of the Gantry Crane at the Bairnsdale goods yard has on many occasions assisted this Company by reporting outbreaks of fire in the Bairnsdale district.

His co-operation has been very much appreciated and I would like you to pass on to him my thanks."

—J. A. Alexander, Acting Gippsland Manager, A. P. M. Forests Proprietary Limited.

Holiday Camps

"WITH the return of a batch of boys to this District on Saturday last, the 11th instant, the present series of Lord Mayor's Holiday Camps came to a conclusion.

"This District participated in six Camps out of the nine and my Council is responsible for the local organization. I have to advise you that we enjoyed the full co-operation of your Officers throughout the series and on occasions this was not easy as we had children attending the Camps during both the Christmas and Easter periods and throughout that period when fruit pickers were being transported to and from Mildura.

"On all occasions we got complete co-operation and in spite of the difficulties at times, your Officers went out of their way to make sure that all of the children were comfortably and satisfactorily seated. It would be appreciated if you could convey the thanks of my Council to the Officers concerned, especially those at the Mildura Railway Station."

—Shire Secretary, Mildura

Scouts' Appreciation

"ON behalf of the Cubs and Scouters of the 2nd Ararat Troop who journeyed to the city recently, please accept our grateful thanks for your kindness, help and assistance in arranging tickets, seats, etc. This made the job of our ladies very easy and contributed largely to the success of the week-end."

—George Cunningham, Group Scoutmaster, 2nd Ararat Group, writing to the S.M., Ararat.

A.R.H. Society's Thanks

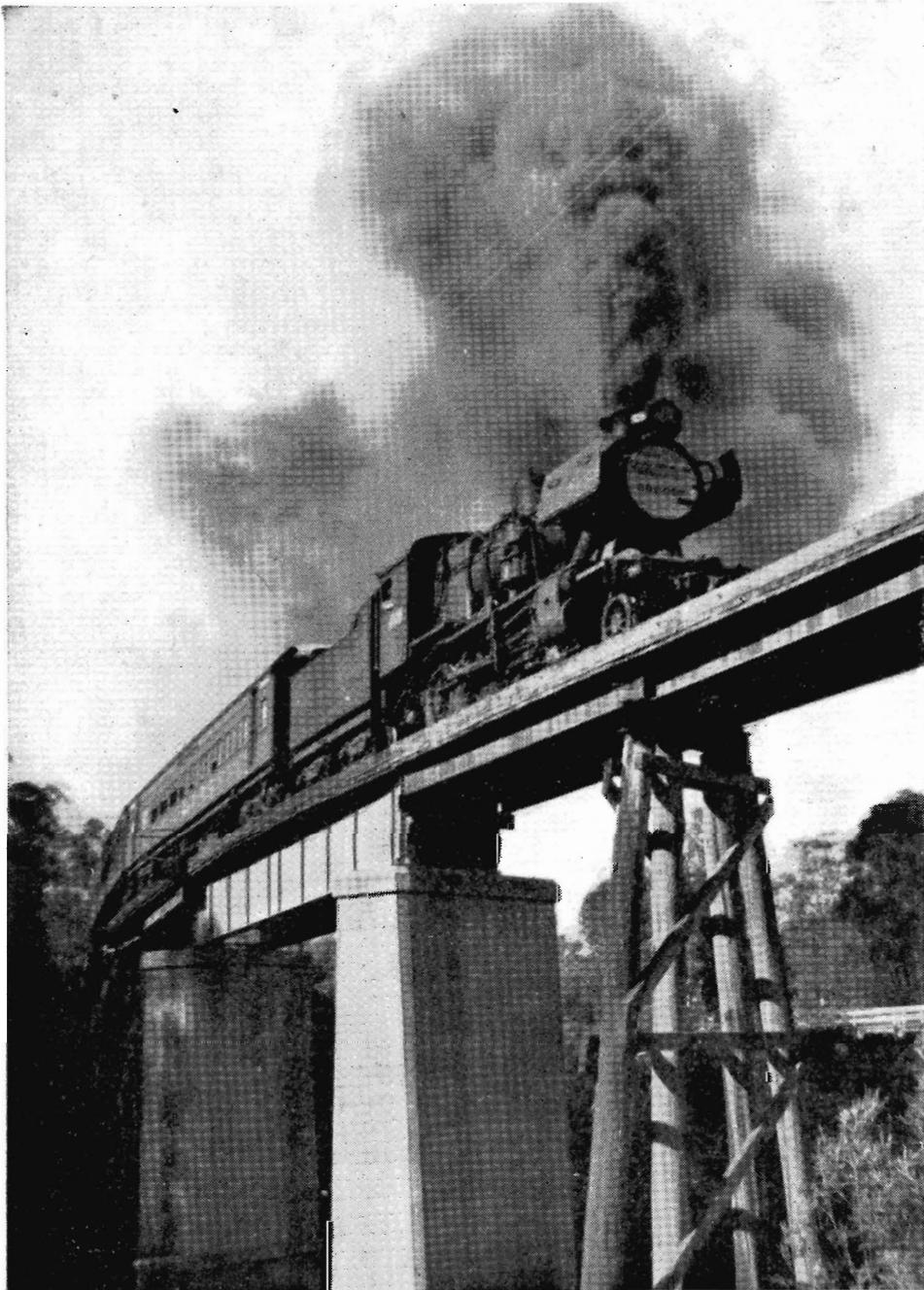
"I write to express our appreciation of the arrangements made for this Society's recent excursion by special train to Seymour. All details were finalised by the staff of your Superintendent Train Services, and we were grateful for their careful and courteous attention.

The locomotive and carriage stock provided were particularly clean and well-equipped; the staff at North Melbourne locomotive depot and Spencer St. station merit, in our opinion, particular commendation. At Seymour, the Refreshment Services branch catered very efficiently for our 320 passengers, and we welcomed the opportunity given to us of inspecting the locomotive depot.

To all of your staff who were concerned with these arrangements, I should be grateful if you would convey our sincere thanks."

—M. C. G. Schrader, President, Australian Railway Historical Society (Victorian Division).

AROUND THE SYSTEM

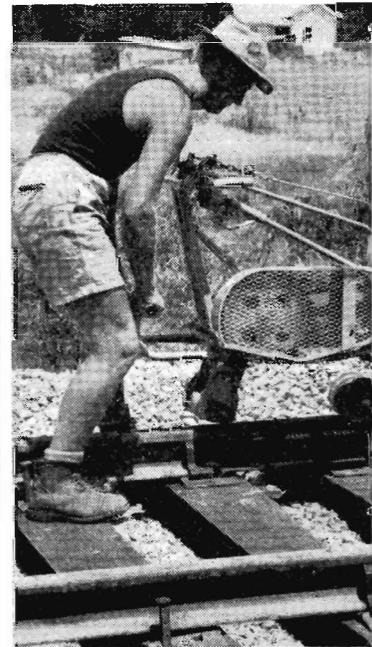


For taking this splendid picture of a J class crossing Boggy Creek bridge, near Nowa Nowa, Jeff Dean, of the Scotch College Railway Club, won first prize against 30 other contestants in a competition conducted by the Victorian School Railway Clubs' Association. Built in 1916 on a 15 chain radius right hand curve, the bridge is 365 feet long with 17 spans, the main 60 ft. span being at a height of 58 ft. over the creek. The train is a special for the Australian Railway Exploration Association.



(Above) STANDARD gauge track laying at Wangaratta. Laying is being

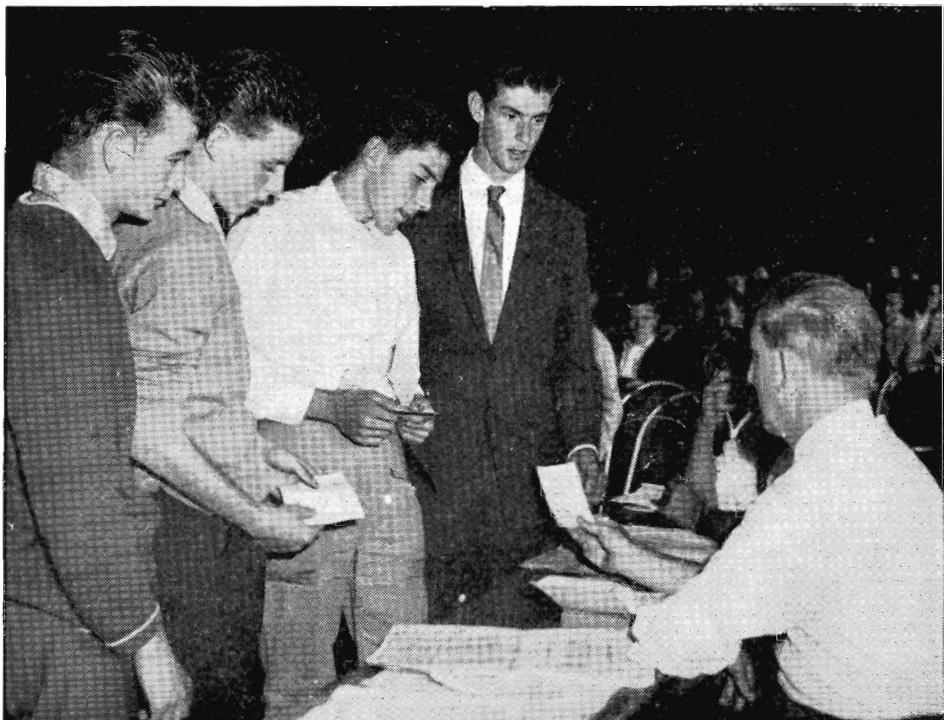
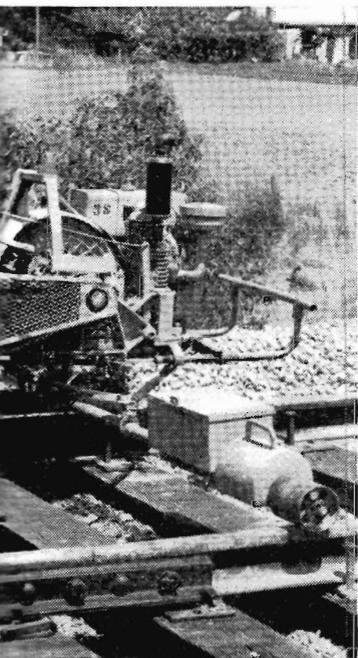
(Below) TIGHTENING fishbolts, with first section of sta





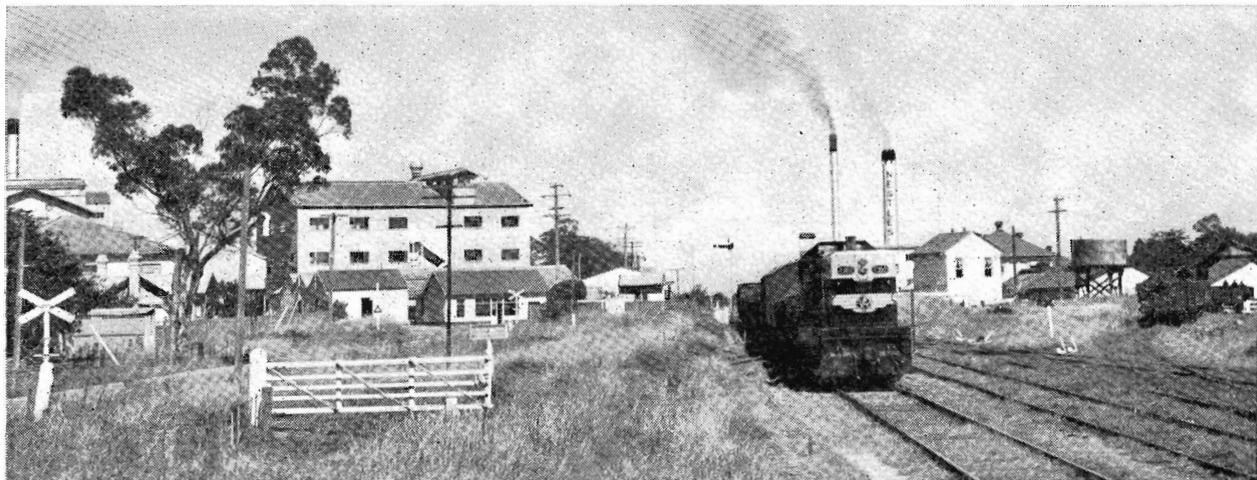
g' has started. Here it is going down
g continued_towards Bowser.

a "Nordberg" track wrench, on the
dard gauge track.



MR. K. W. BRYANT (Way and Works Staff Office) makes final arrangements for a group of lads at the recent welcome to new apprentices. This year, 776 applications were received for apprenticeships with the Department. Of these, 244 were accepted. Sixty-eight lads will train as fitters and turners and 46 as boilermakers. Most of the apprentices began work in Melbourne but some will learn their trades at Bendigo and Ballarat.

BIG GOODS TONNAGE HANDLED AT MAFFRA



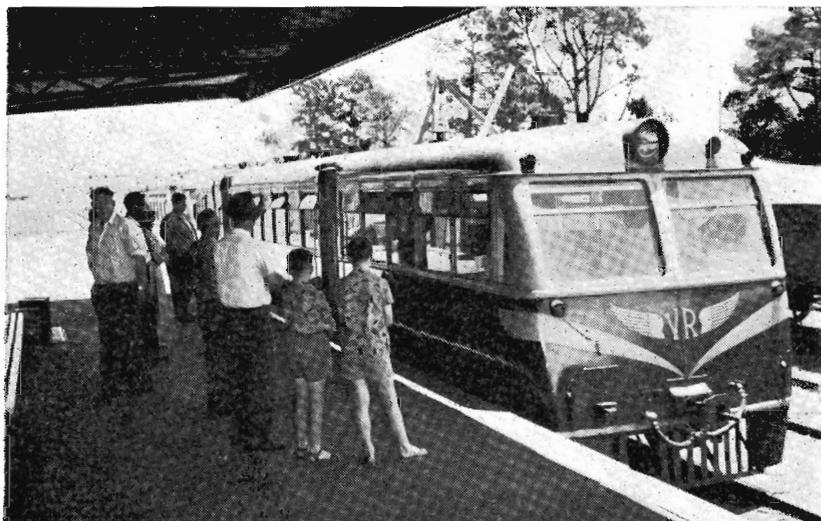
Factory buildings of the Railways two biggest customers at Maffra—(left) The Maffra Co-operative Milk Products Co. Limited and Nestle Co. (Australia) Limited—flank the arriving goods train hauled by the latest type T class diesel electric locomotive from Traralgon.

BIGGEST surprise at the Maffra station is that, although there is a staff of only eight, the rail business exceeds £220,000 yearly.

Reason for this is the great tonnage of goods business. The

bulk of freight is principally in wagon loads for, and from, Nestles (Australia) Limited and The Maffra Co-operative Milk Products Co. Limited. Both of these huge business organizations have private sidings running into their

factories from the Maffra goods yard. Wagons are placed and picked up by engine power; thus there is no need for as much railway manpower as would be the case if general goods, in less than wagon loads, were numerous.



HAVING linked at Traralgon with *The Gippslander* from Melbourne, this 153 h.p. diesel rail-motor, with trailer, is entering Maffra station with passengers, parcels and mails.

PRIMARILY a dairying district, Maffra has a population of 5,000; for the Shire it is 10,000. It is delightfully situated near the Macallister River, 131 miles east of Melbourne, and is notable for the splendour of its public and private gardens. A V.R. man, Repairer George Proctor, has a garden at his departmental residence that is generally recognized as the finest in Maffra. A lasting tribute to the vision of the pioneers are the hundreds of trees flanking the streets, especially the main thoroughfare through the town.

The principal inwards goods traffic comprises brown coal from Yallourn, sugar, superphosphate and tinsplate; outwards, it is condensed milk, powdered milk, casein and butter. For Nestles', the yearly inwards and outwards goods traffic is in the region of 62,000 tons. Coming into Maffra for

that company are 22,000 tons of brown coal, 7,000 tons of sugar and 3,000 tons of tinplate. The condensed milk is mainly for export via the Victoria Dock and Port Melbourne.

Second biggest customer at the Maffra station is the Maffra Co-operative Milk Products Co. Limited. In 12 months, 100,000 cartons of butter (2,500 tons) are railed from Maffra, plus 4,200 tons of milk products. The company's traffic into Maffra consists almost entirely of brown coal—18,500 tons a year for which nearly 1,000 rail wagons are needed.

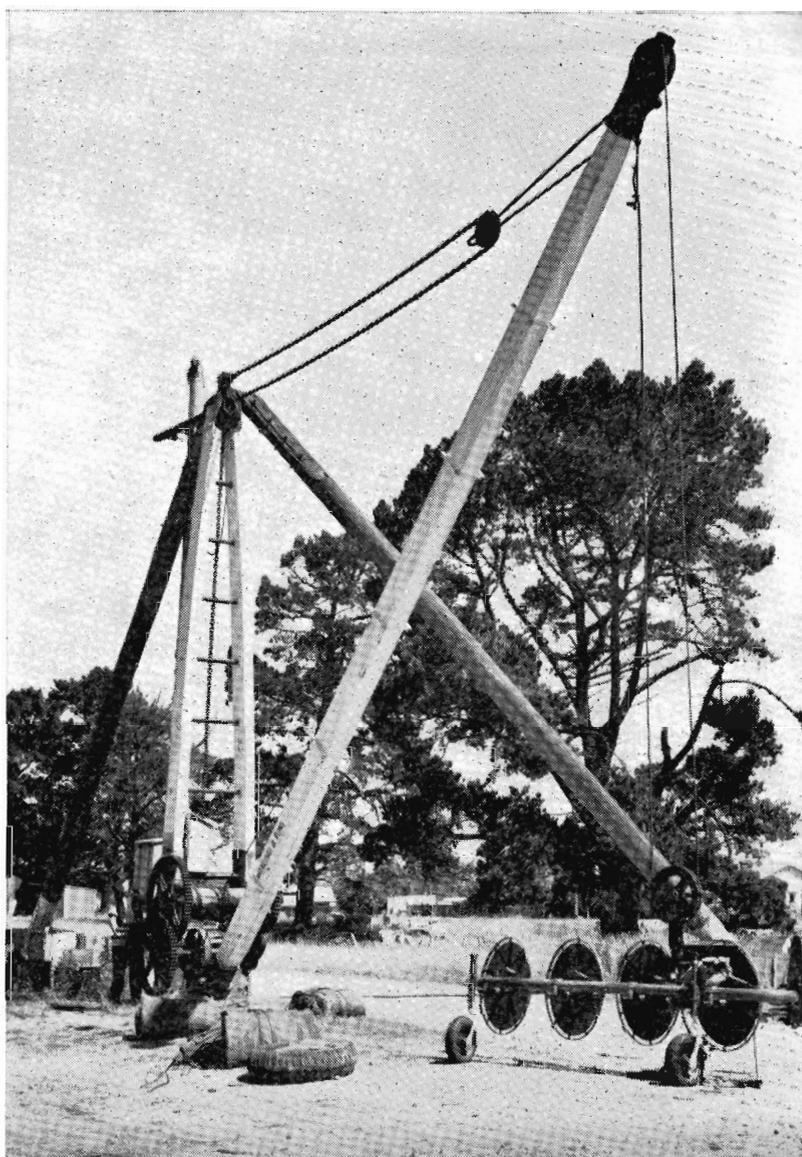
Mainly for the handling of the tinplate consigned to Nestles', Maffra station has a six-ton electric crane. Both the Company and the railway staff testify to the great influence the crane has upon the speedy lifting of the heavy tinplate from rail wagons into the Company's road trucks. Before the crane was converted to electric power, a rail wagon of tinplate took about a day to unload; nowadays, it is done in little more than one hour. What this means in better service to the company and, to the Department, in the quicker turn-round of wagons and manpower savings, can be readily understood.

The private sidings of Nestles' (three) and The Maffra Co-operative Co. (four) are powerful factors in the overall high standard of goods handling at Maffra. For the placing of wagons into the private sidings, the station's revenue is augmented by about £200 a month.

Each day, from Monday to Saturday, two goods trains serve Maffra; one a day is assigned for the outward traffic. J steam locomotives, based at Traralgon, are mostly allotted to this work but, at other times, T class diesel-electric locomotives operate. The railway yard staff at Maffra has an excellent reputation for care in handling wagons off these trains that are shunted into the respective private sidings in the quickest practicable manner; others with less than wagon loads of goods go to the goods shed road. Similarly, the making-up of all outwards goods trains gives further evidence of the teamwork amongst these V.R. men. (Incidentally, all goods trains for Bairnsdale and Orbost run via Maffra; only those for Sale continue on the main line from Traralgon.)

It is not surprising to learn that, at Maffra, the parcels business is growing, as the consignments have the benefit of fast transport, for most of the way, by *The Gippslander*, linking with the rail motor for the Traralgon-Maffra section.

A journey to Maffra gives the passenger a variety of rail passenger transport. One of Victoria's most spectacular trains, *The Gippslander*, leaves Flinders Street at 8.35 a.m., Mondays



IMPORTANT in the overall efficient working of the Maffra goods yard is the six-ton capacity electric crane.

to Saturdays. It includes modern, saloon-type air-conditioned passenger carriages and a buffet car, and is hauled as far as Traralgon (where the country electrification ends) by a 2,400 h.p. L class main-line electric locomotive.

Passing through the suburbs of South Yarra, Malvern and Caulfield, Oakleigh is soon reached and between there and Dandenong the passenger sees dramatic evidence of the great industrial development going on. Big local and overseas corporations have established giant plants and they are a constant source of interest as *The Gippslander* speeds on its way. Beyond Dandenong, the countryside unfolds into a series of rural scenes. At Moe and Morwell—

both thriving towns—there are glimpses of the gigantic undertakings of the State Electricity Commission in the production of electric power, briquettes and brown coal. The train glides over a magnificent track at up to 70 m.p.h., giving it an unassailable superiority over private motor car travelling.

Arriving at Traralgon, the L class locomotive is swiftly detached and a T class diesel-electric locomotive takes the train to Bairnsdale. Meanwhile, the driver and guard of the rail motor are standing by in their vehicles ready to move to the platform as *The Gippslander* fades away into the distance. The 153 h.p. rail motor, with trailer, takes passengers to Maffra. On either side of

the 31-mile ride, there is much to interest the passenger, especially at Heyfield, with its substantial timber industry. Nearing Maffra, the district's main industry—dairying—is vividly seen. In brief, on the rail trip from Melbourne every mile is worth while a Maffra is yet another country station possessing the confidence and appreciation of local bodies and traders. Stationmaster Allan Yole is proud of the harmonious relations, and for this happy situation he gives full credit to his staff. "It's one of the best teams of railwaymen I've encountered. It is not big as numbers go, but the quality and willingness to serve our customers are always there".



(Right) SHED Assistant Harry Kendall is handling general merchandise (in less than wagon loads) which is dealt with through the Maffra Goods Shed.

(Below) APTLY described as "one of Maffra's show places" is the garden of Repairer George Proctor. He and his wife have built up a formidable record in "Best Kept D.R. Competitions" covering the whole of the Gippsland district: in the 26 years they have been at Maffra they have won 15 first prizes—and look like winning many more. When Mr. and Mrs. Proctor first occupied the residence, there was no garden—just a wilderness of weeds. Now, they have transformed the property into an eye-pleasing setting of green lawns, colourful flowers and shrubs and neatly-trimmed cyprus and privet hedges.



Likes Her Job



Mrs. R. W. Keady is one of four members of the Keady family in the Department. She is gatekeeper at the busy level crossing close to the Maffra station. Daughter Helen is her assistant, and her husband, Bob, is ganger in charge of No. 3 length out of Maffra. A son, Brian, is a fitter and turner at the North Melbourne Workshops. Asked if she liked being at Maffra after working gates at Monea, in the north-east, Mrs. Keady gave this womanly reply: "Indeed I do. It's so close to the shops!"

Caught In A Blizzard . . .

BOXING Day 1959 was the end of 46 years' V.R. service by Battery Fitter Claude E. Reay. He had spent most of his time on the inspection and maintenance of batteries in suburban sub-stations and, latterly, on the Gippsland line. He recalls with pride that he was associated with the introduction of the suburban electrified services in May 1919.

Mr. Reay invariably worked in a quiet, unruffled atmosphere, appropriate to his gentle nature. But a few years ago this serenity was violently and almost tragically disturbed when he went, on duty, to the then V.R. controlled "Hotham Heights", 6,100 ft. up in the Australian Alps. The night before his return, there was an unexpected blizzard and a very heavy snowfall.

"It was the grimmest time in my life when we set off next morning"

he said last month. "With two others we had to walk seven miles through deep snow to Mt. St. Bernard. There wasn't a ski in the house. Soon I was on the point of exhaustion and had to be carried for the last three miles. We were given up for lost".

In his retirement he will move to a new five-roomed house (it took him five years to build) on a relation's apple and pear orchard at Pakenham, "far, far away from the snow! Won't that be luvly", he grinned. *It certainly will . . .*

All-rounder Goes

POPULARLY known throughout the Western District as "Boorcan Bill", Mr. W. J. Lind, A.S.M. at Moriac for the past 23 years, retired last month. Described by a colleague as being "a very precise man", Mr. Lind lived up to that reputation by winning many prizes for best kept D.R.'s and gardens over the years.

He was an all-round athlete, too, starring in his younger days at football, cricket, tennis and swimming. In more recent times he turned to bowls, and it was no surprise when he became champion of the Geelong club. He also plays a strong game of snooker and billiards. Now in his retirement at Ocean Grove, he plans to keep the fish on the move.

While an engine cleaner at Maryborough, Mr. Lind enlisted in the First A.I.F. and served for six years. He got the nickname of "Boorcan Bill" while stationed there many years ago.

Flowers Win Friends

A recent letter in "The Sun" asked where was the "lovely woman porter at Mont Albert railway station where there were always flowers in the office and everyone was greeted with a smile".

She was Station Assistant Patricia Malcolm who had just been transferred

to Riversdale after five years at Mont Albert. Her new station is now brightened with flowers which she grows at her home in Box Hill. A keen gardener, Miss Malcolm, with the help of Station Assistant Bob McKendry, has started putting in a garden along the path leading to the booking office at Riversdale.

A subsequent letter writer to "The Sun" pointed out that a "vase of fresh flowers is always on view at Blackburn station—and the staff there is male".

Responsible for this good work at Blackburn is Stationmaster K. Shiell, who, for eight years, has brought a bunch of flowers to the office, daily. During his absence on leave, the tradition is maintained by the A.S.M., Mr. L. Summerfield.

"I couldn't stop now, even if I wanted to. The train travellers here expect to see flowers in the office. They would think something was wrong if they were missing", said Mr. Shiell.

"I believe it creates a good atmosphere and helps put the staff and travellers in a happy frame of mind", he added.



(Above) Station Assistants Bob McKendry and Patricia Malcolm.

(Below) Stationmaster K. Shiell



Music For Royalty

FOR more than 30 years before coming to Australia in 1952, Mt. Buffalo Chalet Night Hall Porter Jacob Mak played in Holland's leading Symphony Orchestra and String Quartets. He had the honour of playing solo before several members of the Royal Family at The Hague.



Mr. Mak.

Playing three instruments (cello, double bass and piano) Mr. Mak can sometimes be persuaded to play the piano at The Chalet and he invariably has an appreciative audience.

Although widely travelled throughout Europe, Mr. Mak enjoys the restful and peaceful atmosphere of Mt. Buffalo and has recently purchased a home at Mt. Beauty, some miles away in the Australian Alps.

A naturalized Australian, he learnt English at school and decided to migrate after one of his three married daughters came to Australia in 1950.

Plays For Dookie

FROM the age of 15 when he first played school competitive football Repairer Stanley Lyle, of Dookie, has been an ardent footballer.

The only V.R. player in the Dookie team, Mr. Lyle plays full back; he was Vice-captain this year. He has played five seasons with Dookie, winning the "most consistent" award in 1956. A year later, he was voted best player on the semi-finals. Asked about his prospects of playing in the Victorian Football League, he laughingly replied "I don't think the talent scouts have even heard of Dookie!"

Scullery Boy To S.M.

FEW, if any, past or present Station-masters began their V.R. careers as Mr. V. C. Taylor, S.M., Bacchus Marsh did: as a scullery boy in the dining cars of the Sydney and Adelaide expresses. He was for a time, a dispatch porter at the departmental laundry.

Mr. Taylor's entry into the traffic side of the Department was at Ballarat as a messenger. He became an A.S.M. at South Yarra and relieved at many suburban stations. Appointment as S.M. came at Tempy in 1924 and he later was on the relieving staff all over the country. For a time he was acting traffic inspector. Since 1950 he has been officer-in-charge at Bacchus Marsh.

He has been a member of the local Rotary Club for five years and is now Vice-President and Editor of the Club's monthly publication.

In 1935 Mr. Taylor started to build up an impressive record in departmental competitions covering Tree Planting and Station Decoration and Best Kept D.R.'s. In the 1956-58 period at Bacchus Marsh he won three successive first prizes in the Tree Planting and Decorations competitions.

Memorable Farewell

NEARLY 200 V.R. men, including many from country districts, assembled recently to give Mr. G. T. Grant, retiring Rolling Stock Branch Chief Clerk, one of the most moving farewells in recent years. It was a well-merited tribute to a railwayman who combined great ability with an unsurpassed reputation for "doing justice to the Department and to the employee".

To his near-three-year occupancy of the Chief Clerk's chair, Mr. Grant brought a wide staff and general administrative experience. He began in the Rolling Stock Accounts Division in 1910 after winning a Government Scholarship, that gained for him two years at Scotch College.

For the 1915-1919 period he was in the First A.I.F. and, on resuming in the V.R., he was on the staff side in Head Office. Afterwards he was Senior Clerk at Seymour, the Electrical Running Depot, North Melbourne Loco. and Newport Workshops.

Mr. W. O. Galletly (Chief Mechanical Engineer) presided at the farewell and Mr. Grant, besides hearing a succession of speeches from varied quarters, left the Department on Christmas Eve with a silver tray service, wristlet watch, travelling case and, for Mrs. Grant, a string of pearls.

Mr. G. W. Godfrey is the new Chief Clerk.



Mr. Galletly (right) farewells Mr. Grant

Enviably Many

LOOKING after the narrow-gauge Garratt and NA locomotives at Colac and growing massive potatoes combine to make each day a really satisfying one for Acting Running Gear Repairer Albert Scott. For 14 of his 20 years' V.R. service, he has been doing minor repairs and lighting-up the narrow gauge engines and he still shares the enthusiasm of so many people for these vanishing V.R. steam power units.

At his nearby home, he has an acre of land set aside for potatoes. Their quality reflects the high standard of Colac's potato-growing. If one asked Mr. Scott, say, for 4 lb. of potatoes, there's likely to be only one for he grows many that are more than enough for an average family's meal.

In his younger days, Mr. Scott played football for Colac; for six years he was a cricket umpire. He is amongst the three best billiard players in the town.

Secretary of the Colac Men's Club, he was for five years Secretary of the local V.R.I. Mrs. Scott also devotes much of her spare time to community effort, including the Country Women's Association, Church Guild, Save The Children Fund and other bodies.

Military Minded

ONE of the keenest of the 100 Victorian Railwaymen in 41 Railway Squadron, Australian Army, is Fireman Ted Taylor, of Swan Hill. Now in his fourth year in the Squadron, he is one of many men from different parts of the State whose rail and army experience would be invaluable in operating a military railway in wartime. The squadron is sponsored by the Commissioners, members get special leave to attend an annual camp, and their pay is made up.

Mr. Taylor's expectations that membership of the Squadron would be instructive and develop a spirit of comradeship have been more than fulfilled.

A caller-up when he joined the V.R. in 1940, Mr. Taylor became a fireman three years later at North Melbourne. He has been firing engines in many parts of the State and, for a term, was on loan to the Kerang and Koondrook Tramway Company.

Honoured By The Queen

TWO former Victorian Railwaymen became Members of the Order of the British Empire (MBE) in the New Year's Honours List issued by Her Majesty the Queen. They are Messrs. S. C. Thomas (an ex-leading hand interlocking fitter) and F. Lee Bloomfield (ex-Staff Officer, Rolling Stock Branch).

Since his retirement seven years ago, Mr. Bloomfield has made thousands of toys for orphanages, children's homes and hospitals through *The Sun Toy Fund Committee*. From a small beginning, this has grown to a permanent job of three to four days a week. Mr. Bloomfield has also raised many thousands of pounds for charitable institutions.

Mr. Thomas has given 41 years' honorary service to the Victorian Railways Returned Servicemen's Section. Last year he retired after 11 years as Secretary of the Section, and he was then elevated to the Presidency.

Record-Breaker ?

JANUARY 10 was a significant date in the life of Mr. H. J. Baring, Assistant Melbourne Goods Superintendent. Not only did he complete 50 years of V.R. service—all in the Melbourne Goods area, too—but he was then well on the way to completing 52 years on the job, before retiring at 65. If he does it will be a record without parallel in the Department. "I was aged 13 years and a fortnight when I started", he said. "They took me upstairs and then downstairs in the Head Office and told me to start—which I did as a messenger at the Goods". Mr. Baring has served under 14 Goods Superintendent, ranging from the late Mr. C. H. Barber to the present Superintendent Mr. J. W. Miller.



Mr. Baring

Cleans Them Up

HAVING played quits, cricket and football, Ted McGillivray (for three years Station Assistant at Yarram), is now using his railway-acquired first-aid knowledge on the

sporting field. He is head trainer of the Yarram football team, runners-up in last season's Alberton League grand final.

Ted played quits as a boy in the small country town of Lethbridge and, when he moved to Geelong, (where he joined the V.R. eight years ago) he was a V.R.I. player in local competitions.

Among his present duties is carriage cleaning at Yarram. After the 137-mile trip of the 6.12 p.m. 'down' passenger train the previous day, he begins at 4.30 a.m. to transform it into a clean, tidy and very presentable 7.10 a.m. for the 'up' journey.

Maffra's Commander

THIS is the busiest station I've ever controlled because of the goods traffic volume and the fact that all Bairnsdale and Orbost line

goods trains run via here", said Maffra's Stationmaster, Alan Yole. Small in stature but big in practical railroading knowledge, he brings to his job an enthusiasm that permeates his staff.



Mr. Yole

He joined the R.A.A.F. in 1940 and, after service in the Islands, re-joined the V.R. in 1945. He is now the Commissioners' Representative on the Maffra Chamber of Commerce.

Two of his brothers are in the Department: Les. is a clerk in the Commercial Branch and Walter is Officer-in-Charge at Williamstown Pier.

RECENT RETIREMENTS . . .

ROLLING STOCK BRANCH
Ashford, B. G., C. & W. Bldr., Bldg. Nth.
Beecroft, H., D.R.S. Sup't., Geelong
Cohen, A. V., Sub-F'man, T.L. Depot
Cornell, W. W. L., Labr., Newport
Denier, A. J., Ftr., N.M. Loco.
Davies, C. R., Dvr., Bendigo
Dicker, R. J., Fireman, Ararat
Davison, H., Elec. Mech., Newport
Grant, G. T., Chief Clerk, Head Office
Gray, R., Labr., Geelong
Gardiner, G. L. B., T.C. Attd., Newport
Hankin, N. M. M., Foreman, R.M., Depot
Hall, L. H., Labr., K'burra
Keily, J. W., B'maker, Newport
Moloney, J. P., Irrn. Mach., Newport
Menadue, J. F., Tnr., Newport
Mechan, T., Labr., Jolimont
Pobjoy, M. F., Ftr., N.M. Loco.
Pilling, J. E., B'maker, Newport
Remington, F., Ftr's Asst., Ballarat
Rose, J. V. P., Clerk, Head Office
Tassell, E., Dvr., Ararat
White, P. J., B.M. Help., Ballarat Nth.
Wilson, C. A., Clerical Asst., Jolimont
Burridge, W. A., B'maker, Ballarat Nth.
Thompson, T., U.G. Repr., Bendigo Nth.
Waddington, R., B'maker, Newport
Whittaker, G., Tool S'mn., Newport

WAY AND WORKS BRANCH
Bone, J. L. P., Skld., Labr., Spencer St.
Clendenning, J. T., Labr., Flinders St.
Forster, T. L., Skld. Labr., Spencer St.
Flavell, A., Ganger, Geelong
McKibben, J., Labr., Geelong
O'Sullivan, P. J., Ftr., Spotswood
Peck, C. V., Carptr., Laurens St.
Schumann, W. R., Repr., Goroke
Collins, A. T., Repr., R.F. Flinders St.
Hughes, P. R., Repr., Geelong
Jordan, F., Ganger, Eastern Dist.

Micheli, G., Fitter, I'Works Div.
Robertson, V. W., Skd. Labr., Seymour
Spence, J. L., El. Ftr.-in-Charge, Ballarat
Sutton, R. W., Skd. Labr., Maryborough
Smith, F. A., Skld. Labr., Spotswood
Taylor, R. A., Carp't., Maryborough

TRAFFIC BRANCH

Hutchison, L., Yard Supvr., Newport
McLeish, J. A., Trn. Repr. Chkr., Flind. St.
McMahon, P. J., Pcls. Asst., Spencer St.
Mather, C. W., A.S.M., Nyora
O'Keefe, K. V. E., Lav. Attd., Flinders St.
O'Meara, P. J., S.M., Port Melb.
Ryan, E. J., Passgr. Gd., Geelong
Ramsdale, F., A.S.M., Berwick
Southwell, L. W., Telegraphist, Head Office
Thwaite, G., Gds. Chkr., Mildura
Tolliday, G. F. W., Gds. Gd., Dimboola
Warne, C. J. P., Sigm., Northcote
Bentley, W. H., Shedman, Echuca
Butler, J. L. R., S.M., Korumburra
Clark, J. C., Gds. Gd., Melb. Yard
Crowley, P. J., Tkt. Exr., Staff Office
Keighley, C. J., Gds. Checker, Melb. Gds.
Lind, W. J., A.S.M., Moriac
Leonard, P. P. L., Clerk, Spencer St.
Latham, D., Signalman, Viaduct Box
Moore, E. C., Parc. Asst., Ballarat
Palmer, E. W., Mrs., Caretaker, Syndal
Sefton, H. G., S.M., Castlemaine
Wheeler, C. E., Parc. Asst., Dandenong
Wicking, W. L., Parc. Asst., Spencer St.

ELECTRICAL ENGINEERING BRANCH

Reay, C. E., Battery Ftr., Spencer St.
Smith, S. F., Elec. Ftr., Spencer St.
Wignell, E. S. A., O'hd. Insp'r., Warragul

SECRETARY'S BRANCH

Le Blanc, J., Ldg. Office Clnr., Head Office

. . . AND DEATHS

ROLLING STOCK BRANCH
Abberton, F. E., Welder, Newport
Kane, W. H., Clerical Asst., Head Office
Barry, A. G., Welder, N.M. Shops
Eddy, H. D., Clerk, N.M. Shops
Matin, M., Labr., Newport
Richards, C., Eng. Dvr., Stawell
Richardson, W. F., Ftr., Newport
Williams, J. J., Clerk, Newport
Zappia, A., Skd. Labr., N.M. Shops

WAY AND WORKS BRANCH

Melton, E. A., Ftrs. Asst., Flinders St.
Hay, A., Elec. Ftr., Spl. Wks. Shops

Horley, W. D., El. Ftrs. Asst., North Melb.
Palmer, W. S., Repr., R.F. Flinders St.
Pierce, G. M., Welder, Spl. Wks. Shops
Riedel, P., Labr., Stand. Gauge

TRAFFIC BRANCH

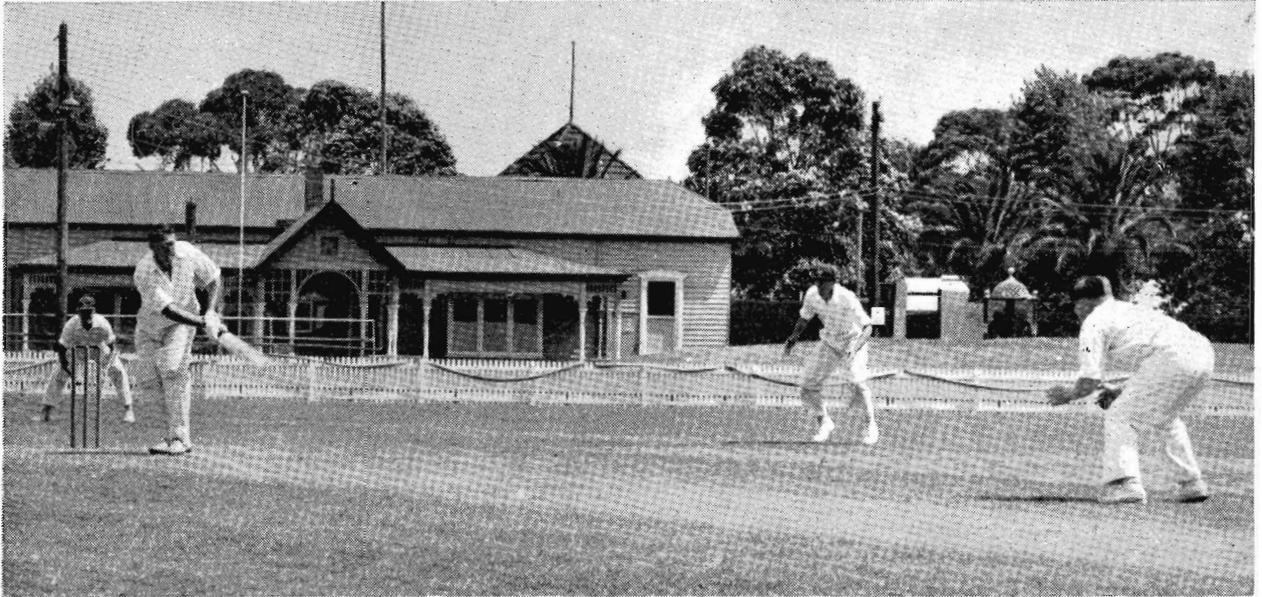
Gorawski, B., Stn. Asst., Footscray
Heintz, J. F., S.M., Rushworth
Jarocki, J., Gds. Trucker, Melbourne Gds.
Letham, C., Rope Splicer, Melb. Goods
O'Brien, D. J., Lab., Melbourne Gds.

STORES BRANCH

Macklan, F. G., Clerk Cl. I., Head Office



RON BAGGOTT'S SPORTS PAGE



Play in the V.R.I. v. Postal Institute match.

Cricket Finish Close

THE annual V.R.I. v. Postal Institute cricket match, played last month at South Melbourne Cricket Ground, had a most exciting finish—the Postal team won by only one run.

Postal batted first and were all out for 135 (R. Owens 40, J Zimmer 26). Bowling for V.R.I.—J. Harris, 3 for 24; M. Snow, 2 for 16; W. Carson, 2 for 22; D. Thoms, 2 for 24.

V.R.I. score: 8 wickets for 134 (R. Dyson 33, R. Chapman 27, J. Pitcher 21) G. Gerloff, 5 for 47; R. Myers, 2 for 24.

At the beginning of the last over, V.R.I. required 9 to win, but on the last ball of the day, when they were 1 behind, the batsman was caught out.

V.R.I. were the hosts at the official luncheon, attended by representatives of both Institutes. Mr. E. H. Brownbill (Chairman of Commissioners) supported by Mr. F. Orchard (V.R.I. President) welcomed the guests. Mr. J. C. Harrison (Director, Posts and Telegraphs) supported by Mr. J. Cross (President of the Postal Institute) replied on behalf of the visitors.

The hospitality of the South Melbourne Cricket Club was much appreciated and helped considerably towards the success of the day.

V.R.I. Women's Basketball Team

A V.R.I. club for women basketball players has just been formed, and will compete in the Women's Night Basketball Association of Victoria competitions. The first match has just been played and details will appear in the next issue of *News Letter*.

Uniforms consist of gold blouses and royal blue tunics with white socks and shoes. Members of the team are: Misses K. Whittle (Capt.), V. Barclay (Vice Capt.), H. Buckley, V. Andrews, F. McPhee, A. Gidman, S. Edmonds, D. McMahon, J. Mather and D. Atkinson.

Tennis Fixtures

V.R.I. tennis fixtures for the remainder of the season are: "A" grade doubles: Feb. 22, Spotswood v. Suburban Lines; Feb. 25, Sunshine v. Commercial and Jolimont v. Rolling Stock; March 21, Sunshine v. Spotswood; March 24, Commercial v. Jolimont and Suburban Lines v. Rolling Stock; April 4, Jolimont v. Spotswood; April 7, Rolling Stock v. Commercial and Suburban Lines v. Sunshine; April 18, Jolimont v. Suburban Lines; April 21, Commercial v. Spotswood and Sunshine v. Rolling Stock. Semi-finals: May 2 and 5. Final: May 19.

"B" grade doubles: February 18, Sunshine v. Flinders St. and Traffic v. Melbourne Yard; March 3, Sun-

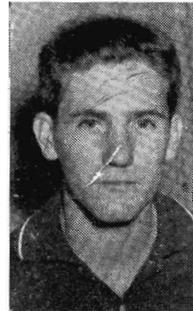
shine v. Traffic and Flinders St. v. Melbourne Yard. Final: March 17. Interstate Carnival: March 6 to 18 in Sydney. Country week: March 28 to April 1.

At Olympic Games

IN the Australian Olympic Games ice hockey team, now taking part in the winter games section at Squaw Valley, U.S.A., is Coppersmith J. L. Thomas of Newport Workshops.

In the swift game of ice hockey (players reach 40 m.p.h. and the puck often touches 90) John plays on the right wing with Hakoah in the Victorian

Competitions, and has been captain for the last two seasons. He has been playing for seven years. In addition, he is a cricketer (with Fairfield A.N.A.) and also plays V.F.A. football. Of the 20 members of the Australian ice hockey team, 19 are Victorian—three of them from Hakoah.



Mr. Thomas

John has been in the railways for eight years—all spent at Newport Workshops where he is engaged on the manufacture of steel carriages.

VICTORIAN RAILWAYS

NEWS LETTER

MARCH



1960





A section of the crowd at the Department's biggest Lost Property Sale

Record Lost Property Sale

TWO records were broken at the last monthly sale held by the Department of unclaimed and overtime goods.

The largest crowd in recent years snapped up a record total of 563 separate items.

Prospective buyers competed for many bargain-priced items, ranging in size from small cans of baby food to farm gates nearly 14 ft. in length.

In addition to the customary men's women's and children's clothing, groceries, kitbags, umbrellas, poultry food, and farm equipment, items such as broom heads, tins of shoe polish, T.V. antenna brackets and fittings, ice skates, children's toys, sacks of millet seed, etc., were sold.

Sales are held every fourth Tuesday—the next is on April 12—at the Lost Property Store, Flinders Street Extension, Melbourne.

Improved Ticket Arrangements

ADVANCE booking to Victorian country railway stations, including Albury, Tocumwal and those on the Balranald and Deniliquin line has been extended from three weeks to one month, and can be made at 136 suburban stations.

It's now easier also for suburban people to book interstate and country rail tickets.

At 14 suburban stations they can obtain rail tickets, reserved seats and sleeping berths to interstate capitals up to six months in advance. Tickets to other interstate towns are available two months in advance.

These suburban stations are : Bentleigh, Box Hill, Dandenong, Essendon, Footscray, Frankston, Heidelberg, Oakleigh, Reservoir, Ringwood, St. Kilda, Sandringham, Sunshine and Werribee.

Country Bookings Extended

COUNTRY people too, have 24 stations where they can obtain suburban rail tickets when buying their country tickets to Melbourne.

The stations are : Kyneton, Castlemaine, Golden Square, Bendigo, Daylesford, Maryborough, Geelong, Ballarat, Ararat, Melton, Bacchus Marsh, Ballan, Colac, Seymour, Benalla, Wangaratta, Yea, Shepparton, Tynong, Warragul, Moe, Morwell, Sale and Bairnsdale.

Harvest Surprise

UNPREDICTABLE Mother Nature, by springing a welcome surprise, certainly added to the problems encountered by the Department in moving the wheat harvest—Victoria's biggest transport job.

Before harvesting began, a poor season had been forecast because of adverse weather conditions in all districts, except the north-east, during the latter part of the year.

Consequently, it was decided to rail wheat that was in excess of the capacity of local storages, direct to the Geelong terminal and to flour mills, instead of taking it to the large inland storages (as in normal years) which enables the job to be done with a lesser number of wagons due to the shorter haul.

Estimates Wide Of Mark

THEN, in February it was learned that the harvest—previously estimated at 23 million bushells—had actually reached 37½ million, and most production in some districts had far exceeded original expectations. For example, early estimates of the harvest were doubled in the Seymour and Bendigo areas, trebled in the Ballarat district, and increased tenfold around Ararat.

Such rapidly changing conditions which required placing of trucks at many locations at short notice made rail handling difficult.

Diesel-electric locomotives were widely used for the wheat lift. They hauled 68 through trains from the Seymour and Bendigo districts to North Geelong including twelve 75-vehicle loads from Wallan and Woodend direct to Geelong.

Keen appreciation was expressed by the Grain Elevators Board of the expeditious handling of the harvest by railway staff under such unusual circumstances.

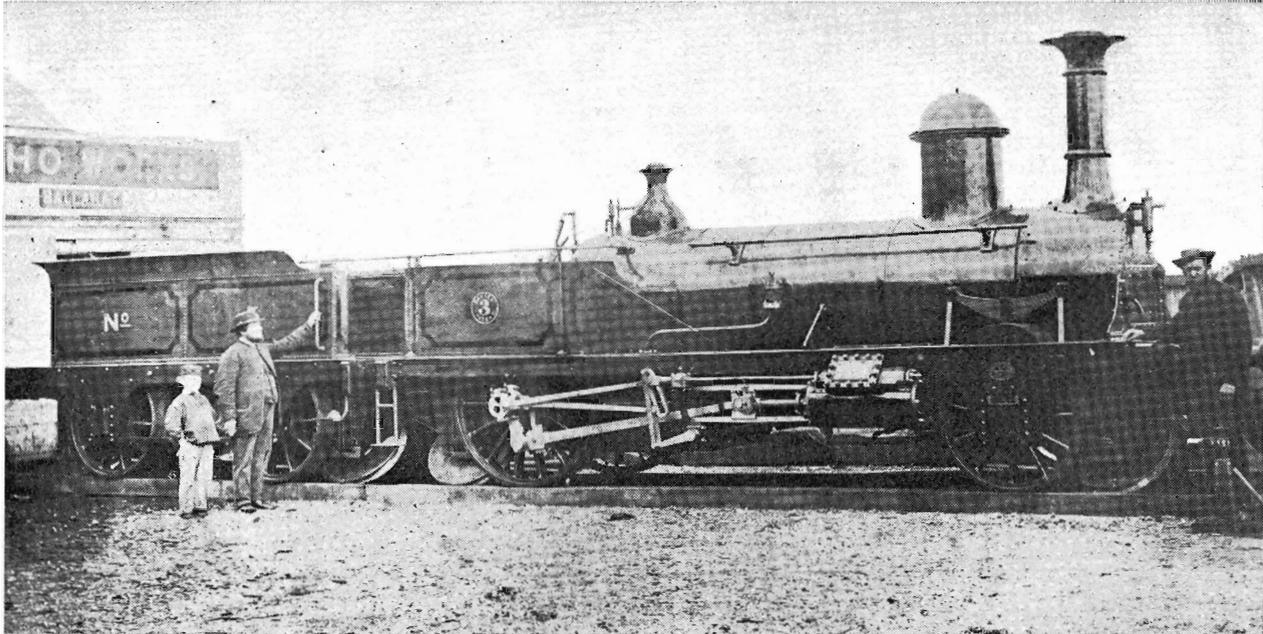
Model Recovered

THE model rail parcels van that was taken from the Department's Royal Show exhibit last year has been recovered. Acting on information received, railway investigation officers questioned a juvenile, who produced the running model.

Valued at £50, the model was built solely for running exhibition purposes, and was a perfect example of the model maker's art. It was scaled down to 1/10th of an inch to the foot. As a result of the recovery, the model, its damage repaired, is being used in country railway exhibits this year. Last month, it was in the Exhibition of Modern Living held at Bendigo, and this month was in Morwell's Industrial Exhibition.

FRONT COVER

DRIVING dogspikes with mechanised spiking hammers on the first section of standard gauge line, at Wangaratta. More than two miles of track have already been laid between Wangaratta and Bowser.



One of the two larger engines designed by Davies and built in 1854.

THE LOCO WAS A LADY

THESE strange looking engines known as "Davies Patent Locomotive Engines" made at Ballarat in the early 1860's, were designed by an engineer named Davies, who was

with Evans, Merry, Williams Little and Company, builders during 1858 to 1862, of the Geelong to Ballarat railway.

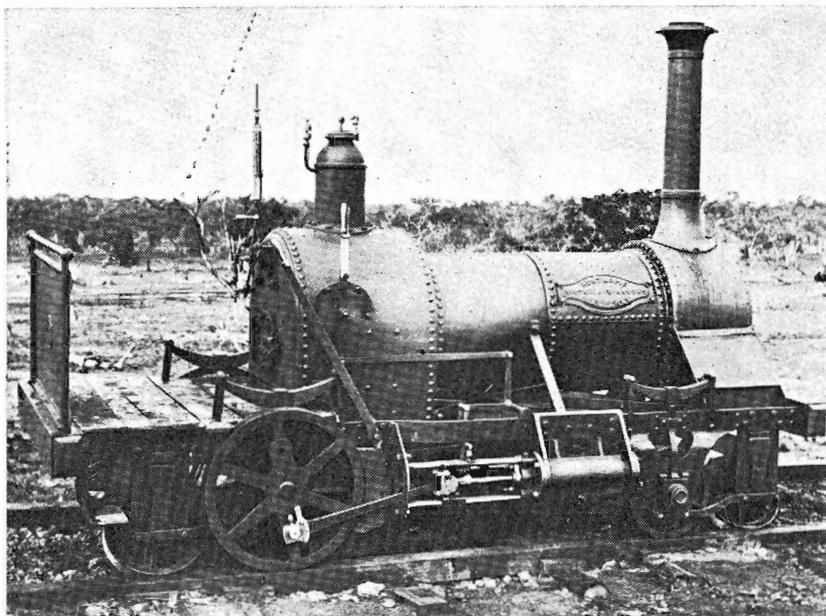
His design of locomotive was part of an idea for cheap railway construction

and low working costs. The smaller of the two (see lower picture) was built in 1861 at Soho Works, Ballarat, and tested nearby on a wooden-rail track. The unflanged driving and carrying wheels were held on the rails by the angle set grooved wheels running on the inside edges of the rails. This pioneer locomotive, named "Lady Barkly" as a compliment to Governor Sir Henry Barkly's wife, subsequently went to a semi-governmental railway in the South Island of New Zealand.

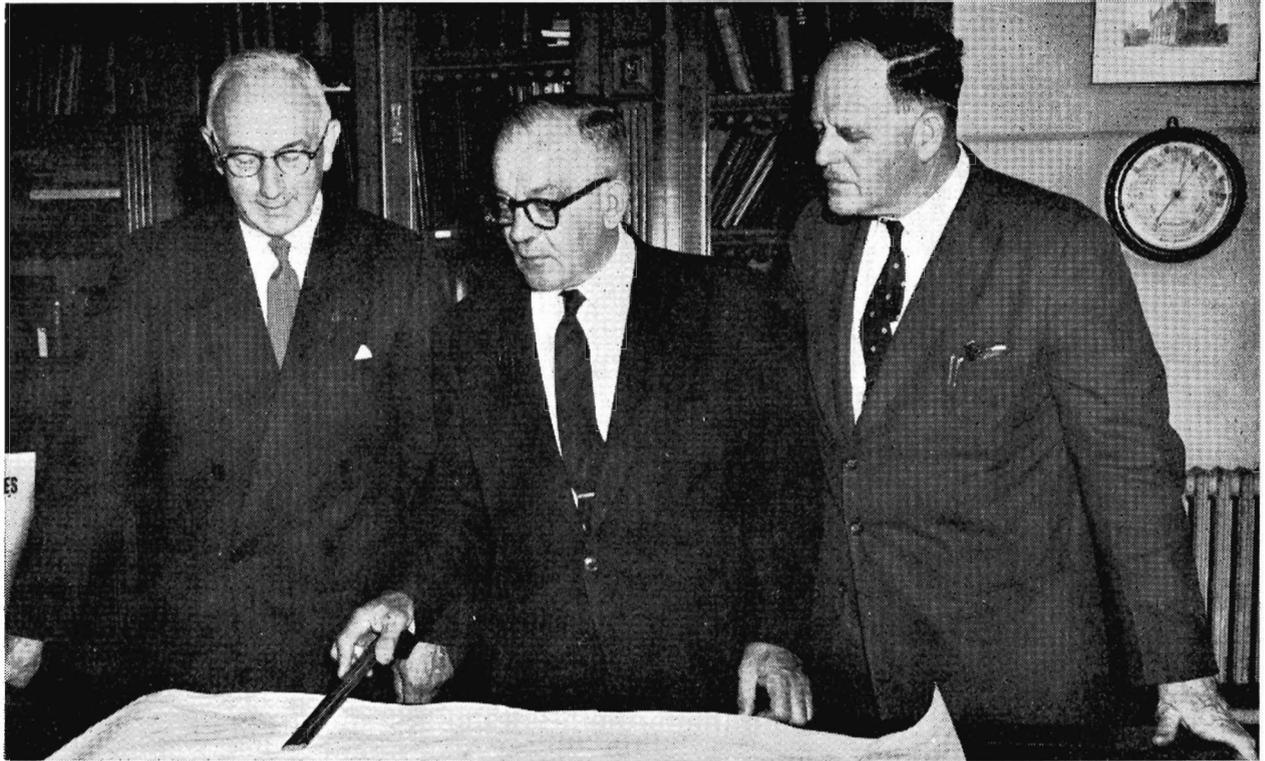
In 1864, two larger and improved engines of similar design were built at Ballarat for the New Zealand railways, and the picture above shows one of them ready for despatch; at the left is Mr. Jacob Cornish Thomas, one of the proprietors of the Soho Works (which were previously known as the "Tubal Cain Foundry") together with his little son, who died in 1922.

By a coincidence of names, it appears likely that Mr. Thomas was related to William Crocker Cornish, partner in Cornish and Bruce, builders of the Melbourne to Bendigo railway during 1858 to 1862.

Incidentally, this company in 1859 bought an engine known as "Tubal Cain" from the Geelong and Melbourne Railway Company, re-named it "Cornish", and worked it on the construction of the Bendigo line.



The "Lady Barkly"



CONFERRING together about the Department's future during the next decade are the three Commissioners (from left) Messrs. N. Quail (Deputy Chairman), E. H. Brownbill (Chairman) and G. F. Brown (Commissioner).

LOOKING AHEAD 10 YEARS

HOW the Commissioners foresee the Department's development and financial requirements over the next 10 years was recently set out in a highly interesting reply to a request for such a forecast from the Federal Committee of Transport Economic Research. The Committee is making a survey of what Australia, as a whole, is likely to be faced with in the physical and financial development of the transport system in the next decade.

The following are extracts from the Commissioners' reply.

AVAILABILITY of loan money will perhaps be the most important single factor in setting the pattern of railway development—and traffic—in the next ten years.

So, it has been decided to take as the starting point an assumption that the Department will receive loan allot-

ments at the same rate as during the past few years, plus whatever additional amount may be required for the Melbourne Underground railway. This would mean a total capital expenditure over the period of close on £100 million.

Given funds to this order, the future seen is:

Metropolitan Area

While the central city area appears to be losing some of its relative (but not its absolute) importance for retail shopping, its position as the commercial heart of the metropolis is practically unchallenged. A steady increase in peak period passenger movement is therefore expected.

Efforts which will be made within this period to improve conditions on the roads and increase parking facilities are unlikely to be able to absorb more than a portion of the total increase in passenger movement. A small but steady growth in peak period rail traffic, is, therefore, expected.

Following the current tendency, the greater part of the growth in rail traffic will come from outer suburban areas.

It will therefore be necessary to provide, as rapidly as funds will permit, additional track and signalling facilities.

These will be designed to improve outer suburban peak period train services, and, at the same time enable the Department to make a limited number of extensions of electrification into rapidly growing fringe areas. These works will absorb around £10 million.

A Major Problem

Suburban rolling stock presents a major problem for the years ahead. The Department has on hand the construction of 30 further "Harris" type suburban trains. These, however, will merely replace a similar number still in service of the old swing-door type carriages, many of which are now approaching 70 years of age.

By the time the last of these are withdrawn in 1964, some of the sliding door "Tait" stock will be approaching 50 years of age and ripe for replacement.

It will therefore be necessary, for the next 10 years (and another 10 beyond that) to have a continuous replacement programme of suburban rolling stock at a rate of not less than five trains a year. This will absorb £12½ million over the 1960-1970 period.

The Underground

Melbourne's proposed City Underground railway can be regarded as a separate problem in the sense that all the works and rolling stock referred to above will be required regardless of the Underground.

A decision about this rests with the Government, whose present intention appears to be to plan for a start on the project in about 1966. If it is proceeded with it will also be necessary to step up the rate of construction of suburban trains to handle the increased traffic which it will bring.

The total capital expenditure figure of £100 million quoted above included £20 million towards construction of the Underground and additional trains.

Country Lines

In the country, the only major new work proposed (apart from completion of the Gippsland line duplication and of the Albury-Melbourne standard gauge line) in the years immediately ahead is duplication of the Newport-Geelong line. This will be carried out sectionally as funds permit; the Corio-North Geelong section has already been completed.

On the Serviceton line, improved train crossing facilities and signalling will be provided at various locations to facilitate the flow of the heavy interstate traffic between Victoria and South Australia.

Provision must also be made for a host of minor improvement works throughout the State to better the standards of service and meet traffic needs as they arise.

The total expenditure on all foregoing works is likely to be about £15 million.

Passenger Services

With the steady growth in private car ownership, nothing but a continued decline in country passenger traffic can be foreseen in spite of the high quality air-conditioned equipment that is being provided at very heavy expense to operate on all main long-distance routes.

Except perhaps for some branch lines, this tendency cannot be countered to any great extent by curtailments in services, as a certain minimum frequency must be maintained if a service is to be given at all.

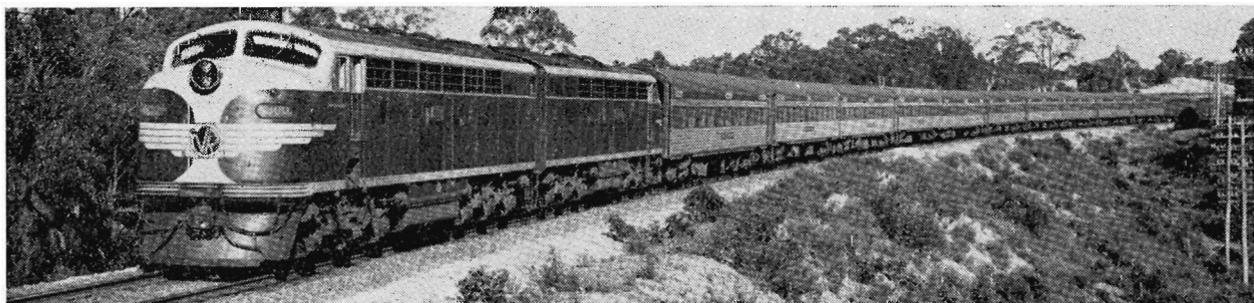
Self-Propelled Cars ?

As the size of trains decreases, the question of using self-propelled cars on main routes at slack times will have to be seriously considered, with locomotive-hauled trains operating for traffic peaks.

New Type Of Mixed Train

Another possible development arising out of declining passenger loads and the availability of numbers of covered goods vehicles equipped with passenger-type bogies is the emergence of a new type of mixed train—a train which will convey passengers and selected classes of goods to main centres at passenger train speeds.

So far as the main routes radiating from Melbourne are concerned, there is no thought of relinquishing the passenger traffic to public road transport so long as the Department can continue to cover out-of-pocket expenses and get some contribution towards overheads.



ONE of Australia's finest air-conditioned trains, *The Overland*, operates between Melbourne and Adelaide. During the next ten years track and signalling improvements will be made to facilitate the flow of this interstate traffic.

Safety And Speed

It is considered that the railway, with its inherent ability to give a high standard of comfort and safety at higher speeds than can be permitted on present-day highways, is the logical means of handling that part of the passenger movement still requiring public transport services.

In view of the declining trend of country passenger traffic, capital expenditure on country passenger stock in the 10 years is not likely to exceed £1 million.

Fierce Competition

In spite of the impact of the motor car, the demand for public transport on interstate routes remains heavy. Competition between the various transport media in this field is fierce, but it is fully expected to continue to attract good patronage on the world-standard trains already operating between Melbourne and Adelaide and which will be operating between Melbourne and Sydney by 1962. This Department's share of the cost of the latter trains will be in excess of £½ million.

Goods Services

In the field of goods transport the railways expect to maintain their existing relative position, which means that a portion of the additional traffic arising out of growing population and industrialization will move by rail.

In that part of the goods transport field where rail is competitive with other forms of transport, a steady increase in co-operation between the various media, and particularly between rail and road, is predicted.

This will take the form of extension of forwarding agents' bulk loading arrangements—which ideally combine the flexibility of road for pick-up and delivery with the low cost of rail for long-distance bulk movement—and also of further growth in the use of various forms of road/rail containers. This includes the development of processes by which the trailer portions of road vehicles are carried by rail.

Because of the relatively long hauls involved, these developments will be more marked in the interstate transport field, but their gradual application to the longer intrastate hauls can also be expected.

Standard Gauge

The recently developed movement of steel products in trainload quantities—from New South Wales to Victoria and South Australia is expected to continue, and, as far as the Victorian traffic is concerned, to be accelerated by the introduction of the standard gauge line to Melbourne at the end of 1961.

For general merchandise, this new link will enable a standard of service to be given between Sydney and Melbourne previously unequaled in Australia, and

is confidently expected to attract a substantial proportion of the tonnage at present moving by road.

The other main developments most likely to take place in goods transport are the continuation of the change-over to diesel operation and a further extension of the use of specialized goods vehicles.

Complete Dieselization

It is hoped, if funds permit, to complete the conversion to all-diesel operation by 1970. During the 10 years under consideration this would entail the purchase of nearly 200 locomotives at a cost of £11½ million.

New Depot

The rapid growth in the number of diesels in service will necessitate the provision, at a cost of £1 million, of an entirely new depot for diesels, and the electric locomotives used on the Gippsland line. Plans for this depot, to be located in the Dynon area, are already being drawn up.

Electrification

Except for some small extensions on the fringes of the suburban area, the further expansion of electrification within this period is not visualized, as, even if a marked swing in relative costs between diesel fuel and electricity took place in favour of the latter and made electrification of some sections a payable proposition, it cannot be seen where the necessary capital funds would come from.

Specialized Vehicles

The tendency for the greater use of specialized goods vehicles, tailored to the needs of a particular traffic, has arisen out of two factors—increasing industrialization and the fact that railways are the best bulk carriers of anything, from manure to motor cars.

Where industry needs special vehicles for a particular product, and needs enough of them to make it worthwhile, the railways are ready to meet the need. The minimum number supplied is five.

£10 Million For Wagon Stock

However, in spite of the increasing importance of specialized and covered vehicles, a heavy demand will continue for the ordinary four-wheeled tarpaulin-covered goods wagon. This is the type of wagon which can carry superphosphate or general merchandise or practically anything else to the country and bring primary products back. A large fleet of these wagons will have to be kept in commission.

All in all, capital expenditure on wagon stock in the 10 years is expected to be about £10 million.

Level Crossings To Go

It is assumed that the existing financial arrangement by which the cost of grade separation works is shared by the Level Crossings Fund (30%), the Country Roads Board (45%), and this

Department (25%), will continue, and that funds at the current rate will be available over the 10 year period.

Consequently, the period will see the elimination of 30 major crossings in the suburban area and practically all intersections between railways and main highways in the country. The cost to this Department will be £2½ million.

Relaying Revolution

Over the past few years the relaying of country tracks in Victoria has been revolutionized by the adoption of mechanized procedures, and as a result the annual mileage of tracks relaid has not only more than trebled but the cost per mile has been reduced by half.

Currently, there are three mechanized gangs operating. One gang works on a main line laying new 94-lb. rail welded into 90 ft. lengths. The released rail, generally 80-lb., together with a large stock of secondhand 80-lb. rail, is welded into similar lengths and then laid into secondary lines; two gangs are engaged on this work. Altogether 50 miles of new and 100 miles of reconditioned rail are being laid per annum.

In the suburban area, where mechanized relaying is not practicable, 25 miles per annum are being relaid in 107-lb. rail.

It is hoped to continue relaying at this rate during the whole of the 10 year period, at a cost of £16 million.

Rail v Road

While increasing co-operation between rail and road has been predicted it is not considered the decade will see any real solution of the problem of over-supply of transport on the principal long-distance intra and interstate routes—a problem which reveals itself in under-utilization of the railway asset and consequent perennial railway deficits.

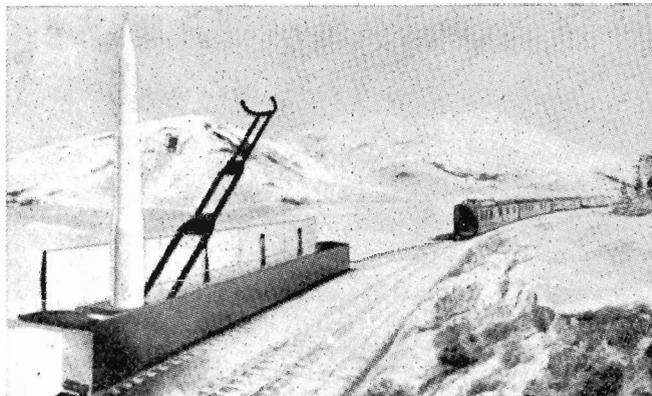
It is not possible to efficiently operate a railway to carry a small amount of traffic. If the railway is constructed so as to be worth having at all, it can carry a very great amount, and will not yield a profit unless it does.

Community Pays Twice

The Department has gone a long way towards the withdrawal of railway services from areas where a payable volume of traffic simply does not exist. On the principal long-haul routes there is no doubt that sufficient traffic is there—but not sufficient to support both rail and road services.

On these routes the railway asset in which the community has invested, is capable of carrying all the traffic offering at a minimum of out-of-pocket cost. By insisting on employing road carriers at a higher out-of-pocket cost to do part of the job, the community is not only failing to get anything like full value for its investment in the railways but is, in effect, paying twice for the same transport task.

MISSILE FIRING FROM AMERICAN RAILROADS



At the firing point, the missile wagon would be cut off and the rest of the train pulled clear.

INTERCONTINENTAL ballistic missiles, ready to blast off into the sky at a moment's notice, may be regular passengers on American railroads in 1962, according to an article in the *Railway Age*.

BECAUSE present missile bases would be "sitting duck" targets for enemy attack, the new concept of defence envisions camouflaged launcher-trains operating anywhere on the 218,500 miles of line of the American railroads. These trains which have been proposed by three big American Companies would be disguised as any one of approximately 30,000 trains in daily service.

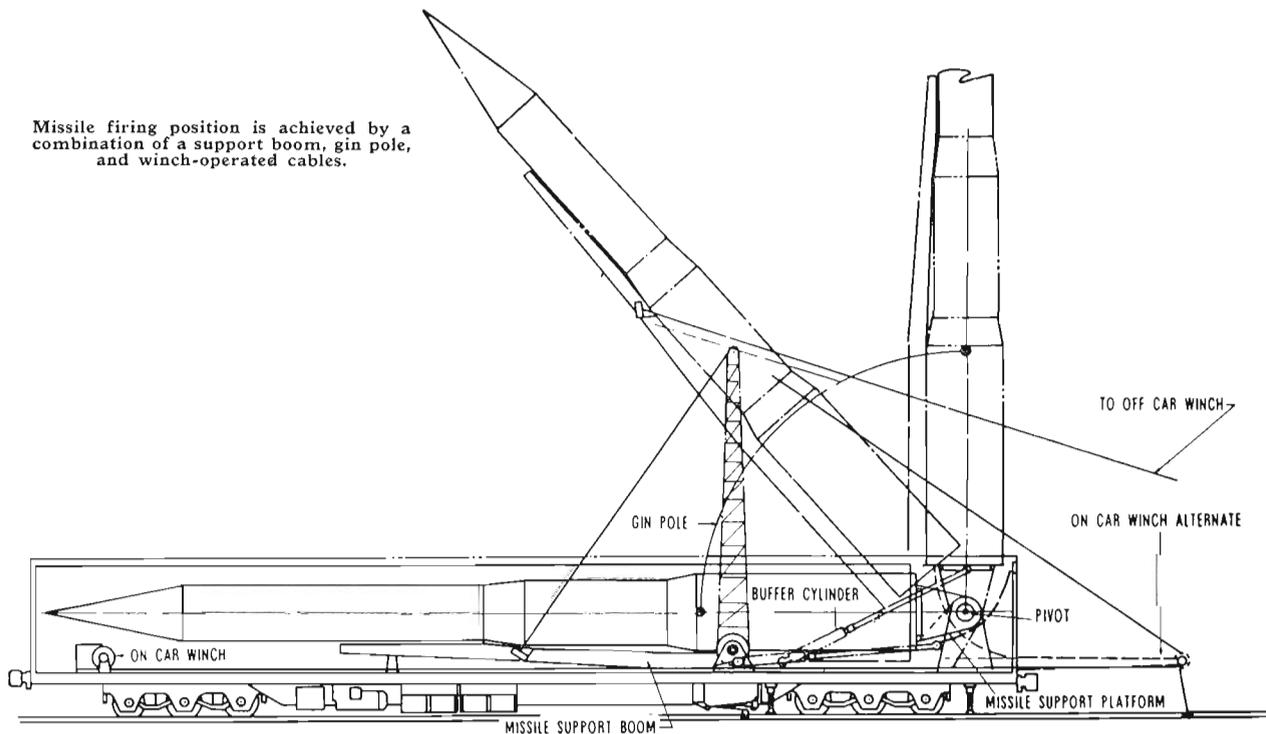
Commented an official of one of the firms that worked out plans for the missile trains: These trains could get under way at a moment's notice. Some launcher trains could be on the move 24 hours daily; others could be dispersed at sidings, in mines and tunnels, and still others in industrial warehouses along the railroads. Thus, any advantage an enemy could achieve through a surprise attack would be short-lived.

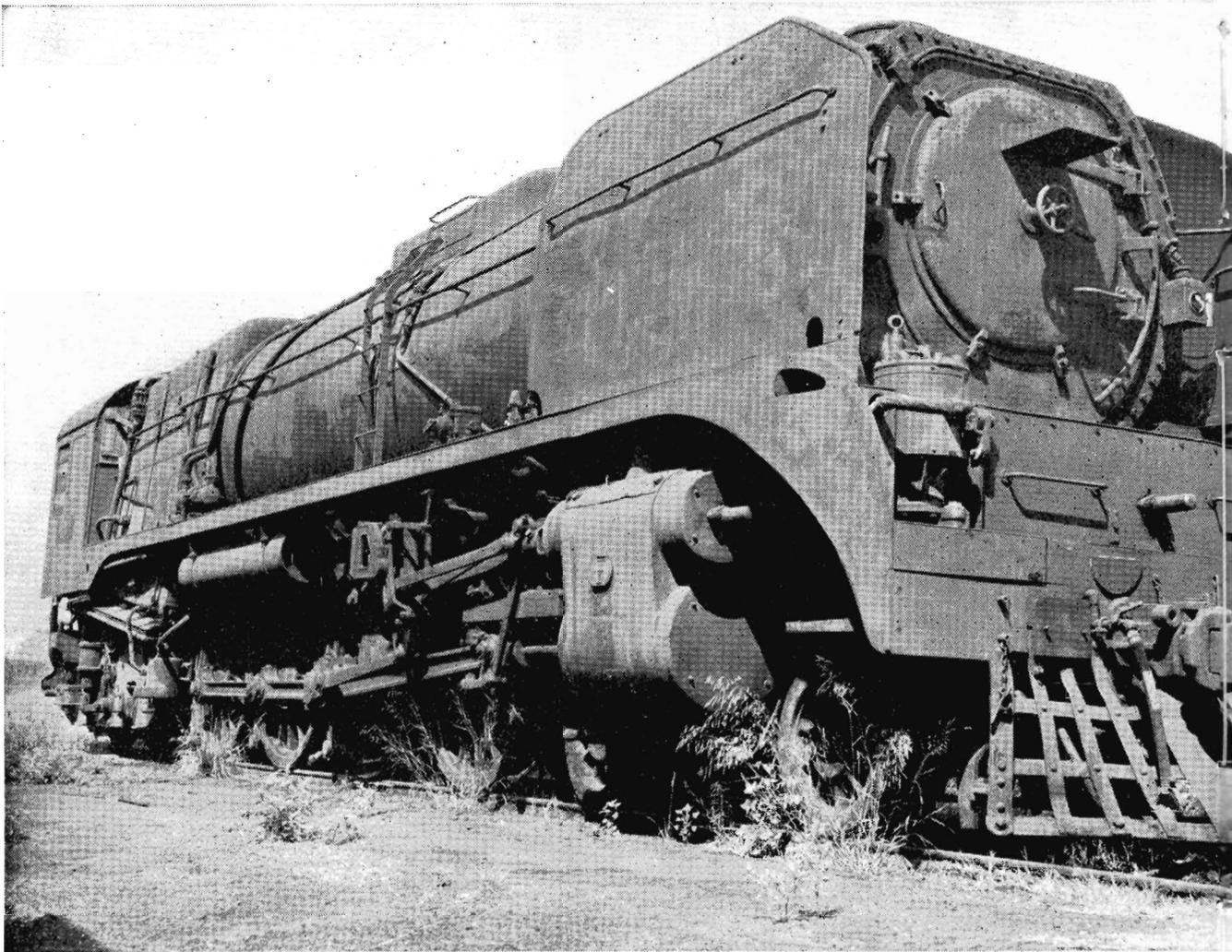
The launcher train would be made up of a number of wagons that could be disguised as either freight or passenger equipment, hauled by a standard locomotive.

Solid-fuel missiles would be carried in cars especially designed to protect them from excessive shock and temperature changes. A self-contained erector would be used to put the missile into firing position on the launching wagon, that would use flame shields and stabilizers. Target data for the firing would be obtained from another wagon using pre-charted calculations.

The launcher train could stop at a designated location and fire its first missile within minutes after receiving a firing signal. When a given train had exhausted its missiles, it could reload at any of several hundred warehouses that would be provided for the purpose.

Missile firing position is achieved by a combination of a support boom, gin pole, and winch-operated cables.

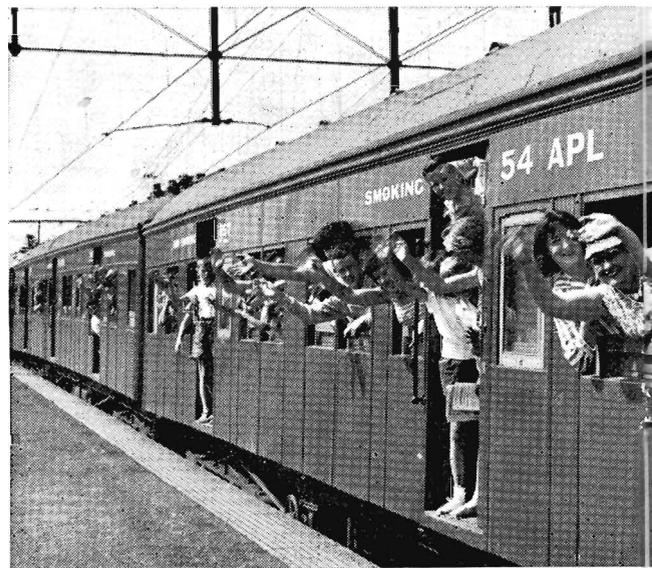


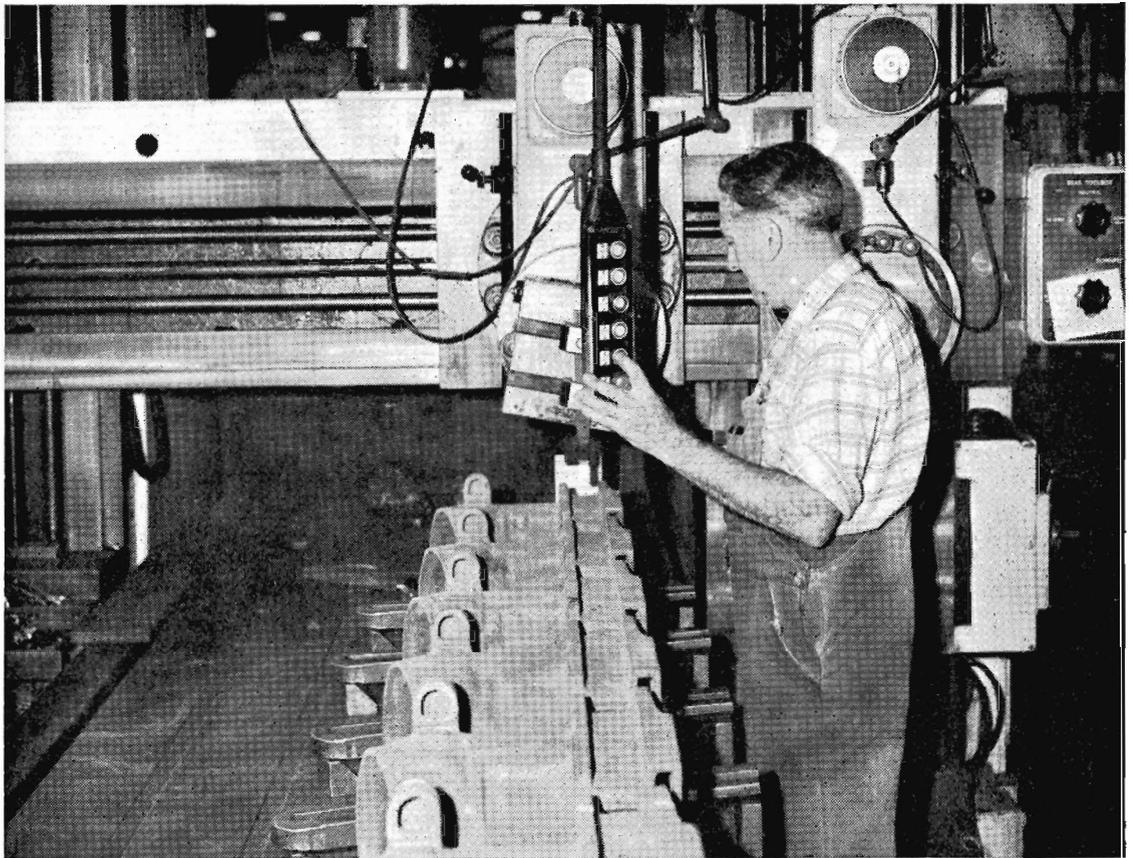


RESURRECTION: *Heavy Harry*, now standing forlorn among the weeds in a locomotive graveyard at Newport Workshops will live again—not as in the days of his glory when he steamed over the Divide with 820 tons from Melbourne to Albury and the thunder of his passing was like a great wind; but, in a shrine of his own. On a special section of track at Newport Workshops, he will be preserved from the ravages of time and set there for those in passing trains to see, and, perhaps, to serve as inspiration for young apprentices on their way to College. Born from the fires and hammers of Newport Workshops on February 7, 1941, the giant was then the heaviest and most powerful locomotive in the southern hemisphere. When removed from the register, on April 30, 1958, the faithful old servant had done 821,860 miles.

AROUND THE SYSTEM

One of the two trains that took nearly 1,500 members of the Waterside Workers Federation and their families from Melbourne to Bacchus Marsh for their annual picnic.





This Butler planing machine, with its 35-ft. table, is the largest in the Machine Shop at Newport Workshops. It planes the seats of 24 axle boxes in one operation. Iron Machinist Eric Jones is shown making final adjustments before starting the machine.



A smooth passage on *The Overland* was enjoyed by *Stormy Passage* on a recent journey to Melbourne from Adelaide.

V. R. I. CLUBS' DISPLAY

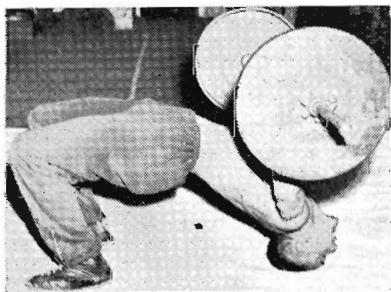
By W. E. ELLIOTT, General Secretary, V. R. I.

FOLLOWING the very successful dinner arranged by the Council to mark the Institute's 50th Anniversary, a number of the V.R.I. metropolitan indoor clubs arranged displays in the rooms at Flinders Street. They were Billiards, Camera, Fencing, Horticultural, Table Tennis and Wireless Clubs and members of the V.R.I. Gymnasium.

THE Billiards Club staged exhibitions of billiards and snooker every night in the V.R.I. Billiard Room, the players taking part being: billiards—Messrs. J. Frame, E. Harkness, G. Linacre, J. Maher, W. Perrins, L. Williams; snooker—Messrs. K. Dunne, V. Hedges, T. Hoare, G. Laughton, J. McKain, and R. Williams.

The exhibitions were well staged, the standard of play was high and visitors were impressed both by the calibre of the players, and the excellent condition in which the equipment is kept by the Council.

As a result of these games, much more interest has already been shown in the Institute Billiard Room and it is probable that a further series of competitions will be arranged later in the year when trophies will be made available by the Council to the contestants. This should provide the many members of the Institute who are interested in the game of billiards and who, for various reasons, failed to see the previous exhibitions, with an opportunity to enjoy a first-rate amateur billiards programme.



Weight Lifter Steve Raskoui does 130 lb. bridge lift. This lift is not done in the usual weight lifting classes but is used mostly by wrestlers to strengthen the neck and back muscles.

Camera Club

The V.R.I. Camera Club has only been in existence two years but already it has almost 100 enthusiastic members. The Club's exhibition was held in the Council Room and comprised a display of photographic enlargements obtained from club members and professional photographers, together with an exhibition of coloured transparencies and coloured films, the property of club members.

The exhibition was of high standard and evoked favourable comment from visitors. In addition, the Club's dark room was open and members explained the various photographic processes used.

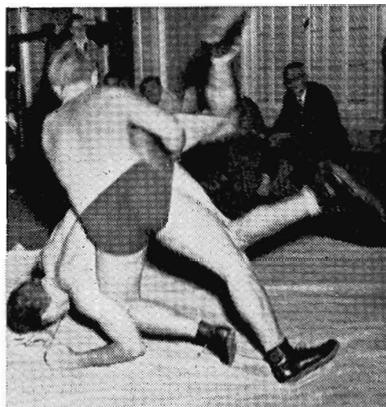
The display presented by this club was widely discussed and the Council has already received a number of complimentary letters in which it has been suggested that a further exhibition of the same kind be arranged in the not too distant future.

The Club meets in the Council Room at the Institute on the first and third Friday every month and interesting talks are presented by well-known people in the photographic world. These can be broadly divided into two categories—(a) pictorial—illustrating visits to places both in Australia and abroad, (b)—technical when the lecturer demonstrates the use of special equipment and the best methods to adopt.

Fencing Club

The skill of club members was well demonstrated before large numbers of visitors at a display in the Institute ballroom. This display, also, will be repeated later in the year.

This Club, which also is one of the new Institute organizations, was formed a few years ago when fencing in Victoria, and indeed throughout Australia, was not a very popular sport. The V.R.I. Fencing Club made a humble beginning but already it has become, perhaps, the



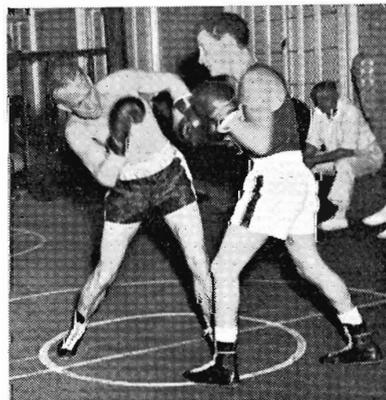
Wrestler John Boyle has a crotch hold on Cam McDonald and is preparing to execute a shoulder roll.

most important fencing club in Victoria, and certainly one of the most active in Australia. It has an enthusiastic membership of about 50, and already has achieved a number of major successes, including Victorian and Australian Championships in both Foil and Sabre, while one of its representatives—Mr. D. Doyle—was chosen in the last Empire Games team which visited Cardiff about two years ago.

During the 1956 Olympic Games in Melbourne, quite a number of the Fencing Officials came from the V.R.I. Club; the Secretary, Mr. E. Szakall, who is also the President of the Victorian Amateur Fencing Association, has already been selected as one of the officials to accompany the Australian Fencing team to the 1960 Games in Rome.

Horticultural Society

Although the newest of the Institute's affiliated clubs, it conducted one of its regular feature lectures, for the benefit of members generally, during the Display Week. The Lecturer was Dr. W. T. Patten and the subject "The Vegetable Garden". By the very nature of its work, this Club is not able to present spectacular displays, but it



Charles Shepherd (left) and Ron Fenton demonstrate a left hook to the body being countered by a left hook to the chin.

conducts regular talks on flower and vegetable growing in its club room at the Institute, and the members will be only too glad to arrange for another of their regular syllabus nights to be open to all Institute members and friends whenever this might be desired.

Table Tennis Club

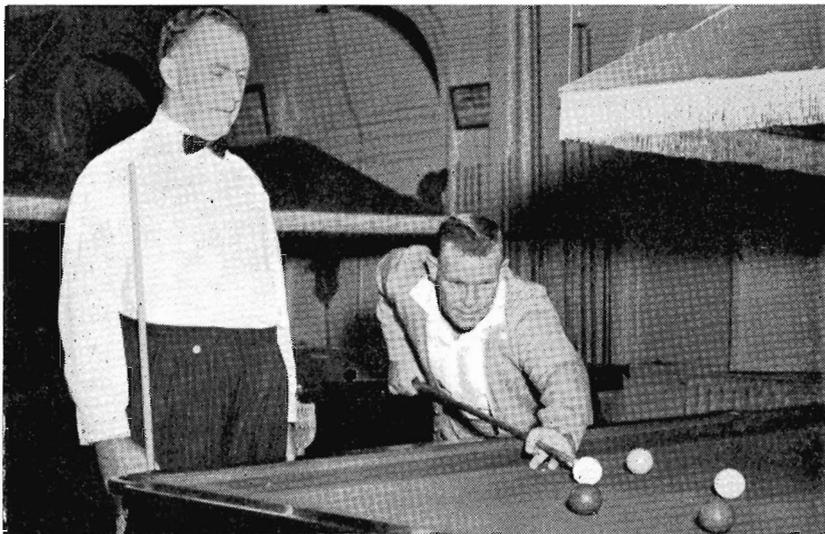
This Club held exhibition matches every night during the week, covering men's singles and doubles, ladies' singles and doubles, and mixed doubles. The girls in particular provided an excellent display. In fact, some of the girls can compete on equal terms with the men. Everyone concerned enjoyed these exhibitions and the Table Tennis Club has already agreed to provide another similar week if asked to do so.

In all probability—as with the Billiards Club—Council will make some small trophies available for the proposed competition, and it seems certain that these events will serve both as a means of showing members the high standard of play in the Club and also as try-outs for the inter-system competitions to be held in Melbourne in September next.

Wireless Club

The V.R.I. Wireless Club has a very long and splendid record among amateur radio organizations. First formed about 1926, it has been continuously on the air ever since, excepting for a few years during the second World War. It has kept abreast of the latest developments and is only too happy to throw its rooms open and make its equipment available for inspection by Institute members and their freinds.

The clubroom was open every night during the display, which was so successful that it will be repeated, when required.



J. Maher and G. Lawton giving a snooker demonstration.

Gymnasium

The Members of the V.R.I. Gymnasium staged a spectacular display comprising : free arm exercises, rod drill and club swinging by members of the boys' physical culture class ; a demonstration of body building with weights by Mr. E. Sarda, Weight Lifting Instructor ; a demonstration of judo throws by Messrs. W. Allen, Judo Instructor, and J. Vanson ; wrestling by Messrs. John Boyle and Cam McDonald ; and boxing leads and counters by Messrs. Charles Sheppard, Institute Boxing Instructor and Ron Fenton. The programme was completed by two boxing bouts staged by members of the boxing class.

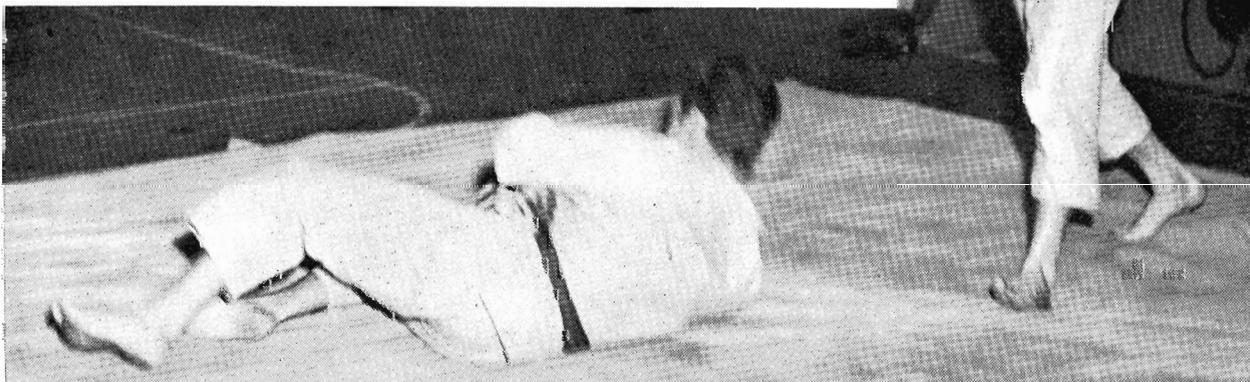
will be repeated at some later date, when it is hoped that many more members and their friends will take advantage of this further opportunity to view some of the activities of their Institute at first hand.

A Repeat

Owing to the generosity of club members it seems certain, as mentioned previously, that each of the displays



In this judo display, W. Allen has just thrown J. Vanson with a hip throw.



MORE SCHOLARSHIPS FOR APPRENTICES

SIX scholarships—the greatest number for some time—have been awarded this year to apprentices whose work during their period of training has shown they would be capable of undertaking a professional course. Five of the successful lads attended senior classes at the V.R. Technical College and one studied at the Ballarat School of Mines. All have now begun full time study in their courses of civil, electrical or mechanical engineering at their chosen colleges. On completion of these, they will be available for appointment to the professional staff of the Department.

From Italy, in 1951, came Michael Beatrice, who, after obtaining his Junior Technical Certificate joined the Railways as an apprentice electrical fitter. He is studying for his Electrical Engineering Diploma at Footscray Technical College.

Kenneth Powell began as an apprentice car and wagon builder. In his first year in the Trade Course at the V.R. College, he topped his class and was awarded a Commissioners' Prize. At Caulfield Technical College he is doing Civil Engineering.

Two other lads who will also be at Caulfield Technical College are Stephan Jakymczuk and Leonard Waters. Stephan began his education in Germany, completed it in Australia and started in the Department as an apprentice electrical fitter. In his first year he won a Commissioners' prize, and, last year, topped his class. Leonard obtained his Intermediate Technical Certificate at Wonthaggi Technical School and began as an apprentice electrical fitter in 1958.

A Ballarat lad, Paul Kennedy was dux of the Ballarat Workshops apprentices in his first year on car and wagon building, won a Commissioners' Prize and came first in his carpentry course at Ballarat School of Mines. Paul has now begun studying for his Civil Engineering Diploma at Royal Melbourne Technical College.

Educated at the Hamilton High School, John Arnott, an apprentice fitter and turner was another winner of a Commissioners' Prize in his first year. He is doing mechanical engineering at Swinburne Technical College.



Mr. J. A. Douglas, Principal of the V.R. Technical College congratulates the successful youths. (Left to right) Apprentices M. Beatrice, K. Powell, P. Kennedy, J. Arnott, L. Waters, and S. Jakymczuk.

NO CARDS OR DICE

WITH apprentices very much in the news a document issued 158 years ago to Apprentice John Coulson, in England, is of topical interest.

Foreman Viv. Coulson, of the Rail Motor Shop, Newport Workshops—a descendant of John—says his brother in Traralgon has the original of the apprenticeship indenture and “although yellow with age, it is completely legible in excellent handwriting when typewriters were unheard of”.

It reads :

“THIS INDENTURE witnesseth, that John Coulson, son of John Coulson of Morwood in the Parish of Haltwhistle and County of Northumberland doth put himself Apprentice to and with John Pattison of Ridley of the aforesaid Parish of Haltwhistle and County of Northumberland to learn his Art, and with him after the Manner of an Apprentice.

“To serve from the Seventh day of May One Thousand Eight Hundred and Two unto the full End and Term of Seven Years from thence next ensuing, and fully to be completed and ended ; during which Term the said Apprentice his said Master faithfully shall and will serve, his Secrets keep lawful Commandments everywhere gladly do.

“He shall do no Damage to his said Master nor see to be done of others ; but to his Power shall let, or forthwith give Notice to his said Master of the same.

“The goods of his said Master he shall not waste, nor lend them unlaw-

fully to any. Hurt to his said Master he shall not do, cause, or procure to be done; he shall neither buy nor sell without his said Master's Leave.

“Taverns, Inns, or Ale-Houses, he shall not haunt ; at Cards, Dice, Tables, or any other unlawful Game he shall not play nor from the Service of his said Master Day or Night shall absent himself, but in all Things, as an honest and faithful Apprentice shall and will demean and behave himself towards his said Master and all his during all the said Term.

“And the said John Pattison doth hereby Agree to Instruct said John Coulson in the Art and Mystery of a Black-Smith during aforesaid term of Seven Years.

“For the True Performance of this Indenture, We John Coulson on behalf of John Coulson Son and Thos. Pattison in behalf John Pattison for the true performance of this Indenture holds ourselves firmly Bound the Sum of Ten Pounds of Lawful Money of Great Britain and the said John Pattison is to Instruct the said Apprentice in the Art and Mystery of a Black-Smith which he now useth, shall Teach and Instruct, or cause to be Taught and Instructed in the best Way and Manner that he can, finding and allowing unto him said Apprentice, sufficient Meat, Drink, Washing, Lodging and all other necessaries during the said Term.

“And For the true Performance of all and every the Covenants and Agree-

ments aforesaid, either of the Same Parties bindeth himself unto the other firmly by these Presepts.

"IN WITNESS whereof, the Parties above-said to these Indentures interchangeably have set their Hands and Seals the 7th Day May in the Forty Second Year of the Reign of our Sovereign Lord George by the Grace of God of Great Britain, France and Ireland, King Defender of the Faith, and so forth; and in the Year of our Lord One Thousand Eight Hundred and Two

SIGNED John Pattison, John Coulson, John Coulson Senr., Thomas Pattison

Figure Man

SPADE work for all the estimates of revenue prepared during the last 30 years has been done by Clerk James R. Rowe who recently retired from the Commercial Branch. An estimate is prepared each April for the next financial year and revised as circumstances dictate. Many factors that affect the Department's revenue have to be considered, such as the wheat harvest (which, last year, brought in £2.4 million), road and air competition, prospective wage rises, and the general economic condition of the country. A Military Medallist of World War I, Mr. Rowe began with the Commercial Branch in 1919, after service abroad with the 59th Battalion. He went to England for the Coronation in 1953 and is now leaving for a trip to Canada, America and Japan, accompanied by Mr. E. C. R. Winter, who last year retired from the Accountancy Branch.



Mr. Higgins.

A Railway "Groom"

ONE of the most unusual occupations of a railway employee is that of Mr. Eric Higgins at Mt. Buffalo. He is the only "groom" in the V.R., being in charge of the stables

and the 13 horses located at The Chalet during the warmer months of the year.

A competent horseman, he has successfully competed in several district shows and won a number of prizes for riding.

At The Chalet, horses are in great demand by the guests and special attention is given to children who are taken on escorted half-day trips.

Mr. Higgins is responsible for "breaking in" new horses, and claims his main interest is teaching them tricks to delight the guests.

In winter months, while the horses are resting at Porepunkah, Mr. Higgins is in charge of The Chalet's sports room, catering for all types of equipment for skiers.

26 Years On Run

VETERAN Jerry Dwyer is one of the Maffra-Traralgon rail-motor drivers and his son, Peter, is the junior station assistant. Two other sons are in the Rolling Stock Branch—Jim is a fitter and turner at Bendigo; Kevin, a fireman at North Melbourne Loco. Depot. Mr. Dwyer's father was a driver on the Adelaide express in bygone days, while his grand-father was also in the service.

Mr. Dwyer has been on the present rail-motor run for 26 years and he is the cheery friend of many hundreds of present and past generations of local rail travellers.

He joined the V.R. as an engine cleaner at Stawell in 1918, and for seven years he was firing at Balmoral. He started on rail-motors at Echuca in 1925.

New Discipline Board Chairman

MR. T. R. Collier, who retired as Chief Traffic Manager in October last, was appointed Chairman of the Board of Discipline, as from January 1.

Mr. L. C. Stewart, who had occupied that post for the past five years, had been Comptroller of Stores between 1947 and 1954, his V.R. service totalling 49 years. Mr. Stewart began as a junior clerk in the Melbourne Goods Sheds in 1905.

Horticultural Society

THE recently formed V.R.I. Horticultural Society plans to hold a Spring Show on October 8. Schedules may be obtained on application to the Secretary, Mr. D. J. Danahay, c/o. S.M., Camberwell, who will also be glad to hear from those interested in joining the Society. Meetings are held on the last Friday of each month in the V.R.I. Council Room, Flinders Street. It is planned to have an interesting talk given at each meeting.

The Society's inaugural talk, on dahlia cultivation, was given by Mr. C. H. MacGregor, guard, Ashburton.

Unique ?

ROAD Foreman G. Symons, of Warrnambool, believes he may be the only second generation of Road Foreman at present in the service. His father, Mr. G. R. D. Symons (now deceased), was Road Foreman at Laurens Street on his retirement. An uncle, Mr. P. Symons, and his wife, are gatekeepers at Beaver Road Northcote.



Mrs. Cox.

Ambition Achieved

MRS. D. M. Cox achieved a long awaited ambition when she was appointed as caretaker at the recently re-opened Queenscliff railway station.

Now in her 23rd year as a caretaker, Mrs. Cox always hoped that she would be sent to Queenscliff, as her parents reside there.

Mrs. Cox was first appointed to Mellis for 18 months. Later she became caretaker at Dobie (5 years), Dartmoor (3 years), and Irrewarra (13 years).

It was the first time that she had been sent to a re-opened station and it was particularly interesting to watch the steady building up of the goods traffic, Mrs. Cox said.

Astons Like Railways

FOR a great number of years the name of Aston has continued in departmental staff records. Fireman (qualified) Stanley Aston is at Yarram on diesel-electrics; his father was on the building of the Ararat-Navarre line; his uncle (Bill) is a retired ganger; Bill's son is a repairer at Armstrong and another son is a signalman at Footscray, while a grandson is at the Ararat Loco. Depot.

Mr. Stanley Aston has always been keen on engines. He started at Ararat as a cleaner in 1951. In six weeks he passed the first half of the "Red Book". He was then transferred to Portland and Coleraine before coming

to Yarram in 1953. He passed his driver's examination a few years later.

A First-Aid enthusiast, Mr. Aston has his Silver Medallion and recalls with pride that, as a member of the Yarram Corps, he competed in a State Ambulance final at Mt. Evelyn. As a footballer and cricketer in local sides, he knows the thrills of playing in premier teams.

What is Your Opinion?

A suggestion has been made that a distinctive badge should be produced and sold at cost by the Department to employees who wish to wear it. It is pointed out by the suggestor that air lines and many business firms issue staff badges and that one has been introduced by the Western Australian Government Railways. The latter badge is about 1 inch by 1½ inches in size and costs 4/-.

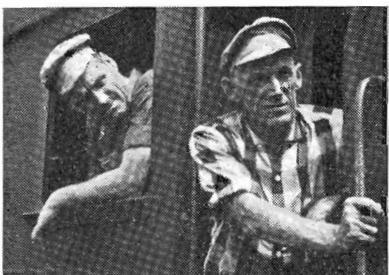
The Chairman, Public Relations and Betterment Board, Room 98, Head Office, would be glad to have your opinion, together with any ideas you may have about the most suitable design.



Mr. M. McKenzie, Printing Manager (right) presenting a cheque for £875 to Dr. D. Galbraith (Medical Superintendent of the Orthopaedic Branch of the Royal Children's Hospital) on behalf of the Railway Employees' Orthopaedic Hospital Auxiliary. The presentation, at the Printing Works, was made by Mr. McKenzie in conjunction with the Auxiliary President, Mr. L. J. Hudson. The money, raised by pay day collections, will be used to provide more beds, an electro-cardiograph and other medical equipment. Since the formation of the auxiliary, 13 years ago, it has raised more than £16,000 for the hospital.



At Newport Workshops, Foreman I. Dee (centre) bids farewell to Turner's Assistant J. F. O'Brien who, together with his twin brother, Accounting Officer J. M. O'Brien (left), was among recent retirements. Mr. J. M. O'Brien, in his younger days, was a notable footballer and ran in a Stawell Gift.



Except during war service in the Middle East with the 2/11 Field Artillery, Driver George Salter (left) of Warrnambool, has played football since 1936. He plays with the local team and has also coached the juniors. His fireman, Darb. Torry (right) who joined the railways in 1925, humourously says he came to Warrnambool on temporary transfer, for a fortnight. That was 30 years ago.

RECENT RETIREMENTS

TRAFFIC BRANCH

Gullick, G. H. D., Moe
Grieve, A., Melb. Goods
Healey, O. C. J., Shepparton
Lang, E. T., Box Hill
Nicholls, K. E., Croydon
Treloar, T. W., Bendigo

ROLLING STOCK BRANCH

Ahern, J. F., Jolimont
Allen, E., Yea
Bellion, S. R., T.L. Depot
Couch, R. A., N.M. Shops
Cowell, E. L., Newport
Hammett, A. T., Sh. Shed
Jamieson, R., Newport
McCartney, T. F., N.M. Shops
O'Brien, J. F., Newport
Opie, H., Jolimont
Paynting, G., Bedgo. Nth.
Price, L., Geelong
Pass, E. A. W., Newport
Rogan, J., N.M. Loco.
Ryan, J. P., E.R. Depot
Rowe, T., Ballarat North
Taylor, J. T., Warragul
Tregrove, W. F., N.M. Loco.
Youngman, J. M., Seymour

STORES BRANCH

Gibson, A., Duplicating Bureau

ELECTRICAL ENGINEERING BRANCH

Gaydon, F. W., Elec. Workshops

WAY & WORKS BRANCH

Bell, C., Flinders Street
Bell, F. C. P., Flinders Street
Chant, C. M., Flinders Street
Dafer, J., Geelong
Graham, T. W. C., North Melb.
Grant, A. R. S. & T., Flinders Street
Hird, W. G., Workshops, Spotswood
Hodgens, R. W. P., Bendigo
Hanrahan, J. J., Bendigo
Killeen, M. F., Flinders Street
Leoni, W. C. S. & T., Flinders Street
Mirabella, S., Tyabb
Maginess, R. J., North Melbourne
McGee, J. E., Flinders Street
Peacock, A. H., Oakleigh
Pilmore, H. J., Murtoa
Robertson, V. N., Seymour
Seary, G. D., Ararat
Schafer, C. H., Standard Gauge
Shillito, T., Workshops, Spotswood
Scott, W. J. N., Workshops, Spotswood
Thomas, A. G., Flinders Street
Ware, F. F., North Melbourne

. . . . AND DEATHS

TRAFFIC BRANCH

Fidge, F. J., Spencer Street
Jones, F. A., Hampton
Kelly, W. H., Ouyen
Power, A. G., Maffra
Young, L. T., Wycheproof

ROLLING STOCK BRANCH

Curren, J., Newport
Osborne, W. R., Jolimont
Powell, H. E., Newport

STORES BRANCH

Jones, H. F., Printing Works

ELECTRICAL ENGINEERING BRANCH

Harrington, T. P., Overhead Depot
Powell, B. D., Sub-station Mtce. Depot

WAY & WORKS BRANCH

De Marco, G., Sale
Joyce, J., Wangaratta
Marshall, F. T., Sale

SERVICE APPRECIATED

Efficient Co-operation

"I would like to express this Company's gratitude to you, in particular, and to your staff for the most efficient and co-operative manner in which you assisted us during 1959.

Ours is a business which deals with heavy equipment—such as tractors, earth-moving and roadmoving equipment, and farm machinery—largely for the farming and allied rural community, none of whom are experienced in planning their requirements in such a highly technical field as ours.

As a result, we have a twenty-four hour service so that we can do our part towards keeping their machinery operative in those periods when it is vital to them, and never once have we asked for a special service and been disappointed."

—C. L. Murphy, Manager, Ball Bearings Pty. Ltd. writing to the S.M., Flinders Street

Handled Flowers Well

"MAY I, on behalf of the Essendon Branch of the C.W.A., convey to you and your staff, our sincere thanks for your kindness and consideration in handling the flowers for Mount Royal over the past few years.

"The ladies concerned were most appreciative of your co-operation at all times".

—Mrs. J. E. Charleson. Hon. Sec., Essendon Branch, The Country Women's Association

Parcel Located

"RECENTLY, I foolishly left a parcel in the train—6.45 p.m. from Spencer Street—when travelling to my home in Euroa. With the help of the Stationmaster at Euroa and someone from Benalla, the parcel was returned to me the following day.

"Would you be so kind as to thank, on my behalf, your member of staff who recovered my parcel from the train and returned it to Euroa. I am indeed most grateful to the one concerned".

—Miss M. L. Nolan, 186 Toorak Road, South Yarra

Child Helped

"I would like to bring under your notice the wonderful co-operation and sympathetic understanding displayed by a member of your station staff last Saturday (12.12.59).

I had the occasion to put my small nephew on the City bound train at North Richmond station at approx. 2.30 p.m. believing he knew his way to

his relatives in Simpson St., East Melbourne.

Unfortunately he got lost, and on finding himself back at the station, appealed to the officer on duty for assistance.

This officer, showing fine public spirit, comforted him and then arranged for him to be safely delivered to his destination by private car.

I regret I have been unable to locate this gentlemen to personally express my thanks but I believe his name to be "G. L. Willett" a relieving station assistant, and I would be grateful if you could establish his identity and express to him my appreciation and sincere thanks for his very thoughtful assistance".

—Floyd Goldsworthy, Clarke Street, Northcote

Leaves Car Home

"FOR a number of years my wife and I have given up bringing our car to Melbourne, and we regularly travel by express. Latterly we found the splendid comfort of booking a sleeper from Adelaide—and using it as a sitting room from Stawell.

Yesterday we came to Melbourne, and we would like to record our sincere appreciation of the excellent attention of the conductor. (I understand he was a Mr. R. J. Hyatt)—his courtesy and efficiency were notable and made this visit and its travelling memorable. We both are very sincere in our praise of the railways".

—W. Fleetwood Smith, Stawell

Efficient and Friendly

"I wish to thank you and your staff for the services rendered to our college throughout the year.

We appreciate the efficient and friendly way in which you assisted us in the organization of college trips and the manner in which you handled concession vouchers".

—W. I. Hart, Transport Officer, Bendigo Teachers' College

The Daylight

"A visitor to Victoria from New South Wales I wish to express my appreciation of the comfort and convenience enjoyed by passengers in the Daylight Express.

"I am not a good traveller and usually regard a long train journey as an unavoidable necessity.

"On this occasion I regarded it as pleasant prelude to my holiday.

"Please accept my congratulations".
—Miss A. Cooper, Muriel St., Niddrie

Parcels

"THIS is to express the appreciation of the President and Members of the Association for the very kindly help you rendered them in the despatch of Christmas parcels to the needy widows of EX. P.O.W."

—J. Graham-Duffy, State Secretary, Ex-Prisoners of War and Relatives Association writing to S.M. and Staff at Cheltenham

Mildura

"ON behalf of the Association and office staff I would like to express appreciation of the capable and friendly co-operation of your Branch staffs in the Mildura district. May I be forgiven if special complimentary reference is made to your Chief Goods Clerk at Mildura, Mr. Rashleigh, who has shown courtesy, initiative and a willingness to help.

"On all occasions every assistance has been afforded this office by local stations personnel in the effort of co-ordinating export and Melbourne market forwardings during the year.

"I feel that while such an amicable understanding exists between your Department and our industry we can all look forward to the future with confidence".

—L. C. Jolley, Manager-Secretary, Mildura and District Citrus Co-operative Association, Mildura

Courtesy

"HAVING recently travelled from Sydney to Adelaide by rail, I take this opportunity of expressing my thanks to your staff for the courtesy I received from them. I am totally blind, and travelled with a little girl as guide."

—Olive Scott per W. E. Sneddon (N.S.W.)

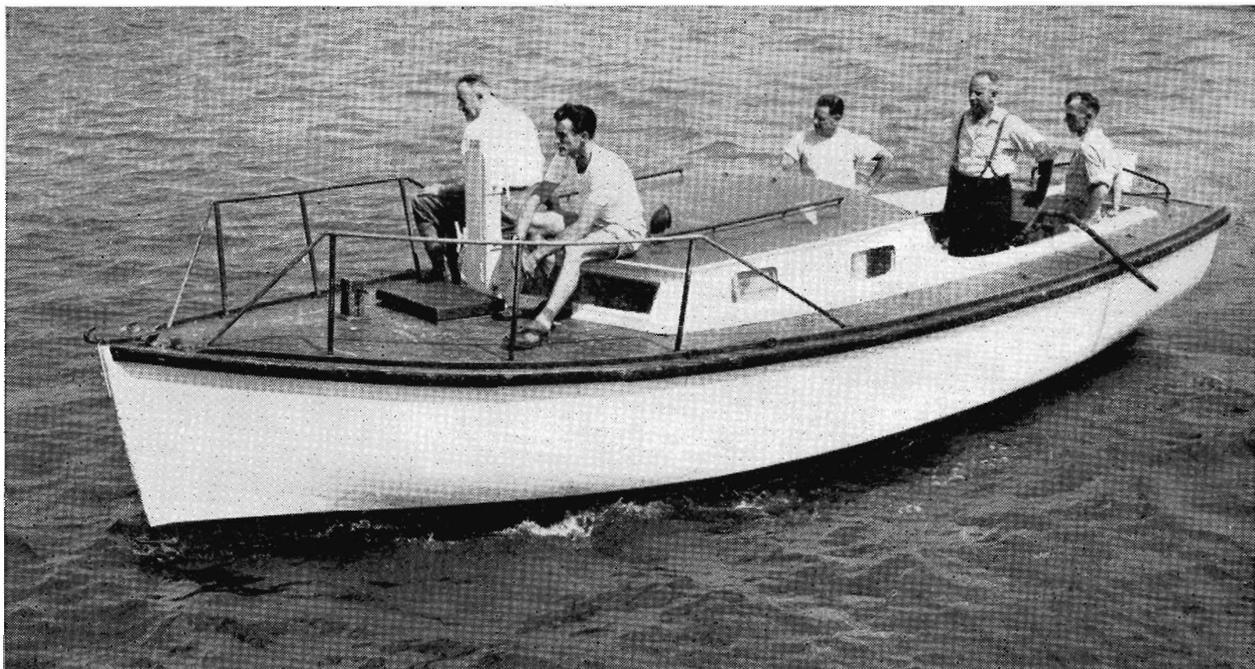
Handbag Found

"THANKS to the Conductor on the "Mildura Sunlight" and staff at Maryborough and Ballarat for return of wife's handbag.

—Chas. R. Wells, Ballarat



RON BAGGOTT'S SPORTS PAGE



THIS sturdy, well-equipped fishing launch that cost nearly £1,000, belongs to the V.R.I. Angling Club. Possessing a 10 h.p. engine, it is 24½ ft. long, has a beam of 10½ ft., and holds 12 to 14 people. Members of the Club use the launch for fishing around Point Cook. Affiliated with the Victorian Piscatorial Council, the Club consists of V.R. men who are keen salt-water fishermen. Mr. R. Sinclair (Head Office) is President and now in his 10th year as Secretary, is Mr. W. J. Crowe (Suburban Guard).

Golf

VICE-PRESIDENT'S Day of the V.R.I. Golf Club was held at Mt. Xavier course, Ballarat, by kind permission of the management. Fifty-four took part, including 8 ladies. Results were: Vice-President's trophy was won by J. Stephens (Ballarat) with a net of 60; Ladies' event by Mrs. Dickman (Melbourne) and Secret 9 Holes by Mr. J. Dickman. Trophy for the latter was presented by Mr. J. McCarthy of Ballarat (now retired from the Department) who has been a member of the V.R.I. Golf Club for 37 years.

Annual meeting of the Club will be held on Friday, April 1 at V.R.I. Flinders Street, at 8 p.m.

1960 Football Season

THE question agitating all minds—at least the minds of those who read this page—is whether Newport Workshops will again dominate railway football in the coming season and annex its third successive premiership.

The ever reliable Loco team and

last season's newcomers, Commercial and Accounts, will offer stout opposition; but it could well be that the answer to Newport may come from Spotswood Workshops, North Melbourne Workshops or perhaps Melbourne Goods. These sections have, in past years, been represented by top class teams and their return to the V.R.I. Football League would be welcomed by all.

Entries for the coming season close at the annual meeting of the League which will be held in Room 97, V.R.I. Flinders Street on Wednesday, April 6. Representatives from all depots wishing to enter teams are invited to attend.

Fencing

THE Australian Fencing Federation will hold an Olympic Selection Tournament in Sydney late this month after which the team to visit Rome in the forthcoming Olympics will be chosen. Of the 13 Victorians selected to compete in the tournament, six are members of the V.R.I. Fencing Club. They are:—L. Okalyi (foil),

D. Doyle and A. Szentgyorgi (epee), L. Kovacs, A. Szoeki and L. Tornallyay (sabre). This is the highest representation from any club in Australia. Mr. E. Szakall, hon. secretary of the V.R.I. Club, who is also President of the Victorian Fencing Association, has been appointed Team Manager for the Rome Olympics.

Tennis

SOME good tennis was seen in the V.R.I. State Championships held at Royal Park. The favourites for the doubles title (R. Carmichael and T. Sedmak) were defeated by that veteran pair, L. Murphy and M. Harford. Incidentally, many football followers will recall that Len Murphy as a Collingwood star of the early 'thirties who also played district cricket for Collingwood. In the singles semi-finals, T. Sedmak (Melb.) defeated R. Carmichael (Willaura) and M. Cotter (Melb.) won from B. Pearce (Seymour). As *News Letter* went to press the finals had yet to be played.

VICTORIAN RAILWAYS

NEWS LETTER

APRIL



1960



Rice—By the Trainload

FIVE special fast goods trains were used last month to transport 3,730 tons of rice from Echuca to Appleton Dock, Melbourne.

Spread over seven days, each train hauled 34 trucks, each containing approximately 20 tons of bagged rice. In addition another 810 tons from Yenda, New South Wales, was transhipped at Tocumwal. The rice was being freighted by a specially chartered cargo ship, the *Kyuyo Maru*, to the Pacific island of Okinawa. Teamwork was essential to ensure that sufficient rice was placed at the dock each day to enable the freighter to depart on schedule.

Rice Industry Expands

TO cater for the expanding rice industry, special storages are being built in the Riverina districts.

This year's crop is estimated at 37,000 tons—6,000 more than last year.

To enable this, and future crops to be handled efficiently, the Rice Growers Co-operative Mill Ltd. has built storage sheds on departmental land at Deniliquin and Balranald, while another is planned for Burraboi. Construction of the storage sheds will cost £50,000.

As all rice is bagged, it has also been possible to establish open sites for rice at Niemur, Wakool and Tantonan.

Revenue from Land

RENTALS obtained from leasing railway land to the public for various purposes exceeded £318,000 in the last financial year and are continuing to show an upward trend.

To encourage more industrialists to

use rail freight services, it has been decided to lease 43,000 square feet of land at Arden Street goods yard, North Melbourne. With a siding frontage and accommodation for six wagons, the land is suitable for a factory or other industrial purposes.

Suburban Improvements

WORK has commenced on the installation of automatic power signalling from Blackburn to Mitcham at a cost of about £76,000. With the completion of this intermediate section, automatic power signalling will be in operation from Flinders Street to Ringwood. When the power signalling facilities became available, train services beyond Box Hill could be further improved.

Power signalling is being provided in the station yards at Blackburn and Mitcham, as well as the main line. At Mitcham a new relay room has been built to house the electrical control gear. This involves alterations to existing station buildings. Foundations for a similar room have been laid at Blackburn.

Army Tanks By Train

THE movement of four 48-ton Centurion tanks last month presented no problems for the Department.

Two of the tanks required repairs and were railed from Dysart army siding, near Seymour, to Bandiord, another army siding near Bandiana. Two replacement tanks were then railed in the reverse direction.

The tanks were loaded onto specially fitted 'Q' wagons, which have a capacity of 90 tons.

More Superphosphate Railed

FEBRUARY saw an all-time record established for rail transport of bagged and bulk superphosphate.

The total of 121,953 tons was 8,768 tons greater than for the same month the previous year.

From July 31, 1959, to March 31 the total tonnage of superphosphate loaded was 401,531 tons—up 30,266 tons above the corresponding period in 1958/59.

The heavier fertiliser loadings were handled despite the need to provide a constantly increasing number of wagons for briquette, motor car body, iron, steel and general traffic.

Bulk carriage of superphosphate has been stimulated by the rapid increase of aerial spreading of fertiliser in hilly country throughout the State (See *News Letter*, Sept. 1958).

One of the main manufacturers of fertiliser in Victoria has leased sites at several country stations for the erection of bulk storage facilities. These will ensure supplies of superphosphate being readily available for aerial spreading and general use.

Privilege Tickets Popular

AN average of 1,500 railway men and women each month are travelling throughout Victoria on privilege tickets.

When the scheme was first introduced, late in 1957, only four tickets, entitling rail travel at quarter fares, could be obtained each year. However this number has since been increased to six.

COVERS

Front: Nearly 5,000 feet atop Mt. Buffalo nestles "The Chalet", all-season mecca for holidaymakers, that celebrates its golden jubilee this month. It is operated by the Victorian Railways. Back: These scenes in and around "The Chalet" include: the latest amenity for guests—Australia's highest swimming pool; the recently prepared croquet lawn (there is a companion putting lawn); the ballroom that was the original dining room; a glimpse in the kitchen, where the delectable "Chalet" meals are prepared; a horseriding party led by V.R. groom Eric Higgins (*N. L.* p. 45, '60); and in a tennis game, on the re-surfaced courts, famous personality Bill Marriott, ski instructor, guide, sports organizer, and M. C. at "The Chalet".

Full story, page 52.



The culmination of a series of press advertisements aimed at inducing more motorists to use the train, was the Department's entry in this year's Moomba procession.



(Above) Harris train after application of cleaning solution.

THE BIG WASH

(Below) Train passing through water jets.

“GO wash an elephant if you wanna do something big” was the advice tendered—presumably to ambitious young executives—by the old (pre-Elvis) song. Every weekday, in Jolimont Workshops Yard, a far bigger job is done by the new carriage washing machine as it cleans the exterior of a suburban train. And it can handle eight trains a day.

Each suburban train is washed and cleaned every three to four weeks. The train to be washed is hauled slowly through the plant by a diesel-hydraulic shunting unit that was designed by departmental engineers and built at Newport Workshops.

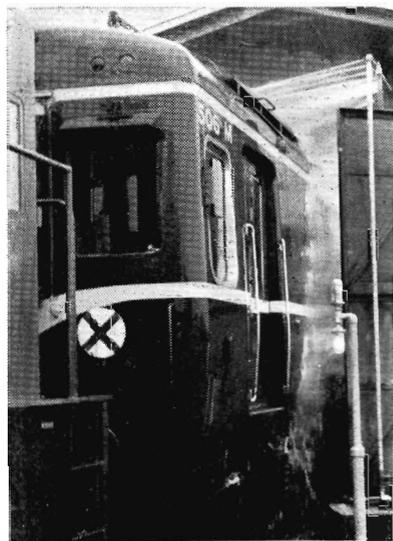
Powerful jets of water, in the form of fine sprays, are directed against the sides of the carriages. Following this pre-wetting process, cleaners manually rub the surfaces with a cleaning solution (oxalic acid and a detergent). It was found impracticable to have this work

done mechanically because of the exterior projections on the older type Tait and swing-door carriages.

The next operation is a thorough cleaning by water jets and revolving flails (consisting of felt strips) that beat against the sides of the carriages. The development of these flails was the result of painstaking experiments by railway engineers.

The flails proved to be more effective than the rotating brush used extensively on American streamliners, because the brush could not cope with the projections on the older type of carriages. These older carriages will, of course, be progressively replaced by the streamlined, smooth-surfaced *Harris* trains.

The wash is completed after an acid neutralizing soap solution, to remove all traces of oxalic acid, is spurted from another row of jets, and followed by a spray of clean water.



FROM LOG CABIN TO LUXURY CHALET

THE Chalet at Mt. Buffalo National Park celebrates its Golden Jubilee on April 17—it was in 1910 that the first part of the building that comprises the present guest house was built.

Long before that, the great, granite plateau of Mt. Buffalo had attracted attention. Standing aloof from the main bulk of the Dividing Range, and towering over the nearer mountains, its steep walls flung down a challenge to all who came within sight.

HUME and Hovell, the Australian explorers, were the first white men to see Mt. Buffalo. They viewed the towering plateau from an angle which brought the shoulder of The Hump close behind the upthrust peak of The Horn and gave the rugged outline of the great tableland of granites the appearance of a huge buffalo.

After naming it Mt. Buffalo they pushed southward to the sea.

First Ascents

That was in 1824, but it was not until the discovery of gold in Victoria, 30 years later, that the first white men scaled the frowning ramparts and set foot on the rolling levels of the plateau far above the river valleys, in which the miners already had pitched their tents. Government surveyors, these men paved the way for the many thousands of Australian and oversea tourists who have since visited Mt. Buffalo. They surveyed and mapped the plateau, built a cairn (since removed) on the crest of The Horn.

In 1854, James Samuel Manfield, a miner, accompanied by his brother, John,

climbed the long spur from the lower Buckland Valley and reached the heights of Mt. Buffalo from The Horn end of the plateau.

They were probably the first men to explore the plateau from choice. James Manfield later claimed the distinction of being the first guide to escort a party over the tableland when he led a group of Buckland gold miners from The Horn to The Gorge.

The Mt. Buffalo plateau assumed greater importance when cattlemen discovered that there was an abundance of good feed on the open plains, and seasonal mustering on the rugged heights became a regular and spectacular cattle movement.

Mountaineers

Gradually the scenic fame of Mt. Buffalo began to spread beyond the local inhabitants and to lure intrepid mountaineering enthusiasts from Melbourne to holiday in this alpine fastness, and climb and explore the mountain region.

In those days there were not even rough tracks along the spurs to which the motor road winds between Porepunkah

and The Chalet, and the recognized approach was from the remote Horn region, but venturesome mountain climbers, setting out from Porepunkah, found a way of reaching the tableland from The Gorge side.

For a long time there was no accommodation available for tourists on the plateau. Then, one day, veteran miner G. V. Smith visited the plateau and was impressed with its great potential as a tourist resort.

The first shelter was erected by a syndicate, of which Mr. Smith, who had become a member of Parliament representing the Ovens District, was the guiding force. It was a primitive affair—an historian described it as “a house made largely of some sort of paper”.

Erected on a site between The Hump and The Horn, it lasted only one summer and was then abandoned.

Alpine Club

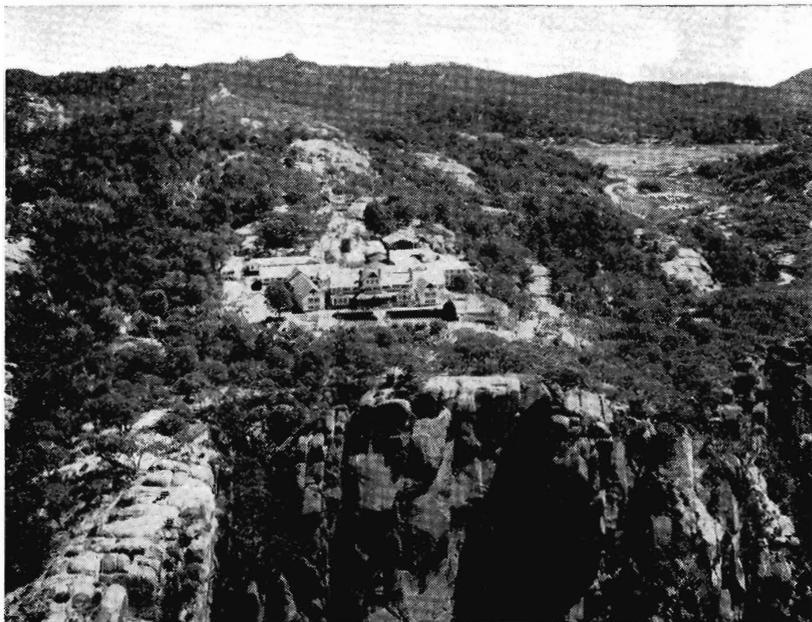
Development of the district as a tourist resort was stimulated when Dr. J. F. Wilkinson, who came to Bright in 1887, organized the Alpine Club to raise funds, distribute literature and generally make Mt. Buffalo better known to Victorians.

First important achievement of the Alpine Club was to raise the necessary money for the construction of a track from Porepunkah to give easier access to the plateau than by the approach from below The Horn.

Early visitors to Mt. Buffalo were Sir Harry Allen, then Dean of the Faculty of Medicine at Melbourne University, and eminent surgeon, the late Sir George Syme. There were no defined tracks in those days and the hardy mountaineers were obliged to climb up over the rocks from Porepunkah.

Carlile's Hospice

The next move to provide Mt. Buffalo visitors with accommodation was made by Mr. E. (“Ted”) Carlile, of Wandiligong, who had been one of the experienced Alpine Club guides. He built a small hospice, as well as a number of small sleeping cubicles not far from “The Monolith”. Incidentally, Carlile was the first man to make the then hazardous climb to “The Monolith” and “The Cathedral”. He conducted the hospice, acted as guide for visitors and kept the track in good condition.



Helicopter view of The Chalet

The Chalet is Built

The first Chalet was built on the site of the existing building in 1910—two years after the opening of the road, which the Government built when it took over the Mt. Buffalo plateau as a National Park. The road, later graded and subsequently widened for two-way traffic by the Country Roads Board, was built by Mr. C. Catani, Engineer-in-Chief of the Public Works Department, who also built the famous lake bearing his name.

Designed by Public Works Department architects, and constructed under their supervision, the original T-shaped Chalet building comprised a main central wing, with a lounge, dining room (present ballroom) and kitchen (now staff recreation room) and side wings used for bedrooms and bathrooms. There were 10 bedrooms on the ground floor and the plans provided for four dormitories.

Victorian Railways Take Over

The Victorian Railways took control of The Chalet in 1924, and two years later remodelled it. This work continued until 1937, when most of the major additions and extensions were completed. Since then the policy of progressively improving The Chalet has been pursued, with the result that, today, it ranks with the world's best mountain holiday resorts. The existing Chalet has 138 rooms with accommodation for 188 guests.

World travellers, who have sampled the best that Europe has to offer in Chalet accommodation, are agreeably surprised at the high standard of service at Mt. Buffalo. Food is first-class and impeccably served; rooms have hot and cold water (some have private baths); the house itself is centrally heated and the log fires of colder months add com-



Early hut on Mt. Buffalo

fort and cheerfulness to spacious lounges. A ballroom, billiard room and cafe foster the house party atmosphere.

A weekly cinema show is one of The Chalet's most popular amenities. Outside recreational facilities include tennis courts, a putting green and a croquet lawn.

Latest amenity is a modern, tiled swimming pool with provision for afternoon teas, Continental style, and sun bathing.

High Above Clouds

One of the unique features of The Chalet is that it is situated high above

the clouds on the Mt. Buffalo plateau, whereas European and North American Chalets nestle in the valleys of alpine regions.

Perhaps nowhere else in the world is the tourist able to stroll only a few yards from a Chalet and obtain the breathtaking view of a precipitous gorge such as can be had from Bent's Lookout.

Fantastic Rocks

Within walking distance of The Chalet are fantastic rock formations that must be seen to be believed. Some of the many that are well worth visiting are The Hump, The Horn, The Monolith, The Leviathan (a giant estimated to weigh about 30,000 tons), The Cathedral, Egg Rock, Kissing Stones, Table and Loaves, Stonehenge, The Sentinel, The Torpedo, Mahomet's Coffin and the Woolpack.

Mt. Buffalo is a precious inheritance from Nature, and, wisely, an area of more than 27,000 acres has been reserved as a National Park for the people, and its fauna, flora and bird life preserved.

Flowers and Birds

Over 360 species of wildflowers have been discovered in the National Park and in the flower season a pleasant walk of a few miles from The Chalet (taking in the shores of beautiful Lake Catani) will reveal at least 60 species in bloom.

The bird life in this fascinating Alpine region playground includes the world famous lyre birds which can be seen within a few hundred yards of The Chalet.

The wonders of Mt. Buffalo can be enjoyed on foot, or in the more leisurely and, perhaps, best way on the back of a sure footed mountain bred and trained horse. These equine "tourist guides" can be hired at The Chalet.



Lounge at The Chalet



Warrnambool Station.

PLACE OF PLENTY

BELIEVED to be derived from an aboriginal word meaning "a place of plenty", the name *Warrnambool* is most appropriate for the fast-growing capital of a fertile and prosperous district.

ON leaving Spencer Street by "The Flier", you may perhaps recall (if you have a few grey hairs) that it is the extension of one of Victoria's first name-trains—*The Geelong Flier*—which right from its beginning in the 'twenties, brought Geelong within suburban travelling time from Melbourne (and, of course, vice versa.).

As the diesel whisks you through the ochre coloured pastures of the Western District with their prim, wind-breaks of pines, and their neat stone walls, you are grateful for the air-conditioning that wards off the thrusting heat of a late summer.

It lends interest to the journey if you know that you are travelling over the

third largest volcanic plain in the world. Only yesterday, by geological standards, (about 5,000 years ago) the low hills that dot the plain were fiery volcanoes belching forth molten lava. And now time has marched on long enough to fret the lava into soil that grows the famous wools and nourishes big dairy herds, as well as wide-hatted graziers.

Fast Growing City

After the heat-hazed plains, Warrnambool welcomes you with a flourish of clear river and a flash of blue sea where the Hopkins River meets the waters of Lady Bay. It is a bustling, growing city with its population increasing, so locals proudly state, at a faster rate than any other provincial city. Among its industries are woollen mills, the biggest milk condensery in the world, and the Fletcher Jones trouser factory which, with its green lawns dotted with coloured umbrellas, is said to be Australia's most-photographed factory.

Warrnambool is also a holiday town which draws its quota of visitors with a splendid beach, good river and surf fishing, all the amenities of a city, and such features of interest as that remarkable extinct volcano—Tower Hill. As would be expected of a seaside town, the summer is delightfully mild with an average January temperature of 72 degrees. Of its total area of 7,000 odd acres, more than 1,000 are set aside for sport and recreation.



Parcels Office—"the busiest place in Warrnambool".

Racing, which began at Warrnambool in the early 1850's, has been popular ever since : the Grand Annual steeplechase is conceded to be one of the most spectacular races in Australia. And there are so many clubs and organizations that there is something on almost every night.

Rail Service

To meet the needs of this thriving city is an excellent passenger and fast goods train service. Perishables, livestock and urgent goods loaded in Melbourne are available for delivery in Warrnambool at 8 a.m. the next morning. Those loaded in Warrnambool up to 4 p.m. can be collected in Geelong or Melbourne at 8 p.m. the following day. Altogether, there are 25 goods and 25 passenger trains a week—up and down—serving Warrnambool. Total goods business, last financial year, amounted to £177,964 ; passenger revenue was £31,149 and parcels, £23,384.

Parcels

The recent introduction of the parcels wagon on No. 9 fast goods from Spencer Street was widely appreciated by customers. Parcels received by the O.P.O. Spencer Street too late for dispatch by the 5.10 p.m. Warrnambool now arrive by the parcels wagon at 7 a.m. next morning and are available for delivery at 8 a.m.

As a result, says Stationmaster F. D. Meagher, parcels business is increasing. In fact, he claims, the two busiest places in Warrnambool are the parcels office and goods shed. For example, although January is normally a slack month, 2,854 waybills and over 7,000 parcels were handled by the parcels office. Most of the local firms freely avail themselves of the excellent parcel service.

Way and Works and Rolling Stock

The Way and Works depot at Warrnambool is the headquarters for 18 track gangs, totalling 121 men, supervised by Road Foreman G. Symons ; and 42 works staff, under Works Foreman J. McNamara. The major works job being done in the section, at present, is the bridge over Mt. Emu Creek, between Boorcan and Terang ; some of the piles for this structure are down to a depth of 48 feet.

Ten Rolling Stock men, under Driver-in-Charge F. Clement are stationed at Warrnambool.

Business Increasing

Stationmaster Meagher attributes the satisfactory increases in parcels and goods traffic to the friendly relations between staff and customers and the excellent service given.

"Their business", says Mr. Meagher "is our business ; and we want *their* business".



Arrival of morning papers by No. 9 fast goods. The introduction of a parcels wagon on this train was widely appreciated by rail users.



Works Foreman J. McNamara, Road Foreman G. Symons and Clerk P. O'Connor in the depot garden which won a prize in the annual competitions.



The Way and Works depot.



Warrnambool goods shed.



Part of Dennington condensery

WORLD'S BIGGEST CONDENSERY

AT Dennington, three miles from Warrnambool, is the biggest milk condensery in the world. Operated by Nestles it contributed £169,240 to railway revenue last year. Sunshine Full Cream powdered milk, Lactogen, Nescafe and Ricory are made there. The huge factory needs nearly 30,000 tons annually of briquettes and brown coal, and draws twenty million gallons of milk a year from over 700 farms.

Its maximum intake of 1,100,000 lb. of milk in one day is still a world record. All this milk was processed in the same day. To give some idea of what this quantity means, it was the produce of 50,000 cows and made 240,000 tins of condensed milk and 86,000 tins of powdered milk.

In dealing with the milk, the most rigid standards of hygiene are maintained throughout, beginning at the farms. Farm inspection is insisted on, a team of supervisors visiting all farms regularly and veterinary services are available when required. The plant, itself, is a maze of stainless steel with high speed filling machines eliminating all handling of the product.



Loading wagon at condensery

500 M.P.H. TRAINS?

RAIL-GUIDED ground travel at air-borne speeds—already technically possible—may become a practical reality within the foreseeable future, says *Railway Age* magazine in a recent issue.

THE principal of "levitation" for future ground transportation, possibly on or along rails, at speeds of from 200 to 500 m.p.h., has been successfully demonstrated by the Ford Motor Company.

It could, Ford scientists say, lead to a wholly new concept of rail travel, under which individual vehicles would operate between major cities on close headways in airplane-competitive time. A practical working model of such a vehicle is already on display at the Ford X Rotunda (exhibition hall) in Dearborn, Michigan, U.S.A.

Supported on Air

The Levacar (as it is called) is supported, and its forward motion "lubricated", by tiny jets of air pushed through "levapads" on the bottom of the cars. It is propelled by air ejected, at surprisingly low pressures, from the rear of the car. It travels from three to five-thousandths of an inch off the ground. Thus, rails, or some equally smooth surface, are necessary for successful operation. Even the best of concrete highways would be too rough.

For railroad passenger service, Ford engineers visualize relatively small Levacars, holding perhaps 20 passengers each—though considerably larger vehicles (as shown in the accompanying sketch) are technically possible. Each car would operate as a separate unit under completely automatic control; "human reaction times could not cope with the speeds involved". But the cars could operate as often as traffic volume required—under very short headway.

Special Tracks

Differences in speed and signaling requirements would admittedly preclude use of Levacars on the same tracks with conventional trains, but they could run on special tracks built on or over existing railroad rights of way. On a four-track line, for example, the two inside tracks might be converted for Levacar operation; the two outside tracks kept in conventional pattern for freight and short-distance passenger service where Levacar speeds would have no appreciable advantage. On a single or double-track line, Levacar rails might be built above the standard track on the same right of way.

On the general basis, Ford believes, Levacar could make railroads fully competitive with airplanes, at least up to 1,000 miles.

No Rail Wear

With properly designed levapads, the car could be guided by a single rail, on

the monorail principal, or, for greater stability, on double rails. The ideal rail section has not yet been worked out, but would probably be considerably lighter than present railroad standards. And says Mr. D. J. Jay, senior development engineer of Ford's Levacar project, "it would last just about forever", because it would be only a guide; not a weight-carrying support. There would be no friction or wear between car and rails. (Neither would there be any wheel, axle or bearing friction or maintenance.)

Grades and Curves

Grades and curves would be no problem, because Levacar can take any grade up to 50 per cent with only slight diminution in speed; negotiate at high speed any properly banked curve, down to 1,500 foot radius (about 3 degrees, 50 minutes). Switching would be no obstacle, either, because Levacar can cross short gaps in its guide rails without difficulty. "We couldn't", Mr. Jay concedes, "operate over grade crossings, but our anticipated track structure is so light that it could be jumped over such crossings without too much cost or trouble".

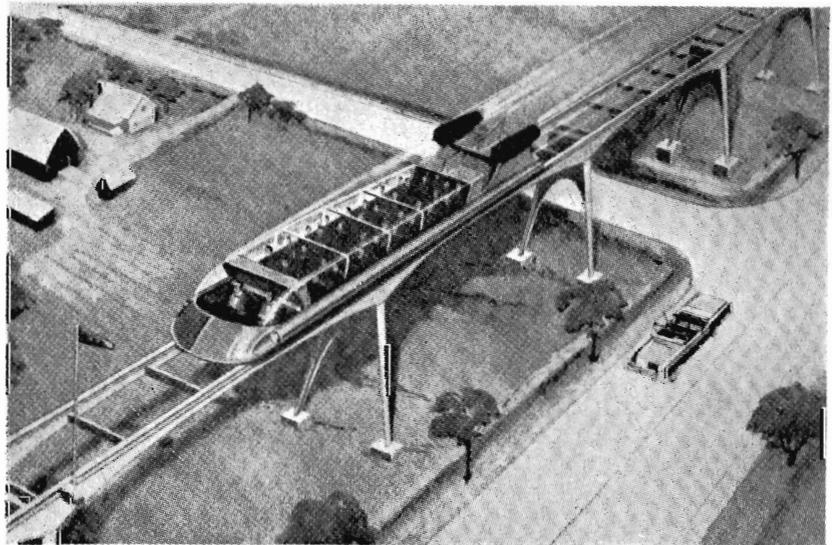
Levacar is the brainchild of Dr. Andrew A. Kucher, Ford's vice-president for engineering and research, who first proposed the air-levitated concept of high-speed ground transportation in 1928. Wheels, Dr. Kucher says, will

probably always have their place in short-distance, relatively low-speed transportation of the type performed by today's conventional cars, trucks and trains. But wheels reach their practical maximum speed at 200 m.p.h., or less. Even at that velocity, wheeled vehicles encounter difficult problems of vibration, loss of traction and loss of control. Hence, he says, a wheelless vehicle is mandatory if ground transport is ever to approach air speeds.

The Levacar is only one of a score or more of air-supported vehicles under development in the United States and abroad for travel over either land or water. Curtiss Wright Corp., for example, is working on a 60 m.p.h. "Air Car", roughly comparable to an automobile. In England, a Saunders-Roe "Hovercraft" recently made a two-hour crossing of the English Channel from Calais to Dover. These, however, are designed to travel without ground guidance.

Further development

Levacar is the only known vehicle of its type specifically planned for rail-guided, commercial transport. And Ford has enough confidence in its possibilities to have set up an entire project group to work on its further development. The group's next assignment may be to build a six-to-eight passenger vehicle to operate on rails at about 200 m.p.h.



Levacars, guided by rails, supported and propelled by air, might be used, as shown in the artist's conception above, for passenger transportation at speeds of 200 to 500 miles per hour.

THE STANDARD GAUGE PROJECT

STEADY progress is being made on the £10½ million standard gauge rail track between Melbourne and Albury. It is scheduled to carry the first goods train service towards the end of 1961.



(Above) ROLLING rails into position on standard gauge track near Bowser. Scheme requires about 27,000 tons of rails, 450,000 sleepers, 600,000 cubic yards of ballast and 2,800 tons of steel for bridges.

(Below) THE new 4' 8½" track is creeping forward. Near Wangaratta it lies, still in its preparatory stage, beside the existing single broad gauge line.

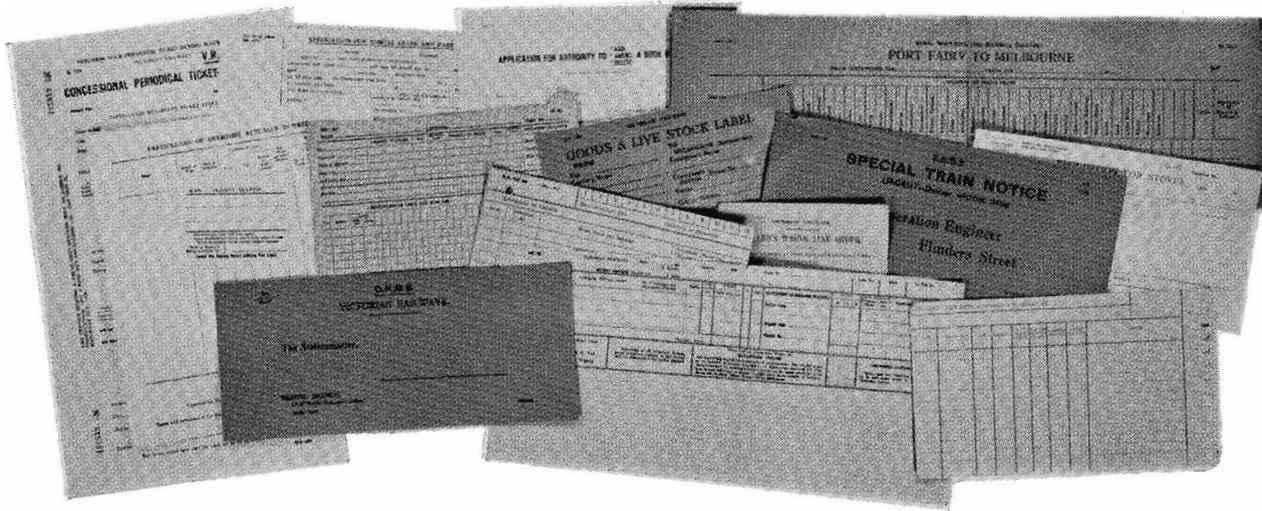




BRIDGE over Broken River, near Benalla. Concrete piers at the right will take standard gauge line. Steelwork on the approach spans (supplied by N.S.W. Railways) has been erected. The river spans are 63'; plate girders are now being fabricated for these.



LOADING stone at Glenrowan for transport to crusher. To supply the 600,000 cubic yards of specially graded, crushed stone used for ballast, contractors have established crushing plants at Glenrowan and Barnawartha and more plants are being set up near Dysart and Euroa.



A MATTER OF FORMS

FORMS . . . Hundreds of them play a basic part in the V.R. system's functioning. They range from "application for leave" to those setting out "station daily cash remittances." No Branch of the service could operate without its quota of forms. There are 3,490 different forms in use today, all under rigid control. Without this tight supervision many of them could become superfluous, ambiguous, and wasters of money and time.

To assess the currency or otherwise of the mountain of printed forms and books, the Books, Forms and Stationery Committee recently completed a three-year survey. In this article, Mr. M. L. G. McKenzie (Printing Manager) who is the Committee's Chairman, describes the work that has been done ; he tells, too, of the foundation laid for the maximum use to be obtained from each form.

LET'S start with a quiz. How many railwaymen can identify a G97s form, off-hand ? Most men handling correspondence should, because they use them daily. They are the diminutive gummed labels stuck on the back of an envelope, for the address. Smallest of all V.R. forms, 3,000,000 of them are produced annually, enabling envelopes to be re-used with consequent savings to the Department.

When the Books, Forms and Stationery Committee started its survey, there were nearly 5,000 different books and forms. Today, the total is 3,490—a very substantial reduction achieved

only after a painsaking examination of them all.

But, let us look back, for a moment. In 1909 the last complete Index of all departmental books and forms was compiled. Since then, the only Index books prepared were for the Traffic Branch in 1924, 1930 and 1938. These, however, merely indicated the title of each form and were not complete indexes of all forms and books. And now, we can leap forward 50 years . . .

Over the past three years a general inventory of all departmentally printed books has been undertaken by the Committee. During the preparatory

work the first job was to list items in individual branch lists, followed by a microscopic sorting of similarities in books and forms. The head-quarters for this work was at the Railway Printing Works, North Melbourne.

It was discovered that some forms had become obsolete with the passing of time and were not being used ; they were quickly withdrawn. Many similar forms, it was found, were being used by various branches ; to avoid this wasteful duplication, a general form (G) was substituted where two or more branches used the same form.

Wording of some currently-used forms

was found to be antiquated (many dated back to early in the century), and these were referred to the branches concerned for re-phrasing. Spacing on many of the forms was far in excess of needs ; in others, room for information was inadequate. In these cases, the Committee suggested re-arrangement of the forms to achieve clarity and more efficient presentation of data required.

In the course of the survey, large money savings were made. For instance : the base colour on departmental cheques was printed on one side instead of front and back ; blue pen ruling on many forms (requiring two machinings) was changed to standard black ruling ; names of branch chiefs were omitted to save the cost of form replacements when changes of occupancy occurred.

To add, amend or delete a book or form, a definite procedure is laid down. The head of a branch must first recommend to the Committee on a G.69 form (*there is even a form to amend a form*) that the introduction, amendment or withdrawal is warranted. The Committee checks to see if any similar form is in existence, particularly in another branch or, in the case of an amendment, if it is technically undesirable from a

printing viewpoint. Any other users of the form are consulted, too. The Committee's report is then submitted for Commissioners' approval.

The permanent printed books, forms, tags, cards, calico's, labels, and envelopes now in use (totalling 3,490) are spread over the various branches : Traffic, 1,600 ; Way and Works, 365 ; Rolling Stock, 352 ; Accountancy, 254 ; Stores, 233 ; Refreshment Services, 155 ; Commercial, 118 ; Secretary's, 100 ; Electrical, 73 ; and 'G' items, (common to all branches) 250.

The latest issue of the Book and Form Index is complete in every detail and is proving most helpful to all users. It covers all that might want to be known about a particular book or form ; who uses it and where it can be obtained on requisition, together with a precis of its purpose. It also indicates, if the item be a book, the number of pages, whether in duplicate, triplicate, etc., and if a form, whether singly or in pads. All identifying symbols and index letters are selected for particular purposes ; SB relates to the Stores Branch, S to the Secretary's Branch, P to passenger traffic, and TR to train running.

Of course, the Committee's work is

not finished. Existing books and forms will continue to be scrutinized and fresh ones no doubt will be necessary, from time to time. But, whatever happens, the Committee has a firm grasp of a situation in which there is always scope for improvement, leading to more efficient clerical working with great potential savings in costs.

* * * * *

STEAM ON SOUND

DESPITE the advent of planes that skim the sky faster than sound, the steam locomotive—man's first practical achievement in powered transport—still holds a firm place in the affections of countless thousands. And even when the last steam locomotive has stopped running, the typical sounds will be preserved on discs and tape. A number of U.S.A. records are on sale in the States and some recordings have been made here.

An advertisement in a leading U.S. railroading magazine describes a recording (sold at \$5.95) as "a richly rewarding experience in locomotive sound recording, 42 minutes of working steam locomotives ; running light, double-headed, slow and fast. Recorded from moving autos, stations, fields, even 10 minutes in the cab of a working freight with some unrehearsed dialogue by the crew. Eight different locomotives are featured—each with its own personality and mood and different whistle—the whole fascinating sound panorama of steam at work blended with informal, descriptive narrative into an unbroken action story"

"Rimutaka Requiem" is the title of the discs issued by a New Zealand firm and sold for 32/-. It is described as "an evocative memorial to the doughty little *Fells* and their daily struggle up the now closed Rimutaka Incline"

In Victoria, the Puffing Billy Preservation Society has made a recording of the narrow gauge train between Upper Ferntree Gully and Belgrave. This disc is, however, no longer available. The Victorian Division of the Australian Railway Historical Society is recording the sounds of various Victorian steam locomotives on tape and, later, intends to issue them as discs. The N.S.W. division of that Society has made two discs of N.S.W.G.R. locomotives.



IN the Stationery Section (above) of the Spotswood General Storehouse, 2,500 separate items of books and forms are stocked for issue all over the system on requisition. The Section, covering 16,000 sq. ft., has shelves, bases and racks that, if placed end to end, would extend for two miles.

LINES FROM OTHER LINES

Telephones For British Trains

BRITISH Railways are to provide telephonic communication between the guard's and driver's compartments in all new electric and diesel multiple-units and also in existing stock.

The first units to be equipped will be those that have at present no means of communication between guard and driver, and they will be followed by trains that are already fitted with a bell or buzzer system.

The telephone link will be maintained, when two or more multiple-unit sets are coupled together, through the normal jumper connection between the units, and will be fed from the train lighting batteries.

Of the 2,378 B.R. electric and diesel-multiple units in service without telephonic communication between guard and driver, 511 are older types that it would be uneconomic to equip.

Diesel Working On C.P.R.

Over 90 per cent of Canadian Pacific Railway rail services are now being run by diesel power. As a result, it is estimated that the £70,000,000 outlay on this form of transport is saving more than £14,000,000 annually and reduces maintenance costs by over £3,000,000.

The standard of efficiency secured is also striking. The average freight train load has been increased by 500

gross tons or 31 per cent since 1947 when dieselization was just getting under way ; a corresponding increase in speed has been by 26 per cent. Moreover, there has been an improvement of 65 per cent in gross ton-miles per freight-train-hour in the same period.

New Wonder Signalbox

The Newcastle (England) Central power-signalling installation, incorporating colour-light signals, route-relay interlocking and compressed air-operated pointwork was recently brought into operation, when a new airconditioned control room took over the work of four signalboxes, in which there were 538 levers and 34 switches.

This Westinghouse installation controls 10 miles of track. Provision has been made for possible future extension of the area of control.

French Locos. For U.S.S.R.

The U.S.S.R. Railway system that is electrifying considerable mileages at 50 cycles, is taking advantage of the experience gained by French industry in constructing a.c. locomotives for the French National Railways. Russia has ordered 50, 50-cycle single-phase locomotives, comprising 10 mainline and 30 goods locomotives with maxi-

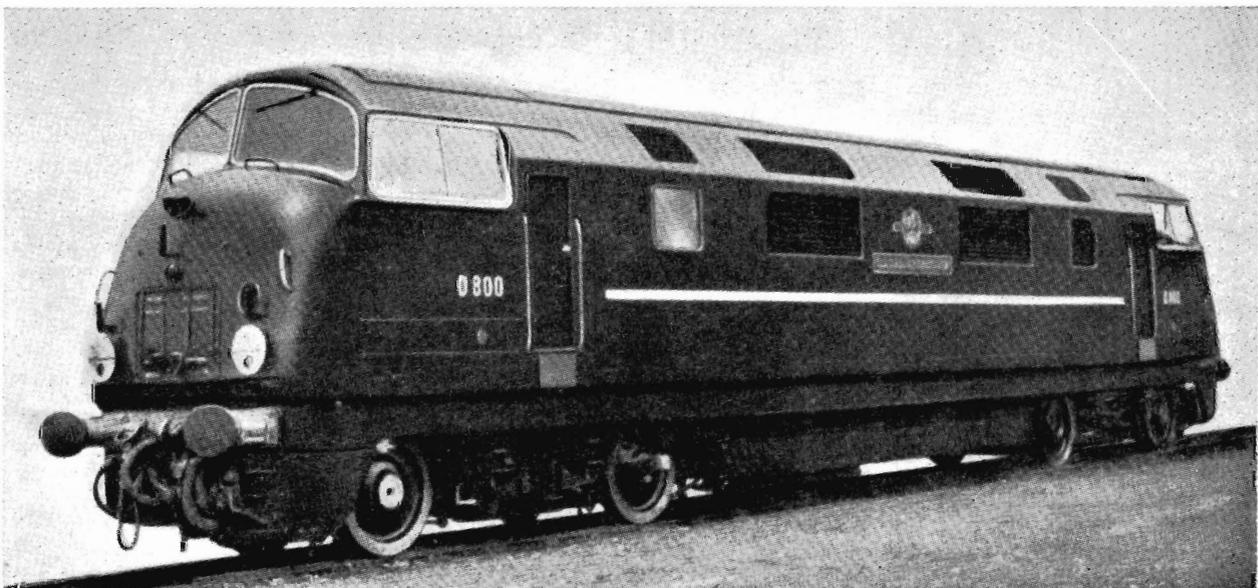
mum speeds respectively of 100 and 62 m.p.h.

In view of the difference between the French standard and U.S.S.R. 5-ft. gauges the bogies have been adapted for test purposes to take standard-gauge wheels, whilst the Russian automatic centre buffer coupling has been temporarily changed for the U.I.C. standard coupling.

" Small Deltic " Units For B.R.

An unusual feature of the 10 Type " 2 " diesel-electric mixed-traffic locomotives being delivered to the Eastern Region of British Railways is the Napier Deltic T9-29 diesel engine. The opposed-piston multi-cylinder two-stroke design is basically similar to the twin engines of the English Electric Deltic 3,300 h.p. locomotive. In the nine-cylinder 18-piston form with pressure charging, as installed in the Type " 2 " locomotives, the Deltic engine is a compact and efficient prime mover. Maximum rated speed is 1,600 r.p.m. in this application.

Its welded frame and superstructure follow practices established for some years by two British engineering companies. The total weight is 73 tons 14 cwt. with train-heating boiler—about 1½ tons greater than the similarly equipped Type " 2 " locomotives.



This is the first of three 2,200 h.p. diesel-hydraulic locomotives, ordered for main line passenger and freight services on the British Railways, which began running last year. These units are modelled on the lines of locomotives on the German Federal Railway. Leading details are : Weight in working order, 78½ tons ; maximum axleload, 19½ tons ; overall length, 60 ft. ; wheel diameter, 3 ft. 3½ ins ; maximum designed speed, 90 m.p.h. ; engine output 2,200 h.p. ; starting tractive effort (30% adhesion), 52,000 lb. ; continuous rated tractive effort (at 12½ m.p.h.) 3,500 lb.



Station Assistants, and other staff, attending a special series of lectures on speech, deportment etc.

BRING ON THE GIRLS !

TO help meet current staff difficulties the Department is again recruiting station assistants from the fair sex.

FEMALE station assistants first came into the Victorian Railways in 1942, during World War II, and recruiting continued until four years ago. At present, there are about 100 female station staff employed and, as *News Letter* went to press, 25 new girls were undergoing training or had just been appointed to stations.

Before starting work, they spend a week attending classes at the Flinders Street offices where they learn the elements of ticket checking and routine station duties.

As one of the new appointees, Station Assistant Gwen Foley appeared on 3DB's

Happy Gang Show. Miss Foley has but recently come from Sydney ; is stationed at South Yarra, and likes working in the Department.

"This is one of the most attractive jobs I've had", she told her radio audience "as I meet so many interesting people among the public.

"I'd have been in the railways years ago if it had been possible", she told *News Letter*. Miss Foley's hobbies are reading and photography. Using a 2½ square reflex camera she takes mostly children and other portraits, in colour.



Miss Foley

Railway Rescue Squad

QUICK thinking by Traralgon railwaymen helped to alleviate the sufferings of the victims of the recent level crossing accident at that location.

Depot Foreman D. Sullivan, on being informed by the guard of the tragedy quickly summoned all available assistance from his staff, due shortly to finish their day's work. Dropping their tools of trade, the men used their motor cars to rush to the scene of the mishap.

Outstanding among those able to give aid were Fitter Harry Feore and Boilermaker Sid Allen who are both keen railway First Aiders. Mr. Feore holds 20 certificates, including one for the 18th year, as well as being first aid instructor at Traralgon for a number of years. Mr. Ellen holds 5 certificates.

Valuable assistance was rendered in shifting wreckage from the victims by Sub-Foreman Fitter Harry Field, Running Gear Repairer Tom White, Fitter's Assistant Bert Hare, Electrical Mechanic's Assistant John Bouthourn, Fitter Lindsay Hough, Skilled Labourer R. Marks and Labourer Ted Carter.

Strangely enough, the first ambulance to reach the scene of the accident was driven by Mr. Russell Scott, Traralgon Ambulance Officer, also an ex-railwayman and First Aider.

Train Control at Head Office, too, was given much appreciated help by Mr. Field. Until late in the evening he sent back information collected from the local police and hospital, about casualties, and also damage to the rail motor.

Tongues Will Wag

ASSISTANT Stationmaster Pat Hally, who has been in that position at Bacchus Marsh for 26 years, has a surname that will spark off amongst oldsters a flood of reminiscences about his late uncle, Ted, one of the most colourful S.M.'s of another era. Not-so-old Traffic Branch men will also remember Ted as the forceful yet highly competent departmental Station Accounts Instructor at the V.R.I.

For many years, Mr. Pat Hally's main hobby, outside his job, has been his membership of a local amateur dramatic and musical comedy group. He has often played leading roles. His enthusiasm for acting remains just as strong. Mr. Hally gets justifiable satisfaction from the fact that he has helped in the raising of many thousands of pounds for local charities.

Not surprisingly, daughter Margaret is following in dad's footsteps in the entertainment field. Her pop singing gained her a 4,000—vote victory in a Radio Amateur Hour performance in Melbourne.

Versatile Railwayman

SIXTY-THREE year old Harry Hodges, of The Chalet Mt. Buffalo, can well claim to be the highest railway "weatherman" in Victoria. At an altitude of 4,500 feet, Mr. Hodges takes daily readings of the weather instruments located at The Chalet.



Mr. Hodges

The information is then telegraphed to the Department in Melbourne and to the Weather Bureau.

As Engineer, Mr. Hodges is responsible for the maintenance and operation of all The Chalet's electrical and mechanical equipment. He is also the projectionist for the week-end cinema programme. Mr. Hodges is in charge of The Chalet's fire prevention equipment and is responsible for training ten of the staff in fire fighting prevention.

Mr. Hodges began at The Chalet in 1938 and he may live in nearby Bright after his retirement.

Knows The Birds

FOR six seasons, Len Barker, of the Warrnambool Goods Shed staff, has represented that city in the Country Week tennis tournaments at

Kooyong—last season, in the "A" grade. A back injury prevented him competing this year. He also plays football with South Warrnambool. Another sport at which he is adept is duck shooting—he never misses an opening day. Illustrating the advantage of a keen eye and the local's expert knowledge of the birds was the bag of 15, that fell to his old Harrington and Richardson single barrel, on last opening day—despite the number of city shooters, with 200 guinea guns, who collected only mosquito bites. Len comes from Yambuck (near Port Fairy) and joined the railways a year ago.

First Of The Many

YARD Assistant Bill Bennett (described by his mates as "the greatest character we've ever had at Maffra") has been in the V.R. for 10½ years. He was among the initial dozen Englishmen to arrive here after being recruited by the first departmental staff recruiting mission overseas. His first job was as a van stower at Flinders St.; he was then transferred to Maffra.

Mr. Bennett joined the British Army in 1935 and, as a regular soldier, was stationed in Irak, Iran and Teheran. On the outbreak of war in 1939, he was posted to Palestine and there he began a very exciting war service: Cyprus, Crete, Tobruk, El Alamein and Burma. He was twice wounded. For nine months after the war he was in the Allied Occupation Forces in West Germany.

Asked what induced him to come to Australia, he said: "My wife was always keen on this country and when she read your railways' ads. in the English newspapers, she bundled me off to see your men in London. She came with me just to make sure!" he added with a chuckle.



The little Middle East country of Lebanon is well represented on the staff of The Chalet, Mt. Buffalo National Park. Left to right: Head Porter Sam Haddad, Chef Bill Halabi and his storeman brother, Albert. As Chalet chef, Bill is mainly responsible for the high standard of the meals so much enjoyed by the guests. These former Lebanese decided to become New Australians after meeting units of the A.I.F. during World War Two. Keen fishermen, the brothers Halabi have had some good catches of trout in Lake Catani.



Mr. Turk

Apprentices in Camp

“THE best holiday we have ever had” was the summing up of two 17-year-old railway apprentices who recently were selected to attend a holiday camp at Somers.

The lads, Maurice Turk, apprentice patternmaker of Newport, and John Lack, apprentice mechanical fitter of the Ironworks Division, represented the Department at the annual Lord Somers camp, that overlooks Western Port.

Maurice is keenly interested in cycling and swimming (holding the Royal Life Saving Bronze Medallion) and has been an active member of the Scout movement for nine years.

Since attending the camp, he has commenced playing basketball for Power House, the camp's Melbourne team name.

John, too, has taken up new sports—rugby and athletics—with Power House. He also swims and plays tennis, table tennis, and soccer.

Twenty-four railway lads have attended the camp since the scheme was introduced in 1949; two being selected to attend each year. The camp was founded in 1929 by Lord Somers, then Governor of Victoria.

Aim of the camp is to bring together 100 boys from industries and schools to help them develop qualities of leadership and respect for the other's viewpoint and their fellow men.



Mr. Lack

Angler

HAVING lived at Warrnambool, and occasionally returning there, relieving Clerk L. Baudinette (from D.S., Geelong) is, like so many in that first-rate fishing district, devoted to sport with the rod and line. Equally adept at surf, stream and lake fishing, and a member of the local angling club,



Mr. Baudinette

there are few good spots in the Hopkins River, Merri Creek or Lake Bullenmerri where he has not cast an expert line. Mr. Baudinette joined the Railways in 1947, at Warrnambool.

Figures and Films

ONE does not need alliteration's artful aid to associate austerity with accountants and auditors. It is an association that comes immediately to mind. But what, it may be asked, do these austere men, accustomed to the grim discipline of figures, do with

their leisure? Read Kant; create crossword puzzles?

In the case of Mr. J. D. Broughton, who recently retired as Rolling Stock Accountant, the answer is 16 mm movie photography.

During many years practising this exacting art, he has produced a number of documentary films that ranked well in competitions. In conjunction with the Ormonde Movie Club he produced a drama, “The Silent Witness”. Among recent work were documentaries on the Coliban Water Supply Scheme and the Botanic Gardens; he will soon start a film on Mt. Gambier.



Mr. Broughton

Educated at St. Andrew's College, Bendigo, Mr. Broughton began his railway career in 1911. After service at various depots he came to Head Office in 1921 and was in the accounts section from 1934. His successor is Mr. J. F. Thomason.

RECENT RETIREMENTS

TRAFFIC BRANCH

Andrews, J. W., Greensboro.
Carlini, P. F., Oakleigh
Cotter, P. D., Spencer St.
Dunn, F. V., Melb. Gds.
Drummond, H., Port Melb.
Eggleston, C. R., Melb. Gds.
Franken, W. A., Melb. Gds.
Fitzgerald, R. J., Ballarat
Flack, K. F., Flinders St.
Grant, C. J., Benalla
Hendy, A. A. A., Spencer St.
Marriott, A. V., Bendigo
Stojadinovic, D., Sandringham

WAY & WORKS BRANCH

Atcheson, C. H., Head Office
Bolton, J. H. L., Caulfield
Boag, R. A., Ararat
Fry, T. H., Bendigo
Gannon, M. B., Warrnambool
Gibbs, R., Spencer Street
James, T. W., Caulfield
Martin, J. V., Caulfield
Neher, E. R. M., S. & T., Flinders St.

Reed, G., Bendigo
Thompson, A., Sale

ROLLING STOCK BRANCH

Baggoley, J. W., Newport
Broughton, J. D. P., H. Office
Bedson, L. J., Sh. Shed
Clark, F., Newport
Cameron, W. F., Newport
Conron, J. F., Newport
Davidson, S., Donald
Everett, R. H., N.M. Shops
Kiely, J. M., N.M. Shops
Magee, W. F., Newport
Oberg, H. J. F., H. Office
Philpott, W. G., Hamilton
Samson, W. W., N.M. Shops
White, N. L., Bdg. Nth.

STORES BRANCH

Vafiopoulos, J. L., Bendigo

COMMERCIAL BRANCH

Rowe, J. R., H.O.

. . . . AND DEATHS

O'Brien, J. L., Ballarat

ROLLING STOCK BRANCH

Barton, G. L., N.M. Loco
Czepiel, J., Jolimont

STORES BRANCH

Webb, J. A., Newport W'shops Storehouse

TRAFFIC BRANCH

Bond, W. J., Ararat
Maloney, W. P., Numurkah

WAY & WORKS BRANCH

Hadden, L., Korumburra
Hawes, F., Std. Gauge
Matthews, L., Korong Vale

UNIFORM GAUGE

WITH the standard gauge job making excellent progress, letters that appeared in the *Age*, from Mr. J. M. Ashworth, M.I.E. Aust., and Mr. Eric Harding on the feasibility of converting all Victorian and South Australian lines to standard gauge have particular interest at the present time. They stressed the comparatively small sum needed when compared with the £937 million road plan. Mr. Ashworth, was formerly Chief Civil Engineer of this Department and Mr. Harding was Assistant Secretary of the Commonwealth Railways.

MR. Ashworth said: "The conversion of all 5 ft. 3 in. gauge lines in South Australia and Victoria to the 4 ft. 8½ in. gauge is fundamental as part of the plan for uniform railway gauge.

"It is included in proposals for connecting the State Capitals from Perth to Brisbane, suggested by the chief engineers of the Commonwealth and all States in 1913 (when the Trans. line was under construction), by the royal commission in 1921, and by Sir Harold Clapp, K.B.E., in his report on standardization of Australia's railway gauges in 1945.

"In round figures the cost, estimated at £15 million in 1921, and £28 million in 1945, may now be stated at £80 million, allowing for almost a threefold increase in the wage rate index figures since 1945.

"The time required to complete the proposed conversion, estimated at seven or eight years, involves an expenditure of say £10 million per annum, which represents only one-fifth of one per cent. (four shillings in every £100) of Australia's national income.

Road Plan

"A £937 million 10-year roads plan was recently announced. Surely the Commonwealth and States' transport authorities will agree now to finance this important, though relatively small, £80 million rail plan, which will ultimately have to be undertaken to overcome the break-of-gauge problem in the most populous part of Australia.

"Full information with detailed plans and estimates are included in the comprehensive report submitted by Sir Harold Clapp in 1945, and the work could be started as soon as funds are available.

"It might be added that the standardization job, now in progress between

Wodonga and Melbourne, provides for a new 4 ft. 8½ in. gauge track parallel to the existing 5 ft. 3 in. gauge tracks, with terminal facilities at Melbourne.

"It is being carried out on its merits, independently of the conversion of all 5 ft. 3 in. lines in South Australia and Victoria, which is fundamental as part of the plan for uniform railway gauge.

Completion

"When the job is completed, probably late in 1961, changing of passengers and transference of goods at the border will be eliminated, and trains from New South Wales will run 'through' to and from Melbourne alongside the Victorian trains—a unique operating situation.

"However, the operation of trains from New South Wales will be confined to the facilities provided, and all the advantages and savings of interchangeability with rolling stock from the Commonwealth, South Australian and Victorian systems (as set out in 1921 and 1945 reports) will not be obtainable until the proposed conversion of all 5 ft. 3 in. lines is effected."

Writing on the same subject, Mr. Eric Harding, said that Mr. Ashworth "had rightly pointed out that the standardization of the railway gauge between Albury and Melbourne is only a fraction of the real job and Australia will not get the full benefits from this work until there is interchangeability of rolling stock between New South Wales and Victoria and the other States.

"It is a pity he did not mention the rehabilitation of the railway finances that will be possible with maximum carrying capacity of permanent way and rolling stock under standard-gauge conditions.

The estimated saving on the proposed Broken Hill-Port Pirie-Adelaide standard-gauge project alone is £1 million per annum."

In reply, Mr. Ashworth said: "May I point out to Mr. Eric Harding that the Albury-Melbourne and Broken Hill-Port Pirie railway projects will result in considerable savings, as both lines carry dense traffic.

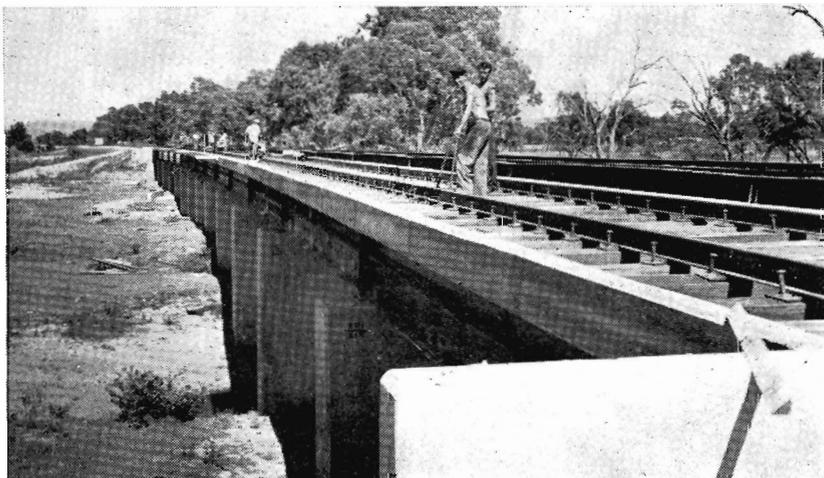
"The latter project is included in the recommendations made by Sir Harold Clapp, to effect standardization of gauges to 4 ft. 8½ in. between Fremantle-Perth and Brisbane but conversion of all 5 ft. 3 in. gauge lines in South Australia and Victoria is given priority.

"This conversion is essential to permit of interchangeability of rolling stock throughout the Commonwealth, South Australian, Victorian and New South Wales railway systems. The very great advantages and saving obtained thereby are indicated in the 1945 report.

"The existing permanent way on the trunk line between Brisbane and Kalgoorlie is suitable for carrying modern rolling stock at high express speeds.

"Surely it would make very little difference to the £937 million 10-year roads plan if the Commonwealth and State's transport authorities will agree to reduce that amount to £857 million, i.e., by £80 million, the relatively small sum required to finance the proposed rail conversion plan concurrently over eight years.

"It is considered that the money spent on conversion will ultimately pay handsome dividends by attracting passengers and freight to a faster and more efficient service."



The Reedy Creek bridge at Wangaratta; the nearer track is standard gauge.



RON BAGGOTT'S SPORTS PAGE



(From left) Messrs. A. Hoffman and J. Connell (Melb. Yard) playing Messrs. I. Harris and R. Stafford (Traffic) in the B grade competition at Royal Park courts.

For Rome Olympics

AT the Australian Fencing Federation's selection tournament held in Sydney last month, two members of the V.R.I. Fencing Club—D. Doyle and Z. Okalyi—were among those selected to represent Australia in the forthcoming Olympics.

Interstate Tennis

PLAYED on Sydney's White City Courts, where Australia will defend the Davis Cup next December, the Australian Railways Institutes Carnival resulted in New South Wales winning the Blanche Cup and Commissioners' Shield. N.S.W. had held the Cup from 1929 to 1956—had lost it to Queensland at the last (1958) carnival—and have now regained it. This year they did not lose a match; in fact, they lost only one rubber—when Michel Cotter (Victoria) defeated Reg. Miller (N.S.W.'s No. 1).

The McAndrew Cup, for individual

competition (doubles) went to the N.S.W. pair, R. Miller and J. Snell. Victoria won only two of the five matches played, defeating South Australia and Tasmania.

V.R.I. Tennis

IN the "B" grade final, Traffic (80 games) defeated Melbourne Yard (44 games). Playing for Traffic were Messrs. R. Stafford, I. Harris, K. Bolton and J. Duncan; for Melbourne Yard, Messrs. J. Connell, A. Hoffman, E. McSweeney and T. Scollary.

Cricket

RESULTS of V.R.I. finals played last month were: Semi-final: Loco, 133, (D. Catchpool 32 n.o., R. Davison 27, J. Culliver 4 for 42, J. Snow 3 for 28) defeated Stores, 81 (J. Culliver 23, D. Thoms 17 n.o., J. Harris 5 for 42); final—Flinders Street 7 for

200 (K. Carmody 75, G. Southern 52, J. Hill 27 n.o., K. Schickerling 3 for 54) beat Loco 7 for 191 (J. Sharp 69, R. Chapman 50, R. Duff 37, J. McCalman 2 for 34).

The final was a really exciting match. Loco batted first and were 7 for 191. Flinders Street, who were hot favourites, lost two wickets in the first over and when the third wicket fell at 16, were in trouble, but a fourth wicket partnership of over 100 by Carmody and Southern put them back in the game.

This is Flinders Street's fourth successive premiership and is the first time in the competition's 44 years existence that any team has won four successive premierships.

Interested spectators at the game were Mr. N. Quail (Deputy Chairman), Mr. G. Brown (Commissioner) and several heads of branches. At the conclusion of play, Mr. Quail presented the Commissioners Cup to the captain of the winning team—J. Heffernan.



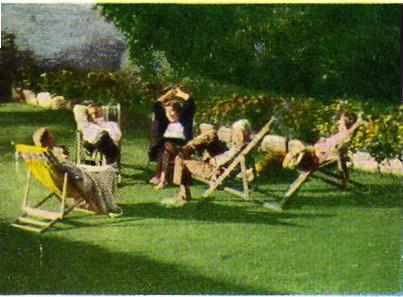
New swimming pool



Front steps chat



Croquet amid the flowers



Relaxing in the sun



From View Point

*This is Mt. Buffalo,
and its Chalet,
as enjoyed by
thousands each year.
Full details on pages 50
and 52 of this issue.*



The kitchen



Dining room corner



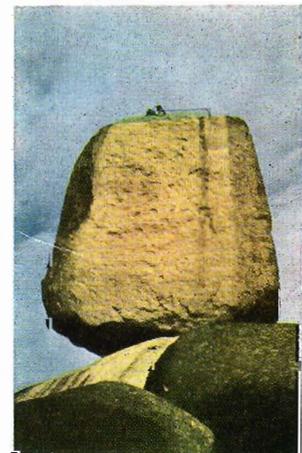
Horseback exploring



Evening dancing



Mountain top tennis

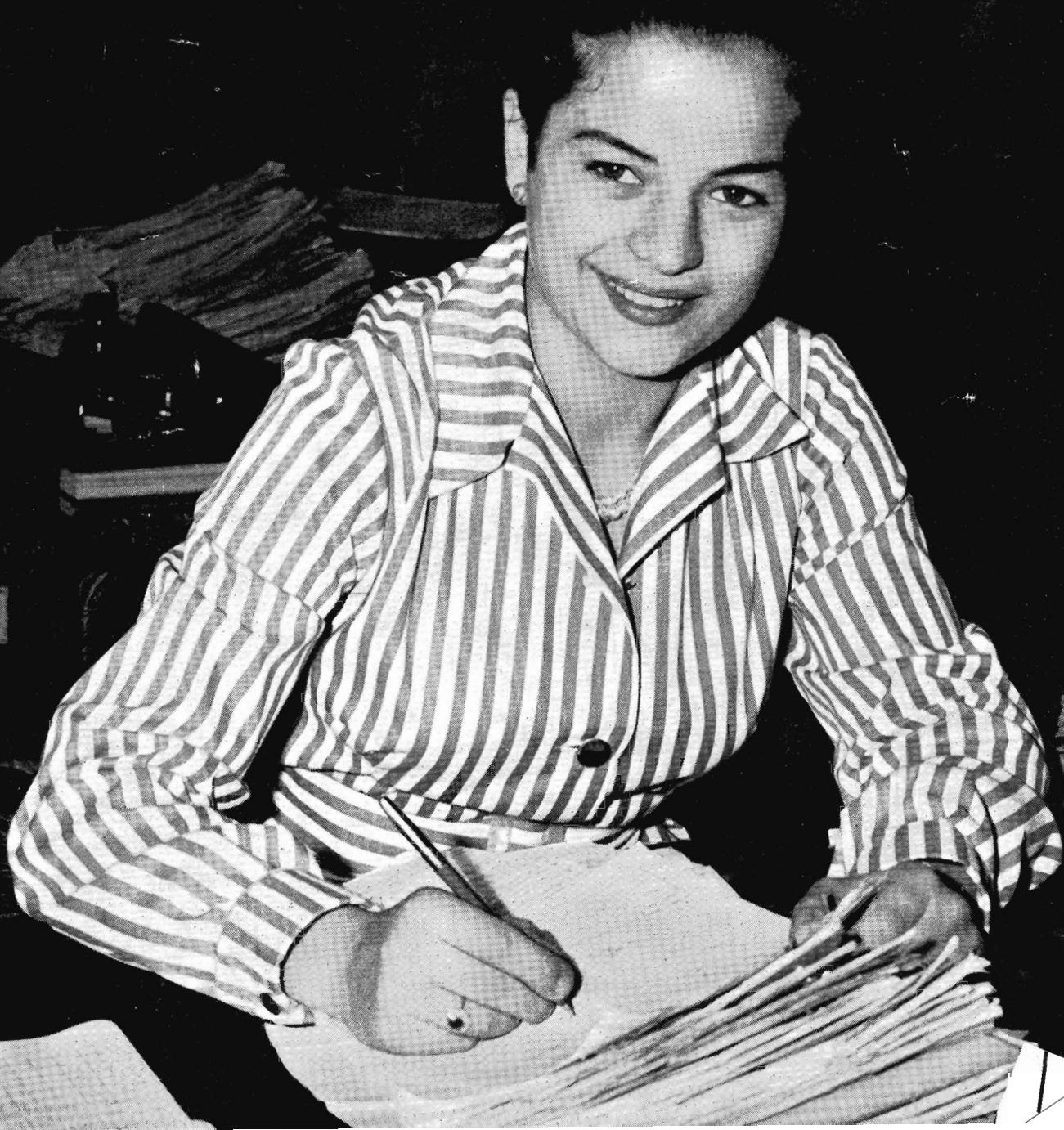


The Monolith

VICTORIAN RAILWAYS

NEWS LETTER

VR



KING

ELIZABETH

EXHIBITION

SPENCER ST.

TREASURY GARDENS

To Heidelberg

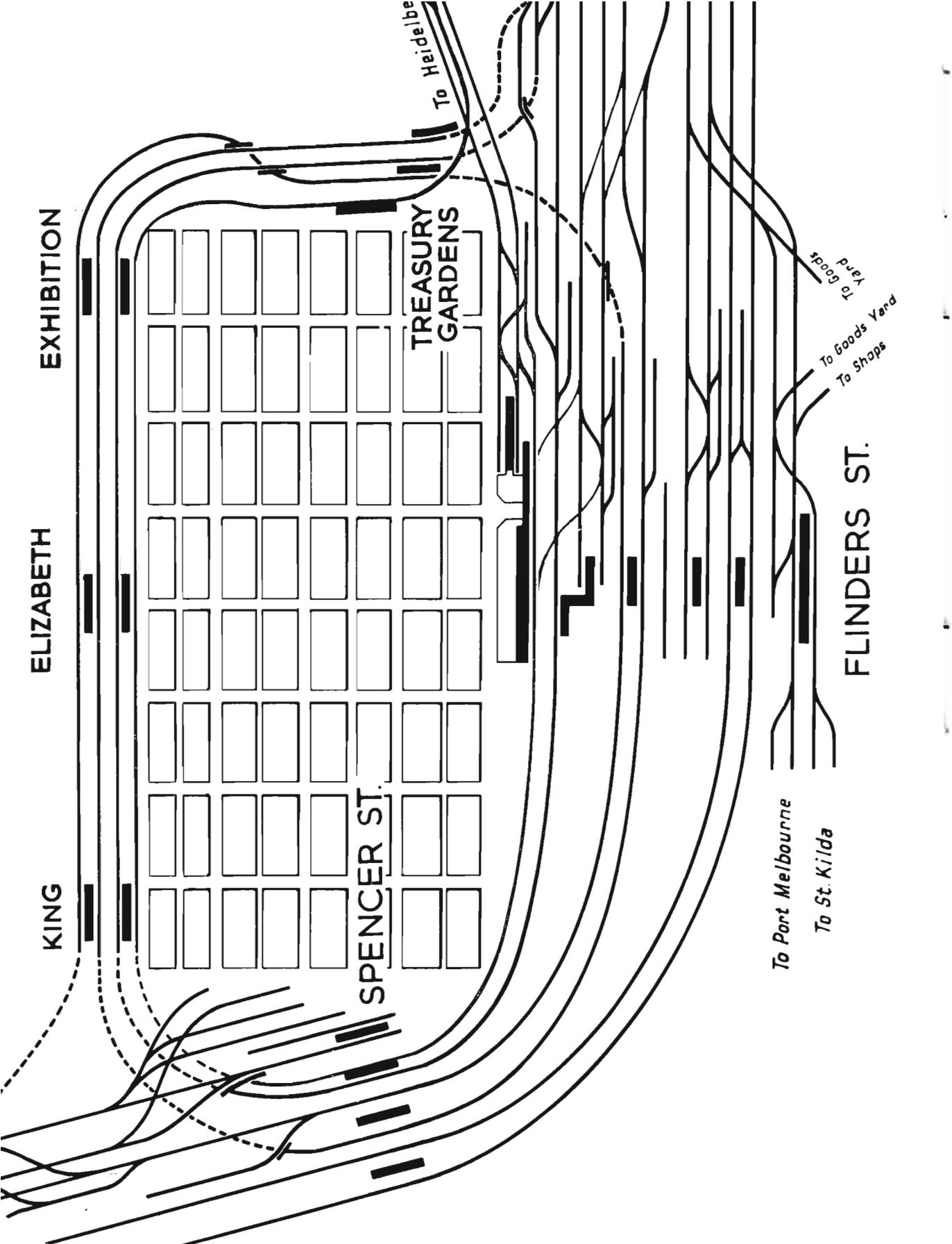
To Port Melbourne

To St. Kilda

FLINDERS ST.

To Goods Yard
To Shops

To Goods Yard



PLAN FOR MELBOURNE'S UNDERGROUND

WHEN introducing the City of Melbourne Underground Railway Construction Bill, 1960, to Parliament, the Minister of Transport (Sir Arthur Warner) stated that the projected city loop system would not only benefit city dwellers but also, by generating extra traffic and enabling more efficient use of equipment, would make a contribution to improving railway finances.

INVESTIGATIONS had indicated that if public transport was eliminated, Melbourne would require five times more road space and five times more parking space than now. As roads and parking areas are insufficient for present requirements it would not be hard to imagine what the future held in that respect.

The present suburban railway system suffered from a concentration of traffic at the southern end, and to a lesser extent, the western end of the city. The construction of an underground railway would overcome this difficulty.

Latest plans provide for a system of four parallel but independently operated loop lines that will connect with all suburban lines with the exception of the Port Melbourne and St. Kilda tracks. This will enable passengers to travel directly between their suburban stations and any one of the four stations conveniently located around the city on the new loop lines, as well as Flinders Street or Spencer Street stations.

While earlier schemes envisaged three underground tracks, further investigation by railway engineers disclosed that it was practicable to add a fourth track, bringing the Clifton Hill group of lines into the scheme. This additional track will be constructed in the same tunnel as the other three and will not add proportionately to the cost, as much of the work—such as preliminary planning and boring, alterations to services and so on—has to be carried out whether three or four tracks are built.

Each track will be signalled for an effective capacity of 24 trains per hour. The signalling will be reversible so that

in the morning and evening peak periods, trains can operate in the direction of maximum movement.

Suburban Capacity Doubled

On the busiest suburban lines, trains will run direct to and from Flinders Street in peak periods. In addition those passing through the underground will also pass through Flinders Street. The overall effect will be to practically double the existing capacity of the suburban railway system.

The time schedule for constructing the underground and its connexions is subject to a number of influences: the connecting tracks and flyovers on existing lines must be constructed in stages so as not to interrupt the flow of traffic; works at present in hand to increase the capacity of the busiest suburban lines must be completed before the underground comes into operation, otherwise the system would be unable to handle the extra traffic which it will generate; to handle the extra traffic it is anticipated the fleet of electric trains will also have to be increased.

It is proposed to make an immediate start on preliminary planning and surveys, land acquisition, and on the first of the connecting flyovers between Flinders Street and Richmond. The tempo of the work will be gradually stepped up over the next two years as engineering staff is released from the Melbourne-Albury standard gauge project, but owing to the enormous amount of detailed planning and preliminary investigation it is expected that, apart from financial considerations, at least seven years will be taken up by this work.

The proposed timetable for construction is—

1960/61-1966/67

Complete works to improve existing suburban lines.

1960/61-1966/67

Commence construction of connecting fly-overs in North Melbourne - Richmond area. Carry out detailed planning and preliminary investigations for underground.

1967/68-1971/72

Construct underground. Complete connecting flyovers and other associated works. Construct 50 additional suburban trains.

Who Pays

As the most marked financial benefit will be received by owners of property in the area around the perimeter of the underground, and particularly in the vicinity of the new stations, it is logical that owners whose site values will be increased should be asked to make a contribution towards the cost of the new railway.

A scheme has been evolved whereby, through a special tax, benefiting property owners will contribute two-fifths of its cost, spread over a period of 53 years. The remaining three-fifths of the cost will be borne by the State.

The construction of the underground railway and its associated works will give Melbourne a first-rate railway system capable of meeting its transport needs for many years to come, and at the same time it will foster a more balanced growth of the central city area.

THE MONTH'S REVIEW

New Time-tables

A new convenient type of suburban time-table was made available to the public during April.

Consisting of 24 pages, the first of the new series covered stations on the Williamstown, Altona, and St. Albans lines. Station times for all trains are shown and the time-table has been expressly designed for the traveller who joins a train at an intermediate station and only travels a short distance.

It is proposed to issue a further five time-tables during the year to cover the remainder of the metropolitan system.

Copies of this publication are available for a nominal cost of 3d. at all stations on the three lines which it covers. It may also be purchased at Flinders Street and Spencer Street station bookstalls and at the Victorian Government Tourist Bureau.

Civic Co-operation

The car park at the Dandenong railway station is a splendid example of civic and railway co-operation.

As the result of joint planning by the Railways and the Dandenong City Council there now exists—

- a modern parking area for cars
- a bus island for local services bringing passengers to the railway
- a taxi-stand, and
- new easy street approaches.

The Dandenong City Council had carried out the work while the Victorian Railways had shared the cost and assisted with engineering problems.

Privilege Tickets

PRIVILEGE tickets for travel to country stations at half the ordinary fare are now available to former railway employees who have retired because of their age, and who are eligible for after-retirement passes, but are not entitled to any pensioner's travel concessions granted because of the receipt of a pension from the Commonwealth Department of Social Services or Repatriation Department.

Up to six privilege concession certificates may be issued each calendar year.

Application forms may be obtained from the Secretary for Railways, Room 108, Railway Administrative Offices, Spencer Street, Melbourne.

Sunshine V.R.I.

THE Sunshine Sub-Centre of the Victorian Railways Institute, which was to have been officially opened on the eighth of last month, was unfortunately destroyed by fire about a fortnight before the opening date. It was the first Sub-Centre to be built in the metropolitan area.

Giant Housekeeping

TO cater for guests and staff at the Mt. Buffalo Chalet, giant size orders for provisions are necessary. Last year 11,565 dozen eggs were supplied to The Chalet from the V.R. poultry farm at Noble Park.

Local industries were also well supported. Milk totalling 11,500 gallons was bought from a private contractor at Porepunkah.

From nearby Bright came 8,850 loaves of bread, 8,300 lb of butter from the Myrtleford Butter Factory while the Wangaratta Flour Mills supplied 11,000 lb. of flour.

Orders for such provisions were worth many thousands of pounds and were a further indication of the support of local industry by the Department.

Fibre-glass for Trains

INCREASING use of fibre-glass is being made by the Department. A pair of fibre-glass reinforced doors has been tested successfully over the past year in a suburban "Harris Train". The doors compared favourably with the cast aluminium type fitted to the original batch of 30 "Harris Trains", mainly because they cost less and were lighter and easier to repair.

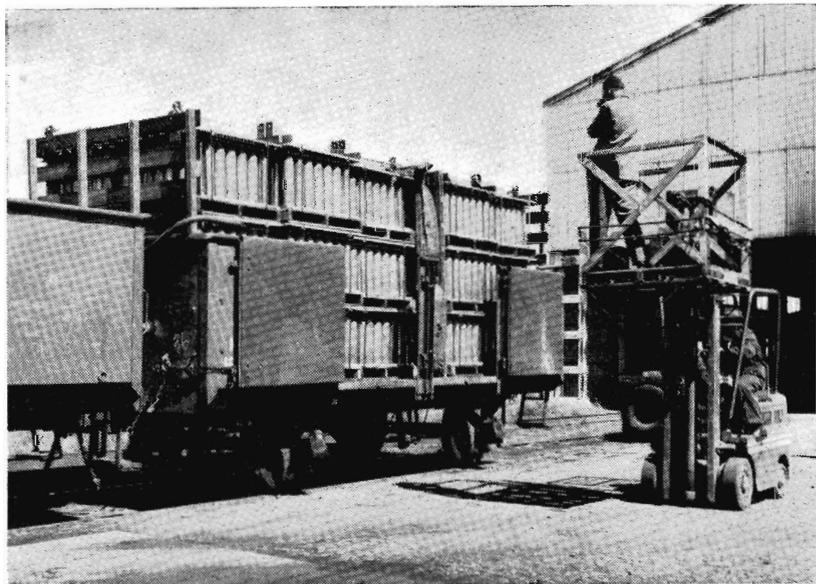
The fibre-glass reinforced doors have so impressed Departmental engineers that it had been decided to make them standard equipment for the next group of 30 "Harris Trains", the first delivery of which was expected in about 12 months' time.

Fibre-glass hatch covers are being used in all steel air-conditioned carriages. These covers protected the air-conditioning equipment in the roof of the carriage. The light fibre-glass roof hatch is easy to remove and replace, and consequently involved no lifting strain on maintenance men.

The use of fibre-glass ducting for heating of rail motors is also being planned.

FRONT COVER

FIRST job in Australia for news worthy migrant Mrs. A. Bayliss was with the Victorian Railways—as a Clerical Assistant in the Claims Division, Spencer Street. Her husband was the 25,000th assisted Maltese migrant to arrive in Australia, and the family went to a special luncheon, in Canberra, given by the Minister for Immigration, Mr. Downer.



Packaging officers of the Victorian Railways and Department of Supply representatives conduct tests involving pneumatic dunnage and palletized loads of shell cases. T.V. cameramen records the event.

RAILWAY STAMPS

(Left and right) Postage stamps issued for Swiss Railway Centenary.



RECENT formation of a V.R.I. Stamp Club ; publication of a new catalogue of postage stamps with railway subjects on them ; and the formation by the Public Relations and Betterment Board of a collection of railway parcels stamps, are three pointers to the ever-growing popularity of stamp collecting.

LATEST trend in stamp collecting, known as "thematic" or "topical" collecting, is rapidly gaining ground. Even serious philatelists are building up "thematic" collections as a sideline.

A "thematic" collector chooses a theme, such as architecture, music, religion, animals, railways, and collects stamps that feature his particular subject. No matter what country issues the stamps, or when they were issued, he wants them if they portray any aspect of the selected subject.

Such is the demand by "thematic" collectors that many stamp dealers now issue special catalogues in which stamps are listed according to their subject. *La Vie Du Rail*, the popular French railway magazine, has just published a catalogue devoted to stamps featuring railways in various ways.

The catalogue of 80 pages, classifies the stamps under seven headings :

- (a) locomotives, rail motors and trains as main subjects ;

- (b) locomotives, rail motors and trains as secondary subjects ;
 (c) freight trains, mail trains, armoured cars ;
 (d) tracks, bridges, tunnels, stations, boom barriers, wharf rail tracks ;
 (e) railway symbols ;
 (f) railway pioneers, engineers, and employees ;
 (g) issues on railway topics (without depicting a railway subject) ;
 and lists and illustrates stamps from 190 different countries.

As the writer of the preface says : "the collection of stamps with railway subjects is undoubtedly one which is vast and varied." On the other hand, as many of the stamps are relatively easy to get, a handsome and interesting collection can be acquired at small cost.

With a view to obtaining material for displays and to stimulate the collecting of railway parcels stamps, the Public Relations and Betterment Board has begun a collection of such stamps on a worldwide basis, starting, of course, with the Victorian Railways. Un-

fortunately, very few of the early V.R. issues are available, and the Board would be glad to receive any copies which readers may not want.

One interesting sidelight brought to notice during the Board's search for railway parcels stamps is the fact that such stamps are not used in U.S.A., where all parcels traffic is handled by post office mail or parcel delivery services. In fact, many U.S. railroad executives were anxious to learn just what a railway parcels stamp was, and also its uses.

Last, but not least, of the three pointers to popularity is the recent formation of the V.R.I. Stamp Club. The Club, that meets at the V.R.I. Flinders Street on the first Wednesday of each month, cordially invites all those interested to join in its activities.

Possibly some stations may have old issues of parcels stamps on hand. If so, will they please advise the Editor, *News Letter*, of details of design and value of stamps so that they may be added to the Department's collection.

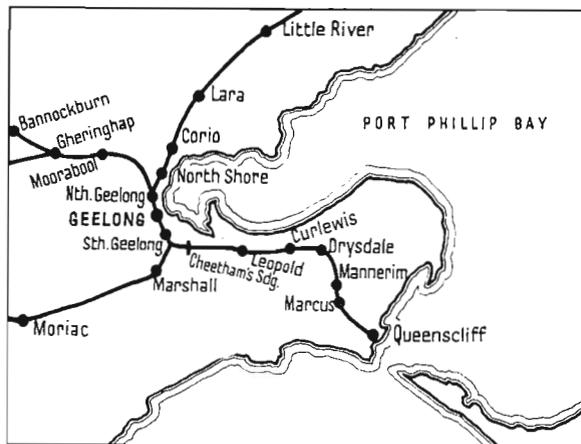


(Left to right) New Zealand Railways, Jokiaisten Railway (Finland), French National Railways, Queensland Railways, Norwegian State Railways.

NEW LIFE FOR OLD LINE

THE guarantee of substantial freight from a local industry and the wholehearted support of traders from a seaside town led to the recent re-opening of the railway branch line to Queenscliff.

It was a further example of the fact that provided sufficient traffic is offering a non-paying line listed for closure will be kept in operation.



BRANCHING off the main Warrambool line at South Geelong, the 19 miles of single track passes through five stations—Leopold, Curlewis, Drysdale, Mannerim and Marcus—before reaching Queenscliff.

The line runs through undulating country until approaching Queenscliff, where, for over a mile, it skirts Swan Bay before entering the station, conveniently located in the centre of the town and within a short distance of the beach.

Originally opened for traffic in May 1879, the Queenscliff line had a regular passenger and goods train service until 1931 when, because of lack of patronage, the passenger service was discontinued, except during holiday periods and Sundays.

The running of goods trains was continued until November 1958 when the regular weekly goods train service was withdrawn because of the continued decline in traffic.

A public inquiry into the possibility of re-opening the line took place in April 1959, at which it was ascertained that the operator of a modern shell grit plant, capable of treating 400 tons of raw material a day, was prepared to send almost the entire output by rail once the line was re-opened.

It was also stated that the plant would eventually reach approximately 1,000 tons output a week, while production of agricultural lime, sand and burnt lime would commence in the near future.

A representative of the Queenscliff Chamber of Commerce also submitted that local traders would guarantee that at least 600 tons of general goods would be railed annually, with every prospect of this figure being increased.

It was decided to re-open the line immediately; and to assist the shell grit industry, a loop siding of approximately 800 ft. and capable of holding 32 wagons,

was specially constructed right alongside the shell grit plant, two miles from Queenscliff.

A minimum of 5,000 tons of washed and graded shell grit is to be supplied annually from the siding to the Australian Glass Manufacturing Co.'s siding at Spotswood. This grit must be able to pass through a $\frac{3}{8}$ inch aperture screen, to be used in the manufacture of glass.

Since re-opening, an average of 120 tons has been railed each week, including truckloads of bagged shell grit, to many parts of the State.

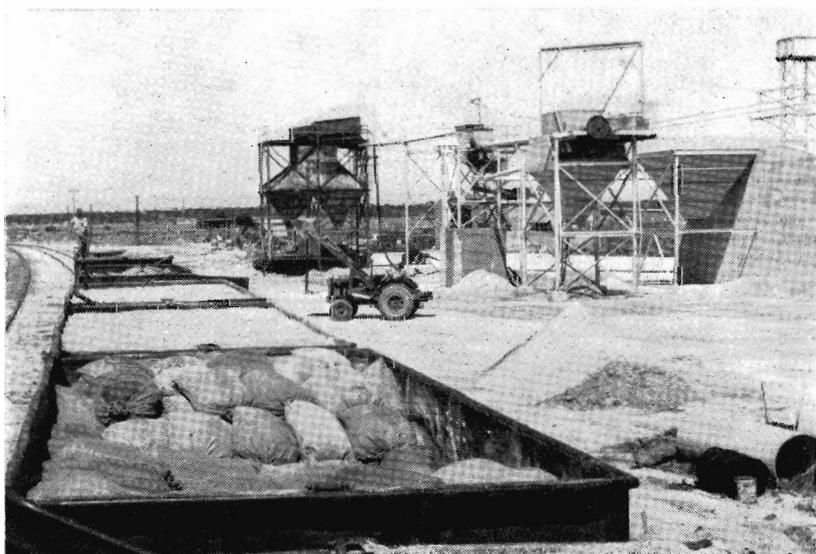
The area surrounding the plant has deposits of shell, varying in depth from two to eight feet, which it is estimated will last for at least forty years.

The shells vary in size, but are mostly about one inch diameter. The entire area was once a swamp, and has been reclaimed. A special canal was dredged to bring sea water to the plant for use in washing the shell. As the shell deposit is cleared from the area, it will be replaced by sand and other filling, and the land made available for other use.

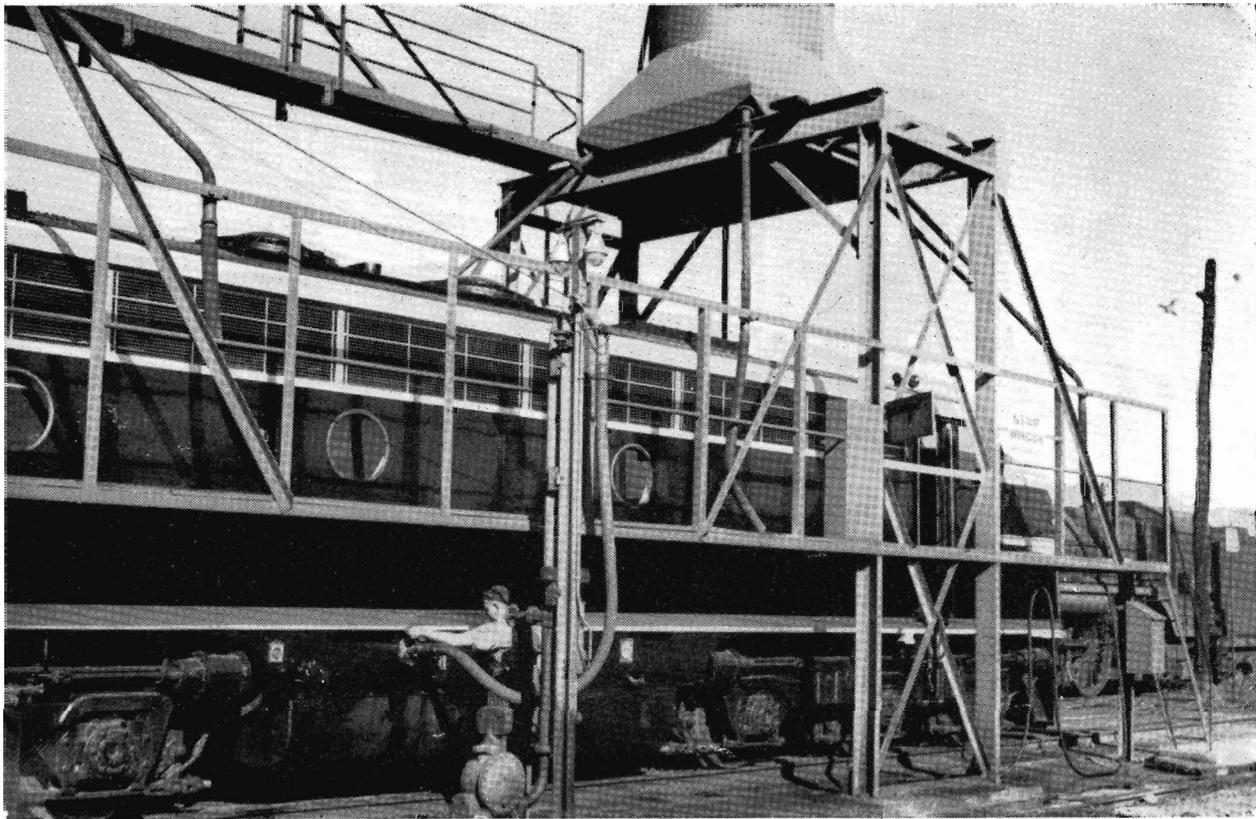
In the first three months after the re-opening of the line, nine specially chartered passenger trains were run to Queenscliff for trade, church, and social club excursions from Melbourne, Geelong and Ballarat. In addition, a number of Sunday seaside excursion trains, arranged by the Department, were run from Ballarat, connecting at Geelong with the regular trains to and from Melbourne.

The popularity of Queenscliff can be judged by the fact that inquiries for special trains have already been received for next summer.

The decision to re-open the line is a challenge to the people of the towns served by the line to give their maximum support to their railways, and is a further indication that the department is always ready to assist decentralization of industry.



Trucks loaded with bulk and bagged shell grit, with the production plant in the background. The trucks are standing in the loop specially built to serve the industry.



Diesel-electric locomotive re-fuelling at North Melbourne Diesel Workshops.

KING COAL ABDICATES

THE policy of the Victorian Railways of progressively replacing obsolete steam locomotives with modern diesel-electric types is resulting in a progressive decline in the tonnage of black coal consumed by the Railways.

DIESEL-ELECTRIC locomotives were first introduced in Victoria in 1952 and since then the consumption of black coal has declined from 391,000 tons in 1952/53 to 115,000 tons in 1958/59.

Recent additions to the fleet of diesel driven locomotives consist of ten 900 h.p. diesel-electrics and the initial batch (four) of twenty-five 650 h.p. diesel-hydraulic locomotives on order.

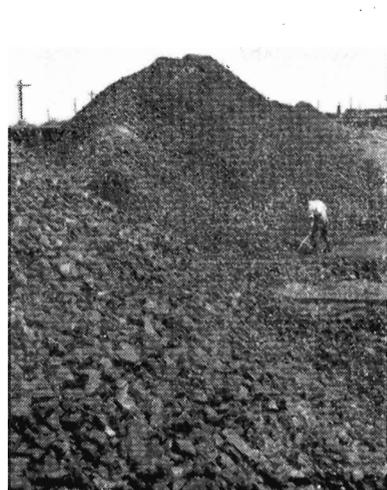
There are now in service a total of 87 diesel-electric locomotives (ten 1800 h.p., twenty-six 1500 h.p., thirty seven 900 h.p., and fourteen 350 h.p.) as well as four 650 h.p. diesel-hydraulics.

In about 10 years black coal consumption by the Victorian Railways will virtually cease, as it is the intention of

the Commissioners, if finance is available, to provide for a regular intake of diesel locomotives, to permit of the replacement of the last of the steam locomotives by 1970.

Raw brown coal and brown coal briquettes are not suitable for use in locomotives and tests of pulverised brown coal having proved that it is not an economic proposition, this fuel is never likely to be a significant factor so far as the Railways are concerned.

At the present time about 8000 tons of raw brown coal are used annually by the Railways for steam raising in workshop stationary plants. This quantity tends to reduce year by year as motorisation of machine tools is extended.



When coal was king, heaps were high.

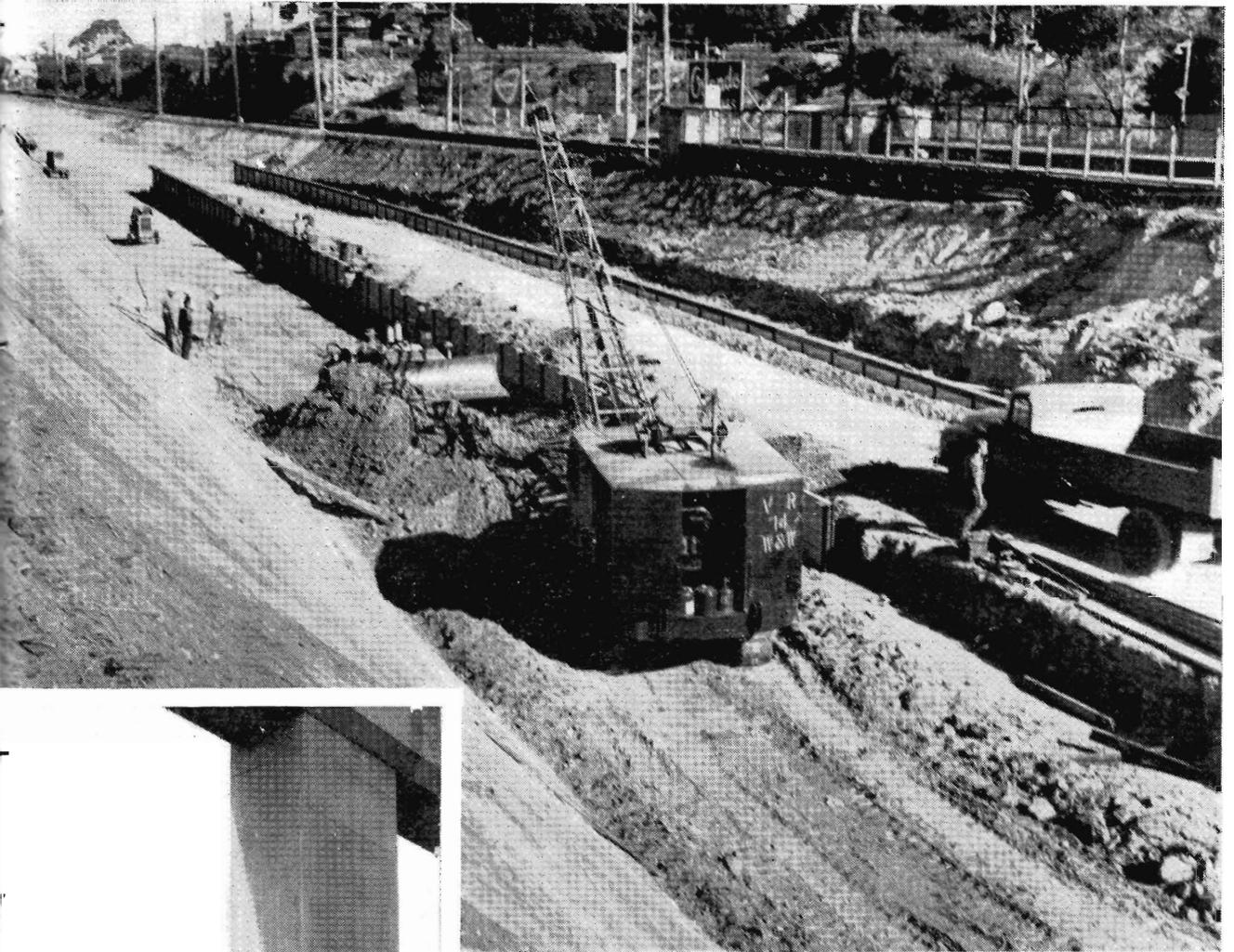
AROUND THE SYSTEM



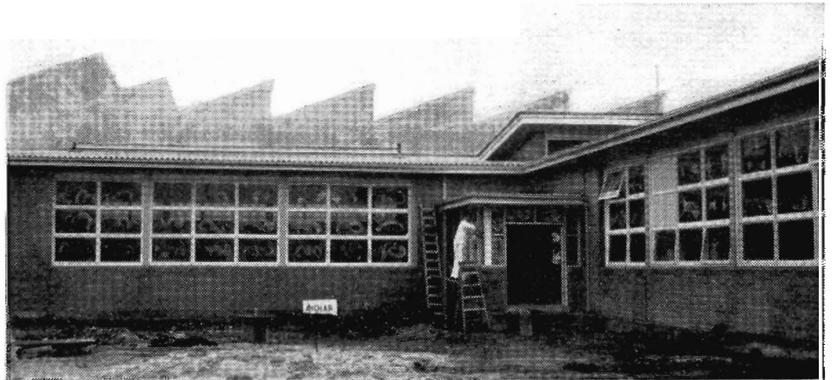
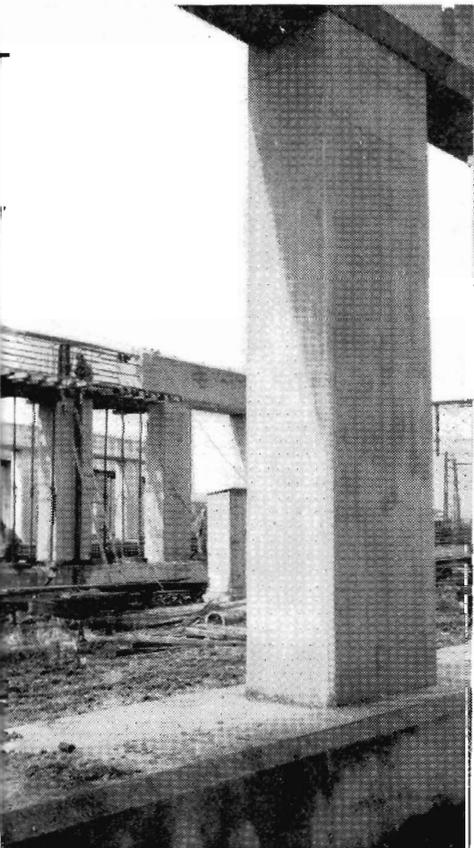
FAVERSHAM DISCOVERY from South Australia gets a "good luck" pat from Janine Downie before he leaves Melbourne by train for the Sydney Royal Show. He gained a third prize.

(Age photograph)





Work on grade separation scheme at Glenhuntly Road, Elsternwick shows good progress on platform and track approaches. It will be completed by the end of the year.



(Above) New building for Newport Technical College nears completion on its site at Newport Workshops.

(Left) Massive piers for Melbourne Road overpass (Newport) signal completion of initial construction work.

LIGHT ON LEVEL CROSSINGS

AN average of nearly one Victorian level crossing a week has been eliminated during the last three years by grade separation and the closing of lines.

At the same time, of those remaining, increased protection has been provided to guard motorists against their own carelessness.

Today, of the 3,286 level crossings in Victoria, 127 are protected by wig-wags and flashing lights, 118 by hand-operated gates, 107 by interlocked gates and 15 by boom barriers.

In 1957, there were 3,423 level crossings; of which 108 had flashing lights and wig-wag signals; 131 had hand-operated gates; 107 interlocked gates; and five boom barriers.

With a road toll of 30,946 reported accidents in the three years to June 30, 1958—the latest figures available—only 137 were at level crossings—or just 0.44%.

In these 137 level crossing accidents, 35 died and 187 were injured, compared with 1,742 road deaths and 40,638 injured. Most level crossing accidents could have been prevented by proper caution on the part of the driver. As it is, motorists often crash into crossing gates or wing fences, and have

even been known to hit the tail end of a train.

Level crossing protection on the Victorian Railways system has progressively improved over the years since the establishment, in 1923, of a Railway Level Crossing Committee, consisting of an Engineer of the Way and Works Branch as Chairman, the Superintendent of Locomotive Running, a signal engineer, and a nominee of the Royal Automobile Club of Victoria (representing the public).

The Committee advises on all level crossing matters and makes inspections throughout the railway system. Its recommendations are invariably accepted.

These include provision of flashing lights and boom barriers; removal and regrading of earthworks to provide improved visibility of trains; clearance of buildings, trees and other obstructions; acquisition of private lands; road deviations and so on.

The Victorian Railways, which are kept well informed on level crossing developments throughout the world, are also represented on the Inter-departmental Committee on Abolition of Level Crossings appointed by the Government in 1954. This is composed of the Chief Civil Engineer, Victorian Railways, Chief Engineer, Country

Roads Board and Chief Engineer, Public Works Department.

Working on a financial arrangement whereby the Country Roads Board contributes 45% of the cost while the Level Crossing Fund and the Victorian Railways contribute 30% and 25% respectively, the committee has been instrumental in effectively increasing traffic flow at key road and rail crossings.

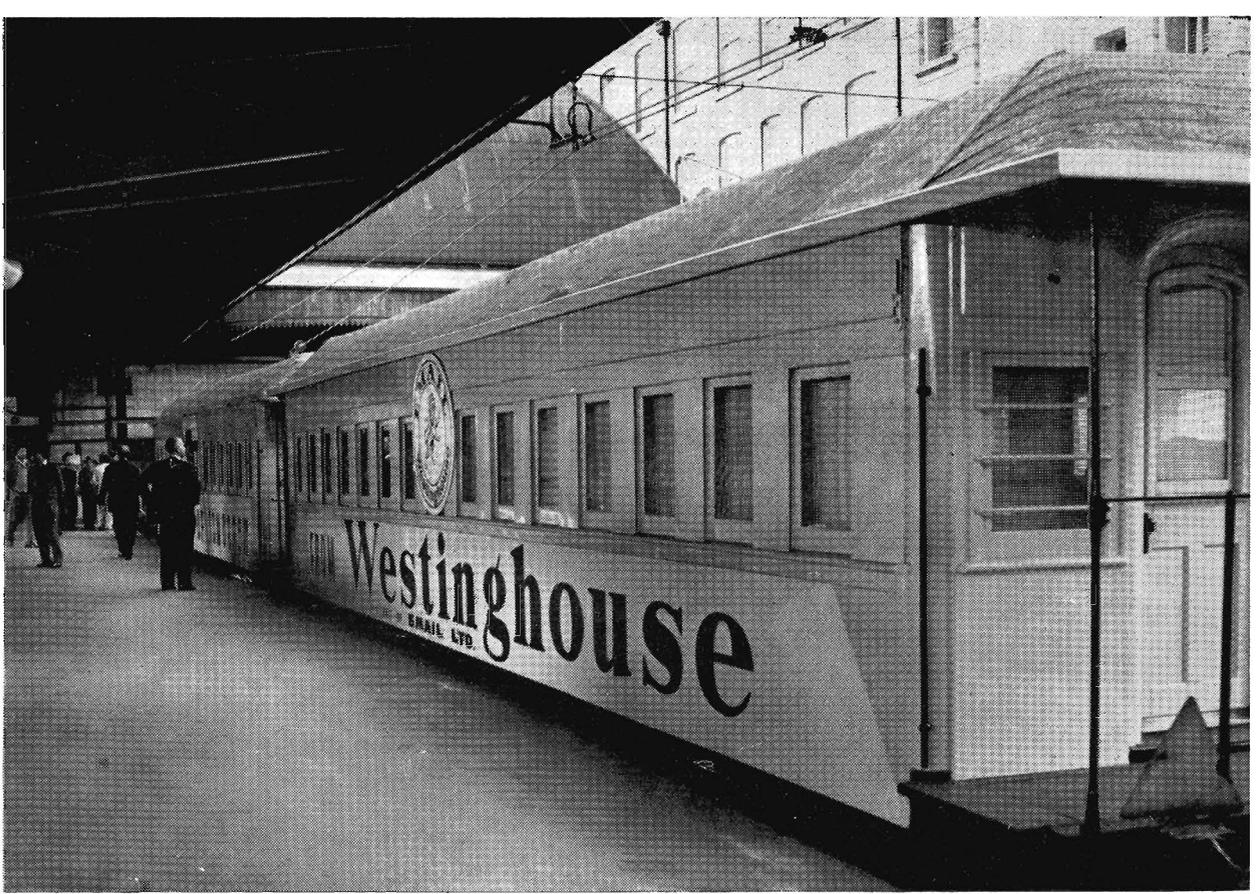
Since the inception of this committee, its recommendations have resulted in grade separation at Heidelberg Road, Clifton Hill; Frankston Road, Dandenong; Napier Street, Footscray; Nepean Highway, South Road, Moorabbin; and Princes Highway, Corio. At Main Road, St. Albans, (the terminus for electric trains on this line) the station was re-located on the Melbourne side of the road thus obviating the gates having to be closed against road traffic for the passage of 51 electric trains daily. Work is now in progress on grade separation works at Melbourne Road, Newport; and Glenhuntly Road, Elsternwick, and further works will be undertaken at both country and metropolitan locations as funds become available.

Construction of the standard gauge line from Albury to Melbourne has been planned so that wherever possible level crossings will be eliminated.

DO YOU KNOW THIS BRIDGE?



News Letter has this picture of an unidentified bridge, taken probably about 50 years ago. The timbers today would be somewhat different. Suggestions, so far, are that it could be between Wodonga and Tallangatta or Murchison and Rushworth.



TRAINING BY TRAIN

ILLUSTRATING the versatility of rail transport is the special train *The Spirit of Westinghouse* that is now completing a twelve months' tour of New South Wales country districts to demonstrate electrical appliances and train dealers in servicing them.

H IRED by Email Ltd. from the N.S.W. Railways, the train carries £8,000 worth of the latest electrical appliances, and consists of two carriages which were formerly used on the old Sydney suburban steam trains.

They were converted by the hirer into a "travelling merchandising department". The job, which cost £4,000, included the installation of diffused lighting and the latest air-conditioning equipment.

Painted a gleaming white, with interiors in soft blue and white, the train has aroused great interest at all points visited.

One carriage displays the full range of Westinghouse appliances, which includes washing machines, space heaters, electric ranges, refrigerators, TV and

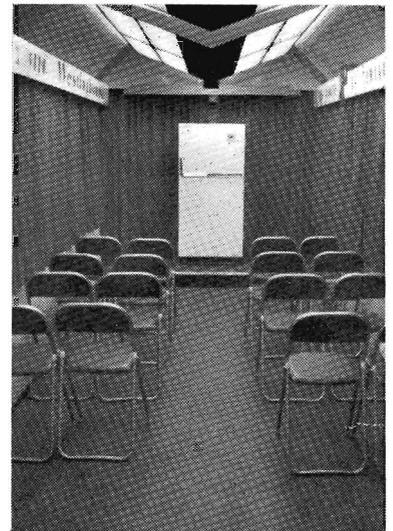
radio receivers, fans, irons, coffee-makers and food-mixers. These goods are for demonstration only; no selling is done.

The second carriage has been converted into an auditorium in which Email staff travelling on the train give lectures and demonstrations to Westinghouse dealers and service mechanics in rural centres along the route. This enables appliances to be serviced promptly and efficiently in local towns instead of having to be returned to the manufacturer's servicing division in Sydney. The auditorium seats 40 persons, and its pantry supplies refreshments to visitors.

As *News Letter* went to press the train had travelled 4,500 miles and visited over 30 towns.

(Above) The converted carriages at Central Station, Sydney.

(Below) Interior of the auditorium carriage.





The color of the dark portions of the label including the lettering shall be red and the remainder white.



The color of the dark portions of the label including the lettering shall be blue and the remainder white.

RAILING RADIO-ACTIVITY

A striking label measuring 4 in. across has been added to those already accepted as standard for rail transport of dangerous materials.

To assist in the safe handling of radioactive substances, the label is issued in two colours, red lettering on a white background and blue lettering on a white background, to cover different kinds of radio active materials.

By agreement, these labels are standard within the British Commonwealth for use by air, sea or land.

At present most small radio-active substances are consigned by air owing to the short life period of their radio-activity and the prime necessity of using them while they are still emitting maximum radiation.

To ensure safety of other materials from contact with radio-active substances during transit, stringent regulations set out container construction, method of packing and segregation from photographic film, mail, foodstuffs and animals.

Radio-active isotopes are being used in increasing quantities for industrial radiography and medical purposes. The Department, for some time, has been using a radio-active isotope—cobalt 60—at the Newport Laboratory, to check the internal soundness of important pieces of railway equipment (*News Letter*, Dec. '58).

Carriage of radio-active materials by Australian railways is, naturally, infrequent; but, in America, with its highly developed atomic industry, the

situation is entirely different. There, the volume of such freight carried by rail is considerable. For this work, the *Railway Age* points out, railways are ideal. Their private right-of-way keeps nuclear material off crowded roads; and their ability to handle big

loads enables them to easily haul the heavy, lead-lined containers that are frequently necessary to ensure safety. Illustrating the great weight of containers is the fact that one company is designing a special rail wagon that will weigh 180 tons and cost £A315,000.



ALL
THAT
GLISTENS . .



MANY relics of railway travel are unearthed when old carriages are broken up and buildings demolished to make way for improved facilities.

Members of the wrecking gangs have sometimes found sovereigns and other coins between the timbers of old wooden carriages while the space under the floors of old booking offices has also yielded its occasional treasure.

No doubt with this in mind, the crew of the dragline excavator working on the Glenhuntly Road grade separa-

tion scheme at Elsternwick were elated when they saw a yellow gleam in the soil.

Unfortunately for their hopes, it was only a very well preserved brass bound periodical ticket issued in 1919.

As will be seen from the illustrations, the number on the top of the ticket indicated the issue station, in this case Elsternwick, while the lower number showed the destination—Kensington. After 41 years in the soil the ticket casing was only slightly tarnished and was photographed without any cleaning.

LINES FROM OTHER LINES

Resilient Wheels

SECONDARY railways and tramways in Europe have used resilient rubber-cushioned wheels in increasing numbers during the last 25 years and it is estimated that over 35,000 of these wheels are in operation.

Main line rail services are introducing resilient wheels to reduce unsprung weight to a minimum. Advantages include increased riding comfort, less noise, decrease in rail surface corrugations, protection of motors and transmission gear and less tyre wear.

Basically, resilient wheels consist of three metal discs between which are sandwiched circular rubber blocks. These rubber discs are sometimes divided into small blocks or segments, depending on the axle-load of the particular application.

Railways using rubber cushioned wheels include those of Switzerland, France, Italy, Great Britain, Sweden, Norway and West Germany.

Possible use of the wheels on the Victorian Railways was investigated in recent years, but the cost was found to be prohibitive.

New Electrics Ordered

THE British Transport Commission has placed an order with the English Electric Co. Ltd., Bradford, for 26 four-motor electric traction equipments. They are for new two-car multiple-unit trains to be built at British Railways' Wolverton Works for the Manchester-Bury electrified line of the London Midland Region. First of these new trains was introduced last year, in replacement of the present trains, now over 40 years old.

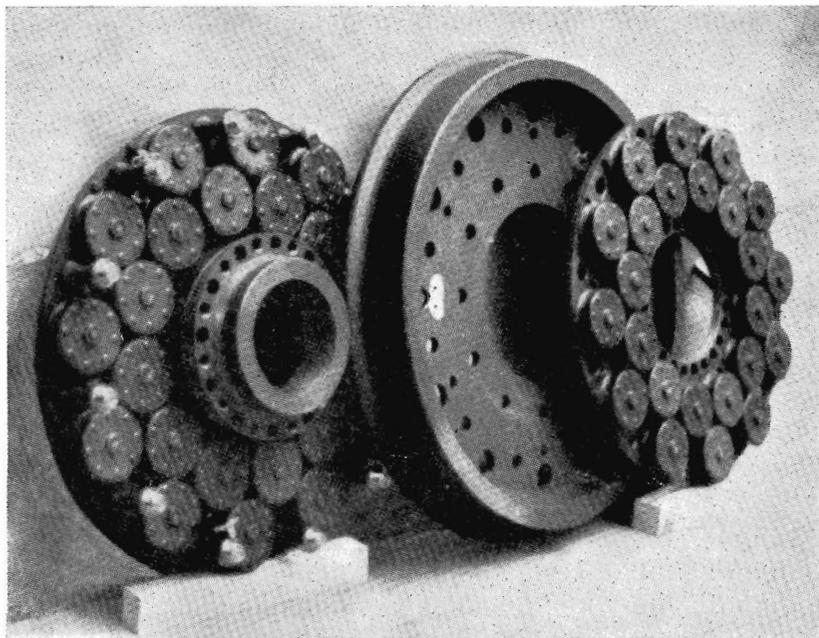
The equipments ordered will be constructed to operate on the 1200-volt d.c. third-rail system already in use on the Manchester-Bury line.

This system (the only one of its kind in the country) is to be kept on this particular line because conversion to the overhead system of electrification, involving considerable engineering work, would put back for some years the provision of new rolling stock for the Manchester-Bury service.

Informing the Public

NOTHING appears to annoy the travelling public more than the absence of current information in the event of a dislocation to an advertised service.

It is the responsibility of the station staff to inform railway travellers in detail of any unexpected delays, but in many cases, in bad weather for instance, the telecommunication system is under full pressure and details of the delay cannot be relayed as quickly as would be desired.



Metal discs and circular rubber blocks used in resilient wheels.

This problem, which faces all the intensively used suburban services in London, has been remedied on the London-Tilbury & Southend Line, Eastern Region, British Railways, by the installation of a uni-directional teleprinter network linking the re-equipped train control office at Fenchurch Street direct to the platform and booking office staff at most stations on the L. T. & S. Line.

The equipment enables messages to be transmitted simultaneously to all stations connected to the network for immediate display to the public. Although teleprinters are widely employed on British Railways for a variety of jobs, this is the first installation for the purpose of transmitting train service information.

Economies Due to Use of Aluminium

THE economies, reported from U.S.A. from using aluminium in wagons are striking. The bogie coal wagons recently acquired by the Southern Railway System of U.S.A., which have aluminium bodies on steel underframes, cost £9,000 each compared with £5,625 for the existing standard all-steel coal wagon. The aluminium-steel coal wagon has greater capacity—103 tons against 74 tons for the all-steel hopper wagon. The tare of the aluminium-steel wagon is 22½ tons, and gross weight 125½ tons. The comparable figures for the 74-ton steel hopper are 31 and 105 tons. To obtain a true comparison in view of the smaller payload of the all-steel wagon, the cost of

the latter should be increased by 40 per cent to about £7,760. The additional capital expenditure involved in the use of aluminium for a 103-ton capacity wagon is 15 per cent. Against this must be reckoned the reduced expenditure on maintenance caused by corrosion of the steel plates, and the much greater value of the scrap aluminium when the aluminium-steel wagon reaches the end of its useful life.

New Rail-Road Vehicle

BBRITISH Railways are to test a prototype freight vehicle that can run either on the road or railway. The new vehicle has a special device which retracts the road wheels and lets down a pair of rail wheels and a special coupling at the loading end which fits into the locomotive or the trailing end of another road-trailer. This new design will answer the general problem of achieving a simple and easy interchange of freight between road and rail.

Dogs Will Have Their Day

FROM "The Indian Railway Gazette" comes the news that a dog squad has been formed on India's Southern Railway to help in detection of crimes. Similar squads were being organised on other Indian systems. On the Southern Railway, within a period of six months, the doggy detectives had been used in 16 cases of theft and "had to their credit useful work by way of arrest and conviction".



Mr. Henderson

"Mr. Trucks" Retires

AS Officer-in-Charge, Truck Supply division, Mr. Edwin ("Ted") Henderson's cheerful voice was known to thousands of railwaymen, many of whom have never seen him. For over twenty years, as supervisor of that key section of the Traffic Branch, he has been responsible for the swift shuttling of wagons to where they were needed—when they were needed. Joining the Department at Daylesford in 1910, he was transferred to Head Office two years later. Working at first in the staff office he later joined the Train Running section and became a Train Controller when the organization was first set up. He is the last of the first group of train controllers appointed. During his career of nearly 50 years service, Mr. Henderson played a leading part in many Traffic Branch developments. In the twenties he arranged the schedules for the first Better Farming train; the later departures of early morning passenger trains from Melbourne; the acceleration of the old *Sydney Limited*; and, together with Mr. Percy Maher, prepared time-tables for visits of the Duke and Duchess of York and the Duke of Gloucester.

Efficient distribution of wagons to ensure maximum usage (and revenue), and to satisfy customers' demands, is one of the most important responsibilities of the Traffic Branch, and Mr. Henderson is highly appreciative of the help given him in carrying out this task by the district train controllers and the staff at Melbourne Yard, Geelong, Newport and Tottenham; and, he adds, "I must also mention the splendid co-operation given by the telephone exchange girls".

THE DAYLIGHT

She does not race to the setting moons,
When the ghostly bush is grey,
She shoots across the sun-drenched land,
In the wide white light of day.
No headlight stabs the dead of night,
To show the midnight mails,
That the darkened miles that lie ahead,
Are lit with silver rails.

No farmer turns in his dreaming bed,
When he hears her distant cry;
For *The Daylight* flies with the morning's wings,
When the golden sun is high.
The Melbourne fogs she leaves behind,
And glides to the light, until,
The mounting roar of her diesels,
Echoes from hill to hill

We watched her cross the Wallan plains
Her throttles open wide,
Till she left no sound to tell us,
She had crossed the Great Divide.
She'd gone, but in the distance,
We heard a muffled roar,
And knew the "sticks" were showing green,
From Wandong to Mangalore.

Where the sun had lit the gullies,
With a long wide gleam of light,
She weaved like a lean blue phantom,
A flash on the human sight.
Into the depths of the hill-sides,
The sound of her diesels died,
As she swept from the sea to the border,
With only the rails to guide.

The song of her wheels is a sunlit song,
Like the whirr of a thousand wings,
As over the brown of Australian land,
The voice of *The Daylight* sings.
She does not flash through the midnight rain,
With lights that are grand to see;
But I know her thunder wakes again,
The ghost of the boy in me.

J. M. Dunn
(A.S.M., Cathkin)

Young Cricketer

A promising cricketer is Clerk C. Hurford of the Warrnambool Goods Shed staff. A medium fast bowler with the local team, his bowling average for last season was 8 and he averaged 20 runs an innings with the bat. Colin, who joined the Department at Dunolly, four years ago is also fond of golf.

Lord Mayors Fund

IN a letter to the Secretary for Railways, the Lord Mayor of Melbourne (Cr. Bernard Evans) has expressed "most grateful thanks for" the amount of £371.12.10 contributed by Victorian Railways staff to the 1959 Appeal conducted by the Lord Mayor's Fund for Metropolitan Hospitals and Charities.

Five Nye's

ASSISTANT Stationmaster Bill Nye, of Maffra, comes from a real railway family. He is the son of the late C. C. P. Nye, a former S.M. at Spencer Street and before that a Traffic Inspector in the Gippsland district. A brother and two sisters were also in the V.R.

Rising from private to captain in World War II, the brother, who had been a van stower at Tatura, was killed in action on the Kokoda Trail. Margaret was a Rolling Stock Branch typiste and then at the Tourist Bureau. Another sister, Mrs. Kit Waterman, was a telephoniste in the Railway Exchange, Spencer Street.

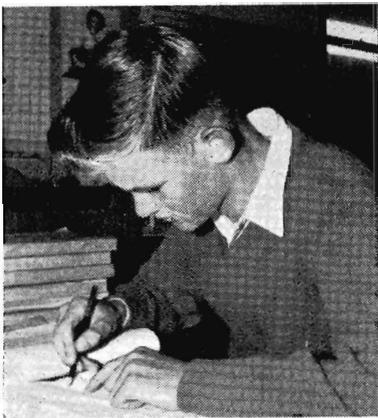
Mr. Nye started at Parkdale in 1936 as a lad porter and became an A.S.M. at Ravenswood. Before coming to Maffra, he was located at Arcadia and Yarragon. He served in the Royal Australian Navy in the last war, and, for a time, was on a mine-layer that operated successfully in the Islands against the Japanese.



Mr. Nye

Commendation

THE Commissioners have commended Mr R. M. Bell, Acting Repairer, Warragul, for his prompt action in smothering a fire which occurred in a loaded petrol tanker at Warragul. Mr. Bell, who was working in the vicinity when the fire began, courageously climbed the side of the tanker and at risk to himself, smothered the flame with bags, thus preventing the fire spreading to other petrol tankers nearby.



Youngest member of the Warrnambool Goods Shed Staff, sixteen year old Junior Clerical Assistant Lex Black, who has been in the Department for barely three months, plays football and cricket but is particularly keen on rowing. He rows with the Warrnambool crew and took part in the last annual regatta at Lake Colac.



Mr. Osborne gives a hand signal to a train shunting at Little River.

Community Interests

WHEN Mr. Arthur Osborne joined the Refreshment Services Branch in December 1937 as a supernumerary useful lad, he never thought that he would eventually become an assistant stationmaster.

However, for the past eight years he has been one of the three assistant stationmasters at Little River, where over 50 train movements are handled daily; for the previous four years he was assistant stationmaster at Pomborneit.

In 1953 he was appointed captain and coach of the newly formed Little River Football Club, and at the end of last season played his 300th game before retiring, as he felt "it was a younger man's game". His sporting interest also led to the formation of a cricket club

of which he was secretary for five years; this season he was selected as captain.

Two years ago, Mr. Osborne assisted in the formation of the local youth club and was appointed its leader.

Mr. Osborne, who is married with two children, said that he never regretted devoting time to the various organisations. He felt that it was just another example of how railway employees can join in community activities.

Three Generations

MR. GEORGE GULLICK, who recently retired as Stationmaster, Moe, came from a remarkable railway family—as his grandfather, father and four brothers have all been Victorian railwaymen, while two other brothers are still in the service; one (Rupert) is A.S.M. at Collingwood and the other (Sam) is a senior clerk in the Rolling Stock Branch at Ararat. Although the period of service of his grandfather is not known, Mr. Gullick, his father and four brothers have completed 229 years service with the Department. Mr Gullick started at Stawell in 1910. Between 1915-19 he served with the 7th Battalion in Egypt and France. Since 1948 he has been at Moe. An enthusiastic bowls player for Moe's pennant team, he is a past president and secretary of the club.

News S-p-r-e-a-d-e-r

"IF I forget to send *News Letter* to my brother, a signalman on the British Railways, you should see the explosive letter I get," said Acting Rail-motor Guard Harry Wakefield, of Maffra. "Mind you," he added, "he gets the full treatment, too, if he overlooks posting me the *B.R. Magazine*!"



Mr. Wakefield was engaged for the Department in England about eight years ago, and began as a station assistant at Spencer Street. He quickly qualified for his guard's certificate and came to Maffra in 1953. He is a member of Maffra District Pipe Band, and played with a similar band "back home". He was in the R.A.F. for 6½ years and, while training in Canada, his home on the south coast of England completely disappeared after a direct hit in an enemy air-raid.

RECENT RETIREMENTS

ROLLING STOCK BRANCH

Allen, J. P., Ballarat
Balladino, J., Bendigo North
Bell, J. R., E.R. Depot
Cottom, F. G. E., Jolimont
Eddy, A. N., Newport
Foley, T. C., E.R. Depot
Gibson, J. L., Jolimont
Hughes, A. M., H. Office
Humphris, H. R., N.M. Shops
Irwin, C. H., Newport
Johnson, E. R., E.R. Depot
O'Hagan, W. T., B'rat. Nth.
Phillips, W. T., Murtoa
Prest, H. T., Newport
Rasmussen, H. L., Ballarat
Rennie, A. J., Newport
Sinclair, H. A. L., Newport
Thomason, H., Seymour
Wright, J. E., Jolimont

TRAFFIC BRANCH

Cliff, G. A., Ballarat
Frost, E. N., Flinders St.
Henderson, E., H. Office
Longton, W. H., Spencer St.

McCrorey, W. E., Melb. Yd.
McDermott, T., Melb. Gds.
Moudey, A. J., Viaduct Junct.
Norris, A. V., Melb. Yd.
Paver, N. E., Dudley St.
Pearson, Mrs. B. L., Flinders St.
Thomas, W. H., H. Office
Worland, W., Melbourne Gds.

WAY AND WORKS BRANCH

Carpenter, A. C., Ararat
Curtis, W. W., Bendigo
Goodman, P., Flinders St.
Holland, G., Flinders St.
Keating, M. J., I'wks. Nth. Melb.
Marshall, G. W., Sale
Smith, C. J. T., Geelong
Telford, L. W. K., H. Office
Toll, B. E., Laurens St.
White, P., Flinders St.

STORES BRANCH

Fankhauser, V. R., Warrnambool
Kennedy, C. R., H. Office
Pratt, L. W., Spotswood Gnl. Store.

. . . . AND DEATHS

ROLLING STOCK BRANCH

Duncan, A. G., Newport
Gibson, R. J., Newport
Eaton, R., N. M. Shops
Lane, B. J., Bendigo North
Martin, W. J. A., Newport Shops

TRAFFIC BRANCH

Andriski, R. P., Maryborough
Bren, J. W., Lilydale
Bromley, H. A., Flinders St.
Burke, W., Flinders St.

O'Keefe, W. J., Spencer St.
Potter, A. H., Ararat

WAY AND WORKS BRANCH

Kilby, W. A., Spencer St.
Lyons, M. T., Kulwin
McGowan, W., Spencer St.
Preusker, J. C., Dimboola

ACCOUNTANCY BRANCH

Muldowney, K., Seymour
Watson, E. F., Flinders St.



RON BAGGOTT'S SPORTS PAGE



Mr. Reaper

Two With Bias

BOTH Goods Foreman Alex Reaper, of Warrnambool, and his wife are among the district's best bowlers. Mr. Reaper plays with the local team which has won the Western District Pennant for each of the six years previous to the last. He skippered the Port Fairy team in the V.R.I. Champion Fours a few seasons ago and, in 1957, went to Queensland with a Social Club team. Together with Mrs. Reaper, he recently won a mixed pairs event at the Warrnambool Seaside Carnival. Mr. Reaper has been in the service since 1920 except for three years with the A.I.F. Joining as a lad porter at Kew, he has been at Kilmore, Warragul, Wodonga (Shedman for 17 years) and at Warrnambool for the last six years.

Inter-system Bowls

TEAMS from eight railway institutes, including one from New Zealand, competed in the recent bowls carnival held at Adelaide.

The result of this carnival was in doubt when play began on the final day, as South Australia, N.S.W. and Victoria had each won five and lost one test. As it turned out, South Aust. comfortably defeated West Aust. in their seventh test and N.S.W. beat Vic. 94 to 93 with the very last bowl of the carnival. The results were South Australia first (winning the Dennis Cup and Commissioner's Shield), New South Wales second (Kiwi trophy) and Victoria third, followed by Queensland, Commonwealth, New Zealand, Western Australia and Tasmania.

Home Team Wins

FOR the first time since the annual Billiards and Snooker Tournament for the "Dunkling" Trophy commenced four years ago, South Australia were the victors, in the recent competitions played in Adelaide against Victoria.

The Victorian team comprised T. Hoare (manager), J. McKain (captain), K. Dunne (vice-capt.), J. Brain, N. Lancaster, J. Dyson, R. Turnham and V. Alembakis.

J. McKain was the winner of the Linacre Cup for the individual snooker championship while the Rosevear Cup for the individual billiards championship went to T. McLoughlin of South Australia.

Football Season Starts

The V.R.I. Football League season for 1960 opened on April 26 with a game between Accounts and Commercial.

Despite playing with only 16 men, Commercial battled gamely to finish eight points behind their opponents.

Teams have been entered by Newport, Loco., Commercial, Accounts and Melbourne Yard.

25 Trophies

OVER 25 trophies for cricket and football have been won by Clerical Assistant Tom Sankey of the Traffic Branch staff office. He has been playing football with Gisborne since he was 13, and is at present a rover. Averaging about 40 goals a season, he was deemed to be the club's best and fairest player for each of the last three seasons, and in 1958 and 1957 was the district's best and fairest junior. As a cricketer, he is the club's opening bat and, for the last five years, won the vote for the club's best fielder. Tom started work in the Department, five years ago, at Macedon as a junior station assistant.

Straight Shooter

Assistant Engineer Rod Johnson of the Locomotive Maintenance Section, Spencer Street, is now being considered for final selection in the free pistol section of the 1960 Olympic Games in Rome.

During April he took part in elimination contests at Canberra against eleven opponents from all over Australia, and is now awaiting verification by the Amateur Pistol Shooting Association of Australia as to whether he will be the lucky man to be included in the team of four leaving Australia for Rome in August.



Final play between Suburban Lines and Jolimont Shops for the "Dunkling" Shield, won by Suburban Lines, 5 rubbers to 1. Suburban Lines players K. Williams and K. Wyllie are shown playing M. Cain and K. Hancock from Jolimont.

VICTORIAN RAILWAYS

NEWS LETTER

JUNE



1960



THE MONTH'S REVIEW

TO ALL PHOTOGRAPHERS

THE Department will pay £10 for a really good colour transparency that faithfully depicts a scene visible from a Victorian Railways carriage window.

As the transparency will be used for Departmental publicity, it must

- be in sharp focus ;
- have accurate colour rendering ;
- have good composition ;
- be free from marks and scratches.

Transparencies may be 35 m.m. or larger.

They should be sent to The Chairman, Public Relations and Betterment Board, Room 98, Railway Offices, Spencer Street ; with the name and address of the sender inside the envelope.

Unsuitable ones will be returned to senders. All possible care will be taken but no responsibility can be accepted by the Department for damage to the transparencies.

New Booking Centre

RAIL tickets to all Victorian and interstate railway stations are now on sale at both Flinders Street and Spencer Street stations.

Prior to June 1, the sale of tickets for all Gippsland lines was confined to Flinders Street, while Spencer Street handled other lines and interstate bookings. The tickets can be obtained at Flinders Street 'B' Office (opposite DeGRAVES Street) and the Main Booking Office at Spencer Street.

Temporary Transfers, too

HOLDERS of suburban periodical tickets going on holiday, or temporarily away from their home station, can now exchange their ticket for travel to a station on another line, at Flinders Street station instead of the Victorian Government Tourist Bureau.

A fee of 3/- is charged for the transfer, plus difference, if any, in the respective fares.

These temporary transfers can be made at Flinders Street 'B' Booking Office from 6.30 a.m. to 8 p.m. on Mondays to Saturdays and (under normal conditions) from 9.30 a.m. to noon on Sundays; and at the Stationmaster's Office at all other times the station is open.

Pneumatic Dunnage Success

THE value of pneumatic dunnage for packing such heavy and fragile articles as concrete goods has been well shown in the results obtained with

pipes and culverts sent from Melbourne Goods to various stations throughout the State for Shire Councils, Country Roads Board, builders, etc. In the first four months since the purchase of the equipment 813 wagon loads of pipes or culverts were carried without one claim for damage. In fact, condition on delivery is so good that the Country Roads Board, when ordering these articles, does not request any extras, to allow for possible damage, as was the case previously.

Quick Quiz

"UNRESTRICTED competition can be ruinous, and in the long run it is the public that suffers."

Who said it? Here's a clue—NOT the railways (although it is true in the railways' opinion).

Turn upside down for the answer.

N.S.W.
move to take over East-West Airlines in
when commenting on Ansett-ANA's
of Ansett Transport Industries Ltd,
Director Managing, Ansett, M. R. Ansett.

Snowy Mountains Reso

AS a contrast to last year's tour to Central Australia a Reso party of sixty visited the Snowy Mountains hydro-electric scheme and Canberra in May.

Travelling by rail from Melbourne to Cooma, the party spent 2½ days inspecting progress on the hydro-electric project before travelling to Canberra where inspections were made of the Mt. Stromlo observatory, Cotter Dam, the War Memorial, Parliament House and the Australian National University.

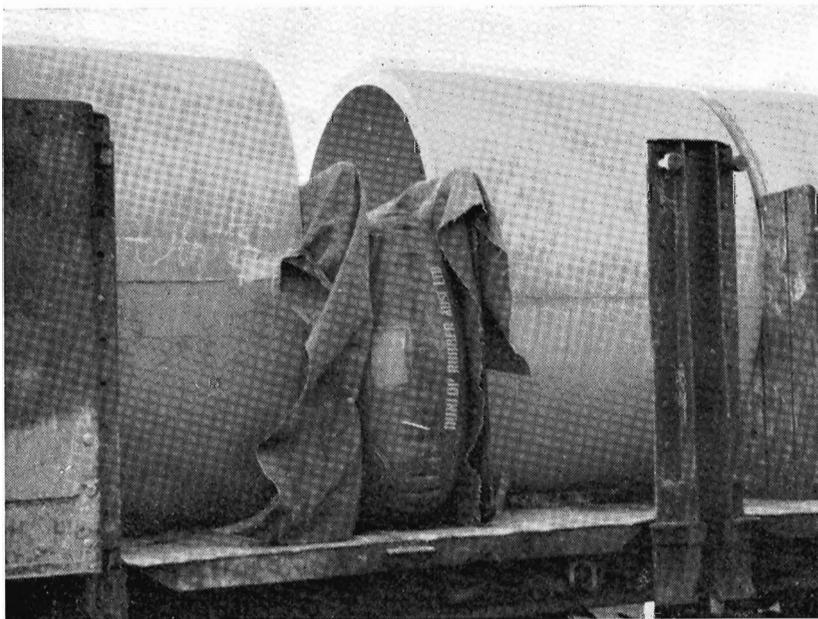
A Fatal Error

AFTER 37 years service experience Rail Motor Driver Brody, when retiring from the service, gave his opinion that "there are no dangerous level crossings; just dangerous motorists."

His verdict is confirmed by an incident recently at Grovedale where a motor vehicle crashed into a goods train comprising 34 wagons. The motorist managed to hit the twenty-second wagon.

FRONT COVER

THE 1959 award for the Outstanding Apprentice at the V.R. Technical College went to Apprentice Boilermaker Bertrand William Jensen, of Newport Workshops. Now in the last year of his apprenticeship, he won a Commissioners' Prize during each year for his college work. Mr. Jensen, who comes from Neerim South, began his apprenticeship in 1956.



Pneumatic dunnage between concrete pipes.

IN an address to the Victorian Branch of the Economic Society of Australia and New Zealand on April 30, the Chairman of the Victorian Railways Commissioners, Mr. E. H. Brownbill, M. Mech. E., B.E.E., M.I.E. Aust., M. Inst. T., laid bare the economic problems facing Australian railways in the next decade.

The problems are complex and varied, tempered by changed conditions and development. But they all boil down to the one question

CAN OUR RAILWAYS PAY ?

THE dependance of an industrial nation on its railway system today is no longer physical but economic. Railway systems all over the world are being maintained and developed, not because the particular transport task they are doing could not be physically carried out by any other means, but because the cost of doing this task by other means would be prohibitively high.

The field that the railways dominate—and as far as can be foreseen will continue to dominate from the economic viewpoint—is the transport of both passengers and goods in large volume.

It is popularly accepted that railways are the most economical form of land transport for bulk commodities such as wheat, fertilizer and coal. It is not so generally realized that they are also the most economical form of transport for motor bodies, television sets, or practically anything else, where the requirement is for a large volume movement over a specific medium or long distance route.

Conversely, if the total volume of movement over a particular route is only small, rail will not be the most economical form of transport no matter how long the distance or whether the traffic is "bulk" or otherwise.

This principle has been realized in Australia, mainly in Victoria and Western Australia, where many miles of little-used branch lines have been closed in recent years and their task handed over to road transport.

Heavy Initial Investment

The underlying reason for this dependence of successful railway operations on high traffic volume is the very heavy initial investment that is necessary to enable any sort of a railway service to be given at all. The investment in fixed plant and facilities is so high that overhead cost will always be a dominant feature in railway finances, although a high traffic volume enables these costs, measured on a ton-mile basis, to be reduced to an economical level. However, when traffic falls below a certain

critical level the cost per ton-mile of these irreducible overheads become so high as to price the railways out of today's highly competitive market.

With some notable exceptions in the northern parts of Canada, the days of the large scale construction of railways in the free world to open up undeveloped areas appear to be practically at an end. This is partly due, of course, to the fact that the extent of such areas suitable for development is now strictly limited, but also due to the fact that railways are no longer the only suitable means of carrying out such developments.

Reason for Existence

Railway management, in meeting its problems today, and in the years ahead, must dissociate itself from any ideas that the railways have some inherent right to a share of the country's transport because they opened up the country in the first place, or there is a lot of money invested in them, or they are the

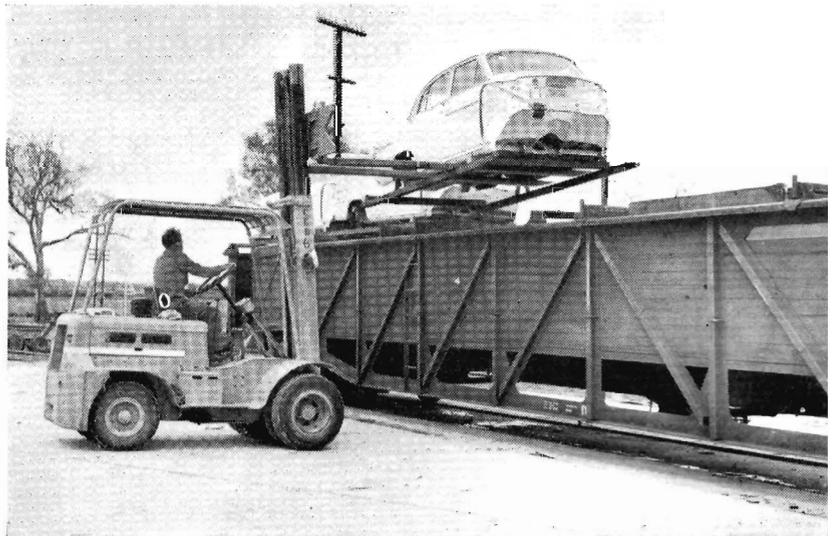
only way of doing a job, or for any similar reason.

The railways will hold their place in the modern world for one reason only—that there is a big slice of the country's transport task that they can do at a much lower cost to the community than could be offered by any other form of transport.

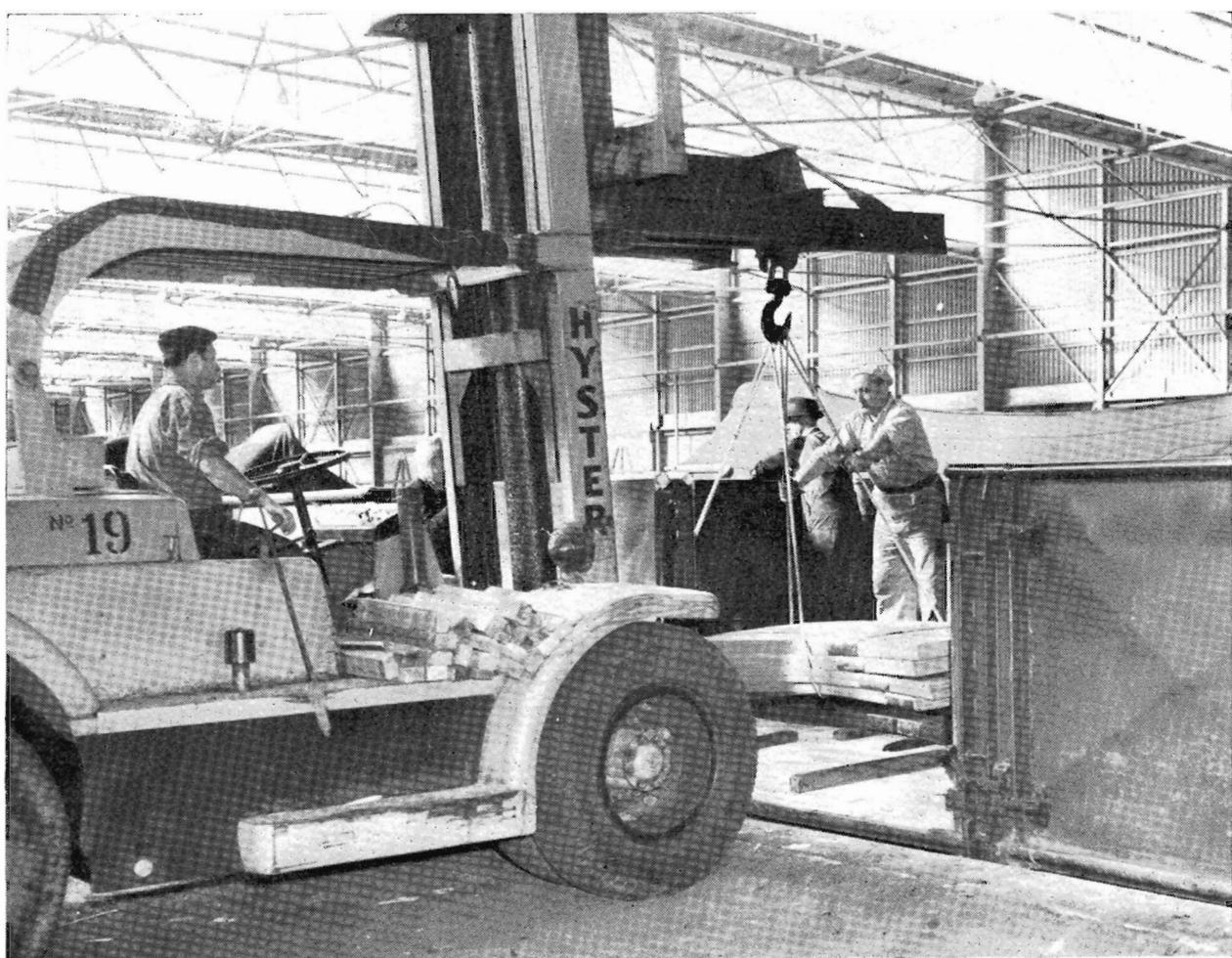
Over 70% of railway revenue in Australia is earned from goods freighting, and the fundamental economic problem is how to fully exploit the inherent ability of the railways to give low cost transport, for the benefit of both the community generally and the railway systems themselves.

Three Types of Routes

Rail routes fall into three classes.—
● Routes on which the volume of those goods, for which rail charges are lower than road, is sufficiently large to reduce rail ton-mile costs for this traffic below those of road.



It is popularly accepted that railways are the most economical form of land transport for bulk commodities such as wheat, fertilizer and coal. It is not so generally realized that they are also the most economical form of transport for motor car bodies, television sets, or practically anything else, where a large volume of traffic moves over medium or long distances. Motor car bodies from South Australia are shown being unloaded at the General-Motors-Holden plant at Dandenong.



Handling sheet steel from New South Wales at Dynon. Over 70% of railway revenue in Australia is earned from goods freighting.

On these routes the community must have rail transport simply because it cannot afford not to ; the cost in resources consumed of carrying out this portion of the transport task by road would be prohibitive.

- Routes on which the volume of those goods, for which rail charges are lower than road, is insufficient to reduce rail ton-mile costs below those of road, but the total volume of traffic, if it all moved by rail, would be sufficient. On these routes the community must make up its mind whether it wants all rail or all road transport ; it cannot afford both.
- Routes on which, even if the whole of the available traffic moved by rail, the volume is so small that rail ton-mile costs would be higher than road. Any attempt to operate a rail service on these routes would increase the community's total outlay on transport ; the whole job must be handed over to road.

Rail will be the most economical form of transport only on those routes where the available traffic volume is sufficiently large to reduce total rail costs, measured on a ton-mile basis, below the costs of performing the same transport task by road.

As even a large-scale road transport operation basically consists of a number of comparatively small self-contained units, road transport costs per ton-mile on a particular route do not vary greatly with traffic volume. On the other hand, because of the heavy incidence of overhead costs on railway operations, total railway costs per ton-mile over the same route will vary between wide limits with traffic volume.

The lowest level, under conditions of intense traffic, will be well below road costs, but, under conditions of small volume, rail costs per ton-mile can be considerably higher than road.

To Keep or Kill

For this reason many developmental railways that were laid down to suit an entirely different set of conditions

would not be constructed if we were setting out to plan a system of railways to meet the needs of the Australian economy today. However, the practical problem, from the point of view of the Australian railway administrations, is not which lines should or should not have been built, but which of the lines that have been inherited should be retained and developed and which should be abandoned.

Naturally, in considering this problem, the railway administration will be concerned not with the relationship between rail and road costs—unless the Department is considering operating its own road service—but with the effect of operating a particular service on the overall railway financial results.

To determine the cost of operating a particular line—running costs, signalling, track maintenance and so on—is a comparatively simple matter. Because the capital sunk in the line itself cannot be recovered, interest on the track and structures is normally disregarded.

To determine the revenue that should be credited to the line under review is, on the other hand, anything but simple. This is because no line can be considered as a separate entity, but only as portion of the whole system. Its operations are resulting in the haulage of traffic for varying distances over other lines, and this haulage is incurring additional costs, all of which have to be taken into consideration.

Allowance has also to be made for the fact that some portion of the traffic—mainly the lower-rated bulk commodities—will continue to move by rail to the nearest railhead if the branch line is closed, while other portions of the traffic will be lost altogether.

The actual incidence of all these factors will naturally vary greatly from line to line, but, as an average, it is reasonable to credit a branch line with the whole of the "line proportion" of its revenue; that is, revenue from traffic actually hauled on it, plus 50% of the revenue from traffic hauled elsewhere but which originates or terminates on the branch line.

If this amount of revenue is insufficient to cover the costs of operating the branch line, a very searching investigation into the question of its closure is indicated.

Who Benefits !

The proposition that the economy, as a whole, will benefit from the withdrawal of rail services in the circumstances outlined is in no way invalidated by the fact that some transport users will pay higher charges as a result of the change. This is merely a reflection of the fact that that portion of their transport costs, that was previously being met indirectly by the community at large, is now being met directly by the users of the service—a reasonable but sectionally unpopular adjustment !

Transport users generally want the best of both worlds—freedom to use either rail or road transport according to the rates charged by each for particular commodities.

This means that the stage at which it is no longer economical to provide a rail service on a particular route is usually determined, not by the total traffic movement on the route, but by the volume of that traffic for which rail transport has a rating advantage. This will result in the withdrawal of many rail services that could be economically retained if the community were willing to concentrate all its business on the rail facility.

Protection From Competition

The final decision in such cases rests with the transport users themselves.

If railways owe their existence in the modern industrial economy to the fact that they are the low-cost producer in a particular field, it is not immediately apparent why they, unlike other low-cost producers, need protection from competition to exploit this advantage.

It would seem logical that the railways themselves, using the normal play of economic forces, should be able to win and hold their field of advantage against all comers.

The answer to this apparent paradox is to be found in two factors :

- ⊙ the large size of the minimum economic railway unit
- ⊙ the peculiarities of the railway rating structure.

While a certain substantial volume of traffic is necessary to economically justify the provision of rail facilities, railway fixed plant, even if designed only to meet this minimum level of traffic, has such enormous capacity that on most Australian routes it is capable of handling the whole of the traffic offering.

The implications of this fact are far-reaching, particularly when considered in relation to those classes of competitive traffic that are actively solicited by rail and road operators.

Cost basis

Putting the question of rail and road charges aside, first examine the relative costs of moving this competitive traffic by rail or road.

On routes where the railway facility is necessary to economically carry out that portion of the transport task that is the undisputed function of rail, overhead

rail costs have to be met in any case and will not be increased in handling the competitive traffic. The only additional outlay involved therefore will be the out-of-pocket portion of rail costs, that averages about 1½d. per ton-mile. Alternatively, the effect will be to lower the unit total cost of all traffic moving by rail.

If, on the other hand, the competitive traffic moves by road, the community must meet total road costs, that are much higher than rail out-of-pocket costs. There will be no appreciable reduction in unit road costs, as overheads comprise a much smaller proportion of road costs than rail.

The fact is that Australian railways are, generally speaking, existing in a condition of chronic over-capacity. The situation cannot be corrected by reducing the capacity, which is that of the minimum economic unit; so that the only way in which total transport costs can be kept down is by making the maximum use of this excess capacity.

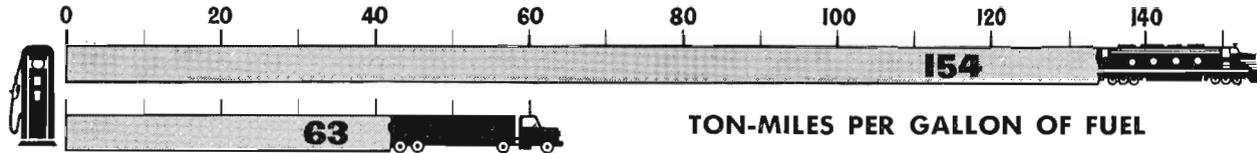
The logical conclusion to be drawn from this argument is that the railways should be in a position to charge very low rates in order to attract competitive traffic—rates that will do little more than cover out-of-pocket costs. To a limited extent, this is what is happening today.

Negotiated Rates

The Victorian Railways are constantly negotiating new rates to obtain additional competitive traffic, and in all such negotiations they regard out-of-pocket costs as their bedrock figure. They do not, however, pay regard in this connexion to ton-mile costs, that can vary greatly between various classes of traffic according to their "loadability"; instead, they relate the proposed rate to average out-of-pocket costs measured on



Steel containers exploit the inherent advantages of each form of transport—road for local pick-up and delivery, and rail for long-distance bulk haulage.



Rail transport gives best value for the fuel used. As the chart shows, the average diesel-electric hauled Victorian Railways' train produces 154 ton-miles transportation for every gallon of fuel used, while the average road motor truck gives only 63 ton-miles for every gallon of fuel.

a wagon-mile basis, that makes due allowance for the "loadability" of the particular goods.

Most of these negotiations are based on guarantees of minimum annual tonnages, which is the same thing as saying maximum utilization of excess railway capacity.

Another application of the same principle is certain agreements that have been reached for incentive rates—lower rates for all traffic offered after a certain minimum annual tonnage has been reached.

If this rating principle could be extended to all competitive traffic, it would appear on the face of it that the railways would be able effectively to counter most road competition and, at the same time, secure an adequate financial return. To appreciate why this is not so, it is necessary to consider the railway rating structure as a whole.

Value v. Cost

Traditionally, railway rates have been based on value-of-service rather than cost-of-service. This method appears to have been ideal both from the point of view of consumers as well as suppliers of transport, as from the inception of railways it was accompanied by tremendous growth of not only railway systems but the economies they served.

Unfortunately for the railways, it was this rating system that made them most vulnerable to road competition following the development of the internal combustion engine. From the railways' point of view, charging according to value-of-service was satisfactory only in conditions of monopoly, and is quite unsuitable under conditions of intense competition.

The fact that this rating structure has not been basically altered must surely be due to something more than resistance to change on the part of railway management. The fundamental reason is not hard to find; it is simply that the low-value bulk traffics for which the railway system must be maintained—whatever happens to the competitive traffic—are themselves subject to intensely competitive market conditions.

The existing rates charges on these commodities cover out-of-pocket costs and contribute something towards overheads, but they do not cover the full cost of giving service. Under the value-of-service rating principle, the leeway is made up on higher-value goods

—by rates that more than cover fully allocated costs.

If the cost-of-service basis of rating is to be adopted, it would certainly be possible to set much lower rates for higher-value goods, but the rates on low-grade commodities would have to be raised in many cases, to such an extent as to destroy the traffic altogether.

The position in Australia is that on the principal transport routes primary products and other bulk goods move in such large quantities that railways are necessary for their economical transport. Any other form of transport for these goods would be prohibitively costly.

Excess Capacity

The freight rates that these commodities will bear are not, however, sufficient to cover the full cost of providing railway service. At the same time, the minimum railway facilities that must be provided to carry these low-value traffics have a very large reserve capacity that can be used to carry high value traffic at little additional cost in resources used.

If the railway operation as a whole is to cover its costs, high-value traffic must pay rates that more than cover full costs—but such rates are wide open to road competition.

Because of the unavoidable excess capacity of the railway system, the cost to the community in terms of resources used is much less if competitive traffic moves by rail than if it moves by road.

The community therefore has two choices:

- To adopt a policy of unrestricted competition between rail and road. In this case, the rail rates on competitive traffic would have to be drastically reduced. This would result in immense railway deficits that would have to be met from general revenue.
- To continue to regulate transport so as to severely limit the extent of road competition with rail.

From the point of view of railway management, the first alternative is out of the question. No community could be expected to understand that the huge railway deficits that would result were merely the unavoidable price of free competition; and the railway service would carry a stigma of inefficiency that would make it impossible to attract the right type of recruit. Moreover, the

exigencies of State Budgets would lead to a constant pruning of expenditure which, in turn, would result in lack of adequate replacement funds and the gradual wasting away of the railway asset.

Necessary Restriction

Therefore, in the foreseeable future the interests of overall transport economy in Australia will best be served not by permitting free competition, but by the continued restrictions on road transport, where it seeks to operate in direct competition with essential railway services.

On the other hand, it should not be necessary for Australian transport to be conducted in this restrictive atmosphere indefinitely.

As population and production in Australia continue to grow, the stage will eventually be reached where the railways will, in open competition with road, be able to obtain sufficient high-grade traffic at payable rates to cover the minimum overhead costs involved in providing a modern railway service; but with Australia's long distances and present sparsity of population, this stage is a long way off yet.

In the meantime, the most difficult problem will be to keep the railway systems in a healthy condition in the face of constant pressure on the one hand for greater freedom for road transport and on the other for reduced expenditure to counter the loss of rail revenue that such greater freedom inevitably brings.

Co-ordination

While the Victorian Railways strongly advocate continuation, for the time being, of existing restrictions on competitive road transport, they also have great hopes of a greater degree of co-operation between rail and road leading to both improved railway operating results and a reduction in total transport costs.

A great deal of progress has been made in this direction by the development of "piggyback", containers, and forwarders' bulk loading arrangements; but much more can be done yet. All these devices are designed to exploit the particular inherent advantages of each form of transport to their best advantage—road for local pick-up and delivery, and rail for long-distance bulk haulage.

(In the concluding article next month, Mr. Brownbill discusses to what extent can railway costs be further reduced by technological developments or greater efficiency.)

FROM A NEEDLE TO AN ANCHOR

RAILWAY systems are tremendous consumers of an extremely wide range of stores and materials. Last financial year, the Department bought £11 million worth of materials, including £9½ million from Australian manufacturers. As the range literally includes everything from a needle to an anchor—(needles for tarpaulin sewing machines at Newport Workshops and rail anchors to prevent creep in rails)—almost every industry benefits from railway buying.

SOME of the main items bought last financial year were :

- 40,000 tons of steel, including rails, sleeper plates and joists to the value of £1,500,000 ;
- diesel-hydraulic locomotives (£800,000) ;
- diesel-electric locomotives (£720,000) ;
- 700,000 sleepers from over 600 suppliers (£700,000) ;
- 120,000 tons of Wonthaggi and Newcastle coal (£750,000) ;
- 30,000 tons of diesel fuel oil (£550,000) ;
- 40,000 tons of furnace oil (£400,000) ;
- 300,000 yards of blue metal for track ballasting and 5,000,000 super feet of sawn hardwood (£300,000 each) ;
- signalling equipment (£250,000) ;
- steel tyres and wheel centres (£200,000) ;

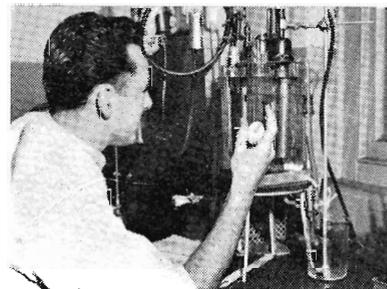


A section of the Spotswood General Storehouse. Efficient storing of materials bought and their rapid turnover considerably reduce operating costs. This storehouse holds items in general use throughout the Department. The 8,000 different items stocked are valued at £250,000 and, last year, were turned over four times.

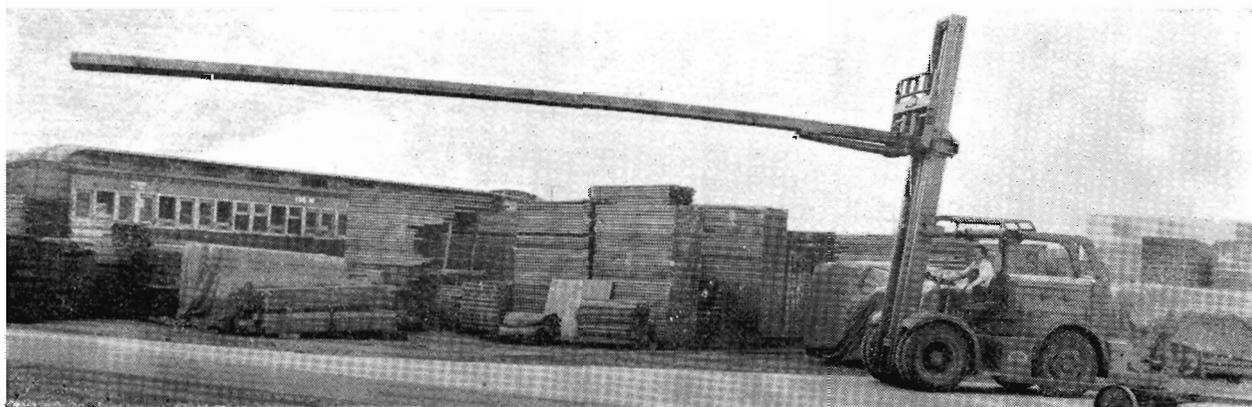
- Lubricating and engine oils and 2,500,000 super feet of red gum (£150,000 each) ;
- electric wires, copper cable, etc. (£120,000) ;
- 12,500 tons of cement (£100,000).

It is doubtful whether the general public realize the great value of railway purchases to the economy of Victoria. Buying on such a huge scale helps to keep cash registers ringing throughout the State and provides work for many thousands of professional and technical staff, tradesmen and so on.

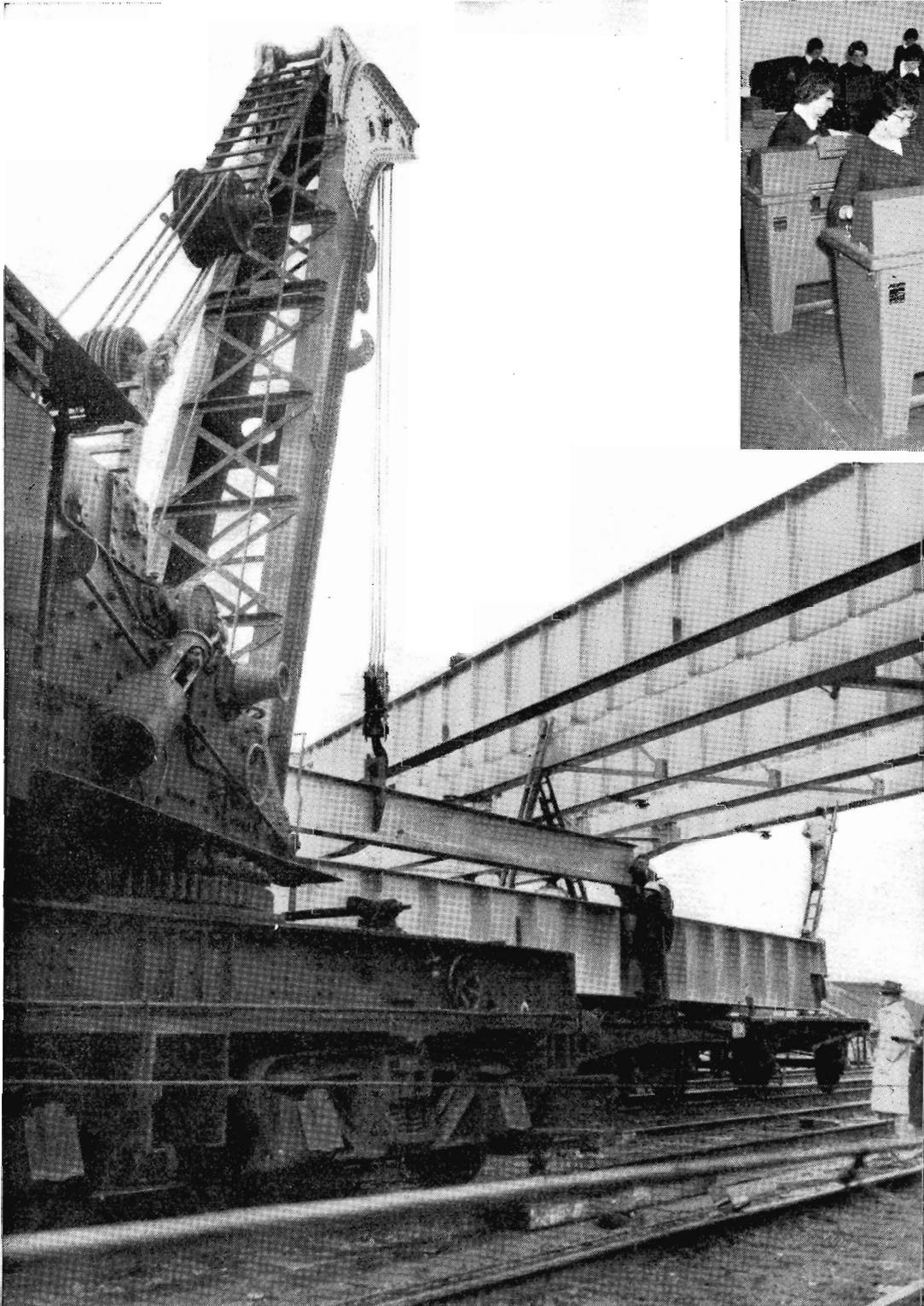
It is evident from the above figures that if the purchasing power of the railways declined as a result of decreased revenue, the employment of a large section of the community could be threatened.



Every care is taken to ensure that the best value is obtained when stores are bought. Materials of various kinds—such as steel, oil, paints, canvas, etc.—are tested, before purchase, by staff under the Engineer of Tests at Newport Workshops Laboratory. Picture shows a chemist at the Laboratory ascertaining the viscosity of a sample of oil.



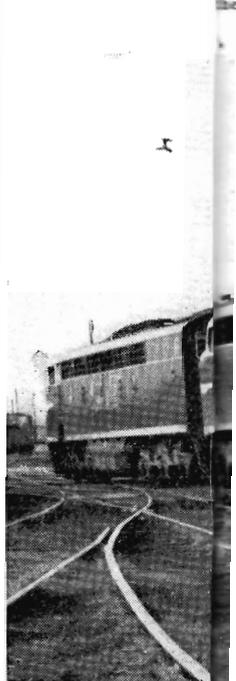
Fork lift handling oregon flitch at Newport Workshops timber store. Flitch is 40 feet long x 16" x 6", and weighs half a ton. This store holds about three-quarter million super feet of timber.



Punch machine operation at Head Office for direct communication.

AROUND SOUTH

(Below) Diesel-electric locomotive arriving in Melbourne.

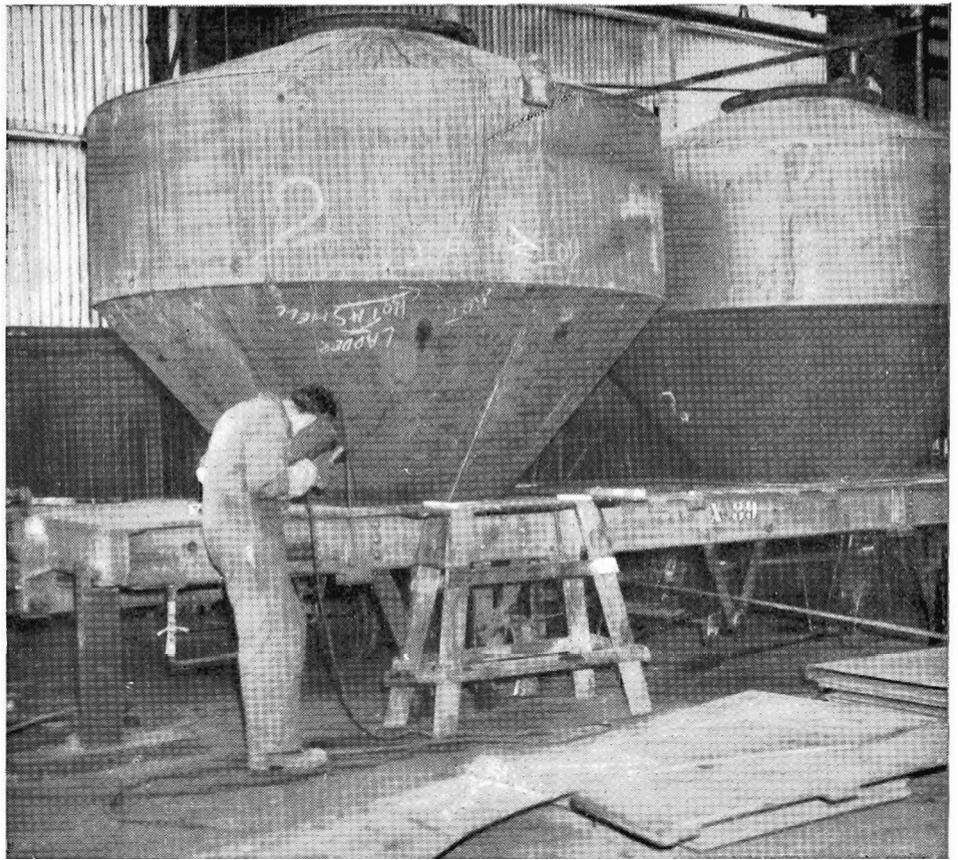


Eight ton girders for King Street traffic flyover being lifted into place by Victorian Railways 60 ton wrecking crane. The girders extend over the Port Melbourne and St. Kilda tracks.



Operators in redesigned Powers Machines
New electric lift in this room gives
with Mileage Statistics office above

UND THE SYSTEM



Apprentice Boilermaker working on construction of improved design 'X' type wagons for carriage of bulk cement. These wagons are so designed to permit loading both compartments simultaneously.

Locomotives S 305, B 80 and T 346
Yard hauling a load of 1804 tons from
the north-east.

(Photograph: I. Barkla.)



MORNINGTON PENINSULA LINES

INCREASING development has brought about a substantial rise in passenger and goods traffic at the railway stations serving the Mornington Peninsula.

Following the changeover of the steam passenger service on the Stony Point line, to a 280 h.p. diesel rail car in November 1959, passenger traffic has risen at all stations. An estimated increase of 20,000 passenger journeys a year has been forecast.

THE passenger service was stepped up from two return trips on Mondays to Saturdays to five return trips on Mondays to Fridays and three on Saturdays. Passengers change at Frankston into electric trains. On Sundays, during summer months, a diesel-hauled excursion train runs express from Melbourne to Frankston and connects at Stony Point with the bay ferry to Cowes, allowing six hours of sight-seeing on Phillip Island.

The rich grazing lands of the Peninsula carried 9,760 dairy cattle, 7,480 beef cattle and 124,550 sheep and lambs at the end of March. Orchards cover several thousand acres of land, and it was recently estimated that production of apples this year would be 656,000 bushels. A growing area is also being set aside for the pear crop.

Investigations into a new industry—the growing of peanuts—are now under way. The first experimental sowing was made at Tyabb this season, and was reported to be highly successful.

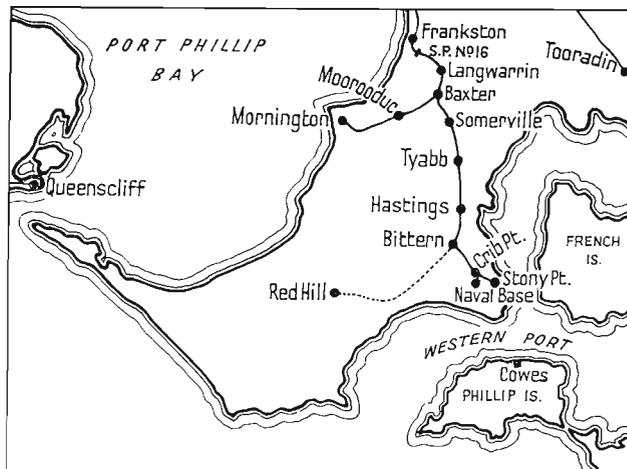
The railway line from Frankston to Stony Point (19 miles) was opened in 1882, and the branch line from Baxter to Mornington (7½ miles) in 1889. There are 10 stations, eight on the

Stony Point line and two on the Mornington line. Over the years steam passenger services served both lines, but the service to Mornington was withdrawn in 1942, because of insufficient patronage.

Of the stations, **Crib Point** has the largest traffic—almost 50,000 passenger journeys a year. More than 60% of the traffic comprises naval officers and ratings who are stationed at Flinders Naval Depot. To cater for the sailors going on week-end leave, a special express train is run from the Naval Base Platform to Flinders Street every Friday afternoon, returning early the following Monday morning. Up to 300 officers and ratings regularly make the journey.

Naval personnel are booked to all parts of Australia from Crib Point and a wide range of inter-system tickets is available. Navy passenger revenue averages £700 a month.

An interesting feature at Crib Point is a “triangle loop”—one of the few in Victoria—used for arriving and departing trains at the Naval Base without the necessity to reverse the train at Crib Point. A signal box on Commonwealth property, midway on the loop, controls train movements.



One of the smallest terminals in the State, **Stony Point** nestles close to the waters of Westernport and is only 10 ft. above high water level. As the gateway to Phillip and French Islands, Stony Point handles heavy tourist traffic, during summer, en route to the holiday centre of Cowes.

Last year 1,200 tons of general freight and superphosphate arrived at Stony Point for trans-shipment by the bay ferry *Estelle Star* to the two islands. This was an increase of 510 tons on the previous year.

Likewise a jump from 249 tons in 1958 to 540 tons last year occurred in goods freighted out from Stony Point. Main freight was in chicory (see *News Letter*, January 1960), wool and seaweed.

A new concrete pier has recently been constructed by the Public Works Department at Stony Point providing easier handling of freight from ferry to rail.

Bittern, once the junction of the now dismantled Red Hill branch line (of 10 miles), has quietened down from the war days when a large R.A.A.F. camp was located at Somers. Post war days saw a migrant holding centre opened there, but this is now closed. Now, a holiday centre for the Education Department (see *News Letter*, February 1960) is located at Somers and many of the children pass through Bittern.

Like most bayside towns, **Hastings** is seeing a land boom, and as new houses are built, so too is the passenger traffic expected to further increase. Hastings itself is primarily a fishing port, but many of its local residents work at Frankston or in city areas and avail themselves of the convenient rail-car service.

At **Tyabb**, one of the Peninsula's main industries, the Tyabb Co-operative Cool Stores Ltd. is situated opposite the railway station. Cases of apples and pears are loaded direct from the cool store into railway trucks for despatch by the twice-weekly goods or, if necessary, by special trains.



“N” class locomotive passing signal box on Crib Point triangle loop.

Each year some 500,000 cases of fruit are sent from Tyabb to Melbourne and other cities. Thousands of cases are also exported to overseas countries from Port Melbourne, and to the Pacific Islands from Brisbane (Q). For this traffic iced vans are provided in the summer months.

An expanding industry is at **Somerville**, where last year more than a quarter of a million fruit trees were lodged for dispatch by nurseryman, John Brunning and Sons.

Most of the trees are freighted during a ten week period in May, June and July, and consignments are sent all over Australia. Close contact is maintained between station staff at Somerville and the nursery so that trees can be freighted to country areas with a minimum of delay.

Inwards freight too is heavy and one local firm, Poultrymen and Farmers Trading Co., receives an average of £250 of freight each month.

The first month of the running of the rail motor saw an increase to 1,391 outward passenger journeys from Somerville compared with 657 the previous year.

Baxter, is the junction for the branch line to Mornington. The station buildings and platform are dwarfed by large pine and other trees. The first of many new homes will shortly be built on land recently subdivided alongside the station.

Mornington station, now only served by a weekly goods train service, is conveniently located in the centre of the township. Up to 6,500 tons of inwards goods are handled each year at Mornington and the only other station on the line, Moorooduc. Mornington itself is popular for trade and social picnics and

numerous special trains are run from Melbourne during the warmer weather.

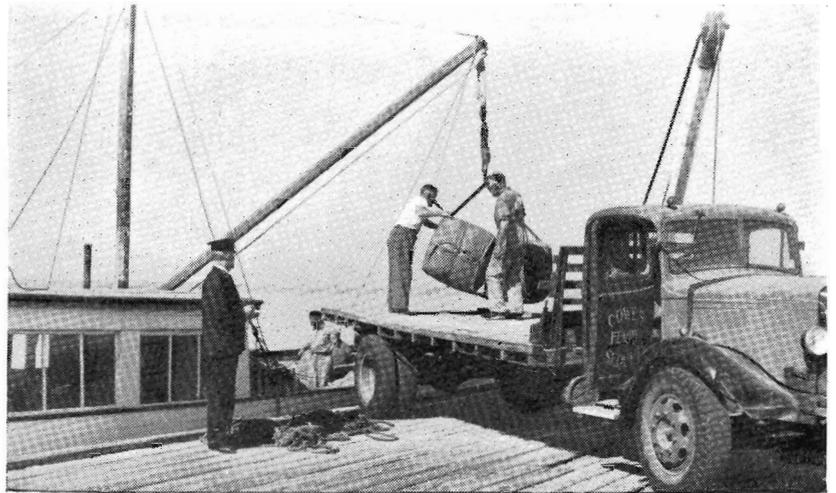
Langwarrin and Rail Motor Stopping Place No. 16 are the only two unattended stations on the Stony Point line. The Army Department has a camp at Langwarrin which was regularly used many years ago for military training. Stopping Place No.16 was opened last November, and being only one mile from Frankston, has proved an immediate success with nearby residents. The traffic offering has shown that additional facilities are required and a proper passenger platform is listed for erection a short distance from the present site.

As Frankston continues to grow, so too will passenger traffic and in the future there is every possibility that the station will be manned.

Taken all round, there is an increasing awareness of the value of the railway service throughout the Mornington Peninsula.



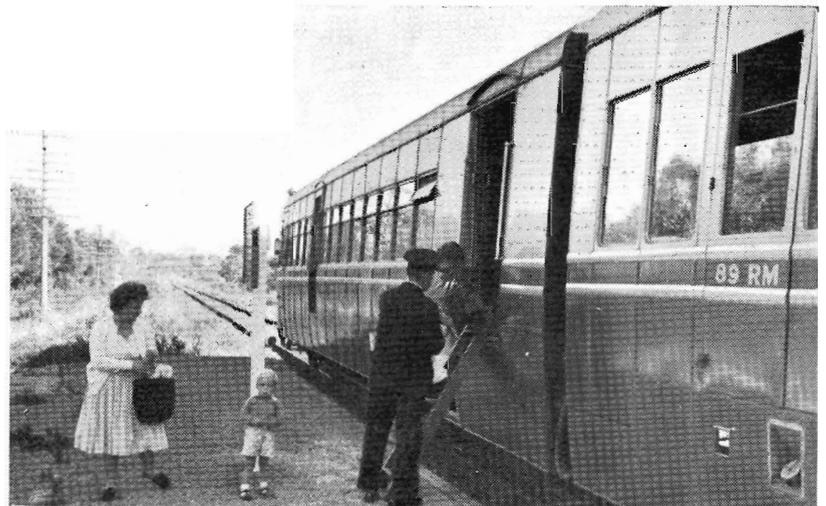
Mr. C. McIlroy, A.S.M. at Baxter with parcels unloaded from the rail motor.



Bales of wool for French Island being unloaded at Stony Point for the bay ferry "Estelle Star". Mr. J. Clarke, S.M. is checking the number of bales.



Cases of apples for Brisbane being loaded at Tyabb.



Suburban Guard R. Ellis assists passengers to alight from the rail car at Stopping Place No. 16.

LINES FROM OTHER LINES

N.S.W. Cuts Railway Debt

THE N.S.W. Treasury has agreed by a bookkeeping adjustment to reduce the Railway Department's capital debt by £73,250,000.

This will cut the Department's annual repayments on its capital debt by £3,400,000. The adjustments will mean that part of the debt, now charged to the railways' account, will be charged to the Treasury. The capital debt is £273 million.

The Minister for Transport, Mr. Enticnap, said that the Railway De-

partment would show a profit but for the fact that it had to pay £13 million a year interest etc. on capital.

Confederation Train

CONSIDERATION is now being given by Canadian authorities to the preparation of a "Confederation Train" which would travel across Canada during the country's Centennial Year, 1967, when the birth of the nation, 100 years ago, will be celebrated.

If the train is arranged, it will hold many of Canada's most treasured historical possessions such as original maps, books, manuscripts and portraits

as well as various museum items of great value and interest.

Designed to focus attention on Canada's centenary, the train would take about three months to travel from coast to coast.

Rail Roads ?

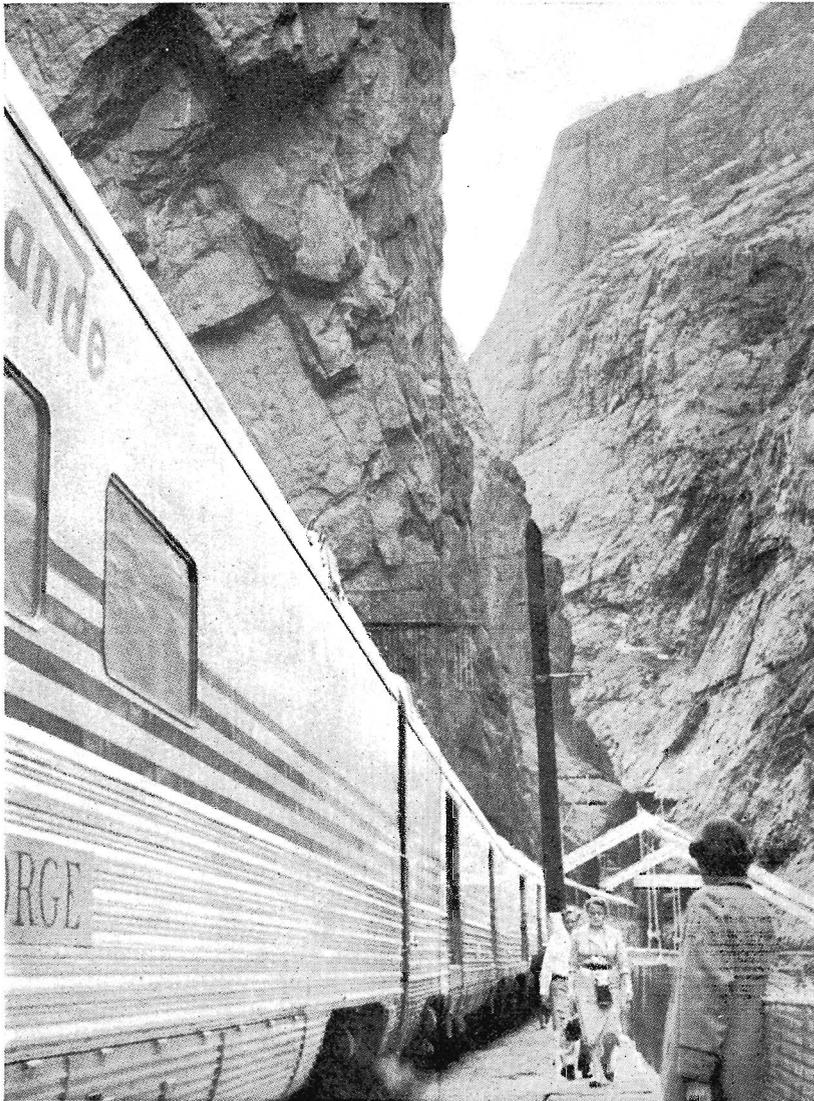
A number of major railroads in U.S.A. believe it is essential to their survival that they convert themselves into general transportation systems, instead of continuing to operate primarily as common carriers by rail. Federal restrictions, at present, prevent this. The President of the New York Central said, if restrictions were removed, his railroad would become a transportation company, rather than a railroad company—"able to fully use all the rapidly expanding technology of transportation in its most efficient forms for the best service to the American public."

Paris Perfumes

UNTIL 1939 many of the Paris Metro stations, now numbering 334 on 14 different lines, carrying 3,700,000 passengers daily, were sprayed regularly with essence of lemon, mint and so on to refresh the air in the passages and along the platforms. The process possessed no real disinfecting value and was abandoned in that year for lack of materials. In 1945 trials were made with bactericidal substances which, mixed with perfumed water, had a positive hygienic effect. Since July 1959, about one train in seven on each of four lines has been fitted with the necessary equipment, attached to the tail lamp iron and connected by hose to the brake piping through an electrically operated valve. This valve is in the circuit of the push-button closing the doors, worked by the guard. When, energised, it directs a fine spray towards the 6-ft. way. Extension of the process to the remaining lines is expected to take some years.

Advertising by the Train-load

The practice of reserving all advertising space in a train is growing. From January 1, all roof card space in another London Underground train with light-alloy coach bodies, on the District Line, has been let to one individual advertiser, the London & Manchester Assurance Co. Ltd. This is the second full display to be taken by the company which has been greatly impressed by the success of its similar campaign in one of the "silver" trains on the L.T.E. Piccadilly Line. Five different designs, by David Pratt, F.Z.S., featuring animals which rely for their safety on natural camouflage or protective armour, are being used to fill the 264 roof card spaces. The message reads "Let London & Manchester be your protection".



Said to be one of the most impressive scenes on the American railroads is Hanging Bridge in the Royal Gorge of the Arkansas River on the Denver & Rio Grande Western. The boiling waters crash through a canyon just 30 feet wide at the base and more than a thousand feet deep. Each day, at 10.17 a.m. and 1.36 p.m., trains 2 and 1, the Royal Gorge pause for 10 minutes, so that passengers can absorb it all. (From *Trains.*)

THEY LIKE OUR SERVICE . .

The Harvest

THE intake of the past season's wheat presented the Grain Elevators Board with the problem of surmounting greater difficulties than had been encountered by this Board during the past twenty seasons. The vagaries of the season were such that neither the growers nor others closely associated with the wheat industry could forecast, with any degree of accuracy, what would be this State's total wheat yield.

The Board's early December estimate of a 3,500 rail-truck-requirement to move wheat that would be available for delivery in excess of country elevator storage capacity had to be increased progressively during the season to the total of 11,734 trucks.

Your Department, however, quickly overcame difficulties arising therefrom.

It, therefore, affords me great pleasure to convey to you the Board's appreciation of the effective co-operation of your Department and its desire that you convey to all concerned the Board's acknowledgement of such good service.

—Condensed from letter from Mr. H. Glowrey, Chairman & General Manager, Grain Elevators Board.

(See News Letter, March 1960, P. 34)

Stud Stock Transport

AT a meeting of the Beef Cattle Herdsmen Association of Australia I was instructed to write to your Department and thank you once again for the efficient manner in which Stud Stock were transported to the Sydney Royal Easter Show for Exhibition.

We understand a supreme effort has been made on our behalf particularly watering arrangements for the stock, and Refreshment Rooms being open for the attendants. We wish to express our appreciation for the service which has been given us and trust this service continues in the future.

Trusting the persons concerned are conveyed our gratitude, we thank you again.

—D. C. McMahon, Secretary, Beef Cattle Herdsmen Association of Australia, Glen Parc, Range Road, Mittagong.

Legacy Children

During the recent school holiday period a large number of Legacy children travelled between this area and Melbourne and, at our last meeting, reference was made to the excellent assistance received from the officers of your Department.

Following instructions from the meeting, I ask you to accept the thanks of our Group for your Department's co-operation and request that you arrange for our appreciation to be conveyed to your officers at Moe, Morwell and Traralgon Railway stations, who were all most helpful and made our task much easier.

—Hon. Secretary, Melbourne Legacy, 21 Reservoir Road, Yallourn.

A.R.H.S. Excursions

OUR thanks for the co-operation which we received from officers of your Department in connexion with our two special train excursions on Saturdays 6th and 13th February last.

Please convey to your Commissioners our appreciation of the efforts made by Mr. Collins, District Superintendent, Geelong, and Mr. Ross, Chief Train Controller, Geelong, to meet our requirements, and to enable us to keep faith with passengers on the train. We realize that many other members of your staff were involved in arranging the alternative itinerary, and the speed and efficiency with which all details were completed reflects great credit on all concerned.

Guard A. Burton, Conductor A Williams, S.M. Heath (Geelong), S.M. Ryan and A.S.M. McGillevray (Colac), and S.M. J. Ball (Timboon), did much to assist us in overcoming our difficulties on the day in question.

These officers and Conductor Kamapovic by their courteous services added to our enjoyment of the trip on the 13th.

Mr. G. Smith of the Special Trains Office was very helpful in attending to all our wants.

Our thanks are also due to your Chief Mechanical Engineer for providing the motive power as requested, and for rostering our member drivers on our special trains between Melbourne and Geelong each day.

To those officers mentioned, and to all others concerned, I should be grateful if you would convey our sincere thanks.

—J. Y. Harvey, Hon. Sec., Victorian Division, The Australian Railway Historical Society.

Films

WE are most appreciative of the prompt action taken by the officer responsible for getting in touch with the Railways Department, Sydney, concerning a trailer of the film "Great Adventure" which arrived at Melbourne, without a forwarding address. Apparently, through careless wrapping, the trailer had fallen out of the parcel containing other publicity material, and but for the alertness of your Department could easily have been lost especially as our Company's label identifying the film was also damaged in transit.

—R. Kapferer, Managing Director, Robert Kapferer Productions Pty. Ltd., 63 Castlereagh St., Sydney.

Good Parcels Work

I have been struck with the very efficient and obliging carrying out of his duties by one of your assistants in the Parcels Office at the Ringwood station. His name is W. N. Toomey. I should add that the Parcels Office has served us well over some years.

—P. Floyd, 123 Warrandyte Road, Ringwood.

Albury Legacy

ON behalf of the President and members of Albury Legacy Club, I wish to convey sincere appreciation for the invaluable co-operation received at all times from the members of your staff during the period of Camps and Holidays for the Junior Legatees.

As you are aware, there is considerable movement of groups of children between Melbourne and Albury commencing in December and continuing until late January and the able assistance received from your staff is very much appreciated.

Might I mention, in particular, a special thanks to Mr. K. O'Halloran in this regard.

—J. McD. Gye, Chairman, Camps & Holidays Committee, Legacy Club, Albury.

The Daylight

AT the Anniversary Holiday weekend, I had the pleasure of travelling to Melbourne on *The Daylight* express on 28.1.60, and back again on the same train on February 1 in the Club Car. I would like to say first, how much I enjoyed the comfort of the train, and its appointments, and secondly the courtesy and attention of the train staff, conductor, Guard, and the Hostess. I took the trouble to find out the name of the Hostess on both those trips, Miss Sheila Dawson-Wink. I think that young lady should go far in your service for efficiency, and courtesy. I hope to have another trip on *The Daylight* again soon. I also found the same courtesy in your luggage, and reserved booking office.

Anyway Sir, I thank you, and your staff, for two very happy journeys, and as I said, I hope to have another soon, and also one on *The Overland* Australia's crack train so I'm told.

—H. W. Savory, Khandesban, N.S.W.

Mildura

LAST night the final batch of girls for this summer left the Mildura Railway Station for the Lord Mayor's Holiday Camp. We have participated in six Camps from November 1959 until this present one and some 200 children have been transported by your Department.

On each occasion we have received every assistance and complete co-operation not only from the staff at the Mildura Railway Station, but also from the Conductors on the trains who always have gone out of their way to see that adequate seating is provided and that the children travel in comfort.

This has not always been easy, particularly over the holiday period and during that time when fruit pickers have been travelling. This assistance which has been consistently good over many years is very much appreciated, and I would be pleased if you could pass our thanks on to all of the Officers concerned.

—A. D. Harvey, Secretary, Shire of Mildura.

Apprentices' Awards

APPRENTICE Tinsmith and Sheet Metal Worker Colin Welsford, of Spotswood Workshops, won a bronze medallion for the best exhibit in the Sheet Metal trade for 1960, his entry being judged equal first with that of another apprentice. The entry, a brass hand signal lamp, was included in the apprenticeship display at the National Museum. Mr. Welsford has had brilliant results in his apprenticeship examinations—topping his class during the last three years with percentages of 95, 98 and 99, as well as securing a Commissioners' prize each year.

Incidentally, the "Apprentice of the Year"—Mr. Neil Embling, a photo-engraver—is the son of Mr. A. C. Embling, District Rolling Stock Superintendent at Ballarat.



Mr. Welsford

Railway Ball—Prize of £25

HIGHLIGHT of this year's Railway Ball will be a prize of £25 to be won by a couple attending the ball. The prize has been generously donated by the Council of the Victorian Railways Institute to celebrate the 50th Anniversary of the Institute. Details of the competition for the prize were being completed as *News Letter* went to press.

Bookings for the ball, which will be held on Friday, July 29 at the St. Kilda Palais de Danse, opened on June 14. Tickets are 31/6d. each and may be obtained from the ticket secretaries, Messrs. K. Cahill (Room 60, Head Office, auto. 1243) and I. Jelfs (Room 13, Flinders St. Bldg., auto. 1465).

The committee confidently expects that last year's attendance of 1,100 will be exceeded.

Overseas Visitor

DURING his recent visit to Australia, Mr. Yukta na Thalang, Comptroller, State Railways of Thailand, made a brief survey of the Department's accounting activities. He visited Australia to attend the Asian and Pacific Accounting Convention as representative of the Institute of Certified Accountants and Auditors of Thailand, of which he is president.

As a member of the staff of the National Audit Council of the Federal Thai Government, Mr. Yukta na Thalang helped with the re-organization of the Thai Railways along American lines.

He was later transferred to the Railway Department. Thai Railways operate 3,500 kilometers of line and have a net income of 3 million U.S. dollars (about £1,350,000).

In 1958, Mr. Yukta na Thalang visited various railways in U.S.A., France and Germany to learn about the different operating conditions.

Asked what impressed him most about Australia, he replied: "the Australian role in assisting with the development of South-East Asia, and the way the Victorian Railways have reduced operating expenses despite the general rise in prices."



Mr. Hughes chats with Driver Ken Haynes during a farewell visit to North Melbourne Loco Depot.

R.S. Engineer Retires

AFTER nearly 40 years association with the Rolling Stock Drawing Office, Mr. A. M. Hughes recently retired.

Following his return from the First World War he was transferred from Newport Workshops to the Drawing Office as a Draftsman in 1920.

His first locomotive design work was done on the 'K' class, to be followed in turn by the 'N,' 'S' (steam), 'X,' 'H,' 'R' and 'J' classes.

The famous 'H' class, more familiarly known as *Heavy Harry*, is Mr. Hughes's own particular 'baby' as he was intimately connected with the design and construction of this mammoth.

During his drawing office life he has seen steam gradually replaced by rail

motors, diesel-electrics and latest of all, diesel-hydraulic traction.

In his retirement he will remember the busy time in the drawing office during the introduction of air-conditioning, the design and construction of "Spirit of Progress," and the preparation of specifications for the Harris Trains.

Mr. Hughes's hobby of translating French and German technical publications has been of immense value to him during his railway career and he intends to carry on this work during his retirement.

At a presentation in the Chief Mechanical Engineer's office he was given a radio, clock, and brooch for his wife, by his branch associates.



Mr. N. Eddy (left) being farewelled by Mr. A. Trewin (Actg. Engineer of Tests).

TEST Inspector Norman Eddy recently retired after completing 49 years and 15 days of service at Newport Workshops, where he started as an Apprentice Blacksmith on March 21, 1911.

With the outbreak of World War I, Mr. Eddy joined the A.I.F. and went overseas where he rose to the rank of sergeant. He returned to the Department and duty in the Blacksmith's Shop in 1919.

During this long service in the Blacksmith's Shop he saw it expand from a place of mighty smiths with bulging muscles to its present highly mechanized state.

In his position of Test Inspector with the Engineer of Tests organization, Mr. Eddy has always smoothed difficulties away with his ready smile.

His long association with the Williamstown Bowling Club, Williamstown R.S. S.A.I.L.A., and local baseball activities will keep him fully occupied, in his retirement.

Work mates presented him with a silver tea service as a token of appreciation.

137 Years Service



MR. F. D. Meagher, S.M. Warrnambool, certainly comes from a railway family. His own railway service, together with that of his father and grandfather, at Bendigo, and his brother (S.M., Echuca) totals 137 years.

Mr. Meagher began his career at Elmore in 1921 and, as well as other localities, has been at Meeniyah, Murrayville, Sea Lake, Yarrowonga, and Murtoa which he left last year to take charge at Warrnambool. He speaks appreciatively of the pleasantly warm northern climate.

A keen railwayman, Mr. Meagher is indefatigable in pursuit of every £ of revenue for the Department. He is a member of Rotary at Warrnambool as he was also at Yarrowonga.

O-in-C Goods

HAVING started at Melbourne Goods in 1912, Clerk John McPherson, who retires this year, will finish his career as O-in-C of the Goods Shed at Warrnambool where he has been for the last 20 years. The goods business, Mr. McPherson points out, has grown with the expansion of the town. Twenty years ago it was handled by a staff of two; now it needs four. His rail service was broken by 2½ years abroad with the first A.I.F. in the 2nd Machine Gun Battalion.



V.R.I. Lectures For 1960

THE first V.R.I. lecture for this season will be given in the V.R.I. ballroom, Flinders Street, at 8.15 p.m. on Wednesday, July 27, by Mr. A. C. Brown, Assistant Chief Traffic Manager.

Mr. Brown, who visited America, England and the Continent last year, will speak on "Railway Traffic Operation Overseas" and will cover such subjects as "pick-a-back" services, container traffic, modern marshalling yards and other matters relating to train running. The talk will be well illustrated.

Metropolitan staff will be circularized by their Branches concerning the number of tickets required, and details will also be published in the Weekly Notice.

Free Passes

FREE passes are available to all country railwaymen who desire to attend these lectures—provided that their rostered hours of duty do not conflict. Country employees whose hours of duty will permit them to attend, should apply in writing to the General Secretary of the V.R.I. who will arrange the issue of the necessary pass.



A happy group at the V.R.I. Ball held recently at Geelong. (From left) Mr. Terry Collins, Miss Wendy Wilks, Miss Cecilia Robertson and Mr. Brian Kenny—all from the Geelong Goods office.

RECENT RETIREMENTS

TRAFFIC BRANCH

Breayley, J. D., Box Hill
Bunston, R. W., Head Office
Connolly, J. T., Flinders-st.
Hills, E. F., Upper Ferntree Gully
Thatcher, R., Melbourne Goods
Watson, A., Melbourne Goods
Weatheritt, A. W., Head Office

WAY AND WORKS BRANCH

Ansett, G. W., R. F. Flinders St.
Burton, G. M., Head Office
Ciavarella, A., R. F. Spencer St.
Cadzow, J. F., W.F. Flinders St.
Gibb, M. R.F. Spencer St.
Henderson, J. J. W.F. Caulfield
Hardy, W. C., R.F. Laurens St.
Lee, T. A., S. & T. North Melbourne
Morrison, G., S. & T. Spencer St.
Molloy, M. (Mrs.), Madden Grove, Burnley
Money, A., Spl. Wks. East Melb.
O'Connor, R. S. T., R. F. Geelong
Sandford, J. T., Head Office
Waight, W. J., S. & T. Spencer St.
Williams, A. E., R. F. Bendigo

ROLLING STOCK BRANCH

Brody, M. C., Morwell
Driver, A. J., Newport
Davey, J. L., Newport
Hare, H. L., Traralgon
Hutchinson J., Newport
Lartanas, M., Newport
Lewin, P. E., Ararat
Moore, J., N. M. Shops
Oswald, R. J., N. M. Loco.
Scudamore, C. J., Jolimont
Tory, J. C., N. M. Loco.
Tremellan, R. H., Numurkah
Wood, W. G., Jolimont

ELECTRICAL ENGINEERING BRANCH

Games, J. B. G., Power Operation Room
Gunn, G. J., Flinders St.

STORES BRANCH

Cooper, E. J., Spots. Workshops Storehouse
McCarthy, J. B., Newport Workshops Storehouse

. . . . AND DEATHS

ROLLING STOCK BRANCH

Curtis, R. M., Newport
Eyre, W. F., Bdgo. Nth.
Green, P. M., Jolimont
Sexton, O., Seymour
Cameron, R. C., Jolimont

ACCOUNTANCY BRANCH

Gleeson, J., Head Office

ELECTRICAL ENGINEERING BRANCH

McGrath, M. J., Overhead Depot

TRAFFIC BRANCH

Bren, J. W. Lilydale
Hamilton, A. R., Eaglehawk
Johnson, A. W., Dudley-st.
O'Keefe, W. J., Flinders St.
Spillman, T. M., Lalor
Stanley, A. M., Hillside
Williams, E. W. K., Melb. Goods

WAY AND WORKS BRANCH

Kilby, W. A., R. F. Spencer St.
Henderson, C. P., Spotswood
Newton, C., Stawell
Warren, F. V., Geelong



RON BAGGOTT'S SPORTS PAGE



Play in the match between Accounts and Newport Workshops. The Match resulted in a win for the latter.

For Olympic Games

AMONG those representing Australia at the Olympic Games will be a member of the V.R.I. Wrestling Club, Sam Parker, who will wrestle in the featherweight division. During the last three years, Sam has had 73 bouts (from featherweight to middle-weight) losing only once (on points, in 1957, to former Hungarian Olympic wrestler Balint Galantai). Last year, he won the Australian featherweight title as well as two Victorian ones.

Football

AS *News Letter* went to press all teams in the V.R.I. Football League had played two matches each. The highlight, so far, was the meeting of last year's grand finalists, Newport and North Loco, on a very heavy ground. Newport made their task all the more difficult by inaccurate kicking for goal while Loco fought desperately to keep them at bay. Only one goal was scored during the second half of this game and players really hurled themselves into the fray. Final scores were : Newport, 4 gls. 19 bhds. 42 points ; North Loco, 5 gls. 2 bhds. 32 points.

Premiership Ladder : Newport 8 points ; Commercial, Loco., and Accounts 4 points each ; followed by Yard, nil.

Since publication of last results New-

port defeated Accounts by 15 points and Yard went down to Commercial by 20 points.

Men's Basketball

AT Spotswood Workshops, mens' basketball is in full swing. The club has a membership of 107, and 10 teams are competing on an inter-shop basis. Games are played at lunchtime—beginning at 12.10 p.m. and finishing at 12.35 p.m.—each day on a properly surfaced court laid down by club members. One series of games has already been completed—Carpenters No. 1 team defeating the Electrical Shop in the grand final.

Spotswood Workshops are keen to see a V.R.I. Basketball Association formed and inter-branch games played. A meeting—advice of which will be published in the Weekly Notice and *News Letter*—will be called in the near future to discuss the possibility of forming such an Association.

Table Tennis

THIS year, with the Australian Railways Institutes Table Tennis Carnival to be held in Melbourne from September 11 to 24, more V.R.I. teams have been entered in outside competitions. Two such teams are participating in the Victorian Table Tennis Association competition and an "A" grade team in that of the Victorian Public Service Table Tennis Association. In the Public Service

championships a V.R.I. player, Oliver Chan, reached the semi-finals and gained a place in the team to represent Victoria at the championships to be held in Sydney this month.

V.R.I. Competition

THE V.R.I. Table Tennis internal competition is well supported by the entry of five ladies' teams and fifteen men's teams. As *News Letter* went to press, Spotswood No. 1 Ladies' team was undefeated. Electrical and Ticket Collection are leading in the men's "A" and "B" grades respectively.

Entries For Championships

ON Saturday and Sunday, July 2 and 3, the first V.R.I. Table Tennis Championships (open to all financial members of the Institute) will be held in Melbourne. If sufficient entries are received it is proposed to conduct the following events : men's open singles ; men's open doubles ; ladies' open singles ; ladies' open doubles ; inter-centre and sub-centre team competitions.

Entries are now being received from players wishing to compete. Country players are asked to state their anticipated time of arrival in Melbourne. Entries will close with the Hon. Secretary V.R.I.T.T.A., June 24.

Nominations from players wishing to be considered for selection in the team to represent Victoria at the Interstate Carnival will close on July 4.

VICTORIAN RAILWAYS

NEWS LETTER

JULY

VR

1960



THE MONTH'S REVIEW

"Road Menace"

TRANSPORT drivers being driven beyond physical endurance were a menace to themselves and others, the Coroner (Mr. Biggin) said recently at Horsham.

It was common knowledge that transport drivers were forced to take drugs to keep themselves awake, and until something was done about it by legislation it would continue.

Mr. Biggin made these comments when he returned a finding of accidental death on Kevin John Shadford, 23, of Yarraville, who died when his truck ran off the Western Highway, near Horsham, on February 17, and caught fire.

He attributed this, and many other transport accidents, indirectly to the Privy Council decision which freed inter-state haulage.

Mr. Biggin said that what was of prime importance to him was the cause of the transport leaving the highway.

"Drivers Asleep"

"It must remain a matter of conjecture, but my experience on the bench and that of traffic officers has shown almost overwhelming evidence that drivers went to sleep.

"In this case there is evidence that the driver could not have observed the statutory rest periods.

"Until a few years ago, transports ran substantially within the law but the opening up of inter-state free trade has brought into the industry lots of new operators and drivers, and sheer weight of competition has brought excessive speed and loads", he said.

"There is no effective control over this major industry.

"The trivial fine of £10 for not keeping a log book is ridiculous in contrast with the penalties for not obeying other provisions of the law.

"But before action can be taken against hauliers the log book must be produced. Until something is done about it this toll on the road will continue," he added.

Transistor Radios

SOME time ago, the Commissioners appealed to owners of portable radio sets, who were using them in trains, to be courteous and consider the feelings of other passengers. They pointed out that any person who "wilfully interferes with the comfort of other persons" in a train was liable to prosecution under Railway by-laws.

Recently, they successfully prosecuted a young man, in the Camberwell court, under this by-law.

Appreciative comments were received from as far away as Adelaide for this action.

Telling The Truth

THE value of the train in preventing a complete choke-up of Melbourne's transport was recently brought to viewers' notice over Channel 7, in "Tell the Truth," by Mr. L. Wyatt of the Sir Colin MacKenzie Sanctuary at Healesville. Mr. Wyatt mentioned that he had set out by car to reach the city but, on arrival at Lilydale, found that the road traffic congestion was so bad that he had to leave his car and continue by train in order to reach the city in time for the session.

Cars Strangling Cities

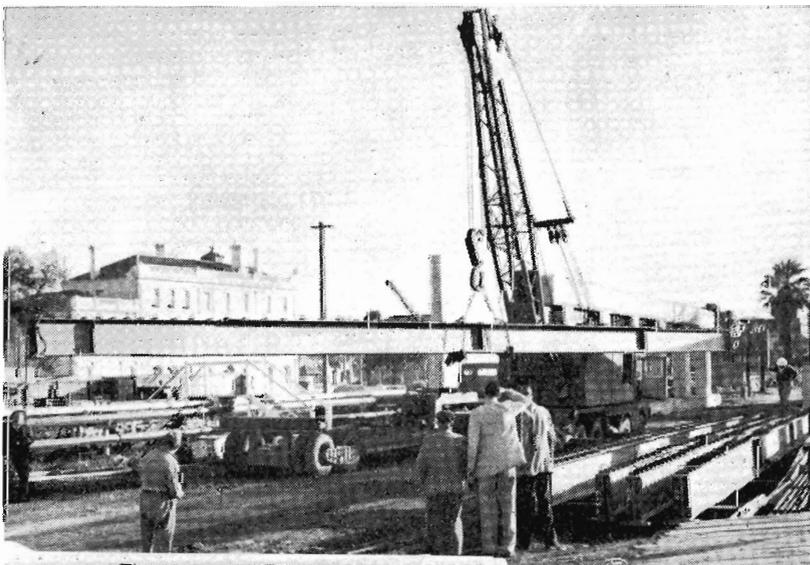
UNITED STATES experts now realized that people had to be encouraged to use public transport, and not their cars, in the city. Mr. R. C. Morarty, who is Chairman of the passenger section of the Australian Road Transport Federation, said this on his return from a six weeks' tour of the United States with a group of bus operators. He said the authorities there are now aware that cities will be strangled if cars are constantly and increasingly used in them, and are encouraging public transport by eliminating sales tax on new buses and freeing them from fuel tax.

Results By Rail

THE speed and efficiency of the suburban parcels service were highlighted in a recent letter received by the Chief Commercial Manager from the secretary of the Royal Victorian Bowling Association. Writing after the end of the Pennant Bowls season, the secretary expressed his thanks for the co-operation given by railway staff in forwarding the packages containing the bowls results each Saturday afternoon. He points out that, almost without exception, results were received on time, each week end, from the 118 clubs in the competitions.

FRONT COVER

BELIEVED to be the first of its type in use in Australia, this wire belt sling is being used to lift steel tubing at Section 12, Spotswood General Storehouse. It can handle a load of three tons, and is more efficient than the usual rope or wire rope sling that it replaces. Electric hoist is being operated by Storeman W. Frolow.



Lifting a girder for the new overpass at Melbourne Road level crossing, Newport.

TO what extent can railway costs be further reduced by technological developments or greater efficiency ?

This question was posed by the Chairman of the Victorian Railways Commissioners, Mr. E. H. Brownbill, in his address to the Victorian branch of the Economic Society of Australia and New Zealand in April. The first part of his talk was published in "News Letter" last month, under the heading :

CAN OUR RAILWAYS PAY ?

WITHOUT doubt the greatest single influence on the level of railway costs in recent years has been the development of the diesel locomotive to its present state of high efficiency.

The principal advantage of the diesel over the steam locomotive is its high availability, so that under conditions of heavy traffic a single diesel can do the work of approximately three steam locomotives. Even under lighter traffic or in yard work, where the replacement of steam by diesel locomotives is necessarily on a basis approaching one for one, the much lower running and maintenance costs of the diesel far more than offset its higher capital cost.

A further advantage of the diesel in Australian conditions arises from the fact that the majority of the busiest rail routes in Australia were laid as cheaply as possible and are heavily graded. This means that before the advent of the diesel locomotive, trains loaded up to to the full capacity of the coupling and braking gear could be hauled only by double-heading with steam locomotives—which involves a crew for each locomotive—or by building very large steam locomotives, which involves greatly strengthening the tracks and bridges.

With diesel locomotives, on the other hand, it is possible to couple together several units of moderate size, under the control of one crew, so as to obtain far greater power than was available with the heaviest steam locomotives previously in use but without the necessity for exceedingly heavy tracks and bridges.

Death of Steam

Although good progress has been made by all Australian systems towards the ultimate conversion to all diesel operation, there are still many steam locomotives in service and very substantial economies can be obtained by eliminating them in favor of diesels.

The actual rate of conversion will depend, of course, on the capital

funds available ; part of the cost will consist of the writing-off of steam locomotives that have not reached the end of their economic life. There is no doubt, however, that for some years to come the purchase of further diesel locomotives will be the most rewarding avenue for the investment of railway capital funds. In Victoria it is hoped to have the conversion completed by 1970.

Other than in exceptional circumstances, such as the recently completed project between Sydney and Gosford that is a section of line combining a high density of both goods and passenger traffic with very steep gradients, direct electrification of main lines is unlikely to offer any financial advantage over diesel operation in the foreseeable future.

Electric Limitation

Electric locomotives cost a good deal less than diesel locomotives of similar power, but require a heavy additional investment in substations, overhead gear, transmission lines, etc. Except in conditions of the densest traffic, the saving on electric locomotives compared with diesel will be insufficient to offset the cost of the fixed equipment they require, and the capital cost of diesel operation will be lower. This is the position on most Australian lines.

If electric locomotives were cheaper to operate than diesel this disadvantage in capital cost could, in favourable circumstances, be more than offset, but the present position in Victoria, at least, is that diesel fuel costs a good deal less per gross ton-mile than electric power.

It will therefore require a substantial drop in the price of electricity relative to diesel fuel to justify any further main-line electrification in Victoria. Such a change in relative values cannot at present be foreseen, but so many variable factors are involved that it would be most unwise to forecast that it will never occur.

These comparative costs of operation on the Victorian Railways by diesel, electric and steam traction are of particular interest.

	Diesel " S " Class	Steam " R " Class
Weight ...	116 tons	180 tons
Load up Ingliston Bank (13 miles at 1 in 48) ...	780 tons	365 tons
Time up Bank	48 mins.	67 mins.
Maintenance cost per mile	9d.	52d.
Fuel per mile	1.33 gal.—23.3d.	1 cwt—81d.
Capital cost	£120,000	£90,000
Mileages ...	" B " Class— 1½ million in 7½ years 1½ million before major exam.	" S " Class— 1½ million 28 years

	Diesel " B " Class	Electric " L " Class
Load from Yallourn to Melbourne (ruling grade 1 in 110)	1600 tons	1400 tons
Maintenance cost per mile	9d.	9½d.
Fuel cost per mile ^a	2/3d.	3/8d. (power)
Capital cost	£120,000	£77,500

Other Fuels

Other changes that may take place in the technology of railway locomotion—such as the development of oil or coal-fired gas turbines or even atomic locomotives—do not concern us greatly.

Railways will always utilize that form of motive power that combines the maximum degrees of reliability and economy, but it is not expected that any future development will produce such a revolutionary lowering in costs as has resulted from the replacement of steam by diesel.

Automation

Apart from the conversion from steam to diesel locomotives, the best prospect for reduced costs through the application of modern techniques to railroading lies in the field of automation.

Railway operations are on a big enough scale to take full advantage of the economies of electronic data processing, and a steady extension of these techniques to timekeeping, accounting and stores procedures will be seen in the next few years.

The greatest potential economies are available, however, on the operating side, through further extensions of systems of automatic signalling and centralized traffic control.

Because of the economic advantages of rail for mass transport and of road for local distribution, there is a constant tendency for rail traffic to be concentrated on the larger centres and for the traffic at small country stations to decline to the level where the business can be conducted by a non-skilled caretaker.

At many such small stations it is necessary to retain qualified staff, probably for 24 hours daily, for signalling purposes, and this offers the prospect of substantial reductions in costs if some form of remote control of the signalling at these stations can be installed. This manpower, too, could be used with greater advantage elsewhere.

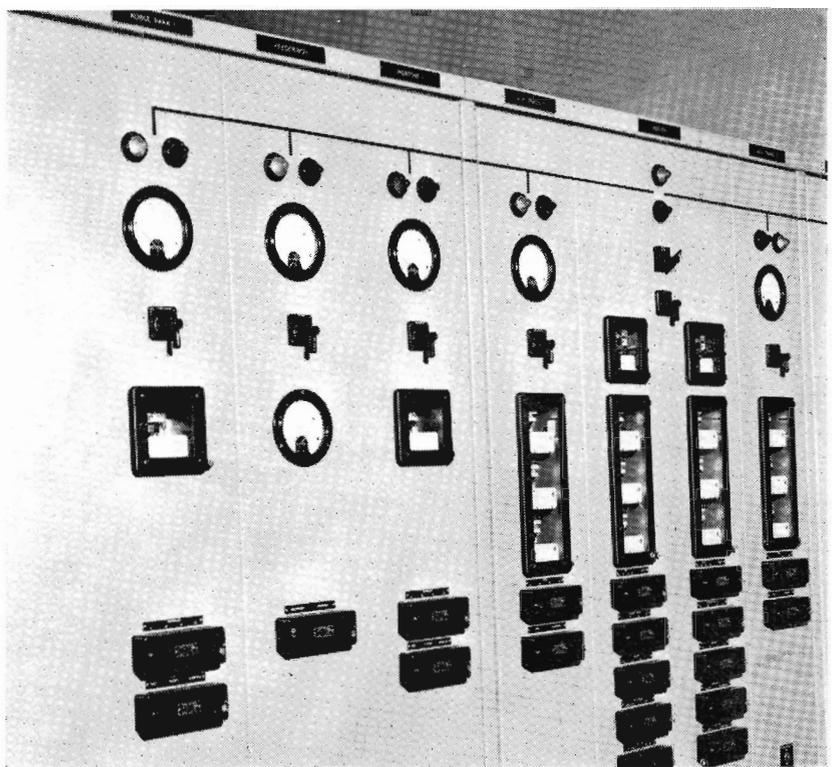
Centralized Traffic Control

A remote control of this type can be operated from an adjoining station, but the modern method is to install centralized traffic control by which all the points and signals on a length of line are operated from one centre.

Centralized traffic control has as yet been used in Australia only to a very limited extent, but a major installation is proposed for the standard gauge line at present under construction between Albury and Melbourne.

When this line is complete, the whole of the points and signals between Dynon and Wodonga will be operated by one man from a small control desk at Spencer Street. The system will be of the latest electronic transistorized type which will not only be instantaneous in operation (earlier systems take several seconds to transmit a control and receive an indication that it has been carried out), but will have unlimited capacity for the addition of further crossing loops or sidings as the need arises.

Another direction in which automation offers some prospect of worthwhile economies is in the installation of hump marshalling yards in which the



22,000 volt feeder control cubicles in a sub-station. Cost of a sub-station for a country line is about £45,000; and the overhead from £7,000 to £10,000 a mile. These are some of the additional investment costs of electric locomotives that, except in conditions of very dense traffic, make them less economical than diesels.

marshalling of wagons is controlled from one operating centre and the movements of the wagons themselves, after they pass the hump, are practically automatic, being controlled by electronically-operated weighing and retarding devices.

Such yards reduce manual shunting to a minimum, with considerable economies, but require very heavy traffic to justify their cost. There are as yet very few locations in Australia where the cost of such a yard is justified.

Mechanized Track Work

A further direction in which very substantial economies are expected to be achieved within the next few years is the mechanization of the maintenance and renewal of tracks.

In Victoria, mechanized track relaying was first adopted in 1956, and there are now three fully mechanized gangs operating in country areas. Each gang moves along the track on a production-line principle and relays approximately one mile per week. The work includes re-railing, partial re-ballasting and re-sleepering, the widening of cuttings and cleaning of drains. This mechanization has trebled the annual mileage relaid while the cost per mile has been practically halved, compared with earlier hand methods.

The next step that will lead to further substantial savings, is the reorganization, combined with mechanization, of day-by-day track maintenance procedures.

Under the traditional method of track maintenance, a gang of men is fully responsible for a specified length of track. The work consists mainly of keeping the track fastenings secure, maintaining proper level and alignment, and renewing sleepers as they reach the end of their life.

For some time past track maintenance gangs have been equipped with various mechanical appliances that considerably lighten the arduous nature of the work, but investigation has shown that to obtain the full economic advantage from this modern equipment it will be necessary to revise the organization of the work. This will mean reducing the size of the local gangs and creating fully mechanized "flying gangs" that will be responsible for a particular function, such as re-sleepering, in a whole district.

While there are still many avenues open for the further reduction of the already low level of rail transport costs, two things should be emphasized. Firstly, these economies can be obtained only by an adequate expenditure of capital funds; secondly, they can yield their maximum benefit only by employing the railway asset to the full.

Gauge Standardization

Gauge standardization is predominantly an economic problem, too. The correction of Australia's present multiplicity of gauges is only likely to be undertaken insofar as it can be justified on economic grounds.

This means that the cost of eliminating any particular break-of-gauge point, measured in terms of annual interest and sinking fund payments, must be less than the annual costs that will be incurred if the break-of-gauge is retained; such annual costs would include a figure for revenue lost because of the existence of the break-of-gauge.

It follows that the justification for eliminating a particular break-of-gauge point will depend on the volume of traffic that will flow if the break is eliminated. As the principal interstate traffic flows in Australia—excluding certain bulk seaborne traffics such as coal, iron ore and sugar—are between adjoining States, there is little doubt that the provision of at least one rail link without a break of gauge between adjoining States is economically justified and should be given top priority.

It is interesting to note that the "Wentworth Plan"—of which the Albury-Melbourne link is the first stage—provides for all adjoining States being linked by a *common* but not a *standard* gauge, and it is difficult to see that anything more than this will ever be warranted.

The necessity for any further gauge standardisation will, in any event, depend on the requirements of goods, not passenger, traffic.

A stopover in each capital city is a normal feature of interstate railway passenger services, quite apart from any gauge differences that may exist, and once the stage has been reached when passengers can travel from each capital to the next without changing trains, the absence of complete gauge standardization need not be regarded as a serious drawback from the passenger viewpoint.

In spite of universal gauge standardization in North America, it is only in Canada that one can travel from coast to coast without changing trains.

Long Distance Passengers

There is little doubt that in Australia, as in all countries with an increasing standard of living, the total demand for public long distance passenger transport will continue to diminish for some time yet.

If the demand for this type of transport were expected to disappear en-

tirely, the problem perhaps would be simpler than it is now. The pattern that is actually developing—in Victoria at any rate—is one of intense activity at holidays and, to a lesser extent, at week-ends, accompanied by a very poor patronage for the rest of the time.

Country and interstate traffic is, in fact, becoming in its own way as subject to peaks as suburban traffic, with the vital difference that with the country traffic it is the occasional passenger who causes the peak; with the suburban traffic it is the regular passenger. For a time Victoria tried off-peak country fares as an experiment to produce a more even traffic flow. These took the form of reduced return fares on Tuesdays, Wednesdays and Thursdays to stimulate travel when plenty of room was available in the trains. The experiment was not a success.

It was concluded that the demand for country passenger transport is inelastic in one direction—it can be depressed by higher fares, but is not noticeably stimulated by lower ones.

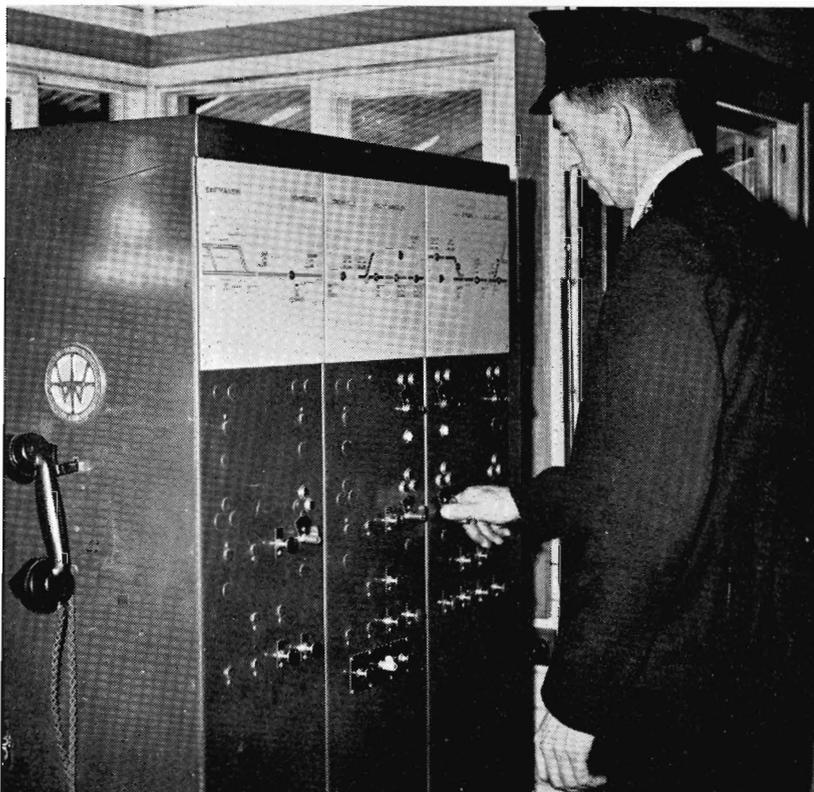
The only option, therefore, appears to be to keep the fares at about their present level, measured in relative rather than money values, and to provide a high standard of service so as

to exploit to the full the inherent advantages of rail travel—namely, reasonable speed combined with a high degree of comfort and safety.

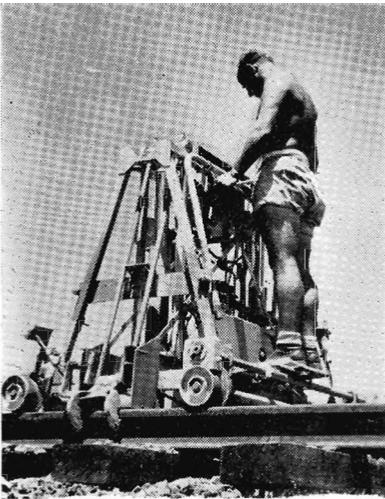
Passengers Incidental

Financially, passenger services must be regarded as merely an adjunct to the goods business, which in itself provides a sufficient reason for the operation of the railway system. All that is needed from the passenger services, therefore, is their out-of-pocket expenses and, if possible, some contribution towards overheads.

On the operating side, the most reasonable approach to the country passenger traffic problem seems to be to maintain a basic stock of luxury type air-conditioned cars—either locomotive-hauled or self-propelled—sufficient to meet normal day-to-day requirements, and a somewhat larger stock of older non-air-conditioned cars to call into service for peak and special traffic. Victorian Railways are doing a great deal to raise the standard of older rolling stock by way of improved seating, lighting and riding qualities; but the provision of sufficient luxury-type air-conditioned stock to meet peak load requirements would be economically out of the question.



On the operating side, the greatest potential economies lie in further extensions of systems of automatic signalling and centralized traffic control. Assistant Stationmaster is operating C.T.C. equipment at Eastmalvern.



Track raised by Nordberg power track jack. Mechanization of track work on the Victorian Railways has trebled the annual mileage relaid while the cost per mile has been practically halved, compared with earlier hand methods.

competitive with the out-of-pocket cost, rather than the actual cost, of private car travel.

Peak Problems

Another factor operating against the financial stability of suburban railway systems is a growing tendency for peak period traffic to increase relative to off-peak. This is brought about by several influences. Peak period road congestion and parking difficulties are combining to reduce the attractiveness of travel by private car compared with public transport, and particularly by rail which offers, in the peaks, equivalent speed combined with the convenience of parking at suburban stations.

On the other hand, the higher speed of private car transport at off-peak periods when the roads are less congested, together with the spread of television and the development of regional shopping centres, are tending to reduce the level of off-peak traffic.

Every increase in peak traffic lifts costs more than proportionately, as it entails a further investment in costly equipment that is used only twice daily five days per week. Paradoxically, however, peak period rail travellers pay the lowest fares, as they enjoy the benefit of cheap periodical tickets.

Staggered Hours

The overall effect of these tendencies is to increase average costs per passenger-mile and, at the same time, reduce average revenue.

While these tendencies continue—and nothing short of a really radical readjustment of starting and finishing times of work could counter them—and while we have to compete with what people think it costs to travel by private car, there is no prospect of a major suburban railway system, such as that of Sydney or Melbourne, becoming financially self-supporting.

Running a suburban railway system is somewhat analogous to operating a painting contractor's business on the basis of working your staff for about four hours daily and at the same time charging rates low enough to undercut the costs of do-it-yourself home-owners. The chances of making a profit are about the same.

This inability to apply the normal business test of profit or loss creates numerous difficulties. It is difficult for the community and the management to judge the efficiency of its railway system, and it is particularly difficult for the management to find a suitable basis on which to judge the justification for capital expenditure.

Some items of capital expenditure are, of course, forced upon the railways. When peak period loading on

a particular line reaches uncomfortable levels and housing development in the district indicates that the traffic will continue to grow, there is no option but to expand facilities to cope with the growing traffic, even though there is little doubt that the investment will be unprofitable in the normal sense.

Some items contribute towards the flow of traffic and at the same time are definite money-spinners. Chief among these are the replacement of manual by automatic signalling and of hand-operated level crossing gates by automatically-operated booms. In some instances the contribution made towards the elimination of a level crossing by grade separation will more than pay for itself by the wages saved.

Perhaps the most difficult problem of all, however, is whether capital should be spent on new lines as extensions to or branches from the existing system. As, under existing conditions, there is no likelihood that any new line will yield a profit in the business sense, there is a natural tendency on the part of railway managements to fight shy of the construction of new lines that will only add to the existing financial burden.

New Approach

The conclusion to be drawn is, that the whole question of financing suburban railway systems has to be approached from a new standpoint.

The community appears to be willing enough to spend revenue, that is derived from general rates, on motor expressways without any thought of demanding a profit and loss account, or of ensuring that only those ratepayers who actually make use of the facilities are called upon to pay for them.

Why should not the same line of reasoning be applicable to the fixed plant involved in providing a new railway extension? After all, any such extension adds enormously to property values in the area concerned.

The fares fixed by the operating authority would then need to cover only the cost of providing, maintaining and operating the trains. This would make them much more competitive with private car travel and would thus be an important influence in diverting passengers from cars to trains—a diversion which has a dual effect in lowering total transport costs.

* * * *

The two parts of "CAN OUR RAILWAYS PAY?" will shortly be published as a pamphlet, available from the Public Relations and Betterment Board. This was done with "Your Railways Today and Tomorrow" (N.L. July—Dec., 1959); free copies of which are currently available.

Suburban Traffic

The suburban traffic problem in large cities such as Sydney and Melbourne is, of course, of such magnitude that only some of its broader aspects can be referred to here.

As with country goods services, the justification for suburban railway passenger facilities is purely economic.

A suburban railway system does a vital job at much less than the cost of doing this job by public street transport and at a fraction of the cost of doing it by private car; therefore, the greater the proportion of the total number of suburban passengers who can be induced to travel by rail, the lower the city's total outlay on transport will be.

If a greater number of passengers can be attracted from street transport, and particularly from private cars, to rail travel, there is an important secondary saving in addition to the lower cost of transporting the passengers themselves. This secondary saving results from lessened street congestion to give improved efficiency in the most vital—and also most costly—task of road transport—the local pick-up and delivery of freight.

As the cost of providing suburban passenger service by rail is less than by any other means, it would appear, on ordinary business principles, that the operators of suburban rail services should be able to charge fares sufficiently high to cover costs, yet still low enough to hold a major proportion of the traffic. Unfortunately, they can't; and the reason is simply that to hold the traffic against the main competitor—private cars—rail fares would have to



Little River

LITTLE RIVER AND LARA

THE Geelong to Melbourne line is one of the State's oldest rail connexions, and its adjoining stations of Little River and Lara are still heavy with the old world atmosphere of 1857 when the first train service from Geelong to Greenwich Village, now part of Newport, began.

WITH the passing of the years, Little River has gradually declined in importance as a passenger and goods station, and at the present time its main function is to act as a crossing point for traffic on the busy Melbourne to Geelong link.

Its solid bluestone buildings, complete with cellars and ornate VR insignia high on the outside walls, need only a little imagination to fill in the top-hatted gentlemen and full-skirted ladies who originally used it.

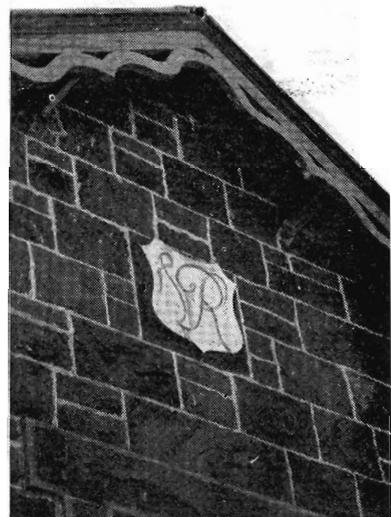
Lara's modern red brick station belies its old name of Duck Ponds. The original wooden platform was demolished in 1927, and the present structure, with its bright flowers and well-kept station buildings, is the pride of its staff, so much so that they have

been successful in winning the prize for the best station garden over the last four years.

Lara station breathes the optimism of the area surrounding it.

Handling goods from Avalon Airfield, Cheetham Salt Works, Porta Gas Co. ; and agricultural lime, shell grit and general farm produce, as well as passenger traffic, the staff are kept busily engaged.

The rock-strewn You Yangs, situated about five miles from the station, are, in normal times, a popular hiking point for parties that detrain at Lara, walk to the You Yangs reserve, and then vary their outing by continuing on to Little River where they rejoin the train to Melbourne.



Insignia on station building at Little River



Lara

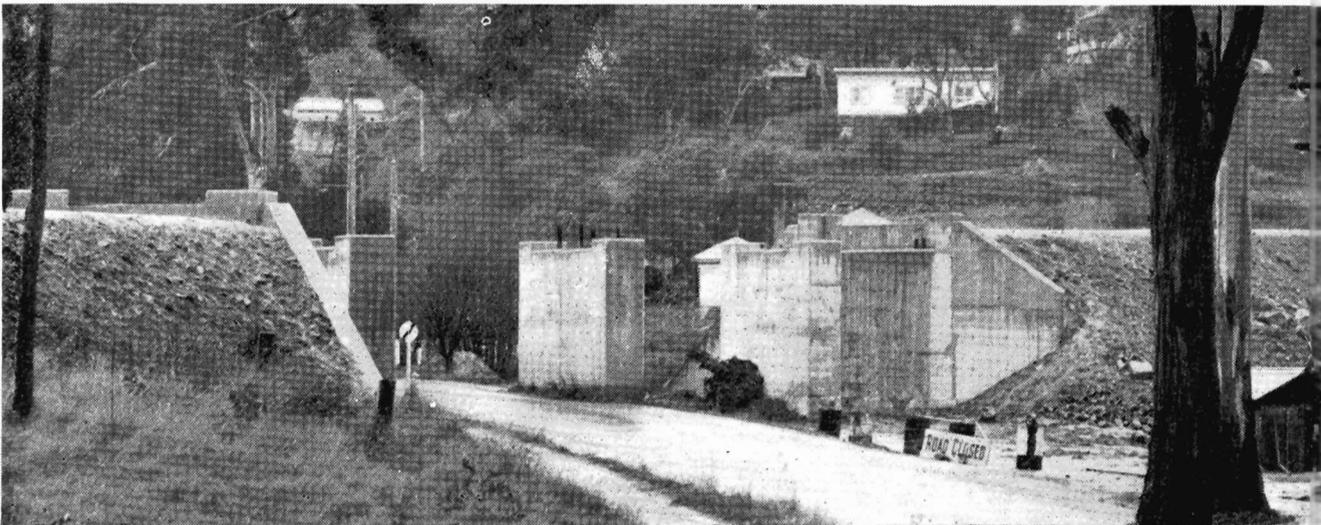


Lara's S.M., Mr. G. F. Watson



Rolling Stock Branch Engineers G. McMahon and N. Hill checking deflection, under load, of well wagon that is nearing completion at Newport Workshops. Designed to carry massive stators for the State Electricity Commission, as well as other special loads, the wagon will have a capacity of 150 tons and is the biggest of its type ever built by the Department.

AROUND THE



Belgrave line electrification : sub-structure for bridge over the main road at Upper Ferntree Gully.



THE SYSTEM

Parcels Advertising : Both the new road van for Geelong Goods (*above*) and the repainted parcels van (*below*) carry attractive and colourful advertising to stimulate parcels traffic. A feature of the road vehicle is the roll-up door to facilitate side loading. All rail parcel vans will be painted in the new colour scheme of yellow and blue with black and white lettering.



STANDARD GAUGE PROGRESS

TWO major steps in the standard gauge project have been taken by the acceptance of tenders for :

- the construction of carriages for two luxurious sleeping trains ;
- signalling and C.T.C. equipment between Melbourne and Albury.

THE trains, hauled by two 1800 h.p. locomotives at express speeds, will represent an investment of nearly £2 million.

The required 34 carriages (including spare ones) will be of gleaming stainless steel and built by Commonwealth Engineering Co. Ltd. at its Granville (N.S.W.) works.

The sleepers will be similar in style to new roomette and twinette carriages that the same company is already building for the Sydney-Brisbane journey ; and will bring the same high

standard of travel comfort to the Melbourne-Sydney run that *The Overland* now provides between Melbourne and Adelaide.

Each train (of 14 carriages) will consist of roomette and twinette sleeping carriages, a dining car, a club car, a brakevan, and a power car that will generate electricity for heating, lighting, cooking and air-conditioning.

Each bed in the train will have a foam-rubber mattress and individual reading light. The berths, when folded, will provide seating for daytime travel.

Washbasin, W.C., mirror, wardrobe, and other facilities will permit the utmost privacy for the traveller. Chilled drinking water will be on tap and a venetian blind on each window.

Every sleeping carriage will carry 340 gallons of water; and while the double berth twinette cabins will have their own hot and cold showers, travellers in the single berth roomette carriages will be able to enjoy the same luxury in shower rooms at the end of their carriages.



Stainless steel carriage, with fluted exterior, that is being built by Commonwealth Engineering Co. Ltd. for the Sydney-Brisbane journey. Melbourne-Sydney standard gauge sleeping carriages will be of similar appearance.

Bed Sitting Room

With each train, there will be a de-luxe twinette sleeping carriage that will have in the centre, a bed sitting room complete with arm chairs, and at one end two family units each comprising two twinette cabins linked by a connecting door.

The dining car, with stainless steel equipment in its kitchen, will serve 48 passengers, in one sitting, with three course meals or light refreshments.

Club Car

Light refreshments will also be available in a Club Car. This carriage will be divided into three sections by armour-plate glass. Its lounge will seat 40 passengers and there will be a writing table and small portable tables for the convenience of travellers.

Other features of the Club Car are refrigerated cabinets for cool drinks and ice cubes; water and coffee urns; cupboards; service table; sinks and drainer; shelves and racks, together with power points for toaster and hot plate.

Stainless Steel Construction

Spot welding, based on the latest overseas structural practices, will be used in the construction of the new carriages which will be sheathed with the first Australian rolled stainless steel manufactured for railway carriages.

One hundred and eighty-seven tons of this steel, which will be made at the new Unanderra (N.S.W. south coast) mill of the Commonwealth Steel Co., will be required. It will be delivered in coils, and the giant strips, fluted for strength and rigidity, will give the carriages a characteristic appearance. A total weight saving of 84 tons per train (equal to two sleeping carriages) will be made by the use of this steel and, of course, no painting will be required.

Insulation

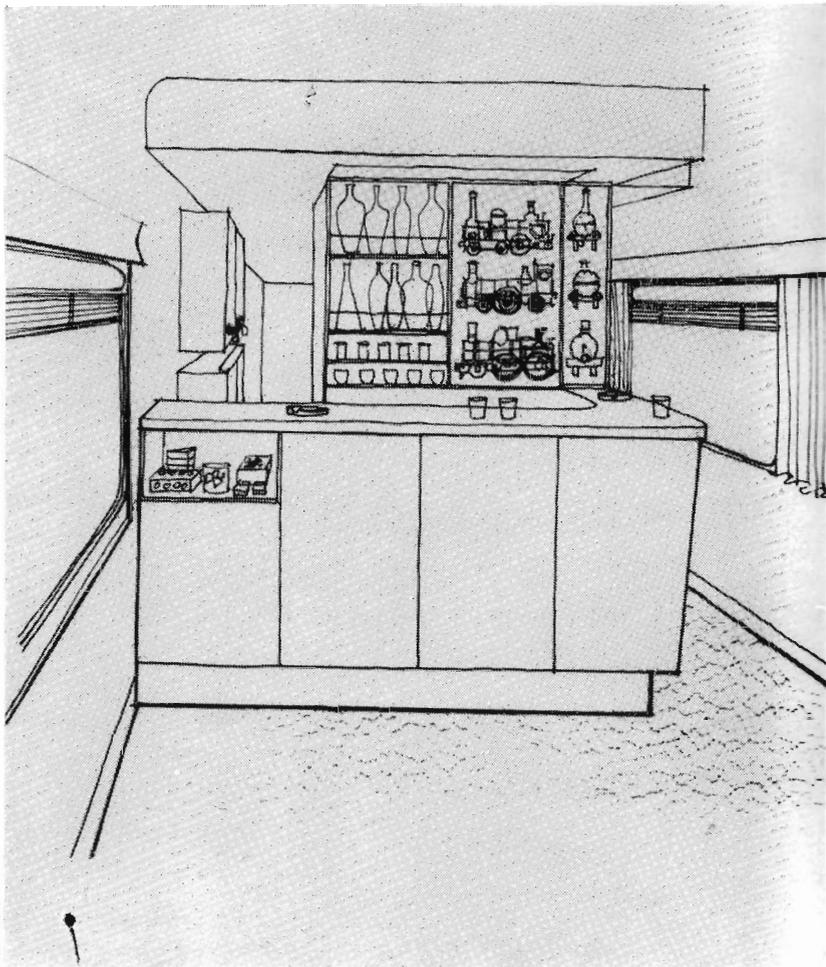
A two-inch-thick lining of fibre glass insulation will keep noise down to a very low level and, at the same time, help to maintain the comfortable temperatures provided by the air-conditioning plant. Twenty miles of electric cable will be used in the trains.

Both roomette and twinette carriages will have 20 berths, and the de-luxe twinette cars, 18; making a total of 198.

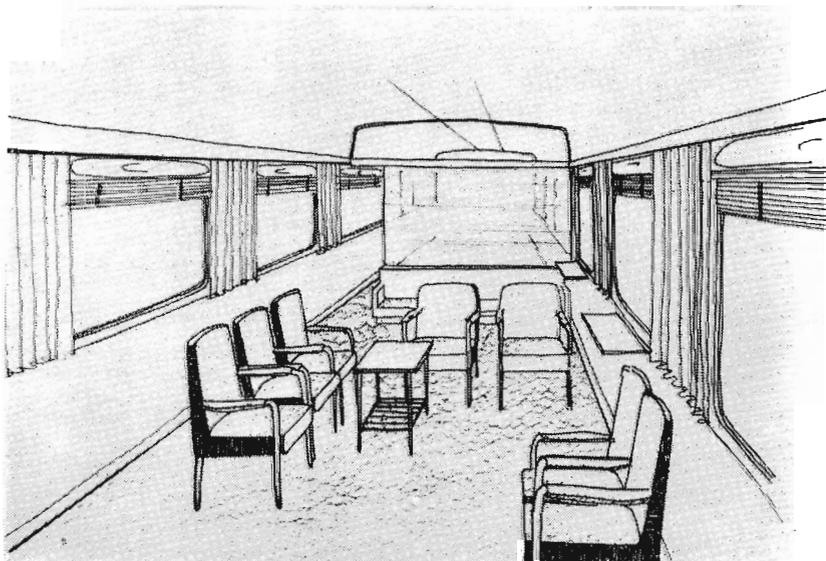
Traffic Winners

The comfort, safety and equipment of the new trains will make them magnificent traffic winners. The Department confidently anticipates that thousands who now travel the road and air routes between the two capitals will change to rail.

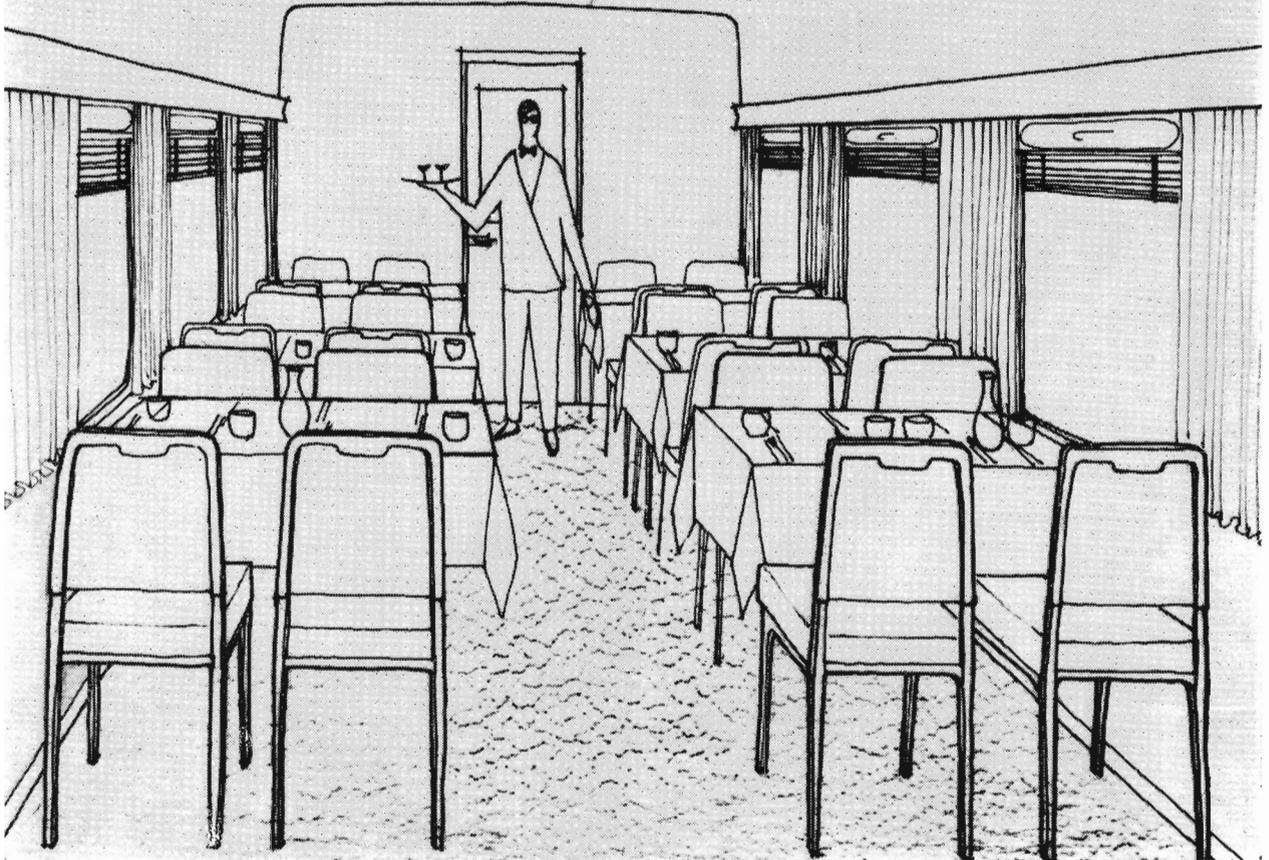
Under the heading "Super-trains", the *Daily Telegraph* (Sydney) said: "Air-travel will always be fastest but many people still like to travel by other means. The new service will enable



Artist's impression of the Club Car bar : note railway motifs.



A section of the Club Car



Artist's impression of dining car interior.

a businessman to finish a day's work in Sydney, sleep comfortably in a train and arrive in Melbourne fresh enough for an early start next day".

As well as these sleeping-car trains, the through Melbourne-Sydney service will also include the night sitting-car trains and daylight trains.

C.T.C. and Signalling Equipment

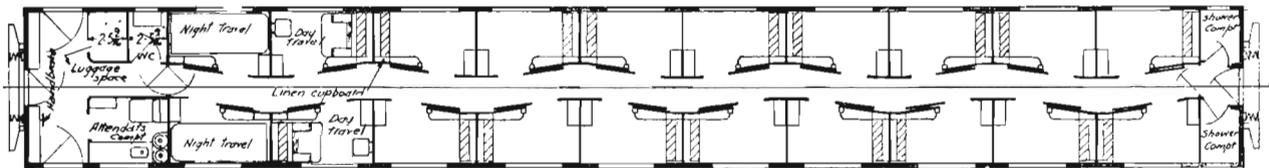
The successful tenderer for the

design and installation of automatic block signalling, with centralized traffic control, between Melbourne and Albury was McKenzie and Holland (Aust.) Pty. Ltd. in conjunction with the Westinghouse Brake and Signal Co., England.

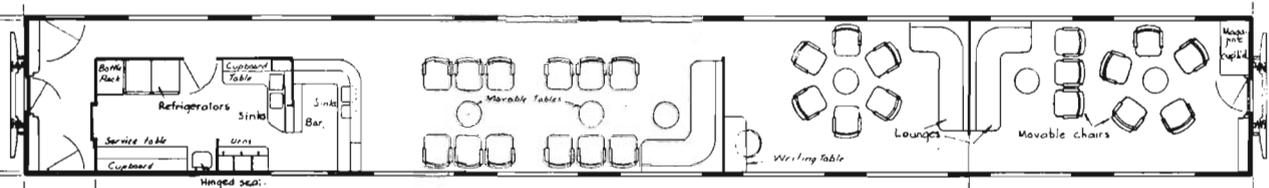
Total cost will be £846,580 (including duty) and 87% will be made in Australia. The signalling apparatus will be made here, by McKenzie and Hol-

land at their Newport factory, and the C.T.C. equipment will be made in England by the Westinghouse Brake and Signal Co.

This equipment will enable faster passenger and freight services to be operated on the single track 4' 8½" gauge line now being built between Melbourne and Albury. The line will have 15 loops—each about ½ mile long—to allow trains to pass each other.



(Above) Layout of Roomette (single-berth) sleeping carriage, showing zig-zag corridor which adds to the convenience of passengers by providing more space in each cabin. (Below) Layout of Club Car.



TARGET 20,000

IN this, the jubilee year of the Victorian Railways Institute, the Council of the Institute considers that the best possible achievement would be to substantially increase the membership. At present it is 16,000. The Council has set a target of 20,000.

Higher Commission

TO help this aim, the Council has increased the commission payable to Institute Representatives from 1/- to 5/- for each new member enrolled who remains a member for at least six months.

It is the Institute's wish to have a representative in every workshop, depot, gang or other railway centre. As there are still some locations without a representative, the Institute's General Secretary would be glad to hear from members who are willing to act in this capacity. They will be supplied with literature concerning the Institute.



Traralgon's V.R.I.; opened in 1956. The Institute's first country Centre was established at Ballarat in 1916. There are now 21 centres throughout the State.

Appreciation

As well as its splendid facilities for almost all kinds of sport and recreation, the Railwayman's Club and College—as, in practice, the Institute is—conducts a wide range of classes in general educational subjects as well as the specialized railway courses. How these classes are appreciated by staff who

have benefited from them can be seen from letters received.

Typical is the comment of Repairer M. Nowara of Bena, who won a prize at the last Safe Working examinations. "I have heartfelt feelings of gratitude for the V.R.I. I realize that it pays to be a member and I am proud of being one."

GOOD SERVICE

Lost Wallet

Iwould like to express my appreciation of the staff at Alphington and Eltham stations.

My son lost a wallett containing £5 for his term ticket and the stationmaster and staff at Alphington were most helpful and courteous."

—Mrs. Esme Wallis, Eltham

Murtoa Excursions

DURING the past few months we have made several educational excursions by train to Melbourne and Stawell.

I must draw your attention to the efficiency and courtesy shown by your staff, in particular those at the Murtoa Station, on each occasion.

These men have done everything possible to assist us and I would like you to know how much we have appreciated it.

—Mr. S. L. Waterson, Head Master, High School, Murtoa

Brief-case Returned

AT a time when a good deal of criticism one way and another is being levelled at railway employees, it gives me a good deal of pleasure to write and say how pleased I am with the splendid co-operation I re-

ceived in having a lost brief-case restored to me within a matter of hours. In particular Mr. O'Connor at the Spencer Street Cloakroom could not have been more helpful. He eventually tracked the case down and advised me where it could be picked up immediately.

I would like to place on record my appreciation of the efforts of the staff both at Spencer Street and Flinders Street where the article was finally located.

—Mr. J. D. McMillan, 21 Canterbury Road, Blackburn South

Transport Of Fruit Pickers

THE harvesting of the 1960 season's dried fruit crops in this State has come to a successful conclusion. I wish to convey to you and to members of your staff, my appreciation of the co-operation which this Department received in transporting harvest hands to the Robinvale, Sunraysia and Mid-Murray Valley districts of Victoria.

Officers of this Department have reported on the excellent co-operation and courtesy extended to them by the staff of the various divisions of the Victorian Railways, in particular, the staff of the Refreshment Services, the Commercial Manager and the Superintendent of Train Services.

The stationmaster and his staff at Spencer Street were always most helpful as were stationmasters and their staff at Ballarat, Redcliffs, Mildura, Bendigo, Robinvale and Nyah West.

The managers of the refreshment rooms at Seymour, Bendigo and Ouyen were most helpful to my officers who were escorting migrants on the special trains from Bonegilla.

I would be grateful if you would convey my appreciation to all the Railway staff concerned.

—R. A. Smee, Regional Director, Department of Labour and National Service, Melbourne

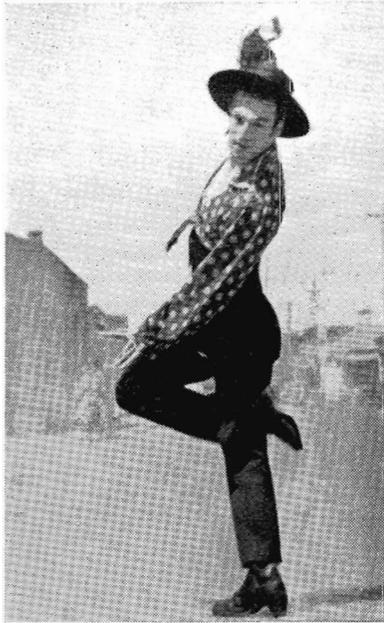
Jordanville

MY thanks and appreciation to your Department for providing the excellent new waiting room and bike room (at Jordanville). It is a wonderful improvement, and I am sure it is appreciated by all who use the station.

I should also like to say how very pleasant and obliging the two ladies in charge of Jordanville are at all times. This opinion is not only held by me alone, but I have heard praise of them from many people.

—Mrs. J. Hill, 18 Outlook Road, Mount Waverley.

Flamenco



Mr. Saliva

FLAMENCO music—the ancient folk music of Spain—is becoming increasingly popular in the Anglo-Saxon world. With the intricate, yet compelling rhythms of guitars and castanets and the oriental flavour of its vocal parts it make strong appeal to Australians who like their music exotic. Two



Mr. Fernandez

railwaymen who are devotees of flamenco are Coppersmith Angelo Saliva, of Newport Workshops, and Composer Manuel Fernandez of the Printing Works. Coming to Australia, from

Seville, about four years ago, Mr. Saliva, after becoming acclimatised to Australian life, decided to form, in company with his fellow Spaniard, Mr. Fernandez, a dancing group to demonstrate Spanish dances. Consisting of six dancers, the others being Australians, the group has danced at many Melbourne night clubs and has also appeared on television. Essential to the group's work is Mr. Fernandez' large and comprehensive collection of flamenco records.

Serviceton V.R.I.

ALTHOUGH one of the newest of the Institute Centres, Serviceton is one of the most active. Already it has become the centre of social activities in the district and the building is also used for dances, weddings, meetings of every description and, on Sundays, for church services.

Recently the committee spread its activities even further when it arranged a Pleasant Sunday Afternoon on Commonwealth Youth Sunday. An Honor Roll containing the names of all men and women of the district who served in the forces during the two World Wars, was unveiled. Then followed musical items by the Kaniva Brass Band, presentation of colours to local service units, Scripture reading, hymns, an address by Mr. R. S. King, M.H.R. (Guest Speaker), the return of the colours for safekeeping and Benediction.

The occasion was indicative of the service given by the Victorian Railways Institute, not merely to its own members, but to the community in general.

Join V.R. And See Australia

ALTHOUGH Clerk Graham Evans, of Richmond, has only been in Australia since 1956, he has probably seen more of his adopted country than most Australians have. By train he has been to all States except the Northern Territory. On his first leave he went to Perth and returned through Port Pirie, Broken Hill and Sydney.

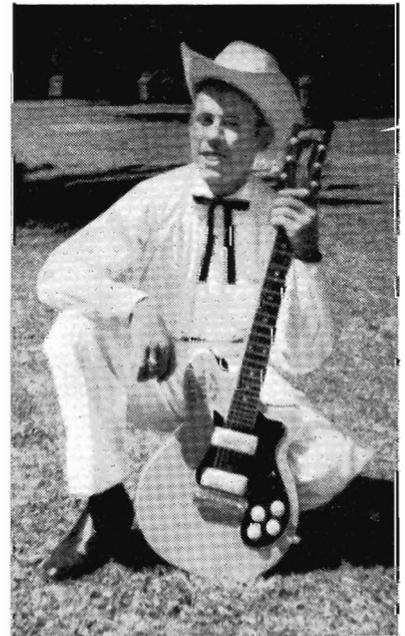
On a trip to North Queensland, in order to see as much of the country as possible by daylight, he took six days from Brisbane to Cairns. Last year while in Tasmania he travelled on the private railways.

Prior to his selection in England for the Victorian Railways, Mr. Evans was a clerk in the Operating Department of British Railways. While with B.R. he visited France, Italy and Egypt. An ardent railway fan, he has seen nothing to surpass *The Overland* for luxurious travel.



Mr. G. J. Gunn, who recently retired as Branch Accountant of the Electrical Engineering Branch, was the last of the group that formed the nucleus of the Branch at its formation in 1913. Joining the Department as a Telegraph Messenger in 1910, he had nearly 50 years' service. An enthusiastic member of Willamstown Bowling Club, he will still maintain an interest in its activities.

Guitar Not Rusty



"Rusty" Rook

THE nimble fingering of Goods Trucker R. J. ("Rusty") Rook is appreciated by listeners to UZ, DB and KZ and by viewers of Channel 9 as he plays his electric guitar on sessions of western style music. He has also played over various country stations. Recently he accompanied the Hickey Sisters on an l.p. recording of country and western music. The disc has been released in New Zealand but not yet in

Australia. Mr. Rook has been in the railways, at Dynon, for a year; before that he was playing the guitar, singing and whip cracking in rodeos and circuses.

Youngest Time-tables Officer

A record was recently established by 26-year old Graeme Smith when he was promoted from a clerk to time-tables officer.

Mr Smith is now the youngest time-tables officer to have been appointed. He is responsible for the scheduling of all special passenger trains for excursions to country districts.

In addition, he plans the movements of students travelling to and from all parts of the State to the Lord Mayor's camp at Portsea.

Mr Smith, whose parents' home at Woorinen overlooks the railway line, originally wanted to join the department as a station assistant, but was persuaded by the local stationmaster to continue his studies and qualify for a clerical appointment. On obtaining the Intermediate certificate, Mr Smith was appointed as a Junior Clerk at Melbourne Goods, remaining there for five years.

He takes an active interest in V.R.I. activities, and has been secretary of the table tennis association for two years. In 1958 he went to Brisbane as an observer for the Australian Railways Table Tennis championships, and this year will be responsible for organizing the championships, to be held in Melbourne.

Werribee Councillor

NOW serving his fourth year as a Werribee Shire Councillor is Assistant Stationmaster J. F. Jones, of Little River.

Mr. Jones is the Council's representative on the Little River Recreation Reserve Committee, of which he is also Secretary.

Since moving to Little River in 1935, he has taken an active interest in most V.R.I. activities. Regular games of tennis and golf at both Werribee and Little River occupy most of his off duty time.

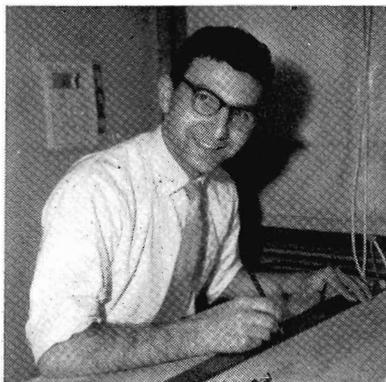
Each year since 1937 he has competed in the Institute's country tennis week. Tennis has also taken Mr Jones with the V.R.I. Interstate tennis team to



Mr. Smith

Aelaide in 1954, Tasmania in 1956 and Perth in 1958, while for the last two seasons, he played with Suburban Lines in the mid-week competitions at Royal Park

Fewer Cafes but No Bombs



Mr. Siouchow

DRAUGHTSMAN Jean Siouchow, of the Telegraph and Telephone Engineer's division at Head Office is one of the comparatively few Frenchmen in the Department. Born at Troyes, near Paris, he spent some years in Casablanca prior to arriving in Australia. Although he likes Melbourne, Mr. Siouchow feels it could do with more of the bright, night life and gay, sidewalk cafes of Casablanca. There were, unfortunately, some drawbacks . . .

terrorists occasionally lobbed home-made bombs into shops and market places . . . entered cafes and shot a few customers. It was not safe to go about without a gun. So, he says, Melbourne's sidewalk cafes, though few in number do have advantages. "Nevertheless," Mr. Siouchow adds with Gallic gallantry "Casablanca was really a very, nice place . . . apart from the bombs."

Here to Stay

AFTER coming across the world from Northern Ireland, eight years ago, to work in the Victorian Railways, A.S.M. Richard McNeill is now at Warrnambool, a place which, he says, strongly reminds him of Portrush—a sea coast town in his native county. He was among those recruited for the Department by railway officers in 1952 and was in the retail drapery business in Belfast. Mr. McNeill likes Australia very much. "They wouldn't get me back," he says in his soft voice.

35 Years

WELL known, and well liked for his happy, smiling disposition, Electrical Mechanic Colin Campbell Johns had been at Newport Workshops for the best part of 35 years before his retirement last month. Mr. Johns in his younger days was a keen cricketer and footballer and today, as a golfer, can turn in very creditable score cards. He is also an enthusiastic angler, and now looks forward to taking up bowls.

RECENT RETIREMENTS

TRAFFIC BRANCH

Brown, R., Flinders St.
Davis, H. R., Essendon
Deam, C. A., Melb. Goods
Edwards, Mrs. R. M., Flinders St.
Hannagan, M. J., Hamilton
Helsham, A. E., Bendigo
Harry, H. S. McK., Cranbourne
Langenbacher, L. J., Elsternwick
McInroy, C. B., Ballarat Goods
Rose, V. C., C/o District Supt., Geelong
Ross, H. H., Moonee Ponds
Toogood, P., Spencer St.
Thresher, P. J., Caulfield
Ward, G. R., Flinders St.
Wheelaham, M. J., Warragul

WAY AND WORKS BRANCH

Barry, J., S. & T., Flinders St.
Cousin, D. R., W.F., Spencer St.
Connelly, M. J., Laurens St.
Donovan, J. D., R.F., Ballarat
Gunstone, H. J., R.F., Caulfield
Griffiths, F., Workshops, Spotswood
Harris, A. S., W.F., Geelong
Harvey, W. F., Head Office
Hickey, M. E., Ironworks, Nth. Melbourne
Killen, T. S. & T. Nth. Melbourne
Keillor, R., R.F., Flinders St.
Milne, M. E., R.F., Shepparton
Vernon, T. F., R.F., Bendigo

ROLLING STOCK BRANCH

Brown, A. W. A., Jolimont
Baldwin, W., Newport

Blundell, T. C., Newport
Copeland, C. L., N.M. Loco.
Day, M., Newport
Darragh, T. A., Jolimont
Dwyer, M. J., Maffra
Findlay, D. H., Bdgo. Nth.
Hodge, J. M. C., Newport
Johns, C. C., Newport
King, W. G., Seymour
Maddocks, A., Newport
Orr, J. W. L., Bendigo
Popiw, F., N.M. Shops
Parry, H., Newport
Robinson, H. S., Newport
Richardson, P. A., E.R. Depot
Sehic, O., N.M. Loco.
Watson, W. J., Jolimont

ELECTRICAL ENGINEERING BRANCH

Bastin, R., Overhead Depot
Giddens, J., Lighting & Power Depot
Hopkins, H. H. R., Lighting & Power Depot
Millis, A., Lighting & Power Depot

STORES BRANCH

Bradley, R. M., Spotswood General Store-house
King, C. T., Clothing Depot
Densham, R. P., Reclamation Depot

SECRETARY'S BRANCH

Cahill, A. M., Head Office

ACCOUNTANCY BRANCH

Bromley, G. T., Head Office

. . . . AND DEATHS

TRAFFIC BRANCH

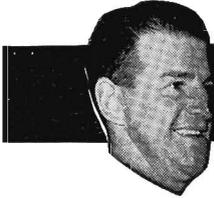
Gleeson, J., Revision Bureau, Head Office

WAY AND WORKS BRANCH

Collier, W. S. & T., Flinders St.
Murphy, A., W.F., Bendigo
Rushton, L. J., Benalla

ROLLING STOCK BRANCH

Briggs, A., Jolimont
Birchall, W. J., N.M. Shops
Monument, R. F., Shepparton
McLean, K. C., Wodonga
O'Brien, J. J., Newport



RON BAGGOTT'S SPORTS PAGE

Football

AS the Commercial team was unable to obtain the release of several of its players and therefore could not play two of its matches, the Premiership ladder in the V.R.I. Football League has not changed much since June *News Letter*.

Newport remained undefeated with Loco. holding down second place. The results for last month were :

- Accounts 9-12 beat Melbourne Yard 3-3 ;
- Newport 11-19 beat Melbourne Yard 1-6 ;
- Loco. 12-14 beat Accounts 3-2.

As *News Letter* went to press the ladder was :

	Played	Won	Lost	Points
Newport	4	4	—	16
Loco	3	2	1	8
Accounts	4	2	2	8
Commercial	3	1	2	4
Melb. Yard	4	—	4	—

Golf Win

THE annual match between V.R.I. and Postal Institute was held at Latrobe Links, Alphington. Fifty-five players participated and 36 played in the main event—the teams match for the *R. L. Edwards Shield* and the Ashes.

The result was in doubt until the last game ; V.R.I. winning with 9 games to 8 and one drawn. Winners of the Stableford Competition, played over 14 holes, were :

- A Burge (V.R.I.) 28 points, and A. Cooper (Postal) 25 points.

Senior officers of both Institutes attended a social in the club-house after the game when trophies were presented by Mr. E. H. Brownbill (Chairman of Commissioners) and Mr. G. Smith (Director, Posts and Telegraphs).

Wimmera Golf Tournament

THE V.R.I. Wimmera Golf Club will hold its tenth annual tournament at Dimboola on Sunday, August 21. The main events are : Mens' Wimmera Championship, Mens' Teams Event, Ladies Championship and Ladies, Teams Event. There are also many other events for men and women.

Play begins at 11 a.m. sharp and afternoon tea will be provided. The entry fee is : men 6/- and ladies 3/-.



Play in the match between Loco and Accounts, in which the former won 12-14 to 3-2.

Further information may be obtained from Mr. A. M. Eaton, Secretary, Wimmera V.R.I. Golf Club, C/o Loco. Depot, Dimboola.

V.R.I. Club

THE V.R.I. Golf Club held the first of its popular Sunday outings for the new season, on June 5, when 48 members from Geelong, Ballarat and Melbourne visited Queen's Park, Geelong.

The main event was won by Bob Doyle, off 16 with a net 60. Mrs. Doyle won the Ladies' event and the Club Captain, Jack Dickman, also won a trophy.

Billiards

THE final of the 1960 V.R.I. Open Single-Handed Billiards Championship was one of the most exciting for many years.

The players—Les Williams and Jim McKain—were locked together until they entered the 300's when Les Williams—the title holder—scored a brilliant break of 120 which enabled him to slip

away and win ; 500 to 346. This gave Les his third successive championship. A feat he also accomplished in 1953-4-5. Jim McKain's best break was 73.

Bendigo Visitors

AT the invitation of the V.R.I. Billiards Club, a party from the Bendigo centre came to Melbourne recently and played a series of matches against metropolitan members. The results were :

Melbourne	beat	Bendigo
L. Williams		F. Tully (Captain)
J. Frame	"	W. Chew
W. Perrins (Captain)	"	R. Rechter
V. Hedges	"	M. McCaw
J. Britt	"	L. Roy
J. Maher	lost to	L. Thomas

Melbourne won, with 5 games to Bendigo's 1.

A trophy for the highest break made by a member of the visiting team was provided by the V.R.I. Billiard Club, and won by Frank Tully—Bendigo Captain—with a break of 48.

VICTORIAN RAILWAYS

NEWS LETTER

AUGUST

VR

1960



V.R. Posters Appreciated

A compliment to the Department was recently paid by a large business organization—Noyes Bros. Pty. Ltd.—when a representative of the company called and asked could he be supplied with copies of the Departmental posters exhibited on railway stations, for use in the company's staff training scheme. The posters would show how a sales message could, by effective presentation, attract and make a strong impact on its public. His request, of course, was met as far as possible.

The Daylight

THAT *The Daylight* stands high in public esteem can be seen from a letter received by a Departmental officer from a friend travelling overseas by ship. The writer, who took *The Daylight* to Sydney to board his ship, said: "the service and appointments were excellent . . . the food and refreshments were promptly and efficiently served, quite reasonable in price and of excellent quality." He added that this was not merely one person's opinion—there were 16 other Melbourne and Adelaide people on board the ship who fully agreed with him.

Railway Parcels Stamps

THERE are still a number of the older issues of these stamps available at certain stations. Collectors anxious to secure copies should act promptly—before stocks are sold out.

Remittances to the respective stations should include cost of return postage. The following stamps are available at the stations shown: 4d., printed in black on blue paper—North Port; 4d., printed in red on blue paper—Alexandra; 1/6d. and 3/- with a winged design—Aspendale.

Stations holding stocks of any other earlier type stamps are asked to advise *News Letter*.

Railway Folklore

THE Victorian Folklore Society is making a collection of verses, stories, songs, jokes and so on about railways. The Society would be grateful if any railwaymen who have material of this kind would be kind enough to send a copy to the Society's Secretary—Miss J. Officer, 15 Church St., Toorak.

Getting Closer

SUBSTANTIAL progress is being made with the standard rail gauge work on the Melbourne—Wodonga line. To the end of June, £5½ million had been spent on this project.

Major earthworks were nearing completion, work was in hand on many bridges and 10 miles of track had already been laid.

More than 60 per cent of the earthworks between Broadmeadows and Seymour had been completed; close to 100 per cent between Seymour and Wodonga.

At present work is in progress on 10 culverts and 20 bridges. More than 280 culverts of various types and concrete supporting structures for over 160 bridges have been completed.

Over 650 men are employed on the 176½ miles of new track between Jacana (near Broadmeadows) and Wodonga.

Lady Barkly Corrected

IN the article *The Loco Was A Lady* (*News Letter* March 1960) it was stated that the locomotive *Lady Barkly* was built at the Soho Works, Ballarat. A correspondent, Mr. W. Henry Goodie of Ballarat, said his records showed that the locomotive was made at the Victoria Foundry, Ballarat. An enlargement of the builders' name plate on the locomotive shows that Mr. Goudie is correct.

Walk To The Station

BUSY executives who cannot find time for exercise are having the benefits of a daily walk to the station pointed out to them by medical men. Writing in the British Medical Association's *Family Doctor*, Dr. Kenneth C. Hutchin gives some advice to wives to ensure that their husbands have a reasonable chance of reaching a ripe old age. Among other hints, he says that wives should watch their husband's waistlines even more closely than their bank balances, and make sure husbands get some daily exercise even if it is only walking to the station. The Department heartily agrees with this part, at least, of the doctor's prescription.

Rail Versatility

UNDERLINING—if such were needed—the capacity of the Department to cope efficiently with all manner of consignments—big and small—was the carriage last month of four miles of steel pipes from Melbourne to Moe for use in the Latrobe Valley water scheme.

Seven hundred pipes, each 30 ft. long and 5 ft. in diameter, were loaded at the Dynon freight terminal onto 8-wheel "QR" wagons. A specially fitted fork lift loader was used. At Moe the pipes were unloaded by a mobile crane.

FRONT COVER

PLACING into position the biggest bridge girders used for the standard gauge project. Girders are for the bridge over the Broken River at Benalla; there are four of them, each 63 feet long and weighing just over 12 tons.



DRAWN by a powerful S class diesel-electric locomotive, a "Careers Special" excursion train of 14 carriages—one of the biggest ever used on the V.R.—brought 1,200 boy and girl students from Warrnambool to Melbourne on a one-day educational tour, last month. (Above) Some of the boys eagerly watch from the train as it pulls into Spencer Street. A section of the party inspected the Newport Workshops; another visited the Administrative Offices, seeing Train Control, the Powers Machine Division, Telephone Exchange and other features of interest. On arrival at the Administrative Offices, the party was warmly welcomed on behalf of the Commissioners by Mr. L. G. David (Acting Secretary for Railways.)

NEW V.R. TECHNICAL COLLEGE OPENED



Mr. Nilsson (centre) greets some of the men who were amongst the first apprentices at the original Technical College. (From left) Messrs. J. Burke, C. Burke, J. Crawford and G. Coulthard.

“IF you have served your time in the Victorian Railways as an apprentice, nobody queries your training. It is the hall mark of a craftsman's excellence”. That high tribute to the railway apprenticeship system was paid by Mr. O. E. Nilsson (Chief Inspector of Technical Schools and President of the Apprenticeship Commission) at the opening of the Victorian Railways modern Technical College at Newport on July 4. A Railway Technical College had been functioning continuously since 1922, and Mr. Nilsson was the first Principal.

APPLAUSE greeted the announcement by Mr. L. G. David (Chairman of the Staff Board and Chairman of the Apprentice Advisory Committee) that 60 of the original V.R. Technical College's first batch of students were special guests at the College opening ceremony.

Mr. E. H. Brownbill (Chairman of Commissioners) said it was appropriate that the new Technical College came into being 100 years after apprentices first began training at the old railway workshops at Williamstown.

“We take pride”, he said, “in the fact that our apprenticeship training can compare with the best in Australia.

“Since its inception the College has taught many apprentices who had risen to responsible V.R. administrative positions. One was Mr. Commissioner G. F. Brown, who provided definite evidence that the basic training received at the College amounted to something.”

Other apprentices from the Rolling Stock Branch who had done well were Mr. S. F. Keane (Superintendent of Locomotive Maintenance), Mr. P. J. Dance (Investigating Engineer), Mr. C. Hansford (Assistant Workshops Manager, Jolimont), Mr. A. Stronell (Rolling Stock Engineer) and Mr. J. Smyth (District Rolling Stock Superintendent, Bendigo).

In the Electrical Engineering Branch, successful former apprentices were

Mr. I. G. Hodges (Engineer of Electrical Tests) and Mr. L. Flower (Lighting and Power Superintendent).

Apprentices who have climbed high in the Way and Works Branch were Mr. G. F. Woolley (one of the first students, and now Signal and Telegraph Engineer), Mr. A. A. Phair

(Machinery and Water Supply Engineer), Mr. E. J. Gooding (Metropolitan District Engineer), Mr. L. McCallum (Acting Engineer of Special Works), Mr. K. C. Cousin (another of the original apprentices, and now Acting Assistant Signal and Telegraph Engineer), Mr. R. J. Gallacher (Acting Engineer-in-Charge, North-east Standardization), Mr. J. Brodie (District Engineer, Geelong), Mr. J. Emmins (Acting Engineer of Structural Design), Mr. K. Smith (Engineer, Class 1), Mr. C. Clayton (Construction Engineer, Signal and Telegraph Division and another of Mr. Nilsson's first boys), Mr. W. Stokes (Workshops Manager, Spotswood) and Mr. P. Gibb (Assistant Workshops Manager, Spotswood).

Declaring the College officially opened, the Minister of Transport (Sir Arthur Warner) said he hoped the railways and the community generally would benefit from the improved standards of technical training embodied in the new Technical College.

As a memento of the historic occasion, Sir Arthur was presented with a set of book-ends carved to represent a Spanish galleon and Mr. Nilsson received a coffee table. Both presents were the work of railway apprentices.

(In next month's *News Letter* the history of the College will be traced.)



Sir Arthur Warner, Minister of Transport (left) receives a memento from Mr. J. A. Douglas, Principal of the College.

OUYEN

heart of the Mallee

IF there's snow at Box Hill, then maybe it's a little cold in the Mallee—but it's almost sure to be sunny. It's that sort of place. In fact, the Mallee receives from 20% to 50% more sunshine each year than areas south of the Divide. When people go there for a short stay, they are glad to linger. And, when they do leave, it is with reluctance. "Came for six months been here for years and liked every minute of it" is frequently heard. That's the Mallee. And Ouyen is in the heart of it.



Rail motor at Ouyen after arrival from Pinnaroo.

OUYEN, 63 miles from Mildura, came into being with the completion of the Mildura line in 1903 and developed with the construction of the line stretching west to Murrayville in 1912. Later the line was extended to the South Australian border and connected with the S.A. system at Pinnaroo, running through what old Mallee hands picturesquely call the *Sunset Country*.

A town of about 1,500 people, the business centre is on a slight rise, the station, of course, being on the flat land—165 feet above sea level. Although its name derives from the native word for a ghost, Ouyen is far from being a ghost town. The centre of a prosperous wheat and grazing district, the 73,000 bushels of wheat that, last season, passed through the grain elevator into railway trucks, and the many thousands of pounds of agricultural machinery railed yearly to the town are solid evidence of its riches. This season, incidentally, is locally expected to be a bumper one for wheat. There is talk of a 100,000 bushel harvest.



Shedman Terry Gottschutke and A.S.M. Don McCallum at work in Goods Shed.

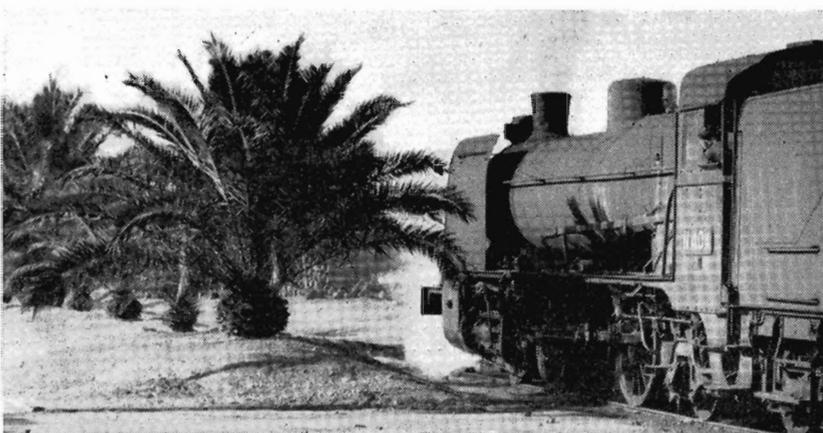
Other main outwards goods are mallee roots and wool (about 1,200 bales last season). Total outwards goods tonnage last year—5,090—was almost equally balanced in quantity by the inwards goods—5,004 tons. Apart from machinery, the latter mostly comprised general merchandise—among the biggest customers being A. E. Love-ridge & Son and the Victoria Hotel.

From one of the stations supervised by Ouyen—Nowingi—comes gypsum, used in the manufacture of plaster. Consignments average 4,000 tons a month, bringing in about £14,000 revenue. To handle the traffic, Stationmaster W. J. Johnston has a staff of 15, consisting of A.S.M.'s., goods guards, shunters and station assistants.

Other stations supervised are Galah, Walpeup, Torrita, Bronzewing, Nunga, Kiamal, Hattah and Carwarp. What fascinating station names are in the district! Galah, Bronzewing—they bring to mind the wonderful bird life of the Mallee; Speed (“Motorists Slow Down”); Linga—surely as inviting to the songsmiths as Gundagai; and, best of all, Temy—which was once a temporary siding and when officially named retained the abbreviation “Temy” that had been used on waybills, etc.

Goods train service on the main line consists of 16 up and 16 down trains weekly, as well as ballast trains for relaying work. There are five passenger trains weekly in each direction—two night trains with air-conditioned sleeping and sitting cars, and, of course, the thrice-weekly *Mildura Sunlight*.

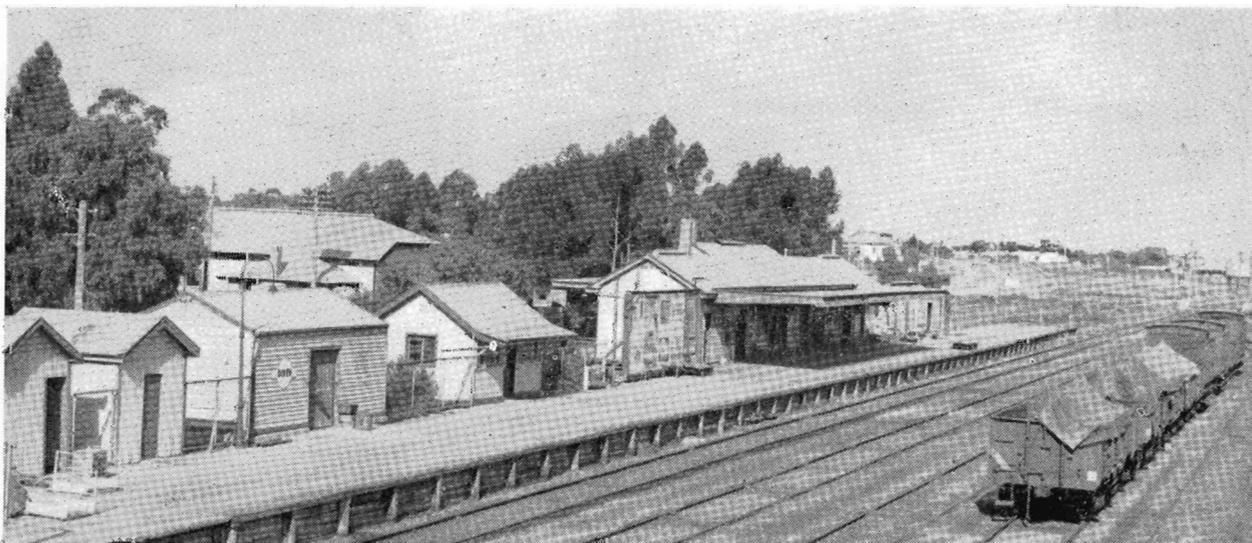
There are few more agreeable travel pleasures than a winter trip through the Mallee on this luxurious day train. Lazing in its comfortable seats; lulled by the steady pulse of the diesel; with your eye travelling easily from the tender green of nearby crops to horizons where tree clumps shrink to pin head size, you realize that this is the ideal way to travel. You are aloof from the worries of the road completely relaxed and, best of all, the change of scene is slow enough to take in, but rapid enough to keep you gazing with unflagging interest through those wide windows.



Palms around the loco. depot make a pleasant contrast to the hard outlines of N.404.



(Left) Ouyen No. 1 Ambulance Team practising at the local V.R.I. (From left) Messrs W. Wouda, W. J. McPherson (Leader), L. G. Manley and A. D. Barrett. They won the District Shield in 1957 and 1959. (Right) Driver Joe Frankson about to leave Ouyen yard with a load of rails for the relaying job. Of his 13½ years in the railways 13 have been at Ouyen. When off the footplate he may often be found on the bowling green or casting a line into the Murray.



Ouyen station from footbridge.



The Rest House at Ouyen is the only country hostel conducted by the Department. It can accommodate 40.

On the Pinnaroo line there are three goods trains weekly in each direction and specials as needed. For passengers, a Walker diesel rail-car runs three up and down trips a week. With an overnight stay at Pinnaroo, the through journey can be made to Adelaide.

Biggest section of the Way and Works Branch at Ouyen is the special gang of 60, under Road Foreman T. Dunn, engaged on reconditioning the track between Ouyen and Speed, the section between Hattah and Ouyen having already been completed. Normal maintenance of the 280 miles of track in the section is under the supervision of Road Foreman M. Boyd; while the works side is looked after by Works Foreman L. Hocking and the 16 men under his control.

The loco. shed is a pleasant surprise with its surround of arching palms and tree bordered paths. Four N class locomotives, and the Walker diesel rail-car are stationed there; the locomotives being used on the Pinnaroo line and for ballast trains on the main line. Under Chargeman F. Rodda is a staff of 19.

A unique establishment at Ouyen is the Rest House, as it is the Department's only country hostel. Able to accommodate 40, it is managed by Mr. and Mrs. D. Dow, who also operate the kiosk on the station for the supply of light refreshments to passengers.

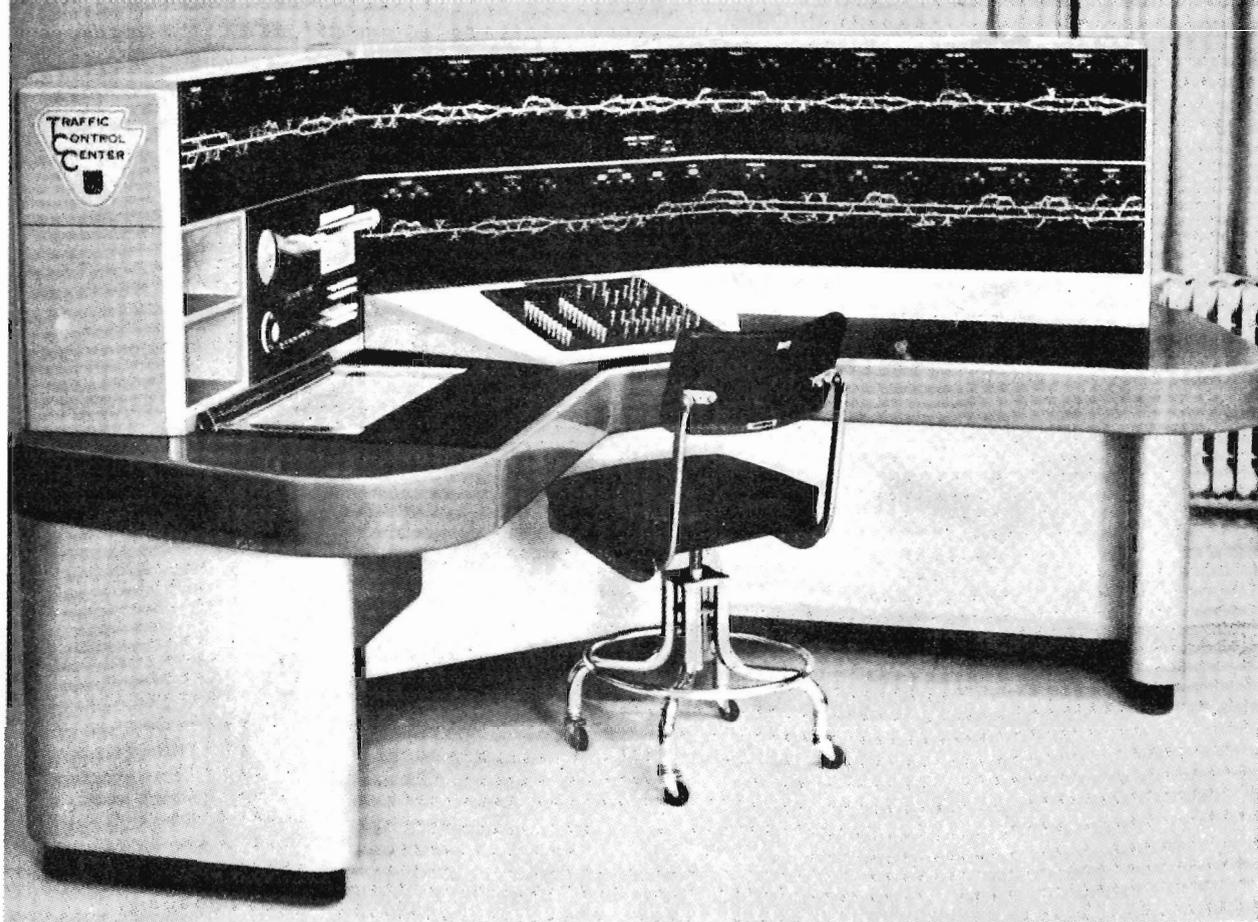
As in so many other towns, the railway is the most important industry in Ouyen. All told, about 100 railwaymen are located there, at present, and their fortnightly wages help considerably to keep local cash registers ringing. It is another instance of the stimulus to country towns given by the widespread staff of the Department.



Miss E. McDougall and Mrs. J. Thompson, of the Rest House staff, preparing a meal.



The Manager of the Rest House, Mr. D. Dow and Mrs. Dow, compiling the staff payrolls



Traffic Control Centre showing 2-tier track diagram, communication switchboard, control panel and automatic train graph. The Centre for the standard gauge will be similar.

C.T.C. FOR STANDARD GAUGE

THE centralized traffic control equipment to be installed for the standard gauge line will enable all train movements between Wodonga and Melbourne to be controlled from a central office in Melbourne. Positions of trains will be indicated instantaneously to the controller who will be able to operate points and signals as though he were on the spot.

This will save the cost of establishing numerous manned wayside signal boxes.

The safety of trains will be governed by interlocking circuits, automatic power signalling and power-operated points along the entire length of the line.

The new C.T.C. installation will differ widely from that operating at Eastmalvern since 1958, which incidentally, was the first of its kind in Australia.

The Eastmalvern C.T.C. is a "Time Code" system which is relatively slow

in operation as it requires about four seconds for each control code to be transmitted to the signal and another four seconds for the indication code to be transmitted back.

The greatly improved system that has since been developed, and will be used for the standard gauge, is almost instantaneous in operation.

Unlike the "Time Code" equipment at Eastmalvern, it is an electronic transistorised system that uses carrier frequency currents to "scan" the controls and indications in much the same way as pictures are "scanned" for television. The circuits employed are similar to those in the high speed date processing machines used by business organisations. No "code start" push button is used. It suffices for the Train Controller to actuate the relevant push button; the instruction is

then sent out at once and the response from the signal location is almost immediate.

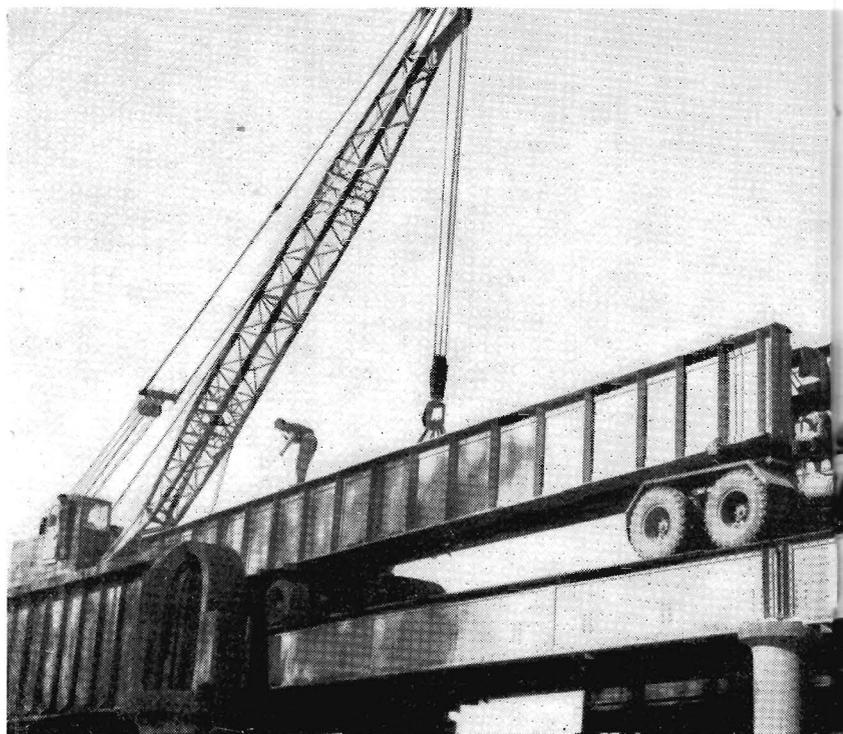
Most of the functions are carried out by transistors, similar to those in transistor radio sets. Relays—which are very much slower in operation—are used only in the final stage. (At Eastmalvern relays are used throughout).

Very high speed is thereby attained. A rate of 500 controls and 500 indications per second could easily be attained. The number of locations that can be controlled and the number of trains handled is limited only by the time taken by the operator to set up the routes. This is less than that required to operate levers *because push buttons do not have to be replaced after the passage of a train, the control being automatically cancelled.* However, in an emergency, a signal can be placed at "stop" by pulling its control button.

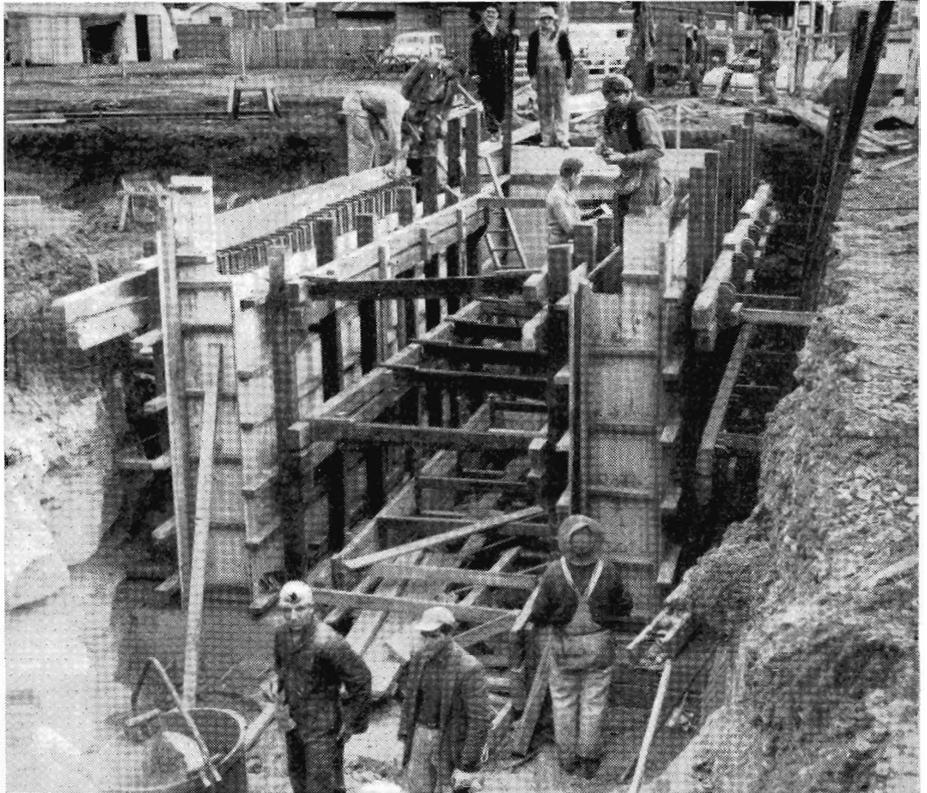
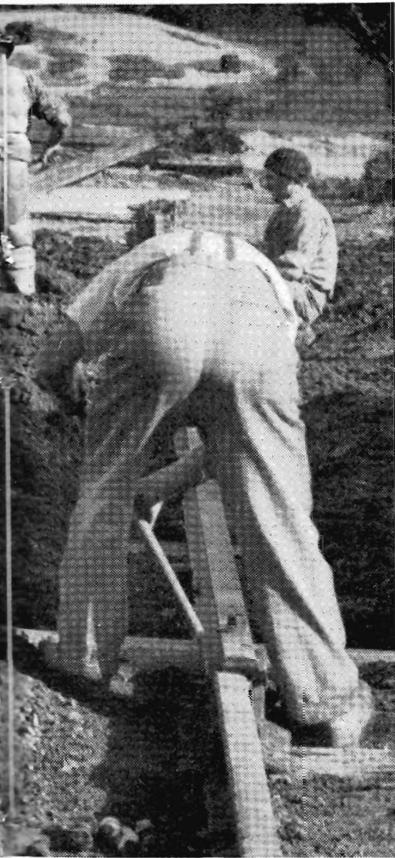


(Above) At Ouyen, Gang No. 23, under Ganger W. Wouda, is renewing rails in turn-table road at the locomotive shed.

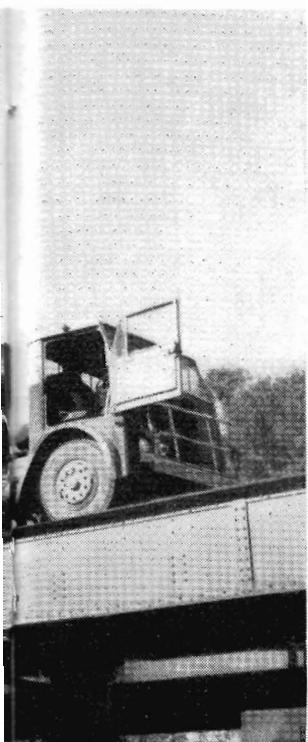
THE BUSY RAILWAY SCENE



(Right) The mobile crane and transport unit that were specially hired for the job are placing the big girders into position for the bridge to carry standard and broad gauge tracks over the Broken River near Benalla. To gain access to the new bridge, a sleeper track was laid along the present broad gauge line. (See front cover).



Form work being erected for the concrete retaining walls of the pedestrian subway that will pass under the tracks and road way at the Hampshire Road overpass, Sunshine. Estimated to cost £300,000, the overpass is one of the major grade separation projects in the metropolitan area.



First ever used on the V.R. system, this air-driven rock drill—crawler-mounted with a forward boom for manoeuvring the drill into position—is helping between Wandong and Kilmore East to accelerate the standard gauge earthworks.

AUTOMATED ALCHEMY

PLACE one of the old alchemists in the Newport foundry and he would be in the seventh heaven of delight. All the ingredients of an alchemist's den are there multiplied a thousand fold; roaring furnaces, glowing crucibles of metal, the smell of hot moulding sand and the shadowy figures of men shaping the molten metal to man's design.

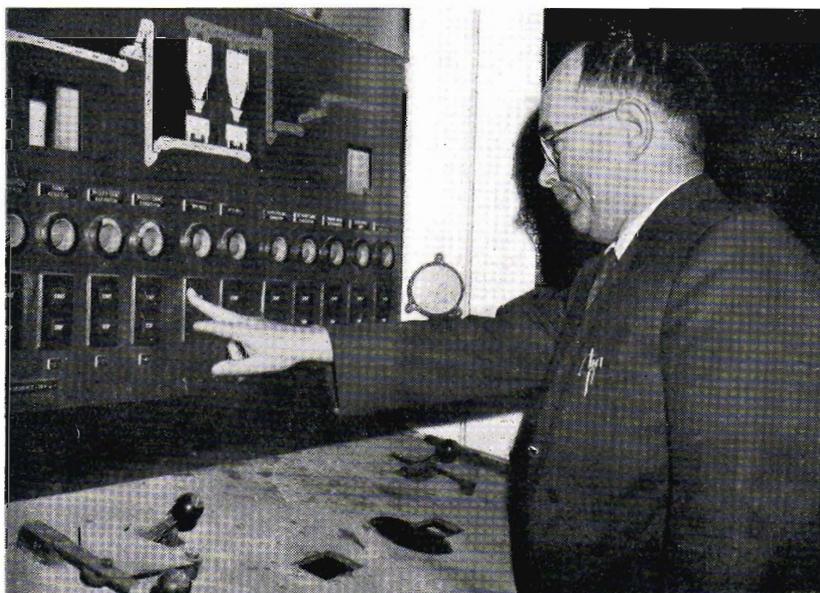
FOCAL point of foundry activities are the water cooled cupolas producing five tons of cast-iron an hour each. With temperature and blast air automatically controlled, the cupolas supply sufficient molten metal to keep the long lines of moulding boxes on their roller tracks filled to capacity.

Without moulds, of course, any foundry is unworkable. This phase of the organization is efficiently handled by a battery of 10 air operated moulding machines that complete a mould in approximately 30 seconds—from the time the moulding box is placed on the table of the machine, to the time that sand flows from the overhead hopper, is jolted compactly around the pattern, the mould closed, and the box placed

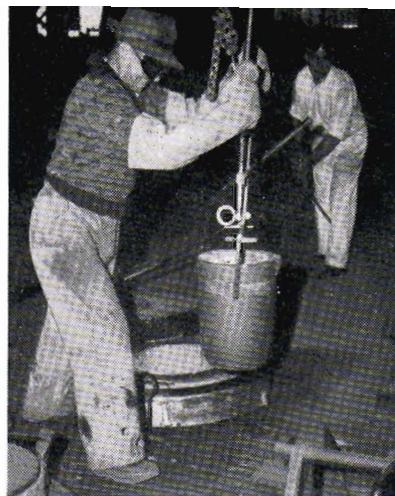
ready on the production line to receive its load of molten cast-iron.

Basic foundry materials are metal and sand. Modern foundry practice demands that the sand used in the moulds be perfectly blended and that the correct quantities of bonding materials be used to ensure that the resulting mould will produce the best possible castings, requiring the minimum of dressing.

Metallurgical control by Newport laboratory specialists keeps the sand to a constant high standard. To maintain this standard, a modern sand conditioning installation, designed and built by Newport Workshops engineers, continuously reconditions the used sand as it flows through the foundry floor on a moving underground rubber belt.

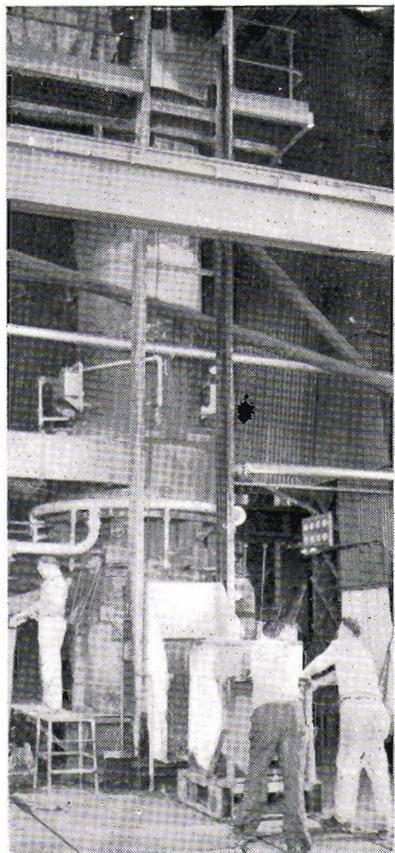


Control panel of sand conditioning installation which was designed and built at Newport Workshops.



(Above) Removing crucible of aluminium from oil fired pit furnace before pouring into moulds. Aluminium is used to produce small fittings for carriages, etc.

(Below) Water cooled cupola for production of cast iron. Operator at left is removing slag from ejector while, at the right, a fresh trolley of metal is being placed into position for loading into cupola.



A console of controls enables the operator of the sand treatment plant to select the various elevators and belts carrying sand from and to the plant, as well as exercise supervision over the automatic processes that recondition the sand and then dispatch it over the belts to hopper bins feeding the moulding machines.

The casting dressing section of the foundry has been greatly improved by the introduction of "rumblers." When castings are shaken from their coating of sand it is still necessary to clean them before they are ready for use. Hand cleaning and shot blasting which formerly did the work have now been superseded by giant rotating drums. Mixed with small metal fragments, the castings are tumbled in a rolling mass until finally they emerge bright and shining.

Tucked away in the corner of the huge foundry building is a quiet little workman who tells the world at large his job is "making the holes for the moulds."

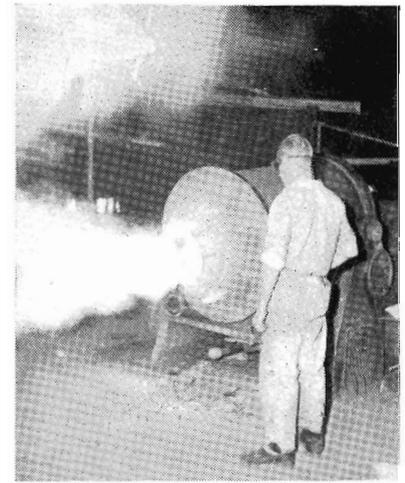
Strangely enough, the hole is usually the most important part of any mould. Technically known as the core, it is composed of special sands and bonding materials that are first pressed to shape and then dried in a "Hurricane" forced air heating oven. The pressings are

placed on a slowly moving grate that takes them through the drying chamber and delivers them at the far end of the machine ready for use by the operators of the moulding machines.

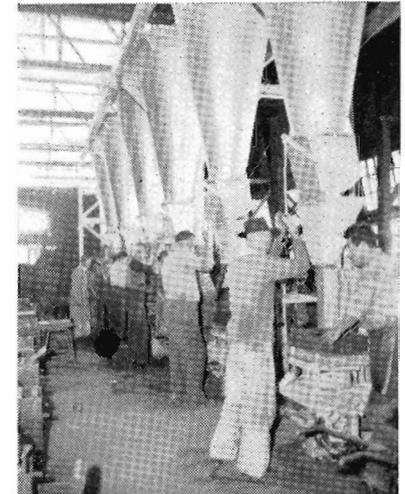
Despite the highly mechanized production of the major portion of the foundry, there are still specialized sections that require close control to produce castings that will stand up to the stress and strain of modern railroad requirements.

Non-ferrous castings are also made in the foundry. A rotary tilting furnace, with a tail of flame like a jet engine, melts one ton of brass while red hot crucibles glowing in the floor alongside are being heated by oil fired pit furnaces. These crucibles hold about 150 lb. of non-ferrous metals, such as aluminium, that are used to manufacture the small castings required for locomotive and carriage maintenance.

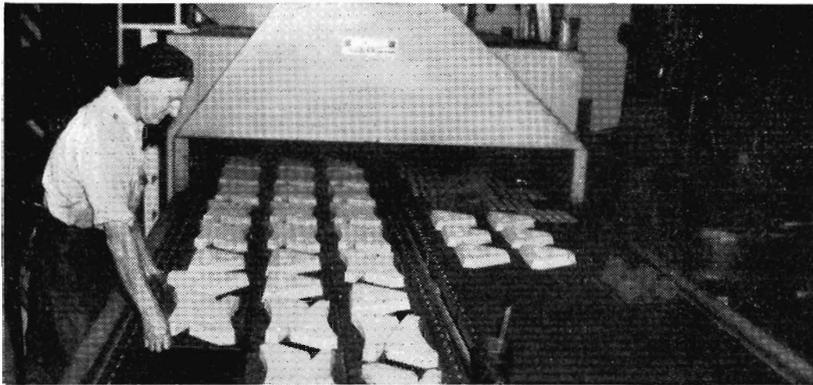
The dirt and back breaking labour for so long associated with foundry work has been largely displaced by modern techniques and machines, and Newport engineers believe that their re-modelled foundry now incorporates most of these innovations.



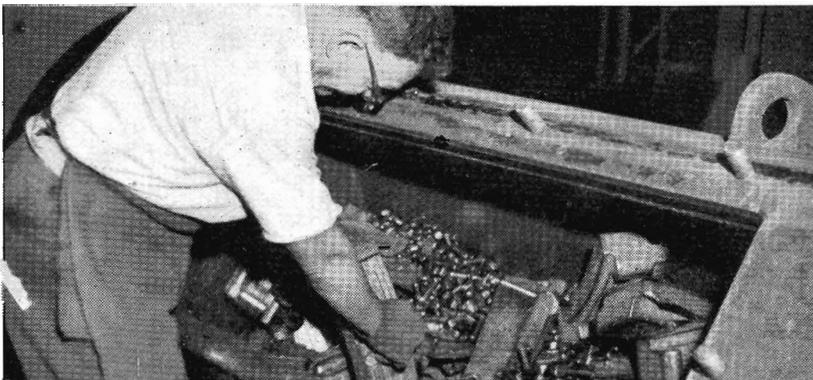
Operator checks rotary tilting furnace.



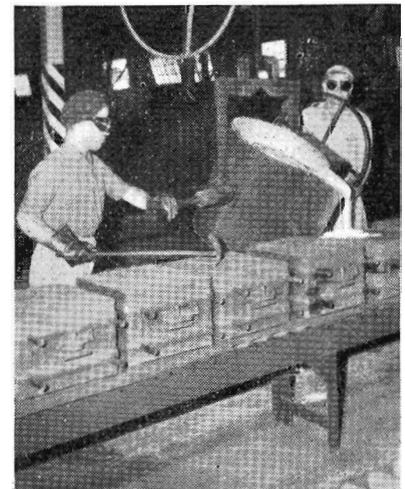
The battery of air operated moulding machines.



Loading cores for engine brake blocks on to the moving grate of the "Hurricane" core drying oven.

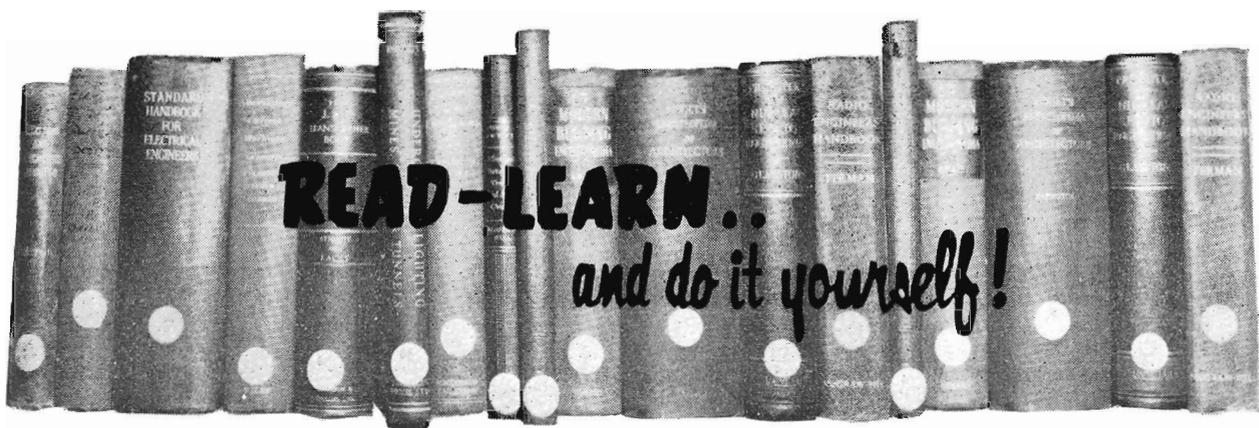


Removing brake blocks from drum of rumbler, after cleaning has been completed.



Pouring molten metal into moulds.

FOR those household alterations, repairs to the family car, making of toys for Christmas—why pay unnecessary bills? Take advantage of the V.R.I.'s Technical Library to



ONE of the least known sections of the V.R. Institute is the up-to-date and valuable Technical Library. This section has been in existence almost as long as the library itself. It is housed as a separate unit in the general library.

However, it was not until 1936, that an advisory committee was formed by direction of Mr. N. C. Harris, Commissioner at that time. It was arranged for an officer from each of the Accountancy, Electrical Engineering, Rolling Stock and Way and Works Branches to administer the section generally by checking the volumes and advising on their potential value. An advisory committee under this system exists today; each committee member inspects the library periodically and recommends withdrawals and additions to the section of the Technical Library for which he is responsible.

An average of £100 is spent annually buying new books and rebinding volumes requiring attention. Of this amount £50 is provided by the Department to be used as directed by the Advisory Committee.

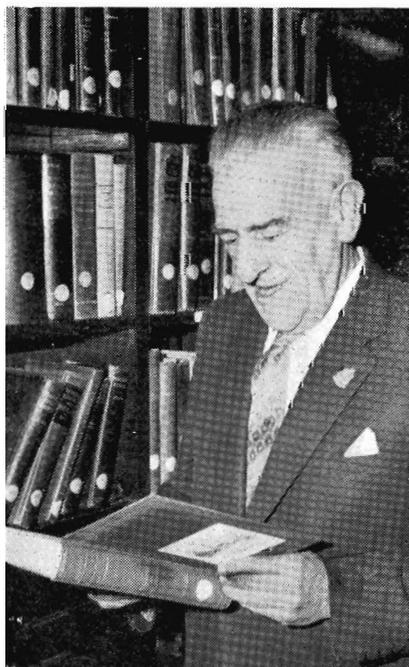
Mr. N. D. Wilson, C.B.E., has been librarian of the V.R.I. library since 1937, and has a staff of nine. His custodian duties cover the general library in addition to the technical section. Having a fondness for books and possessing considerable technical knowledge, Mr. Wilson assists the

Advisory Committee in their selection of books and their classifications.

The Technical Library has 1,100 volumes in many categories. As well as reference books on all phases of departmental subjects such as Safe-

working, Station Accounts, Telegraphy, Signalling, and Railway operation, there are many books that interest the handyman.

A smart tea-tree fence to give your home a distinctive look can be built by borrowing the appropriate book from the V.R.I. Technical Library.



Mr. N. D. Wilson C.B.E. examining one of the many volumes of the V.R.I. Technical Library.

Other books of interest include more than 50 repair manuals for various makes of motor cars and trucks, several volumes about photography, radio and television, model making, boot and shoe repairing, house painting, letter writing, motor boats, scale model ships, sketching, bricklaying, concreting, carpentry, languages, masonry, plastering, making of toys, and polishing. And if you have ever had a morbid fascination for sequestration affairs, there are even books dealing with bankruptcy.

Members using this valuable section continue to increase each year and come from a fairly wide range of departmental grades. At a recent survey it was established that journeymen comprise 32%, Traffic Branch officers 22%, professional officers 18%, clerical staff 14% and miscellaneous 14% of the borrowers. Last year 871 books were taken out.

All members of the Institute are eligible to borrow volumes from the Technical Library in addition to books from the general library. Country members may obtain books by contacting their local sub-centre.

LINES FROM OTHER LINES

Train Trips on T.P.

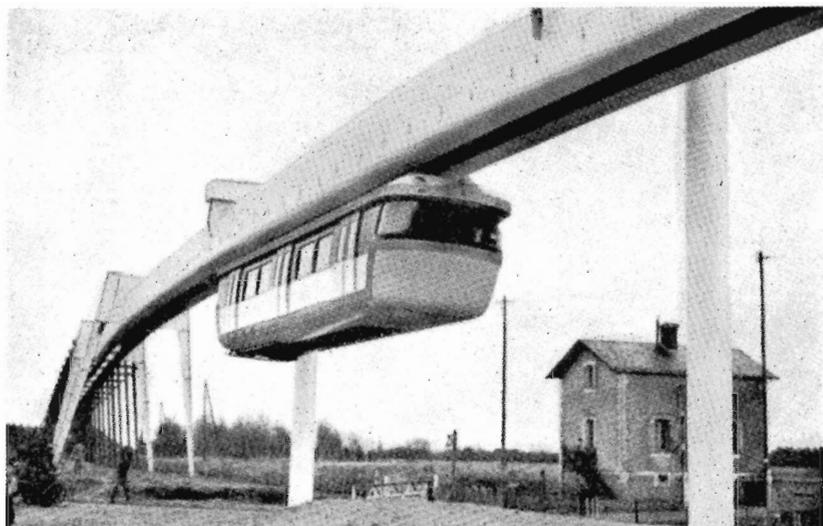
FOR the first time in U.S. railroad history, train travel on time payment was introduced by the Atchison, Topeka and Santa Fe Railroad. The scheme began on June 1. Passengers must lodge a deposit of 10% on a minimum fare of £27 and can have up to two years in which to pay it off.

New Rail Link to Venice

A new rail link will soon tie the famous lagoon-city of Venice more firmly to the mainland. Up to 114 years ago, the only way of reaching Venice was by boat. The first railway linking the city and the hinterland was then built by Austria on a two mile long embankment. Twenty-seven years ago a road was built, forming a second link. Work will soon start on a third link, a new double-track railway embankment, that is due to be finished by 1963. The present railway carries trains from the mainland into the heart of Venice every five minutes.

Rail Building in Siberia

SOVIET authorities say that 50 new railway lines will be built in Siberia in the next 15 years. They will have a total length of 12,000 miles. Some of the lines are already under construction. The biggest will run almost parallel to the trans-Siberian trunk line.



Monorack demonstration circuit at Chateauf-sur-Loire.

Monorack

AT Chateauf-sur-Loire, near Orleans in France is a mile-long experimental monorack circuit erected by the combined efforts of 18 leading French industrial organizations. The system claims fast and economical transport that needs a minimum of ground and air space. Carrying up to 123 passengers at average speeds of over 60 m.p.h., the aluminium cars are suspended from a

track consisting of a hollow, electrically welded steel beam. Concrete-covered steel supports for the track are placed 97.5 feet apart. Wheels are rubber-tyred and the suspension system is a compressed-air-cushion type; the two together provide exceptional comfort and silence.

The car is 57 ft. long, 10 ft. wide and 10 ft. high; weight, including bogies, is 16 metric tons; and there is room for 32 seated and 91 standing passengers.

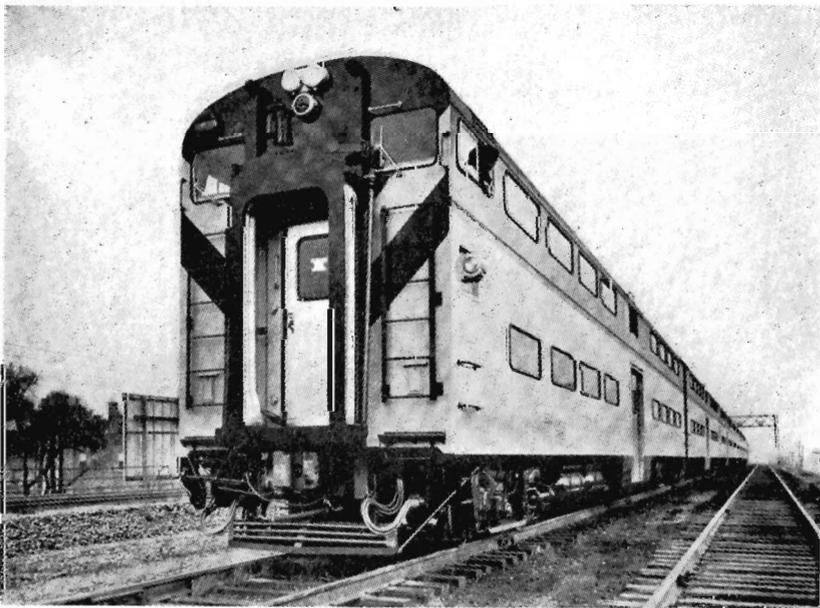
Farewell to Steam

THE last steam locomotive of Canadian National Railways ceased running recently. A pioneer of diesel-electric traction, Canadian National will be the first major Canadian railway to complete its change from steam to diesel. It will have 2144 diesel locomotives and 28 rail cars representing an investment of £179 million.

[If finance be made available, The Victorian Railways will have replaced its steam power with diesel locomotives by 1970.]

British Railways' Last Steam Loco.

SWINDON Works (England) recently completed the last steam locomotive to be built by British Railways. At the ceremony of naming the locomotive *Evening Star*, Mr. R. F. Hanks, Chairman of the Western Area Board, British Transport Commission, said that no other product of man's mind had ever exercised such a compelling hold on the imagination of the public; no other machine, in its day, has been a more faithful friend to mankind, nor has contributed more to industrial prosperity in the land of its birth, and throughout the world.



"Hey Pop, why does your train run backwards?" is one of the humorous questions in the booklet issued by the Chicago & North Western railroad on its recently introduced push-pull suburban trains. Photograph shows the in-bound end of one of the trains. They can be driven from either end the diesel-electric locomotive being placed at the out-bound end. In effect the trains are pushed into Chicago and pulled back to the suburbs on the railroad's three suburban lines.

Flying Railwayman



Mr. Loftus seated in a Cessna aircraft prior to take-off from Moorabbin aerodrome

INVESTIGATION Officer Jack Loftus is thought to be the only railwayman who is a qualified pilot and actively engaged in private flying at the present time.

Mr. Loftus obtained his flying licence shortly after the last war when light aircraft operated from Essendon (now Melbourne) airport, and is a flying member of the Royal Victorian Aero Club at Moorabbin—an aerodrome specially built for small aircraft.

He is qualified to fly Tiger Moths, Austers and Cessnas—all single engined aircraft. Most of his flying is at weekends in and around Melbourne, but whenever possible return trips are made to country centres.

Prior to taking up flying, he was a keen gliding enthusiast, and at one time was part owner of a single-seater glider.

In his younger days, Mr. Loftus was keen on cycling (being chosen as junior champion of Malvern Cycling Club in 1926), athletics, tennis and swimming and recently won the Railway Investigation Division's championship for pistol shooting, conducted under police supervision at the Victoria Police Depot.

Mr. Loftus, who joined the department as a lad porter in 1923, has been an Investigation Officer for 26 years and is attached to the Criminal Section.

"Bunny" Closes Off

ALTHOUGH he recently retired from the Department, Mr. H. L. ("Bunny") Hare will still retain a link with the railways, as he has agreed to carry on as honorary secretary of the Traralgon V.R.I. One of the best known—and best liked—personalities in the district, Mr. Hare has been associated with almost every civic activity in Traralgon since he came there, in 1921, after serving in the first World War.

A mention of some of his offices—local R.S.L. president; member of the Repatriation Committee; committee man of the Hospital Trust, the Latrobe Valley Ambulance Service, Olympic Pool committee; treasurer of the Race Club—indicates the scope of his activity.

Olympic Bound

AMONG the spectators at the Olympic Games in the 2,700-year old city of the Caesars will be a citizen from the little Mallee town of Ouyen—founded only yesterday, by comparison.

He is Works Foreman Gordon L. Clark, who left on his trip last month. As well as seeing the Games, Mr. Clark will make a tour of Europe and England and return across the United

States and the Pacific. A very keen photographer, he is taking his Bolex Paillard 8 mm movie camera, a 35 mm camera and about £100 worth of film. He hopes to return with some very colourful material to add to his extensive collection of slides and films. At home, he photographs mostly nature flowers and shrubs.

Mr. Clark is very active in local V.R.I. affairs. He supervised the building of extensions to the Ouyen Institute and is a member of the V.R.I. Social Bowling Club.

New Rates Officer

FOLLOWING Mr. W. J. Davidson's retirement from the position of Principal Rates Officer, he has been succeeded by Mr. C. H. Baker who has had over 40 years' experience on goods rating.



Mr. Baker

Since he joined the Department as a Lad Porter at Clifton Hill in 1917, Mr. Baker has spent practically the whole of his career in the Commercial Branch, or as it was then known, the General Passenger

and Freight Agent's Branch.

Goods rating became of special importance after 1930 when road competition began to eat into railway country haulage and Mr. Baker has seen the question of freight contracts and goods rates become a matter of life and death for the railways.

Despite the rain of queries, from both inside and outside the railways, that constantly assail him in his new position, he still finds time to act as Justice of the Peace, in his home suburb of Heidelberg, and it is his proud boast that he is always ready to help—whether in his railway capacity or as an officer of the Crown.

Good Tracks

WINNERS in the "Best Kept Lengths" contest for the financial year ended June 30, 1959, have just been announced:

TRACKS WITH RAILS OVER 75 LB.

District	Gang	Ganger
Metro-politan	Port Melbourne	R. B. Hughes
North-eastern	Avenel	T. K. Lewis (Actg.)
Bendigo	Macedon	J. W. Danaher
Geelong	Corio	W. R. Heyland
Ballarat	Maryborough	J. A. McCallum

TRACKS WITH RAILS 75 LB. AND UNDER

North-eastern	Cobram	G. S. Hadler
Bendigo	Elmore	H. C. Gore
Geelong	Netherby	C. E. Walters
Ballarat	Mildura	J. L. Kerr

Same Day

CHARGE MAN Frederick Rodda, in charge of loco staff at Ouyen, and Fireman Peter Barbetti both came to Ouyen on the same day, April 14, 1958.

Mr. Rodda began in the Department in 1938 at the Electroplating Shop at Newport Workshops. After a short term at North Melbourne Loco. Depot his career was interrupted by 5 years' war service, 3½ of them with the artillery in New Guinea and adjacent islands. When away from the locos, he likes to spend an afternoon on the bowling green.

Mr. Barbetti started in the railways at Maryborough nine years ago. Trap shooting clay pigeons with his Browning automatic shotgun and playing table tennis in the local Institute competitions are his recreation.



Mr. Barbetti (left) and Mr. Rodda

"Larry" Copeland Retires

READERS interested in V.R.I. sport will need no introduction to "Larry" Copeland who for over 25 years was boxing instructor at the Institute. He took up this position after return from World War I where he served with the first A.I.F. in Gallipoli and France. While in France he was selected to represent the A.I.F. in the Army Championships in London. Well known in Australia as an amateur light weight, he later boxed as a professional under the name, "Larry Foley."

After 40 years' service in the V.R.I., Traffic and Rolling Stock Branches (at the time of retirement he was at North Melbourne Loco Depot) Mr. Copeland has now retired and will live in Sydney.

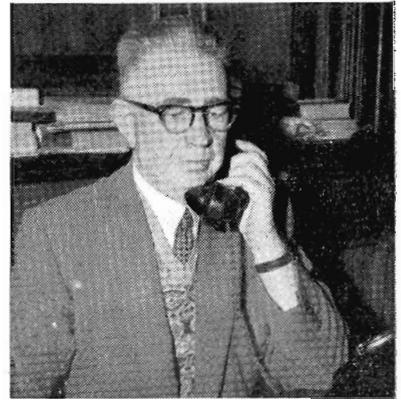
Wood Carver

THE traditional skill of his Austrian ancestors is reflected in Patternmaker John Bredl's hobby of wood carving. Carefully he chooses a wooden block of the required colour and grain and then with endless patience carves it into a jewel box, candlestick holder, or chessboard. He is at present working on a carving of a castle. One of his main difficulties is to get woods of the right colour so that a pleasing contrast may be given. Mr. Bredl served his patternmaker's apprenticeship at Graz in Austria; he has been 3½ years in Australia and is now at Newport Workshops.



Mr. Bredl

New O-I-C Truck Supply



Mr. Fitzgerald

OVER 20 years' experience in goods work preceded Mr. W. J. Fitzgerald's appointment as Officer-in-charge, Truck Supply Office, in succession to Mr. E. Henderson who retired.

Mr. Fitzgerald began in the Department as a junior clerk at Moreland in 1918 and later saw service at Melbourne and Geelong Goods. He was on passenger work at North Melbourne, Brunswick and other stations. In 1950 he was in charge at West Footscray Goods Depot and, just previous to his present appointment, was demurrage clerk at Head Office.

Anyone who was in the Goods Sheds during the depression years of the 'thirties, says Mr. Fitzgerald, must have been struck, as he was, by the great variety of trades and professions represented among the casual workers. He recalls lawyers, students, an organist who had played in several cathedrals, and formerly well-to-do people who were glad to earn some money loading wagons.

RECENT RETIREMENTS

ROLLING STOCK BRANCH
 Durkin, H. J., Newport
 Dyring, R. A., Jolimont
 Foreman, R. C., N.M. Loco.
 Gladstone, J., E.R. Depot
 Hammet, F. H., Newport
 Johns, C. J. R., N.M. Shops
 Morison, J., Newport
 McIntyre, N. E. G., Newport
 Peart, W. J., N.M. Loco.
 Roberts, J. A., Bendigo North
 Sampson, D. S., Ballarat North
 Still, J. S., Newport

WAY AND WORKS BRANCH
 Bretherton, C. J., Flinders St.
 Boswell, R. B., Flinders St.
 Grenfell, N., Geelong
 Isbel, S. W., Ararat
 Jarvis, J. E., Korumburra
 Lang, L. A. C., Flinders St.
 Mark, P., Newport
 Monaghan, M. J., Warragul
 Scanlon, J. B., Std. Gauge, Euroa

ROLLING STOCK BRANCH
 Di Pietro, S., Jolimont
 Duddy, R. W., Newport
 Overall, D. C., Ballarat North
 Sansom, J. H., Head Office
 Zazoni, A. G. T., Jolimont

WAY AND WORKS BRANCH
 Anastasiou, J., Dimboola
 Briganti, L., Laurens St.
 Blaszczyk, J., Spotswood

TRAFFIC BRANCH
 Bradby, W. E., Essendon
 Bedson, H. J., Mooroopna
 Carlton, M., Spencer St.
 Dyke, Mrs. A., Spencer St.
 Fox, C. J. L., Geelong
 Fitzgerald, A., Greensborough
 Kilmartin, L., Reservoir
 Manley, J. A., Richmond
 McPherson, J., Warrnambool
 Nagel, H. F., Melb. Goods
 O'Brien, J. P., Bendigo
 Roberts, H. A., Flinders St.

ACCOUNTANCY BRANCH
 Bromley, G. T., Spencer St.

COMMERCIAL BRANCH
 Barker, G. A., Head Office
 Davidson, W. J., Head Office
 McDonald, J. F., Head Office
 Scanlon, W. F., Head Office

. . . . AND DEATHS

Holdsworth, W. E., Toolamba
 Hooper, S., Elmore
 May, A. P. H., Bendigo
 Moloney, J., Std. Gauge, Wodonga
 Vamvararic, G., Dimboola
 Webster, N. H., St. James

TRAFFIC BRANCH
 Bisset, W., Ararat
STORES BRANCH
 Sier, L., Spotswood



RON BAGGOTT'S SPORTS PAGE

Loco Lower

LOSS by Loco of three successive games, causing it to drop from second to fourth position on the premiership ladder, was an unexpected happening in V.R.I. Football last month. Officials and players are mystified by the team's performances.

On the other hand, there was jubilation in the Melbourne Yard camp when its team broke a run of defeats with two successive victories.

At the time of going to press, Newport was on top of the ladder, followed by Commercial, Melbourne Yard, Loco and Accounts.

Grand-final Should Be Grand

NORTH Melbourne football ground will be the setting for the V.R.I. Football Association's Grand-final on Tuesday, August 30, beginning at 2 p.m.

All railwaymen who can possibly do so are urged to go along to see their colleagues fighting for the honour of winning the Commissioners' Cup. The ground is located within easy walking distance of the North Melbourne railway station.

Follow The Ladies

LAST year, female members of the V.R.I. formed a basketball team to take part in the Women's Victorian Basketball Association's competitions. Now, male members have the opportunity of doing likewise.

A meeting to establish a club for them will be held in the Council Room at Institute Headquarters at 8 p.m. on Wednesday, August 31. This will be a great chance for railwaymen to create a club in a sport that is rapidly gaining in popularity.

Country T.T. Players Welcomed

COMPLETE success attended the V.R.I. Table Tennis Association's recent decision to conduct, for the first time, its annual championship at a week-end. Objective was to enable country members to take part. As a result, competitors came from Shepparton, Warragul, Benalla, Ararat, Wangaratta and Tatyoon.

Results :

Event	Winner	Runner-up
Ladies' singles	M. Thomas (Melb.)	G. Rodway (Shep'ton)
Mens' singles	S. G. Chan (Melb.)	J. Parsons (Wang'atta)
Mens' Doubles	R. Finartys (Benalla) A. Knight (Benalla)	R. Harkins (Melb.) R. Salba (Tatyoon)
Mens' Singles consolation	W. Lawrie (Melb.)	R. McMillan (Benalla)

Association officials were warmly praised for the smooth, efficient way the championships were arranged and conducted. They will have the responsibility of planning the Inter-system Table Tennis Carnival in Melbourne between September 14 and 24.

All-rounder

LAURIE McGRATH, who recently joined the staff of the Superintendent of Train Services is a promising young footballer. While attending Kyabram High School, Laurie played for the school team in the Goulburn Valley under 17 Third Eighteen competition. A good all-round athlete, he also took part in tennis, cricket and swimming. Since coming to Melbourne, Laurie has been playing football with Sunshine Thirds as a half back flanker, and hopes that one day he will be able to gain selection in the district Association side.

Golfers' Day Out

BALLAN was recently the venue for yet another successful Sunday outing arranged by the V.R.I. Golf Association. "The day was made more pleasureable" an official said, "by the company of Messrs. L. J. Gwyther and W. A. Crombie, two Rhodesian railwaymen on an official visit to Victoria".

Members from Little River, Geelong, Woodend and Melbourne took part in a Stableford Competition, that was won by Bill James (30 points). The next Sunday outing will be to Ballarat in September.



Mrs. Evans (widow of the late Mr. L. J. Evans) presenting the L. J. Evans Memorial Shield to Oliver Chan, winner of the Mens' Open Singles Championship at the recent V.R.I. table tennis championships held at the Albert Park Table Tennis Centre.

"So Near and Yet . . ."

AFTER finishing the season in equal top position in the Melbourne Clubs' Amateur Billiards Association, the V.R.I. "A" team was beaten in the semi-final and preliminary final games. Members of the team has been justifiably optimistic that they would annex the premiership.

However, they will strive harder than ever to bring championship honours to the V.R.I., next year.



BASKETBALL, played during lunch interval, at Spotswood Workshops, arouses great interest. Other games played include bowls and table tennis.



Big Help To Clients

A new, convenient rail freight service, designed to assist secondary industries that are growing in the suburbs, was introduced on August 8 when, for the first time, goods of a maximum weight of 2 cwt. per package could be handled at a number of suburban stations. Only two suburban stations—Dandenong and Werribee—had handled this light freight.

New stations are: Victoria Park, Bell, Jewell, Heidelberg, Box Hill, Camberwell, Essendon, Newport, West Footscray, Tootak, Cheltenham and Oakleigh. These stations dealt with freight only in wagon loads previously.

Main advantage to customers is that, instead of their carriers having to take consignments to city freight terminals at the Melbourne Goods and Dynon, goods can now be dispatched from the stations most convenient to the clients' factories. From there, special railway vans move the freight by road direct to either of the railway terminals in Melbourne.

Consignments are being received at the stations mentioned at any time on Mondays to Fridays during normal business hours, but only up to noon for afternoon dispatch.

RAIL-PAK Featured

FIRST of its kind ever issued by the V.R. to feature a freight service, a full-colour, attention-getting pamphlet published last month highlights the many advantages *Rail-Pak* has for rail customers. It began circulating by direct mail to top managements; copies will also be available at the Railway Exhibit at the 1960 Royal Show, and they will be included in school projects. (Incidentally, the latter are valuable channels for railway publicity; the projects—200 were asked for in a recent fortnight—have been praised by the Education Department.)

Rail-Pak, which represents the perfect co-ordination between rail and road for the transport of general merchandise, perishables, or bulk liquids, had its genesis in the all-steel containers built by the V.R. An ingenious locking device that makes them a pillage-proof part of a rail wagon, is only one of the many advantages for rail clients.

Many industries, in association with the Department, have designed their own containers, trays or tanks—some insulated, refrigerated or pressurized—to suit their own special needs.

Rail-Pak publicity is significant, too, because this form of transport is expected to be a big factor in regaining goods traffic between Melbourne and Sydney when the standard gauge is operating in 1961.

Changing Spencer Street

SO big are the track, bridge and signalling works on the standard gauge project between Melbourne and Wodonga that the average person tends to overlook that an integral part of the whole scheme is the variety of essential work to be done in and around Spencer Street.

For example, a new station will rise on the present site, with greater and more modern facilities for passengers and at the same time aesthetically transforming the western end of the city. Preliminary plans for the new station were nearing completion when this edition went to press.

Linked with this work is the relocation of the Inwards Parcels Office, Lost Property Store, Advertising Division and Typewriter Depot: the combined work is estimated to cost £129,000.

To satisfy expected traffic requirements, the Inwards Parcels Office will be increased from 99 to 160 squares. It will be set back from the Spencer Street frontage (beyond Bourke Street), where car-parking space for clients' vehicles will be provided. Combined with the Inwards Parcels Office in one building will be the new Lost Property Store over portion of which, at first floor level, the Advertising Division and Typewriter Depot will be located.

Let It Rain

TO adequately dispose of rain water that beats down on *Harris Trains*, all existing carriages of this type are to have guttering installed and connected with a "down" pipe that will carry the water on to the tracks. The guttering consists of a continuous rolled steel "L" angle section welded to the roof sheets; an earlier "U" shaped gutter tested had revealed a tendency to corrosion at the weld. Provision has also been made for this to be done on the new batch of 30 *Harris Trains*, now on order.

Object of the guttering is to give maximum protection to passengers standing at platforms and to avoid the metal dust streaks that often mar the appearance of the carriage exteriors when, in wet weather, the water on the roof tends to collect this dust from the overhead equipment and pantographs.

The guttering will also reduce the amount of cleaning of the carriages as they move through the car-washing plant at Jolimont.

Apprenticeship Time, Again

VACANCIES for 272 railway apprentices to engineering, electrical, woodworking and most other trades were advertised State-wide last month. Applications close on October 31 and successful lads begin their railway careers on January 16 next.

A booklet has been published dealing with apprentices' opportunities for full time University and Technical School scholarships; good pay and conditions; superannuation; and special living-away-from-home allowance for country lads. Copies are available at stations and from the Secretary for Railways, Room 225, Railway Offices, Spencer Street, Melbourne.

Not the least outstanding prospect for the new apprentices will be the assurance of receiving practical trade instruction in turning and fitting, electrical fitting and welding in the new, modern Technical College opened on July 4 (see Aug. *News Letter*, page 119).



TO encourage rail traffic to the Royal Show between September 22 and October 1, this striking 25 in. x 40 in. three-colour poster was displayed at stations throughout the suburban area.

FRONT COVER

STRESSING the interdependence between primary producers and the railways, this picture features agricultural machinery being off-loaded from railway wagons at Ouyen. With heavy wheat crops expected, consignments of this sort have been frequent; one railway customer has received £20,000 worth of machinery in recent months.

IT'S A GREAT WAY BY RAILWAY

ADDING to the interest of the working model railway will be a rural setting (built to the same scale as the trains), the early stages of which are here seen being prepared.

WHAT promises to be a highly interesting and service-giving Railway Exhibit at the Melbourne Royal Show between September 22—October 1 was nearing completion when this issue went to press. The Exhibit aptly titled "It's A Great Way" will be housed close to the Showgrounds entrance at the railway platform in the Administrative Building, c/r Degraeves Street and McFarlane Avenue.

As in past years, emphasis will be placed on the Freight Advisory Service, established particularly for the benefit of farmers and graziers and other primary producers. It will be staffed by experienced Commercial Agents, able to give on-the-spot quotations for all kinds of railway freight services.



Changing colour slides will show how the Victorian Railways are successfully competing for business by introducing modern rolling stock.

There will be a model railway as a general public attraction. Models will include a B class diesel-electric locomotive, a suburban parcels coach, a *Harris Train*, *The Overland* (hauled by two S class diesel-electrics) and a W class diesel-hydraulic shunter with a series of wagons. Running on a 60 ft. track, each train will cover the equiva-

lent of 6,000 miles before the Exhibit closes. Realistic rural scenery, a terminal station and a tiny settlement combine to make the model railway an attractive feature.

Besides the Commercial Agents, who will answer questions on all aspects of railway service, a hostess will help with general inquiries and the distribution of literature, including "Victorian Railways News," specially produced for the occasion.

FREIGHT EXPEDITER, NOW

MORE efficient control of the movement of rail freight, with substantial benefits to the Department and, above all, to its customers will flow from the Commissioners' decision last month to create a new, senior post—Superintendent of Freight Operations—in the Traffic Branch, as from October 1. Mr. F. E. Butler, Chief Train Controller and, for the past 10 months, Acting Superintendent of Train Services, has been named for the position.

Features such as the faster movement of goods traffic by diesel locomotives, increased daily loadings in consequence of growing population and expanding industrial activities, together with the ever-present intense road competition, all combine to call for a degree of detailed supervision of wagon

allotments and loading arrangements never previously experienced.

Special purpose wagons such as those provided for the conveyance of motor bodies, bulk cement, etc., are now more in demand than ever and some, in fact, are virtually becoming part of factory production lines between sources of supply and final assembly or manufacturing locations. This calls for strict control of placing and movement of wagons.

Close examination of the existing wagon control organization showed that to take care of these factors, it was imperative that a senior officer be appointed to deal with the many and varies problems as and when they arose.

At present, over 3,000 wagons are being loaded daily throughout the

State and as well as personally controlling the allotment and placing of wagons to meet this demand, Mr. Butler will exercise general supervision over key loading points, such as the Melbourne Goods Depot, Dynon and Geelong. Goods traffic in the areas adjoining the State borders will also be given close attention by him to counter the intense road competition in these areas, particularly by "border hoppers."

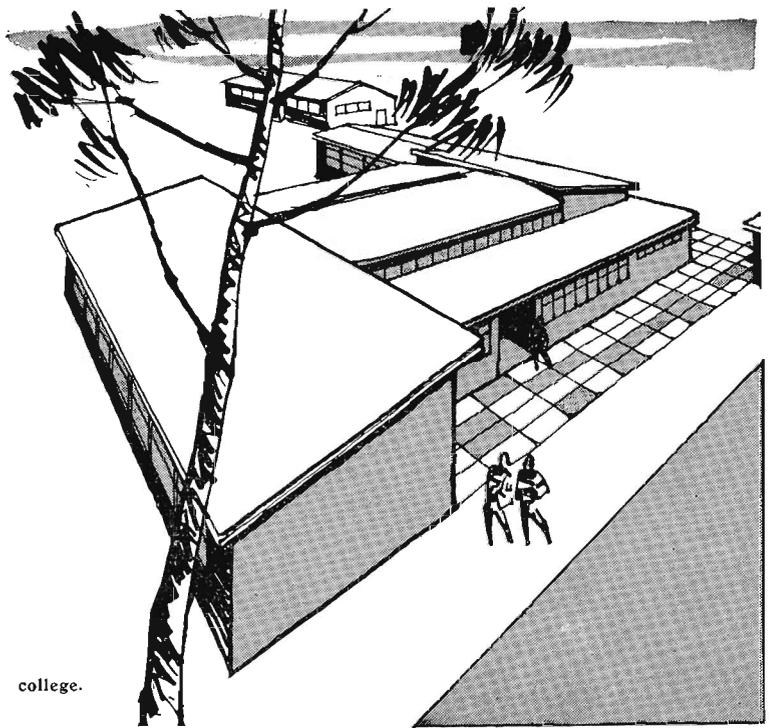
The closer supervision exercised by Mr. Butler will ensure better use of the existing stock and undoubtedly result in the more efficient handling of goods traffic.

Mr. Butler has a wealth of practical railroading knowledge. He began in 1920 at Port Fairy as a junior clerk. He was appointed S.M. at Cohuna in 1938, four years later becoming an R.S.M. at Geelong. Two years afterwards he became associated with Train Control for the first time—at Geelong. He was promoted to Chief Train Controller, in Melbourne, in 1957.



Mr. Butler

BUILDING FOR THE FUTURE



AN artist's impression of the new modern college.

OPENING of the new V.R. Technical College, on July 4, marked a further development in the Department's excellent system of apprentice training. Apprentices were first admitted to railway workshops at Williamstown in 1860. The pioneer in this grade was Thomas Hale Woodroffe, who subsequently became Chief Mechanical Engineer, and also acted as a Commissioner for a period.

AN apprentice was accepted on recommendation and selection as to suitability; training covered seven years, the first without pay. No form of indenture bond was executed, and, on completion of the term, the apprentice was raised to journeyman status and retained in the Department, if suitable.

For probably the first 25 years of the railways' existence, the number of apprentices taken on was very small. However, as the lines extended and workshop capacity increased, the intake of apprentices also increased.

By 1905 the Victorian Railways were pioneering a system of apprentice instruction that sought to bring back all that was best in the "guild" methods, modifying them to suit the conditions of the time.

The emphasis was laid on training lads not only to become efficient employees, but also to ensure that they became skilled tradesmen taking a personal pride in their work.

From that year until 1922, a special course for railway apprentices was conducted at the Working Men's College, now the Royal Melbourne Technical College.

February 1922 saw the first apprentices under the new scheme commence their training. They were interviewed by Mr. Nilsson, the Principal of the projected Victorian Railways Technical College and graded into five classes covering Arithmetic and Mensuration, Mathematics, Elementary Science, Projections and Geometrical Development.

Classes commenced on February 27, 1922, in temporary accommodation at the Paint Shop, Newport Workshops, until construction of the new Technical College was completed. On March 11, 1923, the 160 students comprising the classes were transferred from the Workshops to the Technical College that was officially opened by Mr. Commissioner Shannon.

The construction, in 1960, of an overpass to enable road traffic to operate

with greater freedom over the busy Melbourne Road crossing at Newport necessitated the removal of the Technical College, that had been the training centre for thousands of railway tradesmen and engineers.

The new College is sited close to actual workshops activities. Practical trade instruction in turning and fitting, electrical fitting, and welding can now be given in a separate section of the college instead of being conducted in various sections of the Newport Workshops.

Provision has been made to accommodate the Supervisor of Apprentices and his staff in the new building, thus affording even closer collaboration than previously between the college staff and this officer.

Every effort has been made to provide ample provision for future requirements; the 8,650 sq. feet of floor space in the main college building and 6,000 sq. feet in the practical trades section compares more than favourably with the 7,200 sq. feet of the old building.

Adequate provision has been made for recreation.

During their first three years on the job, about 300 to 400 apprentices in the metropolitan area in the grades of Fitter and Turner, Electrical Fitter, Boilermaker, Car and Wagon Builder, or Sailmaker spend from eight to ten hours weekly at the College.

All class work has a railway emphasis and is designed to help the student in his general work whether it is car and wagon building, boiler-making, electrical fitting, or general machine shop activities.

When apprentices enrol, they are graded according to their educational qualifications and commence in a class at the appropriate level. Separate classes are provided for Car and Wagon Builders, Boilermakers, Turner and Fitters and Electrical Fitters. Each apprentice shares in the educational programme common to his group and, in addition, receives special training in his own chosen occupation.

At the present time, training is divided into technical courses for those capable of reaching professional status, and trade courses. A technical course covers three years of the Education Department's Certificate course and up to Diploma standard in certain subjects, while the trade course is similar to the Education Department's Apprenticeship Commission Trade Course.

A new course to be known as a Technician's Course for outstanding Trade Course students is being planned. This course will be similar to the Education Department's Technicians' Certificate Course.

Trade classes are conducted at selected Technical Colleges where instructions cannot be given with Departmental facilities. Students attending these centres are provided with free rail travel.

The centres at which students attend are:

School of Printing and Graphic Arts.
Printing.

Prahran Technical College.
Upholsterers, French Polisher.

Collingwood Technical College.
Bricklayer, Electroplater.

Footscray Technical College.
Boilermaker, Tinsmith and Sheetmetal Worker, Plumber, Gas Fitter, Moulder, Blacksmith, Car Painter and Painter, Carpenter and Joiner, Coppersmith, Electric Mechanic, Moulder, Patternmaker, Springmaker.

Every year scholarships are awarded to outstanding pupils at the V.R. Technical College for a degree course at the Melbourne University and full

time diploma courses at any chosen Technical College.

During their studies the trainees are paid a salary, all tuition fees are met, and they retain full railway privileges such as pass concessions, sick leave payments, and so on.

On graduation they are appointed to the professional staff of the Department. Since the college was founded, 115 scholarships have been awarded.

Other awards are made for diligence, proficiency, regular attendance at school and workshop, and examination results above 60 per cent. For 1959 a total of £300 was awarded by the Commissioners in the form of trade proficiency awards to 54 apprentices.

Certificates are issued to apprentices on successful completion of their school course.

Instruction is chiefly made up of tutorial lectures in conjunction with printed notes, film screenings and practical laboratory work. This phase of college activities is conducted by the Principal and five full time instructors from the Education Department. Apprentices who wish to follow up a particular phase of their trade have a technical library at their disposal. For those who desire to extend their education there is an English library designed to improve their vocabulary and writing capabilities. An instructor in English is made available from the Footscray Technical College for eight hours each week to instruct first year students.

Throughout industry the railway-trained apprentices has a first-rate

reputation. This has come from the recognition that an apprentice is an individual—not just a name. From the first day that he enters the Department he is watched by a Supervisor of Apprentices, an experienced railway officer who was once an apprentice himself. His duties are to look after the welfare of apprentices, help them in their work, assist in solving their personal problems and exercise a general supervision over their training.

It is this personal interest that has helped to maintain the high standard of students passing through the Victorian Railways Technical College, as it is felt that the future of the Department is to a great extent, in the hands of its apprentices.

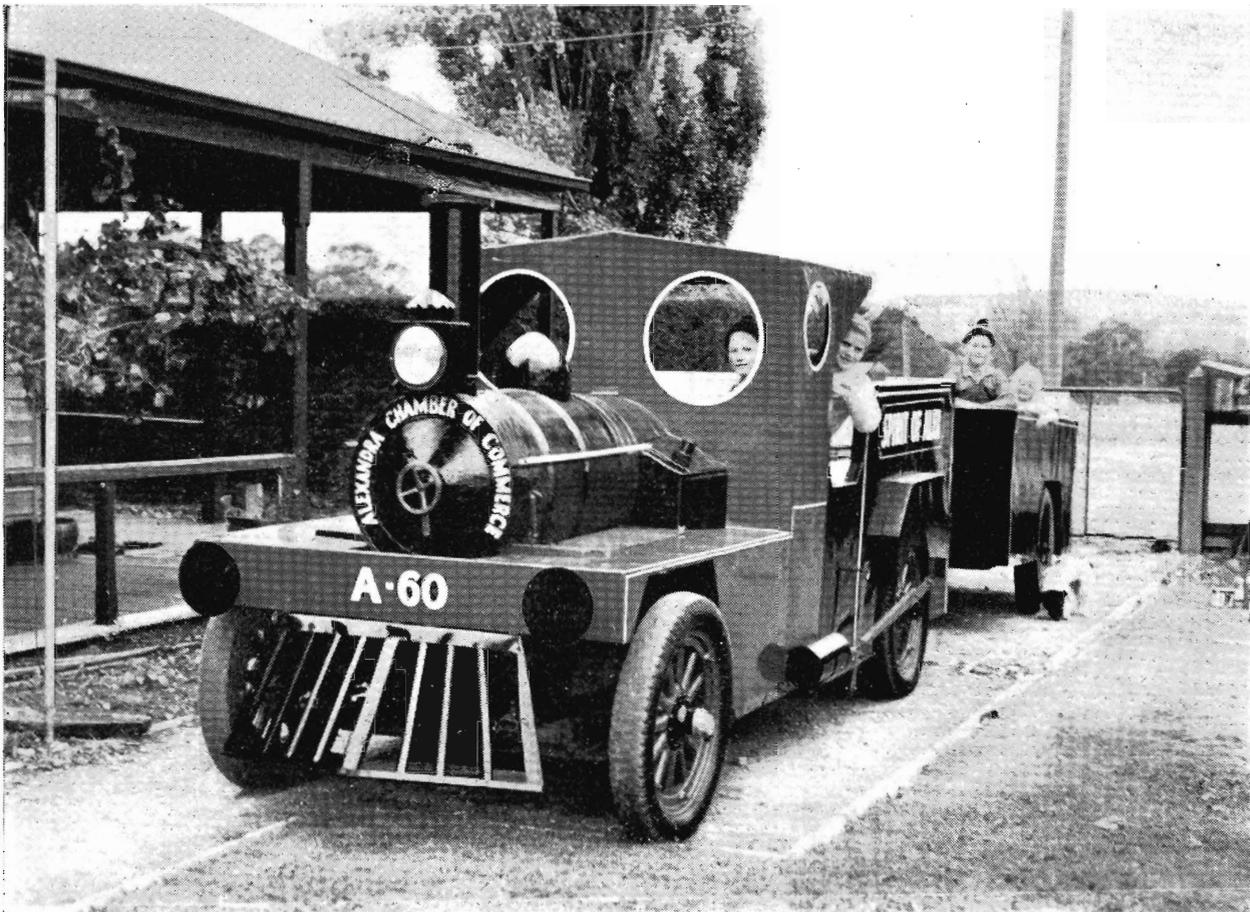
High administrative positions in every technical branch of the railways are occupied by former railway apprentices while one of the present Commissioners, Mr. G. F. Brown, is also a product of the Victorian Railways Technical College.

The aim of the College can, perhaps, be best explained by giving a favourite quotation from its first principal's notebook:

"There is room at the top. Men who can fill responsible posts are wanted in the Railways Department. It is fear, doubt, pessimism, and lack of ambition that keeps men down. "Nothing can stop the man from succeeding who has the will to succeed and the energy to work."

CLASS room tuition, combined with practical trade instruction, gives apprentices every chance to succeed to the highest posts in the V.R. service.





V.R. MAN'S INGENUOUS MODEL LOCO.

APTLY named *Spirit of Alex* a strikingly red-painted model loco. has been built for the Alexandria Chamber of Commerce by Alan Williams, the local stationmaster. Behind the construction of this model lies 200 hours of dedicated, voluntary work in the cause of charity and, above all, great skill in improvising to achieve the results shown in the picture.

But let Mr. Williams himself tell how he built it :

"For some time," he said, "I had the idea of making a model train for the Chamber to use at the big Easter Celebrations in Alexandria. Sixpence could be charged for a ride, with local charities getting the proceeds. With the Chamber providing the finance, I tried to copy one of the small locos that used to haul timber down from the hills to Alexandria years ago for the Rubicon Timber Co.

"Base of the loco. is a 1928 model Buick car. I stripped it to the bare engine and chassis. The boiler consists of 1½ 44-gallon drums ; the funnel is an old stove pipe ; and the dome, old car headlamps. The rest of it is a timber frame covered by galvanized iron. The trailer has no springs and has a ball coupling to the loco. An engineering friend designed and made a steam whistle attached to the exhaust pipe.

"I re-designed the exhaust system so that, with the pipe going up through the funnel, children riding in the trailer are not affected by smoke and fumes. Realistic black smoke is made by injecting fuel oil into the intake manifold. Lights operate for night use. By using the original Buick car wheels the model can be run anywhere without the need for providing rails."

Mr. Williams said that the model consumes about a gallon of petrol per

hour. The total cost was £22.10.0, including the price of another 1928 Buick to get a full set of spare parts and tyres. During last Easter, over 2,000 passengers were carried, the maximum load being 38, with an average of 25.

"It took me about 200 hours to build in my spare time", Mr. Williams added. "To see the satisfaction the kiddies—and adults, too—get out of it, quite apart from helping charities, has been one of the most rewarding experiences of my life".

What Mr. Williams has so generously done is yet another example of the way railwaymen all over the State promote local interests and, at the same time, build up friendly relationships between the Department and its customers. Mr. Williams is the Commissioners' representative on the Alexandria Chamber of Commerce.

CONCEALED DAMAGE

PACKAGING, one of the vital factors governing the safe and efficient movement of goods by rail, requires the co-operation of manufacturer, wholesaler, railways, dealer and finally the customer. Packaging has a direct bearing on whether goods are delivered to the customer in good or bad order.

The Packaging Officers often see bad examples of inferior packaging—refrigerators wrapped in a few layers of brown paper or corrugated fibre board, electrical goods packed in shop containers without internal packing, parcels of textiles wrapped in one layer of brown paper, and highly polished articles of furniture entirely devoid of protection.

In an attempt to correct these shortcomings, many factories are visited by Packaging Officers and the firms concerned asked to amend their stowing and packaging methods, in the interests of their business, the Railways, and their customers.

As a result most refrigerator manufacturers bolt their products to the floor of wooden crates. One large company has successfully produced a special container made of wood and fibre board for the carriage of similar goods.

Television sets are an excellent example of a valuable fragile article entrusted to the railways for transport. One large company, Amalgamated Wireless Australasia Limited, that consigns some thousands of sets from Sydney to Melbourne by rail, considers the Railways, to use their own term, "*tops in the carriage of television sets.*" This happy condition has been brought about largely by the attention given to the design of a suitable container for the carriage of such goods.

Consignors are showing a growing appreciation of the service and advice given by the Railways and many firms consult the Department when planning the design of protective equipment.

Bulk commodities such as wheat, wool and coal, are completely out of the packaging field, but where an easily damaged product is conveyed it automatically calls for protection by adequate packaging.

Claims paid by the Victorian Railways cover hundreds of different situations, but it is damage caused by inadequate packaging, combined with bad

stowing, shunting, handling, etc., that specially trained Packaging Officers are continuously working to prevent.

These Officers are regularly called upon to determine the reason for goods arriving damaged in various types of containers. Quite often they find that damage has occurred because of insufficient original packaging, and the consignor is promptly advised of better packaging methods.

Attempts are being made to develop standardized types of cases, crates, containers, drums and casks, for various articles and good progress is reported by the Packaging Officers.

Packaging Officers who recently watched tests made at Newcastle, N.S.W., of masonite being transported by rail, were instrumental in having a similar test conducted in this State. Masonite relies on correct packaging to avoid rubbing in transit and consequent deterioration. The N.S.W. Railways have developed the transport of

BATHS to Ballarat ... paint to Hamilton ... pies ex-Spencer Street ... detergents to Ballarat ... wine ex-Mildura ... furniture to Albury ... canned pineapple ex-Brisbane ... L.C.L. containers to Brisbane ... these are some of the freights under review by Departmental Packaging Officers in an attempt to minimize unnecessary damage. For better packaging means less concealed damage.

this material by steel strapping it onto flat top wagons and the Victorian Railways have done likewise.

Under test at present are packages 15 in. x 10 in. x 5 in. each weighing 29 lb. for the carriage of briquettes. They are transported on pallets in open wagons.

Another important success in the packaging field has been pneumatic dunnage. Its value for protecting such heavy and fragile articles as concrete pipes and culverts has been enormous.

The two essentials vital to the carriage of an item from producer to consumer are (a) satisfactory containers and (b) safe transportation. If there is a failing in the first, then the risks of damage in transit are so increased that eventually all parties, either rightly or wrongly, receive condemnation from the consumer.

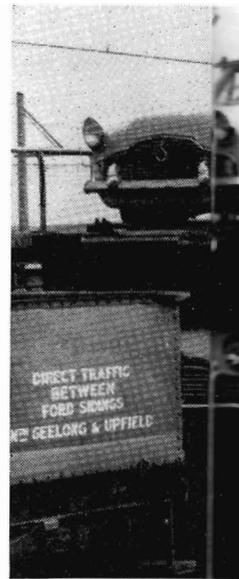
Better packaging, better loading and better handling can do wonders in reducing claims in the Victorian Railways.



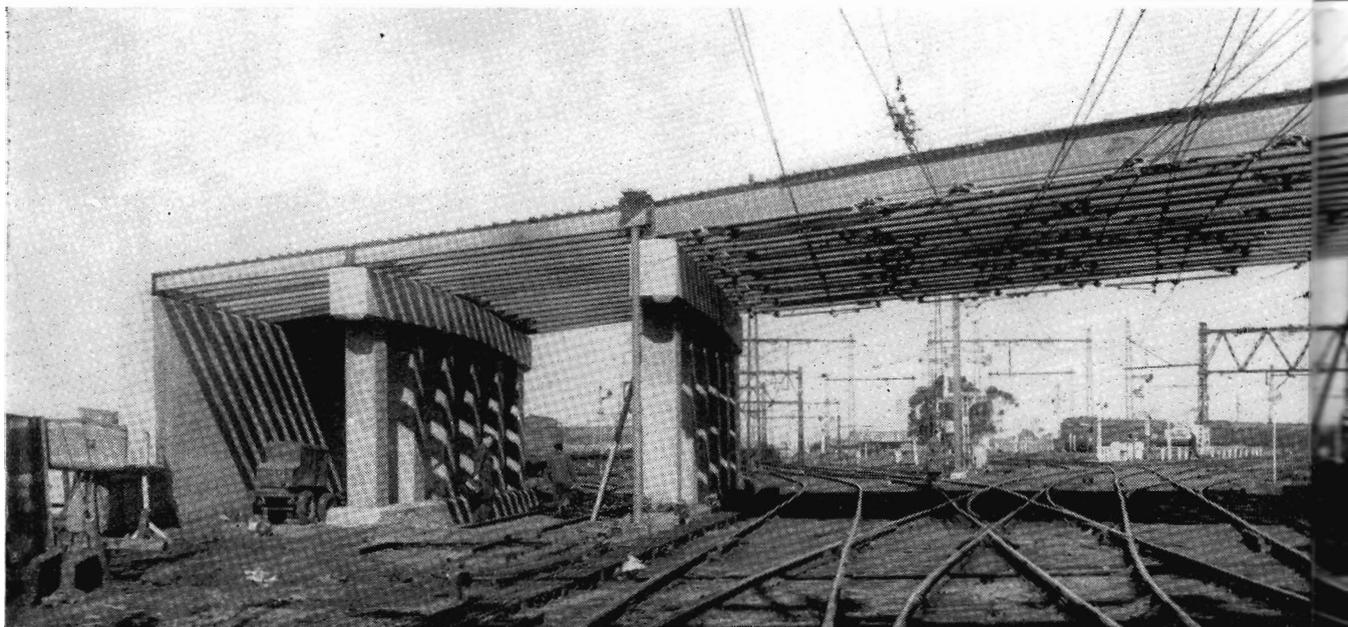
AN example of effective protection, for a fragile consignment, by straw cushions.



IMPROVED AA wagons for transporting motor cars have two special features: sides to obviate dust damage to cars and a roof totally enclosing the lower deck, so forming a floor for the upper deck that prevents oil dripping on to cars beneath. (Above) Fitting a wagon with motor car fastening gear. (Right) Twenty-four cars are loaded on these four AA wagons.

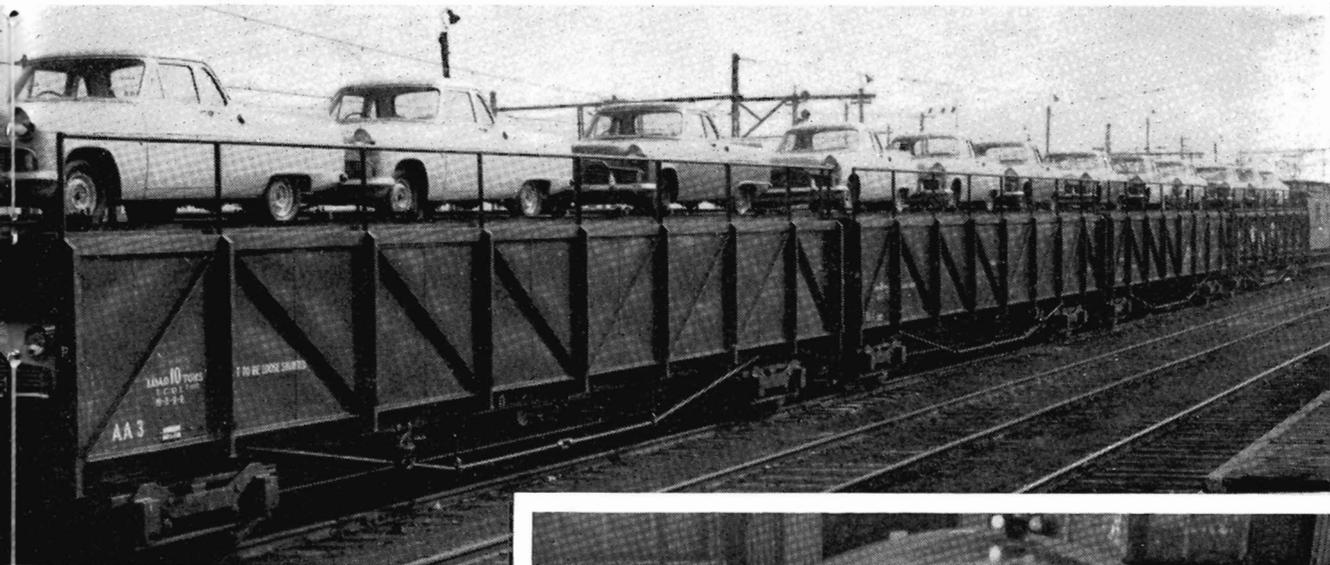


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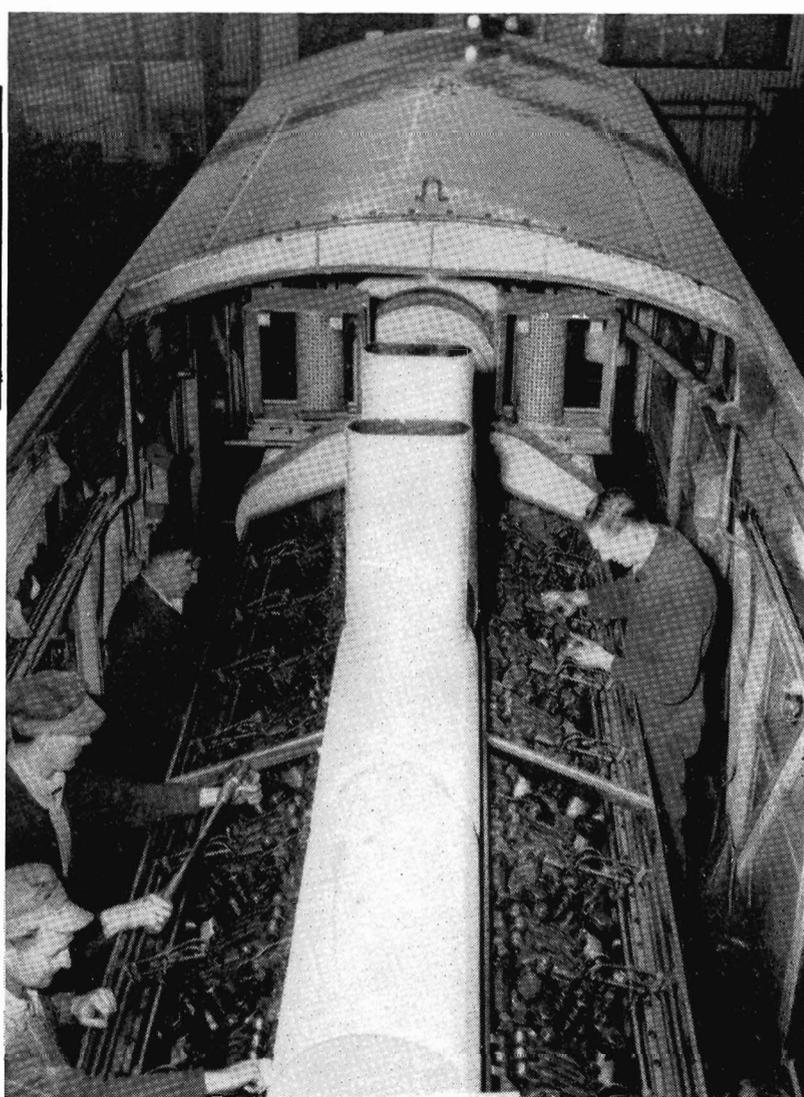
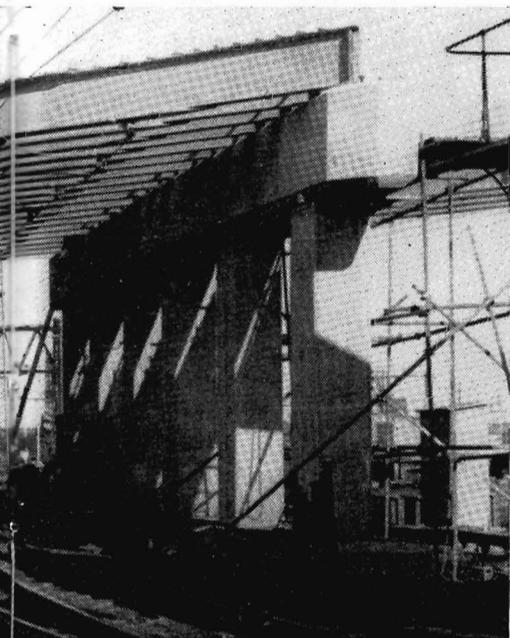


(Above) TAKING shape is this big grade separation job at Melburne Road, Newport. Main span from 66 to 72 ft. long and 54 ft. wide, will take four lanes of road traffic.

(Right) AFTER class diesel-e



OUND THE SYSTEM



After completing $\frac{1}{2}$ -million miles of service, this S
electric locomotive is in the workshops for exam-
ination.

LINES FROM OTHER LINES

Trains In Channel Tunnel ?

A twin-bore double-track railway tunnel is reported to be recommended by the English Channel Tunnel Study Group. Much of the traffic would be motor cars, loaded road vehicles and containers on specially constructed flat rail wagons. Objections to a road tunnel include its low traffic capacity compared with a railway; the difficulty of dealing with breakdowns; and ventilation. The railway would be electrified.

Operation through the tunnel would most likely be by the French National Railways by extending electrification from Amiens via Boulogne and perhaps also from Lille via Calais.

The commercial value of the tunnel would depend much on speed. A

timing of four hours has been suggested as feasible for passenger trains between London and Paris over a distance, varying according to the location of the tunnel, of between 260 and 270 miles.

Steam To Diesel Hydraulic

COMMONWEALTH Railways has converted an 0-6-0 saddle tank shunting engine of the 3 ft. 6 in. gauge Central Australian Railway, into a C type diesel-hydraulic locomotive at a cost of about £10,000 (See below).

Power is provided by a 150 h.p. six-cylinder General Motors "71" series engine. An Allison "600" series torque converter is fitted and final drive is through a reversing gear box and countershaft reducing gear.

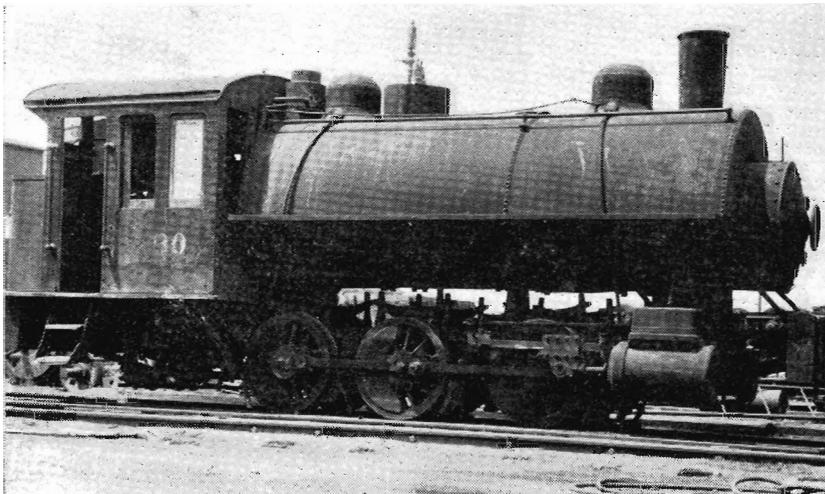
Candidates Want Famous Train

HOW the train will pay a little thought-of yet highly important part in the forthcoming U.S. Presidential elections is shown by statements made by the two candidates—Vice-President R. M. Nixon and Senator J. F. Kennedy.

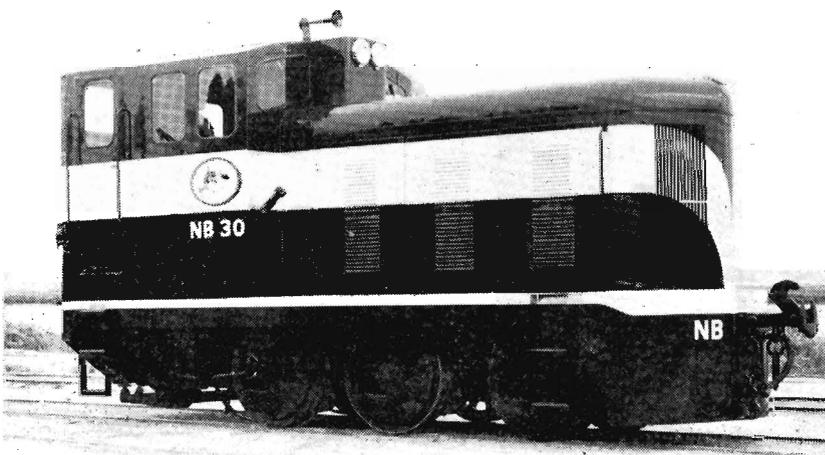
Asked recently by the *Baltimore and Ohio Magazine* whether they would revive *The Campaign Trains* for "whistle stop" journeys, making speeches from the train's rear platforms while travelling throughout the United States, they gave these replies.

Said Nixon : " I believe it is important to discuss the issues with voters in small communities as well as in the big cities. *The Campaign Train* affords an ideal way to reach small cities in heavily populated States. All of us who have been in national campaigns have a nostalgic feeling for *The Campaign Train*. Since I have mentioned that, should I be the nominee, I intend to use *The Campaign Train*, I have noted the press also shares that feeling."

Said Kennedy : " Aside from its historical value, the tradition of *The Campaign Train* is bound to regain its role because it brings candidates face to face with voters to a greater degree than any other method. Air travel cannot match the railroad for convenience in reaching rural America. TV may reach more voters at one time, but from the rear platform of the train there is no chance to use gimmicks to dress up a candidate. I believe that 1960 will see the return of *The Campaign Train*."



Commonwealth Railway's saddle tank engine before conversion.



And here it is as a diesel-hydraulic.

Circus Back to Rail

AMERICA'S famous circus—Ringling Bros., Barnum and Bailey—has gone back to rail transport after three years on the U.S. highways.

When the circus, in 1956, abandoned its big tent in favour of indoor operations, it automatically cut its transport requirements by nearly 80%. The special circus rail wagons went into storage at winter quarters. Except for the elephants, which travelled from city to city in three luggage vans, the show moved by diesel trucks, buses and motor cars.

The drawback, it was found, was that the circus no longer operated on a co-ordinated master schedule. Individuals would be delayed by breakdowns, others would be lost, and some would be delayed by traffic.

With steadily increasing business from indoor operations, the circus decided, late last year, to return to rail transport.

RAIL CLIENTS SAY "THANK YOU"

Goods Speeded

"WE would like you to know how much we appreciated the fine service which your staff rendered during 1959.

"Goods have arrived by rail on the third day after our orders have been placed in Melbourne, which reflects great credit on the railways and the firms concerned."

—*J. Blyth, Hardware Manager, L. Jensen Pty. Ltd. writing to the S.M., Sale.*

School Excursion

"LAST Friday, a party of children and teachers from our school went to Yallourn on a special excursion train.

"We had a most interesting and enjoyable time, and as this was due largely to the staff who handled our trip, we would like our thanks and appreciation to be tendered to them. The Tourist Bureau representative, the Traffic Inspector and the Station Staffs at Ripponlea, South Yarra, Morwell and Yallourn gave us great assistance.

"However, we feel that particular mention must be made of the wonderful manner in which the driver and guard of our special train, Mr. Carkeek and Mr. Kennedy, helped to make this trip something the children will long remember. Through their efforts, the children were kept happy and interested throughout the long journey."

—*F. R. Oulton, Head Teacher, Elwood Central School.*

Lost Property

"I have just spoken to one of your staff in the Lost Property Office and although disappointed in my search for a lost article I was so impressed by his efficiency, courtesy and sympathy I would like to express my appreciation to that Department, most sincerely.

"This is the fourth time I have sought lost property and I never fail to be impressed with the service I receive."

—*(Mrs.) B. G. Bennett, 367 Clayton Road, Clayton.*

Goodwill Gained

"THE Society has asked me to convey its appreciation for the kind services of Mr. Alf. Arnold of your Traffic Branch, who gave a bright and informative lecture to members during our monthly tea and meeting on Sunday, July 10, 1960.

"His visit did much to confirm the goodwill and community interest shared by your Department with all sections of the public, and gave us an insight into the elaborate traffic and safety problems which are involved in maintaining our Railway Services.

"Mr. Arnold's comments and statistics on level crossing hazards presented us with a timely note of caution.

"We take this opportunity to thank all concerned for making these contacts and lectures possible, and look forward with pleasure to similar features in the future, if we have your concurrence."

—*G. T. Le Masurier, Secretary, Baptist Mens' Society (Ringwood East Branch), Ringwood East.*

Broadcast Helped

"ON July 14, Mr. L. Connop, a Railway Investigation Officer of your Department, spoke to the children on the "My Friend the Policeman" Session at 3KZ. This was very much appreciated by our Department and by the children who heard his advice.

"It is so essential that children recognise the dangers associated with trains, and willing co-operation, such as we received from Mr. Connop, does so much to assist us to impress the necessity for care upon them.

"Would you please convey my thanks to Mr. Connop for his help and for the manner in which he carried out this broadcast."

—*Public Relations Officer, Victoria Police, Melbourne.*

Helped Lady

"I would like to thank the two young men who were on duty on the Coburg Railway Station on August 6th at 6 p.m. I arrived there on the train almost unable to walk and they were most kind and considerate especially the lad porter who went and procured a taxi for me to take me down to my brother's residence at 20 Shackell Street."

—*Mrs. K. M. Bennett, Deep Lead.*

Livestock

"WE wish to refer to the organization by your Department in providing the Melbourne-Sydney Stock Special Train to convey cattle to the 1960 Royal Easter Show. The exhibitors who consigned stock on this train were unanimous in their appreciation of such an excellent service between the two capitals.

"Two South Australian exhibitors claimed that their exhibits had arrived with no appreciable loss of condition which is, of course, most satisfactory to exhibitors who wish to present their animals in immaculate condition.

"We would be pleased if you could pass on our appreciation to those members of your organization responsible for providing an excellent service to our members."

—*Sir Frank Berryman, The Poll Short-horn Society of Australasia, 33 Macquarie Place, Sydney, writing to the Minister of Transport.*

Excursion To Zoo

"THE parents of Carboor, and I myself personally, would like to thank you and your staff, for

the considerate co-operation that you gave us in our excursion to the Melbourne Zoo.

"I have nowhere found myself so completely happy with an excursion as I was with this one. This was mainly due to the efforts on your part".

—*John D. Heath, Headmaster, Carboor School, writing to Stationmaster Wangarratta.*

"All For Fourpence"

"MAY I once again express our appreciation, through you, to your organization for much-appreciated co-operation.

"We moved over 50 boys from here to Sale and back and you would need to supervise such a group to appreciate the relief of having luggage handled and seating guaranteed for all. Friendly help was extended 'all along the line'—all for fourpence; the cost of the call to the local station!

"If it is possible I would like those concerned to know that their patience and help was noted and appreciated. Many thanks."

—*Br. Bertinus, Champang College, Wangarratta.*

Drunken Passenger

"THE writer has been asked by a Mr. Stewart Blackler, who was in charge of a party of boys returning from Central Australia, if you would pass on his thanks, together with most other passengers who travelled in a saloon car, to the conductor who finally removed a drunken passenger from "The Overland" at Tailm Bend.

As Mr. Blackler pointed out, handling these situations is not easy but he is certain that without this party being removed from the train there would have been no one in that car wanting to travel again by rail—least of all at night."

—*J. Liptrot, 15 Eaglemont Crescent, Eaglemont, N.22.*

Gave "Devoted" Service

"MAY I draw your attention to the very kind and considerate actions of the Colac Stationmaster during a washaway on the Melbourne-Warrnambool line. This gentleman gave untiring and devoted service to the passengers' welfare during the period of waiting forced on the passengers by the damage caused to the line between Birregurra and Colac. My wife and self travelled on this line on Thursday night and we sincerely appreciated all that this official did for us personally and his attention was plainly seen to be conferred on all other travellers and his effort was most commendable."

—*F. J. Earls, 62 Banyan Street, Warrnambool.*

V.R. BALL WAS GAY

CULMINATION of three months' hard organizing work was the very successful Victorian Railways Staff Ball at St. Kilda on July 29. Thirteen hundred people were there, a great proportion having been at the five post-war balls held so far.

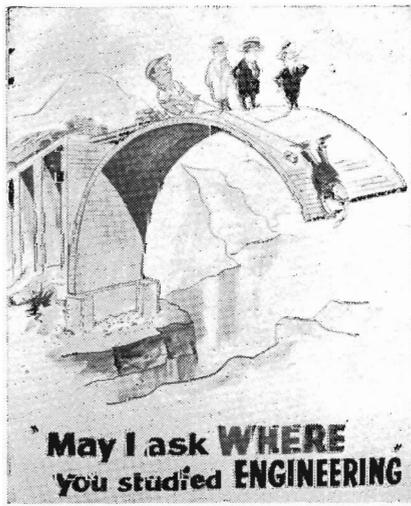
The official party, with their ladies, comprised Sir Arthur Warner (Minister of Transport) and the three Commissioners—Messrs. E. H. Brownbill (Chairman), N. Quail (Deputy Chairman) and G. F. Brown.

Parties came from a number of country centres, including Ballarat, Geelong, Bendigo, Seymour, Kilmore and from the standard gauge section at Wangaratta.

Adding to the enjoyment and variety of the evening were performances by leading TV artists, and the "Golden Princess" Competition for which the V.R. Institute made available a gift of £25 to the winner as part of its 50th Anniversary Celebrations. As in past years, Sir Arthur Warner donated a radio set: this went to the winner of the amusing Long John's "Lucky Legs" Competition"—for males only.

In every way, the Ball maintained the high standard set by previous functions, and the Committee, headed by Mr. Frank Storan (Commercial Branch), was warmly congratulated and thanked for its efforts.

TOPICAL railway caricatures by Senior Commercial Draftsman Ted Clarke added to the gaiety of the evening. (Right—from left): Lady Warner, Messrs. Brown, Brownbill and Quail and Sir Arthur Warner saw the funny side of them.



(From left to right): Mr Brownbill presents Barbara Scholes, the "Golden Princess" Competition winner with her sash; one of Ted Clarke's caricatures; Mr. F. Storan (President, Ball Committee) and his wife, with Mr. H. Chandler (Senior Commercial Agent).

"V.R." Retires From V.R.



Mr. Bishop

FOR two reasons it was not altogether surprising that a young lad of 14 joined the V.R.:

- his initials were "V.R."; and
- his father and two brothers were in the V.R.

Last month that 1910 recruit—Mr. Vivian Richard Bishop, Officer-in-Charge, Administrative Office of the Chief Traffic Manager—retired after 50½ years' in the Traffic Branch. He was 65, and one of the most youthful-looking retirees ever, as the above picture testifies. Since 1956 he had been in command of one of the busiest and most important offices in the Branch—Room 55.

His four years' service in World War I was varied. Overseas, he gained his commission in the infantry, and at the end of 1917 went into the Australian Flying Corps, forerunner of the celebrated R.A.A.F. One of his proud moments was to lead a Corps detachment through the streets of London on the first Anzac Day March in 1919 when the then Prince of Wales took the salute.

In 1938, Mr. Bishop was Secretary of the departmental committee that made the first report on the proposed Melbourne underground railway. During World War II he was seconded, as a civilian, to the Defence and Army Departments for special work.

Rapid Rise Of R.A.S.M.

IN the remarkably short period of nine months, a V.R. man in the Geelong district has risen from station assistant to relieving assistant stationmaster. He is 24-year-old Mr. G. E. McQueen who joined the service on May 11, 1959, and on February 20 of this year became eligible to wear the uniform of an assistant stationmaster.

Concentrating on his studies and showing an aptitude for grasping the bases of practical traffic branch operating, Mr. McQueen gained his electric staff certificate two months after entering the V.R., the staff and ticket 20 days later, and the double line block certificate a mere 10 days after that. An experienced Traffic Branch official said: "This was a really good performance."

Mr. McQueen's rapid rise in the service should be an inspiration to other railwaymen to avail themselves of the opportunities of gaining certificates as the foundation for progressing to higher positions, carrying more pay.

Massive Farewell

ONE of the biggest and most enthusiastic gatherings in local rail history—nearly 700 Bendigo North Workshop employees—farewelled the retiring Manager, Mr. M. W. Noonan, at a lunch-break interval last month.

It was a striking and well-deserved tribute to a man who had been in the service for nearly 48 years. Speakers described him as "a highly efficient manager, a capable administrator, a staunch advocate of decentralization and a grand advocate for the employee." Several former employees publicly thanked Mr. Noonan for the help and guidance he had given them.

For the workshops employees, Mr. J. Smyth, the new Manager, who was District Rolling Stock Superintendent, Bendigo, presented the departing veteran with a wallet of notes; there was a suitable token, from workshops' first-aiders, while in the evening Mr. Noonan received a gold wristlet watch. His wife received a gift, too, to crown a sad, yet memorable and exciting day in the lives of the Noonans.

Bonuses Raised

AS an inducement to railwaymen to obtain safeworking and other departmental certificates, *by studying in their own time*, increased bonuses are now being paid.

The scheme applies to the following certificates:

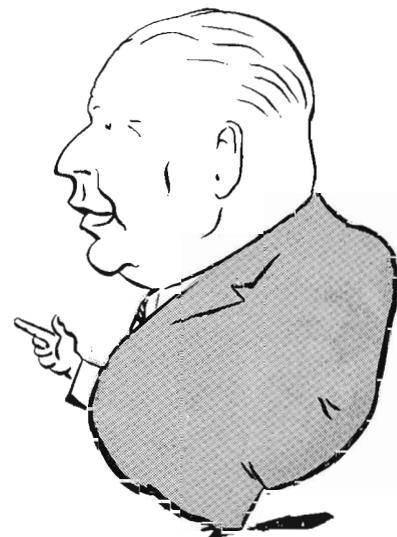
Electric Staff; Double Line Block; Staff and Ticket; Guard's; Telegraph (3rd Class); Preliminary A.S.M.'s; and S.M.'s.

Two examples illustrate the attractiveness of the new arrangement. On ob-

taining either an electric staff or double line block certificate as his first safeworking certificate, a railwayman receives £20, a further £30 is paid one year after appointment to a safeworking position. These sums are also paid to anyone obtaining an S.M.'s certificate—£20 on appointment; £30 twelve months after such appointment.

Payment of a bonus is not the only feature for the ambitious railwayman. By holding one or all of these certificates, railwaymen give proof of their desire for advancement, and are placed in a favourable position when consideration is being given to filling higher, more lucrative posts in the service.

Started, Finished In Yard



FOR the whole of his 40 years' railway service, Senior Assistant Superintendent Joseph McElroy was located in the Melbourne Yard. Traffic Inspector J. C. Crute drew this likeness—rotundity and all—on the eve of the popular veteran's retirement last month. Starting as a shunter in 1920 and progressing to the second top post in one of the busiest railway marshalling yards in the Southern Hemisphere, Mr. McElroy was in the midst of these basic railroading changes: from steam to electric traction in the suburban area; from steam to diesel-electric in country operating. Mr. McElroy served four years in the first A.I.F., coming straight to the V.R. after his discharge.

Alertness Praised

WHEN the Horsham-Goroke diesel rail motor became temporarily disabled on August 3, quick thinking by Horsham Stationmaster P. Killeen and Rail Motor

Driver N. Jones minimized inconvenience to passengers and at the same time obviated the cost of providing an emergency private road motor service.

Knowing that the District Superintendent was then at Dooen—five miles away—in a 'Dodge' inspection car, Messrs. Killen and Jones suggested that the vehicle be sent to Horsham to replace the diesel rail motor. This was promptly done and, on arrival at Horsham, it was loaded with passengers, parcels and mails, leaving Goroke only 20 minutes behind the scheduled departure time of the diesel rail-motor.

Passengers were high in their praise of the smart work of these two railway-men.

He Saved A Life !



Mr. Clarke

OFF duty on a recent Saturday afternoon, Railway Investigation Officer Michael Clarke acted promptly and courageously at Cheltenham station to save a passenger from serious or fatal injuries. The man had either fallen or jumped down onto the line and was trying to retrieve a shoe when a train was seen to be fast approaching.

Without hesitation, Mr. Clarke jumped from the platform, grasped the man and pulled him clear as the train swept by.

In a letter praising Mr. Clarke, the Commissioners said "they were deeply impressed by his humane spirit, displayed in disregard of his personal safety" and conveyed their appreciation of his bravery.

Footnote: A member of the public rang the Department bringing under notice Mr. Clarke's quick action.

V.R.I. Expansion

FROM the V.R. Institute last month came news of expansion in three widely-separated parts of the State: Donald, Nyora and Sunshine.

Although the Donald sub-centre has continued to be housed in a series of portable huts that formed the original establishment over 20 years ago, this has not dampened the enthusiasm of local members. They will shortly reap their reward in the form of a modern

TRAFFIC BRANCH

Bishop, V.R., Room 55, Head Office
 Beers, W. A. M., Nth. Fitzroy
 Cotter, H. H., Melb. Yard
 Doran, T. M., Melb. Goods
 Jones, O. C., Melb. Goods
 Minty, D. G., Murrumbena
 Maguire, W. J., Flinders Street
 McElroy, J., Melb. Yard
 Murray, Mrs. E. G., Flinders Street
 Nugent, J. C., Warragul
 O'Sullivan, D., Williamstown
 Russell, W. J., Bendigo
 Scarsella, V., Melb. Goods
 Sims, H. V., Fairfield
ROLLING STOCK BRANCH
 Beaton, C. W., Newport
 Blair, H. F., Newport
 Clarke, H. J., Ballarat Nth.
 Dykes, W. H., Newport
 Eichmeyer, T. A., Newport
 Freeman, L. G., Nth. Melb.
 Hudson, A., Bendigo Nth.
 Ledger, F. W., Newport
 Madia, A., Jolimont
 Morris, T. F., Ballarat Nth.
 Noonan, M. W., Bendigo Nth.
 Pavlou, C., Newport

RECENT RETIREMENTS

Rooney, A. A., Jolimont
 Sheridan, J. J., Nth. Melb. Loco.
 Tonkin, G. L., Jolimont
WAY & WORKS BRANCH
 Bourke, E. L., Spotswood Workshops
 Chisholm, A. J., Spotswood Workshops
 Chettle, P. A., Flinders Street
 Davison, L. E., Laurs Street
 Grant, L. G., Ararat
 Hirst, A. W., Geelong
 Lorenz, J. F., Shepparton
 Nelson, D. A., Head Office
 Peterkin, A., Spotswood Workshops
 Rennie, N., Flinders Street
 Stevenson, W. D., Hawthorn
 Scudder, W. J., Spotswood Workshops

COMMERCIAL BRANCH

Kemfertas, O. A., Head Office
ELECTRICAL ENGINEERING BRANCH
 Ruff, H. S., Batman Avenue

ACCOUNTS BRANCH

Mills, J. E., Flinders Street
 Moore, J., Spencer Street
 Perrins, A. C., Flinders Street
SECRETARY'S BRANCH
 Walker, Mrs. P., Head Office

. . . . AND DEATHS

O'Sullivan, F. C. Newport

WAY & WORKS BRANCH

Caputo, A., Nth. Melb.

ELECTRICAL ENGINEERING BRANCH

Wood, E. T., Warragul

ACCOUNTANCY BRANCH

Adams, B. J., Flinders Street

TRAFFIC BRANCH

Moore, A. J. E., Flinders Street
 Neate, A. D., Flinders Street
 Stanley, N., Sale
 Sharpe, R. E., Bairnsdale
 Tunzi, J. M., Melb. Goods
ROLLING STOCK BRANCH
 Fuoco, L., Nth. Melb.
 Peters, S. H., Ballarat Nth.

Your back can crack!

LIFT WITH YOUR LEGS

A big proportion of injuries suffered by Victorian Railwaymen are back strains, caused chiefly by using an incorrect lifting technique: stooping instead of squatting when taking the weight of the load.

Leg muscles take any strain in lifting better than the thinner back muscles. Everyone should understand and use the correct method of lifting.

These are the points to remember:

- Get a good grip.
- Bend the knees, **not** the back.
- Keep load close to the body.
- Lift steadily using leg muscles and keeping the back as straight as possible.
- Do not twist the body or over-reach whilst handling a load.
- Get help — always — for a heavy or awkward load. See that:
- The area of carry is free from hazards.
- Hands are kept clear of obstructions.

Institute building, with a new six-rink bowling green, to be erected in front of the local station.

With the closing of the Railway Refreshment Room at Nyora station, the Commissioners offered the premises to the Institute for a local sub-centre. This has been accepted and the room is being converted into a main social and indoor sporting hall. There is much enthusiasm amongst local V.R. men, as well as by people outside the service who are eligible to join the newly-created sub-centre.

At Sunshine, where the first-ever metropolitan sub-centre was created last year, members suffered a severe set-back when their 40 ft. x 24 ft. building was destroyed by fire in March last. From the ruins will now rise a bigger building, as well as at least four squash courts. Facilities are already available for various other sporting activities, including a big oval and when the new building is completed, Sunshine will have one of the best equipped Institute centres in the State of Victoria.



SENT by the Rhodesia Railways Administration to investigate a number of traffic and commercial practices on the South Australian and Victorian Railways systems, Special Officers L. J. Gwyther (left) and W. A. Crombie (right) recently finished their inquiries. Here they are having the V.R. system of sleeper and seat booking arrangements at the Central Reservation Bureau explained to them by the Officer-in-Charge (Mr. J. Baker). Messrs. Gwyther and Crombie, who are Associate Members of the Institute of Transport, said they had been greatly impressed by the many modern developments they had encountered in the course of their investigation on the two Australian railway systems, and were confident that this information obtained must be of great value to the Rhodesia Railways.

Speech-making Record ?

IF, before transfer, a V.R. man and his wife are farewelled with *no less than 21 speeches* then that is overwhelming evidence of their popularity and of the mark they have made on their colleagues and friends.

This remarkable tribute was accorded the Arnott's when George (a goods guard) was transferred last month from Hamilton to become a suburban guard at St. Albans. During his 20 years at Hamilton, Mr. Arnott had been an enthusiastic and invaluable worker for the local Victorian Railways Institute and had been a past-president of the Hamilton branch of the Australian Railways Union.

Stationmaster M. J. Smith presided at the station function for Mr. Arnott when a presentation was made; V.R.I. ladies social committee president, Mrs. E. McCoombe, did likewise at a pleasurable and tongue-wagging social afternoon tendered by the ladies to Mrs. Arnott.

First-aidier Honoured

NOMINATED in June by the Commissioners to receive a Life Governorship of the Victorian Civil Ambulance, Mr. D. C. Overall, First Aid Attendant, Ballarat North Workshops, unfortunately died before he received the Certificate. It was scheduled to be presented to him in Melbourne last month by the Lord Mayor.

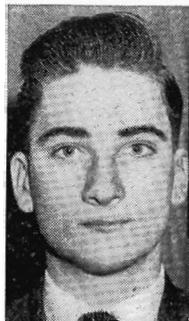
The late Mr. Overall had an impressive record of long and practical interest in first aid; it was in recognition of his work that the Commissioner proposed him for Life Governorship. He gained his initial first aid certificate in 1933 and at the time of his death held 27 certificates. He had been an Instructor and a team leader, including three Victorian teams in Australian Railways Championships.

Tops In Australia

TO have earned 96 per cent in Commercial Law "A" (the first subject in the most recent examinations of the Australian Society of Accountants) and thus register the highest marks in Victoria and Australia, was the outstanding performance of 18-year-old Junior Clerk Graham Dyer, of the Electrical Engineering Branch, Flinders Street.

His effort is all the more commendable because he studied by correspondence.

He began his accountancy course only after joining the V.R. about a year ago. Asked why he took up the course, Graham replied: "I want to improve my prospects in the railways and I thought this would be a good avenue." He is working in the Accounts Section of the Branch.



Graham Dyer

PUBLICATION in the May issue of a photograph from *News Letter* files of an unidentified bridge provoked considerable discussion and some very interesting letters were received.

Mr. W. J. Furphy, who was a fireman at Murchison East in 1916-17, suggests it was over the Goulburn River near Murchison. This opinion is also held by Mr. P. V. Whitford, Ganger at Tallarook, who marked the *News Letter* picture with a cross where his bey-hood home stood.

Mr. Furphy says that in the record flood of 1916, reported to have been the highest since 1870, this bridge was the only communication between Murchison East and Murchison after the highway was washed away.



Departmental bridge engineers maintain that, while it could be the Goulburn River bridge near Murchison (the bridge has since been reconstructed so that the present one differs considerably), the weight of opinion is that it was the original Wimmera River bridge (which was also known as the Lochiel bridge) between Dimboola and Gerang Gerang on the main line to Serviceton. Built of timber in 1887, it consisted of 244 spans each of 15 feet.

Following the big flood of 1909, the original bridge was replaced by five permanent bridges on a deviation adjacent to, and south of, the original alignment. Between the sections of these bridges earth embankments were placed. The origin of the name *Lochiel*, which is still applied to these bridges, is not known.

Railway Family

RAILROADING is in the blood of A.S.M. Don McCallum, President of the Ouyen V.R.I. His father is a repairer, living at Dobie near Ararat; his brother, Ian, is a signalman at Ararat; his mother was a caretaker at Dobie (now closed); and four uncles are in the South Australian Railways. Mr. McCallum joined the Department 12 years ago as a junior station assistant at Ararat.



Mr. McCallum



RON BAGGOTT'S SPORTS PAGE

Tennis Singles Champion

FINAL of the V.R.I. State Singles Tennis Championship was played last month, with Michael Cotter (Commercial Branch) defeating Ted Sedmak (Printing Works), 6-1, 6-4.

This completed the season's activities that had their climax in the Annual Presentation Night on August 12. In the "A" Grade the *Dunkling* Shield went to Suburban Lines; the *Pimms* Cup to the Traffic Branch "B" Grade team, while the V.R.I. Jubilee Trophy was won by Michael Cotter, as Singles Champion.

Chaired by Mr. Harford, the function was one of the most successful yet held. Speakers included Messrs. G. F. Brown (Commissioner), J. R. Rewell (Chief Traffic Manager), and F. Orchard (Comptroller of Stores and General V.R.I. President).

Scooped Tennis Pool

SENIOR Train Controller Jack Carroll is justifiably proud of the outstanding 1959/60 performances of the V.R.I. Bendigo Tennis Club, of which he is the Honorary Secretary.

In team events, he reports, the Club won the "A" Grade grass pennant championship for the fifth successive year; the ladies also won the mid-week grass pennant.

Individual members of the Club

in the "A" Grade won the men's singles—the victor was Mr. Noel Beaton, a registered member of the V.R.I. and the recently elected M.H.R. for Bendigo. The doubles championship was also won, and the ladies repeated the singles and doubles wins in their sections. The under-16 boys' single event was annexed by a Club member.

During Country Week, two lady members were in the combined Bendigo team that won the "B" Grade championship, and one lady is co-holder of the Regional Women's doubles championship. The Club also had five representatives in the combined team of eight that won the Regional Championship.

V.R. Olympian

ONE of the four best free pistol shots in Australia is a Victorian Railwayman—Assistant Engineer Rod Johnson, of the Rolling Stock Branch. Proof of his prowess is that he was chosen in the four-man team to represent Australia at the 1960 Olympic Games, and left for Rome last month.

To gain selection, he had to compete in elimination contests against 11 other skilled pistol shots from all over Australia.

Wearing an Olympic blazer will be no new experience for Mr. Johnson:

he was a member of Australia's team at the Olympics in Melbourne in 1956.

Top Tennis Official

RECENTLY elevated to the Vice-Presidency of the Lawn Tennis Association of Australia, Mr. A. W. Cobham (Claims Agent) now occupies the second top administrative post in amateur tennis. He has given outstanding service to Australian tennis over a remarkably long time.

He has been a member of the Australian and Victorian Councils for 10 and 34 years respectively; for 34 years he was General Secretary of the Methodist Lawn Tennis Association of Victoria.

Many years ago Mr. Cobham played tennis for the V.R.I. and, despite his close and interesting contacts with the world's leading administrators and Davis Cup players in the intervening years, he still recalls a relatively humble highlight of his career: he was a member of the only V.R. tennis team to win an Australian Railways Tennis Championship.

Calling Cricketers!

IF you would like the honour of representing Victoria in the Australian Railways Cricket Championship at Hobart between February 11 and 25 next . . . you can, if you have the necessary skill as a batsman or bowler.

Applications from country as well as metropolitan railwaymen for inclusion in the side close with Mr. W. Crowe, Hon. Secretary, V.R.I. Cricket Association, Institute, Melbourne . . . on October 10.

Set For T.T. Carnival

EXCITEMENT is mounting in V.R.I. Table Tennis circles as the Interstate Railways Championships approach: they are to be held at the Albert Park Table Tennis Centre between September 14 and 24. Officials are hopeful that the following railwaymen, selected to represent Victoria will become Australia's champions:

- Campbell, E. W.—Captain (Traffic)
- Chan, S. C. (Traffic)
- *Crowder, D. J. (Way and Works)
- Davis, R. G. (Rolling Stock)
- Ernsdoerfer, W., (Traffic)
- Harkins, R., (Way and Works)
- Lawrie, W., (Electrical)
- Martin, E. J., (Traffic)
- Massouris, D. B., (Accountancy)
- *McMillan, R., (Way and Works)
- *Parsons, J., (Rolling Stock)
- Włodarczyk, S., (Traffic)
- *Country representatives.



As Olympic Games spectators saw Mr. Johnson: his Swiss-made Hammerli pistol in hand after shooting at the target and anxiously examining through his telescope where the shot landed.

VICTORIAN RAILWAYS

NEWS LETTER

OCTOBER



1960



THE MONTH'S REVIEW

Unique Claims-handling Method

FOR the first time in rail history mine detectors were recently used to locate parts of a valuable consignment that had disappeared after a recent wagon derailment in the suburban area.

Comprising 13 steel pellet dies (used in the manufacture of stock feed), the consignment was dispatched from Newcastle (N.S.W.) to Dandenong. Each die, valued at £50, weighed 84 lb. Nine of them were unearthed by using bull-dozers. In an attempt to find the remaining four dies, V.R. Packaging Officers sought the Australian Army's co-operation in the provision of mine detectors, with operators. These were promptly made available, resulting in one more die being found about three feet below ground level.

The action taken in this instance highlights the Department's determination "to deliver the goods" and, at the same time, reduce claims payments. It shows, too, the initiative of the Packaging Officers in devising methods to handle all manner of unusual situations.

Money For V.R. Needs

COUNTRY and suburban railway works and rolling stock requirements are provided for in the £7,550,000 of loan money to be spent in the V.R. during the current financial year.

Biggest single item is £1 million for various works and betterment that are being carried out in conjunction with the construction of the 4 ft. 8½ in. gauge line between Melbourne and Albury. These works include a new diesel and electric locomotive depot at Dynon; improved terminal facilities at Dynon; re-arrangement of the Spencer Street passenger yard; and grade separation at various crossings between Melbourne and Albury.

For the first time, the city underground railway appears in a loan allocation: £25,000 will enable preliminary planning and site investigation to be done. Next financial year the tempo of work associated with the underground project will be speeded up as engineering staff is released from planning the standard gauge undertaking.

Cash From Scrap

MATERIALS reclaimed for railway use or sale at the Spotswood Reclamation Depot were valued at £451,089 in the last financial year . . . £19,566 more than in the previous year.

To the depot comes unwanted materials of every description, old locomotive tenders, ferrous and non-ferrous metals, empty containers, used oil drums, rusty piping, lengths of hose, buffers, springs, sleepers, and many other bits and pieces. The conglomeration looks like useless rubbish, but to the Reclamation Depot people it is a treasure trove.

Anything not wanted by the Department is sold. Reclaiming non-ferrous metal is one of the Depot's main activities.

Victoria In Pictures

MUCH of Victoria's renowned scenic beauty, represented by mountains, rivers, lakes and seaside that measure up to the world's best, has been captured by official cameramen of the Department.

Copies of these photographs are on sale in a variety of sizes, in black and white, sepia or coloured. Mounted and framed any of these pictures would add distinction to the home.

Typical prices for unmounted black and white prints are: 5 in. x 3 in.—1/3d.; 8 in. x 6 in.—5/-; 12 in. x 10 in.—7/6d. Mounted and coloured pictures are, of course dearer. Thirty-five m.m. colour slides are also on sale at 3/6d. each.

There is a keen public demand for Victorian scenic photographs, and coloured slides, as well as those covering the whole range of railway activity, at the Public Relations and Betterment Board where clients can select what they want.

FRONT COVER

ENRAPTURED! Like many thousands of adult Royal Show visitors last month, this little girl was completely fascinated as she window-gazed at the working model railway in the V.R. Exhibit. Irresistible to people of all ages, the tiny replicas of five Victorian trains proved one of the Show's outstanding attractions. As the trains ran through realistic rural scenery and small settlements, Exhibit visitors heard a descriptive tape-recorded commentary into which was gently injected publicity for other railway activities. A special feature of the V.R. Exhibit was the Freight Advisory Section where Commercial Agents gave expert information on a wide range of passenger and freight matters. Copies of V.R. publicity booklets, were eagerly snapped up by the thousands, and taken home by visitors to round off a public relations job that assuredly brought added goodwill to the Department. (For more pictures, see centre pages; also see Page 135 of September's *News Letter*).

Chalet-1912 Style



INSPIRED by an article on the Jubilee of The Chalet, Mt. Buffalo (April *News Letter*), a reader has provided this interesting link with the past. A Rose stereograph production taken about 1912, it is titled "the Interior of the Commodious and Daintily Appointed Dining Room" Today, it is a modernly-appointed Ballroom, with a stage and screen at the far end. Every Sunday night the Ballroom is the setting for a first-class 35 m.m. movie programme that adds to the varied social life . . . a feature of a Mt. Buffalo holiday.

Exit Steam Locomotives

MANY steam lovers will, no doubt, shed a tear or two to learn that under the official locomotive scrapping programme for the current financial year, six classes of steam locomotive—D1, D2, D4 E, X, and Y—will become extinct.

OWING to the economic advantages gained in providing diesel-electric locomotives, it is intended, if finance is available, that the last of the steam locomotives will be replaced by 1970.

The D1 and D2 steam engines were originally built between 1902 and 1920, as 4-6-0 type DD class. The total number in service was 261, and 138 of these were built at Newport Workshops. The DD locomotives were reclassified D1, D2, and D3 between 1929 and 1951. Today there is one D1 and two D2 still in service.

The D4 shunting engines were built at Newport Workshops between 1908 and 1913 as DDE suburban passenger 4-6-2 tank type locomotives. There were 58 engines in this class, but at present only 3 remain on the Rolling Stock register.

Conversion of the E class 0-6-2 tank type shunting engines from suburban passenger 2-4-2 type was completed in the 1920's. Built mainly by the Phoenix Foundry Company, Ballarat and the Melbourne Locomotive and Engineering Works (David Munro & Company) between 1888 and 1894, these locomotives have been gradually scrapped and only 5 are currently in service.

The comparatively modern X class type 2-8-2 "Mikado" engines built

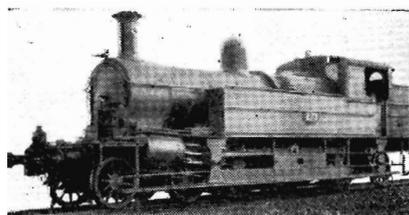
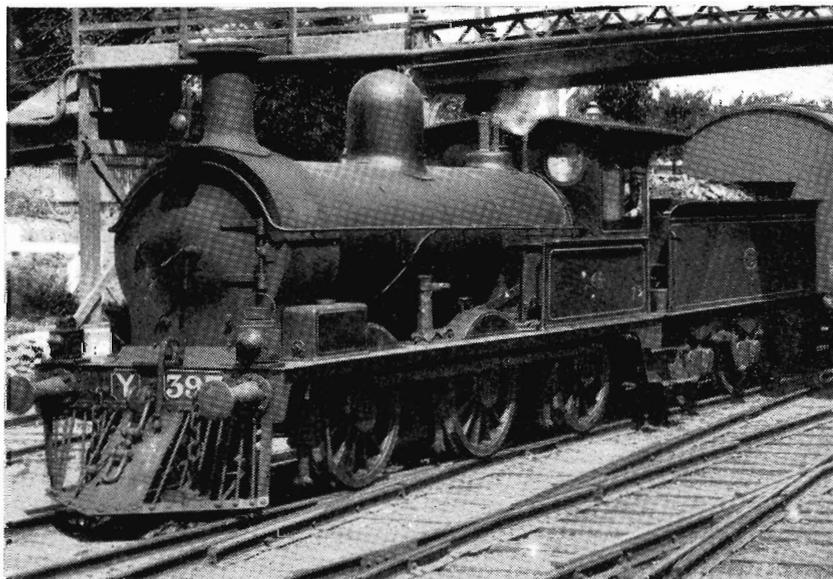
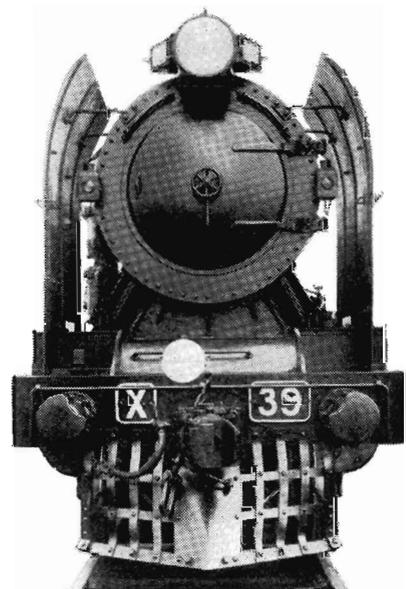
A JOB WELL DONE !

at Newport Workshops between 1929-47 is another class soon to become extinct. Twenty-six of these locomotives were equipped with boosters; X32, which was fitted with Stug equipment for pulverized brown coal firing, was scrapped two years ago. The two remaining X class locomotives are similarly facing the scrap heap.

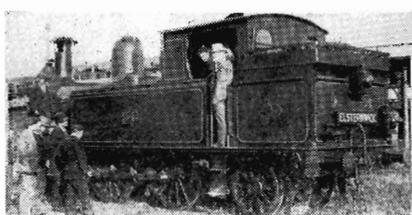
Four Y class 0-6-0 goods locomotives are all that remain of the original 31 built by Kitson and Company, Leeds, England and Phoenix Foundry Company, Ballarat in 1888-89.

These six types of steam locomotives have given outstanding service over the years and many will, no doubt, mourn their passing, but just as the world's first steam locomotive to run on a railway built by Richard Trevithick in 1801 made way for the more modern "coffee pots," so, too, must the era of steam engines eventually pass in an age where more and more emphasis is placed on power and speed.

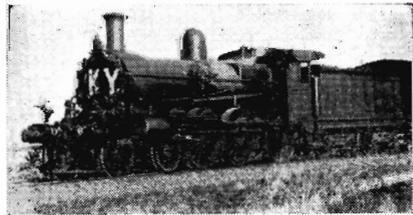
Vale ! A Job Well Done !



DDE class; later this was changed to D4.



E class



DD class, but re-classed D1, D2 and D3.

V.R. SETS FIRST AID PATTERN FOR INDUSTRY

"THE first-aid pattern set by the Victorian Railways Commissioners 50 years ago and carried on over the years has now spread throughout Victorian industry."

This splendid tribute to the Department's first-aid organization was paid by leading surgeon Mr. Douglas Donald at the dinner at the V.R. Institute last month, following the 50th anniversary of the State first-aid Challenge Shield competitions at Mt. Evelyn.



One of the leading V.R. first-aiders (Mr. H. A. Barker, Accountancy Branch) competing in the senior individual event: he won it, for the sixth time.

COMMENTING on the first-aid work he had seen during the day, Mr. Donald, who was one of the adjudicators, and is currently Commissioner of the St. Johns Ambulance Brigade, said: "We have reached such a high standard that we now expect to see only the best." He added that no less an authority on first aid than Mr. Fred Raven, Superintendent of the Victorian Civil Ambulance, had assured him that "the least competent team he had seen in action at the State competition would be good enough for him if he had the misfortune to be smashed up."

Dr. E. R. G. Shiel, who has been officiating at V.R. first-aid competitions for nearly 30 years, obviously has an extremely high opinion of the calibre of the railwayman first-aiders. He said: "I set you fellows a task today for which a pass would be sufficient to get your Master of Surgery degree." He felt sure the Commissioners fully appreciated the wonderful set-up for a first-aid competition that the Department had at Mt. Evelyn. The background atmosphere for the various contests was most realistic and probably the best that had ever been arranged; the first-aid work, on an average, was as good as it had ever been."

Praising the first-aid skill of Mr. H. A. Barker, (Accountancy Branch) who had his sixth win in the Senior Individual, Dr. Shiel said his work had been excellent and he had shown attention to detail that could be an example to all first-aid competitors. "The basis for

success in first aid," said Dr. Shiel, "was knowledge of the book, plus common sense. It was this combination that won prizes."

First-aid knowledge brought with it an opportunity to save a life, save a deformity, save serious injury, said Dr. Hugh Johnston. Railway first-aiders had proved that they were extremely efficient. "Any injured person would be safe in your hands," added Dr. Johnston. The other adjudicators—Dr. J. H. Gowland, Dr. J. J. Searby, Dr. W. Graham Cooper and Dr. V. C. Dyring were also impressed with the high standard of the competitors' work.

Mr. E. H. Brownbill (Chairman of Commissioners), who announced and presented the awards, said that the State first-aid competition at Mt. Evelyn was getting better and better each year. "It was the stalwarts of the past who built the foundation for the railways' first-aid organization, but I must say that the first-aiders of today are carrying on very well," said Mr. Brownbill. The Chairman added that he was pleased to see that the older men had induced some of the young fellows in the service to become interested in first aid and it had been very gratifying to him to see young railwaymen in the competing teams.

Mr. Brownbill took the opportunity of welcoming to the dinner a former Chairman of Commissioners (Mr. N. C. Harris), who he said had "borne the burden of the day when things were bad."

Mr. Brownbill also announced that Dr. Shiel had been made an Officer Brother of the St. John Ambulance Association, and Mr. Ray Benn, the leader of the Ballarat Workshops team, a Serving Brother.

Guests of honour at the dinner were several first-aid veterans. Pride of place at the table was reserved for Mr. Laurie Fraser, 92 year-old first-aiders who competed with Dimboola team for the Silver Challenge Shield in 1911. Two years previously, the Commissioners had announced that they would present a Silver Challenge Shield for annual competition by squads of four men from any station or depot.

During the 50 years of the competition there have been many outstanding teams, both in the country and metropolitan areas, with the honours slightly in favour of the country teams, with eight more wins than the metropolitan combinations.

Another 1911 competitor present was the former Superintendent of Train Services (Mr. F. D. Greene) who made his first appearance in first aid with Ballarat; Mr. Harold Byron, of 1915 first-aid vintage, Mr. Ted McMaster (1922), Mr. Harold Jones (1928) and Mr. Bob Klemke (1929).

Unfortunately, Mr. George Cole, who was the Leader of the team that had the first Challenge Shield win in 1911, could not be present at the dinner because of illness.

The sets for the various events would have done justice to the theatre, as they were both realistic and ingeniously contrived. Perhaps the most outstanding for artistry was the attractive backdrop depicting a tree-lined suburban street. Used in the set for the Novice Teams Supplied Material contest, the backdrop was the work of the Way and Works Branch Commercial Drafting section.

The teams in this event had to attend to a student who had been struck by a motor scooter that ran through a school crossing. The victim sustained a fractured base of the skull and a compound fracture of the leg.

First-aid knowledge was thoroughly tested in the Senior Individual Event. The competitor took the role of a Station-master. He was in his office when the Station Assistant, with the help of a passenger, carried in on a stretcher a carpenter who had been working on the roof and had fallen after touching an electric wire. In addition to electric shock, the accident victim had a facial burn, and an arm wound that commenced to bleed later.

All the adjudicators at the annual competition for the Silver Challenge Shield were unanimous about one thing—secret of success is attention to detail.

PINNED



Helen Walker and Susan Gardiner never relaxed their concentration on all the events.

WATCHING one of the teams in action, Helen Walker, 14 year-old daughter of Line Supervisor Harry Walker, proved that she has an essential quality to be a successful first-aider.

She pointed out something to her father that may have even escaped the notice of the hawk-eyed adjudicator—a competitor had fastened a safety pin in the wrong way when making a sling for the patient's injured arm.

Helen and her 11 year-old friend, Susan Gardiner, looked very attractive in their neat St. John Ambulance Brigade uniforms. Members of the Coburg-Brunswick division, they have passed two examinations. Helen is looking forward to the day when she is old enough to become a trainee nurse.

Intensely interested in first-aid work, the girls enjoyed every minute of the competition.



Snug on a stretcher, the "patient" has been attended by the Ballarat North Workshops No. 1 team in the senior improvised materials event.

RESULTS

SENIOR TEAMS

	Marks
Ballarat Traffic ...	434
Ouyen No. 1 ...	391
Bendigo Loco ...	386
North Melb. Loco No. 3 ...	383
Ballarat Nth. No. 1 ...	379

SENIOR INDIVIDUAL

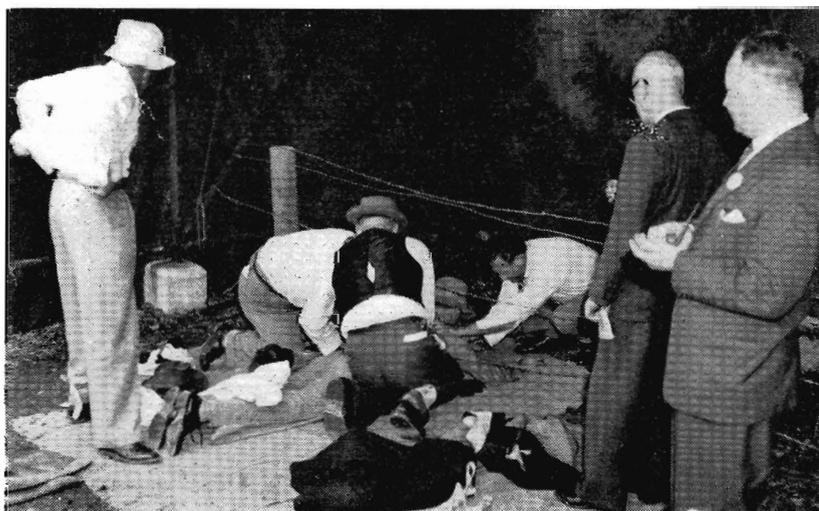
	Marks
H. A. Barker Accountancy	180
H. P. Isaac Ararat	172½
J. R. Griffiths Bendigo Loco	158½
R. J. Phillips B'rat Nth. W.S.	158
H. L. Wignall Nth. Melb. Loco	141½

NOVICE TEAMS

Spencer St. ...	430
Dimboola ...	402
Bendigo Nth. W.S. No. 4 ...	389
Nth. Melbourne Loco No. 1 ...	375
Warragul ...	367
Mildura ...	363
Jolimont W.S. No. 2 ...	354

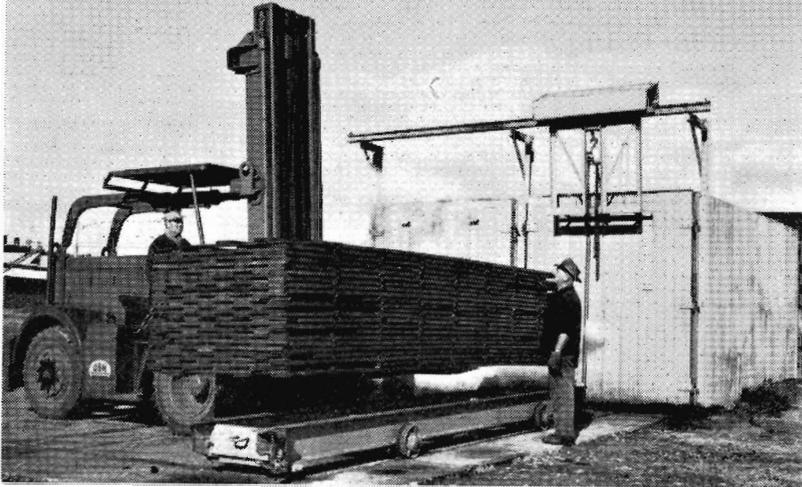
NOVICE INDIVIDUAL

R. J. Phillips Ballarat Nth.	170
R. J. Bowman Spotswood W.S.	160
R. R. Wain Elec. Depot S.P.	137
R. W. Wood Geelong Loco	136
R. G. Benn Ballarat Nth.	125
C. W. McComb Dimboola Works	120
W. Moylan Newport W.S.	102



In the novice teams' section, the Mildura team gave first aid to a "patient" whose gun accidentally discharged as he crawled through a fence.

MIRACLE IN TIMBER



(Above) PLACING timber on the special hydraulic lift trolley that will move it into the treatment chamber where "re-conditioning" takes place. (Right) OPENING of the chamber door is effected by an over-head-conveyor lifting device that hoists the door clear of the slots, and then moves it laterally away from the chamber door-way. (Below) HAVING been treated in the steam chamber, the timber is about to be placed on the trolley for removal.



BY a process known as "reconditioning," thousands of super feet of timber will be saved by the Department. Based on research by C.S.I.R.O., the secret to this important development is housed in an inconspicuous concrete structure at the Newport Workshops. Representative hardwoods being treated are Blue Gum, Yellow Stringy Bark, Box and Mountain Ash.

VAST quantities of timber are used for the construction and maintenance of wagons, vans and carriages. Before this timber becomes suitable for use it must be stacked in a special manner in drying sheds, where it can be air-dried to ensure that the natural shrinking of the material takes place before it is machined ready for use.

During the drying process the cells in the timber partially collapse, producing a distorted cross-sectional shape; this reduces the final sizes to which the timber may be machined.

Reconditioning of this timber, as now adopted at Newport Workshops, involves the open stacking of the material—after air-drying to a pre-determined moisture content—in concrete chambers, and subjecting it to steam treatment at a temperature of 212 degrees Fahr.

Restored

After steam treatment for a specified period, depending upon its moisture content, the cellular structure is restored almost to its original form, and the timber assumes a cross-sectional shape very close to its sawn shape and size.

Therefore, a piece of air-dried timber which, due to distortion during drying, would only produce a section of say 6 in x 1½ in. after machining, will, because of reconditioning, machine to 7 in. x 2 in. This becomes a very significant saving in view of the great quantity of timber involved.

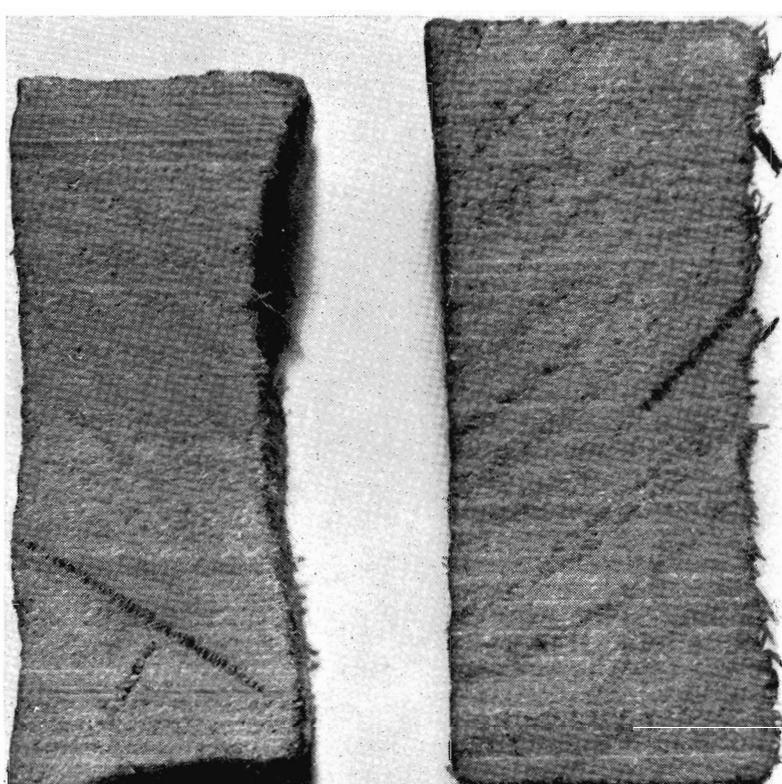
Strict supervision of the moisture content of the timber is necessary both before and after treatment. This is made possible by an ingenious moisture testing meter.

Probes

Relying for its operation on a small electric current, this instrument is equipped with a test probe carrying two electrodes. When these electrodes are inserted in a piece of timber, current flows according to the moisture content, and this is indicated electrically by a special meter. To reach the core—where the moisture is critical—of a thick section of timber, two nails are driven to the required depth. The meter prongs are then rested on the nails and the reading taken.

It has been found that for proper machineability the moisture content of timber should not exceed 14 per cent in dry weather, with a proportionate allowance during winter months.

Capacity of the present plant is 7,000 super feet of timber at one charge and treatment time varies from half a day for thin planking to approximately 36 hours for larger sizes, such as 6 in. x 3 in. sections.

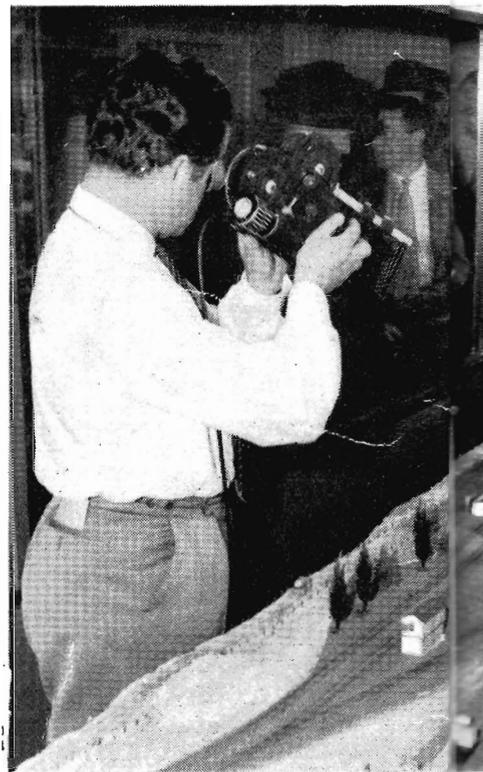


(Above) TIMBER specimens showing (left) an air-dried piece in which timber cells have partially collapsed, causing a distorted and wasteful cross-sectional shape. The other piece of timber has been through the steam chamber and has returned to its original shape and availability for complete machining. (Below) METER readings of moisture content (before treatment of the timber) being taken by Foreman F. Tongue.





FROM Hamilton there was a special train with 800 Show visitors, seen here transferring at a Spencer Street island platform to an adjoining express electric train to the Showgrounds.

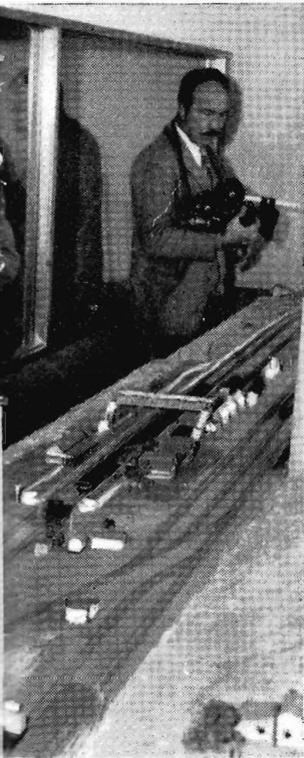


IN the pre-Show publicity by newspaper audience. (Right) AT this model railway exhibit.

RAILWAYS ON SHOW



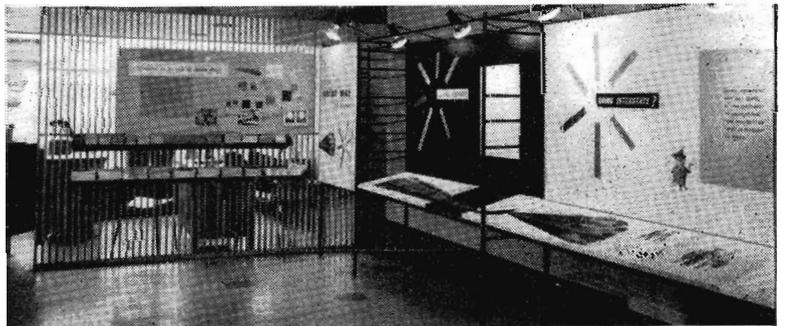
(Left) THERE was seldom a moment when people, at the wide windows, were not watching the model railway and listening to the commentary on all the other features inside. (Right) FOR the first time at a Royal Show V.R. Exhibit, a Hostess (Miss Elsie Dickson, temporarily released from her duties) was particularly women and children. Four-year old Grant Morgan, of Ascot Vale, is getting some V.R. literature.



pers, TV and Radio, the V.R. Exhibit was highlighted. TV cameramen (above left) filmed the model railway for a vast viewer station, adapted from Bairnsdale, can be seen two vans, a W class diesel-hydraulic locomotive with a rake of wagons, a Harris Train and The Overland Melbourne-Adelaide express.

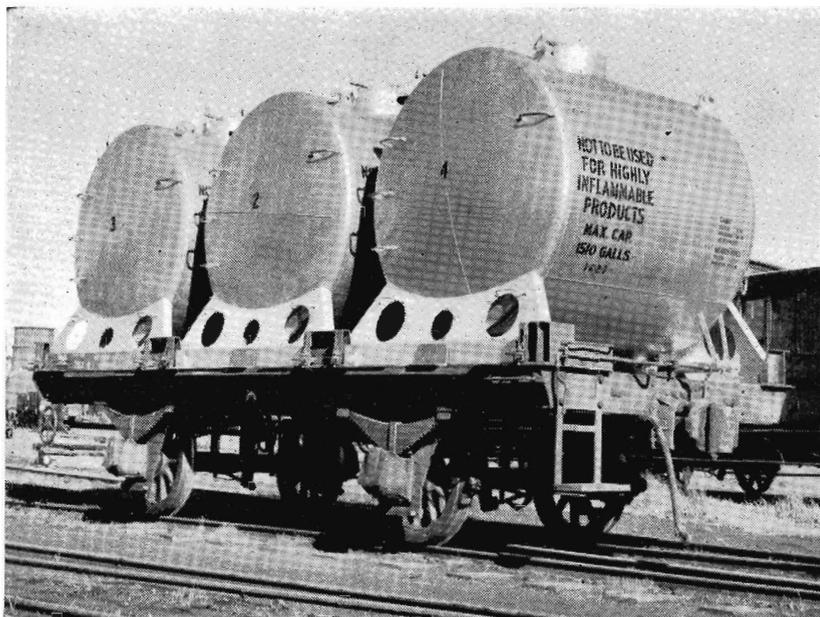


(Above) COMMERCIAL Agents gave expert information on all aspects of rail, passenger and freight matters. (Below) TAKEN before the V.R. Exhibit opened, this picture shows the modern publicity panels and the literature racks. Out of view (at left) is the model railway.



ary . . . a combination that proved a magnet for (m Spirit of Progress) was engaged to help visitors, ure to take home.

NEW CONTAINERS FOR TALLOW TRAFFIC



FOR the transport of tallow in bulk from country areas to Melbourne, the Department has constructed 15 new-type containers (pictured at right.) Initially bulk tallow is being railed from Ballarat, Bendigo and Wangaratta. Tallow is a principal component in the manufacture of soap and there is also an extensive export market.

Hitherto, tallow has always been conveyed in drums but changes in manufacturing procedures have led to a demand by the industry for carriage in bulk and delivery in liquid form.

To meet this demand special containers fitted with internal steam-heating coils have been provided. The containers have a capacity of 1,510 gallons (nearly six tons) of tallow and are carried on special KC wagons.

At the Dynon Goods Depot, a steam-heating plant has been installed to re-

heat the tallow and convert it from solid to liquid.

The containers are then delivered to the consignee's factory where the tallow is pumped direct into bulk storage tanks.

Provision of these containers is yet another instance of the versatility of the railway transport system.

ONCE written off as dead, the world's railways are showing that such reports like that which announced the death of Mark Twain are, as he commented, "grossly exaggerated."

THIS statement was made recently by Sydney's *Morning Herald* which added that in Australia and abroad railways are making a vigorous comeback particularly with freight. Big rail deficits in Australia had bred the belief that rail transport is a fast-dying industry destined to be replaced by road haulage. In Britain, too, the popular idea had been that the railways had had their day; it was widely urged that the tracks should be converted into highways.

But from Britain come reports that the railways are coming back into favour. Congestion on British roads has been one factor. It was recently stated that there was one car in the U.K. for every 20 yards of road! But probably more important has been the introduction of efficient diesel-electric locomotives and improved rolling-stock.

In America, too, railways are enjoying a boom. They are currently shifting about half of all the country's freight traffic moving to, from, and between

Return of Railways

towns and cities—as much as the trucks, pipelines and great lakes, rivers and canals move together.

The most noticeable innovation has been in the power units, diesel locomotives replacing steam locomotives. At the end of June last, 451 were in service in Australia. New South Wales led with 106, followed by Victoria with 99, Western Australia 67, Queensland 63, South Australia 52, Tasmania 32, and Commonwealth Railways 32.

Improvements, too, have come in the tracks, which are stronger and smoother. Welded rails give a smoother track, longer service life and a lower cost of upkeep.

Air-conditioned streamlined passenger carriages are part of the new order. Research into lightweight metals has increased speed. Stainless steel will sheathe the two super-luxury standard gauge trains which will run between Sydney and Melbourne.

Some of the latest passenger cars are tubular in shape. Those which will make up the Japanese super-expresses will resemble aeroplane fuselages—they have to because of the high wind pressures. Windows will be round, as in aircraft, and made of unbreakable synthetic glass in two layers.

Luxury is extended to passengers with reclining coach seats, and the bar, lounge, and dining facilities of first-class hotels. Dome observation cars are another factor to woo passengers from road and air.

On some American trains you may telephone or send a telegram while the train speeds along. Connecting doors on some U.S. trains are opened as you approach by photo-electric cells.

The most marked development, however, has possibly been in freight-train operations. The earliest freight wagons were of only a few tons capacity. Modern freight wagons carry from 40 to 80 tons. Some specially constructed ones abroad carry as much as 250 tons. Old-type rigid-wheeled wagons are giving way to bogies which mean greater speed and "softer rides" for freight. Modern freight wagons have improved air brakes and automatic couplers. Wooden freight wagons are being replaced by all-steel wagons or wagons of stainless steel, aluminium or lightweight alloys.

LINES FROM OTHER LINES



Eight-car diesel-electric Pullman train on trial run.

Diesel-electric Pullmans

HIGH speed six- and eight-car Pullman units of the luxury type for extra-fare services are being introduced in the London, Midland and Western regions. They are powered by two 1,000 h.p. diesel engines, each direct coupled to a G.E.C. main generator.

Principal dimensions and data are: maximum service speed—90 m.p.h.; weight: six-car—299 tons, and eight-car—

364 tons; fuel capacity—1,000 gal.; length over body: motor car—66 ft. 5½ in. and trailer car—65 ft. 6 in.

Passenger accommodation is in enclosed saloons and all seats on the deluxe trains will be bookable. The driver and guard are linked by Loudaphone and a public address system is installed throughout the train. Under-floor-mounted diesel-driven generating sets supply power for lighting and auxiliary services.

4,500 Wagons Daily

A railway marshalling yard with the highest degree of automation so far achieved in Britain has been opened at Margam, Wales. Said to be the most modern in Europe, it is capable of sorting 4,500 wagons daily and dealing with 220 trains in and out each day. The yard uses the latest electronic techniques, including radar and computers.

Swiss Electric Locos

ONE of the most successful locomotives throughout the history of electric traction has been the 15-kv. single-phase Co-Co locomotives, known as Class Ae 6/6, of the Swiss Federal Railways.

Built first in 1952, there are now 50 of these 6,000 h.p. 120 ton units in traffic on the Gotthard and similar top-class main lines; the oldest of them have now run nearly 1,120,000 miles without any general repair. Their performance and general condition are such that the Swiss Federal Railways have scheduled the first general overhaul for 1,550,000 miles.

These units have many refinements in design: essentially they are not cheap to construct, but the extra cost must have been repaid handsomely by the high standard of reliability and low maintenance costs year after year.

Diesels For Suburban Use

COLOMBO'S 25 new 880-b.h.p. diesel-hydraulic railcars from Germany, to be introduced into service as soon as the locally-built trailers and control-trailers are built, will enable almost the entire inner and outer suburban and local services to be diesel operated.

Normal formation will be a railcar, two trailers and one control trailer, with up to four sets coupled in multiple.

Motor-car Carrying Wagons

TO meet the constantly rising number of motor cars conveyed between London and Scotland, double-deck motor car wagons will be placed in

the *Car-Sleeper Limited* of the Eastern, North Eastern and Scottish regions between King's Cross and Perth.

Vehicles of this sort are in use on the Continent, but the 14 ordered for the London-Edinburgh service will be the first to run in British Railways "Car Sleeper" Trains.

The new two-tier vans will increase the existing car-carrying capacity of the service from 24 to 42 road vehicles. Sleeping berths available will be increased from 104 to 136.

For Pallet-loaded Goods

FIVE hundred new railway wagons, being built for the New Zealand Railways, have been specially designed for the carriage of goods loaded on pallets. They will have double sliding doors on each side to give a maximum opening of almost 10 ft. The present standard width of railway wagon doorways is 4 ft. 6 in.

Several New Zealand firms are displaying interest in the possibilities of using pallets to speed up the handling of goods and to reduce handling costs.

Large Tank Wagons

CLAIMED to be the largest tank wagons in service are two four-wheeled bogie vehicles built by the Union Tank Car Company for the Tuloma Gas Products Company and now run on Class 1 railroads.

Tank length is 79 ft. 5 in. and the capacity is 25,000 imp. gallons. The tank is designed to take 1,000 lb. per sq. in. in bursting pressure, and weighs over 30 tons. All seams in it are welded by the submerged arc process. Headstocks are attached to the tank, and there is no separate underframe. Empty weight of the wagon is 45 tons and with a full load of liquefied petroleum gas 112 tons.

New Elec. Locos for B.R.

THE first of 10 25-kV electric locomotives is now in service on the British Railways. Known as type A, this locomotive is designed for a wide range of passenger and goods service, including haulage of the 100 m.p.h. express passenger trains.

They have been designed to give the advantages of a duplex equipment. With the exception of the main transformer and its associated equipment, the unit can be divided into two virtually identical halves. In an emergency, single traction motors can be isolated and a complete bogie, with its auxiliary equipment, rectifiers, etc., can be cut out.

Horse and Cart Days

CARPENTER Will Whitford, who has lived at Ouyen since 1916, has seen the Mallee develop from the horse and cart days of nearly 50 years ago, through the great droughts and dust storms, to its present prosperity. He remembers the Ouyen of those days, when the farmers came shopping in their horse-drawn jinkers or carts, and contrasts it with the town of today with glossy new sedans whirling around the streets. He has seen the average farmer's block grow from about 640 acres to 2,000 or more, and the farmer, himself, come to live in the town and drive out to work his block.



Mr. Whitford

Mr. Whitford's principal hobby is bee-keeping, of which he has a wide knowledge. At present he has 24 hives which produce a delightful, light yellow honey, far more pleasant, he says, than the blended honey sold commercially. Bees, it seems, become bad tempered only on cold days when they can't get out to work; in warm weather they are busy and happy. If savage, he uses the smoker to quieten them. Handling bees, says Mr. Whitford, is mainly a matter of confidence and getting used to them—a statement with which most will agree without wishing to test it.

"Kids Adored Him"

CENTRE of one of the most boisterous farewells in Warragu's history was Passenger Guard Jack Nugent, who recently retired after nearly 50 years' service. For the past five years he was Guard on the "School Train" . . . the 8.3 a.m. from Nar Nar Goon bringing from 300 to 400 scholars to Drouin and Warragul.

To them he was respectfully (and affectionately) known as "Old Jack." As he reached Warragul on his last trip . . . a triumphal journey with cheers

and waves from either side of the line . . . about 200 of "his" school children were at the Warragul station. Most of them gave the popular veteran a tumultuous send-off; a few of them could not conceal their emotions, for they were dewy-eyed.

This typifies the way he looked after the young passengers: he always had a place in the van for any of them most likely to cause mischief on the train.

Among the parting gifts to Mr. Nugent was an ash-tray inscribed: "Australia is a free country where a man can do anything his wife pleases!"

Head Of City

CHIEF Civic Dignitary at Horsham is a Victorian Railwayman: Special Ganger L. E. Reid who was recently elected Mayor of the City after 11 years in the Council.

Transferred from Patchewollock to Horsham in 1930, he immediately became immersed in a variety of public activities, thus demonstrating once again the big part that many V.R. men play in the advancement of their localities. He was a member of the Hospital Carnival Committee and is now a Life Governor. Secretaryship of the Horsham football club for five years followed eight years as a player.

Horsham's annual Wool and Wheat Festival (known as WOW) was originated by Mr. Reid. Past President of the Horsham A.R.U., he has been Secretary of the local A.L.P. for two decades, once standing for State Parliament and getting a record Labor vote.

For six years Mr. Reid was Chairman of the Horsham Sewerage Authority, and for a period a member of the High School Advisory Council.

Mr. Reid has been a V.R. man for 33 years, beginning with special works between Morwell and Traralgon. For the past four years he has been in charge of a mechanized gang in the Wimmera.

* * *



They Remember Him



FROM Ouyen comes this heart-warming example of comradeship that exists between railwaymen employed at that Mallee centre. They erected this sign-post (*above*) as a tribute to the memory of the late Repairer R. M. (Jim) Guskich, who died 19 years ago when a member of the Ouyen track force.

It points the way to an eye-pleasing garden of flowers, shrubs and trees, behind the Works Foreman's Office, that Mr. Guskich had transformed from a drab, unsightly rubbish tip. Rather than let the garden deteriorate and become a wasteland of weeds, his mates formed a working bee to keep it, as the years went by, just as they imagined its creator would have done. And that work goes on to the present day.

The garden was dedicated by a Church of England minister before nearly 50 Victorian Railwaymen and their families.

"The Railway Detective"

IN the final of the 1960 Lecture Series at the V.R.I., Melbourne at 8.15 p.m. on October 26, Mr. C. W. Pilgrim (Chief Inspector, Railway Investigation Division), will speak on "The Railway Detective."

Transferred from the Victoria Police to the V.R. in 1945 and, since 1953, in his present post, Mr. Pilgrim will survey the part his staff play in the suppression of the many varieties of crime that beset a State-wide system such as

the railways. His talk promises to be one of the most enlightening of the year.

As usual, free return rail passes between the country and Melbourne will be available for V.R. men whose duties allow them to attend. Applications for passes should be made to the General Secretary, V.R.I., Melbourne.

Service to Community

IN practically every Victorian country town of any importance railwaymen will be found taking an active part in civic and community affairs. It is a contribution to the welfare of those towns that is, perhaps, not as fully realised as it could be. At Ouyen, for example, there is hardly a committee that does not have a railwayman on it. Typical of them is Ganger William Wouda. A good deal of his spare time, during 34 years in the town, has been devoted to this kind of work.



Mr. Wouda

At the present time he is Vice President of the Hospital Committee; is on the High School Advisory Council, and the Committees of the Church of England and the Ouyen Football Club. He is also the Club's first-aid man, honorary instructor in first-aid to the local Scout group, and, naturally, is on the V.R.I. Committee. Mr. Wouda joined the service in 1921 and, before coming to Ouyen, was at Laurens Street for five years.

Technical Books

RECENTLY added to the V.R. Institute Technical Library, Melbourne, are the following books available for borrowing by all members:

Electronic Switching, Timing and Pulse Circuits (J. M. Pettit); Principles of Electronic Instruments and Instrumentation (G. R. Partridge); Machinery's Handbook (Oberg and Jones); World Railways' Locomotives (Ransome and Wallis); Electricity (A. Coulson).

Last Of Trio

THREE V.R. men who started on the same day 40 years ago had a special get-together at the Ballarat North Workshops recently. This was on the occasion of the farewell to the third member of the trio, Fitter M. Stephens, on his retirement. His two colleagues of 40 years ago, Messrs. Bert Burritt and Peter Ramsay, who had already retired, were among several old railway friends who attended.

Throughout his career, Mr. Stephens had been employed at the Ballarat North workshops where he began as a fitter. He was well-known locally as a footballer, before taking up bowls.

Presentation of a wallet of notes, combined with a number of speeches, seemed to ease the mixed feelings Mr. Stephens had on severing a life-long link with the Ballarat North Workshops.

LATEST FROM V.R. INSTITUTE

V.R.I. Scholarship

A V.R.I. Scholarship of about £50 per annum over a period of four years is to be awarded to a young railwayman to further his career in engineering, or one of the kindred sciences. This has been made possible by donations from business firms—with which the Institute has dealings—combined with the proceeds from efforts by V.R.I. Councillors themselves.

Final details of the scheme are now being worked out in readiness for an announcement as soon as possible.

Institute officials are understandably delighted that, because of the appreciation of people outside the service, they will now be able to add to their impressive record in assisting railwaymen educationally.

This is just one instance of how the V.R.I. helps railwaymen but, as General Secretary W. E. Elliott points out, the continuance of such help is dependent on their support. So, if you're not a member, why not enrol now?

Cressy Sub-centre Wanted

FROM Cressy, a small township on the Gheringhap-Marooona line in the Western district, has come a suggestion to the V.R.I. that a sub-centre be established there. It is from Driver Norman De Pomeroy who, while in the suburban area, played a valuable and active role in Institute affairs.

All V.R. men at Cressy—where they already have a tennis court—are members of the Institute and it is thought a small sub-centre would permit some form of social entertainment for railwaymen and their families. Mr. De Pomeroy's proposal is that the now unused railway refreshment room at Cressy station be the sub-centre's headquarters.

Central Council of the Institute is behind the idea, and it will be discussed

"Scrap King" Goes

SINCE 1934 the uncrowned king of the Spotswood, Reclamation Depot has been its Officer-in-Charge R. P. (Bob) Densham who recently retired.

It was Mr. Densham's boast that he could scrap anything from a nut to a complete steam locomotive, and, what's more, sell it. One of his staff maintains that senile locomotives sent to Bob in the morning were on their way to scrap-iron merchants the same day . . . well, almost. Under his able leadership the team of tradesmen reducing worn out railway material to scrap has attained a high state of efficiency.

He joined as an apprentice fitter at Newport Workshops in 1911. He was transferred to the Reclamation Depot in 1927. In World War 1 he served in the Navy and Army.

with the Commissioners as soon as possible.

Lilydale, Too

AT Lilydale a railway social club, that has been active for some years, feels that the social and sporting needs of railwaymen—locally employed and those who work in the city—could be met with the development of a sub-centre of the V.R.I.

Messrs. F. Orchard (General President), W. E. Elliott (General Secretary), D. D. Wade (Actg. Engineer of Maintenance) and W. A. Hailes (A.S.M., Lilydale) have discussed the proposal.

Now, the Central Council will ask the Commissioners to provide four portable buildings to form the premises in which social events can be held. If established, the sub-centre will have a library of up to 500 volumes.

Merger With Postal Institute

AGREEMENT in principle has been reached to the amalgamation of the social and sporting facilities of the Victorian Railways and Australian Postal Institutes at certain country centres.

In some districts, the Postal Institute has inadequate accommodation to function properly. In contrast there are ample facilities for dances, concerts, card nights, etc., at a number of V.R.I. sub-centres. It is here that money is raised to provide entertainment and conduct picnics for members' children.

At some locations, the railway staff is not large enough to form football, cricket and tennis teams. Merging with the Postal Institute will enable stronger teams to be formed.

It is hoped that the scheme will be operating at the end of this year, or early in 1961.

CAUSE and CURE

F **FLOORS**
Clean up wet spots

A **AISLES**
Keep them clear

L **LADDERS**
Place them securely

L **LITTER**
Pick it up

S **STAIRS**
Walk, use handrail

Wherever you are : WATCH YOUR STEP !

THAT heading, of course, has nothing whatever to do with the financial stability of Victoria . . . it is an attention-getting appeal to V.R. men to avoid the injuries that result from a fall, after slipping or tripping. According to an authoritative source, one out of five people killed in accidents die as a result of a fall.

Every member of the service, regardless of occupation, should be on the alert when walking. A close watch should be kept for objects over which they are likely to trip.

Hazards for trackmen are wet rails and sleepers or loose ballast . . . workshops employees could fall over objects lying around floors . . . office staff and others using stair-ways can easily stumble.

Bird Breeder

SEVENTEEN-YEAR-OLD Christopher Dixon has an unusual hobby —he is one of the few quail breeders in the state.

Christopher, a junior clerk with the Public Relations and Betterment Board at Head Office, built his own large aviaries at his Beaumaris home two years ago.



Chris Dixon

Special sections were set aside for breeding quail, canaries and finches.

The quail are of a special type, known as King Quail, and are eagerly sought after by private collectors.

He is also a keen junior sportsman being an active swimmer and playing cricket with two teams of the Beaumaris Cricket Club. He travels long distances also to fish in inland rivers or coastal waters as he says he has been fishing "ever since I could hold a rod in my hand".

Having obtained his Leaving Certificate at school Christopher is now studying shorthand and typing.

RECENT RETIREMENTS....

TRAFFIC BRANCH

- Barton, W. H., Melb. Yard
- Brodie, W. K., Nth. Melb.
- Cosson, J. T., Fawkner
- Gaylard, C. F., Spencer St.
- Kelly, E. G., Mooroopna
- Leicester, G. H., Frankston
- McKenna, H. J., Bendigo
- Neyland, J., Eltham
- Orr, R. P., Windsor
- Pini, G. G., Cheltenham
- Rudd, C. W., Flinders St.
- Slattery, H., Burnley
- Symonds, M., Melb. Goods
- Wightman, H. J., Warragul
- Zotti, C., Melb. Goods

- Pappas, A., c/o Foreman Painter
- Pitcher, L. P., Geelong
- Reed, F. J., Spencer St.
- Steel, R. G., Hamilton
- Tomkins, T. H., Nth. Melb.

ROLLING STOCK BRANCH

- Bone, A. W., Shelter Shed
- Braszell, T. E., R.M. Depot
- Causar, C. W., E.R. Depot
- Candela, G., Newport
- Duncan, A. H., Newport
- English, F. H., Seymour
- Flatley, J., Jolimont
- Greenwood, J. W., Wangaratta
- Hill, H. C., Jolimont
- Howlett, J. S., Donald
- Jones, S. E., Newport
- Lutley, J., Newport
- McKay, L. V., Ballarat Nth.
- McLeod, R., Newport
- Panther, G., Newport
- Pietsch, A. E., Jolimont
- Stephens, M., Ballarat Nth.
- Timms, A. M., Bairnsdale
- Wilson, C. D., Shelter Shed

WAY AND WORKS BRANCH

- Hynes, J. S., Bendigo
- Jackson, J. A., Head Gardener
- King, F., Dimboola
- McManus, L. R., Flinders St.
- Mooney, T. R., Warragul

....AND DEATHS

TRAFFIC BRANCH

- Bayley, C., Melb. Goods
- Bishop, R. C., Wallan
- Donohue, J. F., Flinders St.
- McNamara, G. T., West Footscray
- Salmon, N. J., Tallarook
- Veitch, G. N., Melb. Goods

WAY AND WORKS BRANCH

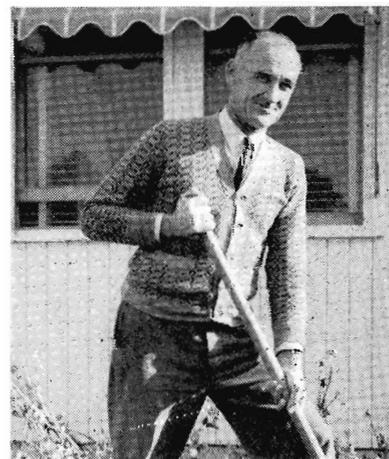
- Curran, W., Flinders St.
- Young, A. J., Dimboola

ROLLING STOCK BRANCH

- De Araugo, A., Nth. Melb.
- Curley, J. K., Newport
- Todd, G. B., Newport

Rifle Shot

TWENTY-THREE years ago Driver A. O. ("Mick") Barrett came from Geelong to relieve at Ouyen for a fortnight ; and has been there ever since. An expert bushman who knows almost every track in the Mallee, he is also a keen rifle shot who for 12 years has never missed the annual match at Williamstown for the Queen's Medal.



Mr. Barrett at work in the garden of his Departmental Residence

GOOD SERVICE WON THANKS

Diocesan Rally

ON behalf of the other leaders and myself I would like to express our appreciation for the way in which our Junior G.F.S. girls were conveyed to Broadford for their Diocesan Rally and brought safely home again. We were very pleased with the clean, warm carriage that was reserved for us and the courtesy and help we received, especially from the staff at Wangaratta".

—(Mrs. V.) Marie Parkinson, Hon. Dioc. Sec. and Treas., Girls' Friendly Society, Wangaratta Diocese

Made Journey Easier

AT the last meeting of the Warrnambool Local Association of the Girl Guides I was asked to write to express our satisfaction with the arrangements made by the Railways for the trip to Melbourne by a large party of Girl Guides and Brownies from Warrnambool on August 27th, and our return on the 30th.

"The courtesy and consideration shown us by the staff at Warrnambool, Geelong and Spencer Street, especially with regard to cloak room facilities and refreshments made the journey much easier for the adults with the party, and we thank everyone concerned."

—Elizabeth Tait, Division Commissioner, Girl Guides, Warrnambool

"Beyond Call Of Duty"

VETERAN railway official at Horsham station, Roy Surridge, gains this week's big bouquet from the *Mail-Times*. Our Advertising Manager, Neil Baglin, told me that Roy is the most civil servant he's ever struck.

"Went to no end of trouble (beyond the call of duty) to get us a parcel we urgently needed for Monday's paper. On a Sunday, too!"

—Columnist in Horsham MAIL-TIMES

Helped All The Way

I wish to say thank you for the courtesy and treatment I recently received when coming by train from Bairnsdale to Melbourne. I am a double amputee.

"The East Gippsland Ambulance men put me on the train, and the Stationmaster was there to see everything was made easy for me to be carried on and put on the train; he also told Flinders Street I would be coming and that the ambulance men would meet me there.

"Also, the Stationmaster, Flinders Street, arranged about gates being opened for me to be carried through, etc. The Supervisor from the buffet car came to see me about having a cup of coffee or tea, which was a very nice gesture.

"I had the same kindly treatment last year when I came from Bairnsdale to be admitted here."

—Mrs. E. Bellamy, Repatriation Hospital, Heidelberg

Station Inspection Liked

AS an Intermediate class of the Warburton Adventist School, we did enjoy our day at Spencer Street Railway Station and I have much pleasure in writing to thank you on behalf of the class. The project material your Department gave us will also be of great assistance in our work.

"We came away with new knowledge of, and respect for, our railway system and thank you most sincerely."

—Alleyne Hardy, Adventist School

Helped in Sicknes

WHILE waiting for a train at Williamstown Beach I became ill. The Stationmaster—I think his name is Mr. Watt—was most helpful. He rang for a taxi to take me home and as the taxi did not arrive he offered to get his own car. When I told him I did not want him to go to this trouble he obtained the services of a passing motorist to drive me home.

"I would like to express through you my utmost appreciation of his assistance and for being prepared to go very much out of his way to help me."

—W. T. Sellick, Cecil St., Williamstown

Cleanliness

I would like to state that the courtesy and efficiency of the staff at Croydon and Ringwood stations are all that one could desire, and the cleanliness of the ladies' room at both stations over the past three years is a credit to the lady-in-charge."

—Mrs. G. E. Webb, Dorset Road, Croydon

Group Travel Success

AS Secretary of this Association, I have been asked to thank all those concerned with the organizing of the trip to Sydney made by 60-odd members of our Association during the year. In particular, we wish to thank Mr Bowder, Stationmaster at Mitcham, for all his advice and help.

"The trip was a great success and we look forward to availing ourselves of your service again in the future. Many thanks for the assistance received from all members of your staff."

—Norma M. Burnett, Honorary Secretary, Victoria Scottish Dancing Association

Underpass Work Praised

AT the recent Annual Meeting of the Chamber it was the unanimous wish of the members that an expression of appreciation be sent to you for the manner in which the work at the Glenhuntly Road Elsternwick underpass is being carried out with a minimum of inconvenience to the public and traders.

"We would like this appreciation conveyed to the Officers in charge of the work."

—M. G. Dobson, Secretary, Elsternwick Chamber of Commerce

Vessel Delay Averted

I would like to record my appreciation of the assistance given by your Goods Staff in general, and of a Mr. C. White of your Claims Section in particular, in a recent expediting of transportation of urgently required stores from Sydney to Melbourne.

"The prompt delivery of these items avoided a serious hold-up on a vessel under refit."

—General Manager, H.M.A. Naval Dockyard, Williamstown

"Deeply Grateful"

ON behalf of the Girl Guides Association, Victoria, I wish to convey to your Department, our very sincere appreciation for the special arrangements you made to facilitate the transport of Guide personnel travelling to Melbourne to participate in our Guide Jubilee Celebrations during the week-end of 26th-28th August.

"We are deeply grateful to those responsible for these arrangements and too for the assistance and advice given to Mrs. Catamore, our Transport Officer."

—Mrs. C. O. Fairbairn, State Commissioner, Girl Guides Association

Theft Cheque

I would like to refer to your cheque for me of £2.17.6d. for payment of a bicycle lamp. It was really most decent of you to pay for this stolen property. Thank you very much."

—E. Zapf, Whitehorse Road, Croydon



RON BAGGOTT'S SPORTS PAGE

Cricket's Here Again

OCTOBER (we hope!) ushers in those warm, sunny days for the leisurely enjoyment of cricket. This month, four teams—Flinders Street, Loco, Stores and Melbourne Yard—begin their struggle for the Commissioners' Cup. Early fixtures are: October—18 and 25, Flinders St., v Loco and 20 and 27, Yard v Stores. November—3 and 10, Flinders St., v Yard and 8 and 15, Loco v Stores, and 22 and 29, Stores v Flinders St.

All the games will be played on excellent turf wickets at Royal Park between 2.30 and 5 p.m.

Bowlers Invade City

MORE than 200 carpet bowlers, comprising 18 men's and 16 ladies' teams from 10 country centres, descended on Melbourne recently for the 1960 V.R.I. Tournament.

Bendigo No. 1 scored in the men's championship, Maryborough No. 1 in the ladies' event. Maryborough teams have had championship successes in 1956 and 1958.

In view of the outstanding success of the tournament, a Conference of Delegates has asked Central Council to again

make Melbourne the venue of the 1961 tournament.

"Best and Fairest"

IN his first year of V.R.I. football, Clerk Tom Allsop, of the Melbourne Goods, has won the highest individual award on the Umpire's votes—



Tom Allsop

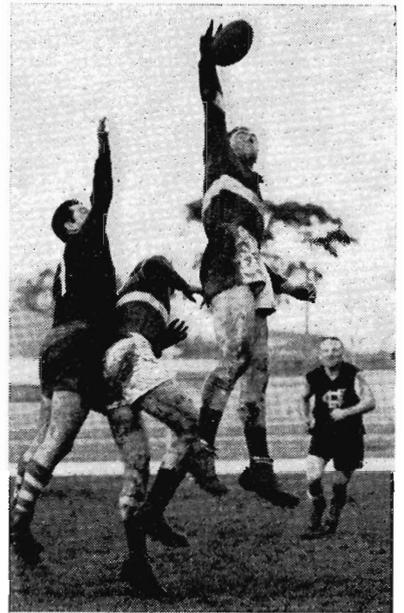
best and fairest player in the competition in 1960. He is a ruckman in the Melbourne Yard team that just missed a place in the four, on percentage. Tom is a widely experienced footballer, having played five seasons with the Hawthorn League team; and for the past four years with the Sandringham Association side. At the time of going to press, his prospects of playing with the premiers team were bright: Sandringham finished on top at the end of the home-and-home games. Tom's 14 years with the Department have all been spent in the Melbourne Goods.

Added Incentive

PLAYERS in the Loco. football and cricket teams in the V.R.I. Competitions now have a further incentive to strive for their teams' successes.

It comes in the form of a trophy, worth £2.15.0 for each club, donated by the administrative staff at the North Melbourne Loco. Depot. Purpose of this very fine gesture is to discover the player who, in the opinion of the football and cricket club committees, puts up the best performance in each Loco. team each year.

Football Hat Trick



A Newport Workshops ruckman makes a perfectly-timed leap and an equally perfect palming of the ball from a throw-in during the V.R.I. Grand Final. Racing in (right) is Reg. Harley, of the Loco. team, who has captained his own and Victorian sides. He played with V.F.L. and V.F.A. teams and after many years he has played his last game.

Beaten, Not Disgraced



ALTHOUGH unsuccessful in the Australian Railways Table Tennis Championships held in Melbourne last month, the Victorian team (above, with officials), put up a great fight, but the winning team from New South Wales was too strong. (From left to right: back row—D. Crowder, W. Ern-

doerfer, W. Lawrie, D. Catchpool, E. Martin. (Second row)—R. Harkins, H. Bengough (Arbiter), R. I. Baggott (V.R.I. Sports Secretary), J. Parsons, G. Smith (Secretary), F. McCloskey (Institute Representative). (Front row)—R. McMullan, E. Campbell (Captain), P. Coates (President), J. Crouch (Manager), J. Massouris, O. Chan.

PLAYING in the Grand Final of the V.R.I. Football Association, Newport Workshops won the premiership for the third successive season. Scores were: Newport, 16.11; Loco, 7.9.

Presentation of the Commissioners' Cup by Mr. G. F. Brown (Commissioner) at a social was accompanied by some well-merited speeches praising Newport Workshops players on their achievement.

VICTORIAN RAILWAYS

NEWS LETTER

NOVEMBER



1960



THE MONTH'S REVIEW

Rail fans helped

TO encourage the formation of School Railway Clubs—of which seven have already been formed at Melbourne's leading colleges and schools—the Department has produced a fully illustrated leaflet that includes pictures showing the varied activities the clubs offer to young railway enthusiasts.

Other directions in which Clubs are aided include the supply of railway literature and maps, official news items, use of railway films and the planning of rail excursions and inspections.

From September 23 to 25, the Victorian School Railway Clubs Association held its first Convention when colour slides and model railways were displayed. A highlight was a day rail trip to Bacchus Marsh by 60 members.

According to one of the organizers; the boys "had the time of their lives photographing many rail activities, including the fast interstate goods train from Adelaide and *The Overland* as they sped through Bacchus Marsh."

Country carriage comfort

FOR half-a-century six-wheel bogies have been a familiar sight beneath A.E. and B.E. country corridor carriages. Now they are being progressively fitted with an improved four-wheel type released from a variety of other country carriages (such as AZ and BZ vehicles) to which, in turn, "Commonwealth" cast steel bogies are being fitted.

Four-wheel bogies have materially contributed to the high riding qualities of the vehicles to which they have been fitted. Passengers in A.E. and B.E.

stock should experience similar travelling comfort.

While the bogies are being fitted to the A.E. and B.E. carriages an alternating current motor will be added to the air-conditioning equipment. This will permit of current drawn from outside power mains being used to operate the air-conditioning apparatus and, before passengers board the train, bring the atmosphere in the carriage to an agreeable level. The present system of using batteries to do this work is inadequate due to the limited capacity of the battery.

Christmas present

PUZZLED about a Christmas gift for someone? If so why not arrange for him to become a *News Letter* subscriber—a present that will have continuing appreciation throughout the year? All you need do is to send a postal note or cheque for 11/- to the Public Relations and Betterment Board, Head Office, Spencer Street, giving the full name and address of your friend. Beginning with the January issue *News Letter* will then be posted to your friend each month during 1961.

"Leisurely repose"

FEATURED last month on the front page of *Chadstone Progress*, a weekly suburban paper claiming a guaranteed circulation of 62,000 in a fast growing area, was the following well-founded tribute to the comfort of *The Overland*, the air-conditioned inter-capital express running between Melbourne and Adelaide:

"The thing I have against jet age travel is that the faster we get where we are going, the greater the hurry we seem to be in.

"That is why I enjoyed my train trip to Adelaide last week. You may get there in half the time when you fly, but you'll miss the leisurely repose in a near-luxury air-conditioned roomette, a sound sleep on a comfortable air-cushioned bed and a cheerful awakening with a tray of fresh fruit, hot rolls and a steaming cuppa.

"By the time you leave the train you've showered, dressed and looking your very best; you can really enjoy your arrival and isn't this the nicest part of going places?

"Not wishing a reduction of fares upon our poor airlines, I am all for modern train travel."

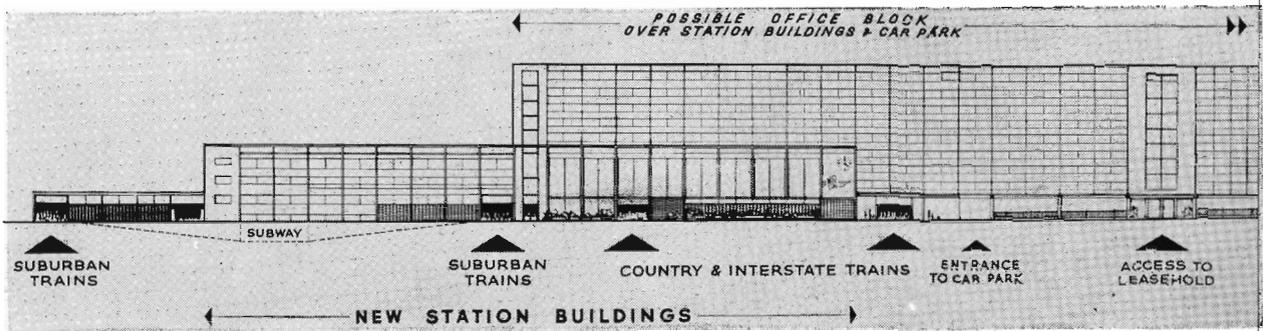
FRONT COVER

ONE of the chief operating features of Ararat is symbolized in this picture of a T class diesel-electric and a D3 steam locomotive: night time working. As the focal point for a number of lines the Ararat Goods Yard is a busy re-marshalling centre where wagons are assembled in station order to facilitate the working of the trains that will take them on to their final destinations. (See story Pages 174-176)

Crippled children helped



ON behalf of the Railway Employees' Auxiliary of the Orthopaedic Hospital, Frankston, Mr. N. Quail (Deputy Chairman of Commissioners) last month presented to the Hospital a cheque for £3,410. Most of it represented a year's contribution by railway men and women. The ceremony took place on the lawn at the back of the Railway Offices, Spencer Street. Mr. Quail is seen handing the cheque to one of the Hospital's inmates, Kathryn Hawe, daughter of Boilermaker D. M. Hawe, of the North Melbourne Workshops. Alongside her is another patient, Shirley Findlay, with Dr. Keys Smith (Medical Superintendent of the Hospital) in the rear. From a humble beginning at the Newport Workshops in 1946, the Auxiliary's fortnightly collection there has risen from £7.1.3d. to £100. Since then the Appeal has been on a State-wide basis in the service and equipment to the value of over £20,000 has been donated to the Hospital.



NEW interstate train terminal for Spencer Street, with possible extension of the building by erection of a multi-storey office block through leased "air-rights."

MODERN STATION FOR SPENCER STREET

TUESDAY, October 25, was a milestone in the history of the Department: on that day it revealed that the 102-year old Spencer Street station would disappear and be replaced by a new interstate terminal. Planned as part of the rail gauge standardization work now rapidly progressing between Melbourne and Albury, the new station will be modern in design and in facilities for passengers.

REPRESENTING a complete transformation from the existing single-storey structure, the new building will be constructed on the present car park site, and will consist of three storeys—a basement and ground, first and second floors exclusively for railway business.

At a new interstate platform, 1,350 ft. long, to be built between the present

No. 1 platform and Spencer Street, the track will consist of three rails to accommodate standard and broad-gauge trains. There will also be a dual track at the existing No. 1 platform.

The new building would be far higher than the existing one—and larger, too, if private enterprise takes advantage of the space above it and the car park. Other features of the new terminal would be:

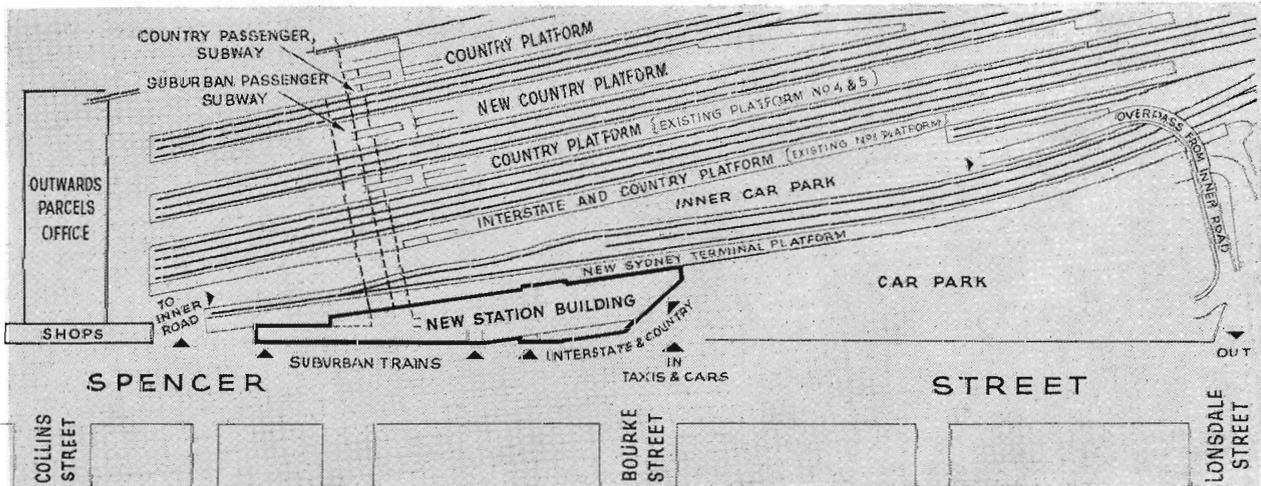
- a free car park for 300 vehicles reserved for train travellers, or friends fare-welling or greeting them;
- a main, convenient entrance to the station concourse from the car park;
- underground tunnels for moving luggage and parcels, thus avoiding obstruction to passengers; and
- a first floor passengers' and visitors' waiting room, looking down on a new 180 ft. x 60 ft. enclosed concourse.

Facing on to the concourse will be country and interstate booking offices,

the Man-in-Grey, luggage halls and refreshment stalls. A ramp will lead to a subway connecting the country platforms. A concourse in the basement will give access to showers, hairdressing saloon and other amenities. The first floor will have a cafeteria seating 144, while the second floor will house the staff working the station. The present suburban passenger subway will be extended to Spencer Street (beneath the new building) rising to ground level by two ramps.

An inner road leading in from Spencer Street near Collins Street will give direct vehicular access to the present No. 1 platform. Exit will be by a bridge over the new interstate track and platform. A new country island platform to be built on the west side of the existing 4 and 5 platforms, will take the place of the demolished 9, 10 and 10a platforms. New Inwards Parcels and Lost Property Offices will be built north of the car park, just beyond Lonsdale Street.

HOW the standard gauge trains will come to Melbourne. Diagram shows location of the new station buildings, new standard gauge platform, subway to suburban platforms, etc.



"It is a well-known fact that no great skill is involved in running a railway system. At least this is the conclusion to be drawn from the ready willingness of Parliamentarians, the Press and the general public to point out at every opportunity just how the job ought to be done."

IN that outspoken fashion, Mr. E. H. Brownbill (Chairman of Commissioners) last month began a lecture at The Royal Institute of Public Administration. He was taking part in a series of important addresses, titled "The Challenge to Public Administration in a Developing Australia", by heads of State and Federal governmental instrumentalities on the problems that had arisen—and possible trends—in administration due to the tempo of Australia's development.

Stressing the new specialist role of the railways as mass point-to-point carriers, Mr. Brownbill gave reasons why "far from being finished, the railways are only just getting started."

THE reason why advice is so freely available to us on so many aspects of railway administration—from the setting of fares and freights to fixing the length of suburban trains—may be due to the deceptive quality of the many complex railway problems that makes their solution seem all too obvious on a merely superficial examination.

Twenty-five years ago it was fairly generally accepted that railways were on the way out. Admittedly, they had done a great job in their day, but they were obviously doomed by the flexibility and mobility of the internal combustion engine and the rubber tyre.

To a limited extent this was true. Road transport has led to the demise of numerous lightly-trafficked branch lines, and also of small and poorly-patronized stations on main lines. However, the effect of this on the railway organism has been nothing but beneficial, for these services represented railroading in its least attractive and most uneconomical form.

Transformation

WHAT the development of road transport has actually done is not to destroy the railways but to transform them from general practitioners into specialists. The process is as yet far from complete and is still meeting strenuous opposition from those sections of the community who, whilst eagerly embracing the new, are unwilling to forego the advantages conferred upon them by the old.

This process of specialization is now being rapidly accelerated by two other factors:

- Australia's booming industrial growth;
- development of new techniques of co-operation between rail and road.

The new role that is emerging suits us much better than the old and, far from railways being finished, I can assure you that we are only just getting started.

The direction in which we are specializing more and more is, of course, that of mass point-to-point transport—the "wholesale" aspect of railway business. By mass, I refer to traffic in at least wagon-load lots, irrespective of the nature of the goods.

Bulk traffic—wheat and other primary products, superphosphate, brown coal and briquettes—has always formed a large proportion of our business, but with growing industrialization new traffics are emerging as important sources of revenue—steel products, bulk cement, motor cars and bodies, and bulk liquids.

New techniques

THE second factor I have mentioned—the development of new techniques of co-operation between rail and road—is influencing our opera-

tions by bringing into the wholesale field traffic that was previously strictly retail in character. I refer to what is generally known as less than car-load traffic—that multiplicity of relatively small consignments that have to be accumulated into economical loads at the originating end of the journey and distributed to the various consignees at the destination. The new techniques are containers, the various forms of "piggyback," and forwarding agents' bulk loading schemes.

All these devices represent important steps in the direction of total transport economy, because they concentrate on the use of that aspect of rail transport—bulk terminal to terminal operation—where the greatest savings, relative to road transport, can be obtained, and leave road transport to carry out only essential pick-up and delivery operations.

A further contribution towards overall transport economy is made by these techniques in that they extend the railways' ability to exploit the economies of size—in other words, every additional ton brought to the railways by these means reduces the unit cost of every ton carried by rail without in any way increasing the unit cost of the traffic remaining on the roads.

It would be difficult to over-emphasize the importance of size—"volume" would be a more appropriate term—on railway operations and costs. It is a far more vital factor in Australia than, for instance, in England, Europe or the U.S.A. The reason is that, because of the relative sparsity of population here, we work much closer to the lower limit of traffic volume, below which economic railway operation is impossible.





SPECIALISTS NOW!

To give any railway service at all, of a standard acceptable in today's highly competitive market, it is necessary to have tracks, structures and signalling systems that are very costly initially but are capable of handling a very heavy traffic indeed without any further substantial expenditure, either of a capital nature or on maintenance. It follows that the cost of these facilities, measured on a ton-mile basis, can vary between very wide limits and can become prohibitive if traffic volume falls below a certain level.

Cutting overhead

ON the other hand, working as we do above but not very far from this level, we have a very great potential for reducing the overhead portion of our ton-mile costs if we can increase our traffic volume. At current traffic levels in Victoria overheads represent approximately two-thirds of our ton-mile costs, and there is thus plenty of scope for reduction in the overhead contact of unit costs if additional traffic can be obtained.

Following the argument in the opposite direction, however, it becomes apparent how vulnerable Australian railways are to a decline in traffic volume from existing levels. A temporary decline can be met by emergency measures such as the deferment of certain classes of maintenance; but a permanent decline could have one of only two results: enormously increased deficits or, if expenditure were to be cut proportionately to income, a rapid deterioration in the physical condition of the railway systems.

Quite apart from total traffic volume, there is another aspect of size that has a most important bearing on railway operations, and that is the size of individual consignments. I do not refer here to physical dimensions, but to the total volume of goods involved in a particular traffic movement.

Rail's superiority

IT is axiomatic that the main advantage of rail transport is the ability to consolidate many separate units of traffic into heavy trainloads on a segregated right-of-way, thus obtaining a high ton-mileage per unit of fuel and man power. Where we really come into our own, however, is in that field where the train ceases to be an aggregate of separate parts and becomes a single entity—in other words, where the unit of traffic is the trainload rather than the wagonload.

A train of this nature is an entirely different entity to a train made up of assorted wagonloads that must be assembled in a marshalling yard. The former train loses no time shunting in marshalling yards—in fact, it has no use for marshalling yards at all but proceeds direct from origin to destination. As each vehicle is loaded to capacity the question of wagonload minimum weights for freight-fixing purposes does not obtrude and the train can be made up of high-capacity bogie rolling stock fitted with passenger-type bogies for high-speed running. Accountancy and statistical operations are also simplified—the whole train can be waybilled as one unit instead of each vehicle being waybilled separately as in a normal train.

It is apparent, therefore, that Australia's rapid industrial expansion, and the accompanying expansion of the transport market, means more to the railway systems than just additional traffic. It is also paving the way for the introduction or extension of cost-cutting methods of operation that hitherto we have been unable to adequately exploit because of the restricted size of the market in which we operate.

Of course, these changes in conditions have brought their problems too. Some of these are problems of readjustment; but far more difficult of solution are those problems—of which our current industrial unrest is but a symptom—brought about by the pressure of the

Nation's extraordinary industrial expansion on its limited resources.

Outside pressures

REMARKABLY enough, our main difficulty in making the readjustment to the new and more specialized role of railways in the modern economy has not been internal at all, but in overcoming the battle put up by outside interests to retain railway services no longer economically justified but which confer a sectional benefit or contribute something towards local prestige (and land values).

Apart from such purely local pressures, the community as a whole has only a vague and confused idea as to just what it expects of its railway system. Should the Railway Department be regarded as a branch of the Public Service, contributing to the general development and welfare of the State without yielding commensurate returns by way of direct revenue, or should the Department be run strictly as a business, providing only those services which can be run at a profit in the commercial sense? Nobody seems to know.

I have no doubt that if the issue were put to the test, the weight of public opinion would be found in favour of the former viewpoint, and it is, in fact, this viewpoint which dominates current policies; but this does not prevent us from being badgered from all directions because such policies are quite incompatible with profit-making.

Accepting, as we do, that the weight of public opinion requires that the Department be operated on lines that are non-businesslike in the commercial sense, one of the most difficult problems that we as Commissioners have to face is this: if profit or loss is not to be the criterion by which administrative decisions are reached, what criterion is left?

The measuring stick we employ—and I am convinced that it is effective if not altogether precise—is what might be called the "test of comparative costs."

What it means is, briefly, that we will not tackle any transport job if we are satisfied that our costs, measured in resources used, are higher than can be offered for the same job by any other means of transport.

Costs and charges

YOU will note that I refer to costs and not charges. Confusion between the two has probably led to more loose thinking on transport problems than any other factor.

The practical effects of the application of this principle can be seen in the closing of certain branch lines; the withdrawal of poorly-patronized passenger services from others, and the abandonment of proposals for the construction of new lines such as Alphington—East Preston and Moorabbin—Beaumaris. The principle also has an important bearing on the allocation of our annual allotment of loan funds.

It cannot be applied with complete precision simply because the necessary data—our own costs and other people's—is also imprecise. However, in practice the issue is usually so clear-cut that a small degree of uncertainty is immaterial.

An excellent example is afforded by the investigation that was carried out

last year into the proposal to construct a new railway from Frankston to Mornington, via Mt. Eliza. In this case the estimates showed that the cost of carrying passengers on the new line, at the expected level of patronage, would be about 1/2d. per passenger-mile.

This is so far in excess of the best available average costs of bus transport (3.70d.) and even private car travel (4.75d.) that it is obvious that construction of this line could only have led to a substantial increase in the community's total transport bill irrespective of the actual profit or loss returned by the line. Incidentally, the average cost of carrying passengers over the existing suburban railway system is approximately 1.8d. per passenger-mile.

Our problems of readjustment, then, are mainly external and consist of pressures for the retention or extension of railway services in directions that do not conform with the new role imposed upon railways by present-day conditions. Such pressures are brought about partly to maintain the status quo, which serves certain sectional interests, and partly through lack of understanding of the changes which have occurred in the railways' place in the scheme of things.

Lack of staff

WHAT of our internal problems resulting from Australia's rapid economic growth? By far the most recalcitrant of these—and one for which I can see no ready solution—is the persistent shortage of staff.

The long drawn-out industrial dispute has brought our staffing difficulties forcibly to the notice of the public. I do not consider that the problem is fundamentally one of rates of pay at all.

In an economy where employment is so readily available, often close to home, and where the diversity of jobs multiplies daily, I do not think that even if we were able to afford to pay higher wages than outside industry we could induce a greatly increased number of men to accept a railway career with its unavoidable country, week-end and shift work. The creed of full employment has destroyed the advantage we used to enjoy over non-career industries without giving us anything in its place.

(Next month, the concluding half of Mr. Brownbill's address will deal with post-war expansion problems, allotment of loan funds, estimates and our future).

SUPERB PENMANSHIP OF LAST CENTURY



IMPECCABLY handwritten in 1874 on parchment in Gothic old English, the phrasing of this goodwill message to a senior V.R. official in the form of an illuminated address symbolizes the leisurely yet expansive days of the last century. It recently came to *News Letter* and while readers of this jet age will not doubt its sincerity for a moment, they can be pardoned if it raises a smile.

"THOS. HIGINBOTHAM, ESQ.,
C.E.,
ENGINEER-IN-CHIEF,
VICTORIAN RAILWAYS

Dear Sir,
We the undersigned, Officers and Servants of the Department of Railways and Roads, on the occasion of your contemplated temporary absence from the Colony, beg to tender you this Expression of the High Opinion entertained by us at the manner in which you have for a period of 14 years discharged both your Professional and Administrative Duties in the very responsible office of Engineer-in-Chief of Victorian Railways.
"Whilst desirous of abstaining from flattery which we feel would be distasteful to you, we beg you to accept the assurance of our deep sense of your High

Personal Honor and of your Courtesy, Kindness and Generosity as a Public Officer and also as a Private Gentleman.

"We express the hope that after so many years of arduous devotion to duty a period of comparative rest and entire change of scene may be of great personal benefit to yourself and we feel confident your opportunity of extended travel and observation cannot but result in advantage to the Colony.

"Cordially wishing you a prosperous and pleasant journey and a safe return amongst us,

We are, Dear Sir,
Yours faithfully,
Robt. Watson, Chairman of Committee
J. Steavenson, Hon. Treasurer,
A. Wells Hon. Secretary."

THE address is surrounded by seven miniatures in water colours portraying various major engineering works on the Victorian Railways with which Mr. Higinbotham had been associated. These include the Moorabool and Coliban Viaducts, the Elphinstone Tunnel and the Goulburn River bridge. Although each is less than one inch in diameter, the fidelity of the pictures is remarkable.



NEW MOBILE RAIL ADVISORY SERVICE



TO meet requests from country agricultural societies to provide a railway advisory service at their shows, the V.R. has had built a mobile exhibit. Weighing only 23 cwt., it is 25 ft. long, painted white with a blue and gold band, with two cast metal crests on the sides. A blue and yellow entrance awning adds a colourful touch. The interior colour scheme is of muted green, with grey upholstery in the advisory bureau section that features a natural wood plastic-finish reception desk.

Two doors allow visitors to pass through the centre section of the unit, where display panels are mounted, telling the railway story and where pamphlets are available. At the end opposite to the advisory bureau a working model railway runs in a realistic countryside setting. The white colour and insulated roof keep the advisory centre cool during hot weather.

At its first very successful public appearance last month, a high proportion of the 50,000 Mildura Show visitors was attracted to the V.R. mobile unit seeking information and literature. Besides local press and radio publicity, the exhibit was specially featured on TV national news sessions. The unit was the biggest of its kind in the Mildura showgrounds. It was transported by rail to Mildura on a flat wagon and then tractor-towed to the showgrounds.

● (Top) General appearance of the unit, in its setting at the Mildura Show. (Above) End of the unit where the advisory service is conducted; showing the attractive cast metal crest. (Right-top) Looking towards the advisory area. Panel features examples of the wide variety of special railway freight wagons now in service. Beneath is the modern pamphlet dispenser. (Lower) In the background is the working model railway that proved an outstanding attraction.





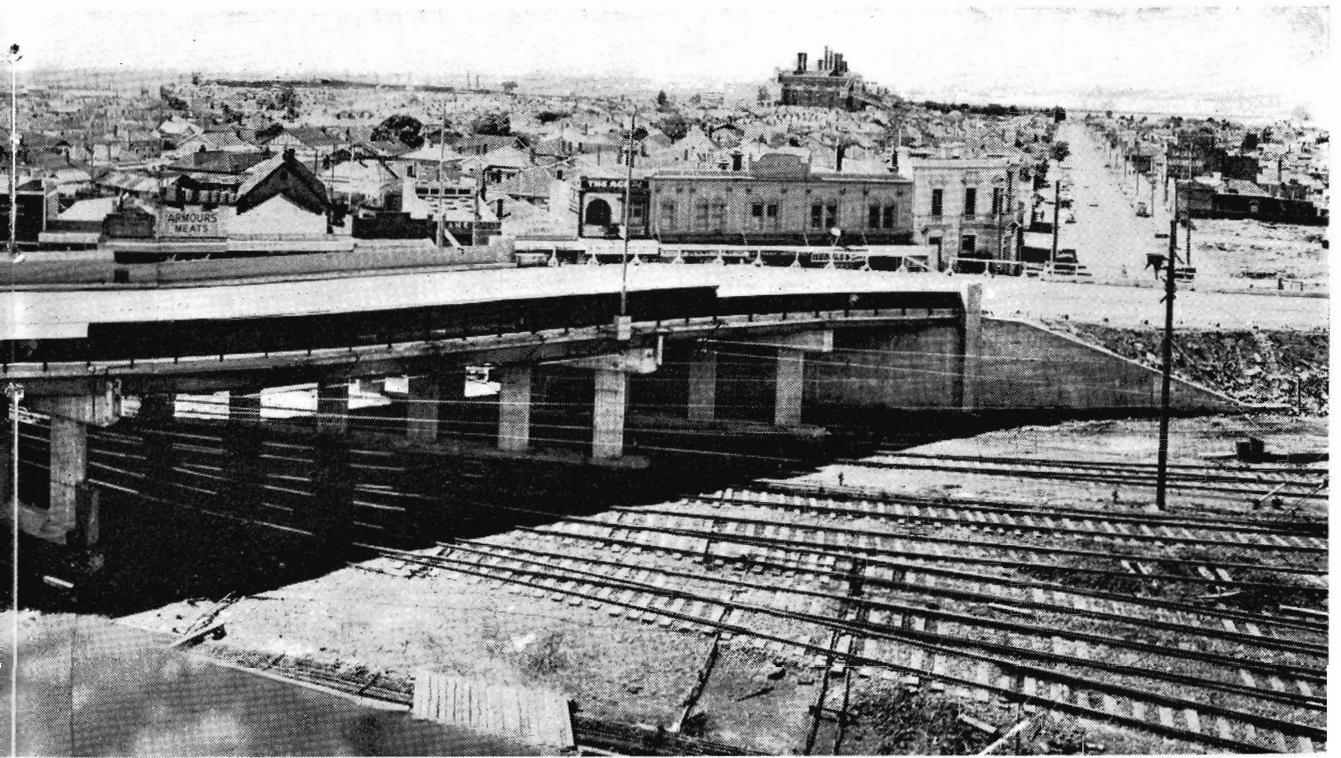
AROUND THE SYSTEM



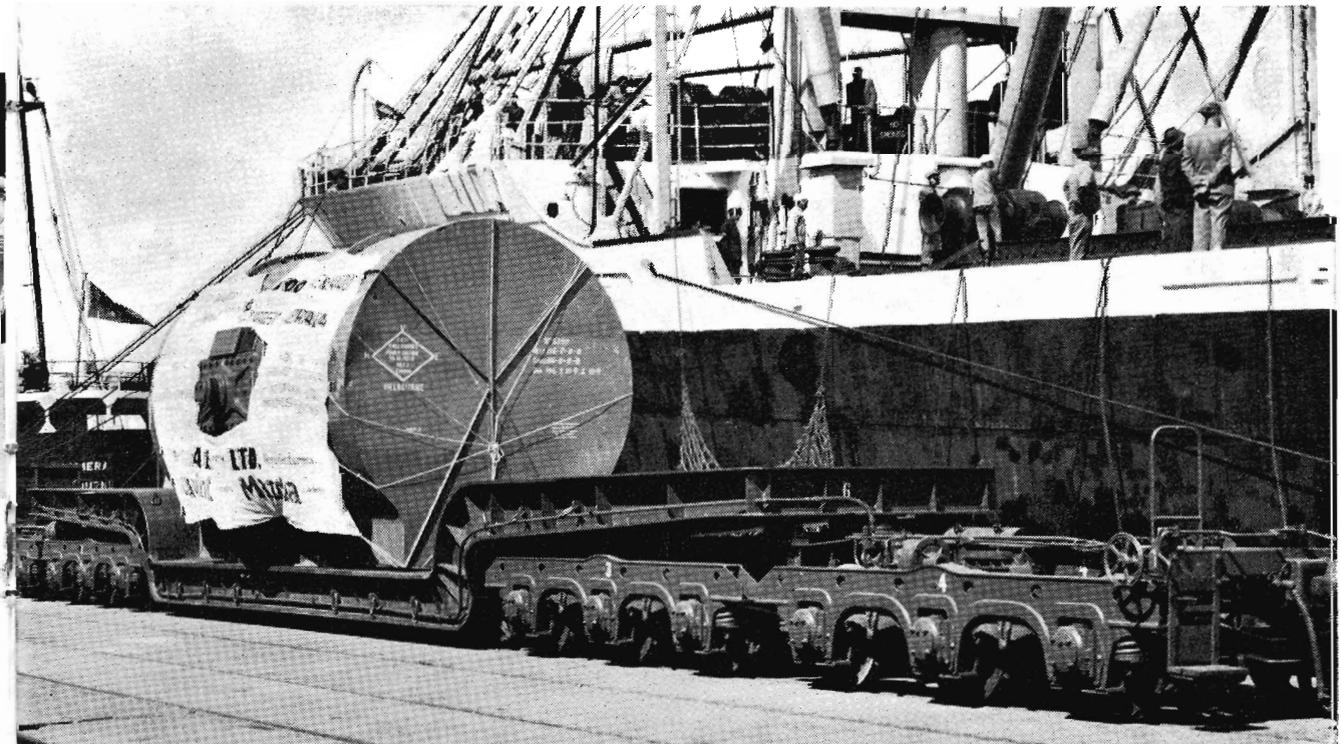
AS part of their project, third-year art students at The Royal Melbourne Technical College recently designed, amongst other things, posters featuring rail parcels traffic. Their approach generally was commercially sound and revealed a variety of stimulating designs. Looking over the posters (from left) are Messrs. A. Gilmore (Secretary for Railways), N. Quail (Deputy Chairman of Commissioners), R. R. Mackay (College Principal), V. E. Greenhalge (Art School Head), G. F. Brown (Commissioner) and D. Miller (Instructor in Advertising Art).



(Above) VALERIUS, a fancied candidate for the Melbourne Cup and two other racehorses (Fine and Dandy and Le Storm) taking part in the Spring Racing Carnival came from Sydney by train last month. They reached Spencer Street "without turning a hair," in a horse-box attached to *Spirit of Progress*. (Right) WEIGHING 116 tons, a stator for the S.E.C. was transferred from a ship to a new 150 tons railway well-wagon—the heaviest wagon ever built by the V.R.. Because of the stator's dimensions, special precautions, including switching off power from the overhead between Melbourne and Warragul, had to be taken for the trip to Yallourn—a complicated job, from loading to transporting, that was successfully completed.



PICTURE shortly before being opened for traffic on October 3, this 1,400 ft. long overpass at Melbourne Road, Newport, eliminated a busy level crossing at the 'Down' end of the station. To help road traffic flow, roundabouts are being built at both approaches. Two subways will take pedestrian traffic.



ARARAT

WHERE WAGONS KEEP MOVING

Nos. 38 and 77, two of the fastest and most spectacular goods trains on the V.R. system, operate between Melbourne and Adelaide. No. 77 makes this fine tree-dominated picture as it curves beyond Warrenheip. It will stop at Ararat for crew-changing.

IN the never-ending campaign to keep railway wagons moving few, if any, parts of the system rank higher in significance than Ararat. Here re-marshalling is given to practically all of the 82 'Up' and 'Down' weekly goods trains that pass through or originate at that station. Wagons in infinite variety are moved and juggled into roadside sequence to facilitate easy, time-saving detaching at stations en route.

Ararat is 131 miles from Melbourne on the main Serviceton line and is the point from which the Hamilton-Portland line trains run southward.

IN the goods yard there are 16 roads, the longest of which take a train of 75 wagons, and throughout the hours of darkness it springs into great activity when the yard is literally packed with goods trains. During the night, too, the double-headed diesel-electric hauled interstate fast Melbourne-Adelaide goods train, with up to 75 vehicles, glides into Ararat for crew-changing.

Ararat is the headquarters for a large number of railway men and women. Total personnel is in the region of 450, covering the Traffic, Rolling Stock, Way and Works, Stores, Refreshment Services and Electrical Engineering Branches. It is, in short, a striking example of decentralization of many railway activities. From Ararat a big area, extending to the west, north-west and the south is supervised, on the traffic side, by an Assistant District Superintendent (the only one in the service) under the District Superintendent, Geelong. Assisting in the closer ad-

ministration of this large region, he is away from Ararat from Monday to Thursday each week conducting inspections and enquiries and consulting railway customers, returning then, as he says, "to catch up with my correspondence."

A long goods shed, catering for a continuing flow of upwards of 20,000 tons per annum of inwards and outwards items, is staffed by a clerk-in-charge, two clerks, shedman, trucker and two number takers. Focal point for privately-owned road motor vehicles to pick up and deposit goods, the shed presents a perfect example of rail and road co-ordination that the Department, unlike competitive interests, advocates so logically in the best interests of the State.

With a senior train controller, four train controllers and clerks, the Train Control section maintains a "fatherly" eye on a huge volume of traffic moving over lines stretching for nearly 850 miles

west and south of Ararat. It extends to Serviceton and branches—Lubeck to Marnoo, Murtoa to Patchewollock, Horsham to Carpolac and Dimboola to Yaaapeet and Yanac; from Hamilton to Portland and branch lines—Hamilton to East Natimuk, Hamilton to Casterton and Coleraine, and Heywood over the border into South Australia to Mount Gambier. Trains coming under its jurisdiction range from the spectacular Melbourne-Adelaide intercapital passenger train *The Overland* to diminutive 102 h.p. diesel rail-motors.

Until they are displaced by diesel-electric locomotives in the years ahead, steam locomotives will continue to operate from the Ararat Loco. Depot. At present, 42 steam locomotives are based there: 15 N, 9 J, 5K, 5 D3, 4A2, 3 R and 1 C. All major mileage examinations (A, B, C, D and E) are carried out on these locos. at Ararat. The Depot, one of the biggest outside the metropolitan area, employs 174 men, under a

depot foreman. This total includes 99 drivers, firemen and cleaners and a variety of shed grades ranging from hostlers to boilermakers. From Ararat, the depot foreman also supervises another 137 men (mainly drivers and firemen) located at out-stations at Stawell, Horsham, Murtoa, Dimboola, Serviceton, Goroke, Hopetoun, Warracknabeal, Hamilton, Portland, Heywood, Casterton and Heywood. Running repairs to locomotives are carried out at Hamilton and Dimboola.

For the maintenance of the big number of station buildings, goods sheds and bridges, as well as tracks and departmental residences, etc., over the 850 miles of railway territory, the Way and Works Branch has a staff of 157 under the control, according to type of work, of a roadmaster, road foreman, works foreman and sub-foreman. There are 18 track gangs and three works gangs. The works section comprises seven carpenters, four painters, two plumbers, a bricklayer, motor mechanic and eight skilled labourers. The Electrical Engineering Branch has four men at Ararat.

Both the Loco. and Works Depots have stores sections, with an experienced Storeman in charge. Replicas of the massive General Storehouse, Spotswood, in the sense that departmental storekeeping principles are standardized, these small but important activities cater for the multitudinous requirements—from tin billies to loco. brake blocks—of the area, with replenishments coming regularly from the Spotswood Storehouse.

Parcels speeded

At Ararat special attention is given to the handling and promotion of parcels traffic. Conscious of the need for swelling parcels traffic revenue, the staff receive and dispatch consignments with satisfaction to the department and its customers. Parcels reach Ararat from Melbourne on the 1.50 a.m. newspaper train and the 8.40 a.m. and 1.40 p.m. passenger trains. In the 'Up' direction, a speedy service is also provided by means of the 10.18 a.m. and 4.20 p.m. passenger trains. On the Hamilton-Portland line, the parcels traffic is so concentrated that, to cater for the volume, a diesel rail-motor trailer is attached to the 280 h.p. diesel rail-motor.

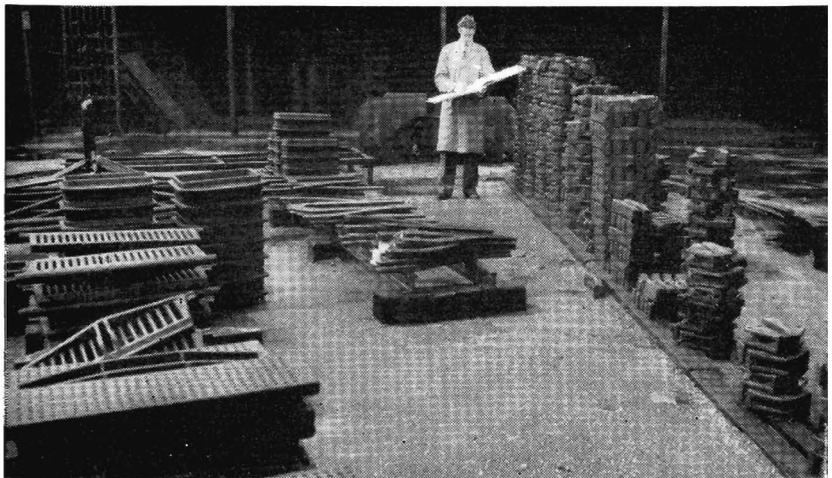
An outstanding feature at Ararat station is the Refreshment Room where the Manager, his wife and staff strive successfully to maintain an excellent food service in a room that, for cleanliness and brightness throughout, has no superior elsewhere on the system. A kiosk is also operated. It is the responsibility of the Manager to provide the highly appreciated breakfast tray service for roomette and twinette passengers on the 'Up' Overland. Also provisioned from Ararat is the trolley



ARARAT Refreshment Room Manager (Mr. J. Klason) and his wife preparing the breakfast tray service for roomette and twinette passengers on the "Up" Overland from Adelaide. Packed in partitioned boxes to be served by train conductors, the service consists of tea, coffee, milk, sugar, rolls, marmalade, butter, rolls and oranges . . . not forgetting the serviettes.



(Above) This is a partial view of the big, 16-road Ararat goods yard where many goods trains are "unscrambled" every night. Ararat is a vital marshalling point for western and branch line goods trains. (Below) BEING the headquarters for railway territory stretching over a widespread area, Ararat has stores for a wide range of Rolling Stock and Way and Works Branch needs. Loco. Storeman-in-Charge Grant Wilson checks some of the engine and wagon requirements of the region, such as brake blocks, W guards for wagons, etc.



service, of sweets, tobacco, drinks, etc., on trains to Melbourne, thence along the Camperdown line and return.

A sub-centre of the V.R. Institute is established at Ararat. In a very fine and spacious social hall, dance and other pleasure-giving functions are held, as well as a variety of indoor sporting games. This sub-centre possesses one of the finest bowling greens in the Wimmera and plans are now in hand to construct two tennis courts.

Especially in early springtime a return train journey between Melbourne and Ararat, covering 262 miles, has been aptly summed up: every mile was worth while. Air-conditioning, with all its comfort, is available on each of the three 'Up' and 'Down' trains. From these, each hauled by blue and gold diesel-electrics, passengers look out on the greenest of green countrysides, all the way. On each side of the line, there are lush pastures where sheep meander peacefully. It is a region where blue, glass-like freshwater lakes add eye-pleasing variety to the trip. *It is all so satisfying . . . so smooth . . . so comforting when one thinks of the road hazards facing the motorist.*

* * *



(Above) To help cope with the heavy volume of parcels traffic from and to the Hamilton-Portland line, a trailer is attached to this 280 h.p. diesel rail-motor from which passengers have alighted at Ararat. From those three doorways parcels, mails and luggage are promptly unloaded for re-dispatch by rail to all parts of the State and beyond. (Below) All trains running on the main Serviceton and branch lines beyond Ararat "belong" to Train Control at this junction station. Train Controller Joe Davis is graph-recording the time a train passed a station: that information is being conveyed to him over the selector telephone network from a distant Wimmera station. Many important train operating benefits accrue from the train control system. Perhaps the greatest is the overall picture it gives at one central point of all trains within the area. With this information recorded on the graph before him, the Controller can, for example, hold trains at stations and give precedence to others . . . all in the interests of more efficient train working.



Transport co-ordinator

FOR the past 10 years Secretary to six successive Ministers of Transport, Mr. Alan G. Brown was recently appointed State Co-ordinator of Transport. His 37 years in the V.R., coupled with a close link with transport policy at the Ministerial level, equip him for this little known yet important Government post.



Mr. Brown

Mr. Brown was employed in the Stores, Commercial and Secretary's Branches, including some years in the Common Law section of the Crown Solicitor's Office.

Since 1928 he has held a radio amateur's transmitting licence and it was no surprise, when he joined the R.A.A.F. in 1939, that, for the next six years, he would be associated with the wireless section. He rose to the rank of Squadron-Leader, serving in the Pacific area.

He has confirmation of two-way contact with over 10,000 radio "hams" throughout the world. About two years ago he had the distinction of being the first amateur radio man to contact the Antarctic continent. He is also Vice-President of the Royal Philatelic Society of Victoria.

His father, the late Mr. George Brown, was a former Secretary for Mines, well remembered by the older generation of V.R. men as a V.R.I. shorthand instructor. He was once the world's fastest shorthand writer—at a speed of 250 words a minute.

Saved a life

A Victorian Railwayman who qualified only recently for his first-year First Aid certificate was able to apply his knowledge and undoubtedly save a life last month. He is Butt Welder T. Mobbs, of the Permanent Way Materials Depot, Spotswood.

Near Romsey, a crop-dusting airplane crashed and the pilot was severely injured. Fortunately, Mr. Mobbs was in the area and he sped to the stricken plane where the pilot was pinned by one foot. Mr. Mobbs had to use spanners to release him. Besides head injuries, the pilot had arterial haemorrhage from the left arm, and Mr. Mobbs controlled this with an improvised rubber tourniquet. A Romsey doctor was later called to the scene and said that Mr. Mobbs had "done a very good job".

November, 1960



Sisters in V.R.

POSING for this delightful picture just before they recently made their debut at St. Albans are three railway girls—and they're sisters, too: Maureen, Margaret and Jamie Liddy, daughters of a Victorian Railwayman. Maureen is a teletypist in the Telegraph Division, Head Office, and her sisters are typists at the Dynon Goods Depot. At the last V.R.I. typewriting examinations, Maureen gained the highest marks and was awarded the "A. E. Hyland Prize."

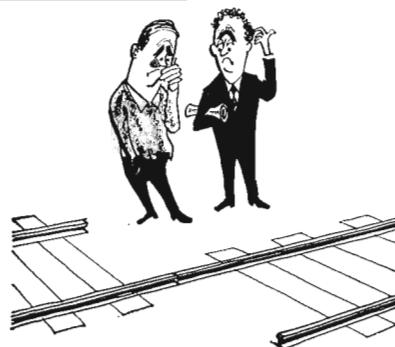
Their father, Harold Liddy, is a Rope Splicer at the Laurens Street Depot. Great-grandfather Frederick Lunny was a passenger guard and grandfather James Kent was a leading hand carpenter. An uncle, Train Examiner V. J. Kent, is employed at Newport. FOOTNOTE FOR THE LADIES: Mrs. Liddy made the dresses (each of 18 yards of tulle and lace and 18 yards of satin) and the white fur capes.

Heads Institute

NEW General President of the Victorian Railways Institute is Mr. A. C. Stockley (Chief Electrical Engineer), who had been a member of the Council for the past five years. He succeeded Mr. F. Orchard (Comptroller of Stores), who had been General President for four years and who now becomes Immediate Past-President. In referring to these positional changes, Mr. E. H. Brownbill



(Chairman of Commissioners) highly praised Mr. Orchard for the way he had, in co-operation with the Council, fostered the many and varied interests of the Institute throughout the State. He said the Commissioners looked forward to a continuance of Institute progress under the guidance of Mr. Stockley.



Mr. Patterson

Footballer A.S.M.

TYPICAL of the keen young men who are making careers in the Traffic Branch is A.S.M. Russell Patterson of Ouyen. Beginning in the Department at Anglewood, seven years ago, he was later transferred to Maryborough where he obtained his Staff and Ticket Certificate at the age of 19. He was appointed an A.S.M. at Ouyen in 1958. Mr. Russell plays football and tennis with local teams; last year, he was in the tennis grand final.

A good time was . . .

INTO the News Letter unofficial list of "good fellows" go V.R. men at the Way and Works Branch Telephone and Linesmen's Depot, Spencer Street, because their Christmas get-together is arranged mainly so that their women-folk can join in all the chatter and fun of the celebrations.

By means of a small fortnightly subscription over the year, there will be enough money for next month's "do". Between 80 and 90 are expected to sit

down to a leading city hotel's Christmas dinner, followed by a dance, with entertainment by paid artists.

This will be the second of these celebrations and, according to Secretary Jack Rutley, "last year's affair was so good that there was a clamour to make it an annual event. We're going to do this . . . and it would be an excellent idea for other groups of railwaymen to follow suit. But they shouldn't forget the ladies!"

Answer worth £3,000

TO have been seen and heard by an estimated television audience of 240,000 spread over 112,000 sets while going through the nerve-tangling ordeal of answering a question worth £3,000 to him, was the recent unforgettable experience of Electric Train Driver D. V. Bicknell of Essendon.

He had reached that dramatic moment after answering, over a period of four weeks, a bewildering series of questions



Mr. Bicknell

on tennis history. His ready answers astounded viewers; it will, therefore, come as a surprise to know that he started to delve into the many facets of tennis only one week before he faced his first question . . . His remarkable retentive memory triumphed for him.

By way of contrast, Mr. Bicknell has had a long experience on the playing and umpiring sides of tennis. On Saturday mornings (when rosters permit) he coaches children out Strathmore way. A few years ago he umpired at U.S. tennis promoter Jack Kramer's matches, including the Rosewall v. Segura, Hoad-Trabert v. Sedgman-McGregor and Anderson v. Trabert games. FOOTNOTE: On the night of the £3,000 question he had to be at the television studio at 7 p.m., but . . . he was not called to the camera until 9.55 p.m. At 9.58 p.m. he was richer by £3,000.

Anvil song

FOR one recent day, a typical blacksmiths' shop at the Spotswood Workshops was transformed. It became a gay and frivolous setting, with colored streamers fluttering in the breeze, dominated by a large banner: "Happy Birthday, Charlie. Congratulations on your Retirement." Foreman Charlie Bourke was leaving after 49 years service.

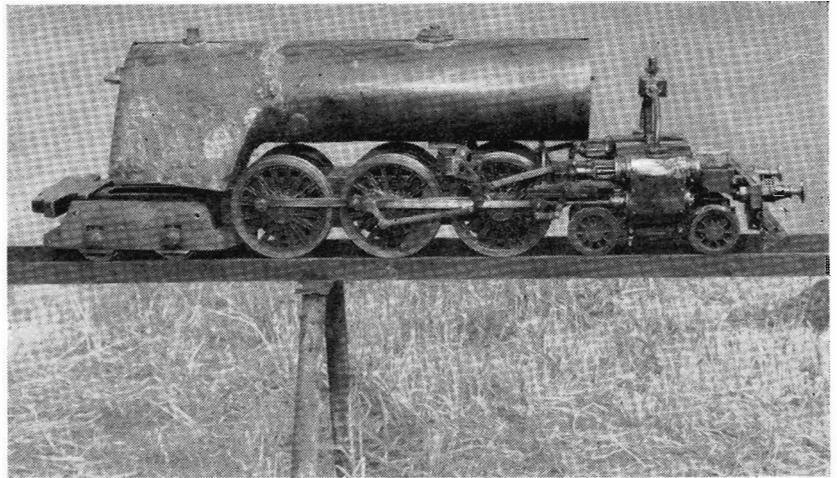
Between 200 and 300 listened to adulatory speeches that preceded tangibles of what his colleagues thought of him . . . a canteen of cutlery, two room heaters and an electric shaver.

When he left the shop for the last time, Mr. Bourke got a loud, prolonged farewell beaten out on anvils and anything else that could make a real deafening sound.

Boyhood dreams coming true

AS his friends say: "If Mr. Clark is building a model R class locomotive then it is sure to be true!" That tribute to preciseness was paid to Mr. E. A. Clark, a Kerang News Agent, who has 80 yards of elevated 3½" gauge track around his orchard. He is meeting a "break-of-gauge problem" by adding another rail for 5" gauge locomotives; he is also putting in colour-light signalling. In his workshop he has all the equipment and accessories for model engineering.

Said Mr. Clark when asked what inspired his railway hobby: "As a small boy I became fascinated by railways when watching the E and DDE tank engines that oldtimers will recall used to run on the suburban system. We also stayed with a friend who was an S.M., and I remember the thrill I got from that. I started on models after visiting the Model Engineering Exhibition in Melbourne and I then joined the Surrey Hills Steam Locomotive Society."



MR. CLARK'S model R class in embryo . . . the forerunner of others. Most of the job will be done from V.R. blue-prints. It has been successfully tested on air, and the smoke box and pipe connexions are being completed before making a steam test.

Recorded first "sparks"



Mr. Johnston

ONE of Stationmaster W. J. Johnston's most vivid memories is of a day, over 40 years ago. As a block recorder at Flinders Street "A" Box he recorded the passage of Victoria's first electric trains that so delighted all of Melbourne's then small boys by their novel habit of running

without a locomotive. He had been in the railways for only a few years—since 1916—and was soon to be transferred to Stawell. This was ultimately followed by service in almost every part of the State, numbering, to date, over 40 locations, excluding those at which he worked as a Relieving A.S.M. Mr. Johnston is now Stationmaster at Ararat, and before that was at Ouyen for two years.

Took wrong train

"TONIGHT 100 Daylight delayed here 1 minute plus 5 minutes loss of momentum account picking up a passenger for Melbourne who got out Seymour and joined 71 express by mistake."

BEHIND that terse wire from S.M. Avenel lies a heart-warming story of the human understanding that railwaymen bring to unexpected situations.

An elderly pensioner travelling from Cobram to Melbourne got out at Seymour for a cup of tea . . . and then joined a train going in the opposite direction to Albury. On that train, the staff had the lady alight at Avenel. It was here that A.S.M. C. R. Henderson calmed the understandably agitated lady, made her cosy at the office fire; rang Melbourne Control for permission for the 'Up' non-stop Daylight to pick her up—there was no other passenger train that night—and then 'phoned her son in Melbourne to meet her.

It was a fine example of personal service given by Mr. Henderson, crowned, from the lady's viewpoint, by the ride she had from Avenel on Australia's fastest train, *The Daylight*.

Borrowable books

MEMBERS can borrow any of these books recently added to the Technical Library of the V.R. Institute, Melbourne :

Encyclopaedia of Workshop Practice ; Railroad Operation and Signalling (E. J. Phillips) ; Australian Mercantile Law (R. K. Yorston and Fortescue) ; Personnel Management (Scott, Clothier and Sprigell) ; Basic Course in Technical Drawing (A. Sierp) ; Elementary Reinforced Concrete Design (W. Morgan) ; Elements of Strength of Material (S. Timoshenko) ; Theory of Structure (W. Merchant) ; Structural Mechanics (W. Morgan) ; Theory and Design of Small Induction Motors (G. C. Veinott) ;

An Encyclopaedia for Australian Gardeners (P. J. Horley) ; Garden Pest Control and Pruning Manual (K. Winsler) ; Planning Your Garden (W. S. Brett) ; Native Australian Plants (A. M. Blombery) ; Bulbs and Perennials (R. E. Harrison) ; Collecting Hardy Plants (R. Genders) ; and Staining and Polishing (C. G. Hayward).

Helping others

REPRESENTING the proceeds from an appeal within the railway service, a cheque for £526.17.9 was last month handed to the Melbourne Legacy Club by the Railway Returned Servicemen's Section. Nearly £40 more than last year's effort, the money will be used by the Club to aid widows and children of deceased servicemen. The Committee controlling the appeal expresses sincere appreciation to everybody who contributed.

Firing 39 years

AS I snapped this footplate picture, Fireman Bill Greenwood was heaving his last shovelful of coal into a V.R. engine," said rail fan Wal Larsen, of Bright. For all but two of his 41 years' service, Mr. Greenwood was a fireman. Over the last decade he was based at Wangaratta, working mainly on the Bright line. At Bright, he was farewelled by a group, including ex-Driver Norm McKissock and, on reaching Wangaratta, other mates gathered to "wish him all the best." These gestures helped to minimize the sadness he felt on his last day in the V.R.



Fireman Bill Greenwood (left) and Driver Joe West.

JOTTINGS FROM V.R. INSTITUTE

Many happy returns

THAT the distant Serviceton V.R.I. Sub-centre has become an integral part of local community life was shown by the big attendance of railwaymen and the public at its second birthday celebrations that extended over three days in October.

This Sub-centre was brought into existence by a combined effort in which the V.R., the Public Works Department, the Institute, and, above all, local people unconnected with the railways, all participated. Before the opening of the Institute's excellent hall, with stage, film projection box and billiard room, there were no facilities whatever for social gatherings.

Now the Institute hall is proving a boon to Serviceton residents in general ; it is used for dances, Church Services, weddings and even as a doctor's clinic. Once a week a doctor from Kaniva, 15 miles away, uses it for consultations with patients.

Optimism prevails

HOPES that the second 50 years of service would be as great as the first half-century of its existence . . . widespread improvements to premises and facilities throughout the State . . . and a sound financial position were the highlights of the annual report presented to V.R.I. members last month.

Although the membership position was causing concern because of deaths, retirements, etc., of many V.R. men, the drive for new members is expected to bring about an early improvement.

There were heartening reports about the library service and examination results in the various educational classes, while a good standard was achieved in the social spheres—singing, pianoforte, elocution, dramatic art, etc.

The Report makes an earnest appeal to all railwaymen, not yet members to enrol in the Institute and thus share in the many benefits that flow from membership. To become a member entails a modest yearly subscription that works out at only 1/- a week.

Flower show's success

SO successful was the first annual Spring Show conducted by the V.R.I. Horticultural Society last month that the Committee is planning two each year, the extra one being in Autumn.

Held at Institute head-quarters and open for seven hours, the Show attracted a large number of flower lovers, including several experts who highly praised the quality of the exhibits and the general arrangements for the Show. A trophy to be known as "The V.R.I. Jubilee Trophy" was won by Mrs. Trotter in the floral section. An outstanding feature was the display of West Australian wildflowers sent to the Show by the W. A. Railways Horticultural Society.

Honorary Secretary D. J. Danahay, a group signalman at Camberwell, says the enthusiasm shown at the Society's first Show venture was expected to stimulate greater membership.

RECENT RETIREMENTS . . .

WAY AND WORKS BRANCH

Anderson, D.R., Flinders Street
Anderson, J. G., Caulfield
Brown, J. R., Seymour
Dineen, G. D., Broadford
Gore, H. C., Bendigo
Gibson, E. R., Flinders Street
Kelly, A. C., Geelong
McGrath, T. L., Spotswood
McCluskey, L., Flinders Street
McKimmie, J., North Melbourne
McDermott, J. G., Laurens Street

ROLLING STOCK BRANCH

Beyer, F. E., Newport
Eise, C., E. R. Depot
Goodwin, H. P., Newport
Jobbins, F. E., Newport
O'Neill, J. B., North Melbourne Loco.
Quilligan, F., Newport
Sidwell, B., North Melbourne Shops

Speak, A., Newport
Spinks, C. L., Ballarat North
Walker, E. A., Benalla

ELECTRICAL ENGINEERING BRANCH

Curry, P. G., Spencer Street

TRAFFIC BRANCH

Barratt, G. H., Spencer Street
Cusini, G., Bendigo
Coughlan, E., Melbourne Goods
Foster, A. E., Flinders Street
Murphy, G. M., Malmesbury
Moorfield, A. D., Bowser
Mahar, A. V., Melbourne Goods
Neave, Mrs. I. M., Heyington
Schwab, A. J., Ballarat
Wilson, J. E. K., Spencer Street

. . . AND DEATHS

WAY AND WORKS BRANCH

Cain, L. D., Bowser
Glass, N. R., Clarkefield
Miller, R., Seymour
Reeves, J. A., Flinders Street

TRAFFIC BRANCH

Cleary, A. H., Dandenong

ROLLING STOCK BRANCH

Bowers, C. D., Newport
Pianta, B. D., Bendigo North

STORES BRANCH

Mongan, N. R., Head Office



RON BAGGOTT'S SPORTS PAGE

Towards Tasmania

NAMES of the railwaymen chosen to represent Victoria in the Australian Railways Cricket Carnival at Hobart in February next are expected to be announced in the December *News Letter*. Officials of the V.R.I. Cricket Association are hopeful that, from now on, weather conditions will permit these players to get plenty of match practice—and pave the way for Victoria to become champions.

Mr. W. J. Crowe, Secretary of the Association, has been appointed Manager of the team. He is a V.R.I. Councillor. Mr. W. J. Donald, also a Councillor, who will be the Institute Representative with the touring side, has been closely connected with these Interstate Cricket Carnivals for over 20 years. For 36 years he has been actively associated with railway cricket, being President for a number of seasons.

Meanwhile, the V.R.I. Cricket Association is continuing with the 1960-1 fixtures, all matches being played at Royal Park. Dates for part of the series were in last month's issue; for the remainder of the season, the programme is:

November 24-Dec. 1, Loco. v Yard; Dec. 6-13, Loco. v Flinders Street; Dec. 8-15, Stores v Yard; Jan. 10-17, Yard v Flinders Street, Jan. 12-19, Stores v Loco.; Jan. 24-31, Flinders Street v Stores; and Jan. 26-Feb. 2, Yard v Loco.

Golfing enjoyment

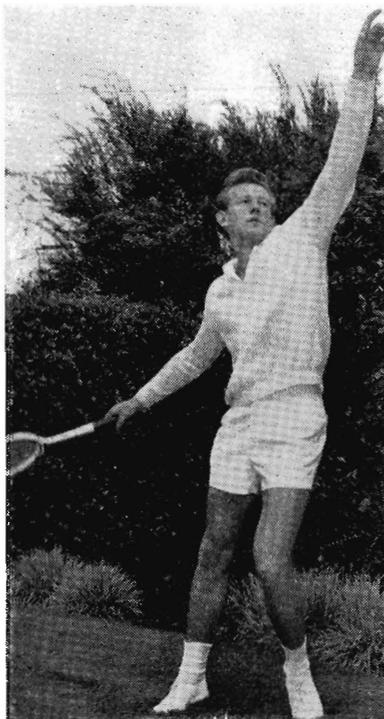
DESCRIBED by one of the players as "a terrific day both from the golfing and social viewpoints," the recent North-eastern District V.R.I. Golf Tournament at the Golden Vale Club's course, Benalla, attracted a large and enthusiastic crowd.

Rewarded with perfect playing conditions, competitors came from Seymour, Shepparton, Wodonga, Chiltern, Cosgrove and Melbourne. Visitors included Mr. A. C. Stockley (Chief Electrical Engineer and V.R.I. General President) who presented the championship trophy and warmly thanked the Club for allowing the use of its course. Mr. Norman Green (Benalla Sub-centre President) distributed the other prizes.

Results: Championship—J. Manning (Benalla), who won the Perpetual Cup, the *J. H. Jupp* Memorial Trophy and a liquor set donated by Seymour golfers; A Grade Handicap—W. Tavendale (Benalla); B Grade Handicap—J. Naughton (Wodonga); Nine Holes In—H. Shuman (Seymour); Nine Holes Out—N. Minchington (Shepparton); Ladies event—Mrs. Minchington; The "Brad-

man"—J. Lonergan (Benalla); and Visiting Golfer—S. Green (Seymour).

Davis Cup material?



Ric Bailey

IF potential tennis skill and dedication to physical training and practice are the ingredients of a Davis Cup player then Junior Clerk Ric Bailey, of the Accounts Branch, has bright prospects of becoming one. Last month he started competing in the Australian Junior Tennis Championship. This 16 stone, 6 ft. 4 ins., 18-year-old railroader has been playing tennis since he was nine, and is now a B Pennant player with the Glen Iris Valley Recreation Club. Recently he won the Junior Victorian 'Masters' Under-18 Championship. Ric has been in the Department since May last.

Golfers' outing

SEVENTY golfers from the metropolitan, Geelong, Maryborough, and Ballarat areas had yet another successful Sunday's golf at Ballarat recently. Main trophy winners were: Scratch event, A. Burge; Country Members' Handicap, J. Stephens; Metropolitan Handicap, N. Neill; Final 9-holes Handicap, C. Marks; and Ladies Event, Mrs. W. Morgan.

Olympian's advice

ON his return from Rome where he represented Australia in the Free pistol event at the Olympic Games, Mr. Rod Johnson (Engineer, Rolling Stock Branch) had this to say to all V.R.I. sportsmen:

"There is no greater sporting honour than to represent one's country internationally. Though that is rewarding, the experience is even more memorable at the Olympic Games. Many times I have been asked: 'How did you become a member of the Olympic team?' Well, there is *luck*; not everyone can recognize the field of sport in which he may be above average. A chance remark by a friend led me to join the first pistol club in Victoria—and I discovered I was better with the pistol than the rifle. Strange, but true.

"Training is necessary to develop the basic needs of the sport. It was only at Rome that I was able to obtain a Russian book on advanced shooting techniques. Up till then I had been using 'hit or miss' methods. They had been successful, but I had also wasted many years this way. If possible, therefore, find a competent coach to hasten basic training.

"It is necessary to practice the full course of any event. This meant three hours at each practice for my event. Practicing for a shorter time does not induce the physical strain one meets in the full course, and this applies to all sports.

"In short, I recommend all my fellow-railwaymen to try to reach the pinnacle of their chosen sport, with the aim of representing Australia. But always remember these words by Pierre de Coubertin, founder of the Games: 'The most important thing in the Olympic Games is not to win, but to take part, just as the most important thing in life is not to have conquered but to have fought well'.

T.T.'s. gaining at Warragul

FROM Warragul comes news that table tennis is increasing in popularity in that flourishing Gippsland town.

Formed four years ago, the local V.R.I. "A" Grade won the district championship in the succeeding three years and this season is at the top of the ladder, undefeated. To cope with local enthusiasm, the Warragul V.R.I. has a "B" Grade team that is performing well.

VICTORIAN RAILWAYS

NEWS LETTER

DECEMBER



1960



THE MONTH'S REVIEW

Firebreaks break fire . . .

COMPLETE satisfaction with railway co-operation and what the railways did to minimize fire risk during the hot summer months has frequently been expressed by the Country Fire Authority, which added that "if everybody in the country was as thorough there would be little cause or concern, even on acute fire danger days."

Reason for this tribute is that the Department carries out a comprehensive fire prevention programme. This is to safeguard Departmental as well as private property. Practically all the firebreak work was done mechanically with rotary hoes and other machines.

Railway land paralleling the tracks was burnt off as soon as the grass was dry enough. Advance advice of intention to burn off is always given to property owners adjoining railway tracks, and to local fire authorities.

Within a few minutes of a decision being made by the Country Fire Authority to declare an acute fire danger day the railways were notified; that information was then immediately telephoned and telegraphed through the system. So that in a very short time all the track forces and operating staff were aware of the situation.

Binding News Letter

ONCE again the Department gives readers the opportunity of preserving their year's copies of *New Letter* in an attractive blue cloth binding, with gold lettering on the "spine." (A sample of the binding can be seen at the Public Relations and Betterment Board, Room 97, Railway Buildings, Spencer Street, Melbourne).

Multiple binding orders lower the cost to only 20/- (plus postage) a volume, but copies must be with The Manager, Victorian Railways Printing Works, Laurens Street, North Melbourne before *January 31 next*.

Enclose your full name and address with the copies, but send the remittance separately and include postage—Australia and British Commonwealth, 1/5d.; foreign, 2/8d. Make cheques, postal notes or money orders payable to "Victorian Railways."

For millionaires only

RECENTLY added to all the road hazards, frustrations and car-parking difficulties confronting the private motorist are three moves that have added considerably to the cost of owning a car:

- labor charges in garages and repair shops have risen;
- Insurance companies have sharply increased their car insurance premiums; and

- sales tax may rise to 40 per cent.

Running costs are not getting any lower, either, despite a recent halfpenny a gallon drop in the price of petrol. On a typical medium priced car in the £1,000-£1,400 bracket, the annual running costs would be about: depreciation (a variable), £200; petrol, £70; oil changes and greases, £15; and tyres, £23.

Is this a piece of "railway propaganda"? Not at all: it is taken from a Melbourne *Herald* article written last month by its motoring writer who also said: "you do not need to be a millionaire to own a motor car in 1960, but it would help"

Tram History

FOR those interested in the history of all forms of transport, Traction Publications, P.O., Box 438, Canberra, A.C.T. have issued a series of booklets about early electric trams in Melbourne and Sydney.

To Victoria, it is stated, belongs the honour of operating the first electric tram in Australia: it ran from Box Hill to Doncaster, beginning in 1889 and finishing in 1896. One of the attractions of the trip to Doncaster was the prospect of climbing the local 285 ft. tower.

In another booklet, Sydney's electric passenger rolling stock is illustrated from early times, each picture having an explanatory title. A third publication in the series deals with the electric trams that ran over the Sydney Harbour Bridge, serving North Sydney and adjacent suburbs. This tram service ceased in 1958.

Speeding sheep

SHEEP speeding along in rail wagons at up to 70 m.p.h. will soon become a reality on the V.R., now that high speed passenger-type bogies have been fitted to 10 LL sheep wagons. These bogies are similar to those used under the goods wagons on the spectacular "Fruit Flier" that runs between Mildura and Melbourne.

At the moment, these special re-designated LP wagons are being used on ordinary trains until such time as they are needed for the "Flier". Mallee district stock owners will then be able to load their sheep on Mondays and be assured that they will arrive in Melbourne in good condition for next morning's sales.

This is made possible by the very fast schedule for the "Fruit Flier". It provides for the 351-mile journey taking 11 hours 10 minutes on the 'up' journey, and 10 minutes less on the 'down'. Except for stops for a minute or so at Donald, Bealiba and Ballarat for crew-changing, the train, hauled by a B class diesel-electric, runs express for 310½ miles each way

between Melbourne and Hattah—and can thus be regarded as the longest express run on any passenger or goods train on the V.R. system.

HEARTIEST SEASONAL GREETINGS TO ALL "NEWSLETTER" READERS FOLLOWED BY HEALTH AND HAPPINESS DURING THE COMING YEAR.

Railway clubs' jubilee

CAULFIELD Grammar School Railway Society has traced the school's railway club back for 50 years. It functioned then on a small scale, limiting its activities to meetings at the homes of scholars and excursions by trains. In the early 20's the modelling of trains began.

The Society was based on the belief that "it gave encouragement to boys to do things for themselves". In 1930 the first properly organized model railway club was established. Huge and expansive model railway layouts were constructed which scholars used to experiment and work on.

"Interest in railways has been the key-stone in the activities of the school and there is no reason" states the annual report of the School's Railway Society, "to doubt that just as railway clubs have been dominant in the past 50 years, they will continue to play their part in the future life of the school."

FRONT COVER

THIRTY-FIVE tons of Christmas present from the V.R. to the Lord Mayor's Childrens Camp, Portsea . . . it is narrow gauge locomotive 3NA, more affectionately known as "Puffing Billy". Built in 1900 at a cost of £1,900, it retired from active railway service in 1955 after more than 337,000 miles of running. The veteran engine was loaded on to an Australian Army road vehicle for transport from the Newport Workshops on November 15. That it will bring delight to the children—as it has done to people of all ages—is beyond doubt.

WE ARE SPECIALISTS NOW!

IN this concluding part of the speech he delivered at The Royal Institute of Public Administration (the first appeared in last month's *News Letter*), Mr. E. H. Brownbill (Chairman of Commissioners) dealt with several fundamental railway problems, including suburban traffic development and basic costs of operation . . . and finished on an optimistic note, foreseeing an exciting future for railways in Australia.

A most difficult problem brought on us by the high rate of post-war expansion is that of keeping up with the peak-hour transport requirements of Melbourne's rapidly growing outer suburbs.

The necessity for improved facilities to handle growing outer suburban traffic was realized as early as 1937, when a comprehensive list of essential trackwork and signalling improvements was drawn up. However, the war prevented anything being done except the highest priority job—the flyover carrying the “down” Eastmalvern line over the Box Hill tracks near Burnley.

In the years immediately after the war we had all we could do to rehabilitate the System from the poor physical condition into which it had fallen during the war years, and resources available for expansion had to be concentrated on the Gippsland line improvements necessitated by the State Electricity Commission's greatly stepped up activities in the Latrobe Valley.

The result was that by the time we were in a position to make a full-scale attack on our suburban problems, conditions had reached the stage when it was quite impossible to tackle the various works in a logical and efficiently-programmed manner. Instead, we were obliged to keep switching our construction forces from point to point in an endeavour to overcome one “hot spot” after another, concentrating mainly on those jobs that would yield quick results.

Under these conditions major works, most of which are of greater ultimate importance, have had to take second place for the available resources and have fallen a long way behind schedule. Moreover, every time a big job has to be stopped and restarted there is an inevitable increase in the final cost, to say nothing of the capital invested which earns no return until the whole job is completed.

Works in sequence

IT was only quite recently that we regained sufficient control over the situation to start tackling our major works in an orderly manner, but from now on our aim will definitely be to do one job at a time. This may well result in some eminently desirable projects being put on one side longer

than would otherwise be the case, but in the long run such a policy must pay off.

One result of the rapid post-war development in outer suburbs has been that we have had to temporarily relinquish much of our inner suburban traffic to other forms of transport. This development arose out of the impossibility of carrying out major trackworks fast enough to allow an augmented outer suburban service to be operated as an addition to the service of short-distance trains that previously met the requirements of inner suburban passengers.

The only way in which we have been able to cope with the great increase in outer suburban traffic had been by extending many of these trains from inner to outer terminals. As a result, outer suburban passengers, who have first choice of seats in the mornings when the decision whether to travel by train or other means is made, have gradually edged inner suburban passengers out of the trains. This process cannot be reversed until multiple trackwork has been constructed over the busiest routes so that short and long distance trains can run side by side.

When this stage is reached we will make a determined effort to recapture the lost patronage—hence my reference to its “temporary” diversion.

Traffic gain expected

CONSTRUCTION of the city underground railway and progressive redevelopment of inner suburban residential areas are other factors that can be expected to contribute towards an eventual resurgence of short-distance rail traffic.

The “tests of comparative costs” principle is of considerable importance when allocating our annual allotment of loan funds.

In the normal business world there is only one basic test to be applied to proposals for capital expenditure: will the resultant increase in income and/or reduction in expenditure more than meet the annual charges on the capital outlay?

On the other hand, in a Government Department such as the Education and Police Departments, which are not expected to re-coup, by way of revenue,

more than a fraction of their expenditure—in other words, true Public Service Departments—capital expenditure is determined not by profitability but by the relative urgency and importance of the various demands for extension of the services provided by the particular Department.

In the Railway Department we live in both worlds. This places upon us the third problem of deciding just how much allegiance we owe to each.

Every year our available loan funds have to be divided basically into two parts: one part to finance jobs that are true investments in the business sense and the other for works that will yield no financial benefit—they may even help us to lose more money—but are unavoidable if we are to properly carry out the “public service” aspect of our function.

If we were to allocate our funds purely with a view to financial benefit, we would stop building air-conditioned carriages for country passengers and more tracks for suburban passengers and concentrate on such projects as replacing steam locomotives with diesels and extending systems of automatic signalling—there is no lack of items that would yield a worthwhile return. However, in practice it is impossible to avoid spending a great deal of money on projects that will yield no financial benefit to the Railway Department; so the best we can do is to ensure that the expenditure will yield a commensurate return to the State indirectly, if not directly.

This is where the test of comparative costs comes into play. If capital expenditure of this nature is to yield a benefit to the State it must result in the Railways carrying out transport tasks at a lower cost than would be the case if the money were not spent on railway facilities and the transport tasks were carried out by other means.

The best illustration of expenditure of this type is that incurred on major suburban track and signalling works that are designed, in conjunction with the proposed city underground railway, to double the peak period carrying capacity of the suburban railway network.

Peak period economics

AS the fares paid by peak period rail travellers do not cover costs, the greater the number we carry the more we lose. On the other hand, as practically the whole of whatever additional passengers we attract will be diverted from private cars, and as our cost per passenger-mile on existing lines (1.8 pence) is less than half the cost of private car travel, the State cannot help but profit greatly from its expenditure on rail facilities—particularly when it is borne in mind that the alternative is to spend a great deal more than this on freeways and parking stations if the emphasis is to be on handling traffic by private cars.

There is a further indirect benefit to the community which flows from any diversion of passenger traffic from private cars to trains, namely, that any lessening of street congestion improves the flow and therefore reduces the costs of the traffic remaining on the roads—particularly vehicles engaged in the essential pickup and delivery of goods.

Unfortunately from the State Treasurer's point of view, these benefits are indirect and do not help him to balance his budget. What the Treasurer must have is the maximum practicable revenue from the railway asset for the minimum of outlay, which brings me to the questions of annual budgeting and budget control.

To an extent, preparation of our annual budget is along the lines of a manufacturing concern. We estimate our output, or revenue from traffic, and from this our manufacturing expenses or the cost of earning the revenue. There is, however, a great difference of emphasis insofar as one item of expense is concerned—the cost of maintenance of plant and equipment.

Maintenance costs heavy

MAINTENANCE of fixed plant—tracks, structures, buildings, signalling equipment, etc.—forms a large proportion of our annual expenditure. The level of this maintenance expenditure, moreover, does not vary greatly with traffic volume, as so much of the work accrues on a time basis irrespective of the use made of the facilities.

In addition, the costs of staffing stations, signalboxes and yards are fixed in character in that these costs cannot be adjusted to meet day-to-day variations in traffic but only according to long-term trends.

Expenditure therefore falls into two distinct compartments, one being dependent and the other independent of traffic volume.

The revenue estimate for the year is prepared by the Chief Commercial Manager, who bases his calculations on existing traffic, seasonal conditions, business activity generally, and known trends in particular classes of traffic.

From this estimate the Statistical Division calculates the train mileage that will be necessary to earn the expected revenue, subdivided according to the class of motive power—electric, diesel, or steam, each of which has its characteristic cost structure. Passenger train-miles are based on published timetables, which are varied only to meet fairly long-term trends, and so are more or less a fixed quantity, but goods train services are readily adjustable to the traffic offering and the calculation of goods train-miles depends very much upon the revenue estimated, particularly major seasonal movements such as the wheat harvest.

Estimating running costs

FROM the mileage estimates the Rolling Stock Branch, which provides motive power, drivers and fireman, and the Traffic Branch, which provides guards, calculate train operating costs; the Rolling Stock Branch must also estimate the cost of maintaining locomotives and rolling stock to run the necessary mileage. The Electrical Branch estimates the cost of power that will be used in running the electrified portions of the service.

When prepared—usually in May for the forthcoming year—our estimates are submitted to the Treasurer who considers them in the light of the overall Budget position and suggests any adjustments he considers necessary. Any reduction in expenditure sought by the Treasurer can, of course, be made only in that portion of the expenditure not directly related to earning the revenue, and usually consists in the deferment of certain of the less urgent forms of maintenance, such as painting.

For purpose of budget control the approved estimates, are subdivided into thirteen accounting periods of approximately four weeks each. Each Branch converts its money figure into materials and man-hours, the latter being expressed in the equivalent number of full-time men to allow for overtime and shift and week-end penalty time.

Takes remedial action

AT the end of each accounting period, the Head of each Branch responsible for expenditure reviews the actual results compared with the estimates, after which he sees the Commissioners with his detailed figures and explanations for substantial variations. At these reviews the Commissioners have before them up-to-date revenue and staff figures and are in a position to direct whatever corrective action may be necessary to ensure that the estimated balance between revenue and working expenses is not substantially disturbed.

At the same time the opportunity is taken to review expenditure and progress on the various items covered

by the year's loan works programme, both to ensure that the available funds will be neither over nor underspent and that the works are proceeding to schedule.

What does the future hold for railways in Australia? As I see it, the promise is for continued progress as exciting as the development of Australia itself.

The spectacular growth in population and trade is steadily overcoming our greatest handicap—the limited size of the transport market—while the growing importance of secondary industry is reducing our dependence on one or two major primary traffics that are subject to seasonal variations. Even now, a failure of the wheat harvest in Victoria means a pruning of expenditure and the deferment of maintenance work on the railway system; but the impact is nothing like as great as it would have been 20 years ago.

Continued growth in the size of the market will not only stabilize our operations but will enable us to fully exploit those technological developments—centralized traffic control, automatic marshalling yards—that only the largest-scale operations can economically support.

“Public's confused ideas”

ADJUSTMENT to the new and more specialized role of railways in the modern world is still taking place, and is still meeting with a great deal of resistance—outside the railways rather than inside. The public has a very confused idea as to the responsibilities of its railway department. To clarify the matter, our primary task can be simply defined as that of providing the community with transport wherever we can do so at the lowest cost. Because this involves carrying out a number of vital tasks for direct revenue payments that do not cover full costs, profit and loss cannot be adopted as the criterion by which to judge our operations, but this does not relieve us of the responsibility of doing our job as efficiently as possible, nor does it mean that we must carry out every task for which there is a public demand irrespective of the cost.

Specifically, we are not prepared to provide transport in conditions under which we are satisfied that somebody else can do the job not at a lower charge than we can but at a lower true cost—which is a very different matter.

On the other hand, we will continue to fight vigorously to hold all traffic that we are satisfied we can carry at a lower cost than other means of transport, notwithstanding the fact that our competitors can often charge lower rates.

It is our contention that the ability to charge lower rates for some classes of traffic by no means reflects the existence of lower true costs—that is the basis of our advocacy of continued restrictions on the operation of road transport in competition with principal rail routes.



GUARD ON “NED KELLY” TRAIN

NEVER before published is this picture of William McNabb, who was guard of the train that brought the notorious bushranger, Ned Kelly, to Melbourne to be hanged. The execution took place in 1880 on a date—November 11—that is significant in world history for a different reason.

Coming from Scotland, Mr. McNabb started in the V.R. at Geelong. He was then transferred to Wallan where he and his family lived in tents erected during the building of the north-eastern line. His wife was the first woman caretaker at Wallan station. Finishing his rail career as a passenger guard on the Bendigo line, Mr McNabb died in 1920.

Publication of Guard McNabb's picture is an appropriate time to look back on the part played by the Victorian Railways in the exciting story of the Kelly Gang.

It begins on Saturday night, June 26, 1880 when Ned and one of his confederates (Steve Hart) rode into Glenrowan to “stick up” the tiny township.

Before dawn the next morning, the gang had roused the Glenrowan Stationmaster, bailed up some platelayers camped near the station and forced them to rip up a length of railway track on a sharp curve. Ned and Steve then rounded up 60 residents and kept them in the local hotel.

That Sunday night, a special train set out from Melbourne to round up the gang. At Benalla more police joined the train, which was then preceded by a pilot train just in case the gang placed obstructions on the line.

Meanwhile, the strain of waiting for the train to be wrecked began to tell on Ned. He drank too much and—unwisely for himself—he allowed Mr. Curnow, the local schoolmaster, to

leave the hotel ostensibly to tend to his sick wife. However, Mr. Curnow, although a cripple, hurried to the railway line. Holding a red scarf in front of a lighted candle, he stopped the train before it reached the torn-up track. Police on the train then directed the train to move slowly into Glenrowan. Soon afterwards, they surrounded the hotel; shots were exchanged with the gang; and Ned was wounded six times. Bullets “whizzed” about the station building and the train.

Captured and divested of his armour, Ned was carried to the railway station and placed in the guard's van of the train. Later, he was removed to the S.M.'s office where his wounds were dressed. He stood his trial and was sentenced to death . . .

“THE RAILWAY DETECTIVE”

DIESEL-ELECTRIC locomotives have been a major contributing factor in the lessening of robberies from moving goods trains . . . That unexpected, but well-founded, tribute to these modern giants was paid by Mr. C. W. Pilgrim (Chief Inspector, Railway Investigation Branch) in his recent one-hour talk, *The Railway Detective*, delivered at V.R. Institute headquarters.

He explained that in certain parts of the State where there were steep grades, heavy goods trains hauled by steam locomotives necessarily slowed down when moving up the incline.

This gave scope for thieves to jump aboard, rifle wagons and toss costly consignments to their confederates waiting in motor trucks near level crossings.

But, with the greater pulling power of the diesels, many goods trains now negotiate these banks at higher speeds, thus thwarting attempts at robberies.

Saying that there were more than 80 detectives on his staff, skilled in handling a great variety of crime on the railways, Mr. Pilgrim related many instances in which, due to thorough investigations and frequently after many hours, sometimes days, of waiting in all sorts of uncomfortable situations, thieves raiding goods trains had been arrested and sentenced to imprisonment.

“I maintain” he said, “that if you deliver goods to the railways, then

in 99.9 per cent of cases they will be delivered to the consignees. We have nearly 30,000 employees and although at times, some railwaymen succumb to the temptation to steal, only a very minute proportion of them is involved. The Department has a revenue of nearly £40 million; many millions of individual consignments are handled and, on the figures, we have nothing to be ashamed of because of losses through theft. However, let me emphasize this: my staff and I are not complacent and we shall continue to strive for ultimate perfection. We get a lot of helpful co-operation from railwaymen generally; we appreciate that and hope that more and more will be inspired to assist us to eradicate all theft from the Department.”

YARRAWONGA . . . ON THE RIVER MURRAY

FOR the first 135 miles to Benalla of the through 161-mile rail journey from Melbourne to Yarrowonga, the passenger is rewarded with a succession of "through the carriage window" close-ups of the history-making Melbourne-Albury standard gauge project that is being pushed forward to completion with such intense activity.

From the changing-station at Benalla, the rail traveller to Yarrowonga continues in a diesel rail-car through an immense area of ripening wheat shimmering in the noon-day November sun . . . once at Yarrowonga he is in the midst of a flourishing town on the River Murray, across which the 5 ft. 3 in. gauge railway runs into New South Wales, halting at Oaklands.



WITH local and Oaklands line (N.S.W.) loadings of great variety, a goods train, hauled by a K class steam locomotive, draws out of Yarrowonga on the way to Benalla.

EVEN before beginning the journey from Melbourne in the cosy, air-conditioned train, one sees constructional and trackwork evidence at

Spencer Street of what is being done in readiness for a transformed terminal to receive standard gauge passenger trains from Sydney.

As the train glides out of Melbourne and effortlessly swallows up the miles, the immensity of the £10½ million standard gauge project is dramatically unfolded in the new work on overpasses, fly-overs, bridges, culverts and re-arranged goods sidings.

Alongside the existing 5 ft. 3 in., gauge line, the new standard gauge track is being prepared; at the approaches to stations the new track veers away to the other side of the station, later to re-join the broad gauge beyond the station. It is, indeed, a rail journey of historic significance and teeming with interest all the way . . .

Yarrowonga is in the heart of a prolific wheat-yielding area. Evidence of this is the succession of lofty wheat silos at each station from Benalla through Yarrowonga to Oaklands. The total capacity of the 11 silos is 1,803,000 bushels; the biggest is at Warragon, on the Oaklands line, where 261,000 bushels of wheat can be stored. During the approaching wheat harvest, it is expected that 22,000 tons of wheat will be railed from the Oaklands line, plus a further 5,000 tons from Yarrowonga.

Biggest rail freight customer at Yarrowonga is the Riverina Flour Mills (owned by Grant and Wilson Pty. Ltd.) which is linked with the main



SERVED by excellent rail-handling facilities, the Yarrowonga stockyard, seen here, is the sales venue for sheep destined to go by train to many parts of the State.

line by a private siding. Every month an average of 1,100 tons of flour is railed from Yarrowonga to all parts of the State ; this yields a monthly revenue of £2,200. Incidentally, the bulk of the wheat for the mills comes from the Oaklands line where the wheat grown is ideal for flour milling purposes.

Goods traffic at Yarrowonga averages 48 wagons inwards and 40 outwards weekly and this is handled by 4 goods trains weekly to and from Benalla at which centre it is dealt with by the frequent fast goods services operated on the main North Eastern line. The total outwards goods revenue at Yarrowonga for the last financial year was £68,240 ; the total combined inwards and outwards goods traffic was 37,113 tons.

Livestock adds to the revenue at Yarrowonga where the rail handling facilities compare more than favourably with others on the V.R. system. They comprise a cattle loading race, bulk handling platform and two double loading ramps. Sales of between 5,000 and 7,000 head of stock are regularly held at the stockyards about a mile from the station.

All the staff at Yarrowonga realize the supreme importance of getting the maximum revenue-usage from wagons. In the success they are achieving they are mindful of the co-operation from local customers with whom an enviable relationship exists. Adding to the speedy movements of wagons at Yarrowonga is the special attention given to the re-marshalling of goods trains from the Oaklands line. Often these goods trains have to be reduced in tonnage to accord with the ruling grade out of Yarrowonga. Trains with up to 75 vehicles, including a proportion of empty ones, are not uncommon sights crossing the River Murray bridge from Oaklands into Victoria.

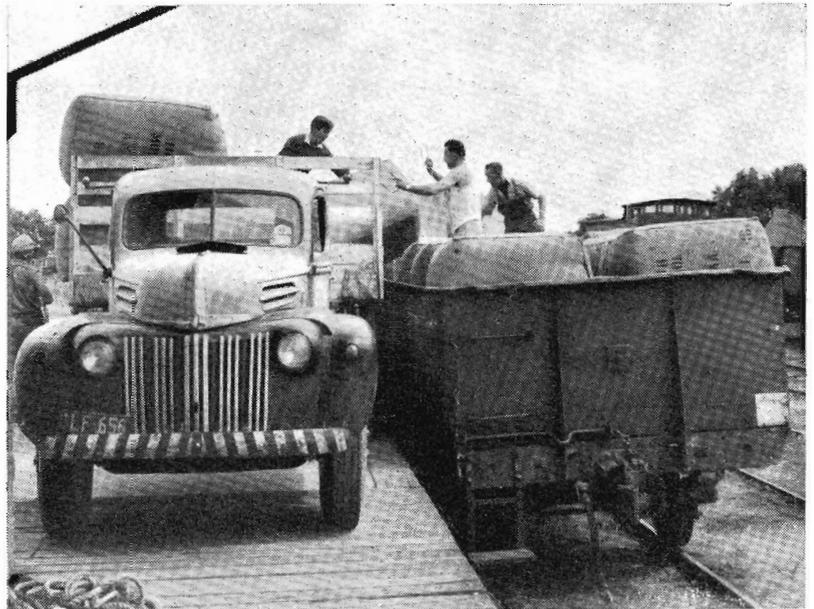
The Yarrowonga-Oaklands line, opened for traffic on August 15, 1938, was constructed under the Border Railways Agreement entered into by the Victorian and New South Wales Governments. There are seven stations on the line—six no-one-in-charge under V.R. control and the terminal, Oaklands, staffed by New South Wales railwaymen. There is no passenger train service.

Yarrowonga is linked with Melbourne by two passenger trains—in each direction—on Mondays to Saturdays. In addition, on Thursdays there is a local return service between Benalla and Yarrowonga. A great variety and growing volume of parcels is handled by these trains and there is satisfaction amongst local customers with the fast and dependable service provided.

Besides a Traffic Branch staff of nine under Stationmaster L. W. Hivon, the Way and Works Branch has two

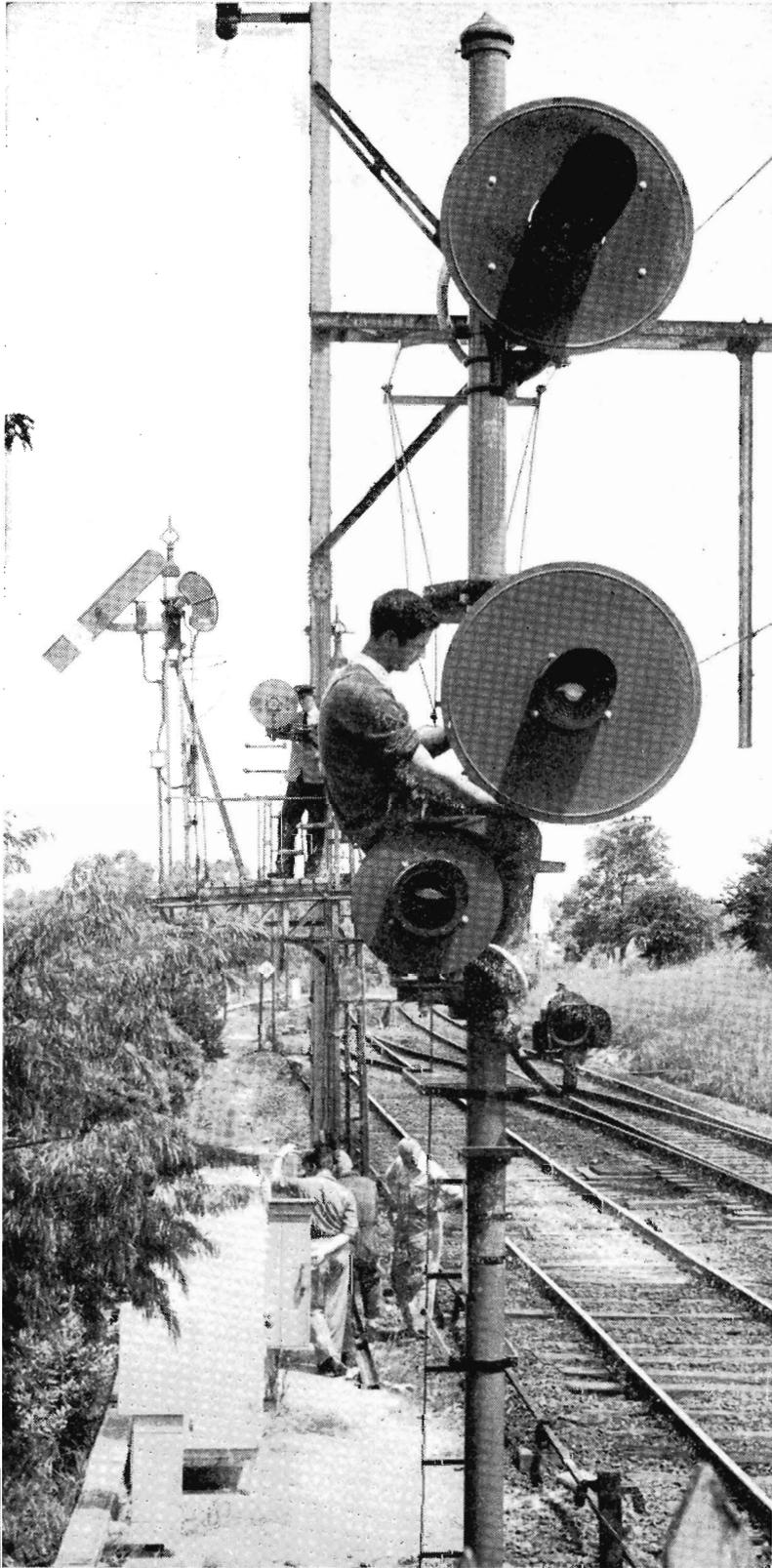


(Above) PORTION of the parcels received at Yarrowonga off the diesel rail-car from Benalla. (Below) RAIL-AND-ROAD co-ordinate in the transport of wool that has just reached Yarrowonga.

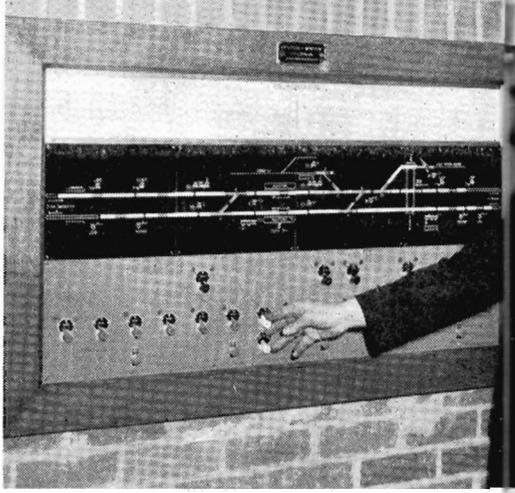


track gangs based at Yarrowonga. One looks after the track on the "up" side to Tungamah ; the other operates to Rennie, in New South Wales, on the Oaklands line. The track from Benalla to Yarrowonga consists mainly of 60 lb. rails that restrict the speeds and loads of trains. However, re-laying the track with 90 lb. rails has begun, so that

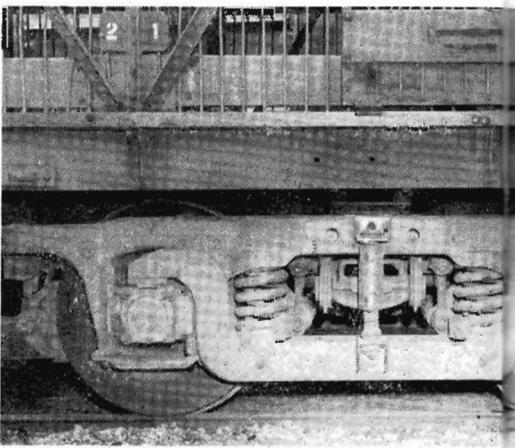
B and S diesel-electric locomotives can operate with increased efficiency to give improved service to rail customers. Remainder of the Yarrowonga staff consists of two engine crews who operate mainly K class steam locomotives, although an occasional T class diesel-electric locomotive runs on the line.



AROUND THE SYSTEM



IMPROVED train services on the Box Hill and branch to Mitcham. (Above) AT Blackburn this signalling panel deep, controls tracks, signals, points, etc., and show the movements of trains, points and signals. It repeats signalling. (Left) THE latest type of control with, in the rear, the old kind of signal being dis

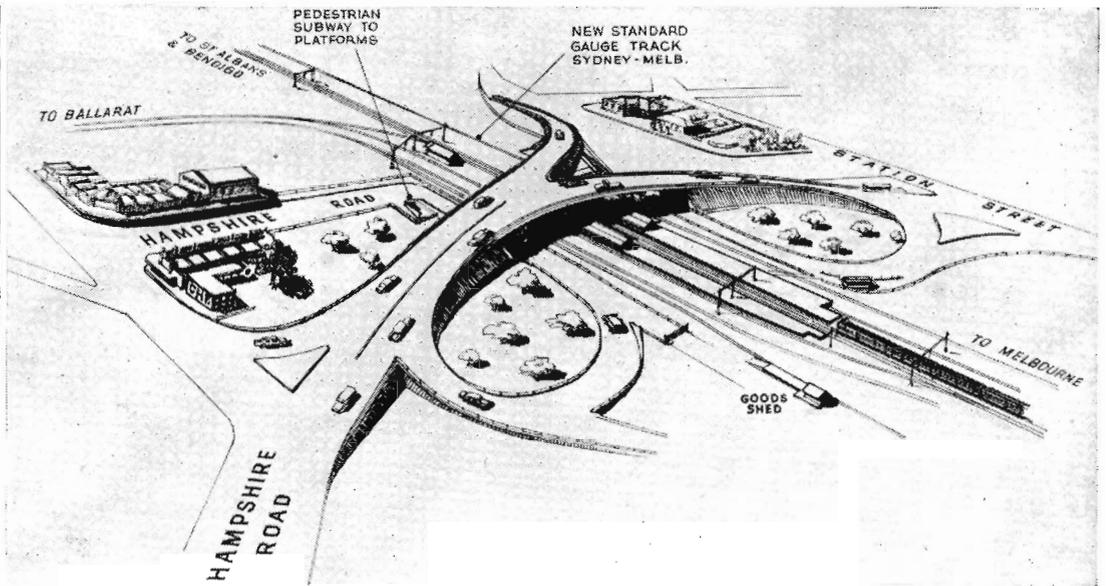


KEY to the acceleration of Mildura line sheep and passenger traffic is this passenger-type-bogie—enabling speeds of up to 40 m.p.h. fitted to 10 LL sheep wagons (re-designated LP). A sunny view of the re-built Eltham station demonstrates the trend in V.R. station construction.

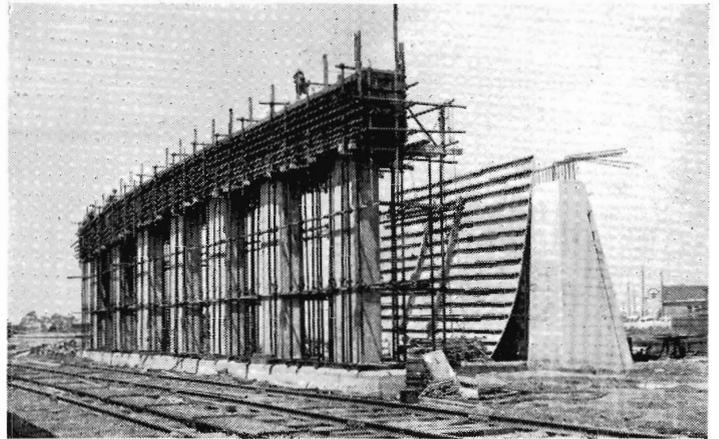
THE



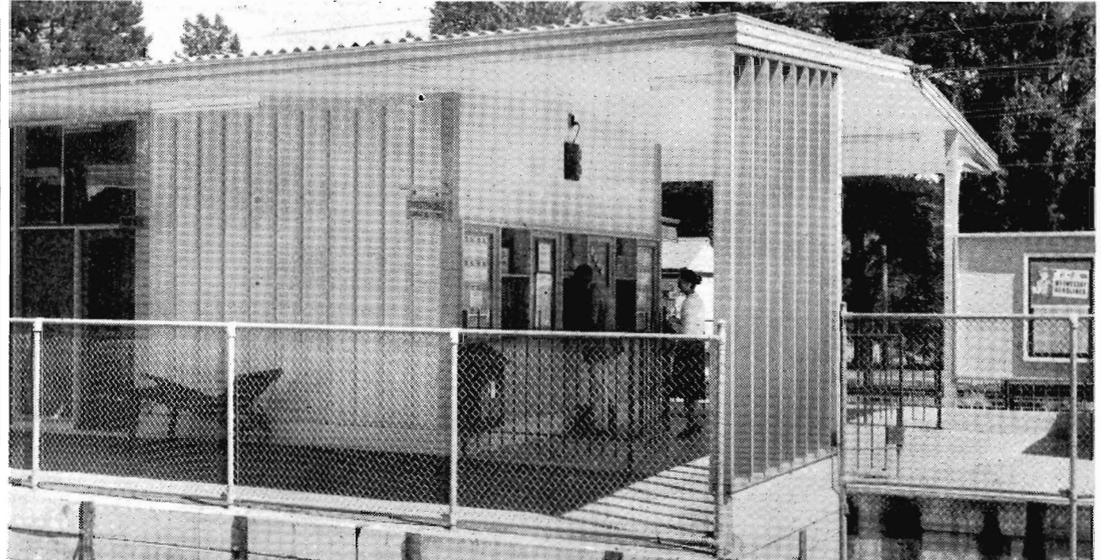
lines have followed
Blackburn and
4 ft. wide x 2 1/2 ft.
by light indications
placed manually oper-
ated power signalling
antled.



(Above) ARTIST'S conception of the completed new overpass at Hampshire Road, Sunshine, that will replace the busy level crossing at the 'down' end of the station. The work also provides for the new standard gauge track between Melbourne and Albury. The road overpass has roundabouts that will facilitate the free flow of road traffic. (Right) CONSTRUCTION of one of the piers with an abutment, in the rear, in progress. Cost of the work will be shared by the Country Roads Board, the V.R., the Level Crossings Fund, and the Uniform Railway Gauge Trust Fund.

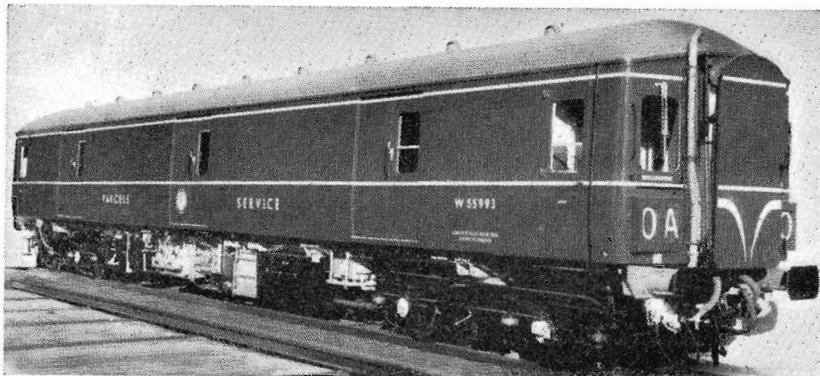


lamb rail transport
70 m.p.b.—recently
Right) THIS partial
s the fresh, modern



LINES FROM OTHER LINES

Diesel-powered parcels Van



DESIGNED to carry a pay-load of 10 tons, the parcels van pictured above is one of 10 diesel-powered parcels vans being introduced into service by British Railways. They are twin-cab vehicles arranged for solo, trailer-hauling or multiple-unit operation.

Of all-welded construction, each vehicle

is 63 ft. long. The floor area is free of all obstructions and the chequer dumping plates in the door-ways are recessed flush with floor level. Three double-sliding doors are provided on each side to facilitate rapid loading and unloading. Loudaphone equipment is installed for communication between guard and driver.

World bank loan

THE loan to the Indian Government of about £26 million recently approved by the World Bank for buying abroad motive power, rolling stock, and other railway equipment provides most of the foreign exchange needed to implement the last phase of the railway program in the Second Five-year Plan. The loan brings the total lent by the World Bank for Indian railways to £328 million—the largest amount ever lent by the bank for a single project.

Indian railways will buy 2,161 locomotives, 8,836 passenger cars and 111,739 goods vehicles, and carry out a huge track rehabilitation program, including electrification of 886 miles of main line.

New Christchurch station

A new railway station at Christchurch was opened recently, 11 months ahead of the eventual contract time. The building replaces what is believed to be the oldest railway station in New Zealand.

Built at a cost of £800,000 the new station is 530 ft. long, includes 80,000 sq. ft. of floor space, and is surmounted by a 110-ft clocktower.

Diesel suburban service

THE eventual conversion of all suburban rail services in the Newcastle area to diesel rail-car operation is being planned by the Traffic Branch of the New South Wales Railways. Two 2-car diesel trains of the 600/700 class are currently being converted for this purpose, and it is expected they will enter service, shortly. Five additional 2-car trains will be constructed at the Chullora railway workshops.

at Bulawayo after an uneventful journey. During the trip the dining car staff served over 1,500 meals and sent more than 100 telegrams and cables from the refugees on the train, some of them direct to Belgium.

Locos. in colour

THE German Federal Railways have established a fixed colour scheme for tractive units according to their type and power.

All electric locomotives capable of speeds over 75 m.p.h. will be blue, and all other electric locomotives green.

Diesel locomotives and railcars will be red, while steam locomotives will remain black, except for the under-carriage and wheels: these will be red.

Mechanized track maintenance

A big mechanized track maintenance scheme has been initiated by the New South Wales Railways. Over 530 miles of track are included in the plan that covers most of the lines in the Dubbo Maintenance Area, 287 miles from Sydney.

Fully equipped mechanized gangs have been set up to handle sleeper renewals within the Area, while small mechanized maintenance gangs based at larger towns attend to day to day requirements.

Introduction of the scheme is expected to lead to greatly improved track standards and a considerable reduction in the cost of permanent way maintenance.

Modifications to the existing cars to suit them for suburban operation include installation of second class seating in the trailer car and conversion of the van section of the power car into a passenger compartment.

Special train for refugees

RHODESIA Railways recently organized a special train for refugees from the Belgian Congo. It brought from Ndola 343 passengers, mostly women and children, and arrived

Automatic car-parking gates



A commuter parking lot at Matheson, Illinois, has automatic gates installed. An approaching motor car trips a treadle to raise the entrance gates; when leaving, the driver deposits a coin to open the exit. Instal-

lation is expected to pay for itself in 2½ years. [On the V.R. system, the motorist is not charged for leaving his vehicle in car parks—of which there are more than 70 at suburban stations.—Ed.]

GOOD SERVICE GENERATES GOODWILL

Football special lauded

ONCE again it is my privilege to express the sincere thanks of the Wangaratta Rovers Football Club, its Committee, players and supporters for the excellent manner in which rail transport was provided on the two occasions in which our Club sponsored the "Hawk Flyer" to our League football finals.

"Would you please pass on our thanks to those officials at Wangaratta for their wonderful help and co-operation that was so readily forthcoming; also to the officials concerned at Wodonga and Albury who worked so hard to get the lines cleared after the derailment on the day of the grand final. Their efforts enabled most of our supporters to reach Wangaratta in time to participate in the victory celebrations.

"Once more I would like to make a tentative booking for the "Hawk Flyer" for the coming season, if our teams are fortunate enough to make the finals."

—C. R. Pearce, Hon. Secretary, Wangaratta Rovers Football Club, Wangaratta

Clear train announcements

I wish to congratulate you on the young lady at South Yarra Station who announces the arrival and departure of trains in such a splendidly clear and distinct manner."

—M. A. Crabtree, 40 Melbourne Road, Dandenong

Ticket checker praised

WE would like to pay a compliment to the ticket checker on the 8 a.m. train from Horsham recently.

"Our Miss Edmondson who was travelling to Melbourne on business for the company had the misfortune to lose her purse and ticket, etc. Your ticket checker was most helpful to issue her with another ticket for the return journey and generally helped her over rather an embarrassing situation. Our best thanks go to the Railways with whom we have had happy dealings for many years.

"We would appreciate this message being passed to the checker in question,"

—W. J. Crouch, Store Manager, J. Langlands & Sons Pty. Ltd. Horsham

Help in flood crisis

I am writing to convey the thanks of myself and staff for the co-operation you have extended in assisting us to gain access to the breached levees on the River Loddon during the recent flood crisis.

"In particular I would be grateful if you would convey my thanks to the members of your staff who manned a special train at short notice and who continued to assist to the limit of their ability."

—J. R. Tyson, District Engineer, State Rivers and Water Supply Commission, Kerang, writing to the Stationmaster, Kerang

Due to the abnormally heavy rain on October 5 and the consequent flooding, the levee banks on the Loddon River, about 2½ miles on the 'down' side of Kerang, were breached. It became vitally necessary, because the main line was involved, to concentrate filling at the point of trouble—and the railway provided the only means of access. The S.M. at Kerang and Train Control, Bendigo, quickly recognized the gravity of the position. They sought authority to push loaded wagons of material to the point of discharge—and this was unhesitatingly given by the Assistant Chief Traffic Manager. The crew from the 'down' Bendigo passenger train drove the emergency 'flood relief' train.—Ed.

Retrieved parcel

I would like to express my appreciation of the courteous and helpful attention given to me by the staff at Rosanna and Eltham stations last Wednesday when I left a parcel on the train."

—L. K. Dodgson, Alfreda Avenue, Rosanna

Special capably run

I would like to express my thanks to railway officials for the capable manner in which arrangements for the recent excursion from Hamilton to the Royal Show were carried out.

"In particular I would like to thank the Stationmasters at the Showgrounds and Spencer Street for the wonderful assistance given to me when one of the children became lost. Such acts of kindness will not easily be forgotten."

—L. D. McDonnell, Head Teacher, State School, Bransholme

"Overland" fans now

I do hope you don't mind my writing, on behalf of my husband and myself, a line of appreciation. We before have always travelled to and from Melbourne by plane, which is very good. But on the night of 26.10.60, we for the first time came home by Overland Sleeping Car.

"As you are indirectly responsible for the men on the train, I felt I'd like to let you know how wonderful we thought the service.

"I didn't see the Conductor's numbers, just noticed one young porter had 36 on his cap, but they were very courteous and patient with strangers to the car such as us, and from now on we are Overland Fans. The beds were much better than in many 1st class hotels, and we were quite thrilled with the morning paper and breakfast tray, all done so nicely."

—Mrs. R. J. Winkler, 47 Essington Avenue, Clare, South Australia

Assured Show's success

THE President and Council of the Society for Growing Australian Plants wish to thank you and your staff for the co-operation and help received for our recent Wild-flower Show (October 3rd, 4th, and 5th).

"We did appreciate the way in which your freight officers handled so efficiently consignments of flowers from all States.

"Without their prompt attention the Show would never have been the success it was."

—Enid R. Bowman, Hon. Secretary-Treasurer, Society for growing Australian Plants

Film expedited

A film left Wedderburn Junction by train at 10 a.m. on the morning of October 14th, bound for Sydney. This film was advertised to be screened at Sydney on the same evening. No one was disappointed.

"Many thanks to the Stationmaster at Wedderburn Junction who sent it on its way and to those who saw to it that the film was transferred to the Melbourne train at the Bendigo station. The train was met at Melbourne and the film was transferred to the plane and reached Sydney for screening the same night.

"On behalf of the Oriental Missionary Society I say thank you to all who helped in this good deed."

—E. L. Westmore, Pastor, Wedderburn Junction writing to "The Wedderburn Express"

Lost child found

ON behalf of my wife and myself would you please convey to the Station Master and his Staff at Edithvale our deep gratitude for their kindly help when our small daughter was lost.

"It was through their kindness and initiative that we were able to locate our missing child within a relatively short interval of her becoming lost.

"I hope that it will not be necessary to inconvenience your staff again."

—Kelvin Cowan, 4 Eden Street, Cheltenham

Friendly ladies



FOR the last 14 years, two Castlemaine ladies have gladdened the hearts of Bendigo line train crews by erecting this 8 ft. square board—lettered by themselves, too—in the backyard of their home overlooking the railway line on the ‘up’ side of the station. This nice and friendly gesture comes into view a week before Christmas and remains in position for a fortnight. For most of Christmas Day, Mrs. Kittie Parker (left) and her sister-in-law Miss Sadie Parker, stand beside their goodwill message smiling and waving as appreciative railwaymen pass by. “We’ll be there this Christmas, for sure”, they said.

Medico Philatelist

UNASHAMEDLY, Dr. Carl Dyring, of the Medical Division and President, V.R.I. Philatelic Society, admits that his passion for stamp collecting started when, as a school boy, he “pinched” some of his father’s collection.

Now he has amassed more than 30,000 stamps in bewildering variety. Even with that mammoth total his enthusiasm is unabated because, he says, “there is nothing to match the pursuit of the elusive missing stamp from an early set.”



Dr. Carl Dyring

Dr. Dyring casts a world-wide net in his quest for stamps: he corresponds with “stamp friends” in England, U.S.A., Switzerland, Denmark and France.

And here is something that should tend to boost the popularity of this pastime: as a medical man, Dr. Dyring says “stamp collecting can be beneficial to one’s health as a hobby and relaxation—twin essentials in these days of pressure and social stresses.”

Passes for wives

WHETHER or not the wife of an employee is engaged in remunerative employment, she may now be included on an interstate pass. This decision, that represents a substantial saving in money for individual railwaymen, was reached at the recent Australian Railways Commissioners’ Conference, on the initiative of the V.R. system.

Inclusion of wives in employment on passes for rail travel within Victoria was approved earlier this year by the Commissioners.

Steel man goes

BEGINNING as a lad labourer at the old Signal Shops, Newport, and finishing as Superintendent of Steel Construction, Newport Workshops . . . that spans the railway career of Mr. T. Parkinson who retired last month after 45 years service. He saw the introduction of electric welding in the V.R. when he became associated with Mr. W. Featonby, now Assistant C.M.E., at Newport in 1932.

During World War II, Mr. Parkinson was seconded to the Department of Supply in Sydney on bren gun carrier production; in 1943 he joined the Federal Directorate of Locomotive Construction on the building of Garrett engines.

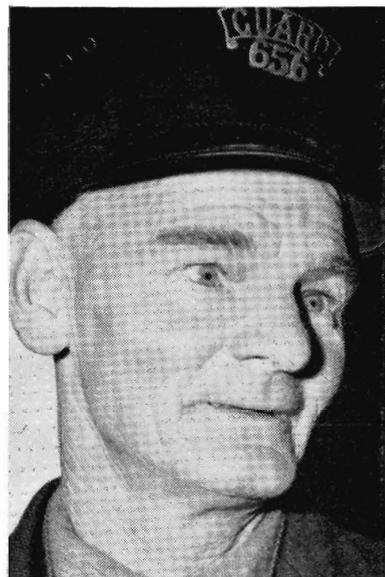
He returned to Newport as Foreman, Steel Construction, and was then mainly concerned with wagon construction and the fabrication of steel interstate and country carriages. He became Superintendent of Steel Construction six years ago. His last big job at Newport was to initiate the building of the new lot of trailer carriages for the Harris Train programme.

Very much alive

IN the item in last month’s *News Letter* about Mr. Alan G. Brown’s appointment as State Transport Co-ordinator, his father was referred to “as the late Mr. G. Brown.”

We are happy to say that Mr. Brown, Senr., is very much alive, and express sincere regret for the error.

Leading first-aider



Mr. Isaacs

FIRST-AID and chess have dominated the life of Goods Guard Herb Isaacs, of Ararat. For 23 years he has been an enthusiastic and highly-skilled member of the V.R. Ambulance movement. Since 1952 he has competed in every Senior Individual event, winning it twice and being runner-up four times to Clerk H. A. Barker, Accountancy Branch.

He has twice represented Victoria in Australian Railway Championships; once he was captain when the Ararat Corps won State honours. Mr. Isaacs is also the local safeworking instructor.

He gets complete mental relaxation playing chess, and was runner-up in the B Grade championship at Ararat. He also plays bowls and is Hon. Treasurer of the local V.R.I. Bowling Club.

A V.R. man for 35 years—at Ararat for 34 of them—Mr. Isaacs has two brothers in the service: Bill is S.M. at Camperdown and Ian is a signal porter at Langi Logan.

LET'S TALK ABOUT YOUR SPINAL COLUMN

A number of bones (more than in the model) called vertebra, strapped together by tissue called ligaments, comprise the spinal column. In between most of the bones are discs of cartilage, that together with the ligaments, allow a certain freedom of movement. Also attached to the column are muscles that control movements by impulses from nerves connected with the brain per medium of the spinal cord, situated within the

column for most of its length.

Too much pressure on the spinal column when lifting from low levels is likely to overstretch ligaments or muscles, causing sprains or strains of the back, or displacement of cartilage discs.

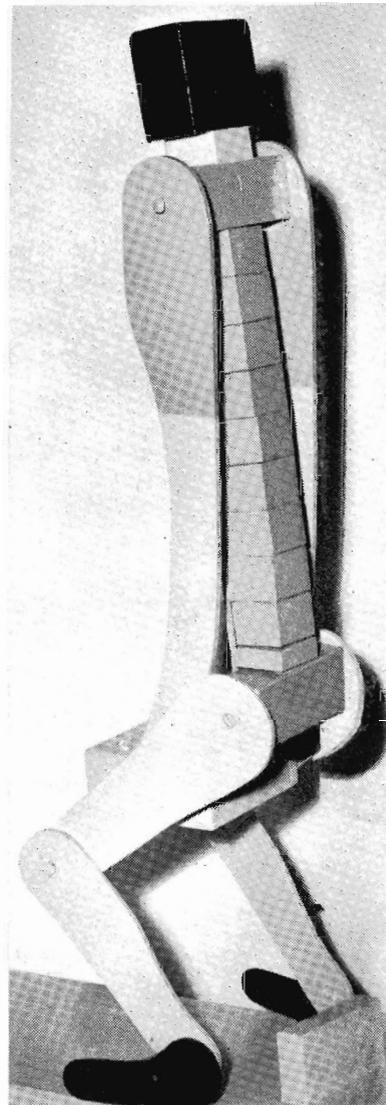
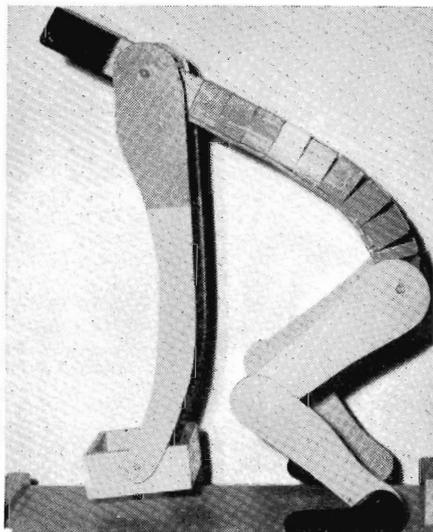
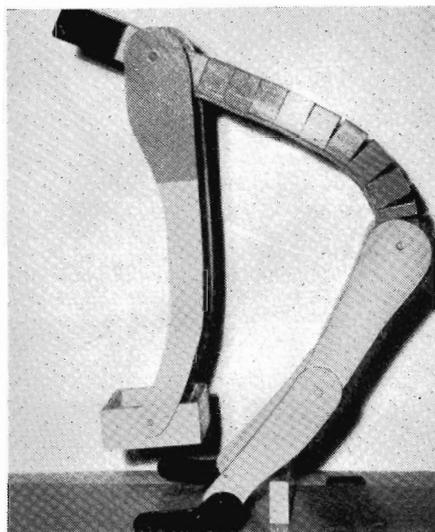
First two of these pictures vividly show the adverse effect on the spinal column when incorrect lifting methods are used; the other one clearly demonstrates the *right* lifting method.

Remember :

When lifting from low levels, lift properly and—**GIVE YOURSELF A "BREAK", NOT YOUR BACK.**

(Left): Lifting incorrectly with knees not bent and back arched. (Centre): Lifting incorrectly with load not close to the body. (Right) lifting correctly with knees bent, load close to the body, and back as straight as possible.

(Models by courtesy of Monsanto Chemicals Ltd., West Footscray.)



First-aiders fourth

WITH a total of 364 points, the Victorian team finished fourth in the Australian Railways Ambulance Championship in Adelaide last month—only six points behind the winning team, South Australia. It was a very evenly contested event, as there was a margin of only 10 points (out of a possible 510) between first and fifth.

Victoria's representatives were from the Ballarat Traffic team—Messrs. D. J. Kinnane, R. C. Lunnon, G. Storey, and A. Phillips, with N. L. Deveson as patient.

In the Individual Championship, Mr. H. A. Barker (Accounts Branch) was third, nine points behind the winner from Queensland.

Business tycoon's a rail fan

ALTHOUGH on a hurried, conference-studded visit to Melbourne last month, Mr. Peter C. Allen, President of a large company in Montreal, Canada, found time to travel 190 miles just to take one picture of a V.R. engine . . . He went to Colac, got his own picture of narrow gauge engine 14NA and returned to Melbourne just as triumphantly as if he had closed a mammoth business deal.



Mr. Allen

Though his life's work has been in the chemical business, Mr. Allen has spent most of his spare time in a railway atmosphere.

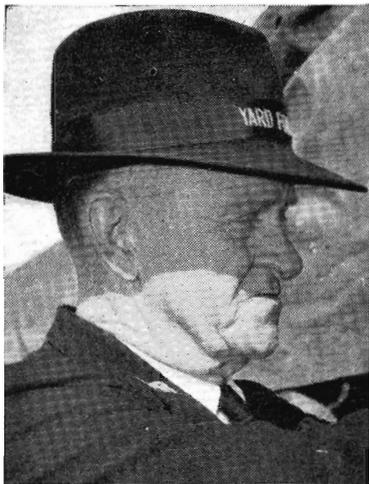
He has written three books on railways, and been co-author of two others. Narrow gauge lines all over the world have always fascinated him and, Mr. Allen said "I am tempted to write one on that subject, soon."

In North America he travels by train at every possible opportunity and, not surprisingly, prefers the steam-hauled ones.

He has sampled *Spirit of Progress* and *The Overland* and gives both of them an authoritative "full pass."

He has taken thousands of pictures of railways and somewhat grudgingly admitted he had a few of the diesel-electrics.

"Mind you", he said almost grimly, "I wouldn't hang a picture of one of them on my office wall; all the space is for steam engines—and the more the better"!



Mr. King

BECAUSE of its importance as a goods train marshalling station, Ararat rightfully regards Mr. L. J. King as one of its key men.

Yard Foreman there for 21 years he has been on night shift for longer than he can recall. For all but 10 of his 44 years service, he has been working in railway yards (he was a leading shunter at Warragul) and thus brings a wealth of experience to his job.

Of the many goods trains he handles at Ararat he confesses almost an affection for Nos. 77 and 38—the fast interstate goods trains running between Melbourne and Adelaide. “The one from Melbourne is a beauty,” he beamed. “It leaves there at 2.15 p.m. and consignments are available for Ararat customers at 8.0 a.m. next day. Those diesels hauling 77 and 38 are magnificent for their reliability.”

When asked about his outside—V.R. interests, he replied: “My six sons and six daughters!”

“Queen” carnival

CCLIMAX to the V.R.I. Country Centres “Queen” Carnival was the naming of the winner on December 6. (It is hoped to publish a report and picture of the ceremony in the next *News Letter*.)

Held as one of the many events of the Institute’s Jubilee Year Celebrations, the Carnival was notable for the enthusiasm of organizing committees and girl entrants who came from Benalla, Colac, Geelong, Korumburra and Warragul.

Country centres praised

RETURNING to Melbourne after recently attending annual meetings at the Ballarat, Hamilton and Dimboola sub-centres, V.R.I. General Council representatives expressed pleasure at the many improvements for members that had been carried out during the year.

At Ballarat the whole of the interior of the building has been re-painted in modern tones, making it an attractive setting for social functions. Extensive alterations to the kitchen, combined with re-painting, have transformed this important part of the Institute. The gymnasium has been partly equipped, and the surroundings are being beautified with lawns, trees and shrubs.

At Hamilton, the Ladies Committee raised £260 and spent it in many ways to improve conditions for members. Said the General Council members: “The Ladies Committee is doing an outstanding job and has excelled itself

in providing improvements for members.” The General Committee at Hamilton has also been busy accumulating funds to help clear the building debt, and has carried out many improvements. Plans are being made for a bowling green.

Members of the Dimboola sub-centre are loud in their praise of the work being done by the local committee. Extensive alterations have been carried out to the main building, including a new modern type parquet floor that will make dancing more pleasurable.

New diesel class

AN important development in the Institute’s educational activities was the recent introduction of a course in diesel locomotive maintenance. For the winning student there will be an annual prize of £10.10.0 (to be known as the “R. E. Purves Commemoration Prize”) given by Mr. Purves, Managing Director of Clyde Industries Ltd., Sydney, suppliers of B, S and T class diesel-electrics to the V.R. He had already given a £10.10.0 prize for a course in diesel locomotive operation. Winner of this prize in the first examination was Fireman B. Dunn, of North Melbourne.

To encourage students generally to greater effort, the Council recently increased the value of prizes given at annual examinations to a total of £100. In its Annual Report, General Council reported a record overall enrolment in classes in 1960.

Benalla’s inspiring teamwork

ONE of the “casualties” of the rail gauge standardization work between Melbourne and Albury was the Benalla V.R.I. Sub-centre. Its building and tennis courts were doomed, for they were right in the path of this highly important railway project. Deprived of the use of the Institute facilities, it was feared that members would transfer their allegiance to other organizations unless, of course, temporary premises were obtainable until the original Institute building was dismantled and re-erected elsewhere.

However, the local V.R.I. committee was undismayed. Following negotiations, through the Central Council, with the Commissioners, the whole of the main 60 ft. x 26 ft. building of the old Rolling Stock Branch Hostel at Benalla is to be converted into a main social hall. Another section of the Hostel has been transformed into an Institute billiard room, two class rooms and a secretary’s office. It will be a big improvement on the former set-up and when other amenities have been provided, including two tennis courts, Benalla will have one of the most attractive Institute buildings in the State—a tribute to the enthusiasm and tenacity of local members.

RECENT RETIREMENTS....

ROLLING STOCK BRANCH

Baird, S. E., Newport
Charles, A., Newport
Claxton, P. J., Newport
Castles, H., Newport
Flavell, L. R., Geelong
Gibbons, J., E.R. Depot
Hayen, R., Jolimont
James, W. H., N. M. Loco.
Major, W. N. M. Loco.
Moeller, L. J. F., Jolimont
Martin, A., Jolimont
Newton, L. C., Geelong
Nicholson, H. P., Bendigo
Parkinson, T. H., Newport
Pullin, F. A. S., Yarrowonga
Pace, A., T. L. Depot
Russell, L. W., Jolimont
Riddle, N. J., Newport
Stewart, A. J., Bendigo
Sharf, C. A. G., N. M. Shops
Thomason, J. F., Head Office
Waters, W. E., Bendigo North

WAY AND WORKS BRANCH

Clarke, E., Flinders St.
Dorgan, C. T., Flinders St.

Farrell, T. A., Ouyen
Jones, R. J., Lara
Merrett, H. A., Dimboola
Stewart, A. G., Spotswood
Schneider, G. A., Geelong
Trevorrow, G. F., Bendigo
Thompson, G. T., Hamilton

COMMERCIAL BRANCH

Webster, D. C., Head Office

ACCOUNTS BRANCH

Beanland, O. C., Newport
Jacob, F. J. H., Jolimont

SECRETARY'S BRANCH

Proudfoot, G.

TRAFFIC BRANCH

Allen, H. M., Wodonga
Bagley, C. J., Oakleigh
Crooks, R. P., c/o Metro. Supt.
Gorton, H. B., Melb. Gds.
Hellwig, W. E., Reservoir
Hicks, C. E., Ballarat
Letcher, A. J., Ballarat
O'Neill, V. S., Flinders St.
Wall, W. H., Flinders St.

AND DEATHS....

ROLLING STOCK BRANCH

Bowers, C. D., Newport
Bogdanovic, P., Sh. Shed
Carter, E. J., Traralgon
David, L., Newport
Davis, E. A., Jolimont
McLaren, N., Newport
Torzillo, F., Nth. Melb.

WAY AND WORKS BRANCH

Bartlett, H. S., Maryborough
Sciberras, M., Spotswood

Wardley, W. F. T., Korong Vale

SECRETARY'S BRANCH

Lea, W., Flinders St.

ACCOUNTS BRANCH

Adam, B. J., Flinders St.
Bennett, T., Flinders St.

TRAFFIC BRANCH

Hunt, L. W., Hamilton
Jeffreys, D. G., Ballarat
McEvoy, A. F., Melb. Yd.
Samson, S. N., Bendigo



Basketball's here

FORMATION of a men's Basketball team is the latest development in the V.R.I. sporting sphere. The object is to enter teams in the Victorian Basketball Association's 1961 Competitions held at the spacious Albert Park Basketball Centre. All matches will be played at night.

Regular practice sessions have already been held at the V.R.I. Gymnasium at 8.0 p.m. on Fridays. These sessions will be resumed on January 13 and all V.R.I. members interested in the sport are invited to attend; they can contact me at Institute headquarters for details.

Basketball is a flourishing sport throughout the world; evidence of this was the prominence given in the press, radio and TV to the matches played at the last Olympic Games in Rome. By concentrating on practice and developing skill to fit themselves for victories in local railway and, ultimately, Victorian and Australian events, all V.R.I. players have the opportunity of finally reaching the peak in basketball; to represent Australia at an Olympic Games.

First-aid to football

WHEN Ararat Loco Timekeeper Robert Falla qualified in first-aid he little knew that it would lead to his becoming one of the leading football administrators in the strong Wimmera Football League.

He became the Ararat club's ambulance man in 1947; next year he was a committeeman and in 1949 he began a most successful 11 years term as secretary.

It coincided with the club's first premiership for 20 years; they were runners-up in 1950 and premiers in 1951 and again from 1955 to 1958.

Mr. Falla was a delegate to the Wimmera League and is now a life member; he also holds a life governorship of the local Hospital in recognition of the fine work

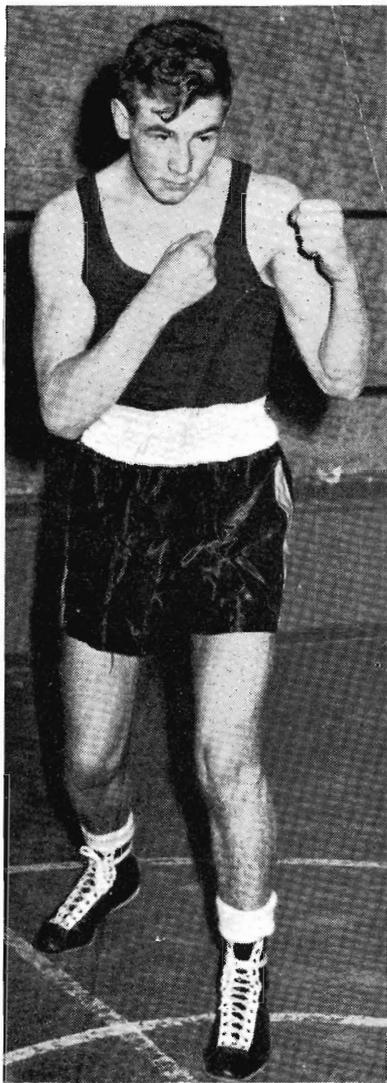


Mr. Falla

by the Loco. Social Club.

He started his V.R. career as an apprentice fitter at Ballarat North; later he transferred to the clerical staff, relieved at a number of depots throughout the State and finally settled at Ararat in 1943.

Knock-out specialist



Garry Robinson

IN less than three years, Car Painter Garry Robinson, of Jolimont Workshops, has had 17 amateur fights, winning 12 of them by the knock-out route. He is just back from Adelaide where he represented Victoria in the light-weight division at the Australian Amateur Championships. The opponent to whom he lost went on to win the title. Born at Creswick and beginning his boxing in Ballarat at the age of 17, Garry has a cheery and confident approach to boxing and is hopeful of representing Australia in the next

Empire Games. A member of the V.R.I. Gymnasium, he weighs about 9. 5. and is 5 ft. 7 in. tall. Garry is enriching his experience by sparring with leading professional boxers, including the highly-rated Auburn Copeland, the American Negro.

Fencing enthusiast

OUR V.R.I. Fencing Club is "one of the best in Australia!" says its enthusiastic Secretary, Andy Szakall, adding "we have the skill, best results, equipment and membership so what more do you want?"

He said that, at the recent Australian Fencing Championships, the Victorian team (all V.R.I. members) won the Team's Sabre; a V.R.I. man won the National Sabre Title; and another member was runner up in the National Ladies Foil Title. Just before the Australian Championships were held, the V.R.I. team won the Epee and Sabre Titles in the Victorian Championship events.

Mr. Szakall, who is President of the Victorian Fencing Association and at the Rome Olympics managed the Australian Fencing Team, is one of the hardest working fencing officials. He never lets up trying to attract more people to the sport. "I have been connected with many sports—soccer, horse riding, rifle shooting and so on—especially in Europe" he said, "but of them all fencing stands supreme, in my opinion. It demands speed, concentration, footwork and split-second timing. I'd like to see more V.R.I. members joining our Club; the best tuition is guaranteed."

Interstate cricketers

THREE country railwaymen have won places in the Victorian team to play at the Australian Railways Cricket Carnival in Hobart between February 11 and 24. The team also includes two prominent District cricketers—E. Barnes and L. Hill, opening batsman and opening bowler respectively for South Melbourne. The full team is:

Williamson, J. (Capt.)	Hill, L.
Carmody, K. (v.-Capt.)	Hovey, C. (G'long.)
Barnes, E.	Hovey, G. (G'long.)
Creedon, N.	McLean, G.
Dyason, R.	Schickerling, K.
Figgis, R.	Southern, G.
Harris, J.	Wallis, S (B'rat.)

In spite of adverse cricket weather in Melbourne this season, players chosen have shown sufficient natural ability, in recent years, for V.R.I. Cricket Association officials to predict that Victoria will be Carnival champions, if not, then the hardest team to beat.

