

VICTORIAN RAILWAYS

# NEWS LETTER

JANUARY



1961



## Likes Warburton rail trip

OF the rail-car trip between Lilydale and Warburton, a Yarra Junction resident writes :

"It is most satisfying ; a clean and comfortable carriage with observation windows, courteous drivers, conductors and stationmasters—and utterly lovely and unspoilt country through which we pass.

"The left-hand view especially is unsurpassed for its fine open panorama of orchards and forests, interspersed with flowering shrubs, park-like land and river meadows through which the Yarra and its streams meander and where the horses and cattle graze so contentedly. Always, too, the glorious vista of mountains and hills in the background.

"Then during the cold, grey winter months the sunshine of miles of golden wattles, in all their variety to gladden our hearts. This fine open country cannot be seen by travellers on the main roads."

## Delinquency and railways

WITH the mounting social problem of juvenile delinquency the railways are very much concerned : railway property suffers from much senseless, often vicious, vandalism—and experience shows that girls as well as boys are amongst those who indulge in such costly and wanton attacks.

Recently several Victorian public leaders have advocated corporal punishment as a deterrent. This opinion is supported by a number of people in the United States of America where juvenile delinquency is considered to be "one of the most urgent social problems of the day."

Said Dr. M. Schimideberg, Director, Association for Psychiatric Treatment of Offenders : "Since children are not born with an innate appreciation of good conduct, they can acquire it through learning and I approve of justified and moderate punishment—including spanking—by both parents and teachers."

The staff psychiatrist for New York's children courts (Dr. M. Rittwagen) says : "Parents too often shirk their responsibility by supposing that little Johnny is just 'expressing himself' even when he clobbers his playmate. They let their children run wild and then foist them on the schools."

Railway Investigation Officers and train operating staffs are constantly trying to detect offenders who damage railway carriage upholstery, smash globes and windows. Repairing this damage costs thousands of pounds a year.

But wouldn't it be much better if these juveniles were prevented from

becoming offenders ? Of course it would—and parents should guide their children—within the family circle—to be good, law-abiding citizens throughout their lives.

## Welding for comfort

FOR passengers who will be travelling over the standard gauge track being laid between Melbourne and Albury there was a significant announcement last month : every week 360 rails welded into 90 ft. lengths are leaving the Spotswood flash butt welding depot for laying in the new 4 ft. 8½ in track.

Each 90 ft. rail means added comfort for passengers in the shape of smoother and quieter travel : this is brought about by the fewer number of rail joints.

Combine this track refinement with the new, air-conditioned trains now being built and there is an alluring picture of rail travel at its very best, once the "through" service is operating.

## Keep it by you

INTO 16 pages of a booklet titled, *Going Ahead*, the Department has presented the salient features of the Commissioners' Annual Report for 1959-60.

By now every member of the service should have received a copy of this publication. Read in conjunction with the many authoritative articles in last year's *News Letters*, the booklet puts every railwayman in possession of information on a great number of matters affecting the Department's activities and future plans.

All this material is a refutation of the gloomy forebodings about the railways being "a spent force." Above all, it provides us with facts and figures to counter those generalizations so many people are prone to utter either to distort blatantly or misrepresent the V.R.

## Rail bargain

ONE enthusiast has planned, for this month, 2,100 miles of rail travel for only £21.18.6d. . . . first class all the way, too, with sleepers and seats where applicable. What a bargain !

A circular journey through three States—Melbourne - Adelaide-Broken Hill - Parkes - Sydney - Melbourne—it includes travel in three of Australia's famous trains : *The Overland* to Adelaide, the *Silver City Comet* from Broken Hill to Sydney and *Spirit of Progress* from Albury to Melbourne.

One of the very few privately-owned railways in Australia—the Silverton Tramway Company—extending from Cockburn (South Australia) to Broken Hill is also used.

## Want these stamps ?

AT South Kensington station are some early issues of railway parcels each bearing a winged design.

The illustrations available are : 2d., printed blue on white paper ; 3d., green on white ; 4d., red on blue, and 9d., red on white ; and collectors requiring any of them should send remittances (and a stamped return envelope) to the Station Master, North Melbourne.

Stations holding stocks of the older types of stamps should let *News Letter* know about them.

## "City's salvation"

MR. MAX LOCK, a distinguished town planner from England, recently visited Melbourne, when the Town and Country Planning Association was amongst the bodies he addressed. In an interview in the *Melbourne Age*, Mr. Lock said :

"Melbourne's network of suburban railways is marvellous. With your growing traffic problem, it could be the city's salvation."

## Fare concessions in Canada

THROUGH an agreement with Canadian Pacific Railway Company, it is possible for V.R. employees, on long-service leave, and their wives, to travel throughout Canada at greatly reduced rates at any time.

Reduced fares apply to coach, tourist or first class travel, with a supplementary charge for first and tourist class sleepers. Full details are available at the C.P.R.'s Melbourne office.

Room 100 (Railway Head Office) will also supply letters of introduction for on-leave employees travelling overseas.

## FRONT COVER

SIMULATING a last-minute arrival to join a train at Spencer Street, this picture is the work of Helmut Newton, a leading Melbourne photographer. It is part of an Australia-wide publicity campaign, sponsored by the Australian Wool Bureau, with the punch-line : "Wool is perfect for travel . . . you arrive looking smart." Helping the mannequin is Stationmaster B. Donovan.

# TOP LEVEL CHANGES IN VICTORIAN RAILWAYS



Mr. Brown



Mr. Rogan



Mr. Quail

**F**OLLOWING the retirement on December 31 of Mr. Norman Quail (Deputy Chairman of Commissioners), Mr. G. F. Brown (Commissioner) succeeded him, and Mr. E. P. Rogan (Member of the Staff Board) was appointed a Commissioner.

For many years Mr. Quail had occupied a succession of important posts in V.R. administration : Staff Board Chairman (1947-49) ; Secretary for Railways (1949-56), and Commissioner and Deputy-Chairman (1956-1960).

**H**E spent many years closely associated with all manner of top level staff questions and, after becoming a Commissioner, industrial matters came under his special purview.

In recent years, this work became very complex and Mr. Quail's long and intimate knowledge of the subject was of inestimable value in shaping the Department's policy in that direction.

Born in Bairnsdale, Mr. Quail was in the V.R. 51 years, joining as a junior clerk in the Transportation Branch at Geelong. Later he transferred to the Electrical Engineering Branch, being appointed Staff Clerk in 1923, and

subsequently was chosen to be Senior Clerk of the Staff Board.

In turn, he was Advocate before the Railways Classification Board, Secretary of that Board, Secretary of the State Coal Mine Industrial Tribunal and Member of the Staff Board.

Mr. Quail served in World War I, obtaining his commission and being awarded the Military Cross while on active service in France. For many years Mr. Quail has taken a deep, practical interest in Legacy (of which he is Vice-President), an organization concerned with the welfare of families of deceased servicemen. He was a member of the Olympic Civic Committee and chairman of the Commonwealth's Departments State Instrumentalities Committee that raised £60,000 in the Cancer Campaign Appeal.

#### Mr. Brown's rise

**S**TARTING as an Apprentice Fitter and Turner at Newport Workshops in 1923, Mr. Brown has now risen to the second top-most position in the V.R. In 1929 he became an Engineering Assistant.

For the purpose of advising on the design of road-building equipment, he was lent to the Country Roads Board and he designed a bitumen heater and sprayer that is now used throughout Australia.

At the Newport Workshops in 1937, Mr. Brown was appointed Plant Engineer and seven years later moved to Head

Office as Superintendent of Locomotive Maintenance.

Three years afterwards, he was sent to the U.S.A. on a mission concerned with the design of the diesel-electric locomotives and investigated latest maintenance methods. Before being appointed Commissioner in 1958, he was Chief Mechanical Engineer.

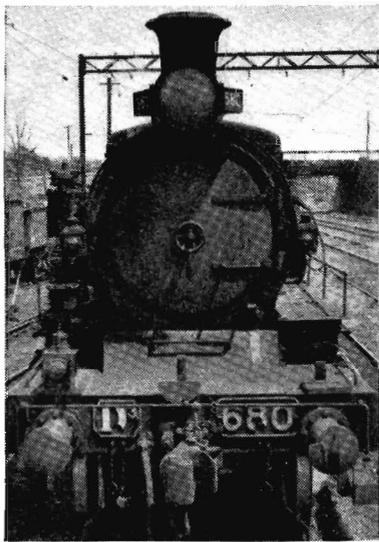
#### Mr. Rogan's career

**A** native of Maryborough, Mr. Rogan joined the V.R. in 1925 in the then Transportation Branch. He was a junior clerk at Ballarat before transferring to the Rolling Stock Branch two months later. While there he qualified as an accountant.

Transferred to the Secretary's Branch in 1933, Mr. Rogan gained his Bachelor of Commerce Degree at the Melbourne University in 1934. He was appointed Industrial Advocate in 1952, and five years later became a member of the Staff Board. Last year he attended the Summer School of Business Administration at Melbourne University.

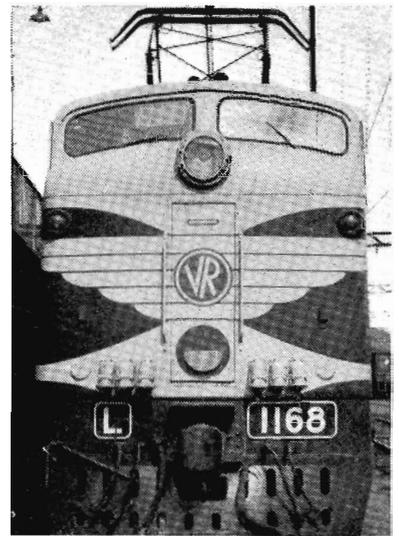
Mr Rogan's very extensive work in staff and industrial matters has brought him in personal touch with the representatives of the various sections of the railway industry. With an engaging personality, he is well qualified to maintain the existing high standard of employee relations with the Department.

He is aged 51.



## Key point in electrification:

THESE front-end shots of two locomotives—an elderly steam and a modern main-line electric—reflect the change in railway traction on the V.R. generally, and especially on the Gippsland line.



**U**NMISTAKABLE evidence of the gradual disappearance of V.R. steam locomotives can be seen on the Melbourne–Warragul–Traralgon line. From Flinders Street to Dandenong it is a suburban electric train route ; beyond to Warragul and Traralgon once again it is all-electric traction, with one valiant exception . . . veteran D3 680 steam locomotive at Warragul is the sole, almost defiant survivor of the steam era between Melbourne and Traralgon. It is doing a 22-hour day, shunting hundreds of wagons in the busy Warragul goods yard.

**L**OCAL V.R. men—and residents too—have a deep affection for 41-year old D3 680. It puffs and heaves its way up and down the yard, placing a rake of wagons in No. 5 road, kicking a single one into No. 6. It is a sight to mellow the hearts of even those electric and diesel-electric enthusiasts impatient for loco. progress.

But it must be stated in all truth : those giant blue and gold L class main-line electrics have transformed rail operating since the first V.R. country electrified service was opened to Warragul in 1954.

Behind the spectacular performances of the L class stands, paternally, the

Warragul Electrical Depot . . . a somewhat inadequate name, for it in no way signifies its importance. This modern partly air-conditioned two-storey building, in a setting of colourful homes and gardens, houses the Power Operation Room, the Supervisory Equipment Room and the Overhead Depot.

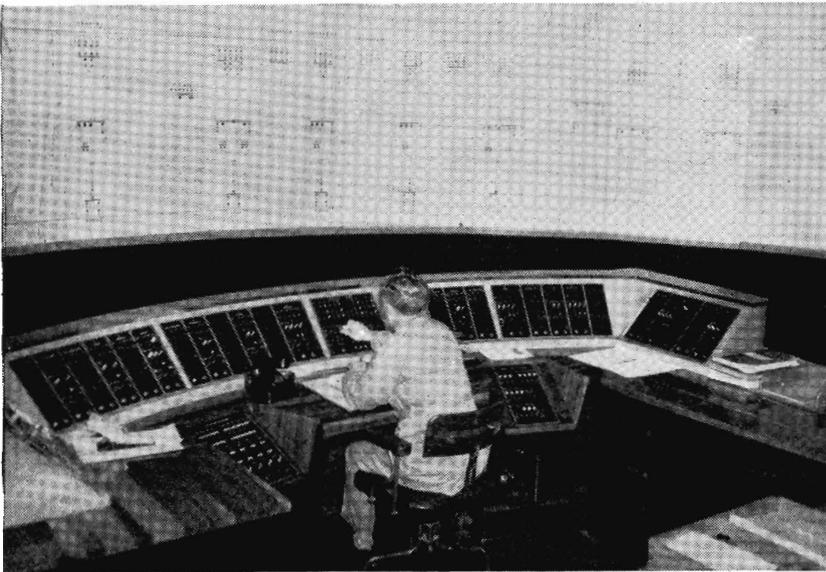
These form the nerve centre for the electric power supplies for train running and signal movement between Hallam, Traralgon and Yallourn.

The two first-mentioned rooms contain the control desk, diagrams and equipment for remote control and indication of the condition of all equipment in the 27 automatic sub-stations and tie stations supplying power to the overhead equipment and the signal system. The supervisory equipment is the most modern in the world.

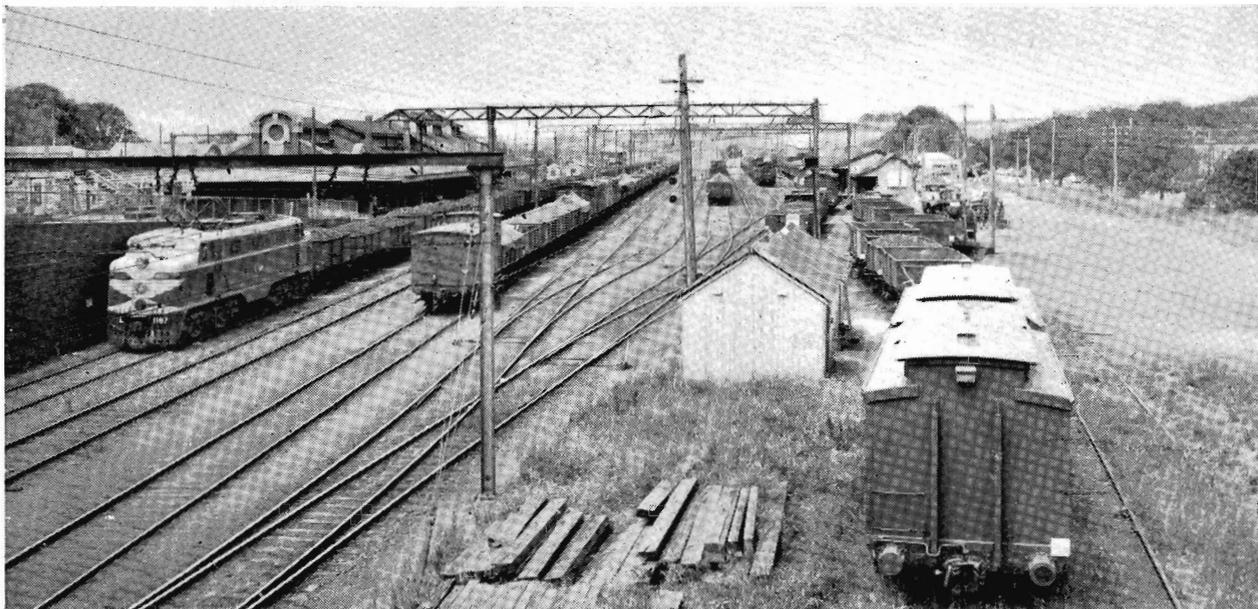
By means of small keys, the Power Operation Engineer can operate all the vital equipment in the sub-stations and tie stations. Any abnormal happening to any equipment is instantly indicated on the diagram, thus enabling him to take immediate steps to restore supply.

The Overhead Depot portion of the Warragul Electrical Depot is well fitted with equipment and vehicles.

The Overhead Supervisor maintains and attends to breakdowns on the 140



DISTRIBUTION of electric power on the Gippsland line is controlled from this Power Operation Room at the Warragul Electrical Depot.



WARRAGUL, of which this is a general view of the goods yard, was the terminal point of the V.R.'s first country electric train service introduced in 1954, and since extended to Traralgon. A long brown coal and briquette train, hauled by an L class electric locomotive, is just leaving for Melbourne.

miles of 1,500 volt overhead equipment that supplies power to the pantographs of the locomotives.

Twenty-four hours of every day the Warragul Electrical Depot is staffed, and all happenings affecting power supplies on the Gippsland line are logged.

#### Passengers well served

**B**ECAUSE of the impact of other forms of transport, particularly the private motor car, Warragul's passenger traffic is not showing any rise, despite the fact that, under normal conditions, 16 trains run weekly between Melbourne and Warragul. Being only 61½ miles from the city and with

such a fast service, Warragul is ideal for periodical tickets, with their low cost and unlimited availability.

#### Electrification benefits

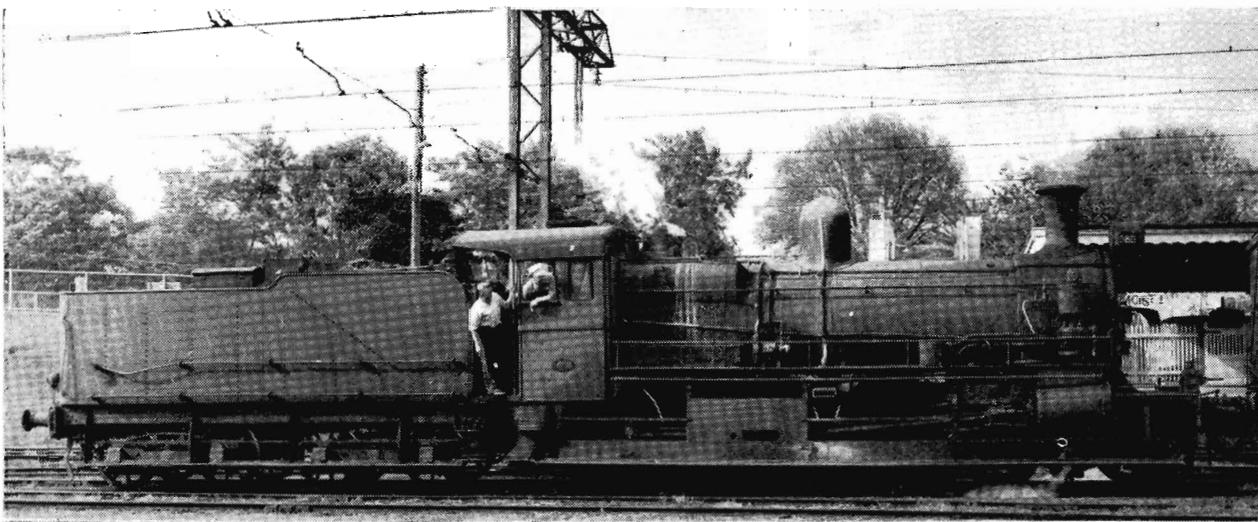
**A**SKED what advantages electrification, allied with the huge track duplication and regrading works, had brought to Warragul, the men on the job quickly replied: "The length and tonnages of goods trains have greatly increased; trains have been accelerated, and there is much more efficient working on the double line that we enjoy for all but about seven miles between here and the city. We have a "crack-a-jack" passenger train in *The Gippslander*, and the target of "on

time" arrivals is hit much more frequently."

#### Big goods traffic

**F**ROM 80 to 90 goods trains, including those with brown coal and briquettes, pass through Warragul every week. Virtually all these, except the "fast" and coal and briquette trains, have to be re-marshalled at Warragul.

Working three shifts, three leading shunters and nine shunters, figuratively juggle with all kinds of wagons, patiently—with the ever-ready help of D3 680—sorting the trains so that all wagons for Dandenong, Jolimont (thence to Port Melbourne) and Melbourne Yard are in that order on leaving Warragul.



BUILT in 1920 at the Bendigo Railway Workshops, D3 680, seen shunting in the Warragul yard, is the only steam locomotive operating between Melbourne and Traralgon.

Originating weekly at Warragul are six goods trains while on the "Down" 24 terminate there. Last financial year the inwards and outwards tonnage was about 50,000; the outwards revenue from goods and livestock was £16,000, mainly railed from Warragul were milk powder, butter and casein.

Into Warragul came great tonnages of coal and briquettes (for factory and domestic consumption), general farm produce, groceries and drapery. In the goods yard there is a spacious shed, an 8-ton electric crane and a 35-ton weighbridge.

### V.R. Men's spending power

**A**T Warragul, 328 railwaymen are either employed or based there, and their combined yearly wages of about £156,000 represent a vital spending power in the district. The total personnel within the various Branches is: Traffic, 55; Rolling Stock, 63; Way and Works, 163; Electrical 39; and Refreshment Services, 8.

They cover a great variety of grades from weighbridge attendants to waitresses; from parcels assistants to plumbers; from clerks to carpenters.

Because of the frequency of the passenger train service, parcels business is flourishing at Warragul. On every passenger train in and out of Warragul, parcels in varying quantities are carried, and it is heartening to know that the splendid all-round service given by the staff is appreciated by customers.

Warragul boasts one of the most spacious refreshment rooms on the system. Quick, efficient service is assured to passengers from two "Up" and two "Down" passenger trains.

"Very Institute minded" was the way a V.R. man reacted to an enquiry concerning local interest in the V.R. Institute sub-centre. Spearheaded by an enthusiastic President and Secretary, the Institute is alert to the social and sporting needs of its members.

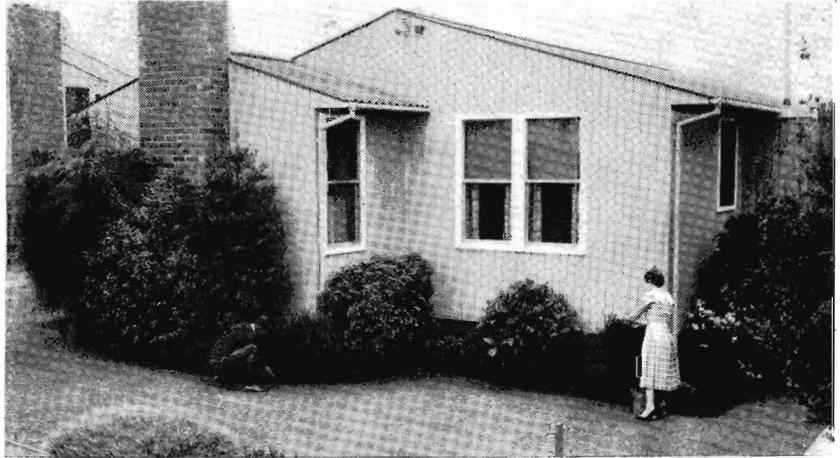
They can play table tennis badminton, billiards and carpet bowls, while the two tennis courts are to be fluorescently lit. Last month the Committee was busy preparing for the annual Christmas Show for railwaymen's kiddies, to be followed by a day's picnic to the coast.

With a yearly revenue in the region of £40,000, Warragul is, indeed, a busy station, where all aspects of practical railroad operating combine to make the station an intensely interesting one, especially for the young man looking ahead to advancement in the Traffic Branch.

*And this is of great importance: the consistently high service given by the staff has cemented mutual understanding between the railways and customers at Warragul.*



(Top) WARRAGUL Refreshment Room epitomises one of the attractions of the food services at many country stations: from the train at the platform only a step or two bring passengers into a clean, bright setting where refreshments may be enjoyed. (Centre) WINNING garden in the Gippsland District "Best Kept Garden" contest last year: it is the work of Mr. V. Williams (Warragul Electrical Depot) and his wife. (Bottom) FARM equipment and other heavy loading is efficiently handled to and from railway wagons with this 8-ton electric crane at Warragul.



# "MOUTH TO MOUTH"

*This timely article was specially written for "News Letter" by Mr. K. W. Mackenzie, Ambulance Officer. The "Mouth to Mouth" method described is authoritative and is being incorporated in all departmental First Aid publications.*

**I**N the summer months, thoughts naturally turn to swimming. Unfortunately, however, every year there is an increasing number of drowning fatalities. Many of these lives could have been saved had artificial respiration been promptly applied. *Do you know how to apply it?*

**A**NY method started within seconds of the stoppage of breathing is better than those started within minutes, and an inept method given immediately is far better than a perfectly executed method given too late.

Learning the rescue breathing technique represents a small investment in time that might someday save a life. The method is easy to learn.

Much publicity has been given recently to the "Expired Air Method," or as it is more commonly known, "Mouth to Mouth," or "Mouth to Nose."

It is now generally accepted that this is the most efficient method of introducing air into the lungs of a person who is not breathing as a result of drowning, electric shock, gas or smoke inhalation, etc.

The basic procedure is :

1. Place the patient on his back.
2. Pull the chin up.
3. Place your mouth over his mouth and block his nose.
4. Blow fully.
5. Remove your mouth.
6. Repeat.

In detail the procedure is :

Turn the patient's head and clean his mouth with your forefinger of any visible material, such as froth, mud or weed.

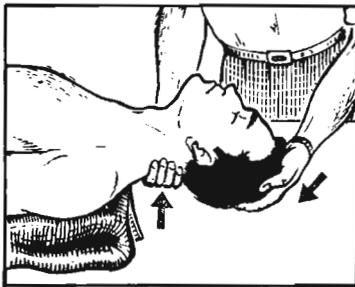
With babies, you should place your mouth so that it will cover both the nose and mouth. Don't blow hard; puff only with your cheeks, but do it at the rate of 20 times a minute.

If there is any reluctance or objection to contacting the patient's lips, a handkerchief . . . air can pass through it . . . could be used to cover the lips.

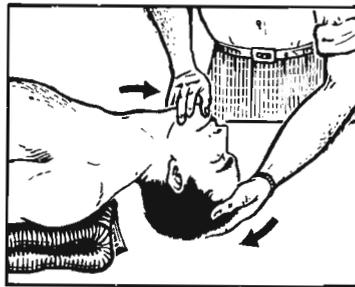
In order that all railwaymen will be up-to-date all First Aid Instructors are being briefed in the new method. It will also be embodied in the V.R. Handbook of First Aid and on the wall sheets on Artificial Respiration that are displayed in the various depots and workshops.

As there are obvious reasons why members of a class could not practice the method on one another, the Department is purchasing a number of "Manikins" on which the students can actually practice. These are easily sterilized and are so constructed that, unless the head is placed in the correct position, the "lungs" of the "Mannikin" cannot be inflated.

It is very important to understand that the "Mouth to Mouth" method does not entirely do away with the "Sylvester" and "Holger-Nielsen" methods. These can still be employed under certain conditions when the "Mouth to Mouth" cannot be used, such as a victim who has his mouth and face injured, or is pinned face downwards. The technique of both these methods has been slightly altered regarding the position of the head.



Place the patient on his back if not already in that position. (if the ground slopes, place the head a little lower than the feet). Place a folded coat or similar material under the shoulders.



Allow the head to fall backwards and with one hand pull the chin up, and with the other press the patient's forehead down. Take a deep breath.

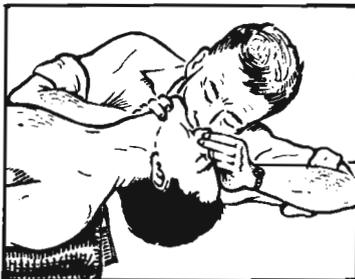
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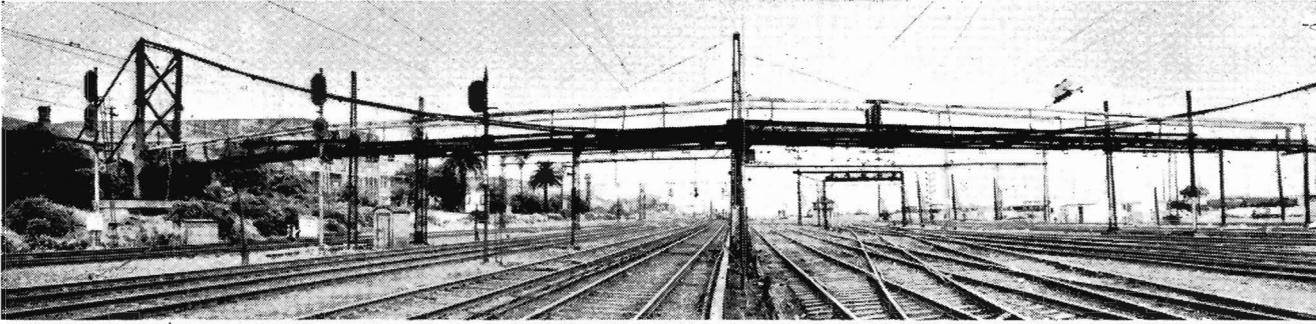
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Open your mouth wide and place it over the patient's mouth, sealing off his nose with your cheek.



If unable to seal nose sufficiently with your cheek, pinch the patient's nose closed with your fingers and thumb. Blow fully until you see his chest rise. Lift your head, turn it away from the patient's mouth and watch his chest fall. Repeat at approximately 12 times per minute.



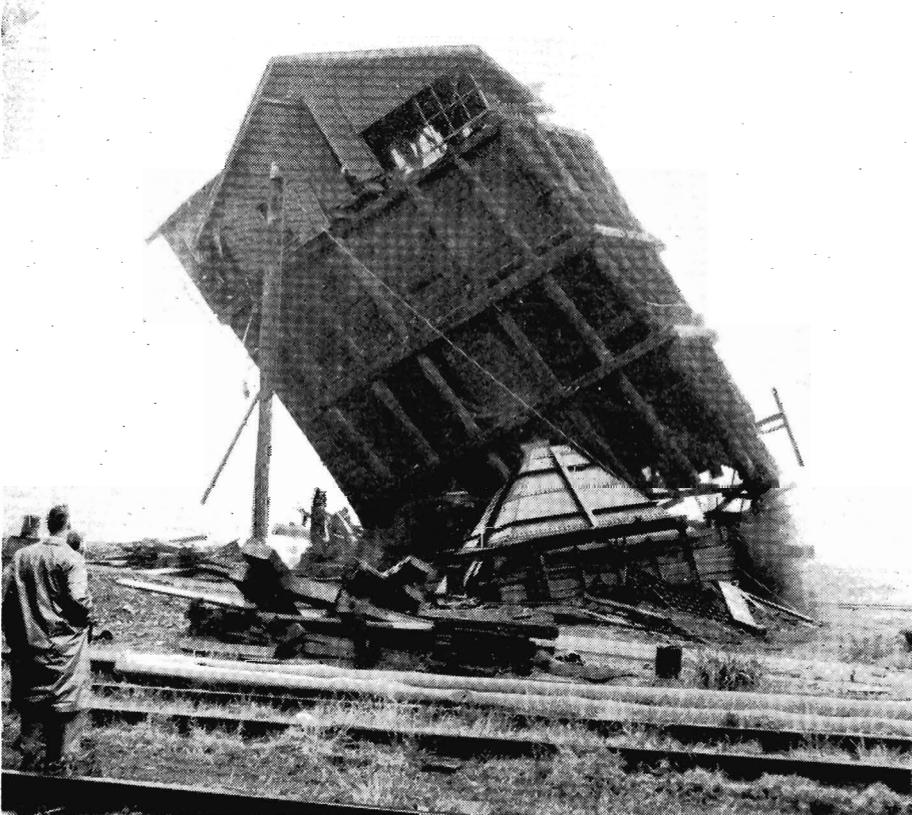


BUILT 101 years ago, this 264 ft. span employees' footbridge leading from Hawke Street to the North Melbourne Loco. Depot, was recently demolished to make way for the building of a standard gauge fly-over.

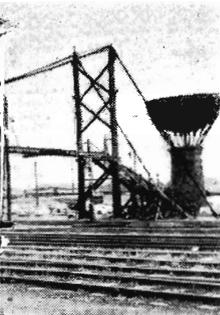
# AROUND THE SYSTEM



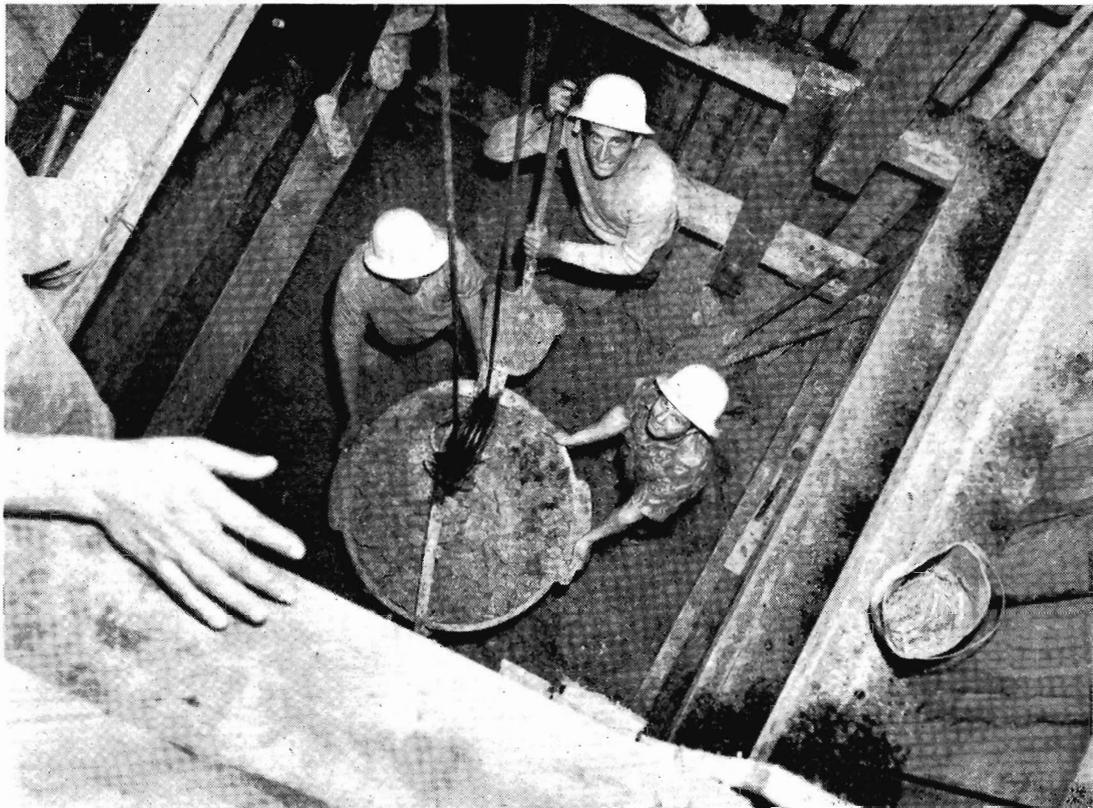
CONTESTANTS in the V.R.I.'s Queen one of the features of the Jubilee Celebration. M. Thomas (Korumburra), M. Fulton (Benalla, winner), I. Molyneux (Warragul, Geelong). The Competition raised a £2,000 that will be used for these Sub-c



(Above) A TWINETTE sleeping carriage between Melbourne and Adelaide, was one of a series of test runs associated with the new service for the Melbourne-Sydney service. The carriage was equipped with 4 ft. 8 1/2 in. bogies. The carriage was used to assist in pulling this coal handling elevator to the ground level, which became surplus following the rapid development and expansion of the



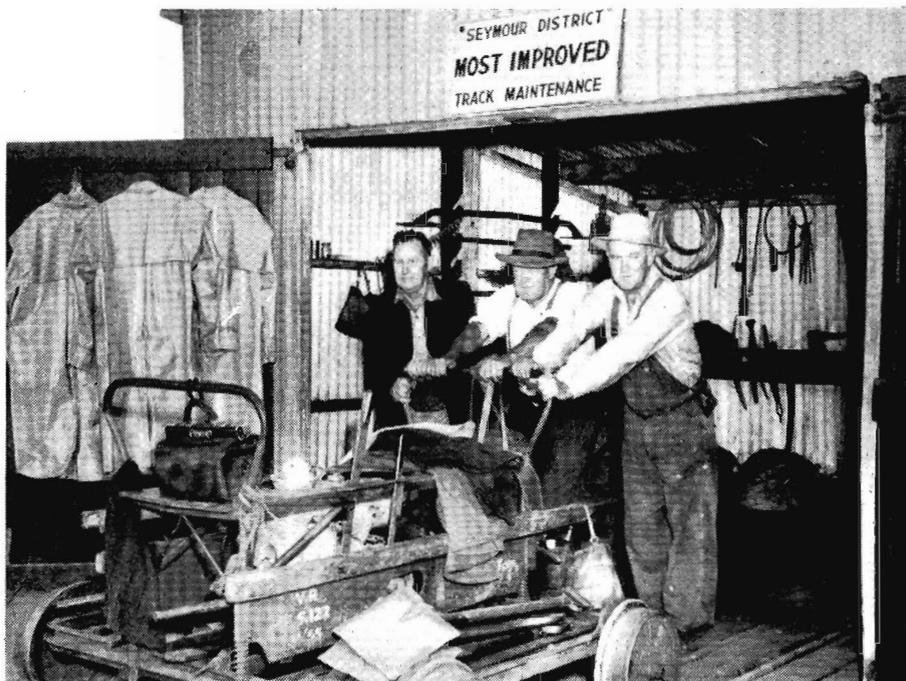
Carnival Competition. (From left): ... (second) and E. Tilley ... grand total of over ...

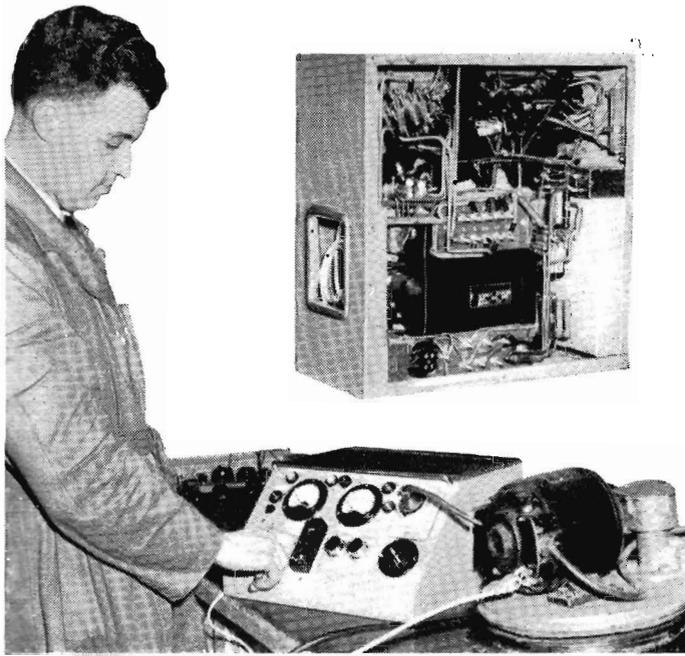


(Above) IN readiness for the new standard gauge terminal at Spencer Street, extensions are being excavated to the existing parcels and luggage tunnel from Nos. 5 to 8 platforms. (Below) PART of the Yarrowonga-Tungamah track force, under Ganger R. W. Cox, that recently won first prize in the "Most Improved Length" in the Seymour District.



Malkari, from The Overland that runs ... taken to New South Wales for a ... building of new standard gauge carriages ... before crossing the border into N.S.W., ... at Bandiord. (Left) A STEAM loco- ... 12-year-old, 70 ft. high dis-used mechani- ... at the North Melbourne Loco. Depot. It ... ne in the number of steam locomotives ... diesel-electric fleet.





# TESTING ELECTRICAL APPLIANCES

• SAFETY check on an electric floor-polisher by Test Electrician E. P. Beach using the new electrical appliance tester, the components and wiring of which are shown (inset).

**I**NCREASING use of portable electrical appliances such as drills, saws, soldering irons, etc., has emphasized the need for a simple, yet effective, device to test them from a safety aspect before they are issued for general use. Going a long way to fulfilling this requirement is a testing instrument designed and built by railwaymen at the Electrical Testing Division, Spencer Street.

**C**OMPACT and easily carried, the testing device indicates in sequence whether :

- the connexions in the plug of the electrical device are correct ;
- the earth lead is continuous ;
- there is faulty insulation between the live parts of the device and its metal frame ;
- if the machine operates properly.

After the object to be tested is connected and the instrument switched on, a green light on its panel shows that all is clear for further tests.

By means of an automatic time delay switch a current of 35 amperes is then allowed to flow through the plug, earth lead and frame of the appliance for 10 seconds. When that time has elapsed an orange light, as well as the green light, should be glowing, indicating that the lead is sufficiently robust to take current that will blow the fuse of the appliance, if it is faulty.

By the operation of a switch the instrument then applies 500 volts d.c. to the insulation of the appliance to discover if there are any leakages of current that could harm the operator. A blue light, as well as the green and orange, confirms that this high voltage test is applied and the condition of the insulation is indicated on the meter, so that a faulty appliance can be rejected.

If the test connexion between the instrument and the electrical appliance becomes disconnected, the testing device automatically reverts to a state in which the whole sequence of operations must again be carried out. This guarantees that if a test is only carried through the first two stages on an appliance when a new device is to be tested the instrument will proceed once more through the set sequence.

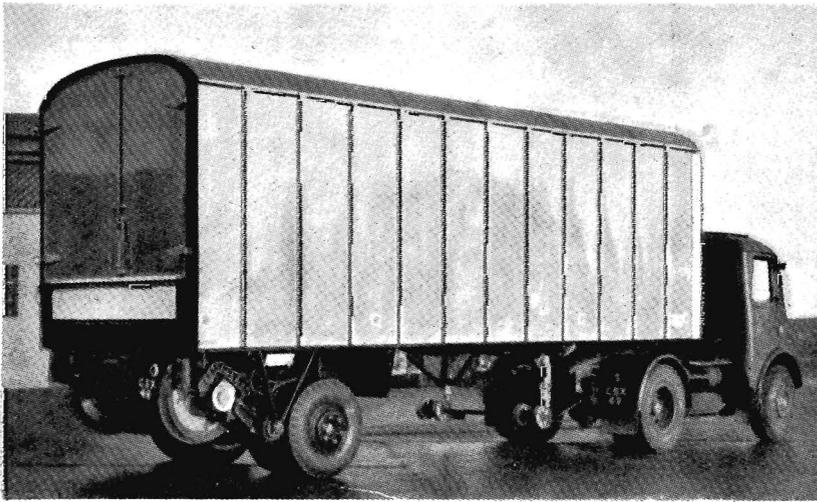
The testing device has been approved by the State Electricity Commission, and the manufacture of a quantity of these units is now proceeding for use in the various departmental workshops.



**ANOTHER** recent example of the skill of the Electrical Testing Division's staff : they designed and built this high voltage portable tester for checking electric equipment on suburban carriages. Apprentice Electrical Fitter P. Lawrence is engaged in his work.

# LINES FROM OTHER LINES

## Roadrailers for British Railways



Roadrailer in use as semi-trailer, with rail wheels retracted.

A combined rail-and-road vehicle . . . known as Road-railer . . . is being demonstrated to the British Railways and road transport users and operators. It is intended to combine the speed and economy of railways with the normal uses of road transport.

The Roadrailer has two sets of wheels mounted on a rocking beam at each side

and fitted in tandem. Having reached the rail terminal, the loaded Roadrailer is driven into position over the railway track and the rail wheel-set and landing legs lowered. Coupling to the rear of another Roadrailer or to the adapter bogie is automatic on impact.

Each Roadrailer has a pay-load of 11 tons, or 1,400 cu. ft.

## New track recorder car

WESTERN Australian Government Railways have recently replaced their track recorder car. Classified "ALT 5," the new vehicle was constructed in the Midland Junction Workshops, using the underframe, bogies and body shell of a condemned steam rail-car, with necessary modifications.

Particulars of the new vehicle are: gauge, 3 ft. 6 in.; length, 59 ft.; height, 11 ft. 10 in.; diameter of wheels, 31½ in.; tare weight, 27.2 tons. Living accommodation and amenities are provided for a team of eight.

The Hallade track recorder is placed on the floor directly over the bogie centre pivot, beside speed indicators, gauges, thermometers and other instruments and equipment. Telephonic communication can be made available between the car and driver of the train.

## Staggering School holidays

LIKE most railways the South African Railways are faced each year with the problem of exceptionally heavy long-distance passenger train

bookings over comparatively short peak periods. Between the peaks, there are the long periods during which passenger stock cannot be fully used. This problem will be partly solved from January 1961, when school holidays in the various Provinces are spread over different periods during the year. The movement of ordinary holiday passengers, especially during the months of July and December, is then expected to become much easier.

## Swiss rail welding

DURING the four years to the end of 1959, the Swiss Federal Railways laid over 120 miles of welded rails. The ultimate aim is to have between 40 and 45 per cent of the track continuously welded; over the remainder of the system it is considered that the curves are too sharp and the gradients too steep to favour the practice.

Past experience gained by increasing the standard rail lengths by degrees from 12 to 18, 24, and 36 metres showed that

no proportionate increase in the gap between the rails at the joints was needed with each rail-length increase, given sufficiently secure rail fastening and adequate ballast. This has prompted the decision to weld.

As the radius of curves is reduced, the tendency for pressure to distort the track is intensified, and it is for this reason that continuous welding of the most curved main lines is not contemplated.

## Collapsible containers

NEW collapsible containers of aluminium alloy have been introduced in Canada for the railway shipment of freight. Two sizes of "Tracon" container, 9 and 16½ cu. ft., weigh only 55 and 62 lb. respectively and can carry a weight of 330 lb. When empty these units collapse to one-fifth of their size for return to the shipper.

## Rail-owned helicopters

SOUTH African Railways are buying helicopters for £67,000. The helicopters will be used for reaching stranded trains, aerial photography, and low aerial inspection of harbours, marshalling yards, and large station layouts.

## All-woman train crew

AS part of a plan to speed up suburban services, a new diesel multiple-unit train with double-deck carriages and an all-woman Chinese crew has been put into service in the Peking area. It is called "East Wind." The six-car train has four double-deck coaches and two power cars. Each coach has seats for 198 passengers. The stock was built by the Chinese rolling stock plant at Tsingtao.

## Less German steam haulage

IN the past 10 years, the proportion of engine-miles on the German Federal Railway (Western Germany) worked by steam has fallen from 82.2 to 59.4 per cent, but risen from 8.8 to 20.6 per cent for electric and from 3 to 20 per cent for diesel motive power. About 12 per cent of German Federal Railway track-miles are electrified, but in 1959 over 23 per cent of goods ton-miles was electrically hauled.

Because of the large fleet of steam locomotives to be replaced, the ready availability of coal, and the cautious electrification policy pursued, the German Federal Republic will be one of the last countries in Western Europe to see the end of steam haulage—by about 1980.

## "FEEDS" big family



Mr. Hevy

EXPERIENCE gained in the handling of stores during the past 24 years is reflected in the orderliness of the Way and Works Branch Ararat Store over which Storeman in-Charge Jack Hevy presides with such efficiency. His store is a miniature of the big General Storehouse, Spotswood, and is conducted on the same basic principles. Mr. Hevy looks after the multifarious stores needs of the Way and Works Branch stretched out over 850 miles of railway territory in the Wimmera and South-western districts.

## Guiding principles

AT his farewell last month after 40 years service, Works Foreman Harold S. Bartlett, Maryborough, told a large, representative gathering that three principles had guided him throughout his career:

- near enough won't do;
- if a job's worth doing, do it well; and
- measure twice before cutting once.

Chaired by Mr. D. H. Cowden, District Engineer, the function provided Mr. Bartlett with the pleasant "ordeal" of listening to 16 speeches from colleagues. "I was surprised to see so many present," he said in reply, "for on occasions I had to tread on some toes!"

For the departing veteran there was a modern, restful chair, a travelling rug, cigarettes and a sewing tidy for his wife.

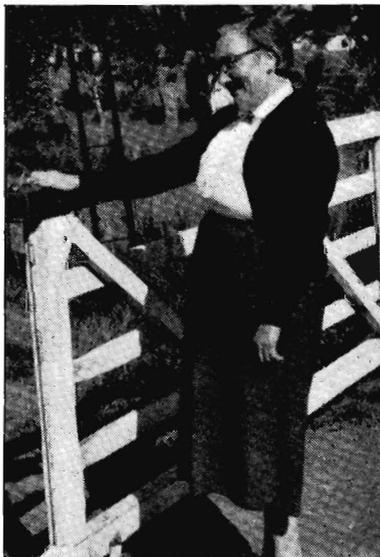
Mr. Bartlett began in the V.R. as a carpenter at Maryborough in 1920, and served at Ouyen and Maryborough—at the latter he had been works foreman since 1946.

## Speed the parcels

MIXING mature with short experience, these three V.R. men bring to parcels work at Ararat a sense of responsibility assuring appreciated service to a wide range of customers. (From left) Junior Clerk Ken Price, A. S. M. F. Roache and Junior Clerk Geoff Schirmer. Under Mr. Roache's general supervision, the two juniors do all the clerical work associated with an average of 1 000 inwards way-bills a month. Mr. Roache has been in the service since 1915; Ken and Geoff both aged 18, for two years and a few months respectively. Before the latter joined the V.R., he was a junior police trainee.



## Experienced gatekeeper



Now in her fifteenth year as a gatekeeper, Mrs. E. E. Potter is in charge of the gates at Baxter, junction for the Mornington and Stony Point lines. Her husband is a repairer with the track gang at Hastings. The gates are the only 24 hour set on the Peninsula.

## Near three-century link

TO the Ryan family belongs an aggregate link with the V.R. service of almost 300 years: contributors to that remarkable record are a father and his seven sons, all of whom became well-known in many parts of the system.

James Joseph Ryan, Sen., started it all. He retired as a head porter at Port Melbourne in 1924 after having been a goods guard for many years. Next on the pay-roll was eldest son Jack Michael, a porter at Auburn and then a goods guard at Numurkah where he retired after an accident to his eyes.

Martin retired at 65 after 49 years service, much of it as a train examiner. William Claude (better known as "Pluggie") was in the loco. branch at Port Melbourne, Echuca and Bendigo before retiring at 65. He had four years with the First A.I.F.

Richard died at the age of 46, after 30 years as a clerk at the Melbourne and Geelong Goods Depots. Ernest was an S.M. with 31 years service, finishing at Kensington. For 35 years a V.R. man, Phillip James retired in 1957 as a signalman at Bridge Street, Port Melbourne.

Maintaining the Ryan family association with the Department is Gladstone Leslie, a signalman at Mordialloc, with 40 years service to his credit.

## Champion rescuer



Maurice Ryan

AGED only 17, yet the holder of the second highest swimming award in Australia, is the distinction held by Junior Clerical Assistant Maurice Ryan, of the Yarrowonga goods shed.

To win his medal, Maurice had to swim 32 laps across the River Murray

fully clothed—and on the last lap had to “rescue” a swimmer threatened with drowning. The “patient” simulated a struggle with his rescuer and, on being brought to the river bank, Maurice had to “resuscitate” him . . . all part of the very exacting test.

While at Technical School, Maurice gave a foretaste of his skill in this difficult phase of swimming by winning junior, senior and bronze medallions in water rescue work. Maurice has been in the V.R. since December 1959.

#### Bull dog breed



Mr. Hivon

AS well-known in Yarrawonga as the proverbial town hall clock are two British thoroughbred 2½ year-old bulldogs, bred and owned by Station-master L. W. Hivon. Here they are (above) sister and brother: 58 lb. of *Buntrex Bonny Bess* (left) and 73 pounder *Buntrex Major Pip*. Although not competing for long, already each has won blue ribbons at local shows.

For the past 11 years, Mr. Hivon has had an enthusiastic and practical interest in bulldogs, and has had successes at many shows in different parts of the State. He formed and became Secretary of the Kennel Control Council at Casterton, and left it in a flourishing condition. While there, he was asked to form a club at Horsham, 40 miles away.

Mr. Hivon has been a V.R. man for 34 years, gradually accumulating a wealth of experience at such stations as Fairfield, Warburton, Lake Charm, Casterton and Wycheproof. His life-long interest in first-aid will be further exemplified when he forms a class at Yarrawonga early this year. He was an instructor at Port Fairy for some time.

#### “Queen Carnival” success

LAST month's highlight of the V.R. Institute's Jubilee Year Celebrations was the announcement of the results of the “Queen of Country Centres and Sub-Centres Competition” (picture, page 8). Central Council arranged a special social evening for the occasion and, besides many Branch Chiefs, representatives of country sub-centres attended.

Presentation of sashes to the winning girls was made by Mr. F. Orchard (Comptroller of Stores) who was General President at the launching of the Jubilee Celebrations.

Mr. Orchard paid a high tribute to the girls and officials of the Benalla, Warragul, Colac, Geelong and Korumburra centres through whose efforts entries were received for the Competition. “A great deal of money was raised,” he said, “and it is extremely gratifying to know that this will be used to finance improvements for members of those country centres.”

#### Formation of Choral Society

A V.R.I. Choral Society is to be formed. The decision to do this was made in December by the Central Council as a climax to the Institute's Jubilee Year. For some time, the Council has been considering an expansion of cultural activities, and it was felt that choral singing would prove attractive to members.

As the Department now employs a large number of New Australians, many of whom have fine voices, membership of the Society is expected to appeal to them. For the position of Conductor, the services of Mr. George English have been secured.

He is well-known in Melbourne as Conductor of the successful Postal Institute Choir a few years ago. It is hoped to launch the Society early this year; those interested should get in touch with the Institute's General Secretary at Head-quarters, Melbourne.

#### Membership increases

MORE than 2,500 new Institute members were enrolled during 1960—a sequel to an intensive State-wide drive as part of the Jubilee Year Celebrations.

Members too, are using their discount authority cards to save money considerably in excess of their Institute membership subscription.

A bonus of 5/- is paid to each member who recruits a new member of the Institute, if the latter remains for six months or more. By witnessing the signature of a new member on a pay roll membership form, the bonus may be claimed. These forms can be obtained from the Institute's General Office, Melbourne, or through most supervisors.

## RECENT RETIREMENTS . . . .

#### ROLLING STOCK BRANCH

Baker, D., Ararat  
Berry, J., Jolimont  
Cook, J. L., Shelter Shed  
Casley, H. R. T., N.M. Loco.  
Cavanagh, F. A., Newport  
Flett, W. L., Bendigo Nth.  
Foley, J. F., Bendigo  
Gunn, G. W., Jolimont  
Kearney, R., Newport  
Kennedy, P. J., Jolimont  
Marks, S. R. R., Traralgon  
Owens, W. V., E.R. Depot  
Rawet, D. I., Newport  
Scholes, W. J., N.M. Loco.  
Tremellen, R. H., Newport  
Whitcross, J. G., Jolimont  
Wright, R. C., Bendigo Nth.

#### SECRETARY'S BRANCH

Davison, Mrs. E., Head Office  
Quilivan, Miss D. F., Head Office

#### ELECTRICAL ENGINEERING BRANCH

Gribble, A. J., Flinders-St.  
Smith, S., Batman Avenue

#### WAY AND WORKS BRANCH

Blackford, C. P., Flinders-St.  
Blake, A., Shepparton  
Boden, G. S., N. Melb.  
Basterfield, E. A. W., Spencer-St.  
Euson, C. L., Flinders-St.  
Fish, C., Flinders-St.  
Lawless, A. H., Geelong  
Mason, G. E., Foreman Painter  
Manallock, A., Foreman Painter  
McKenzie, K., Spotswood

#### TRAFFIC BRANCH

Callow, J. E., Melb. Goods  
Douglas, J. H., Spencer-St.  
Eeles, L. J., Bendigo  
Lehman, L. C., Melb. Goods  
Lamprell, R. D., Spotswood  
Mason, R. W., Melb. Goods  
Munday, R., Melb. Goods  
Stabb, A. E., Flinders-St.  
White, K. J., Stanhope

#### WAY AND WORKS BRANCH

Astbury, E. H., Tragowel  
Conniff, M. B., Spotswood  
Cluff, T. H., Linton  
Wardley, W. F. T., Bendigo

## . . . . AND DEATHS

#### ROLLING STOCK BRANCH

Pywell, T. E., Geelong

#### TRAFFIC BRANCH

Heard, G. W., Rockbank  
Lee, W. J., Bendigo



**I**NJURIES to toes represent five per cent of the major injury rate in the Department. Almost the whole of these would have been prevented had good, strong safety boots or shoes been worn.

If your job . . . on the track, in workshops or on stations and in goods sheds . . . makes you liable to injury through falling objects, you should have this footwear. In sizes 4 to 10 (there are no half-sizes), boots can be bought at 50/- a pair; shoes for 53/6d. a pair . . . prices that are much less than retail cost.

You can pay for them by instalments of £1 deducted from your fortnightly payrolls. Apply now through your supervising officer.

#### Proud of Ouyen



Ouyen railwaymen are ardent local patriots and proud of their town. Guard D. J. Doody, about to leave with a train carrying rails for relaying, maintains that Ouyen is one of the healthiest towns in Victoria . . . especially for children. He should know, as he has been there for the last 15 years. Bowls and golf are his recreation; he won the local B grade Bowls Championships early last season and, in 1959 was in the "A" grade Semi-final.

#### Daughter, father at Ararat

**B**ECAUSE of the heavy volume of local telegraphic business at Ararat station, combined with the fact that it is the "telegram repeating point" for a number of other stations, a teleprinter is in use.

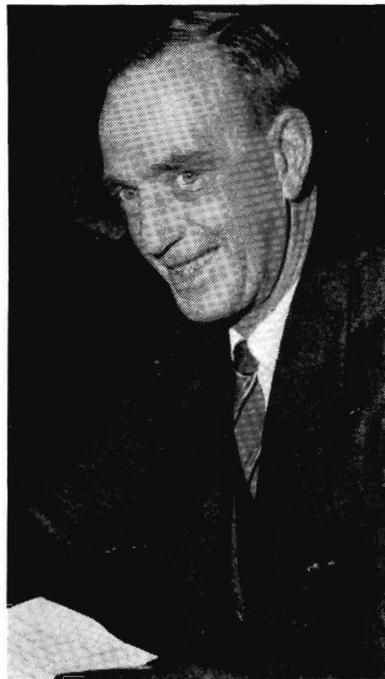
Here, Teletypiste Carmel Chamings is a picture of concentration. In the service for about 16 months, Carmel is one of two girls doing teleprinter work; she also relieves on the switchboard.

Her dad, Arthur, is night depot foreman at Ararat where he has been employed since 1947. His 23 years in the V.R. have all been spent in the Wimmera, alternating between Ararat, Stawell and Murtoa.



Carmel Chamings

#### The only one



Mr. Dix

**I**N the 600 different grades of occupation in the V.R., there is only one designated "Assistant District Superintendent"—and here is its present occupant, Mr. A. S. Dix.

He has held that post at Ararat since November 1959.

Acting as the representative of the District Superintendent, Geelong, he roams 850 miles of railway territory stretching west and south of Ararat, attending to a great variety of Traffic Branch matters.

Mr. Dix joined the V.R. in 1922 as Traffic Inspector at Bendigo in 1950.

#### "Cosmopolitan" building



**R**ELICS of the old suburban platform at Spencer Street, consisting of steel roof members, were built into the attractive V.R.I. centre at Ouyen. Also used was material that came from buildings at Carina, Panitya and Woome- lang. Extensions to it were made by working bees; and the local Committee also paid for certain material and labour. The extensions were energetically supervised by Works Foreman Gordon Clark.



## Dimboola's on again

ONE of the outstanding bowling events of the year is the annual tournament held at Dimboola by the V.R.I. Wimmera Bowling Club: its fifth annual affair will be held on March 5, commencing at 10 a.m.

Consisting of five games of eight ends, the events are open to all males of the V.R.I. who are members of bowling clubs. Entry fee is 20/- a rink or 5/- per single entry.

Entries close with Mr. A. M. Eaton, Secretary, V.R.I. Wimmera Bowling Club, c/o Loco. Depot, Dimboola, on February 25.

## Varied snooker fortunes

MIXED results were obtained by the V.R.I. "A" and "B" teams in the recently completed Melbourne Clubs' 1960 Snooker Competition. After once again finishing in top position in the home-and-home games, the "A" team was defeated by two games in the semi-final and eliminated by Yarraville in the preliminary final by four games.

Although just scraping into the "four," the "B" team won a most exciting semi-final against Postal: games were six all, with the V.R.I. team winning by the narrow margin of seven points. By over-throwing Yarraville by nine games to three in the preliminary final the Institute team fought its way into the Grand Final . . . only to be defeated by six games.

## Cricket results

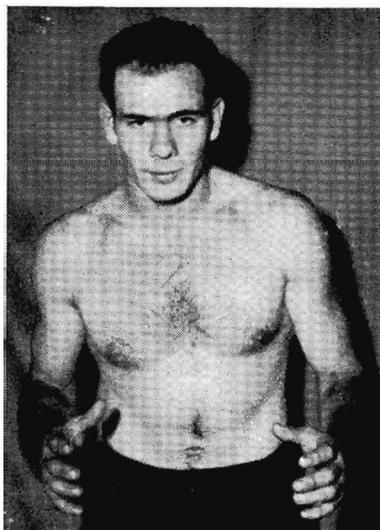
LEADER in the V.R.I. Cricket Association . . . when this issue went to press . . . was the Stores Team (11 pts.) followed by Flinders Street and Loco (each 9 pts.) and Yard (two pts.). Although the Yard team has not won a game this season, it has performed quite well and Association officials are pleased with the general evenness of the competition.

Results of early games: Loco, 121 d. Flinders Street, 39 and 0 for 94, on first innings; Stores, 6 for 94 (dec.) and 2 for 40 d. Yard, 58 and 75, out-right; Flinders Street, 1 for 99 (dec.) d. Yard 74 on first innings; and Stores, 5 for 64 d. Loco., 57 on first innings.

In those matches, the best batting and bowling performances were: J. Sharp (Loco), 65 v. Flinders Street; K. McCormick (Flinders Street) 50 n.o., v. Loco; R. Figgis (Stores), 6 for 26 v. Yard and J. Jenkins (Stores), 6 for 27 v. Loco.

Since these games, two more have been completed, with these results: Flinders Street 3 for 230 dec. (K. McCormick, 84; R. Ricci, 82 n.o.; J. Williamson, 44) d. Stores 60 (J. McCalmann, 5 for 11) and 0 for 70 (J. Jenkins, 43 n.o.; J. Pitcher 26 n.o.). Yard, 5 for 93 (M. Flavell, 39) lost to Loco., 3 for 96 (J. Harris, 36 n.o.). This was a one-day match (with playing time divided) as rain made an earlier two-day scheduled game impossible.

## Wrestling . . . football . . . pigeons



Cameron McDonald

HERE is 13½ stone of 20-year-old virile Australian manhood . . .

Cameron McDonald, of the Tarpaulin Shop at the Newport Workshops. He recently won the Australian amateur light-heavy weight wrestling championship in Sydney and is now right in line for selection to represent Australia at the forthcoming Empire Games in Perth this year.

He has been wrestling for about four years, and is a member of the V.R.I. Gymnasium under tutor Aub. Denham. Cameron is perhaps better known as a Footscray footballer because his vigorous style of play adds to the excitement of his performances.

His rise to senior football has been rapid; he got into the Footscray side after two years with the thirds, skipping the seconds on the way up. It will come as a surprise to know that outside wrestling and football, Cameron's main hobby is the gentle pursuit of raising and racing pigeons in association with his father. They have 150 pigeons; with one bird they won a 500-mile race.

## Fencing developments

FROM the V.R.I. Fencing Club comes news of new instructional classes for Institute members and their dependants. Beginners' classes for adults will be held every Monday, Wednesday and Friday between 5.45 p.m. and 7 p.m., starting on February 6. For school children, eight or over, there will be classes every Saturday morning between 9.30 and 11, commencing on February 11. Classes will be held on the third floor of V.R.I. Head-quarters, City.

Another class will take the form of a Fitness Course under the control of one of the best sportsmasters in Melbourne. It will start on February 6 and be held every Monday and Wednesday from 5.45 p.m. to 6.45 p.m.

Commenting on these developments, Mr. K. W. MacKenzie (Ambulance Officer) who is President of the Club, said that fencing was an active sport requiring only wood or lino-covered floor, and two people and, male or female on equal terms.

## Tennis veteran

A lithe, energetic 56, A.S.M. Arthur Horwood, of Yarrowonga, is still playing excellent tennis in local social competitions. With two other V.R. men he started the present three-court Yarrowonga Railway Tennis Club in 1931. On V.R. leased land, this trio of enthusiasts put in much hard voluntary work laying down the courts. Their reward is the magnet the courts are still proving to V.R. men and local residents.

His second example of public-spirit-ness is an association with the local Boy Scout Movement of which he is Secretary and Treasurer. A friend remarked: "Arthur is doing a wonderful job for the younger generation".



Mr. Horwood

There is another facet to his life . . . fishing. "Ever since I could find water I have fished," Mr. Horwood smilingly said, adding, "and that's probably the reason I've stayed here so long, right on the River Murray!"

Thirty years as A.S.M. at Yarrowonga . . . that is the rather unusual at-one-station record of Mr. Horwood; he went there after joining the service in 1925 and serving at Merbein, Pahrnan, Ouyen, Woomelang and Rutherglen.

1961

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

1961

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

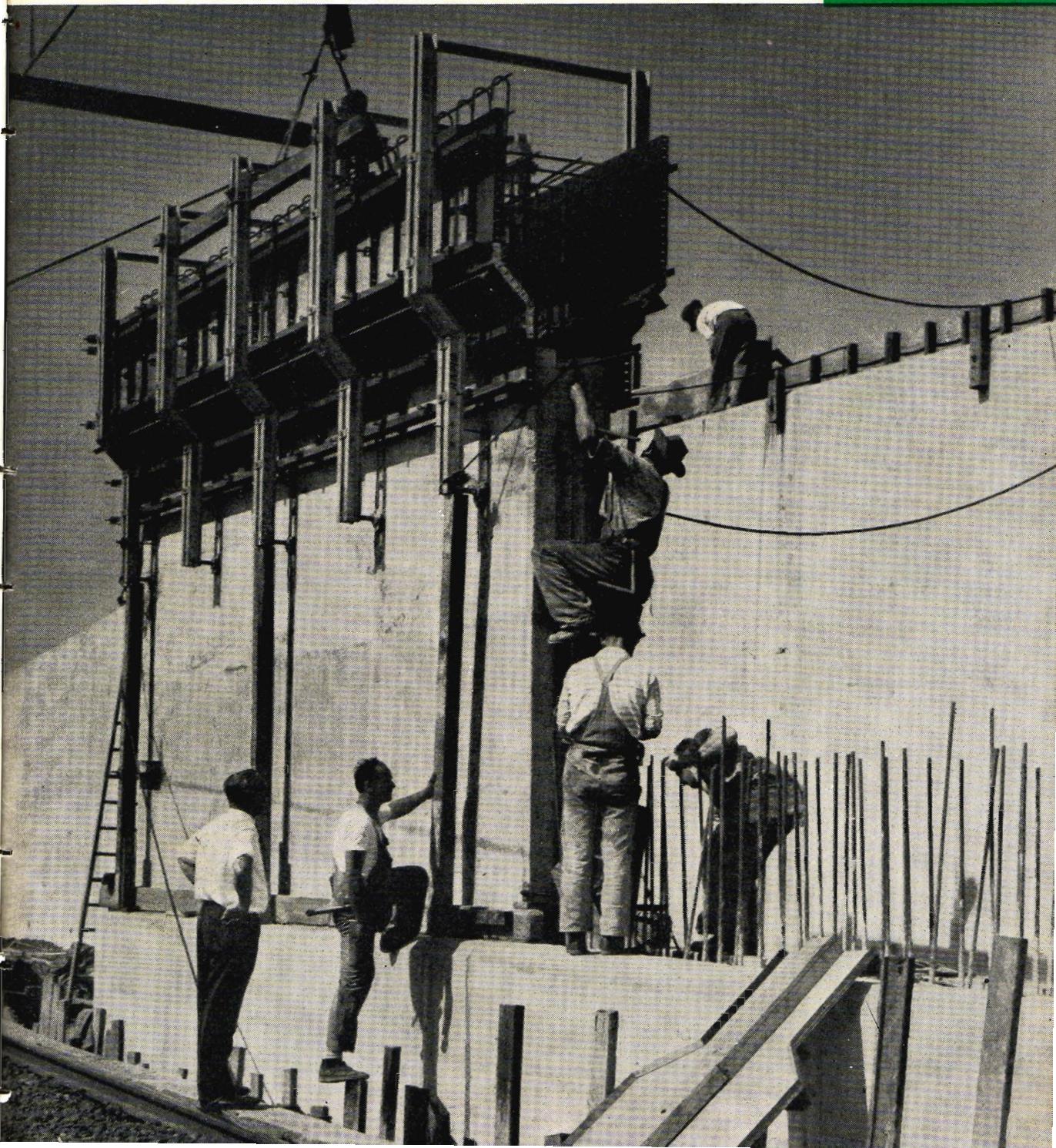
VICTORIAN RAILWAYS

# NEWS LETTER

FEBRUARY



1961



FOR 219 lads, January 16, was a significant day in their lives; chosen from 579 applicants, they were apprentices beginning their V.R. careers. It was the record intake of apprentices in the Department's history. Warmly greeting the lads at the V.R.I., Melbourne, Mr. E. P. Rogan (Commissioner) congratulated them on choosing a tradesman's career because, with the present technological progress, their employment scope was greater than ever.

"Nowhere else in Australia" he said, "are the apprentice training facilities so comprehensive as in the Victorian Railways. We are the State's biggest single industrial undertaking and the Department is giving an indispensable service. The high quality of that service has been proved by the way we are handling the wheat harvest. We rose to the occasion, despite the critics, as we have always done. But we are not complacent, for what we do today we aim to do better tomorrow".

Mr. Rogan spoke of the new centre for apprenticeship training at Newport Workshops—the recently erected Technical College and the new training school that will cover both the theoretical and practical sides for the first 12 months of the lads' apprenticeship. "Provision of these facilities", he

## RECORD INTAKE OF APPRENTICES



Mr. R. Curtis (Supervisor of Apprentices) meets the lads for the first time.

stressed, "represents our forward thinking, and the Commissioners hope you will all dedicate yourselves to forward thinking".

Members of the Apprentices' Board of Selectors (Messrs. W. Walker, Member of the Staff Board—and Chairman of Selectors—K. A. Smith, Engineer, Way and Works Branch,

and A. Chalmers, Rolling Stock Staff Section) addressed the lads. Mr. Walker emphasized the great personal satisfaction it would be to the selectors to discover, as time went by, that all the 219 lads had succeeded.

Messrs. R. Curtis (Supervisor of Apprentices) and W. E. Elliott (General Secretary, V.R.I.) also spoke.

## Longest Spirit ever

VICTORIAN Railwaymen and the many railway enthusiasts who saw *Spirit of Progress* speeding through the countryside from Albury to Melbourne on January 17 were rewarded with a spectacular sight unique in the history of this celebrated train.

Consisting of 14 air-conditioned carriages, an air-conditioned dining car and a brake van, and hauled by two diesel-electrics—an S and a B—it had a total length of 1,305 ft. It was the longest *Spirit of Progress* ever to run since the train started running 23 years ago.

Nearly 800 passengers, mainly holiday-makers from Brisbane and Sydney, were on the train.

Despite the modern refinements of *The Overland*, with its roomettes and twinettes, *Spirit of Progress* remains high in the affections of thousands of people. Not only because of the superb comfort and service it offers, either. To the people of Australia, *Spirit of Progress*, designed and built by Victorian Railwaymen, introduced a new concept in smooth, air-conditioned rail travelling.

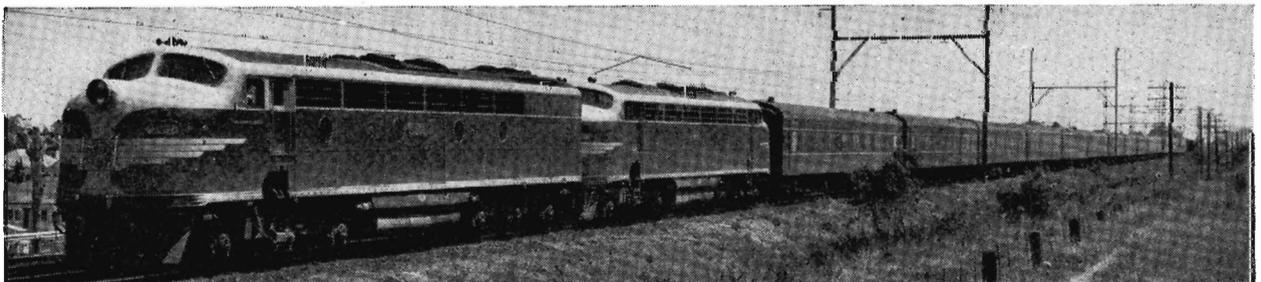
## FRONT COVER

MODERN methods are being used in the construction, between Jacana and Broadmeadows, of this fly-over. It will carry standard gauge track over suburban lines that

will connect with the up goods line (to be converted to 4 ft. 8½ in.) from Broadmeadows to Albion.

Metal frames and pressed steel panels, fitting together like a toy construction set, provide the form-work for the reinforced concrete pier. Shown after being crane-hoisted and secured by tie rods protruding from the wall face, the steel form-work, made up of standard units, has only recently been used by the V.R.: it has simplified the process of stripping, shifting and re-erecting the forms after each pour of concrete. With the set shown, this takes about four hours.

In the right foreground is a shaped timber bulkhead that will be fitted into the end of the steel form before the concrete is poured.



Here comes the longest *Spirit* ever—only 15 ft. less than a quarter-mile long—between Oak Park and Glenroy.

**I**N the gigantic railway task of moving the overflow of Victoria's record estimated wheat harvest of 65 million bushels, a spectacular—an incalculably important—part was played by B and T class diesel-electric locomotives. Once the wheat traffic got into its stride, the diesel-electrics' great speed and power to haul bigger loads, not overlooking their dependability and availability, had a dramatic effect on the transport undertaking.

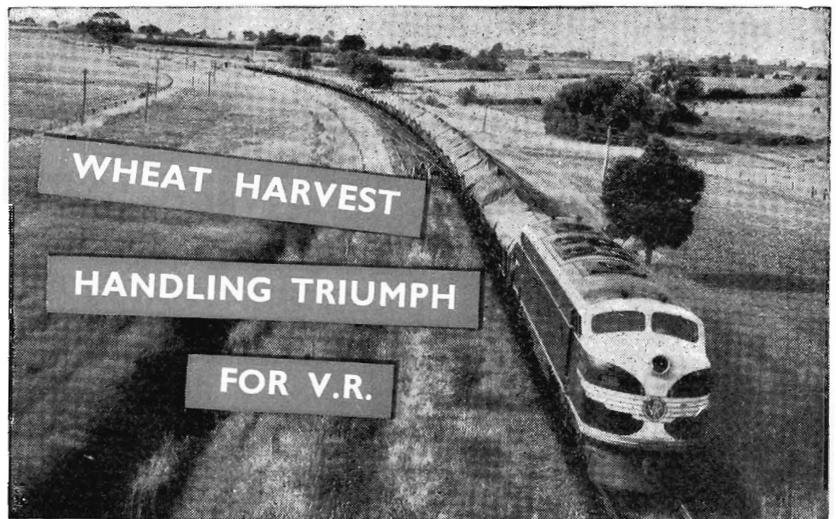
Careful advance planning for several months and the splendid co-operation of thousands of railwaymen were big factors in the success achieved. An important feature, too, in the preparation for the wheat traffic was the overhaul of 3,000 railway wagons, each of 22-ton capacity. After inspection and any needed attention at railway workshops, these wagons were placed at country stations ready for the harvest.

Of help, too, was the fact that a considerable quantity of the wheat was available for movement during the Christmas–New Year holiday period when the relatively light general traffic permitted the diversion of wagons to the wheat movement without detriment to the flow of general traffic. The highest degree of co-operation was also received from the Grain Elevators Board.

In every way, the Department's personnel concerned rose magnificently to the occasion and the Commissioners were high in their praise of the manner in which the railway job was handled.

**E**XPRESSED in the simplest of terms, the wheat harvest is moved this way: the tempo of harvesting depends upon weather conditions; once the wheat ripens farmers naturally speed it, in motor trucks, to the silos. These in turn, are rapidly filled and then there is an urgent call for rail wagons to move the surplus to the huge bulk storages at Dunolly, Marmalake (Murtoa) and Geelong.

Actually, the rail transport of the present wheat harvest had a humble beginning early in December. From the Morkalla, Kooloona and Annuello lines, 40, 10 and 3 rail wagon loads of wheat were carried to Dunolly.



From those small movements of wheat, the tempo of the wheat traffic rose to a daily maximum of 971 rail wagons, each holding 800 bushels, in service. In one week over 5,000 wagon loads were shifted from most of the 211 country silos that are capable of holding 30 million bushels. In many weeks more than 500,000 bushels of wheat were being carried every day over the V.R. system.

When this *News Letter* went to press towards the end of January, over 35,000 wagon loads of wheat had been moved. It was expected that the enormous job of moving over 26 million bushels (normally 10 million) of the 65 million bushels harvest would be completed about the second week in February.

To haul the long wheat trains, often reaching 60 wagons in length, extra locomotives were placed in the wheat

areas. Four B and six T class locomotives from the expanding diesel-electric fleet were pressed into wheat traffic movement.

Steam locomotives also played their part in the successful conclusion of the big job. For the movement of the wheat in the Wimmera, in the area beyond Ararat, steam locomotives were exclusively used; on the Mildura line, north of Woomelang, and on the Kerang and Swan Hill lines, steam locomotives were also used.

The whole rail operation caught the imagination of T.V. and the press. The railway effort was featured in a 15-minute telecast showing the harvesting of the wheat, its arrival at the silos and the rail haulage of the surplus by long wheat trains. In addition, much newspaper space was given to the progress of the rail task of moving the wheat.

## PRAISE FROM WHEAT CUSTOMERS

### By Shire Council

"I have on behalf of the Council to express appreciation to your Department and the personnel thereof on the work you have performed in maintaining a free flow of wheat from silos to bulk terminals during the current harvest season.

"Ratepayers in general appreciate the organization in rail haulage which has enabled the harvest to be taken off without undue delay to the farmer in the receipt of his wheat."

*S. Fell, Shire Secretary, Shire of Warracknabeal*

### By a Flour Mill Company

"On behalf of Noske Flour

Mills Pty. Ltd., Nhill, I wish to extend to the Victorian Railways staff our sincere thanks and appreciation of the manner in which they supplied bulk wagons and transported the surplus of our silo capacity so promptly as to completely obviate any hold-up in the recent wheat delivery period.

"We have loaded out 127 rail wagons (in all 103,353 bushels of wheat) in just on three weeks and this could not have been possible without the complete co-operation of the railway staff."

*Roy Miller, Manager, Noske Flour Mills Pty. Ltd., Nhill*

# AUTOMATION AIDS ACCOUNTING

SINCE 1921 punched cards have played an important part in the Victorian Railways accounting system.

The recent re-organization of the Powers machine section with the addition of new machines and equipment has further increased the speed and efficiency with which freight accounting, costing routines, engine and train statistics as well as wage records can be handled.

Some idea of the degree of speed attained by these machines can be

gained from the fact that the sorting machines handle from 24,000 to 36,000 cards per hour while the tabulators record 65-columns of details at the rate of 6,000 punched cards hourly. In a year about 7 million actual cards are processed, many times; in addition 1 million waybills are sorted by the Sortograph machine.

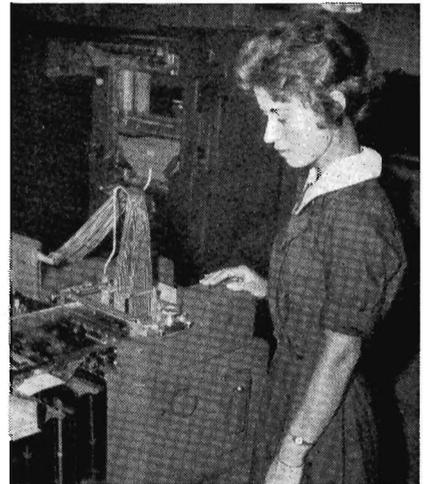
If at some future date it is decided to introduce electronic computers, the present organization is such that the transition could be made with the minimum of disruption.



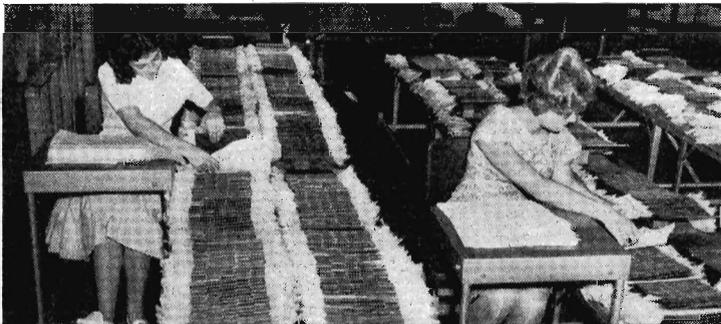
Punching cards with details from freight waybills.



Electronic multiplying punch that senses information from punched cards, makes mathematical calculations and punches answer into the card.



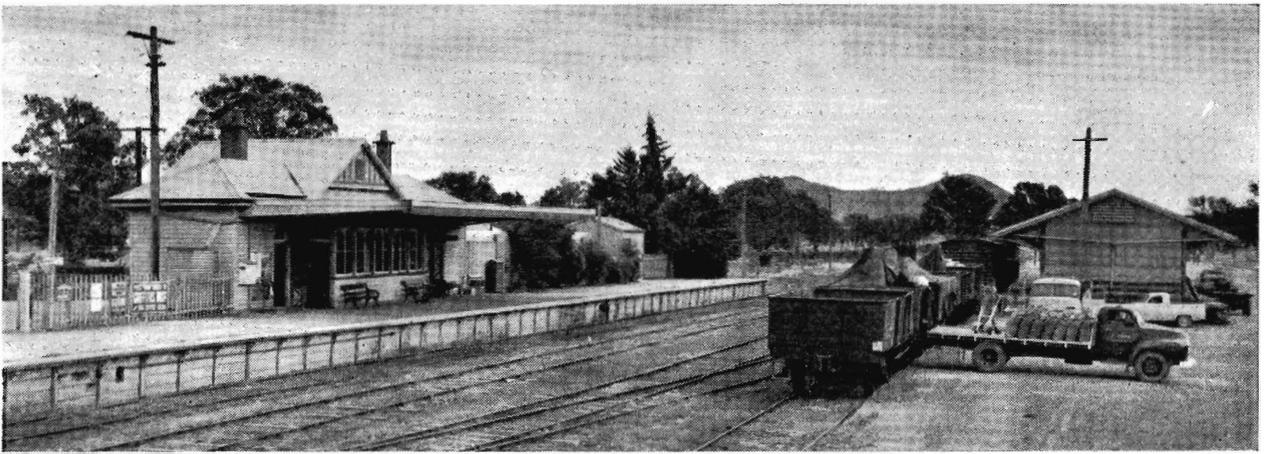
Powers-Samos "interpolator" interleaving or extracting punched cards from files for further processing by tabulators.



Sorting waybills after information has been recorded on punched cards. Recently installed mobile chairs enable operators to move easily from one end of sorting table to the other.

Sorting (left) and tabulating machines (right) collating, adding and printing details from punched cards.





MANSFIELD—at the end of the branch line from Tallarook.

## MANSFIELD

MANSFIELD, 131 miles from Melbourne, is a prosperous district. Besides being the centre of a vast region of heavily-timbered country sprawling for hundreds of miles into Central Gippsland, it is encircled by lush, gently-sloping hills, with rich, grass-laden foothills unexcelled for grazing. It is not surprising, therefore, that Mansfield is a busy terminal.



BECAUSE of the heavy volume of sawn-timber railed from Mansfield, this mobile crane is indispensable to quick, efficient loading.

VITAL statistics for Mansfield during the 1959-60 financial year were: total outwards revenue, £66,501 (of this, goods and livestock accounted for £62,223); outwards goods, 16,825 tons; inwards, 7,691; outwards livestock, 1,157 wagons; inwards, 106.

Dominating the goods traffic from Mansfield was timber, with an average of 115 wagons a month. Each carried about 6,000 super feet of timber, or a yearly total of 8,000,000 super feet.

Heavy road motor trucks, laden with huge logs (mainly mountain ash) come into Mansfield from the timber-getting centres in the surrounding mountain ranges and 12 mills are engaged in converting the virgin trees into sawn-timber.

Arriving at Mansfield goods yard in varying lengths, the timber is effortlessly and efficiently loaded into rail wagons by a 6-ton Coles mobile crane. It has a splendid record for reliability, and is the most vital part of Mansfield station's equipment.

Wool from Mansfield also makes a significant contribution to the Department's revenue: last year 6500 bales yielded £7,000 in freight.

In the main, J and K steam locomotives haul the goods and livestock trains on the Mansfield line; the crew is based at Yea. There are four goods trains a week in each direction between Mansfield and the city.

Round about February of each year, the Mansfield staff get a reminder of the approaching winter snow sports season at Mt. Buller, 26 miles away. Wagon loads of briquettes, coke and Porta gas cylinders, as well as large quantities of goods and provisions, are then railed

to Mansfield in time to be conveyed to Mt. Buller in road trucks before the snow makes the road impassable to vehicles.

Cattle and sheep sales are held at Mansfield every month. During last year, 65,932 head of cattle and sheep were loaded for dispatch by rail to Melbourne and several country centres. The longest livestock train ever to leave Mansfield comprised 56 vehicles; the average load is 26 vehicles or 385 tons for a T class diesel-electric locomotive. Local V.R. men are enthusiastic about the superb condition of the stock that is raised at Mansfield on some of the richest grazing land in Victoria.

For passenger traffic, a 280 h.p. diesel rail-motor leaves Melbourne for Mansfield at 4.30 p.m. on Mondays to Thursdays; 6.45 p.m. Fridays and 5.25 p.m. on Saturdays. From Mansfield, the rail-motor departs at 7.40 a.m. on Mondays to Fridays and 8.25 a.m. on Saturdays.

On the run from Melbourne to Tallarook, the rail-motor traverses the main north-eastern broad-gauge line beside which the 4 ft. 8½ in. gauge track is being laid and a great variety of constructional work is being carried out.

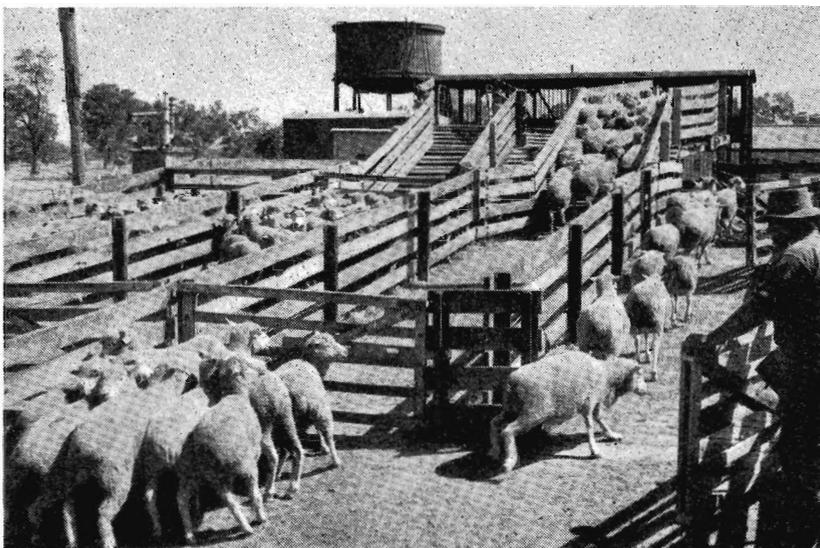
All the way the teeming activity on this £10½ million project holds the interest of passengers. From the junction station at Tallarook, the line runs generally in an eastward direction to Mansfield, with a branch at Cathkin to Alexandra. No other rail journey in Victoria offers comparable views of hill, expansive grassland and gum trees literally in their thousands. They all combine to make passengers ecstatic about the beauty of the Australian countryside.

Parcels are carried on each of the rail-motors in both directions and because of this service, the traffic is "holding its own." On Thursdays it is necessary to attach a trailer to the "down" rail-motor to accommodate the exceptionally heavy fruit and vegetable traffic.

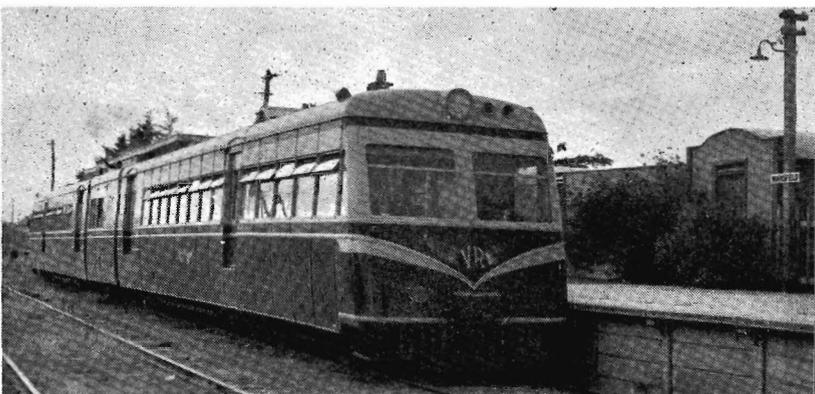
Under Stationmaster George Sawyer, there is one A.S.M., a shed assistant and two junior station assistants. Supervised by Mansfield are two stations—Mairdample (caretaker) and Bonnie Doon (A.S.M.).

The Way and Works Branch is represented by a track force responsible for the maintenance of the line between Mansfield and Mairdample.

The driver and guard of the rail-motor have their headquarters in Melbourne and, while in Mansfield overnight, they are accommodated in a comfortable two-bedded rest house at the station. It has an electric stove, stainless steel sink, fireplace, radio set, etc.



(Above) SHEEP moving up the loading ramp to a rail wagon after one of the monthly sales at Mansfield. (Below) PASSENGERS in this 280 h.p. diesel rail-motor leaving Mansfield will travel through one of the prettiest parts of the State.



PROTECTED by a firebreak made by this track force inside the railway boundary fence, grass burning-off is carefully carried out between Mansfield and Mairdample. The Victorian Country Fire Authority has frequently expressed, in public, entire satisfaction with the work of the V.R. in minimizing fire risks in the hot, summer months.



# SAFETY FIRST!

**T**HE Safe Working Division—that watchful, ever-alert guardian of V.R. train operating—is to produce a new book. It will deal with Centralized Traffic Control on the new standard gauge line between Melbourne and Albury. With its responsibility to ensure the safety of rail travellers and the Department's rolling stock and property, the Division's safe working publications are of the utmost importance.

**A**T present four of these books cover the instructions on which rests the Department's claim that "the railway is the safe way." Three of them are formidable in size and most comprehensive, to meet every operating situation. A highly important publication is *The Book of Rules and Regulations* of 450 pages. Through the Chief Traffic Manager, the Division advises the Commissioners on alterations to the book. In turn, these are submitted for the Governor-in-Council's approval, and then they become railway law.

Another responsibility of the Division is the co-ordination of the 780-page *General Appendix*—an amplification of all instructions designed to cover the local safe working and operating conditions at various locations. All Branches contribute chapters, and the Division writes the section on the safe working of trains.

*The Book of Signals* is a masterpiece of the Division's attention to detail. Every signal—whether it be one of a series straddling the busy city viaduct or a humble, seldom-used home signal at a far-off country station—is defined in this Book.

More recently, the Division produced a 60-page *Rules for the Automatic Signalling of Trains Between Eastmalvern and Glen Waverley*—the first of its kind ever issued by the Department to cover Australia's first installation of Centralized Traffic Control (see *News Letter*, December 1958).

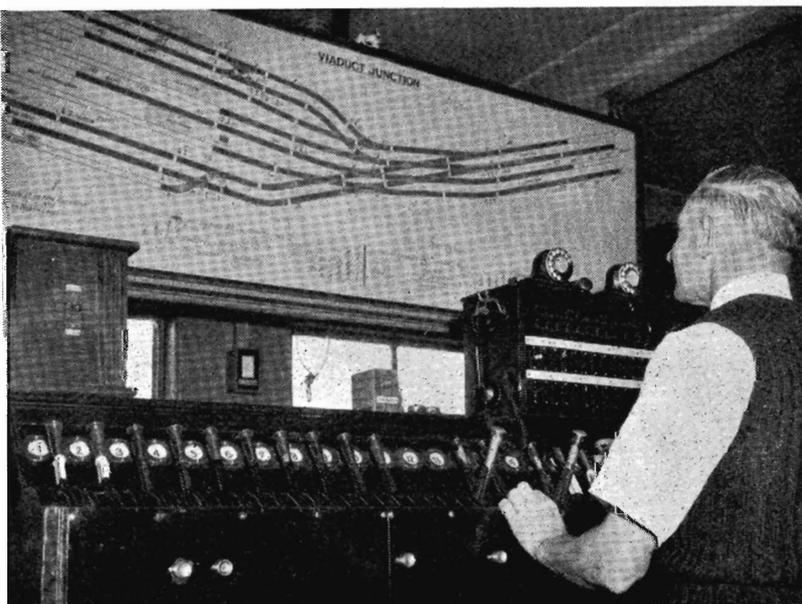
In readiness for the opening of the standard gauge line between Melbourne and Albury later this year, the Division is now compiling instructions to embrace C.T.C.

The Division contributes a number of important sections of the Working Timetables. These include details of the safe working systems at various stations, particulars of the hours that various stations or signal boxes are switched in or out for signalling purposes, and in consultation with other Branches, information about the speeds of trains over various sections; the classes of locomotives allowed to run on different lines, etc.

Although under the control of the Metropolitan and District Superintendents, block and signal inspectors work in close association with the Division. These inspectors also conduct examinations of the staff based on the books mentioned.



IN these two pictures, V.R. men are working in accordance with instructions set out in *The Book of Rules and Regulations* and the *General Appendix*. (Right) On withdrawing the staff from the instrument after "Line Clear" had been granted, this signal assistant would hand it to the locomotive driver as his authority to pass through the section. (Below) A signalman in Viaduct Junction Box, Spencer Street, working a miniature lever power-operated frame.



A black and white photograph showing a railway station with several wooden truss bridges spanning over tracks. In the background, there are station buildings and a street labeled 'PUNT ROAD'. A train is visible on the tracks to the right. A street sign for 'SWAN STREET' is visible in the bottom right corner. A small, conical roof structure is in the bottom left foreground.

PUNT ROAD

STATION BUILDINGS

PUNT ROAD  
BRIDGES

SANDRINGHAM  
LINE PLATFORM

SWAN STREET



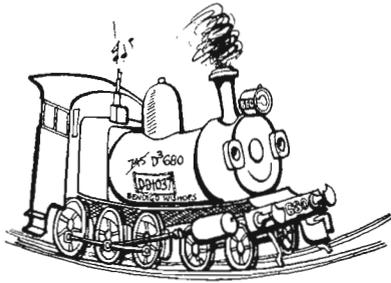
# RICHMOND TODAY

CAPTURED in this fine panoramic picture is the complete transformation of Richmond station—one of the most important suburban railway projects carried out in recent years. This major work—performed while maintaining heavy passenger and goods traffic—involved the demolition of the 74-year-old station building, its replacement by a modern one facing Swan Street, and the re-construction of the railway bridges over Swan Street and Punt Road. Virtually complete (*foreground*) is the last of the five new double-track spans over Swan Street: it will carry the second pair of tracks to be provided on the Box Hill line between Flinders Street and Burnley. For these tracks, the fifth island platform has yet to be built—at the extreme right of the picture. (For an earlier picture, see *News Letter*, August 1959).

# D3 680 GETS VERBOSE

(By H. D. B.)

I was at Warragul recently and had the curious experience of interviewing a steam locomotive. Not just an ordinary one, mind you: this one has the distinction of being the sole steam survivor this side of Traralgon. Main line electrics had taken over the goods and passenger train work. I wanted to know something about the steam locomotive's early days, and he needed little inducement to talk.



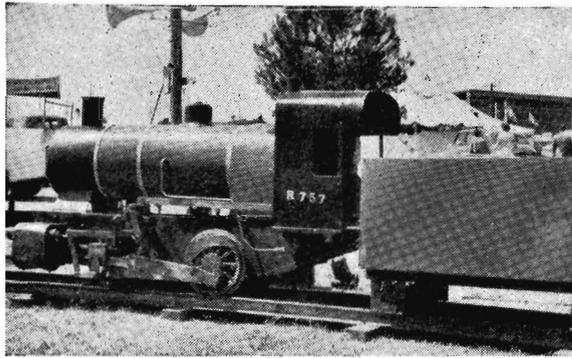
"Me? I'm 41 years old. Born, I'm proud to say, at the Bendigo North Railways Workshops. Look at that builder's plate on my rib: it sort of gives my age away!

"I went into running on June 30, 1920. My birth certificate has me numbered as DD 1037. Four years later—why, I just don't know—I had a new number, 745. And then in 1930, they converted me to D3 680, and that's what I've been ever since.

"Like to guess what mileage I've done since 1920? Don't bother; you'd be wasting your time. The total is 871,999 miles, and don't you round off those figures. I like being exact. I've been here at Warragul since last February doing, if I may say so, a great job as the only shunting locomotive in this busy yard. I work—repeat, work—about 22 hours a day, six days a week. Long hours? Suppose so, but I like it, for all of us must do our part in keeping the wagons moving.

"On Sundays I lay off and loll in the shed. It gets a bit lonely being on your own... not a soul ever pops in to see me. It would be great if one of my steam cobbbers came down to Warragul for the day. We'd wake this town up, believe me! I sleep most of the time until I'm woke up by the blasted L class sirens. Anyhow, I feel refreshed for work on Monday mornings when my first job could be pulling a 1,400 ton goods train in the yard.

"I've been feeling pretty good, despite my age. Except that a few



# THIS TRAIN HELPS SICK PEOPLE

MORE than £4,000 has been raised in recent years for the Mildura Base Hospital and other organizations... from the building and operation of a miniature steam train. Voluntary work by a group of Victorian Railwaymen and local residents has been responsible for this highly satisfying result.

All the materials for the construction of the train were bought by the Men's Auxiliary of the hospital, and the train was then built by Messrs. G. C. Hall (S.E.C. Fuel Economy Branch) and J. H. Fitzgibbon (Hospital Engineer).

The engine is 6 ft. long x 2½ ft. wide and 3¼ ft. high; with the tender it is 9¼ ft. long. It is fitted with a Baker valve gear, works on a 90 lb. per sq. inch steam pressure and runs on an 18 in., 60 ft. diameter track. Complete with water, the weight is about 5 cwt. The color scheme is black frame and cab and green boiler with gold bands.

Of angle iron construction, the carriages are covered with bond wood. Each is 4½ ft. x 3 ft., with a seating capacity for six children.

During the past five years, Driver L. G. Zarth (Diesel and Engine Working Instructor) has been responsible for the running and maintenance of the train

at the annual 3-day Mildura Agricultural Show. Local train crews, who work four-hour shifts, are Drivers W. Purcell, G. McCarthy, N. Dowling and Firemen D. Richards and B. Wilson, the latter now of Melbourne Yard.

Victorian Railwaymen also give their services free in the selling and accounting for tickets and cash; Clerks D. Delaney, J. Doherty and N. Tregart assist in this way. Others who have contributed their services to the running of the miniature train are Leading Shunter C. Forrest, Shunter R. Bode (now of Seymour), Guard J. Calnan and Conductor N. Woodham, as well as retired Fitter's Assistant G. Cook.

Laying of the track is carried out under the supervision of Driver L. Smith who has proved himself a competent platelayer and ganger.

"Our biggest one-day effort" says Mr. Zarth, "is the annual Mardi Gras for which the track is laid in Mildura's main street. The train is run continuously by Fireman Richards and myself; in nine hours we have raised as much as £124 for the Hospital.

"It is our intention to maintain this steam train as it will eventually become unique due to the decline of steam power and its replacement by diesel-electrics on the Victorian Railways."

weeks ago I blew a valve. Gosh, was I crook. Couldn't work. I did it on a Friday, but there's no rest for the likes of me: the 'quacks' worked on me as though they—or I—didn't have a minute to live. I could hear 'em saying: 'Hurry up, Fred; we must get the old bloke back on the job, quickly.' And they did, for I was ready for the fray on the following Monday morning.

"And those sissy blue and gold L electrics", he said, with a hiss of steam. "Don't talk to me about them; they don't even look like locomotives. Compare them with some of my steam family: the S's that used to haul *Spirit of Progress*, and *Heavy Harry*—there's a beaut. And what about the A2, X, C, K, R, J—and many others.

"And another thing: we don't need any of that fancy overhead equipment and electric wires to make us go. No,

good old coal or oil and water, will do us. Just put down a 5 ft. 3 in. gauge track, that's all—and we'll do the rest.

"And again. Ever seen the two chaps who drive those L class? Dinkum, do they look like locomotive drivers? More like flamin' counter jumpers, I reckon. Have a look at my driver and fireman. They look as though they have worked on a real locomotive, don't they?"

It was obvious that the old gentleman was downright envious of the L class, so I began to leave. But I did not get away without this withering, parting shot: "Look here, editor or whatever you are, we steam locos. have been going for nearly 150 years and we've helped in the world's progress. Basically, we haven't altered much. But, with those glamour L's, why, I bet they won't last another 20 years, in this atomic age."

# LINES FROM OTHER LINES

## World's mightiest locomotive



CRESTING a hill in Wyoming, U.S.A. and with the freight vehicles curving away into the distance, this 8,500 h.p., 420-ton two-unit gas-turbine electric locomotive is the pride of the Union Pacific Railroad. On a level track it is said to be able to haul 735 full-loaded freight wagons—a train more than seven miles long. Trailing unit houses the gas-turbine power plant. Total weight of locomotive and fuel tender is 540 tons; length overall, 178 ft. 11½ in., height, 16 ft., width, 10 ft. 10½ in.

## Has own carriage

I'VE just been reading a clipping with an Akron dateline, telling about C. L. Steppe, a business man from Athens, Ohio, U.S.A., who has purchased a private railroad car to travel in. He is quoted as saying that he owned a yacht and sold it, and a private plane and sold it, and now he has the kind of vehicle he's really wanted all along.

"I'd guess that, once the initial purchase price had been paid, the cost to a man of means of travelling in his own railroad car would run a lot less than the operating cost of a company plane. Most big companies have planes by the dozen, but not many are operating private railroad cars, these days." (*Railway Age*, U.S.A.)

## Marshalling yard near Auckland

MAJOR works being carried out on the 3 ft. 6 in. gauge New Zealand Government Railways to shorten transit times for freight and to reduce operating costs include the marshalling yard at Westfield, Auckland. This is expected to be in use by the end of 1961.

It is being built on 25 acres of land reclaimed from Manakau Harbour. The main yard, with seven miles of track, is finished, and construction of about seven miles of subsidiary track is well in hand.

Plans for a three-storey administration block are well advanced.

Other tasks to be completed include a fuelling and servicing depot for diesel shunting locomotives, a small wagon repair depot, and flood-lighting towers.

## Tests with concrete sleepers

THE Queensland Railways have laid down a section of concrete-sleepered track to test its behaviour under heavy suburban traffic conditions. The trial installation has been made in a half-mile length at Milton, near Brisbane, and is part of the suburban quadruplication project.

Five different types, including one of Swedish design, are under observation, as well as a normal timber sleeper mounted on rubber pads.

## Prevention of metal corrosion

BECAUSE of the extensive use of mild steel in bridge building, and in latter years in overhead electrification structures, much attention has been paid by British Railways to the problem of corrosion.

It is estimated that metal corrosion is costing the United Kingdom £600 million each year. A variety of anti-corrosion and metal finishing products and services were shown at the Corrosion and Metal Finishing Exhibition in London in December last.

Wide use is made by British Railways of galvanising (a well-tryed and relatively cheap method of metal protection) and bituminous painting. However, developments in the field of decorative finishes combined with metal protection, such as protective plastic coatings cured directly on to steel sheet, will undoubtedly benefit railway carriage construction.

## Missile train's success

FOUR of the six scheduled trial trips of the missile train were enough for U.S. military chiefs to collect sufficient data to make firm plans for the mobile Minuteman (see *News Letter*, March 1960, page 39.)

General Thomas S. Porter, in charge of the tests, highly praised the participating railroads: "They had clearly shown a willingness to make the missile mobility plan work".

## Better financial results

THE German Federal Railway management expects that, as a result of implementing modernization plans and other measures, receipts will exceed expenditure next year. The modernization programme is costing about £200 million a year. Receipts for the first six months of the current year exceeded by £20 million those for the first half of 1959.

# SATISFIED CUSTOMERS PRAISE SERVICE

## Enjoyed Mt. Buffalo

"MY husband and I have lately returned from The Chalet at Mt. Buffalo.

"I would like to commend everything done for the comfort of the visitor. The rooms, food, maids and waitresses were excellent and I can only think that the management is responsible. I cannot speak too highly of the Manager (Mr. Feltscheer) and his wife who always seemed to be on hand especially during the functions put on for our amusement.

"Bill Marriott is an institution in himself; he is ageless."

*Mrs. D. Dent, 14 Harcourt Street, Hawthorn*

## Appreciates V.R. Problems

"ARRANGEMENTS were made recently for parties of members of the Victorian Division to make visits of inspection to Train Control and the Dudley Street and Spencer Street No. 1 Signal Boxes.

"On every visit our members were given every opportunity to satisfy their curiosity on practically every aspect of the operations concerned and came away with a much greater appreciation of the problem of handling rail traffic.

"Would you please convey to the Train Controllers, Metropolitan Block and Signal Inspectors and the Signalmen concerned our sincere thanks."

*J. Y. Harvey, Hon. Secretary, Vic. Division, The Australian Railway Historical Society*

## "Splendid display unit"

"THIS is to thank you for sending your splendid display unit to the recent show, and for the courtesy of your two officers who manned the display."

*J. J. Purcell, Secretary, Warrnambool Agricultural Society, Warrnambool*

## Party travel facilitated

"WOULD you please convey my sincerest thanks to the Stationmasters at Ballarat and Geelong for the wonderful help they gave when a party of Guides and Guiders travelled from Ballarat to Melbourne via Geelong recently.

"At Ballarat, our luggage was put aboard the Rail-Motor and then the Stationmaster advised Geelong we were coming and when we arrived there, the station staff were waiting with trolleys to transfer our luggage (which

was considerable) to the Melbourne train.

"As the Guides had been travelling since early afternoon this action was greatly appreciated by them all."

*L. V. Harvey, Guider in Charge, Marian Court, Blackburn*

## Pigeons speeded

"AT a meeting of my Executive held last night I was directed to advise you that your Department's service and also consideration to my Union during the 1960 racing series were greatly appreciated.

"It was without doubt the best season we have experienced and we feel that it was largely due to the excellent Service made available to us. I mean by that, the speedy transport of our birds to their destination. This was very largely due to the passenger train service provided."

*H. Parkinson, Secretary, Victorian Racing Pigeon Union, Pascoe Vale South*

## Task made easier

"WOULD you please convey to your staff our appreciation of the efficient and courteous manner in which they effected the movement of pupils attending the Metropolitan High Schools' (Eastern Division) "B" Section Athletics Meeting held at Olympic Sports Ground.

"This assistance was greatly appreciated and made our task much easier."

*J. A. Gibson, Headmaster, Norwood High School, Ringwood*

## Likes The Overland

"I went to Melbourne and back by Roomette on *The Overland*. I would like to congratulate you on your very efficient service. I have travelled in many countries in Europe and I don't consider that any other country can compare with the express for comfort, courtesy and cleanliness."

*Norman A. Vowles, 64 Wilson Terrace, Da Costa Park, S.A.*

## Courtesy praised

"I acknowledge receipt of cheque for £91.16.0d. as rebate on the schools' special train to Melbourne.

"I desire to express my appreciation of the efficient service rendered by the Railways and the courtesy and attention shown by your officials at all times.

"I would like to make particular reference to Mr. Smith, S.M. at Hamilton, and members of his staff, for their

ready assistance and general co-operation."

*S. R. Harris, Head Master, School No. 295 Hamilton*

## Rail talk appreciated

"FOLLOWING a request through the Public Relations Officer for an officer of your Department to speak to our members on the subject of Suburban Goods Train Operations, Mr. A. Arnold, Train Running Supervisor, came and spoke to us at our last General Meeting.

"Mr. Arnold's wide knowledge of the subject and pleasant speaking manner impressed us all and we are all much better informed on this subject.

"I would be glad if you would pass on to Mr. Arnold our sincere thanks for giving up his time for us, particularly as I believe he spent a day of his annual leave on the job gathering extra material."

*J. Y. Harvey, Hon. Sec., Australian Railway Historical Society, (Victorian Division)*

## "Greatly impressed"

"ON Tuesday last, I and two companions boarded the wrong train at Spencer Street. We took the train to Stawell, instead of to Portland. We alighted at Armstrong and the Stationmaster there asked a young man to drive us back to Ararat. There we were met by the Stationmaster who passed us on to Mr. Bill Ahern.

"We were greatly impressed by the kindness, courtesy, and consideration of these three officials and I felt that you would be rightly proud to hear of the behaviour of these officials. I would deem it a favour if you would commend them for their courtesy and kindness."

*Rev. Mother Bridgid Jones, Loreto Convent, Toorak*

## Attache case restored

"I should like to draw your attention to the very helpful and courteous way in which your Stationmaster at Hawthorn assisted me in the recovery of my attache case, left in a train.

"He personally made quite a number of telephone calls and kept me informed of his progress in a way beyond what one would expect from normal attention to duty.

"You will be pleased to know that, through the years, the Hawthorn staff has always given good and courteous service to the public."

*W. N. Ling, 3 Kinkora Road, Hawthorn*

# AMONG OURSELVES

## Fares specialist retires



Mr. Myers

MR. Cecil Myers, Fares Investigation Officer, Commercial Branch, who retired last month, had a knowledge of rail fare structures possessed by very few in the Department's history.

Perhaps the highlight of his career was the research and work he performed for the introduction of one-class suburban fares in 1958.

Other notable fare developments with which Mr. Myers was closely associated were the introduction of off-peak and Sunday excursion fares, extension of suburban area fares beyond 20 miles from Melbourne, and the appointment of travel agencies selling rail travel. Mr. Myers was actively concerned in the re-issue, in consolidated form, of the *Passenger Fares Book* in 1957.

Mr. Myers joined the V.R. in 1913 as a junior clerk and was at Brighton Beach, Ripponlea and Flinders Street before being selected, as a promising junior, for transfer to Head Office.

## V.R.I. choral society formed

THE Conductor of the newly-formed V.R.I. Choral Society, Mr. George English, is very pleased with the early response. He points out that, to become a successful chorister, it is not necessary to have a musical education. "All I ask", he said, "is that members have some idea of singing in tune. For that purpose, I plan to conduct a series of auditions for prospective members".

From Mr. English's extensive experience it is clear that the Institute has been fortunate in securing his services as Conductor. For many years,

he was Conductor of the Postal Institute Choir—it won the Victorian Choral Championship at Ballarat seven times and was successful in Melbourne, Sydney and Bendigo—Conductor of the Melbourne Philharmonic Society and Musical Conductor with the Queensland State Opera Scheme.

Because of his close association with orchestras, he proposes, when the Choir is fully established, to form an orchestra. If this is done, the two bodies will become known as the V.R.I. Musical Society.

With the development of the Choir, Mr. English visualizes presenting works by well-known composers in Melbourne and Ballarat and, perhaps, Sydney. He hopes soon to get the opera, "The Bohemian Girl", into rehearsal which should prove exciting and educational for all choir members. Looking beyond that point, Mr. English expects to be able to present a whole series of light operas.

Membership forms can be obtained from the General Secretary, V.R.I. Melbourne.

## Back to Australia



Mr. Plautz

IN Germany, 30-year-old Siegfried Plautz was a baker and pastrycook.

He migrated to Australia in 1952 and went into an entirely different employment field: he became a Victorian Railwayman and worked at Yea, Alexandra and Toolamba stations. He then felt the urge to re-visit his homeland.

Mr. Plautz found that Europe in general, and Germany in particular, had changed remarkably in three or four years . . . what he saw made Aus-

tralia, on the other side of the world, more attractive than ever.

So he returned to this country in 1957 and, remembering—and liking—his earlier V.R. work, re-joined the Department in the suburban area. He is now a Yard Assistant at Yarrawonga.

Now married to an Australian girl, he is satisfied that Australia—and Yarrawonga, especially—offers, amongst other things, that peace of mind so lacking in Europe.

As he says in flawless English: "I am fortunate I had command of your language before leaving Germany; I have merged into the Australian way of life quicker than many thousands of other European migrants."

## Institute officials



WARRAGUL'S V.R.I. Sub-centre is a flourishing outpost of the Institute's State-wide organization. This satisfactory position is due to the enthusiasm of members, combined with the work of an active committee, of which the Secretary and President are respectively Driver G. Gewitt (left) and Works Foreman W. J. Carson. Secretarial work is not entirely strange to Mr. Newitt for he has been A.F.U.L.E. Warragul Branch Secretary for four years. Mr. Carson, who is in his second year as President, has been an Institute member for 25 years. His name will awaken memories throughout the Way and Works Branch: his father, Mr. C. H. Carson, was a former Chief Clerk of that Branch.

## Public spirited

YARRAWONGA Yard Assistant Hugh Ferguson's public activities underline the way in which so many V.R. men take part in the social and sporting spheres of their local

communities. For 18 years he has been skillfully playing the piano and, with his five-man dance band, has built up a reputation at many country centres in Victoria and N.S.W.

He cannot read a solitary line of sheet music—of that he is sure; on the other hand, he's not certain whether he plays "by ear" or "by hear".

Yarrowongaites know him in two other fields, too: tennis and football. Mr. Ferguson has been playing tennis with the local club for many years and has had the satisfaction of being in premierships teams.

He is also on the Yarrowonga football club's general committee; his allround knowledge of the game has won him membership of the selection committee.

He joined the V.R. at Wangaratta about 16 years ago.

### Grim February anniversary

**F**OR Yarrowonga's Acting Driver-in-Charge Barry Andrews his present unexciting, but none the less important job of driving locomotives between Yarrowonga and Benalla has no resemblance to a memorable and dramatic day in his life at Darwin in February 1942.

A loco, fireman in the Railway Unit on duty in North Australia, Mr. Andrews was alone on a locomotive on the Darwin wharf when . . . in a flash over came 100 Japanese bombers bent on destroying Darwin and its harbour installations.



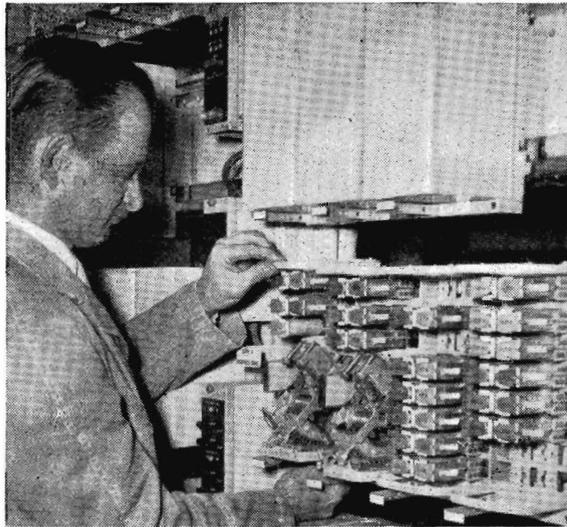
Receiving many direct hits, the wharf was cut in half and Mr. Andrews was hurled from the loco. into the water. Bombing continued and it was only by clinging desperately to a pole that he saved his life. He did not escape unscathed for he suffered severe injuries from blast.

Mr. Andrews has been in the V.R. for 22 years; he began as an engine cleaner at Benalla, becoming a fireman in 1947. He has been driving at Korong Vale, Balranald, Benalla and Yarrowonga.

### Autumn flower show

**E**NCOURAGED by the success of its initial Spring Show last year, the V.R.I. Horticultural Society has planned an Autumn Show for March 11 at the Institute Head-quarters, Flinders Street. Rooms 50 and 52 have been engaged for what is expected to be a most colourful and varied exhibition of flowers.

The Show will be open from 2.30 to 9.30 p.m., with admission charges: adults, 2/6d.; children, 6d. Entries close at 10 p.m. on March 9, and any Victorian Railwayman is welcome to submit entries. Honorary Secretary of the Society is Signalman D. J. Danahay, Graham Signal Box.



Mr. Mann

### Recruited from England

**A**UTOMATIC Substation Electrician Frank Mann, of Warragul, is a product of the first V.R. staff recruiting mission to England: he joined the service as an electrical fitter at the Electrical Depot Workshops, Spencer Street, in 1951. He gained his experience in the electrical field while serving for four years with the R.A.F. as an electrician. In this picture, he is changing a selector plate on the supervisory equipment at the Warragul Electrical Depot.

### Warragul's C.O.



Mr. Wicks

Mr. Wick's movements around the State have given him much valuable experience in the rail handling of varied products of the soil.

For instance, while stationmastering at Balranald, rail traffic was mainly live-stock and tomatoes; Minyip (wheat) Merbein (dried fruits); Heywood (timber and live-stock), Donald (sheep and wheat); Yallourn (brown coal and briquettes) and Warragul (dairying).

Before starting on his country meanderings, he had 14 years of suburban railroading as a clerk at Northcote and Oakleigh. At Warragul, Mr. Wicks is the Commissioners' Representative on the Chamber of Commerce.

### Track Prize-winners

**N**EARLY £2,410 was made available by the Commissioners for distribution to members of track gangs for "Best Kept Lengths" and "Most Improved Lengths" last year.

Divided into two sections—tracks with rails over 75 lb., and tracks with rails under 75 lb.—the Competition was held on a State-wide basis in each District Engineer's area. Maximum prizes of £20, £11 and £6 were awarded to members of gangs finishing first, second and third respectively in each district.

In the "Most Improved Lengths" contest, the highest individual amount was £11.

Names of the winners and place-getters in the Competitions were published in the *Weekly Notice* of January 24.

To the hundreds of railwaymen who participated in the distribution of the money, *News Letter* offers warmest congratulations. A tidy, well-kept length, besides giving satisfaction to the men responsible for it, reflects favourably on the Department.

But, above all, such tracks give added strength to the railway reputation for fast, safe and dependable service.

**W**HEN, in the past, Warragul Stationmaster W. T. J. Wicks was transferred to another station, it usually meant switching almost from one side of the State to the other. His most recent move varied that pattern, very much; he transferred a mere 24 miles from Yallourn.

Nevertheless he still has plenty of reminders of his busy days at Yallourn, as long city bound trains of brown coal and briquettes rattle past his office day and night.

## Storehouse Manager goes

**M**ANAGER for three years at the Department's biggest undertaking of its kind—the General Storehouse, Spotswood—Mr. P. J. McCracken recently retired.

For the whole of his 48 years in the V.R. he was in the Stores Branch, having started at the old Stores Purchasing Agent's Office, Spencer Street. Before going to Spotswood, he occupied many important posts inside and outside Head Office.

For six years during World War II, Mr. McCracken was on loan to the Federal Department of Aircraft Production. He successively—and successfully—filled the posts of Stores Superintendent and Assistant Stores and Traffic Manager controlling 30 storehouses stocking Beaufort aircraft parts.

## Future Ballerina?



Jill Williams

**REFLECTING** the great diversity of interests of railway men and women, Jill Williams (Typiste, Newport Workshops) devotes most of her spare time to ballet dancing. For the last 2½ years, she has been a member of the National Theatre ballet group. Jill has also danced with the Williamstown Light Opera Company in the *Chocolate Soldier*, *Desert Song* and *No No Nanette*. "My ambition is to become a ballerina" says the enthusiastic Jill.

## Warragul's Novice First Aid Corps.



**IN** its first year of competing, the Warragul Novice First Aid Corps had the satisfaction of winning the South-eastern District Shield, beating Sale and Traralgon after a close tussle.

Here are members of the Corps, with the Shield proudly displayed on the wall (*front*) Guard J. Quirk and Driver G. Onslow; (*rear*) Clerk J. Parsons, Clerk L. C. Fry (Leader), and Lad Trainee K.

Thomas. Mr. Onslow is Instructor of the local First Aid class.

There is a keen, refreshing interest in ambulance activities at Warragul, and Mr. Fry is justifiably optimistic that the added experience gained by his Corps at the last Victorian Competitions at Mt. Evelyn is merely the prelude to bigger and better successes.

## RECENT RETIREMENTS . . . .

### ROLLING STOCK BRANCH

Brown, P. J., N. M. Shops  
Conn, A., Jolimont  
Evely, W. J., Bendigo North  
Flynn, C., Geelong  
Henderson, H. A., Ballarat  
Keogh, J. M., Jolimont  
King, H. A., Jolimont  
Lawrence, J. G., Wodonga  
Morgan, A. J., Newport  
Parker, J., T. L. Depot  
Pomella, M., Newport  
Thomas, J. H., Bendigo North  
Zandstra, J., Geelong

### WAY AND WORKS BRANCH

Carroll, P., Geelong  
Carter, L. C., Flinders St.  
Davis, B. S., Caulfield  
Horan, M. T., Head Office  
Hubble, W. M., Maryborough  
Hosking, A., Head Office  
Houghton, F. G., Flinders St.  
Jenkinson, A., Flinders St.  
James, E. T., Ballarat  
Matthews, V. C., P.W.M. Depot  
Pauwels, G. F., Head Office  
Powell, R., Spotswood  
Purchase, A. A., Spotswood  
Spalding, M. J., Warrnambool

### ELECTRICAL ENGINEERING BRANCH

Leech, J. F., Batman Avenue  
McCracken, H., Batman Avenue

### COMMERCIAL BRANCH

Fleming, H., Head Office  
Thomas, F.E.G.

### TRAFFIC BRANCH

Brophy, F.S., Moreland  
Daughters, E. F., Elsternwick  
Elliott, F. C., Melb. Goods  
Fellows, D. G., Coburg  
Gavin, T., Frankston  
Griffiths, S. R., Melb. Yards  
Marchesi, R. L., Melb. Goods  
Taffe, J., Port Fairy  
Williams, J. R., Flinders St.  
Wayland, C. M., Melb. Goods

### STORES BRANCH

MacDermott, W. C., Laurens St.  
McCracken, P. J., Spotswood  
Sarkies, G. W., Spotswood

## . . . . AND DEATHS

### ROLLING STOCK BRANCH

Dale, A. G. J., Newport  
Downes, C. C., Newport  
Webster, C. C., Newport

### WAY AND WORKS BRANCH

Dalpino, S., Maryborough

### TRAFFIC BRANCH

Burns, J. F., Melb. Goods  
Herrin, J. M., Spencer St.  
Russell, R. J. H., Spencer St.  
Skene, G. H., Maryborough

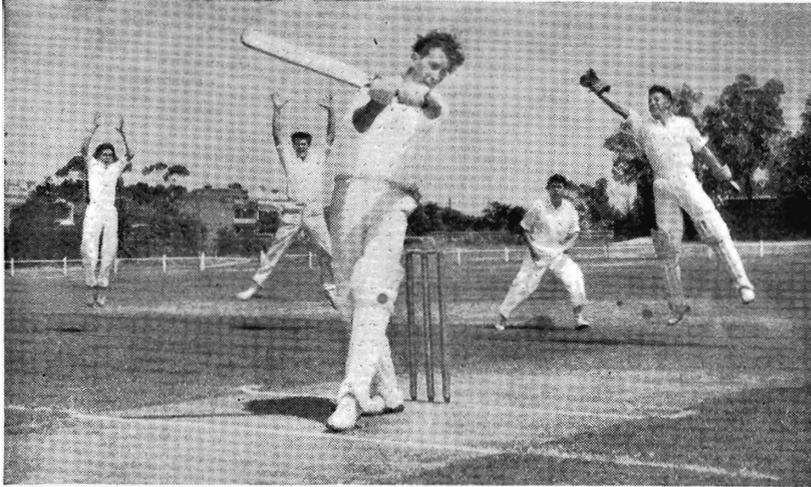
### REFRESHMENT SERVICES

Lynch, P. J., East Melbourne



# RON BAGGOTT'S SPORTS PAGE

## Cricket excitement!



H. Schickerling (batsman) with slip fieldsmen (from left) G. Sear, D. Thomas, and J. Jenkins, and wicketkeeper G. McLean.

IN the above dramatic picture, H. Schickerling (Loco) has attempted to pull a bumper to the leg boundary. Instead, the ball edged the bat and flew over the heads of the startled slip fieldsmen to the fence for four runs. This was only one of many thrilling moments as Loco (137) slowly, in the face of determined opposition, defeated Stores by two runs last month at the V.R.I. Sports Oval, Royal Park.

Results of other games played since

the January *News Letter* went to press: Flinders Street, 3 for 201, *d. Loco*, 5 for 196. This game was highlighted by the individual performances of Davison, who made 131 of his side's total, and Ken Cormick (Flinders Street) 98—the two highest scores in the V.R.I. Competition this season.

Stores 3 for 162 *d. Yard*, 44. This game was responsible for Jim Jenkins (Stores) making 89 and then taking 8 wickets for 21—the best all-round performance of the year.

## Youthful Mansfield sports



Ray Campagnolo

MANSFIELD'S two station assistants—Ray Campagnolo and Harry Close—are sports enthusiasts in different spheres. Ray was an amateur jockey at 9.3 around Central Victoria until increasing weight forced him out of competitive flat-race riding.

He rode winners at Healesville, Mairdample and Alexandra. He has his own horse—Bluey—and now rides over fences in Hunters' races at many district agricultural shows, having won about 10 races, so far.

Mounted on Bluey, Ray also plays Polocross, a fast-moving, spectacular game in which the ball is picked up on the run in a racquet and thrown to a team-mate for a score—if the opposition allows it. In summer, Ray plays cricket for the Mansfield Imperials.

Harry plays cricket and football with the Mansfield Imperials and has been picked for representative sides in the more senior grades in the surrounding

districts. This year his football coach will be Alf Hughes, the well-known former Hawthorn and Victorian champion back-pocket player.

Harry also plays basketball with the "Pig-trotters." Asked the derivation of this curious name, he answered, laconically: "Well, when the "Pig-trotters" team was formed, the famous Negro Harlem Globetrotters were playing in Australia. That is all!"



Harry Close

## Postal team wins

ALTHOUGH Postal Institute (7 for 193) defeated the V.R.I. (161) in the annual cricket match between those organizations at the South Melbourne Cricket Ground last month, the result—as is always the case—had no effect whatever on the friendly atmosphere and social enjoyment of the day.

At the official luncheon, Mr. G. N. Smith (Victorian Director of Posts and Telegraphs) proposed the toast of "The V.R.I." Mr. E. H. Brownbill (Chairman of Commissioners) responded, supported by Mr. A. C. Stockley (Chief Electrical Engineer) General President of the V.R.I.

High tributes were paid to the South Melbourne Cricket Club for its gesture in entertaining the visitors in the President's Room.

## 75 lb. of Cod

IF you want to know a likely spot for Murray cod, ask some of the locals at Ouyen, such as Guard Jack Warner and Carpenter W. Whitford who, together with Linesman S. Tilbury, of Birchip caught a 44-pounder and two more of 17½ lb. and 13½ lb.



Mr. Warren

And there were three other big ones that got away, For the 44 pounder, two frogs were used as bait; the 17½ lb. one was caught on a spinner and the other with a yabbie. But the best bait of all, says Jack, is luck. At the same hole, other anglers had also taken big ones including an 87-pounder.

Mr. Warner joined the railways at Wodonga six years ago, and has been at Ouyen since December 1959.

## Sunshine swimmers

FOR the children of V.R.I. members in the Sunshine district the recent heat wave held no terrors... the local Sub-centre's swimming club formed swimming classes at the Municipal Olympic Pool that had the dual attraction of providing tuition and a refreshing haven in the warm weather.

Over 100 children are being taught by nine instructors—all of them Victorian Railwaymen—headed by Electric Train Driver P. Kanagowski:

VICTORIAN RAILWAYS

# NEWS LETTER

MARCH



1961



## Air-conditioning anniversary

THE recent quarter-century anniversary of the introduction of air-conditioning on the V.R. system—actually in the Southern Hemisphere—recalls that the first carriage was 36AE now running on the 5 p.m. to Numurkah.

After its trial runs, 36AE was attached to the Commissioners' Tour train then on the Yea line. Representatives of Melbourne's daily newspapers were invited to travel in the carriage.

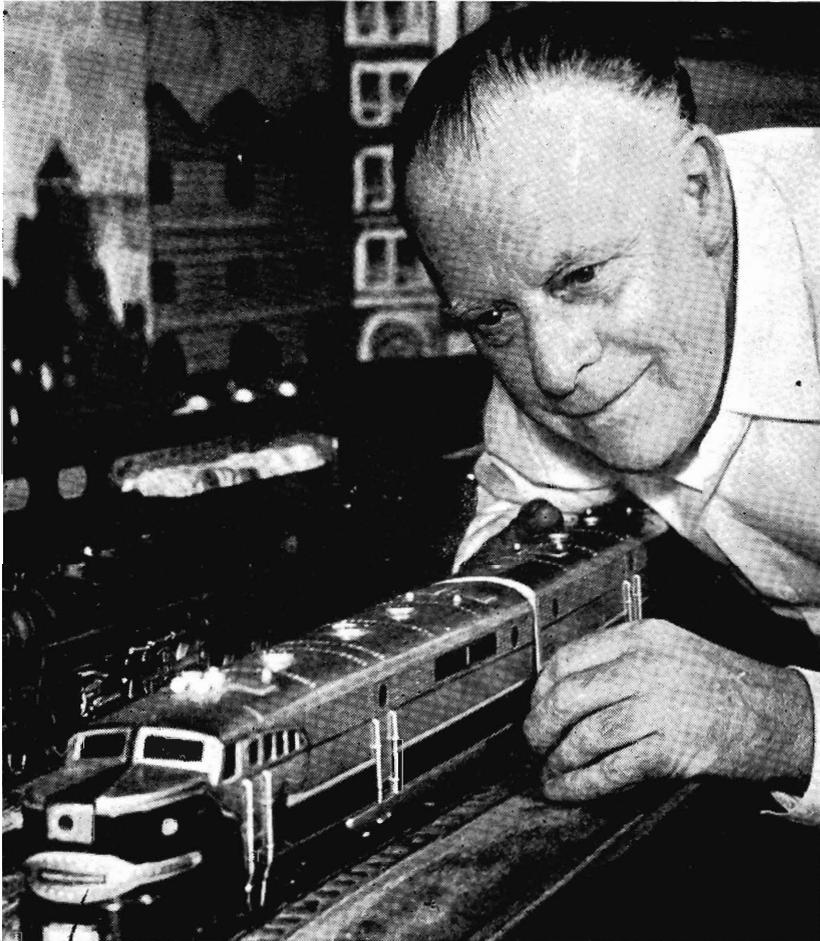
It was an extremely hot day as the pressmen assembled in Melbourne to be taken to Yea. To the utter dismay of railway officials, the most prominent of the journalists arrived wearing an overcoat! Moreover, he looked so resentful of the assignment that it seemed the Department would be deprived of its best newspaper publicity channel. He kept his overcoat on in the air-conditioned 36AE—and read a book for most of the time . . . He appeared

to be completely indifferent about the whole thing.

Next day, the three morning newspapers carried stories of the trip, but none seemed to capture the real substance of air-conditioning.

However, in the evening newspaper a big surprise awaited departmental officials. The overcoated journalist wrote a full-column story that was given prominence on the leading article page. Headed *Travel In A Cool World*, it was such an outstanding story that the Department re-printed it in pamphlet form and 20,000 copies were given State-wide circulation . . .

## Ulcer cure ?



Dr. Douglas with his excellent model

(Photo : *The Age*)

“IF businessmen took up the hobby of making model trains, I suggest they would save themselves from ulcers” is the opinion given last month of Dr. Clive Douglas, distinguished Conductor of the Victorian Symphony Orchestra.

He speaks from experience for he is a train modeller and says that, without this relaxation, the programmes ahead

might put an undue strain on his nerves—and, who knows, may promote ulcers . . . Dr. Douglas (*above*) has built an intricate electric railroad using ordinary domestic materials, including his wife's lipstick case . . .

So near to his heart is this hobby of train modelling that he has been considering a “symphony of steel,” suggested by the long vistas and mysterious noises from railway tracks.

## Correction

IN the article on Warragul in the January *News Letter*, it was inadvertently stated, in referring to the passenger traffic, that “Under normal conditions 16 trains run weekly between Melbourne and Warragul.” This should have read “16 trains *daily*.”

## Commissioners' praise

OF the many press statements issued by the Commissioners in recent months, none gave them greater pleasure than the one widely circulated last month announcing that the Department had established an all-time rail freight movement record.

For the seven months of the current financial year, the Department loaded 531,283 wagons of general freight, including live-stock.

This was equal to the loading of 17,709 wagons weekly, and the total figure represented an increase of 44,599 vehicles over the corresponding period of the previous year.

A record wheat harvest and other primary produce, together with general freight and brown coal consignments, contributed largely to the record traffic.

The Commissioners paid a warm tribute to the whole of the staff concerned.

## FRONT COVER

THIS E.M.F. resistance welder is being used to attach steel panels to side frames of a *Harris Train* under construction at the Newport Workshops. Each of the chalk marks on the vertical member is a guide to Apprentice Boilermaker A. Rawlinson (*left*), working under the supervision of Boilermaker A. Stephenson. (*See centrespread for more pictures*).

# MORE PRAISE FOR WHEAT-HANDLING

From organizations and shire councils in the great wheat-producing areas of the Wimmera and Mallee have come the following letters. They express the highest appreciation of the manner in which the V.R. so successfully handled the transport of the record wheat harvest. (See last month's *News Letter* for an article on this subject.)

All these letters underline the magnitude of the transport job done by the Department . . . a job made possible only by the most careful planning and the outstanding co-operation of many thousands of railwaymen.

## From the Grain Elevators Board

**Y**OUR Department has, during this past wheat receival season, accomplished such an outstanding wheat movement that this Board has been able to take in a crop many millions of bushels more than the State's former record wheat production and thus render an excellent service to the Victorian wheatgrowers.

"I can assure you that not even the most optimistic of wheatgrowers anticipated the intake by this Board of over 62-million bushels of wheat by the 11th inst.

"Such achievement was made possible by your Department's effective co-operation with this Board and its Officers and the Board fully recognizes that such efficient service was rendered by your Department in spite of difficulties that it has not previously had to contend with in the organization of the movement of enormous quantities of wheat for this Board.

"The Board, therefore, desires to express to the Commissioners, and it will appreciate it if you, in turn, will convey to your Department's Officers and staff associated with such an outstanding achievement, its sincere thanks for such a commendable and valued service."

—*H. Glowrey, Chairman and General Manager, Grain Elevators Board, Melbourne*

## From a Wimmera wheatgrowers' group

**W**E are also very pleased with the service given by the Victorian Railways, without which the handling of the harvest could have been a nightmare. We ask you to pass this on to them."

—*The Rainbow Advisory Committee in a letter to the Grain Elevators Board*

## From a farmer

**K**EEPING in mind the healthy criticism to which the Victorian Railways seem to be habitually subjected, I feel it my duty to pen a word of praise concerning the manner in which this season's wheat harvest has been cleared from the Koon-drook R/S.

"Propaganda in press and radio had conditioned us to believe that there would be extraordinary delays in consignment that we have been more than pleased as well as surprised to find the prompt manner in which trucks have been supplied and cleared.

"A word too, for the courtesy and efficiency of the local staff.

"I believe I am reflecting the sentiments of most, if not all, local wheat-growers."

—*James McConnell, Barham, N.S.W.*

## From two parliamentarians

**D**URING a visit to Ouyen and along the Millewa line there was great credit given to the Railways for the excellent work that had been done during the wheat harvest. Never before has there been so much co-operation between the Railways and the farmers and silo operators.

"I would like you to record from both Mr. Mansell and myself the excellent service rendered by your staff to the people of the Mildura electorate; especially I would like you to thank the Stationmasters at Red Cliffs and at Ouyen and also their staff for their work in having the trucks kept up to date and placed for the silo operators."

—*N. Barclay, D.C.M., M.L.A., Mildura*

## From the Shire of Wimmera (Horsham)

**I**T is the unanimous wish of the Council that I convey to you the congratulations of the President, Councillors and Ratepayers of the Shire for the competent way the wheat harvest was handled this year.

"At the commencement of the harvest it was only natural that concern should be expressed as to the capacity of your Department to handle such a tremendous quantity of wheat and it was a pleasant surprise to find the work carried out so smoothly and efficiently.

"The Council would like all concerned to know how much the work of your Department has been appreciated."

—*The Secretary, Shire of Wimmera, Horsham*

## From a political party

**A**T the annual meeting of the North-west Sub-Assembly Electorate District Council of the Country Party held at Ouyen the following resolution was passed unanimously: This District Council wishes to congratulate the Railway Employees and the Grain Elevators Board officers for the very efficient and co-operative manner in which they handled the bumper harvest."

—*R. Vine, Secretary, Box 48, Ouyen*

## From the Shire of Arapiles (Natimuk)

**T**HE Council of the Shire of Arapiles have instructed me to congratulate the Stationmasters and Railway Officials at all Stations in this Municipality for the expert handling of the record wheat harvest.

"Also for the efficient manner in which the last wool clip was handled."

—*The Secretary, Shire of Arapiles, Natimuk*

## From a growers' association

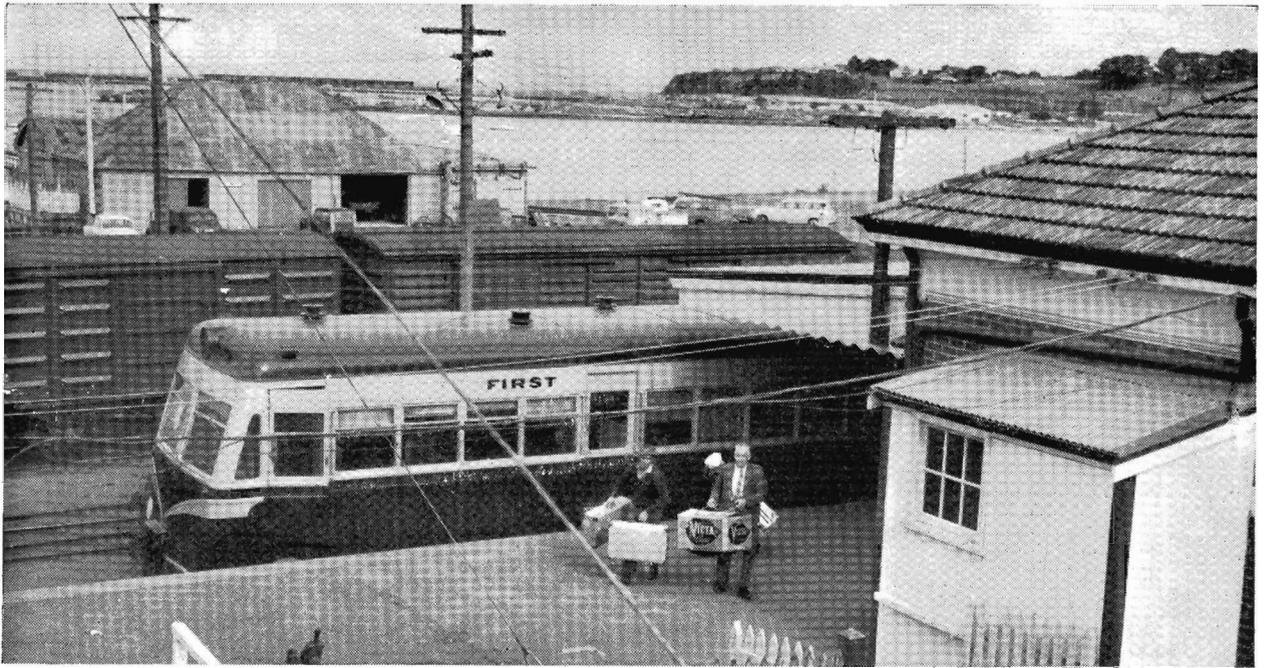
**A**T a meeting of the Lorquon-Netherby Branch of the Victorian Wheat Growers Association held at Lorquon on the 13th inst., I was instructed to convey to you on behalf of the Members the Branch's congratulations and appreciation of the grand job performed by your Department in transferring the Wheat Harvest into storage in such a speedy and efficient manner.

"Would you please convey to those concerned our congratulations for a grand effort which is greatly appreciated."

—*C. T. Dodds, Secretary, Private Bag 34, Nhill*

These tributes have given the Commissioners the utmost satisfaction and they, in turn, in a recent *Weekly Notice* front-page message, expressed their thanks in this way:

"Victorian Railwaymen have once again demonstrated that, no matter how great the task may be, by intelligent and efficient co-operation, they can handle it. This year's rail transport of the record wheat harvest has been a splendid success and to all concerned, we say: thank you for your loyal and continued co-operation".



AT Portland's harbour-side station platform is the 280 h.p. diesel rail-motor that runs daily between Portland and Ararat, with two-way Melbourne connexions.

**P**ORTLAND is the lowest station on the Victorian Railways system . . . it's a mere 11 feet above sea level. The station, goods yard and goods shed are perched almost on the sandy shores of Portland Harbour.

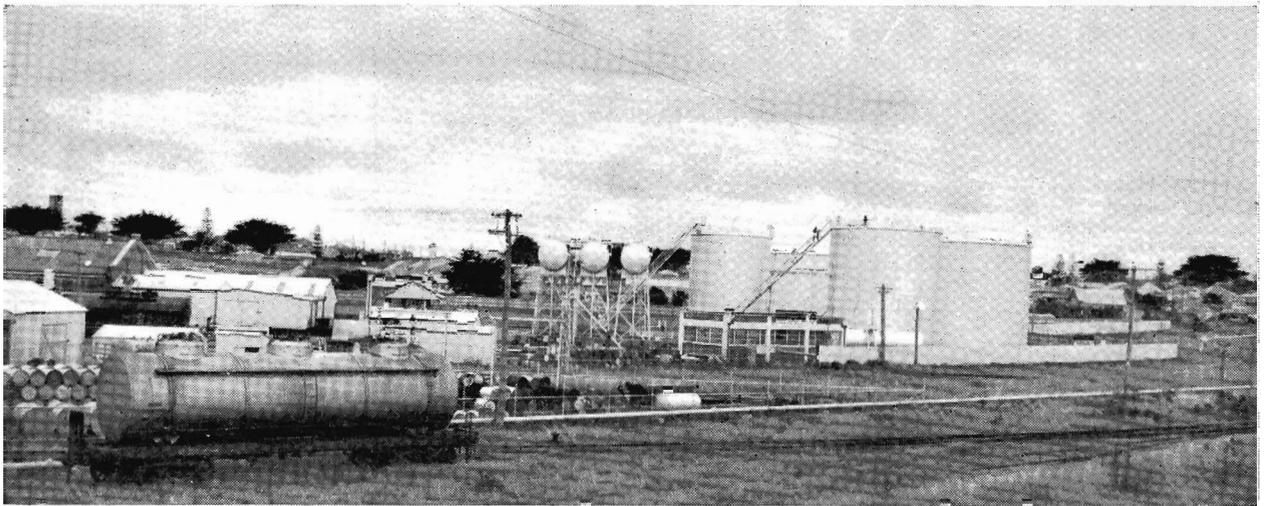
Historically, Portland is of great significance. It is the site of Victoria's first permanent settlement : on November 19, 1834, the Tasmanian Henty brothers landed there to set the foundation of a town and district now so vigorous and flourishing, and brim-full of confidence for the future.



J class steam locomotives dominate this picture in the Portland North goods yard.

**A**S part of Portland's railway story, there is the modern harbour that is emerging, due to the enterprise of the local Harbour Trust Commissioners. In an advanced stage is a project for building a deep, still-water harbour with every up-to-date berthing and loading facility.

Serving the new pier at the Harbour is a newly-built three miles of railway line of 90 lb. rails. Branching from the main line near Portland North, the line runs westerly for about a mile at the rear of the town and then turns towards the new pier. Built by the Harbour Trust, the line was designed and constructed under the supervision of



SOME of the oil storages, controlled by the leading oil companies, are seen in this picture at Portland North, adjacent to the rail goods yard.

V.R. engineers. The cost, including a series of bridges, was about £150,000. V.R. locomotives haul goods trains for nearly a mile on this new line to the Exchange Sidings (consisting of 3,000 ft. of roads): from here it is the responsibility of the Harbour Trust to haul the wagons to and from the pier by diesel rail-tractors that were bought from the Railway Department.

From a purely railway viewpoint, Portland is somewhat of a paradox. Most of its substantial revenue comes from Portland North, one mile away on the 'Up' side. Supervised by Portland, the Portland North set-up—a very old blue-stone station building and five goods roads, with spur lines—gives no hint of the contribution it makes to railway receipts. At Portland North are great oil storages owned by the major oil companies, while just beyond are the freezing works and abattoirs

of Thomas Borthwick (A/sia) Ltd. From the outwards oil traffic alone, the rail freight revenue last year topped £100,000.

From Portland North, nearly two miles of pipeline parallel the railway line to the ocean pier in Portland Harbour where an average of three big tankers a month come from different parts of the world and discharge into the pipelines the oil that flows to Portland North.

To handle the outwards oil traffic, between 20 and 25 rail tankers leave Portland North a week laden with petrol, dieselene and kerosene for Horscham, Warracknabeal, Mt. Gambier, Ararat, Dimboola and other important centres in the Western and Wimmera Districts. Last year, these tankers carried a total of 35,000 tons and, besides the revenue already mentioned, there was a substantial amount received for placing

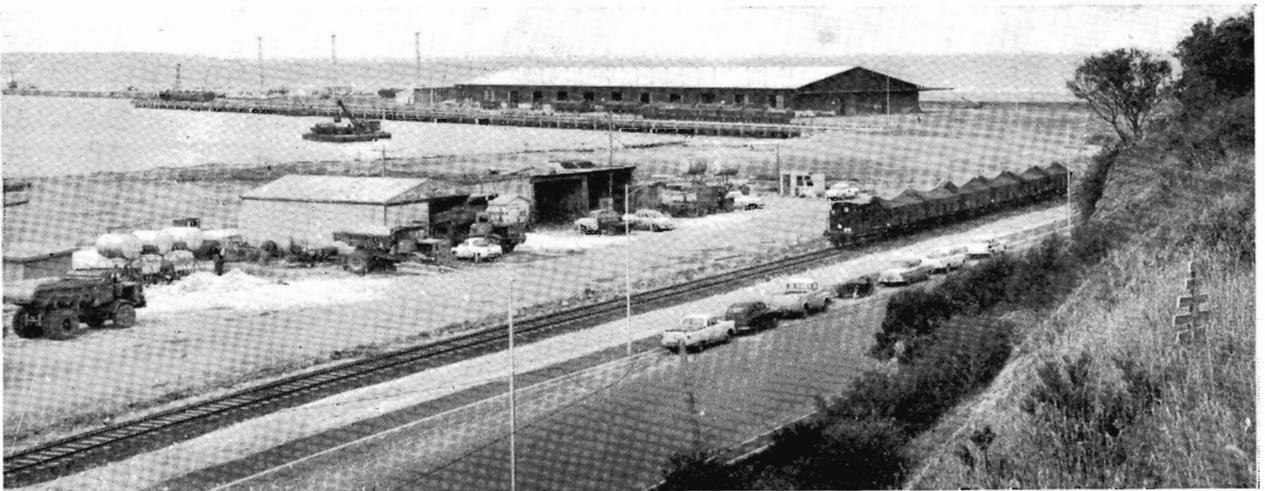
the vehicles in the companies' private sidings.

Beyond, but within sight of Portland North station, are the freezing works and abattoirs—a major undertaking providing employment in the district. Last year the company received by rail 221 wagons of sheep and 35 wagons of cattle. In a year, over 300 loads of processed meat are dispatched by rail.

In addition, from the freezing works go 160 wagons of butter in a year and 150 wagons of cheese, representing, with the meat, a total of 8,700 tons and a revenue of nearly £5,000. These commodities are railed to the Portland Harbour ocean pier for export to many parts of the world. To receive this rail freight, nearly 30 overseas ships berth in the Harbour a year.

Each week three goods trains regularly run in each direction between Melbourne and Portland; these serve

ALONG the new railway goods track (foreground) the rake of bulk-oats wagons being pushed by a diesel rail-tractor will curve onto the new outer pier of Portland's Harbour. There, with the other wagons already on the pier, they will be mechanically unloaded into the big Transit Shed. From here overseas freighters will take the oats to many parts of the world.



Portland North as well. Into Portland itself comes an average of 50 wagons a week, laden with general merchandise, furniture, electrical goods and a great variety of other consignments essential in the life of a modern community.

Last year, the goods and livestock revenue at Portland totalled £36,297. (With passenger and parcels traffic the gross was £42,357). Long-haul interstate potato traffic contributed to this. Last year, for example, 20 wagon loads of potatoes were dispatched to Townsville, 25 to Brisbane, 30 to Sydney, 12 to Albury and other wagon loads to different parts of Victoria. Hopes are expressed locally that the volume of this traffic will be even greater this year.

Since the beginning of 1961, there has been a new and important addition to the rail traffic to Portland. Bulk oats, in great tonnages, have been railed to the Portland Harbour for shipment overseas from the newly built pier. For the first venture, 10,875 tons of bulk oats were carried by rail for loading into an overseas freighter. At the end of January, a further 12,500 tons of bulk oats were rail transported for export, and it was expected that this traffic, at much the same tempo, would continue until April.

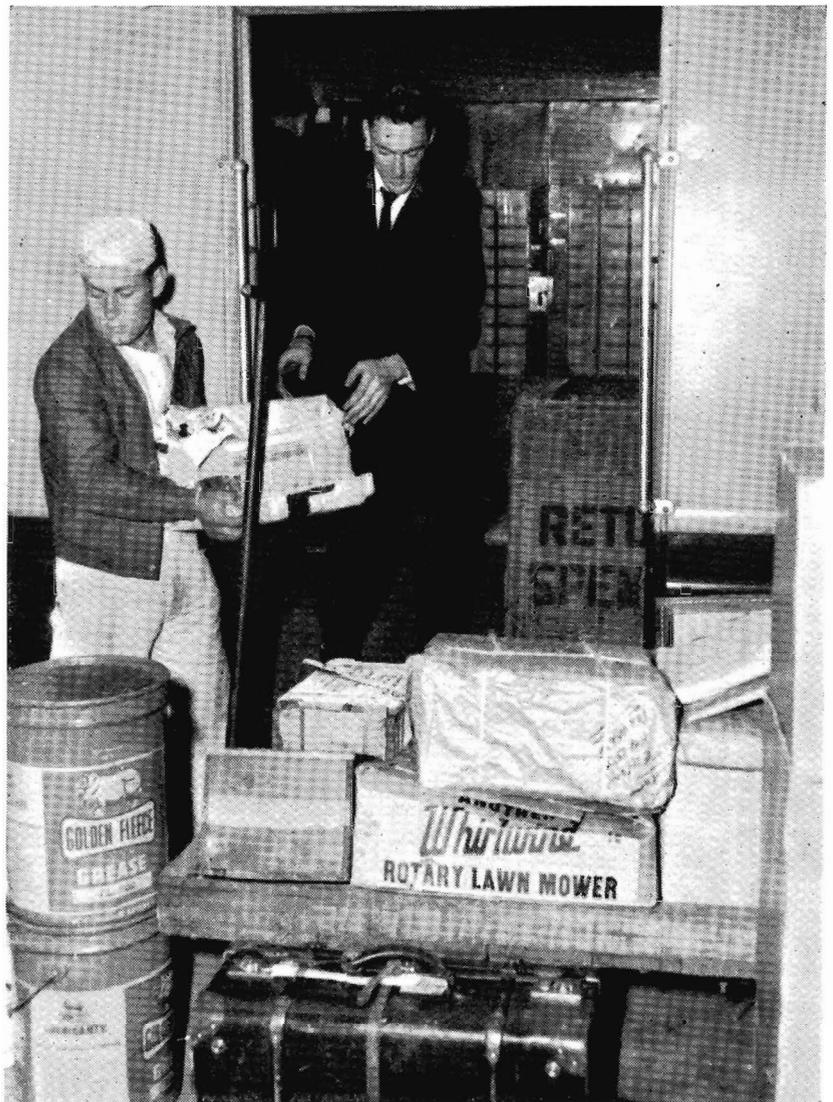
These oats are in the long-haul category, for they come from as far north as the Morkalla, Kulwin and Mittyack lines and even from the eastern Mallee district. One train, with loadings from many stations beyond Bendigo, left that city with 1,000 tons of bulk oats for Portland. Drawn by an S class diesel-electric locomotive, it was the biggest oats train ever to run on the V.R. system.

To cater for the heavy volume of parcels traffic on the Ararat-Portland line, a trailer is attached to the 280 h.p. diesel rail-motor.

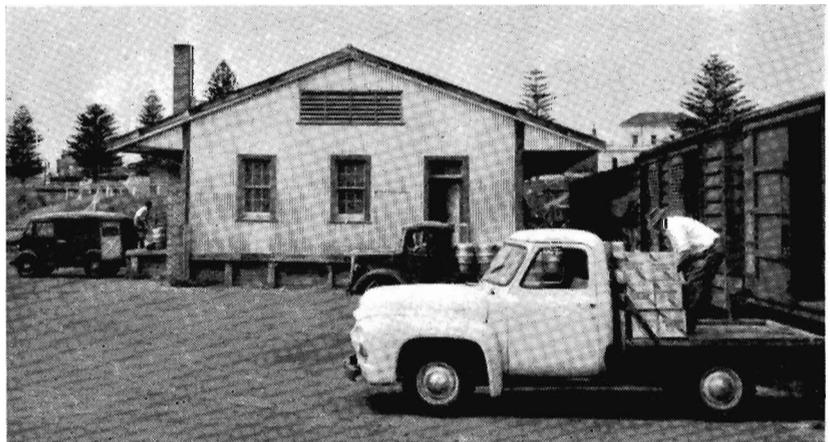
Portland is 251½ miles by rail from Melbourne. Passengers travel as far as Ararat in a comfortable diesel-electric hauled train, with air-conditioned carriages attached.

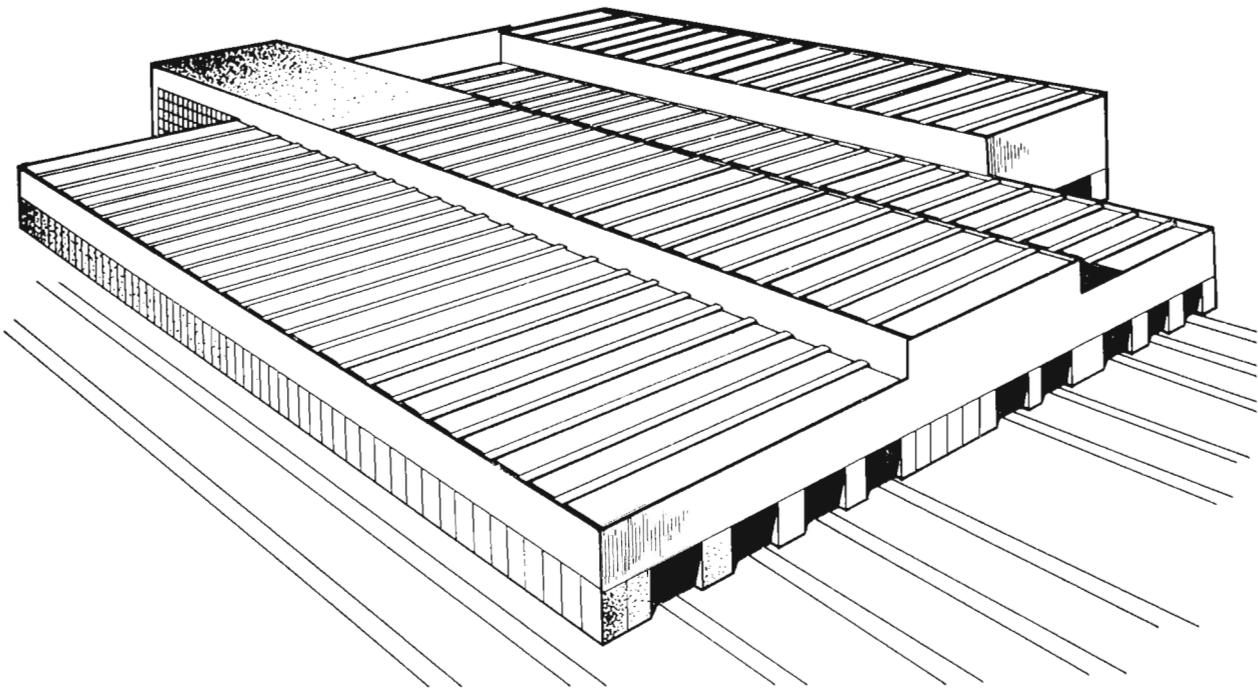
Refreshments are available en route at the spacious Ballarat and Ararat Rooms. For the remainder of the journey from Ararat, the 280 h.p. diesel rail-motor provides a daily return service on six days a week. The journey southward from Ararat is through some of the richest wool-growing country in the State, the seemingly endless grasslands presenting an unforgettable green picture in spring.

To the west of the line for 34 miles from Maroona to Dunkeld, passengers are rewarded with a continuous view of the majestic Grampians Mountains. Looking refreshingly blue and cool in the distance, they dominate the skyline, giving no hint of the scenic beauty that lies within them. The splendour of the wildflowers is a magnet for visitors in springtime. The Grampians are easily and comfortably reached by rail to Stawell, then by connecting road service.



(Above): A great variety of consignments—parcels, luggage and mail—arrive daily at Portland on the diesel rail motor. (Below): RAIL freight traffic into Portland is quickly "snapped up" by road carriers for distribution throughout the business area of Portland.





Artist's impression of new building.

NEW

DIESEL

DEPOT

A new diesel maintenance depot is being built at South Dynon. Tenders will be called for building the depot this month. It will replace the 71-year-old North Melbourne Loco. Depot, affectionately known to generations of Victorian Railwaymen as the "big smoke."

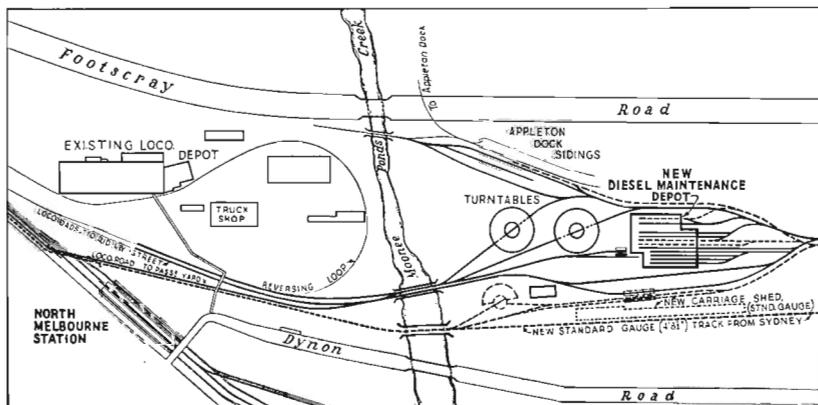
The new building will cover an area of nearly 150,000 sq. ft., being 453 ft. long and 328 ft. wide. Inside there will be 11 tracks for the diesel units, including two combined standard and broad gauge tracks. Two 60-ton cranes and one 25-tonner will lift locomotive parts, whenever necessary.

Of flat roof construction, lighting for the whole of the building will be provided from the roof by strips (two to each bay) of corrugated acrylic plastic material running across for the full width of the building.

The outside walls will be of pre-cast concrete panels to 16½ ft. high; from there they will be of corrugated asbestos cement.

An annex to the main depot includes mechanical and electrical maintenance areas, as well as a stores section. One part of the annex comprises four floors for storage purposes, general office, amenities and an equipment floor.

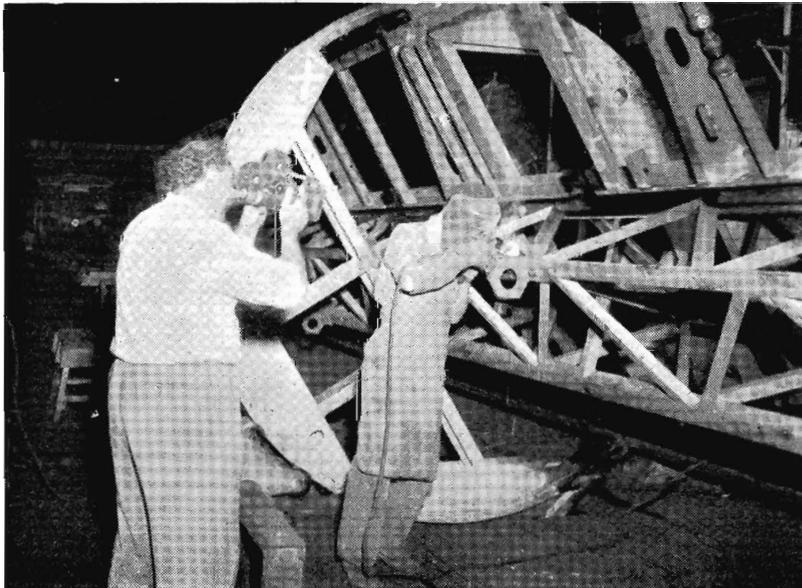
When this edition of *News Letter* went to press, pile driving for the foundations had been practically completed. The first stage of construction, scheduled for completion in time to accommodate standard gauge locomotives, will house the administrative staff and provide modern amenities for locomotive crews.



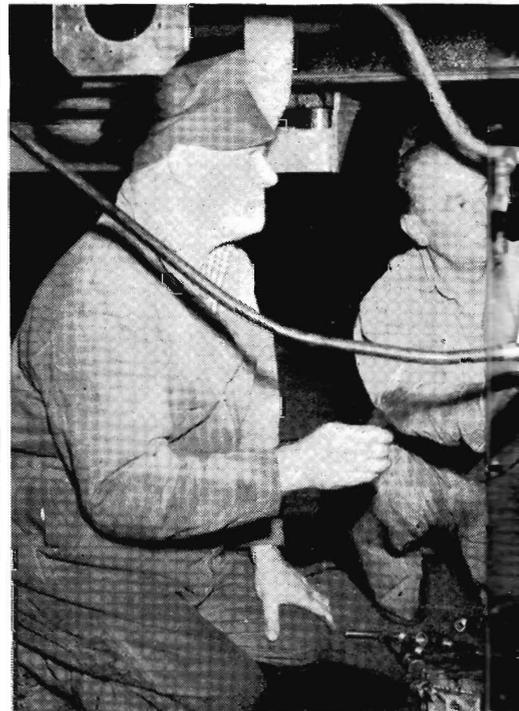
**T**HIS series of pictures shows only a few aspects of the complicated work of building the new batch of 30 *Harris Trains* at Newport Workshops. Bogies for these carriages are being assembled at Bendigo North Workshops. Motor carriages are being constructed by private contract and it is expected the first unit will arrive shortly at Jolimont Workshops. First complete seven-car train of new carriages is expected in service about June next. Seating capacity of carriages will be increased from 465 to 515 on each train.



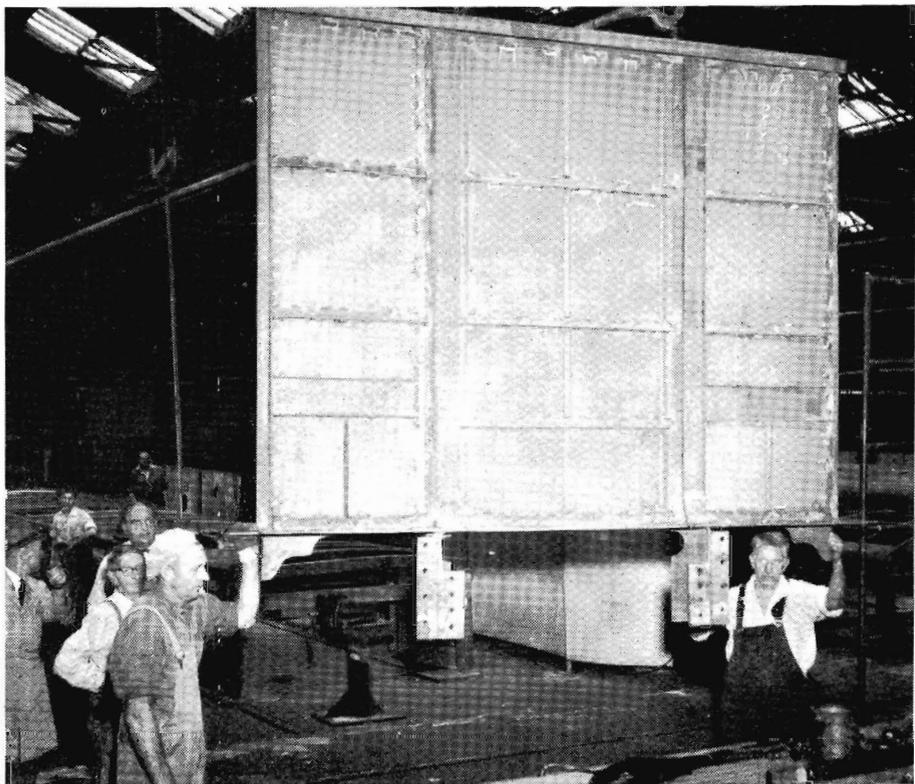
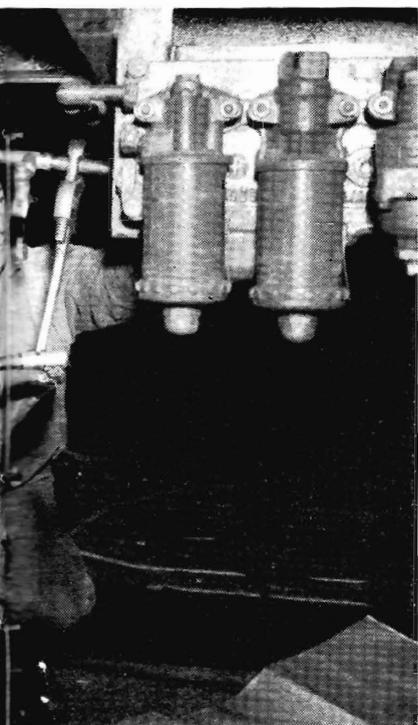
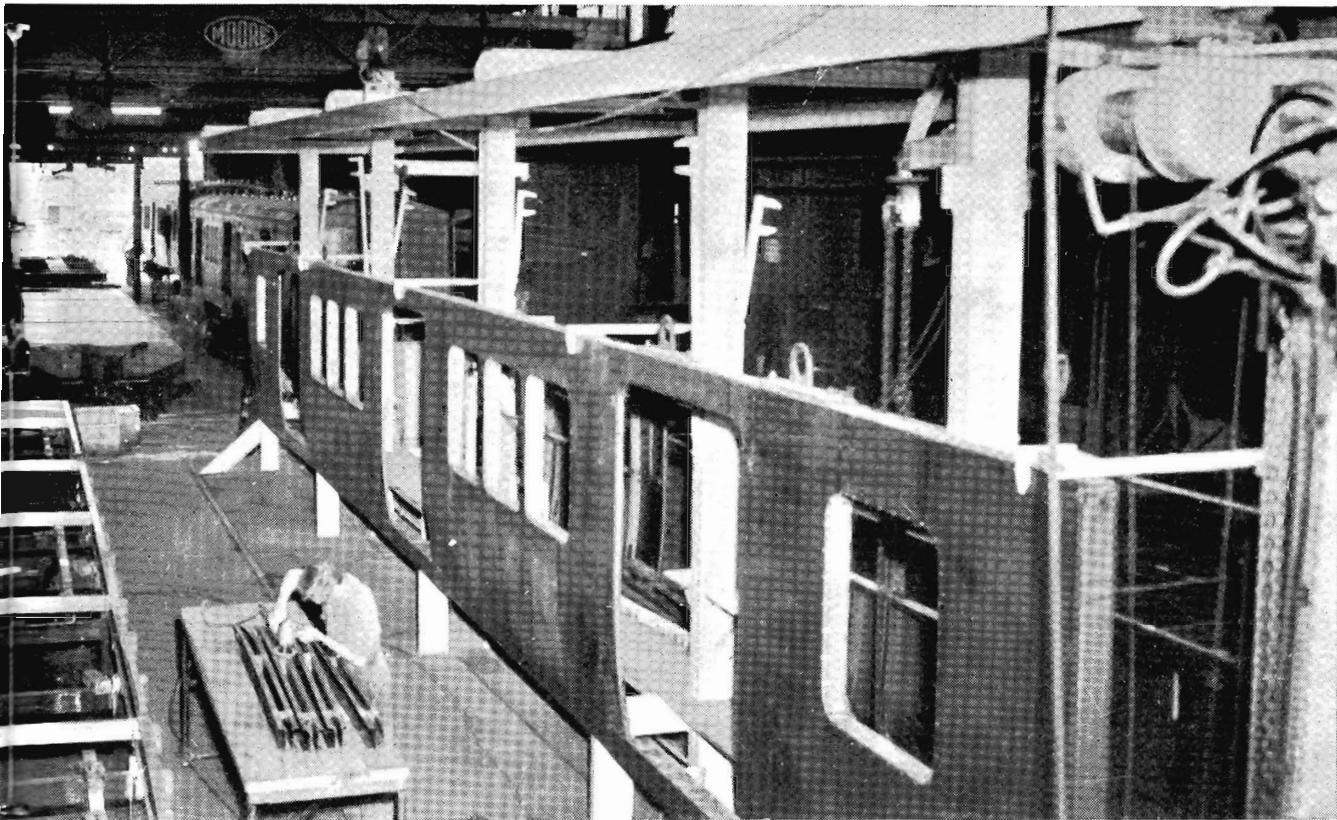
(Above) **COMPLETING** interior of shells before spraying with sound insulation. (Below) T.V. cameramen covered the building of the trains, including this work on an underframe in a special revolving jig.



(Right) **STEEL** shell of one of the carriages being assembled. Sub-assembly of sides, ends, roof and underframe combine in this section to form a complete shell. Windows smaller in width than previously, will be easier to operate.



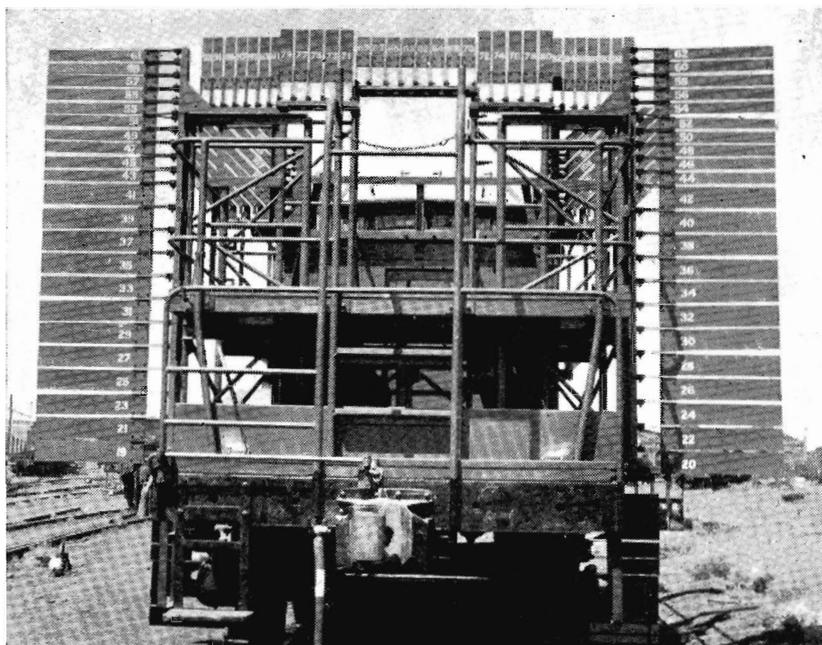
(Above); **FITTING** brake gear pipes  
(Right) **WELDED** end section of a carriage  
for assembly on a carriage



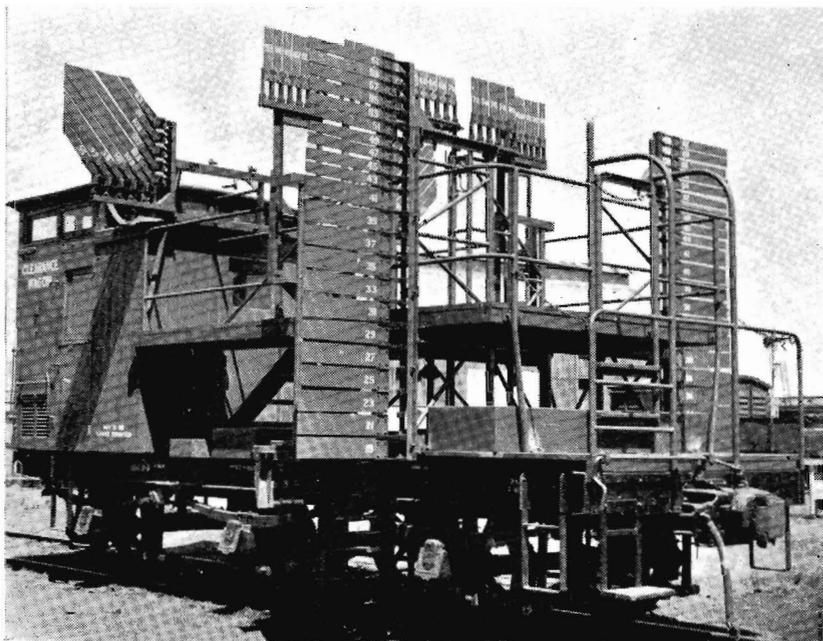
The underframe of a carriage being moved into position for the underframe.

# FEELING

Front view of the "clearance wagon" with its horizontal and vertical "fingers" ready for service. Observers ride on the platform (top centre) while the wagon is operating.



**T**O facilitate rail movement of large loadings—such as the 125-ton stator recently transported for the State Electricity Commission—a special "clearance wagon" has been designed by departmental engineers and constructed at the Newport Railway Workshops. This unique wagon was believed to be the first of its type in Australia.



This picture of the "clearance wagon" shows extra "fingers" above the observer's cabin at the rear of the vehicle.

**O**RIGINALLY a guard's van—218Z, built 69 years ago—the vehicle has been modified so that only portion of the van remains as an observer's cabin.

The front portion of the vehicle has a large framework with moveable "fingers" that can be extended vertically and horizontally to measure the clearance between fixed points on the vehicle and structures, such as bridges, platforms or tunnels.

Each finger is numbered so that should any section of a structure near the track come within the space to be occupied by the special load, the fingers of the clearance wagon are deflected, giving the engineer in charge of the vehicle a positive indication of the whereabouts of the offending structural member.

A small pantograph on the roof of the observer's cabin is coupled with a pointer that works in conjunction with a calibrated scale inside the cabin. This enables a constant check to be made on the height of the feeder wires in the electrified area.

Graphs could now be made for the carriage of out-of-gauge loadings on any rail route in Victoria.

# OTHER LINES

## Diesel-hydraulics

A recent overseas estimate showed that about 600 diesel-hydraulic locomotives of 650 to 4,000 h.p. per locomotive-unit were under construction (some are now delivered) in 1960 in Europe for important local and overseas railways. This total includes 95 locomotives of more than 2,000 h.p.

## Rail mobile laboratory

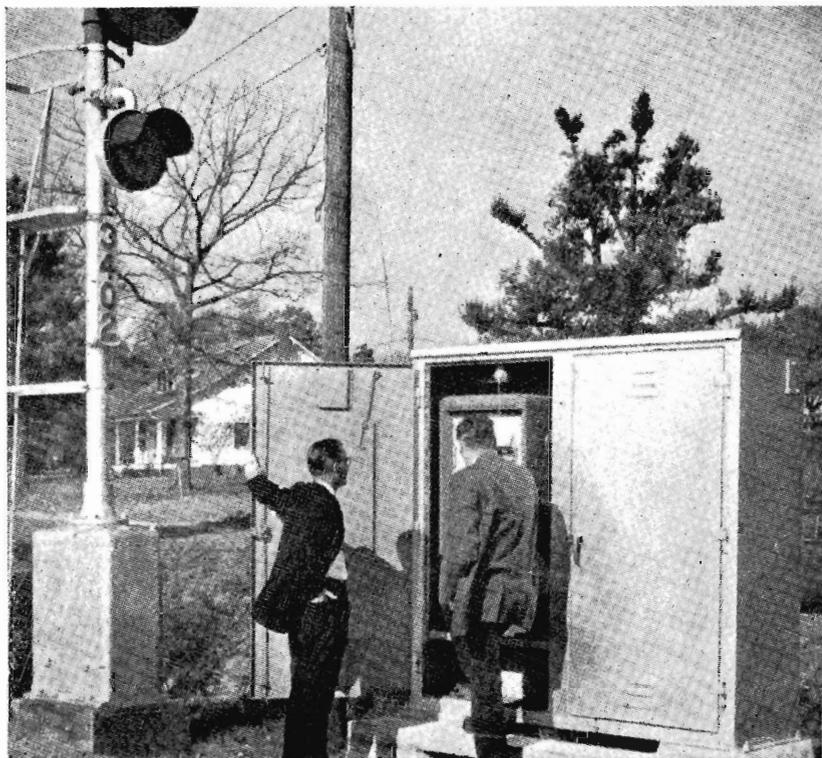
LATEST addition to the Rhodesia Railways fleet of "service" coaches is a travelling laboratory that recently left the Bulawayo workshops and is now in service.

Although intended principally for water research and control, this unit is equipped to handle various types of laboratory work on a limited scale and it will operate throughout the railway system in Southern and Northern Rhodesia.

## First of its kind

THE first fully automatic underground railway in the world, with an electronic brain controlling the arrival and departure of trains, is expected to be in operation in Hamburg, Germany, by the end of 1962.

The equipment will stop and start trains, direct them to platforms, and increase and decrease speed as necessary.



THE hotbox recorder-indicator panel being shown to a pressman. If a hotbox is detected, lower signal on mast automatically flags train.

## Curbing hotbox menace

A completely automatic electronic device, the first of its kind to be used by any railroad in U.S.A., is one of six hotbox detectors now in operation on the Louisville and Nashville Line.

When a train speeds past with a heating journal the detector sends a signal ahead to a panel on which is recorded the exact axle, and flags the train

at the same time—all without human help.

On stopping the trainman merely steps over and checks the nearby indicator panel to determine the exact journal or journals that caused the impulses to go flying ahead in the first place. After examination the trainman decides whether to take remedial measures on the spot or take the vehicle out of running.



Beauty salon rail carriage is comfortably furnished; here the owner relaxes with his wife and daughter in the lounge portion of the vehicle.

## Beauty-salon-home-on-wheels

SOMETHING new on the rails in U.S.A. is a private rail carriage owned by a former Baltimore and Ohio Railroad telegraphist, who is now a very wealthy beauty salon proprietor owning more than 100 shops across the country and employing 2,000 people.

Described as "a plush beauty salon-home-on-wheels," the carriage is for staging stylings, demonstrations and sales meetings. Handsomely furnished, it has everything from TV to telephones.

There is sleeping accommodation for 10 people, a comfortable living room, modern kitchen, toilets and showers, a dining room and separate quarters for a steward who cleans and cooks. The car was recently bought from the St. Louis and San Francisco Railway.

## Praises Interstate trip

I am writing to thank you for the splendid arrangements that you made for my recent return to Sydney by rail. I can assure you that on the 4.15 p.m. *Albury Express* from Melbourne and then on the *Riverina Express* the seats surpassed any that I had travelled in previously; and the comfort left nothing to be desired and from all railway personnel I got courtesy and efficiency.

"As before, the staff on the buffet car were wonderful and I thanked the waitress who attended to me and the lady supervisor personally. On the *Riverina Express* the Hostess looked after the little ones and elderly people and the checker and announcer were very helpful by announcing the various distances to "stop points."

"Both trains are a credit to the Victorian and New South Wales Railway Departments. I told my relatives and friends in Melbourne of what you had done for me and I am sure that some results will follow."  
—*J. E. Clayton, 30 Kennedy Street, Kingsford, N.S.W.*

## Other transport arranged

I wish to thank you for the courtesy and consideration which you extended to my wife and daughters recently when, after a drive from Wangaratta they unfortunately missed their train to Port Fairy when the timetable was amended.

"Your action in dispatching them by car was deeply appreciated and reflects high credit on the administrative staff of the Victorian Railways."  
—*Ian A. Saw, 2 Callender Avenue, Wangaratta*

## Scouts' chiefs grateful

NOW that the Victorian Contingent has returned from the Australian Jamboree held at Lansdowne, New South Wales, I would like, on behalf of the Association, to express our appreciation of the help and co-operation we received on the special trains to and from New South Wales.

"We realize that feeding so many in such short spaces of time must have been very difficult and presented a great many problems, but nevertheless your staff overcame these very efficiently.

"We should be grateful if our appreciation could be conveyed to those members of your staff who were concerned."  
—*E. R. E. Black, General Secretary, The Boy Scouts Association (Victorian Branch), Melbourne*

## Purse found

I should like to express my appreciation of the conduct of two employees of the Victorian Railways. My daughter's purse was returned very

promptly from the Sale station. The conductor on the Sale train was very helpful, inquiring as to whether she was in need of money to reach her destination.

"Is it possible for my thanks to be passed on to the people concerned?"  
—*Mrs. G. McKay, 7 Lockhart Street, Camberwell*

## "Excellent arrangements"

I have forwarded to the Stationmaster, Bendigo, our cheque for £173/8/—, the cost of our recent special train.

"I should like to express our appreciation of your co-operation and to say that the arrangements made, both at Bendigo and Melbourne, were excellent and enabled everything to go smoothly for us, thus contributing to the enjoyment of the day."  
—*Dorothy Steel, Head Mistress, Girls' Secondary School, Bendigo*

## Vice-Regal appreciation

HIS Excellency the Lieutenant-Governor has asked me to thank you most warmly for the part which you played in making the visit of His Excellency and his party to Falls Creek such a success.

"All the arrangements which you made with regard to the Vice-Regal coach were entirely satisfactory and were greatly appreciated by His Excellency.

"His Excellency would be grateful if you would thank Mr. Freeland and the other members of the Railways staff on board the train for their services, also."

—*Colonel A. G. Oldham, Private Secretary to His Excellency the Lieutenant-Governor of Victoria*

## V.R. vies with best

THANK you very much for your letter and refund in respect of my yearly ticket.

"I would like to thank you and your staff for their very kind and courteous attention at all times and for the first class service they give. Having only been in Australia for two years, this has been my introduction to the Victorian railway system and I can truly say that I have not known better organization in any other part of the world.

"During the eight months I have travelled between Adelaide and Melbourne I have been most impressed with the punctuality and, above all, reliability of the service regardless of the weather.

"I have no hesitation in recommending rail travel to all my friends and wish

you and your excellent railway every success in the future."

—*S. Timbs, 16 Ford Avenue, Glenburnie, Mitcham, South Australia*

## Initiative, courtesy, willingness

ON behalf of this Association and office staff I once again express appreciation of the capable and friendly co-operation of your station staff in the Mildura district. I must make complimentary reference to your Chief Goods Clerk (Mr. Rashleigh) at Mildura.

"Owing to various reasons beyond the control of our industry, the export assemblage of quantities has been most difficult to forecast, and in consequence has called for frequent last hour adjustments between us.

"Any change of plans found necessary by my Association on explanation has been fully met in every instance. In short, Mr. Rashleigh has shown initiative, a natural courtesy and a willingness to help to keep the wheels running smoothly.

"In fact on all occasions every co-operation has been afforded this office by local station personnel in our responsibility of co-ordinating our Melbourne market and overseas forwardings. It is felt that when such an amicable understanding exists between your Department and our industry we can continue to operate and develop with confidence."  
—*L. C. Jolley, Manager/Secretary, Mildura & District Citrus Co-Operative Association, Mildura*

## Pleased with *The Overland*

I feel that this letter is a *must* and I want to convey to you congratulations. Your service on *The Overland* to Adelaide is what I have upmost in my mind.

"Re the service of a tray and the accessories that go on it. At 7 o'clock in the morning there was to me a very welcome and pleasing sight; if comment from other travellers is anything to go by then you have the thanks of many more of the travelling public. That very nice roll which was so well made and cooked is a delight to eat.

"I must also recommend highly the Commonwealth Port Pirie-Kalbarrie train; it is a delight—everything a traveller could wish for. The trip is well worth the time and money spent for it really makes the trip to W.A. very pleasant indeed. In fact the trains all through are wonderful."

—*Miss V. Levecke, 7 Wellington Street, Windsor*

## V.R. Secretaryship changes hands



Mr. Walker

**M**R. A. GILMORE, who retired last month as Secretary for Railways, has been succeeded by Mr. Wils Walker, Acting Chairman of the Staff Board.

At 15, Mr. Walker started as a messenger boy in the Transportation (now Traffic) Branch.

He was appointed as a junior clerk early in 1923 and was next attached to the Suggestions, Inventions and Betterment Board (now Public Relations and Betterment Board) for a brief period.

He then transferred to the Rolling Stock Branch where he gained considerable experience, particularly on the personnel side.

In 1938, Mr. Walker went back to the Secretary's Branch, where he was associated with major industrial and staff problems. He was appointed a Member of the Staff Board in 1952; recently he has been acting as Chairman of that Board in the absence, through illness, of Mr. L. G. David.

Mr. Walker, who is 54, took over his new duties on February 13.

**M**R. GILMORE started at the old Car and Wagon Shops, North Melbourne, as a junior clerk. From there he went to the North Melbourne Loco. Depot and subsequently to the now-defunct Port Melbourne Loco. Depot. Later he was on the staff of the Electric Running Supervisor when suburban electric traction was introduced and then went to the Seymour Loco. Depot.

He returned to the North Melbourne Loco. Depot and was then chosen for a Head Office appointment in the Rolling Stock Branch where he was



Mr. Gilmore

personal clerk to two Chief Mechanical Engineers—Messrs. A. E. Smith and N. C. Harris—and served in a similar capacity when the latter was appointed a Commissioner in 1933. Two years later he began a long, valuable association with the shaping of the Department's financial policy as assistant to the then Commissioners' Special Officer (later Chairman of Commissioners), the late Mr. R. G. Wishart.

In 1947 he was appointed Commissioners' Secretary, and went to South Africa with an official delegation to investigate mainline electrification as a prelude to the Gippsland line electrification. Later he was Commissioners' Special Officer for eight years.

Mr. Gilmore was the sole remaining member of the personal staff that had been closely associated with the late Sir Harold Clapp when he was Chairman between 1921-1939.

It is gratifying to record that Mr. Gilmore's six predecessors—Messrs. E. C. Eyers, B. Kelly, N. Quail, J. L. Timewell and P. Farnan—are still alive . . . their total occupancy of the position spans a period of nearly 40 years.

### Almost half-a-century

**A**FTER nearly 50 years service, Mr. W. R. Hemming, J.P. (Advertising Sales Manager) recently retired. His division earned £95,000 yearly from advertising on railway property throughout the State.

He joined the Traffic Branch as a junior clerk and, after a term in the Stores Branch, transferred to the Advertising Division 37 years ago as an advertising representative.

The Division has been re-organized and is now under the dual control of Messrs. K. V. Whitby and J. Renwick. The former, who has been Chief Clerk of the Division for 12 years, will concentrate on administration; the latter, with wide experience as an advertising representative, on sales promotion.

### Saved by first-aiders

**R**ECENT instances of qualified V.R. first-aiders saving the lives of two people once more emphasize not only the quality of the teaching given through the Department's Ambulance organization, but also the supreme importance of being able to apply that knowledge in a sudden emergency.



Mr. Rawlings

In the first case, an equipment examiner at Jolimont received an electric shock after coming in contact with the "live" part of an electric motor's equipment. He stopped breathing, but Sub-foreman W. L. Rawlings, who was rushed to the scene, applied artificial respiration for more than 10 minutes and with the valued assistance of Equipment Examiner E. Taylor successfully restored breathing.

Mr. Rawlings holds six V.R. first-aid certificates, including the Bronze Medalion and the fifth year Silver Efficiency Medal.

A 3½-year-old boy was found at the bottom of the Belgrave Baths in five feet of water; he was not breathing when lifted out. Fortunately, Junior Clerical Assistant R. J. Wellard, of the Ambulance Office, Spencer Street, was at the baths and he applied Mouth-to-Mouth artificial respiration for about 20 minutes . . . and the boy breathed again.

Mr. Wellard holds three V.R. first-aid certificates, including the Bronze Medalion.

### Devoted Hospital service

**A**FTER functioning for 29 years, the Ballarat Base Hospital Railways Auxiliary has to disband because of lack of membership. This melancholy news comes from Mr. J. F. B. Townsend, the Auxiliary's President since 1955, who is a car and



Mr. Wellard

wagon builder at the Ballarat North Workshops.

Over the years, the Auxiliary has raised money from which much valuable equipment, as well as beds, has been donated to the Hospital. In the last five years alone, the amount was £3,000.

Main source of revenue has been a Government-authorized Christmas stocking raffle. From the 1960 effort, £473 was raised by the four remaining members of the Auxiliary: Mr. Townsend and his son George (also of the Ballarat North Workshops) who is Secretary; Treasurer Reg Leister (a former V.R. man); and Ticket Organizer Bert Onley (retired guard).

"I hope" said Mr. Townsend, Senr., "that what our Auxiliary has done will inspire other Victorian Railwaymen to band together to help their local Hospitals. Above all, I trust that Ballarat railwaymen will come in and help us speedily so that we can re-establish and be bigger and better than ever before."

#### Attacking accidents

**M**R. IAN G. WEARNE'S appointment last month to the newly-created position of V.R. Chief Safety Officer was the prelude to a greatly activated campaign to reduce accidents in every section of the Department.

Aged 33, Mr. Wearne has accumulated a considerable amount of practical rail-roading knowledge. He joined the

Traffic Branch in Head Office as a junior clerk. Later he became a Train Controller—at the age of 23, the youngest ever in that grade—and in the same year passed his Stationmaster's examination. In 1945 he won the Arthur E. Hyland Prize in Advanced Shorthand Theory at the V.R.I.

To widen his practical experience, he transferred in 1948 to the Melbourne Goods where he passed many examinations in safe working. He also sought and succeeded in being transferred to Ararat for country station experience.

Never drawn a penny . . .



Tom and Rosie

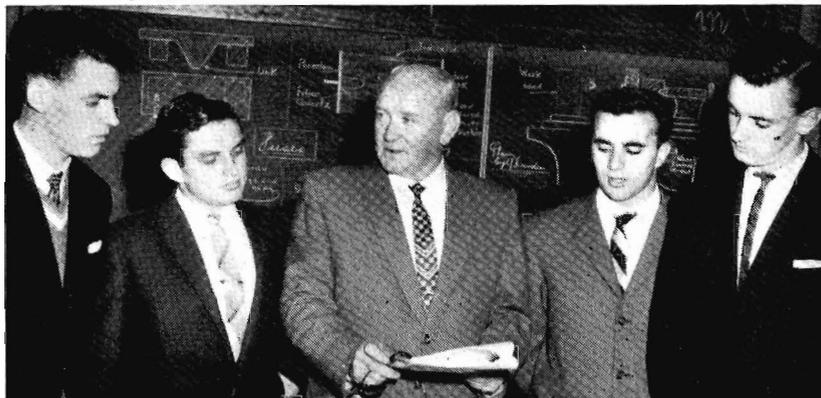
#### Ex-Deputy Chairman honoured



**T**HE V.R. Returned Servicemen's Section tendered a dinner to the former Deputy Chairman of Commissioners (Mr. Norman Quail, M.C.) at the Grill Room, Spencer Street, last month in recognition of the services he had rendered its members. (Above—*from left*): Messrs. E. P. Rogan (Commissioner), Quail and S. C. Thomas

(President of the Section). Because of sickness, Mr. E. H. Brownbill (Chairman) was unable to attend, and Mr. G. F. Brown (Deputy Chairman) was on leave. As well as Section members, including eight from country centres, there were Branch Heads, and other representatives from the Department at the dinner.

#### Outstanding apprentices



THESE four scholarship winners under the Department's apprenticeship scheme last month began their four-year full-time Associate Diploma courses at various Technical Schools. On the successful completion of the courses they will be eligible for appointment as Assistant Engineers. With Mr. J. A.

Douglas (Principal, Newport Technical College) they are (*from left*): Apprentice Electrical Fitters W. J. Maguire, K. G. Thomson and F. G. Buratta and Apprentice Boilermaker R. J. Fallon, all of the Newport Workshops. Apprentice Fallon began his V.R. career in 1959; the others, a year earlier.

**W**ORKING at the Mansfield station for 45 years, but never on the departmental pay-rolls is the strange, but true record of Jamieson-born Tom Foots—seen here loading his lorry at the Mansfield rail goods shed. He is one of the town's best known and most colourful characters.

For nearly half-a-century, he and his horse-drawn vehicles have plied between the goods shed and the town carrying a great variety of merchandise for local traders. "Throughout that long time" he said, "I have had the good fortune to be on the best of terms with all your stationmasters and staff. I have had wonderful service from them all."

Tom's horse, Rosie, is a girlish 14 years old and, as he says, "She'd find her way from here to the town in a real pea-souper!"

#### Hospitals helped

**O**UR Secretary of the Lord Mayor's Fund for Metropolitan Hospitals and Charities has brought under my notice the donation of £319. 2. 6. which the staff of the Victorian Railways Department has made to our 1960 Appeal, and I write to say how grateful we are for this substantial contribution.

"It is most gratifying to have such splendid co-operation by the members of your Staff and we do want all associated in this effort to know that we do most genuinely appreciate their generous support of the work which the Fund is doing to assist our Hospitals and Charities maintain their high standards of care and service."

Bernard Evans, Lord Mayor, President

## Overseas Recruits

**A**MONGST young men recently recruited in West Germany for service in the V.R. as station assistants were Michael Klein, 21, (left) and Helmut Reichet, 25, now working at Flinders Street.

Both were previously in the Traffic Department of the West German Railways where, in common with all employees, they served a three year traffic apprenticeship. After his term as an apprentice, Michael became a booking clerk; Helmut a stationmaster.

Apart from station assistants, trainee enginemen and clerical officers recruited in the United Kingdom, station assistants were obtained in Holland and Denmark.

On arrival in Victoria, all the recruits from the Continent attended the Education Department's Migrant Education Service to improve their knowledge of English. In addition, they attended lectures on railway subjects and saw at first-hand a number of railway activities appropriate to the sphere in which they now work.

## Study brings rewards



Mr. Sawyer, with 27-year-old Driver Stewart Rae, of Seymour Loco. Depot, who had brought in a live-stock special train a few hours before.

**N**OW Stationmaster at Mansfield, a busy and important terminal station, George Sawyer's career underlines the opportunities for advancement in the V.R., if there is the determination to succeed.

On January 17, 1936, he began as a casual labourer at the Melbourne Goods, full of ambition. While there he studied and gained his ticket checker's, telegraph, and electric staff certificates. On January 16, 1937—exactly one year to the day since he started as a casual labourer—he was justifiably proud to be appointed a porter, at Lake Boga.

As time went by, Mr. Sawyer continued his studies and won more certificates, entitling him to don the uniform of an A.S.M. at Emu. While there, he passed his examination for S.M. and later took control at Balranald, Nar Nar Goon and Lubeck, before coming to Mansfield.

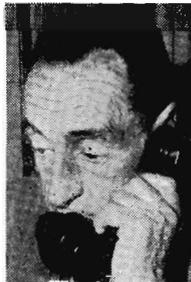
His father was a repairer and his mother a caretaker at many stations.



## Nine in V.R.

**R**OAD and Works Foremen's Clerk Bert Warren, of Ararat, is one of nine members of the family who have served the V.R. His father was a clerk at Newport Workshops and his seven brothers were in various parts of the service.

Mr. Warren, who joined the service in 1920, was in the Estate Office for five



Mr. Warren

years, at Sale for 20 years, and came to Ararat a decade ago. In his younger days he was a busy and versatile sportsman.

He was third in the Stawell Gift and on the same day won the 220 yd. event; the next year he was fifth in the Gift. At Mildura he also won a 220 yd. event. Mr. Warren played football with the Melbourne Seconds and Sale, and baseball with Williamstown and Hawthorn East-Melbourne.

And now, like so many who have been active in the sporting sphere, he just plays bowls . . .

## RECENT RETIREMENTS . . . .

### ROLLING STOCK BRANCH

Abberton, G. A., Newport  
Broman, J. R., E.R. Depot  
Berryman, S. A., Portland  
Biggs, L., Ararat  
Embling, A. C., Ballarat  
Hilson, T. R., Bendigo North  
Livermore, D. G., Newport  
Maniatis, N., Nth. Melbourne  
Manning, F. J. E., Benalla  
Ouzounis, C., Newport  
Rayham, A., Jolimont  
Whibley, T. F., N.M. Shops

### SECRETARY'S BRANCH

Gilmore, A., Head Office

### ELECTRICAL ENGINEERING BRANCH

O'Carroll, F., Batman Avenue

### ACCOUNTS BRANCH

Muir, D. G., Head Office

### TRAFFIC BRANCH

Black, H. F. J., Spencer-St.  
Gourley, E. J., Spencer-St.  
Hill, B. H., Melb. Goods  
Lorkin, J. V., Daylesford  
Long, W. E., Nth. Melb.  
McKinnon, J., Head Office  
O'Meara, M. M., Traralgon  
O'Hehir, G. T., Fairfield  
Willett, L. T., Maryborough

### WAY AND WORKS BRANCH

Cline, F., North Melbourne  
Groom, G. T., Bendigo  
Houghton, F. G., Clifton Hill  
Lance, G. F., Bendigo  
Parsonage, W., Caulfield  
Ross, R. G., Maryborough  
Stewart, J., Flinders St.  
Sweatman, P. J., Spotswood

## . . . . AND DEATHS

### ROLLING STOCK BRANCH

Gomez, F. J., N.M. Shops  
Vickers, W. S. J., Jolimont  
Willis, J. M., Warragul  
Webster, C. C., Newport  
Yorston, J. A., Korong Vale

### SECRETARY'S BRANCH

McMaster, E. J., Ambulance Depot

### ACCOUNTS BRANCH

Smart, W. C., Head Office

### WAY AND WORKS BRANCH

Gillingham, A. P. T., Nhill  
Jessiman, E. O., Spotswood  
Kelly, S. J., Benalla  
Quinlan, D. J., Ballarat

### COMMERCIAL BRANCH

Furphey, J. C., Head Office

### TRAFFIC BRANCH

Newson, F., Spencer St.



### Judo champion



Gordon Wilkie

AT the age of 21 and after only two years in the sport, Conductor Gordon Wilkie, of Ballarat, is :

- V.R.I. Instructor in Judo at Ballarat ;
- middle-weight champion of Victoria ; and
- one of the very few to win that title at the first attempt.

Judo skill is measured in terms of belts. On that basis, Gordon already is well on the way to top-ranking. He has the white, yellow and orange belts ; he is confident of getting the next two (green and blue) and then, later in the year, the most highly coveted of all, the black belt.

Unlike wrestling and boxing, judo events average only a few minutes. "Of course," Gordon explained, "they can be over even quicker than that. Once I came all the way from Ballarat to Melbourne for a contest. That meant a return trip of 150 miles and I beat my opponent in exactly five seconds !"

### Cricketers' early success

BEST cricket news from Tasmania, where the Australian Railways Cricket Carnival was in progress when this edition went to press, is that Victoria played and won its first game. The margin against Queensland was only four runs in one of the most exciting games at the Carnival.

Victoria's opening batsmen, Ted Barnes (32) and Keith Carmody (66)

gave the side a great initial partnership, but the whole side was out for 162. A highlight of the Victorian bowling was the performance of Les Hill, who took 8 for 32.

When the Victorians return from the Carnival, the final of the V.R.I. Cricket Association will be played at Royal Park between Flinders Street and North Melbourne Loco. Depot : they finished the home-and-home series with 25 and 18 points respectively.

### Diminutive boxer



ALTHOUGH Messenger Gary Stitt, of the Secretary's Branch, has lost five of his first six amateur fights (each of three two-minute rounds) he is by no means dismayed by his lack of success. He has this to remember, with justifiable pride : in one fight he got a medal for the "most courageous junior of the night."

Aged 15, Gary now weighs 6.7 and is under five feet in height. Nearly three years ago, he joined a Footscray Youth Club, being interested in athletics. However, he soon took on boxing : "I sort of liked it," he said, "and I still do. I'm going to remain an amateur, though."

His most dangerous punch ? "A left hook" said Gary with determination, "and it's a little beauty !"

### Players wanted

ASPIRING table tennis players have a wonderful chance of advancing in the sport if they join the V.R.I. Table Tennis Association. This is one of the most enthusiastic and well-organized sporting sections of the Institute, with special emphasis on the social side.

Entries for the men's and women's grades are now being received, and immediate inquiries would be welcomed by Mr. G. Smith (Hon. Secretary) at Auto. 1147. The 1961 season begins on April 10.

At the Association's annual meeting last month, trophies were presented to members of the premier teams for 1960. Messrs. P. Coates and Smith were re-elected President and Secretary respectively ; the latter, for his great service to the Association, was made a life member.

### Cycling winner



Maurice Kennedy

PROUDLY wearing the sash after recently winning the "Country Senior Sprint Championship" is 19-year-old Maurice Kennedy, a fourth year apprentice fitter and turner at the Bendigo North Workshops. His victory was gained at the Bendigo Show Grounds during the six-day bike race. Maurice is a member of the local amateur cycling club.

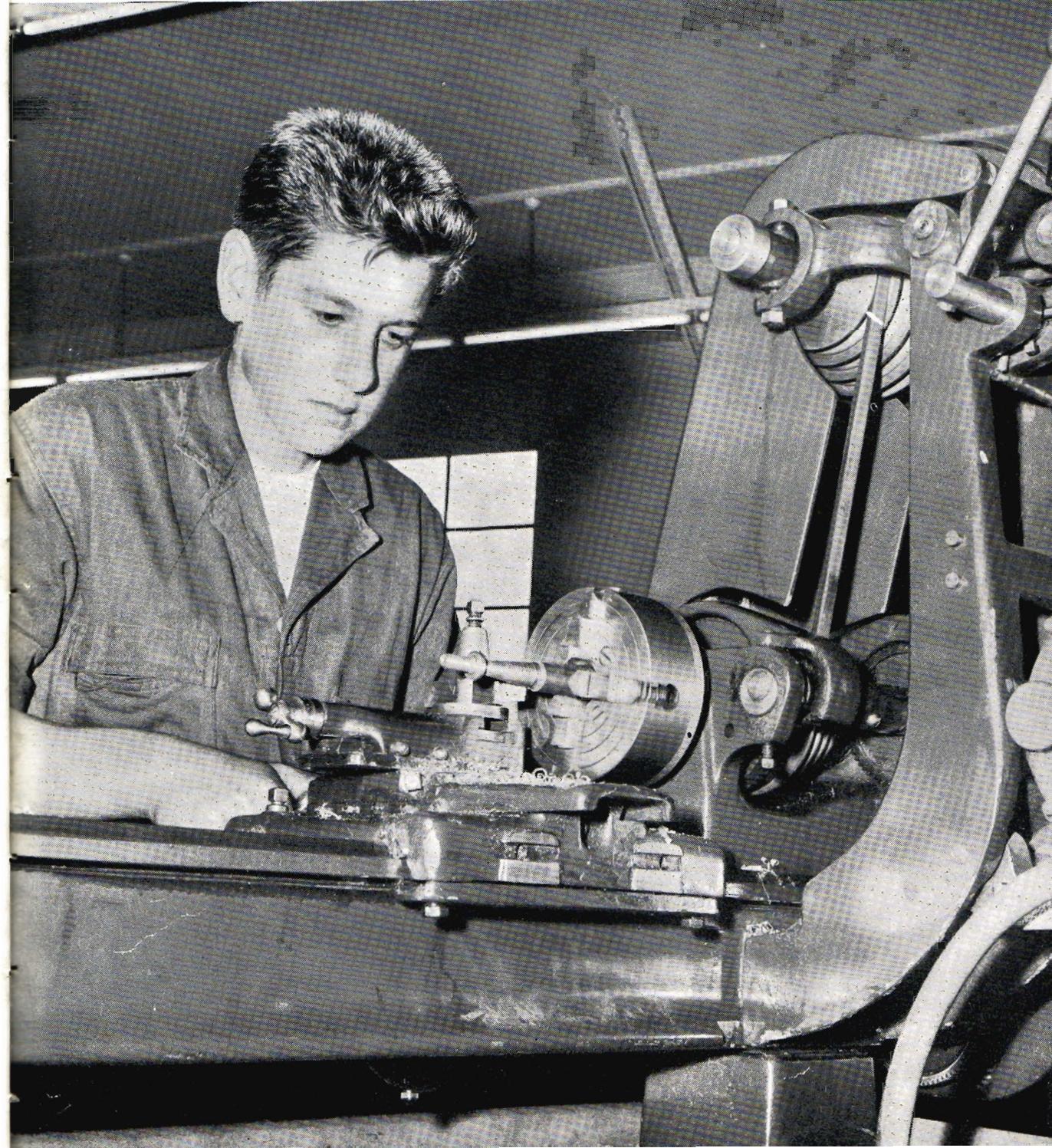
VICTORIAN RAILWAYS

# NEWS LETTER

APRIL



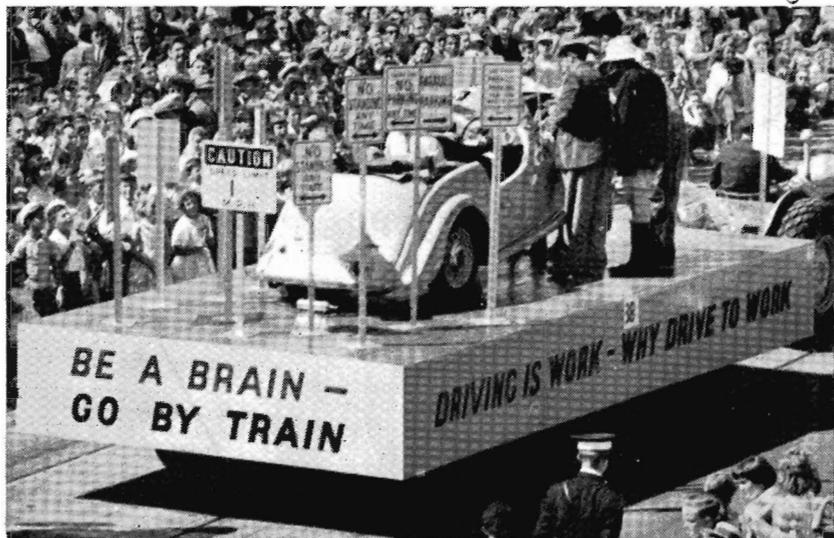
1961



# THE MONTH'S REVIEW

## V.R. float a winner

THE Department's float in the Moomba procession through Melbourne on March 13 proved a magnet to the estimated crowd of 750,000 packing the streets. *Herald* columnist E. W. Tipping said: "In our book there was no doubt in the world about the best float in the whole parade—the railways' display". In addition, *The Age* said "the railways pulled no punches in its message to motorists". The float vividly exposed the difficulties of the motorist who drives to work in the city, a fitting wind-up to the Department's widespread publicity campaign "Driving is work—why drive to work?" Hauled by a tractor and mounted on a suitably modified trailer, the exhibit was planned by the Public Relations and Betterment Board, and preparation of the float was shared by railwaymen at the Newport Workshops and the departmental motor garage at Batman Avenue.



## Migraine for motorists ?

SOME startling figures—startling from the viewpoint of the motor car owner—were given in a recent issue of *The Royalauto* (official magazine of the Royal Automobile Club of Victoria). The writer, who is the office manager of the Club, is a qualified accountant, cost accountant and auditor.

In his opening paragraph, he said: "Today the average hourly cost of a

popular medium priced, medium powered car is 9.9d. ; the average weekly running cost is £8.6.8d. These figures are based on a car under hire purchase and on which 40 per cent.\* sales tax has been charged."

He went on to discuss the many inescapable operating costs to the motor car owner and assembled them in this succinct form :

### WORKING OUT THE COST

#### CAPITAL COST

Based on Holden sedan purchased H.P.  
—3 years.

Price of car	...	...	£ 885
Sales Tax	...	...	296
Comprehensive insurance Premiums	...	...	150
			<hr/> 1331
Less average deposit 20% approx.	...	...	331
Amount financed	...	...	1000
Add finance charges 8%—3 years	...	...	240
Deposit (above)	...	...	331

Total cost (incl. 3 years' Comprehensive insurance) ... £1571

COST PER MILE ... 10d.

COST PER WEEK: (Running expenses only) £8/6/8d.

#### OPERATING COSTS

Based on 3 year replacement 10,000 miles per annum.

Comprehensive insurance Premiums	Pre-£ 150
Finance charges	240
Third party insurance premiums	30
Motor registration fees	30
Depreciation	350
Petrol and oil	220
Parking fees	75
Repairs and maintenance	130
Garage rent	75

Total Operating Costs—3 Years ... £1300

The moral of all this is obvious: "Be a Brain—Go By Train!"

\* If, as proposed, this is reduced to 30 per cent., the mileage and weekly costs would be varied only slightly.

## Names for locos.

CONTINUING their policy of naming diesel-electric locomotives after people prominently associated with early Victorian development, the Commissioners have now chosen names for the second batch of S class locomotives, the first of which went into service on November 29 last.

The following names were selected after consultation with Professor J. A. LaNauze, Ernest Scott Professor of History, University of Melbourne, and Dr. Geoffrey Serle, Senior Lecturer in History, Monash University, Clayton:

*George Higinbotham*: Attorney-General and Chief Justice.

*Ferdinand Von Mueller*: World famous botanist.

*Peter Lalor*: Leader at Eureka; Minister of the Crown; and Speaker.

*Alfred Deakin*: One of the most prominent politicians in Victorian and Federal spheres.

*Sir John O'Shannassy*: Important politician of the late 1850's and the 1860's.

*Sir Charles Gavan Duffy*: Premier and Speaker

*Sir Andrew Clarke*: Prominent in planning railways in the 1850's.

*Sir John Monash*: Australia's First World War army leader and first Chairman, S.E.C.

## Doing any printing ?

BLOCKS that appeared in *News Letters* published between 1949 and 1958 are now for sale at 3d. per sq. inch, plus freight or postage. Applications should be made now to the Public Relations and Betterment Board, Railway Offices, Spencer Street, Melbourne.

As *News Letters* become two years old, blocks will be on sale for a period of two months.

## FRONT COVER

OPERATING a modern lathe in the manual training school at the Newport Workshops is Apprentice Fitter and Turner Daryl Sparks. For picture story of this new apprentice training scheme, see Pages 56 and 57.

# WODONGA LINKS THE STATES

**V**ICTORIA and New South Wales may have their separate gauges, rolling-stock, uniforms, safe-working systems and railway attitudes. But to the railwaymen on either side of the Murray, Wodonga blends all these differences into a single meaning—*CO-OPERATION*. It is a fascinating sight to see this in reality. Again, it is a tribute to both States to see the complexities of gauge translated into smooth railway operation.



Symbolizing the link between the Victorian and New South Wales railway systems, N.S.W. Shunter L. Masterson couples wagon air-brake hoses at Albury with Victorian Yard Foreman B. Rook looking on.

**A** N.S.W. livestock train steams into Wodonga on the 4' 8½" gauge. On the 5' 3" track alongside, a Victorian train is heading off over the River Murray to Albury, N.S.W., Over at Albury the same atmosphere prevails. Broad gauge tracks cross standard gauge tracks. Victorian and N.S.W. signals speak their message; cross-talk but clear. And, to round it off, both Victorian and N.S.W. trains

will use a common line from Wodonga and Albury, by means of the third rail, to Bandiana where 26 miles of sidings again criss-cross in both gauges.

A break of gauge, of course, means costly transfer and, pending the new standard gauge extension into Victoria, this is the pivot of interstate train handling.

At Albury gantry cranes tower over the scene. On the long goods platforms below, an incessant relay of

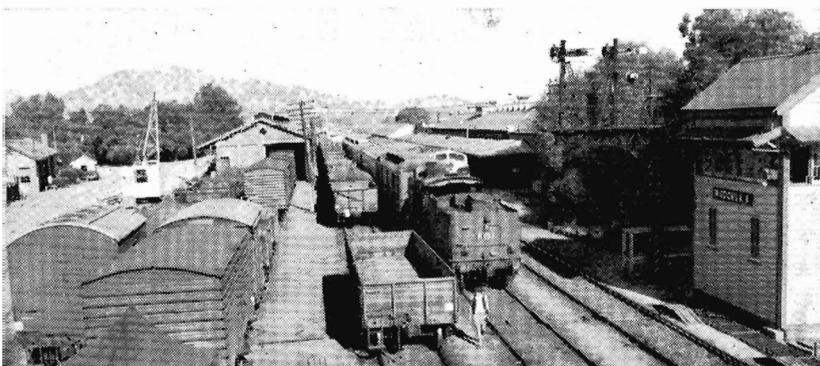
hand-trucks oscillate between Victorian and N.S.W. rolling-stock. The Expresses exchange their passengers swiftly and smoothly. In the telegraph offices, Melbourne and Sydney receive the messages that the border is securely linked.

It is difficult to separate Albury from Wodonga when relating a Victorian railway story.

Albury has an intriguing staff situation. The Victorian Traffic Inspector shares the same office with his N.S.W. counterpart; truly the liaison officers between the States and consequently ever in conference.

In the Albury marshalling yards a Victorian yard foreman supervises his Victorian leading shunters who in turn have only N.S.W. shunters in their gangs. N.S.W. signalmen operate their signal frames under Victorian rules of Electric Staff as well as being acquainted with the N.S.W. methods of safe-working. The safeworking instruments are maintained by Victorian fitters. Victorian and N.S.W. enginemen man their own locomotives in this very cosmopolitan atmosphere.

Together with the traffic inspector, Albury has a Victorian staff of a yard



Wodonga's busy marshalling yard filled to capacity in handling the great volume of goods traffic.

foreman and four leading shunters. Four Victorian yard pilots operate each way from Wodonga. In conjunction with N.S.W. staff these Victorian railmen despatch an average of 5,000 wagons a month involving about 130,000 tons of bulk loading, fruit and general freight. Including *The Daylight* and *Spirit of Progress* they attend to the arrival and departure of five 'down' and four 'up' passenger trains.

Wodonga, however, has its own identity as a Victorian out-post 187 miles from Melbourne.

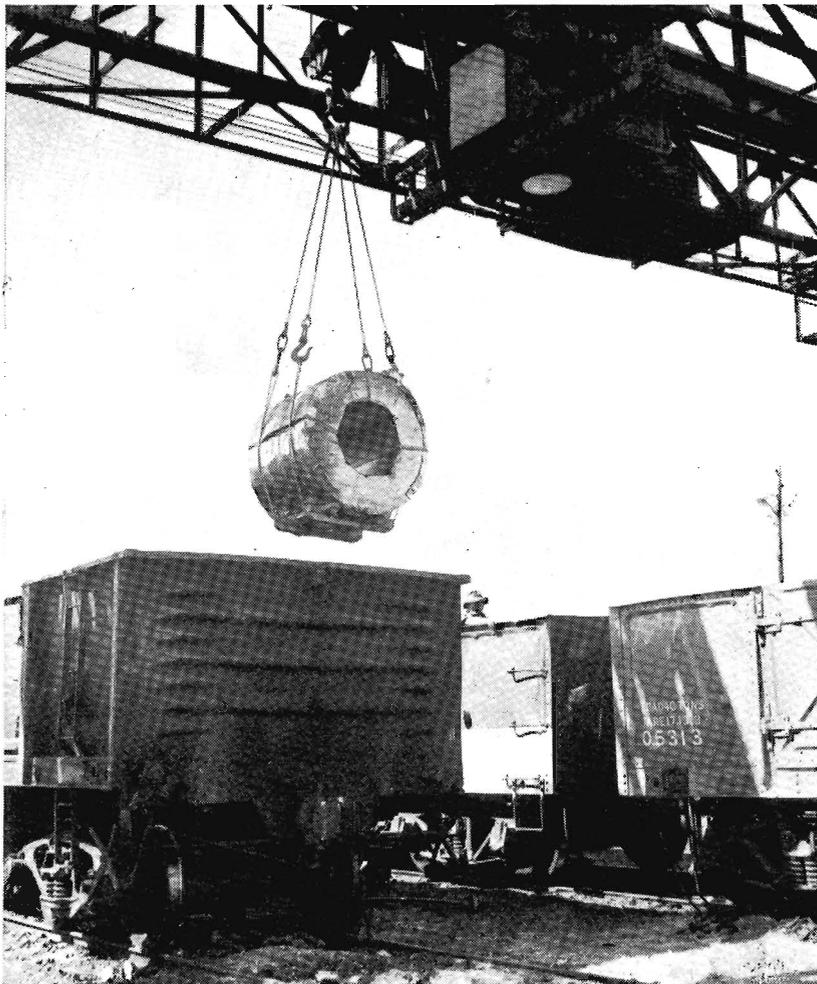
Apart from its border significance, Wodonga is the largest livestock trading centre outside Melbourne. Over 18,000 livestock wagons annually are needed to cope with local cattle and sheep sales. On the Cudgewa branch line, four special stock trains may be required in one day. Recently an additional daily train was time-tabled to cater for regular livestock traffic.

At the Wodonga coal siding—really a misnomer today—the huge gantries are now pressed into service to transfer other commodities. Last year 330,000 tons of varying freight, including steel and motor cars, was handled for Victoria and South Australia. Such is the activity there that 1,140 tons of steel was transferred in eight hours.

Additional traffic at Wodonga now covers heavy equipment, up to 50 tons per wagon, for the Snowy Mountains Hydro-Electric Scheme. Also a new superphosphate depot is kept supplied by rail traffic to maintain its 10,000 tons capacity. Scrap metals flow by rail constantly to the Bradford-Kendall's foundry where automatic couplings for Victorian rolling-stock are manufactured.

Special migrant trains to Bonegilla are another feature of Wodonga traffic that often involves two special trains direct from the Melbourne sea-board.

With an overall staff of 241, Wodonga railmen prepare, service and man 14 'up' and 11 'down' trains as well as specials each day. Livestock is transferred and watered at the re-constructed



Coil steel being transferred at Wodonga coal siding from New South Wales and South Australian wagons. This is part of a continuous flow of general steel freight from Newcastle to Port Kembla, S.A.

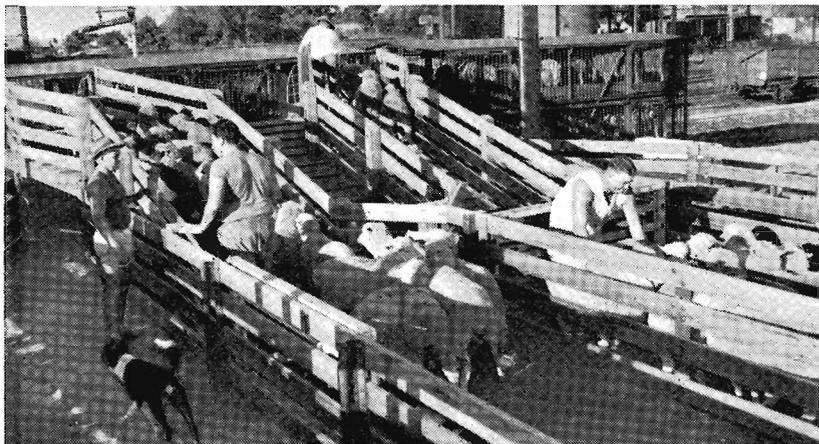
stock yards. *Spirit of Progress* and *The Daylight* are cleaned and serviced for the return trips and each train is reversed

at the Cudgewa junction that forms an ideal triangle for the purpose.

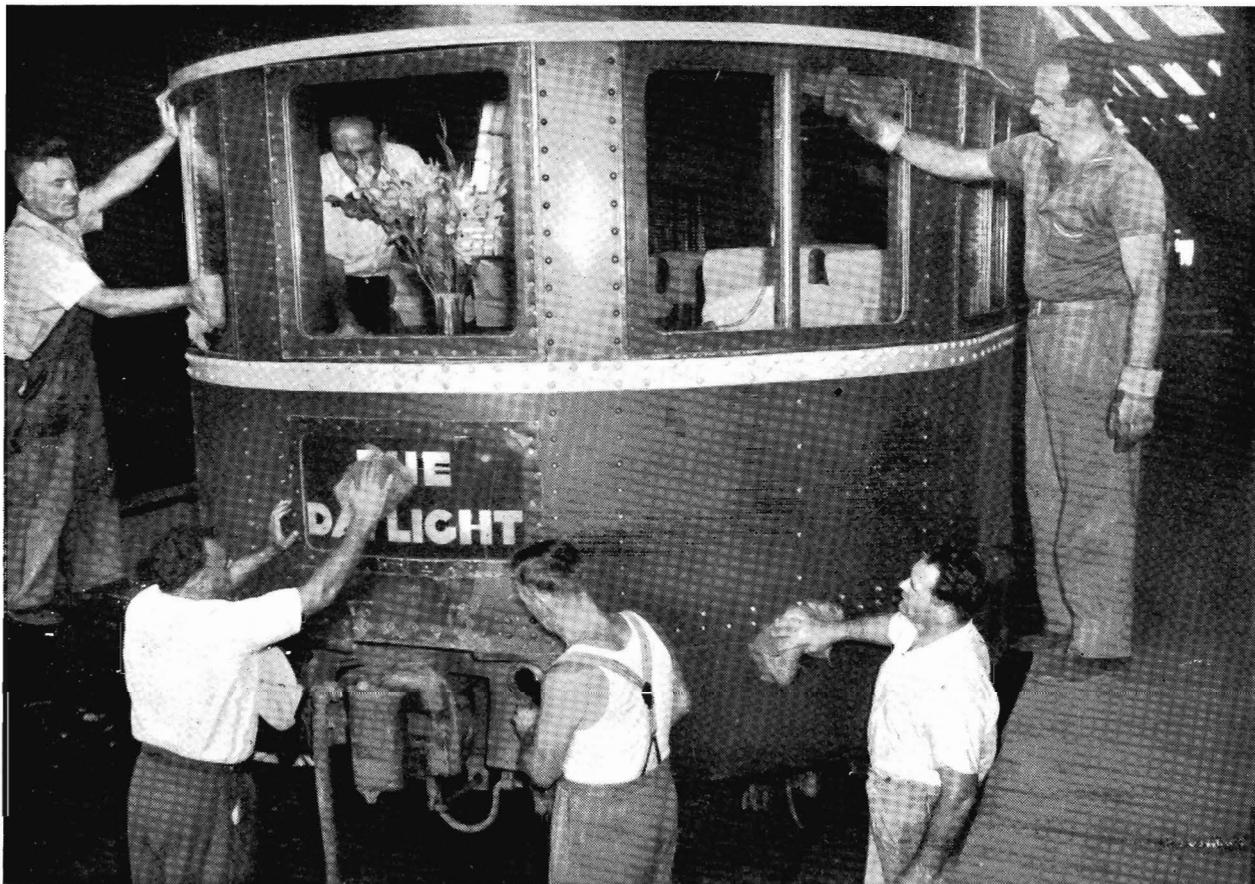
At the Wodonga Loco Depot, both diesel and steam locomotives are serviced. Here, too, is the home of the *Spirit of Progress* enginemmen who pioneered the tradition with those mighty, since deceased, 'S' class steam locomotives. Together with Melbourne crews they man their "old" train (as they affectionately call it) and the newer *Daylight* with diesel locos. The depot also maintains a staff for the examination and running repairs of rolling-stock.

Passenger journeys from Wodonga average 18,495 a year. At the goods sheds the annual tonnage handled averages 48,309 inwards and 4,142 outwards. Apart from the personal contribution of Wodonga railwaymen to community affairs the decentralization value of the railway district is £9,345 in railway wages circulated every fortnight.

With Wodonga is linked the tourist potential of the Murray Valley. With the grand old Murray itself close by and the Hume Weir only a short distance



Livestock forms a major portion of traffic at Wodonga. At the re-constructed stock yards sheep is being loaded for Melbourne.



(Above) The Club Car of Australia's fastest train, *The Daylight*, is receiving specialized cleaning treatment at Wodonga in readiness for the return trip to Melbourne. (Below) Careful checking of consignments arriving at Wodonga is being done by Goods Checker B. Kelly (left) as Goods Truckers R. Waite and E. Goes begin discharging a rail wagon.

away, Wodonga is an outlet to a fisherman's paradise and the drifting boatman who just likes a changing beautiful scene. A rail motor from Wodonga traverses a typical pastoral landscape against the foot-hills of the Australian Alps.

Although widely publicized in all the news, T.V. and radio media the standard gauge extension project is an active theme at Wodonga. Thus the story must include it in terms of a changing pattern in Victorian-N.S.W. rail linkage. It becomes, indeed, a recognition of over 77 years of railway skill in maintaining the flow of traffic through a broken gauge; a recognition, too, of a faith for the future of railway transport.

There is something in Wodonga's importance and value that was echoed when the Victorian and N.S.W. Governors met in 1883 on the border before 1,000 representatives of Australian life. The Marquis of Normanby, Governor of Victoria, said: "I am inclined to believe that this will be the first step towards the union of the Colonies" (Federation). The occasion was the opening of the Murray bridge rail link between the two States. The statement, as seen now in Wodonga, has proved ever so prophetic.

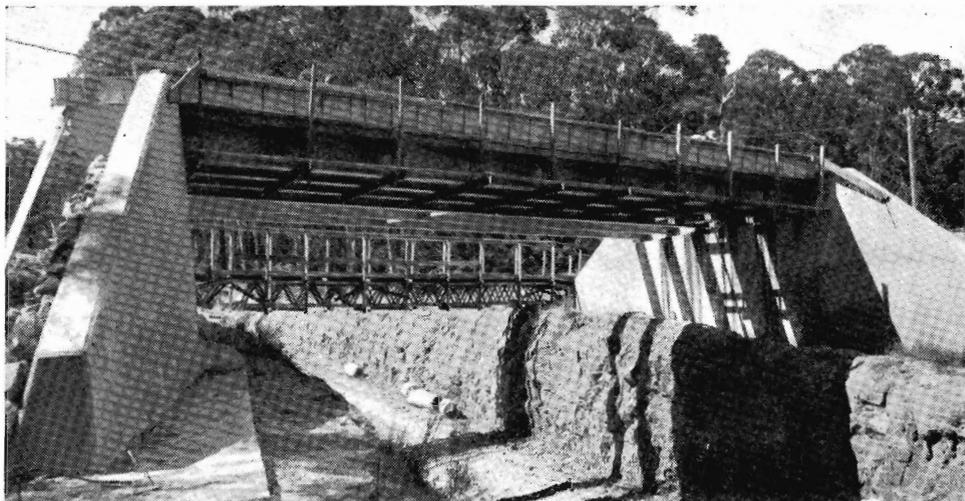


# HILLS ELECTRIFIED LINE TAKING SHAPE

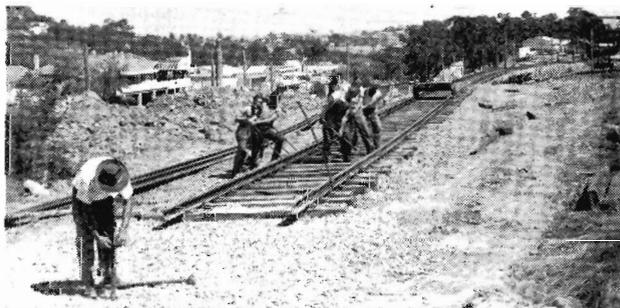
**F**OLLOWING the completion of earthworks and concrete sub-structures for overhead bridges, there has been increased tempo, between Upper Ferntree Gully and Belgrave, on the conversion to broad gauge and electrification of the narrow gauge line. New station platforms have had to be built to replace old platforms at Upwey, Tecoma and Belgrave. All former level crossings have been abolished. Station

buildings at Upper Ferntree Gully had been re-built and the trackwork re-arrangement in the station yard nearly finished. Most electric trains now terminating at Upper Ferntree Gully will be extended to Belgrave, with special provision for peak hour periods. Building of the line is under the control of the Chief Engineer for Railway Construction.

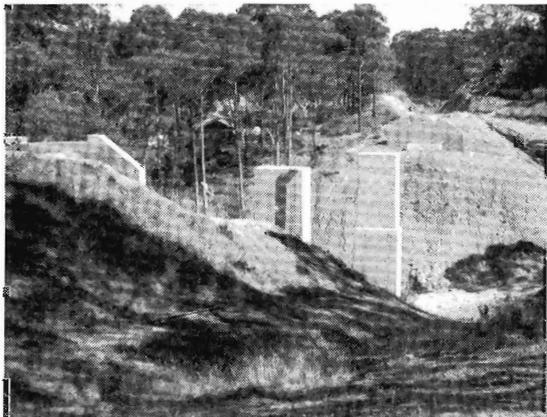
New bridge at Glenfern Road, between Upwey and Tecoma, replaces a level crossing. In the background can be seen the temporary footbridge consisting of old electrification overhead structures.



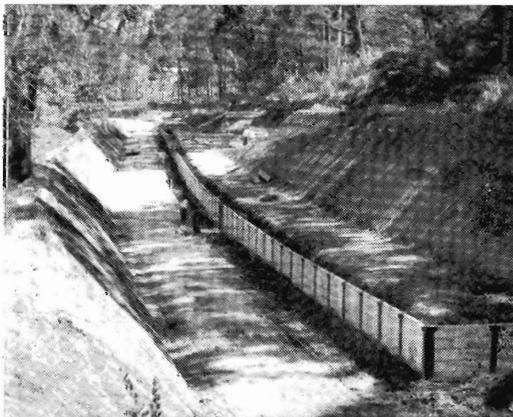
Under the supervision of departmental engineers the Puffing Billy Preservation Society built this new terminal on the "down" side of Belgrave station for the expected running of narrow gauge trains beyond to Emerald.



The old narrow gauge line having been dismantled, the new broad gauge track over which electric trains will run to Belgrave, is now being laid—Upper Ferntree Gully station is in the background.



Sub-structure of a bridge over a valley at Belgrave to take the re-aligned broad gauge track to Belgrave. The bridge will be 60 ft. high and 225 ft. long.



With the completion of the new, curving platform at Tecoma, foundations are being laid for the station buildings. Entrance to the station will be by means of a ramp.

# STANDARD GAUGE CLOSER

**M**ORE than one-third of the 180 miles of new standard gauge railway line from Broadmeadows to Wodonga had been laid up till last month, and most of the project should be completed by the end of the year. Freight trains would run on the new line for some months in advance of the passenger trains.

More than 1,190 men are at present working on the project that began in November 1957. Almost one-third of the total number of men are accommodated in special camps at nine locations along the line.

**N**EW Australians from many overseas countries are working side by side with Australians. For many New Australians it is their first occupation in Australia.

One of the main features of the new line is the elimination of many rail-road level crossings. This would be achieved by the construction of either overpasses or underpasses or road deviations being constructed by the Country Roads Board.

Work was well advanced at most of the locations.

The construction of the new line has involved extensive alterations to station

shunting yards, and the location of signals, signal boxes, platforms, buildings, stockyards and even the location of homes for railway workers. Seventeen new homes have been built and seven others re-located.

More than two million cubic yards of earth filling have been used and the foundations for 186 bridges completed. In addition, 320 culverts under the standard gauge tracks have been built.

Six thousand poles will be required along the line on which the signalling wires and power line will be carried. More than 4,600 poles have already been delivered. The first masts on which the automatic signals will be placed have been erected.

Between Wodonga and Jacana (near Broadmeadows), the new standard gauge line runs alongside the existing broad gauge line.

In the country, the standard gauge line skirts around behind station buildings to pass through the existing stations.

From Jacana to Albion one of the existing freight lines will be converted to standard gauge. Between Albion and Spencer Street there will be mostly new line but a small portion of the existing broad gauge double line will be converted to a dual gauge track.

The standard gauge line will not have intermediate stations, and all standard gauge passenger trains will run express between Melbourne and Albury.

Some freight trains will stop at Somerton to serve that developing industrial area. Fifteen crossing loops will allow the trains to pass each other.

The standard gauge line will have power-operated signals and points, controlled by the latest type of electronic "push button" equipment in Australia. The operating panel will be located in a special room in the "nerve centre" Control in the railway offices, Melbourne.

Construction of new buildings at Spencer Street station will begin in the next few months. Included in the construction will be a 1,350 ft. platform with a dual gauge track, a free car park with a capacity for 300 vehicles of railway patrons, underground tunnels for moving luggage and parcels and a new cafe that will accommodate almost 150 persons at a sitting

B.R. JOTTINGS

## "Jetting" telegrams

**A**N automatic electronic relay system, that can handle messages at the rate of 83,000 words a minute, is to be installed by British Railways at Crewe, 158 miles north of London.

It is claimed that the equipment receives telegraph messages from a number of incoming circuits, temporarily stores them in a magnetic drum, sorts them out according to destination and then re-transmits them to the appropriate outgoing circuits in order of priority and time of arrival.

## Fine tribute to steam

**A**T the naming ceremony when the last steam locomotive to be built for the British Railways was placed in running, Mr. R. F. Hanks, Chairman of the Western Area Board, spoke of the part steam locomotives generally had played in contributing to the progress of civilization.

What he said, in part, surely reflects the affection for steam locomotives held by people, regardless of age, all over the world:

"No other product of man's mind has ever exercised such a compelling hold on the public's imagination as the steam locomotive. No other machine, in its day, has been a more faithful friend to mankind nor contributed more to the cause of industrial prosperity in this, the land of its birth, or throughout the world. "No other machine, somehow, is so human and so gentle and yet, when unleashed, is capable of such noble power and strength, nothing quite so graceful in action and nothing quite so romantic.

"Those who have lived in the steam age of railways would carry the most nostalgic memories right to the end."



Standard gauge creeps nearer Melbourne. Close to Benalla this 90 ft welded rail is being turned into position after which it will be "pinned" down by the pre-driven dog-spike. In the right of the picture can be seen the metallised edge of the existing 5ft. 3in. gauge track.



In this picture at the metal trades manual training class are Instructors J. Mitchell and N. J. Emmett and Senior Instructor S. E. Curwood in dustcoats from the left foreground.

## FUTURE V.R. CRAFTSMEN

IN the training of apprentices, a feature is the close, personal tuition by experienced instructors. These pictures, covering a few of the trades open to apprentices were taken at the new manual training centre, Newport Workshops. Apprentices have facilities for sporting recreation, too.



(Above) Apprentice Fitters and Turners N. Parfitt and J. Stevenson being taught by Instructor J. Mitchell in the marking out of a chipping block exercise. (Right) Performing the finishing operation on a "G" clamp is Apprentice Fitter and Turner P. Browning.





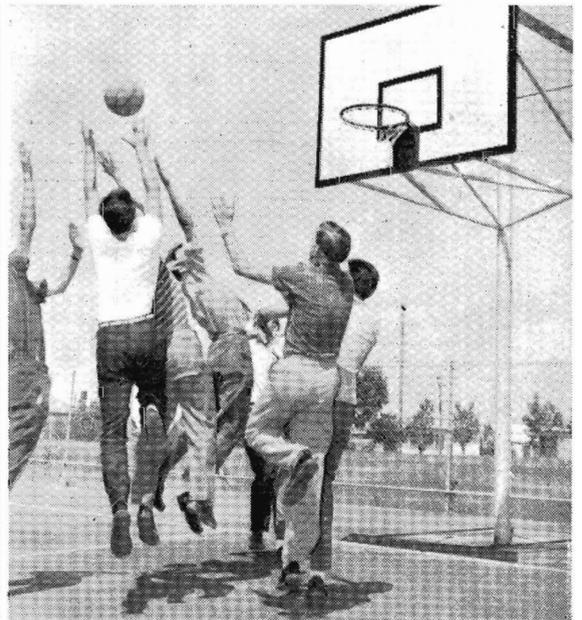
Apprentice Upholsterer G. Ragis is attaching webbing to a small seat frame prior to stringing.



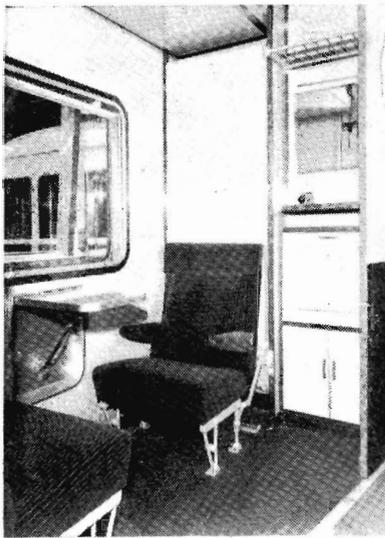
Under the guidance of Instructor A. J. McGilton a problem is being worked out by Apprentice Car and Wagon Builder J. Anderson.



For use in a passenger carriage, a partition is being moulded by Apprentice Car and Wagon Builder, L. Hazelgrove.



In their mid-day break, apprentices revel in a game of basket-ball at the Newport Technical College.



Two comfortable seats flank the wide windows of each sleeping compartment

**S**ECOND-CLASS passengers on the Trans-Australian railway between Port Pirie Junction and Kalgoorlie have greatly improved travelling conditions following the introduction of four new, modern, air-conditioned sleeping cars and two air-conditioned sleeper lounge cars. These carriages together with two power cars and four brake and crew vans, were recently built for the Commonwealth Railways in Japan.

Believed to be the first cars of this type on any railway system in the world, the chief improvement is that two-berth compartments are provided instead of four-berth. The latter have certain disadvantages, the main one being that

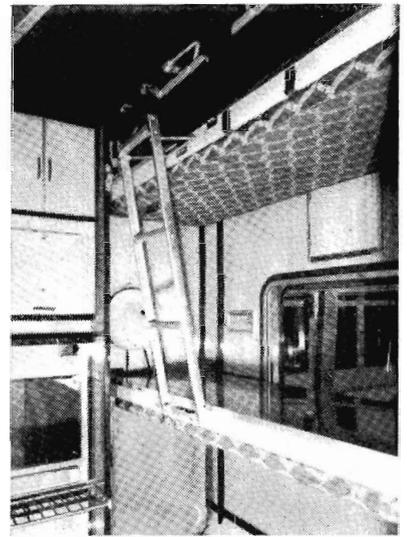
# New Sleepers On Trans- Australian Railway

a man and wife must separate and share a compartment with strangers. The Commonwealth Railway authorities confidently expect that the new two-berth compartments will attract more passenger business.

In effect the new cars contain two-berth roomette compartments. The existing roomette layout was adopted in part, with the major modification of adding an upper berth and a compartment seat to replace the visitor's seat, giving two seats to each compartment.

Comfort is assured by sponge rubber mattresses fitted to the berths; sponge rubber is also used exclusively in the cushion, back and folding arm-rests. Seating upholstery is a fine quality moquette, with a vertical rib pattern. The colours are rust-red and bright green in alternate compartments.

A stainless steel washbasin folds out of sight behind a hinged panel that blends with the wall lining, giving a further space gain. Below the basin, a cabinet houses a waste receptacle, while above



Berths lowered into position, ready for the addition of bed-clothes by the conductor.

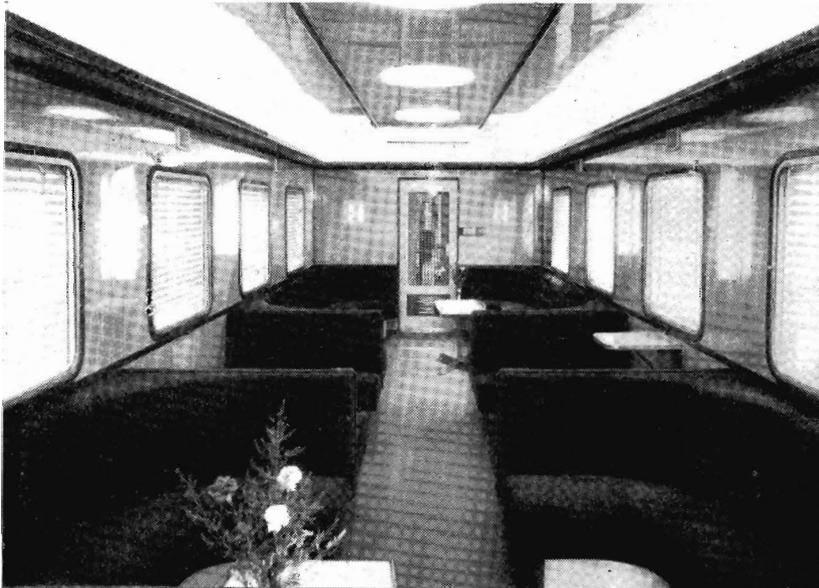
it there is a toilet shelf, mirror, mirror light, electric shaver outlet and a luggage rack. Wardrobes are provided for each passenger.

Measuring 83 ft. 2 in. in length, the new sleeping cars each accommodate 36 passengers.

In each of the sleeper lounge cars 20 sleeping berths are available for passengers, while the lounge portion (31 ft. 4 in. in length) has seating room for 36 people. Seating in the lounge is very comfortable, the height of backs being parallel with the lower part of the wide windows, that have venetian blinds. Seat upholstery material is the same as in the sleeping compartments, except that it is a carmine colour, and with the blue vinyl floor, maple laminate walls and white ceilings, the appearance is bright and pleasing. Fluorescent light is provided. Small tables fold into the outer wall under the windows; two moveable occasional tables of utilitarian shape are also available.

A feature new to Australian railway rolling stock is the automatic door mechanism fitted to the swing door between the lounge and corridor of the sleeper-lounge car. The mechanism is operated from a floor switch under a rubber mat on the lounge side and a touch switch on the door stile on the corridor side. A passenger approaching from the lounge steps on the mat and the accumulator pressure immediately operates the mechanism opening the door away from the passenger. Similarly, the door opens away from a passenger entering the lounge from the corridor.

The added comforts provided by these new cars, combined with the modern saloon-type seating cars on *The Overland* between Melbourne and Adelaide, increase the attractiveness for second-class passengers on the through Melbourne—Perth rail journey.



Underlined here is the comfort awaiting passengers in the lounge section of the lounge-sleeping cars.

# LINES FROM OTHER LINES



Multi-purpose rail-car

**T**HIS versatile, time-saving motor truck (*above*) that can ride the railway has been developed for the Swedish State Railways. It is a self-contained repair, maintenance, and emergency unit ideally suited for work on electrified lines.

In the back, there is a complete workshop; a portable workbench can be quickly mounted at the outside rear for bigger jobs, such as pipe fitting, bending and cutting.

## Modern freight yard in Canada

**C**ANADIAN National Railways have officially opened its automatic classification freight yard in Moncton: it cost about £7½ million.

Reputed to be the most modern classification yard in the world, it will reduce terminal time of freight cars at the Moncton station by up to 85 per cent.

The yard, which took three years to build, has an area of 830 acres, 79 miles of track and a capacity of more than 5,000 freight cars. It is the first of four such Canadian National Railway yards to open in Canada. The Montreal yard is scheduled to open this year, the Symington yard at Winnipeg in 1962 and the Toronto yard in 1965.

## New wagons for motor car transport

**A**LTHOUGH the rail wagon with one or two loading levels for the transport of motor cars is an established fact, the French Railways have developed a novel idea.

This consists of the use of convent-

All of the accessory controls are located in the driver's position. These include rail wheel levers, the rooftop work platform and the truck-jack. Three double-acting hydraulic jacks stabilize as well as lift and lower the railcar's rooftop work platform.

In about a minute and a half, the 6½-ton capacity truck-jack lifts or lowers the railcar on and off the railway track.

ional flat wagons with a floor that slopes from the centre length down to each edge. Thus, two small-sized vehicles, can be placed side by side without risk of damage, their wheels being brought close together without their bodies touching.

In this manner, six cars can be loaded on a flat wagon instead of three in the case of a wagon not so equipped. Gangways can be installed at the end of the wagon to permit passage from wagon to wagon during the loading of cars.

## Interlocking signals electronically

**A**LTHOUGH the science of electronics has been applied to the remote-control and indicating elements of some signalboxes, the interlocking of points and signals until now has always necessitated mechanical locks or electrically-operated magnetic relays.

A trial installation, (using transistors, semi-conductor diodes, and ferrite cores) of what is expected to be the first electronically-operated system of

signal interlocking in the world, is expected by mid-1961 on the Western Region of the British Railways.

The apparatus is being developed on the basis of research suggested by the Chief Signal Engineer, British Transport Commission. Its successful use may lead to important savings in maintenance costs.

Adoption of electronic interlocking for future signalling schemes will depend largely on its ability to surpass the outstanding reliability for this purpose of magnetic relays that can operate for a minimum of five years in a sealed box, and have a failure rate of only one in thousands of millions of operations.

## First in overhead research

**A** railway traction research laboratory built to study the behaviour of overhead equipment of the types used on Britain's new high speed electrified railway system, is thought to be the first of its kind in the world.

Previously the designer of overhead current collection systems had to rely almost entirely on observations on the actual railway track.

Now, a fully-produced scale model reproduces, at simulated speeds up to at least 100 miles per hour, conditions on the new lightweight high-voltage alternating current catenary system being built in the United Kingdom for British Railways.

## Increasing track loads in Austria

**E**FFORTS will be made on the Austrian State Railways to push ahead the work of reinforcing the standard gauge lines by increasing the weight to be carried on each rail to 20 tons per axle. This work will be completed in 1965 for the first-class running lines and in 1980 for the remaining 44 per cent. of main lines.

Among other measures adopted is track welding. In the last nine years it has been possible to eliminate almost 380,000 rail joints, equal to 25 per cent. of those existing at the end of 1950. Within 12 years it is hoped to provide welded rails over the entire Austrian network.

## Too large for roads

**T**HE size of some road vehicles from time to time causes misgivings amongst the public, says *The Railway Gazette*, England. Now that traffic on nearly all roads is fast increasing there are complaints of obstruction caused to other road users by very large vehicles. Demands are made that such vehicles be banned from the roads.

Commenting on this, Lord Stonham, Chairman of the Road & Rail Association, maintains that, apart from over-large or dangerous loads, there is no need for direction of heavy long-distance traffic from road to rail. Modernized railway goods services offer an economic and increasingly efficient alternative service.

# VARIED V.R. SERVICE BRINGS THANKS

## First-aiders praised

"PLEASE accept the thanks of this Company for the help your first aid men, Messrs. A. Maude and J. Grove and others gave to our Mr. Weeks after his accident this morning."

"It is much appreciated by all concerned."

—*Ronaldson Bros. & Tippett Ltd., Ballarat.*

Hit by a motor car while riding his bicycle in the vicinity of the Ballarat North Workshops, Mr. Weeks sustained abrasions, bruises and shock. He was treated by a number of V.R. first-aid men employed at the Workshops.]

## Smooth group travel

IT is desired to officially record the co-operation and assistance given by the stationmasters at Colac,

Birregurra and Winchelsea, during the recent movement of Legacy children to and from holiday camps.

"Without the personal interest of the officers concerned, the smooth running of this operation would not have been achieved, and my Club in particular, is most appreciative of the assistance."

—*E. J. Robins, Hon. Secretary, Colac Legacy, Colac*

## Pleasure to deal with V.R.

"AS my business in Boisdale has been sold would you please cancel my freight contract."

"I would like to take this chance of thanking your staff, who have at all times been ever ready to help me. They have made it a pleasure to deal with the railways over the last 10 years, and their readiness to assist at all times,

even the staff on the late train, to shift heavy articles for me has made my job so much easier."

—*Reta M. Spillman, Boisdale*

## Elderly folks helped

"TRAVELLING to Altona on Sunday morning last, my wife and self both elderly, inquired of other travellers at Newport which was the train for Altona and as a result we found that we were on the Geelong train, and so alighted at Laverton, and we now express our sincere thanks to station assistant at Laverton for his kindness and thoughtfulness that we arrived at our destination, Altona, for dinner, after friends had made three trips to meet train at Altona."

—*D. J. Sullivan, 58 Erin Street, West Preston, N.18*

# FURTHER PRAISE FOR WHEAT HANDLING

## From Mallee wheat growers

"THE growers in the Meringur area at a recent meeting expressed their thanks and appreciation for the very co-operative and excellent manner in which the recent bountiful grain harvest was handled by the railways."

"They were very pleased with the services of the Red Cliffs Stationmaster and staff for the speedy and consistent handling of trucks along the Morkalla line."

—*G. E. Ruchel, Hon. Secretary, Victorian Wheat and Wool Growers' Association (Meringur Branch), Meringur*

## From Warracknabeal

"THE Committee directed me to write you expressing the deep appreciation of members of this Society, and all concerned in primary production in the way that the Railways Department has moved the wheat crop this harvest."

"We join other organizations in this expression realizing the tremendous task accomplished. Would you kindly convey to all concerned, more particularly those who were intimately instrumental in this achievement, the deep appreciation of this Committee."

—*C. N. Rogers, Secretary, Warracknabeal Agricultural & Pastoral Society*

## From Ultima

"AT a well attended meeting of my Council which was held at Culgoa, I was instructed to convey to you the following resolution—

"This District Council wishes to extend its sincere thanks and appreciation to the Victorian Railways for the

manner in which they handled and transported our wheat harvest."

"Delegates were most appreciative, and wish you to convey to all concerned their sincere thanks."

—*J. M. Cooper, Secretary, Wheat & Wool Growers Association, Ultima*

## From Natimuk

"BY a unanimous vote at our annual meeting, I have been instructed by the members of the Natimuk Branch of the Country Party to convey to you and your staff their appreciation of your efficient and courteous service in the transporting and clearing of the silos of this year's record wheat harvest."

—*Lou H. Sudholz, Hon. Secretary, Country Party (Natimuk Branch)*

## From a flour miller

"OVER the past few weeks we have been forced to call for assistance from the Railways for disposal of surplus wheat in this area, and, in addition we have received Northern wheats, with the general traffic also being handled."

"During this busy period we have been given very good treatment by your Department and we wish to record our thanks to your Bendigo Control Officer J. Carroll, and also our local staff, Messrs. A. Caudry and L. Drury. They have all been very co-operative in our heavy requirements and it has enabled us to carry through a rather difficult programme."

"I would be very happy if you could pass our comments to your officers for their help."

—*R. W. B. Pearce, Manager, Water*

*Wheel Flour Mills Pty. Ltd., Bridgewater*

## From the Mallee

"I would like to congratulate you personally and your staff on the courteous and efficient way in which the wheat has been handled during this record harvest."

"I have come into contact with many farmers throughout the Mallee and they have been loud in their praise of your wonderful efforts."

—*A. R. Mansell, M.L.C., writing to Stationmaster, Ouyen*

## From Rochester

"I was instructed at the recent meeting of the Rochester Branch of the Victorian Wheat and Wool Growers' Association to thank you for your helpful co-operation that assisted so materially in ensuring the smooth and expeditious handling of the recent bumper wheat harvest at Rochester."

*R. W. Haines, Hon. Sec., Rochester V.W.W.G.A., writing to the local Stationmaster*

## From Shepparton

"THE Goulburn Valley District Committee of the Australian Primary Producers Union wish to express to the Commissioners and staff of your Department their deep appreciation of the efficient manner in which they handled the recent wheat harvest."

—*S. Morvell, Secretary, The A.P.P.U., Goulburn Valley District Committee, Shepparton*

## Newport Workshops Safety Committees Active



THE fact that there are two Safety First Committees at Newport Workshops underlines the emphasis placed on accident prevention at this huge railway undertaking.

Consisting of 29 representatives of the men in the various shops, the first committee holds monthly preliminary meetings. (Left - from left): the Secretary and President respectively, Messrs. A. C. Faull and H. Hopper, with the Newport Workshops Safety Officer, Mr. J. McCubbery. This committee considers safety suggestions brought to it from the different shops.

Any thought to be potentially valuable are then submitted to the 10-man Management Safety First Committee that meets every two months under the chairmanship of Mr. A. Ray (Senior Clerk).

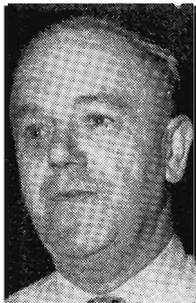
Throughout the year, scores of items are thoroughly investigated, and appropriate remedial action is taken wherever warranted.

## Back to Tobruk

WHEN Clerk Len Cook, of the Melbourne Goods, was in Tobruk during the famous World War II siege in 1941, he recalls, amongst other things, wondering if:

- he would get out alive; he
- would ever return to Tobruk in peacetime.

His first hope was fulfilled in December 1941, and the other is about to be realized, for he left last month as a member of the First Pilgrimage to war graves in the Tobruk Cemetery.



Organized by The Rats of Tobruk Association, the party from all States totals 35. Mr. Cook is representing the 4th A.G.H. Association, of which he is now President, having been Secretary for 13 years. He will be Assistant Administrative Officer of the Pilgrimage.

After Tobruk, the pilgrims will visit the Continent and Scotland, also England where many functions have been arranged with important personages, such as H.R.H. the Duke of Edinburgh and Lord Slim, attending.

Mr. Cook had six years in the Second A.I.F. When he enlisted, he was a booking clerk at Geelong; he has been in the Melbourne Goods for the past five years.

## V.R. man works in N.S.W.

BILL REES is a Victorian Railwayman, yet he works and lives in New South Wales: he is ganger of the track force maintaining 17 miles of the line from Yarrowonga over the River Murray towards Oaklands. He has been a ganger for half of the 20 years he has been on this section.

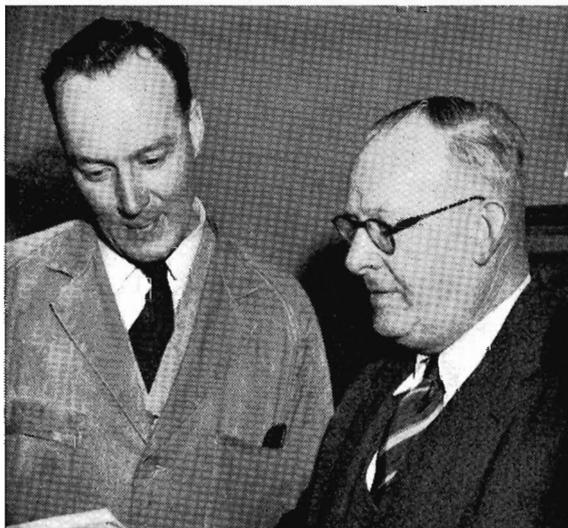
Outside his day-to-day work, Mr. Rees' main interest is concentrated on budgerigars, of which he has about 150 in many colours. One of them—Joey—causes a mild stir in the football season

when, after a Collingwood win in Melbourne, he says triumphantly: "C'arn the Maggies!"

Mr. Rees is keenly looking forward to the approaching formation of a first-aid class at Yarrowonga. His reason is very realistic. "My men and I," he says, "work on a lengthy stretch of track often remote from settlements. We can't overlook the possibility of accidents. Therefore, once we have a first-aid or two in the gang, we can be sure that something of value can be done for a man, until a doctor is called."

## Long rail links

ARARAT'S Acting Depot Foreman Bill Provis (left) and Senior Clerk Stan Gullick both have long family links with the V.R. Mr. Provis' grandfather and father were electric train drivers, an uncle was a tramway inspector at Elwood, and a brother is still in the service as a fireman. Coming to Ararat in 1957, Mr. Provis is now President of the local V.R.I. Mr. Gullick can very well claim a record for his family amongst stationmasters. His father and two brothers were S.M.'s at Victoria Park, Maryborough and Moe respectively. Another brother is A.S.M. at Collingwood. Senior clerk since 1949, Mr. Gullick is closely associated with building societies through which many Ararat V.R. men have become home owners.



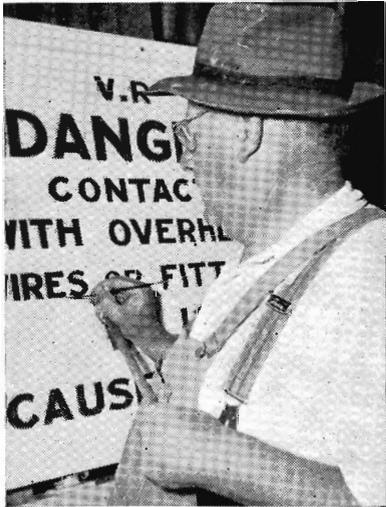


Arriving recently at Spencer Street to join the State Car for a Victorian rail journey, the Governor (Sir Dallas Brooks) was welcomed by Mr. Boyd.

**A**LTERNATING each week over the past six years as Stationmaster at the V.R.'s two most important stations—Spencer Street and Flinders Street—was the highly satisfactory climax to a railway career of nearly 50 years all over the system by Mr. W. A. Boyd, who retired last month.

When at noon on March 4 he walked

**Skilled signwriter**



Mr. Doolan

**B**IG, jovial Tom Doolan, of the Warragul Works Depot, is the only V.R. man in the Gippsland District experienced enough to do departmental signwriting work. Mainline electrification between Dandenong and Traralgon has led to a greater need for hand-lettered warning signs for public display on V.R. property.

Mr. Doolan's skill in this work goes back to the days when, as a boy in a coach-builder's shop at Rosedale, he used to help his Dad signwriting on the exteriors of horse-drawn carts of bakers, greengrocers and other traders.

from his office at Spencer Street station, it meant the severance of a Boyd family link of nearly 150 years with the Traffic Branch. His grand-father was an S.M. at North Brighton, and his father, the well-known "J.C.B.", retired as S.M. at Seymour.

"I was always mad about railways and immensely proud to be in the Victorian Railways", said Mr. Boyd last month. Evidence of his enthusiasm for railways was the period he spent in the U.S.A. between 1922-24.

With another ambitious young railwayman, he paid his own expenses and worked in many American railroads in goods sheds, workshops, stations, locomotive depots and stores offices, expanding his practical railway knowledge.

Soon after returning to the Department, he was chosen by the late Sir Harold Clapp (then Chairman) as baggage officer to accompany the then Secretary of State for the Dominions (the Right Hon. L. C. M. S. Amery, M.P.) and a party of 14 on an eight weeks Australia-wide tour.

Letters he treasures from the Prime Minister's Department testify to the excellence of Mr. Boyd's work on that occasion.

During World War II he was connected with the Allied Works Council for 3½ years, carrying out a great variety of painting work at military installations in Central Australia and elsewhere.

**Week about at "North"**

**P**ORTLAND'S S.M. supervises Portland North, and here are his two able Assistant Stationmasters who represent him there on alternate weeks: Frank Baird and Barry Edwards.



Mr. Baird

Mr. Baird has been almost 25 years at Portland. He started at Sale as a porter, transferred to Portland as a shed porter, then studied and became an A.S.M. His father, a works foreman, retired at Sale with 40 years' service; his brother, in the V.R. for 30 years, is works foreman at Korumburra. So, in cricket parlance, the Baird Family's V.R. service score is one out for 106.

Mr. Edwards began his V.R. career at Hamilton, about 50 miles away from his present departmental location. He has been located at many stations in the Geelong District; while at Lubeck he became an A.S.M. At Hamilton he took an active part, as President of the club, in advancing V.R.I. table tennis.



Mr. Edwards

**RECENT RETIREMENTS . . . .**

**ROLLING STOCK BRANCH**

- Brett, C. W., Newport
- Blanchfield, F. P., Ballarat Nth.
- Crisp, R. G., Jolimont
- Corcoran, W. P., Jolimont
- Conn, L. A., Ballarat Nth.
- Duggan, T. R., Maryborough
- Griffin, R. E., Dimboola
- Hayes, P. H., E.R. Depot
- Jesson, H. E., Newport
- Johnson, J. W., Newport
- Long, J. W., Bendigo Nth.
- Lee, A. J., E.R. Depot
- Le Roy, J. E., Newport
- Rogers, R. L., Newport
- Thomas, H. M., E.R. Depot
- Woodward, K. O., Head Office
- Wills, J. H. J., Newport

**ELECTRICAL ENGINEERING BRANCH**

- Stilburn, H., Mid. Brighton

**WAY AND WORKS BRANCH**

- Brander, L. E., Nth. Melb.
- Connell, G. H., Spotswood
- Crossley, A., Spencer-St.
- Fisher, E. J., Geelong
- Harte, J. H., Hamilton
- Howard, T. W., Sale
- Lunn, A. J., Seymour

**ROLLING STOCK BRANCH**

- Foley, L. J., Newport
- Gazzard, E. H., E.R. Depot
- McDonald, W. T., Newport
- Oliver, P. B., Traralgon
- Pullen, A. E., Newport

**ELECTRICAL ENGINEERING BRANCH**

- Priddle, I. S., Batman Avenue

- Martin, P., Laurens-St.
- McDonald, S. S., Spencer-St.
- McLellan, D., Korumburra
- Parsonage, W., Caulfield
- Rennie, D., Seymour
- Salmon, N., Spencer-St.
- Spiers, A. E., Spotswood
- Wilson, J. A., Bendigo

**TRAFFIC BRANCH**

- Boyd, W. A., Spencer-St.
- Billman, G. H., Melbourne Goods
- Geale, R. J., Warragul
- Goudie, J. A. R., Ticket Checking Division
- Howard, A. J., Hawksburn
- Magnabusco, C., Melb. Goods
- Morgan, W. D., C/- Metro. Sup't.
- McConnell, J. M., Seymour
- Newson, F., Spencer-St.
- Pearson, F. C., Euroa
- Perry, J. A., Head Office
- Rasmussen, R. R., Geelong
- Roper, R. H., Camberwell
- Taylor, G. A., Coburg
- Thomas, W. T., Spencer-St.
- Woods, F. W., Geelong

**ACCOUNTS BRANCH**

- Jenkins, H. E., Head Office
- Jobson, L. J., Head Office

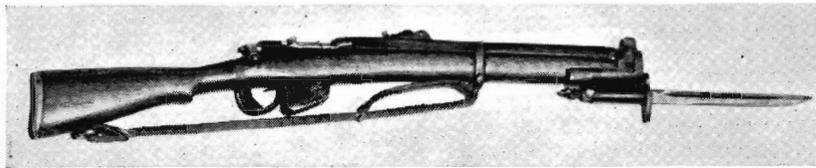
**. . . . AND DEATHS**

**WAY AND WORKS BRANCH**

- Hart, G. E., Ouyen

**TRAFFIC BRANCH**

- Normandale, A. O., Bendigo
- Wiffen, H. J., Mid. Brighton



**I**N the Upholsterers' Shop at the Newport Workshops is a very versatile 64-year-old Ormond Webb. By day, he makes pads to oil locomotive axles ; by night he often displays his unusually high standard of penmanship, varying his evenings with art work, using as his media water colours, oils or pastels, capturing the beauty of the Victorian countryside.

By way of contrast—and demonstrating his deftness—Mr. Webb has made a remarkable semi-working model of a .303 rifle (above) : it is 7 in. long, with a 3 in. bayonet.

During World War II he enlisted for home service with the Royal Australian Engineers and did sign-writing, boot repairing, gardening, office work and an assortment of other tasks, all emphasizing his adaptability.



Mr. Webb

But of all the things Mr. Webb has done perhaps he is most proud of his work on *The Book of Remembrance*.

It contains the regimental numbers, names and ranks of the 541 Newport Workshops employees who enlisted in both World Wars—and Mr. Webb wrote every entry in impeccable heavy copper-plate.

*Situated in a prominent place in the Administrative Block, a page of the Book is turned every morning.*

**Still "loves" steam**

**F**OR Driver-in-Charge Jim Reid of Portland, the past 15 years have been neatly divided into two phases. In the first half he drove suburban electric trains on the Mordialloc line and, to his great joy, the second half has been devoted to driving steam locomotives, mainly on the Ararat-Portland line. There was really no surprise in the Reid family when young Jim wanted to join the V.R. and get close to "steam". His father had been a driver before him, and the youngster always yelled excitedly as his dad passed by in a steam locomotive. Twenty-nine years ago Mr. Reid joined the service and has been successively at Newport Workshops, North Melbourne Loco. Depot and Ararat. Nowadays his leisure hours are dominated

by golf. He plays competitively for the Portland Club and his freinds predict he will be its champion this year.



Mr. Reid

**Name started it all**

**W**HEN Portland Driver Patterson's parents christened him "Goulburn" little did they imagine that this link with a river's name would lead to their young baby's life-long enthusiasm for fishing. For that's what happened.

Mr. Patterson—or "Goldie" as he is more familiarly known—is a foundation committeeman of the Portland Angling Club and the reigning champion. He rates Portland "as the greatest fishing place in the State" but, also belongs to the local golf and bowling clubs.

A highlight of his V.R. career was his achievement in twice winning the V.R.I.'s "Peter Alexander Memorial Prize" in engine working and Westinghouse Brake while he was a fireman. "I can recommend all railwaymen to take on an Institute class : they'll find it of benefit departmentally," he said.



Mr. Patterson

Mr. Patterson's early days in the V.R. see-sawed between Ararat (where he started as a cleaner in 1939) and Portland. At Ararat he became a special class fireman and was on *The Overland* for two years. He was appointed a driver in 1950 and three years later was transferred to Portland, to his immense delight—and to the consternation of fish in nearby waters.

**A varied career**

**J**OINING the V.R. in 1921, as a lad porter, Wodonga Stationmaster Herbert Williams has since seen most of the State during his career. From Victoria Park, Head Office, North Carlton and Hawthorn he headed off from the metropolitan area to Maffra, Ben Nevis, Kangaroo Flat, Cope Cope and Minyip. After 13 years as a relieving stationmaster, Mr. Williams received his present promotion.

During his career Mr. Williams has had the distinction of greeting two Royal Trains ; at Laverton for H.M. Queen Elizabeth, and at Wodonga for Princess Alexandra.

Mr. Williams's main recreational activity is his vegetable garden. Tomatoes are his specialty ; they gained him a first prize at last year's Wodonga Agricultural Show.



Mr. Williams

**By the sea . . .**

**V**ICTORIA'S recent heat wave held no terrors for Goods Clerk Leo Kennedy, of Portland. With his office a mere 20 yards from the local Harbour, all he had to do was to look out of his window and feel refreshed by the cool, sparkling waters, with the Southern Ocean just beyond.

Mr. Kennedy is the energetic clerk-in-charge of Portland Goods and is one of the most enthusiastic of local V.R. men striving to build up the goods traffic.

Born at Walla Walla, New South Wales, he "skipped" across the border to Wodonga where he joined the V.R. in 1946. A lot of suburban and country experience in passenger and goods traffic preceded his transfer to Portland in 1959.

A few years ago, Mr. Kennedy had a close link with V.R.I. sport : for a term he was Secretary of the Cricket Association and of the Suburban Lines team.



# RON BAGGOTT'S SPORTS PAGE

## Near cricket victory



**L**OSING only one match in the six played at the Australian Railways Cricket Carnival in Hobart last month, the Victorian team (above) finished second in the competition for the Commissioners' and Mick Simmons Cups. (Left to right—back row); D. O'Donnell, (Property Steward), J. Jenkins, D. Catchpool, R. Dyson, K. Schickerling, L. Hill, A. J. Harris, W. J. Donald (Institute representative).

(Middle row) : G. Hovey, J. Williamson, (Captain), W. J. Crowe (Manager), E. Barnes, G. Southern. (Front) : S. Wallis, K. Carmody (Vice-Captain), C. Hovey.

Three outstanding batsmen for Victoria were K. Carmody (average 54), E. Barnes (41.2) and S. Wallis (35). Best bowlers were : L. Hill (30 wickets : average, 9.56) ; G. Hovey (14 : 10.1) and J. Harris (10 : 14.8).

## Country bowlers win



**F**OR the Wimmera V.R.I. Bowling Tournament at Dimboola, last month, competing teams were Ouyen, Donald, Maryborough, Ararat,

Mildura, Dimboola and Serviceton. Here is the winning team—Maryborough Loco—(from left) Sam Clover and Frank Johnson (retired drivers), Jack

## Thrilling final

**I**N one of the most nerve-tingling finals in recent years in the V.R.I. Cricket Association, Flinders Street won by eight runs from Loco. . . just four minutes before stumps. Both sides were responsible for some fast, spectacular run-getting. In 174 minutes Flinders Street knocked up 263, with K. Cormick, 86, and L. Ricci, 51, top scorers.

Set to make 264 in 180 minutes, the Loco. boys scored 255—highest scorers were R. Chapman, 71 and R. Dawson 53.

By winning the premiership for the fifth successive season, Flinders Street put up an all-time record. Mr. E. P. Rogan (Commissioner) presented the Commissioners' Cup to the captain of the winning side.

## Close rifle shoot

**I**N the annual Interstate Railways Shoot for the "Triggs" Shield held at the Williamstown Range last month, New South Wales competed against Victoria over the 300, 500, and 600 yards ranges.

Dropping six points at the 300 yards range, Victoria recovered for both teams scored the same number of points at the 500 yards range. At 600 yards the Victorians picked up three points to make their aggregate 382, just short of their opponents' 385.

Individual scores for Victoria (in a possible 105) were : S. C. Ellis and J. Chamney (Bendigo) each 98 points ; P. Allen (Ballarat) and M. Barrett (Ouyen) each 93 points.

## Table tennis feat

**A**LTHOUGH it is less than two years since any of the players started table tennis Bendigo V.R.I. teams won three out of four premier-ships in the Bendigo Table Tennis Association's Competitions last month.

B and C grades and the ladies won their finals, while the A grade team finished fifth, an excellent performance since it was the players' first season in that section.

The ladies team comprised Misses J. Wyatt, L. Mitchell and J. Wood. All the men players (J. Carey, I. Robinson, E. Bovard, C. Parker, T. Burt, G. Hall, B. Richards, J. Calverly and D. Reedford) are from the car and wagon section of the Bendigo North Workshops.

Anthony (clerk) and Ted Maskiell (driver). Runners-up were an Ararat group : B. Isaac, L. Nicholls, F. Bird and H. Jolly.

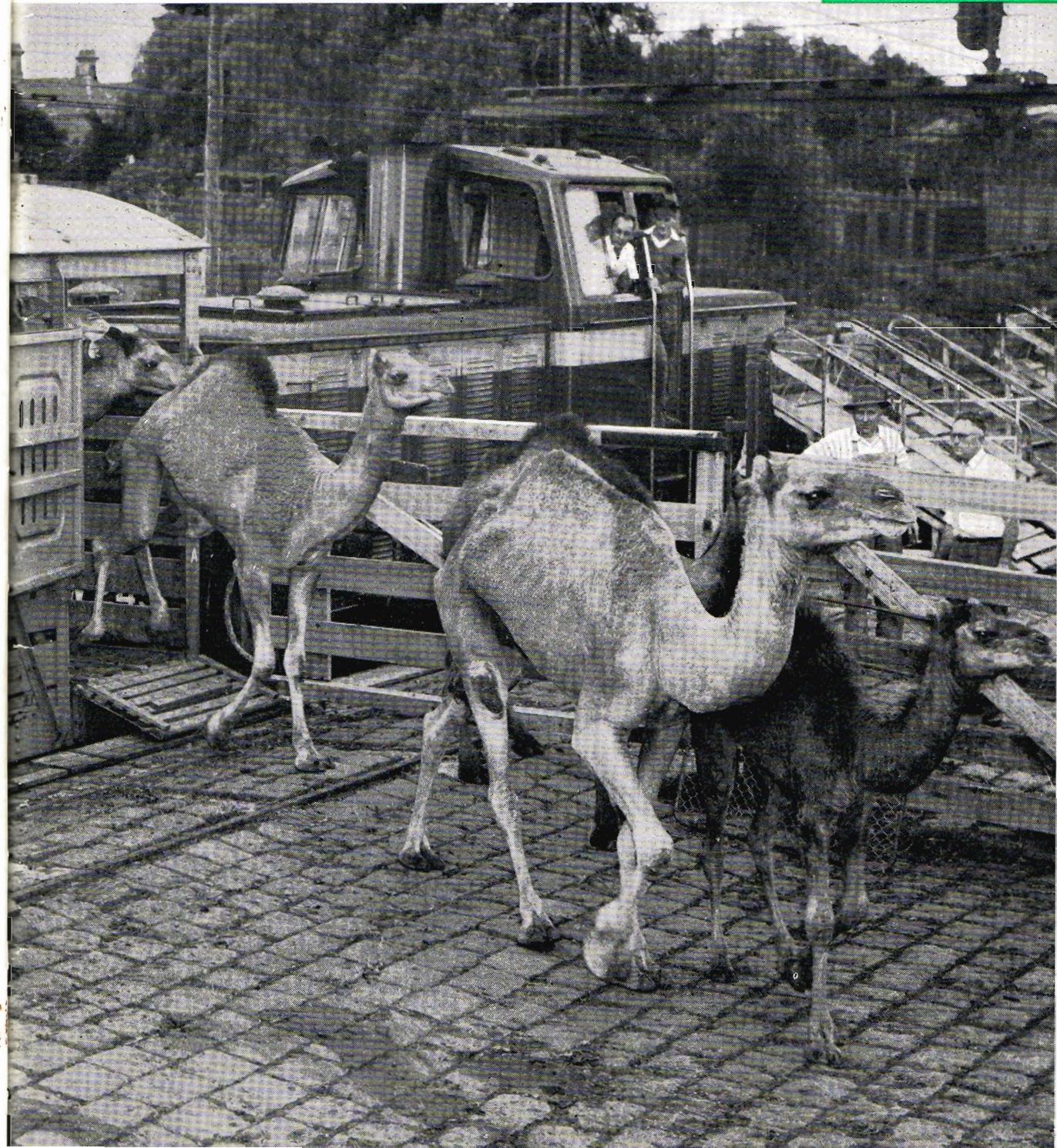
VICTORIAN RAILWAYS

# NEWS LETTER

MAY



1961



# THE MONTH'S REVIEW



(Photo : R. P. Dunbar)

## Lure of steam locomotives

**M**ARCH 18 and 25 brought back memories of the pre-electric traction era in Melbourne when steam locomotives hauled passengers in swing-door type carriages over sections of the suburban electrified system. Known as "Steam Suburban Excursions", the trips were organized by the Australian Railway Historical Society (Victorian Division) and a total of 1,000 enthusiasts of all ages travelled on the trains. Besides an E locomotive (*above*), Y and D3 "steamers" were used pulling trains that ran from Spencer Street to Williamstown; Williamstown-Sunshine to Somerton; and Somerton-Upfield to Spencer Street.

## Training today for tomorrow

**B**ECAUSE of its long and practical interest in the training of future craftsmen, the V.R. is gladly co-operating in Commonwealth Technical Training Week. It will be held between May 29 and June 4.

Appropriate displays will be staged at the Royal Melbourne Institute of Technology. It is proposed to feature models of current and future work emphasizing the need to train technicians to cope with expected spectacular developments during the next decade. In addition, the Newport Technical College will be thrown open for public inspection.

Commonwealth Technical Training Week, backed by H.R.H. the Duke of Edinburgh, is intended to cover all forms of training for employment. It

includes apprenticeship training, operative training, training for commerce, agriculture and the professions and induction training.

## "Rent-a-Car"

**F**ROM May 1 it has been possible for rail passengers to arrange for an "Avis" motor car to meet them on arrival at Spencer Street, Mildura, Canberra and the other Capital Cities of Australia. Requests for this service can be lodged at any attended railway station and with sleeping car and train conductors.

It means that those who wish to use a motor car at their destination can arrive refreshed after a train journey, instead of experiencing the fatigue and hazards of driving their own motor cars long distances over congested roads.

## Records topped

**T**WICE this year, the Commissioners have had the satisfaction of announcing V.R. freight movement records: the first (March *News Letter*, page 34) was an all-time record in general freight and live-stock; the second a similar achievement in the rail transport of superphosphate during March.

The previous record of 149,197 tons of superphosphate created in 1938 was topped when 167,412 tons were railed in March. For the nine months, July 1 to March 31, the total tonnage of superphosphate railed was 437,689—an increase of 36,158 tons compared with the previous year. This massive transport job had been done in spite of the enormous quantities of wheat and general freight moved in recent months.

Farmers had co-operated with the V.R. by placing orders earlier, while the Department had run almost 20 extra trains each week since early this year for superphosphate traffic.

The Commissioners again express their sincere thanks to every railwayman concerned in creating these goods traffic records.

## Diesel family growing

**T**EN more T class diesel-electric locomotives have been ordered. The first is expected in February next, with the remainder being delivered by the following June.

The T class is useful on heavy and light lines, where it hauls goods and passenger trains. Also it can be used for train marshalling and general shunting work.

At the moment, the Department's diesel-electric fleet totals 91, made up of: B, 26; S, 14; T, 37 and F, 14. In addition there are 27 diesel-hydraulics and 25 L main-line electrics.

## FRONT COVER

**I**N stately fashion, the camels consigned from Coward Springs, near Lake Eyre in South Australia emerge from live-stock wagons at the Newmarket Stockyards, last month. It is almost four years since camels were last railed as special consignments, and they were for the Melbourne Zoo. With the camels there were 40 horses.

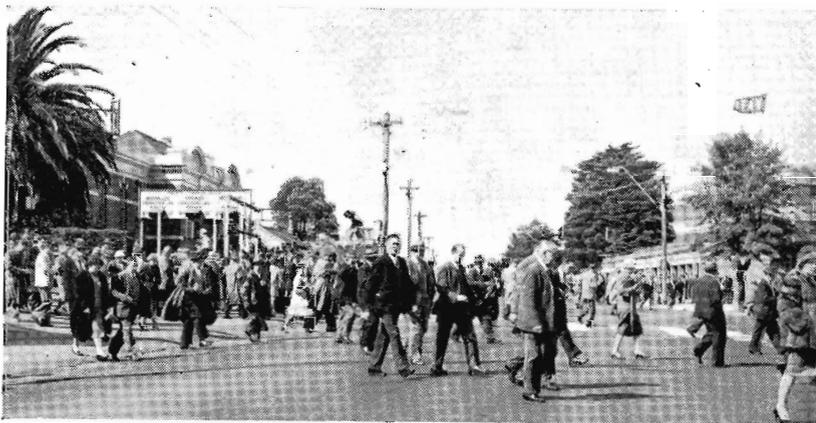
# CAULFIELD STATION AREA HOLDS MANY SURPRISES

**C**AULFIELD STATION . . . is well-known as a busy and important suburban junction station and, above all, for being closely sited to the racecourse where the famous Caulfield Cup and other race meetings are held. Not so well publicized, however, are the varied railway activities in this area. For example : work associated with signalling on the Melbourne-Albury standard gauge project is being carried out ; a new extensive Way and Works depot is located there ; frozen meat is railed to Port Melbourne for export to the United States ; and for over 400 railwaymen Caulfield is their headquarters . . .

**J**UST 6½ miles from Flinders Street and with four passenger platforms, Caulfield is a few hundred yards from the point where the lines fan out to Frankston and Dandenong—and beyond to Eastern and South-Eastern Gippsland.

It is a bustling station with not only heavy peak traffic, but substantial off-peak movements covered by concessional fares to the city. Every week over 2,000 suburban trains and more than 100 country passenger trains pass through Caulfield on the "up" and "down" journeys.

Many of the suburban passenger trains on the Frankston and Dandenong lines run express either to or from Caulfield ; but some don't stop, so giving a super service for outer-suburban commuters. In addition, some trains originate and terminate at Caulfield. Little wonder, therefore, that local residents pride themselves on having one of the best and most frequent train services in the suburban area, with a choice of trains to Dandenong and Frankston.



Because of its convenient, across-the-road proximity to the racecourse, rail travel to Caulfield is deservedly popular with racegoers.

Three privately-operated bus services bring their quota of passengers to the station and they quickly transfer to fast suburban electric trains. Noticeable at

Caulfield, too, is the number of motorists who park their cars in adjacent streets and use the train to and from the city.

The number of outward passenger journeys from Caulfield for the 1959-60 financial year was 1,735,792, yielding £116,987 revenue. These figures include country travel to the Gippsland and Stony Point lines. All country passenger trains which pass through Caulfield stop there. Many passengers are thus able to avoid travel between Flinders Street and Caulfield at the start or finish of their journey.

Race meetings at Caulfield help to swell the passenger traffic. During the year, there are 23 meetings, including one on Show Day and the Wednesday preceding Caulfield Cup Day in October. The station is just a few yards across the roadway from the racecourse. Race traffic by train is increasing—a sure sign that car-parking difficulties, often in streets remote from the racecourse, can be so logically surmounted by train travel.

Naturally, Caulfield Cup Day provides the heaviest passenger traffic. Nor-



Signalmen J. Claydon (left) and A. Vosti are two of the Caulfield signal box personnel responsible for the safeworking of over 2,000 trains through Caulfield a week.

mally, 10 special trains are allocated to this service, and they make about 19 "down" and 15 "up" trips. As the trains run unimpeded on the "through" line to and from the city, the train journey is incomparably faster than other means of transport. . . safer, too. In addition, extra trains are run on the Frankston and Dandenong lines to and from Caulfield.

While the races are on, all these trains are 'stabled' in the Caulfield goods yard, and on a special track that extends for almost a mile to a point adjacent to the Glenhuntly station. Long experience in handling returning race traffic, combined with close liaison with the racing authorities, overcome what might be thought to be difficulties when in the late afternoon the last race is delayed beyond scheduled starting time. This return special train service is operated on the most flexible lines and with the running of the last race (regardless of the time) specials move smoothly into the platforms at intervals convenient to passengers. For the Caulfield Cup and other meetings, the regular station staff is augmented by extra booking clerks (operating in special portable ticket-issuing offices opposite the racecourse), platform personnel, etc.

For the 1959-60 financial year, the revenue from outwards parcels traffic was £4,324—an indication of the volume of this business since the bulk of it is short-haul to the city . . . and the traffic is increasing. Fast electric parcels coaches serve Caulfield daily: three each on the "up" and "down" journeys. Quick transit to and from Melbourne is thus guaranteed. Urgent consignments are dispatched by any of the large number of ordinary passenger trains. Included in the parcels traffic is a weekly average of 20 crates of racing pigeons railed to Stony Point.

Hauled mainly by L class electric locomotives, the variety and length of goods trains present an arresting sight as they thread their way from Gippsland through Caulfield station then on to the "through" line to Melbourne. From the rich Latrobe Valley brown coalfields in Gippsland come 55 coal and briquette trains every week on their way to the city. In addition there are 50 general freight trains from the Eastern and South-eastern lines, while on the "down" there are 85 trains (mostly empty coal wagons) to the Eastern line and 21 to the South-eastern line. Superimposed on these are local Caulfield goods trains—10 on the "up" and 16 on the "down" every week.

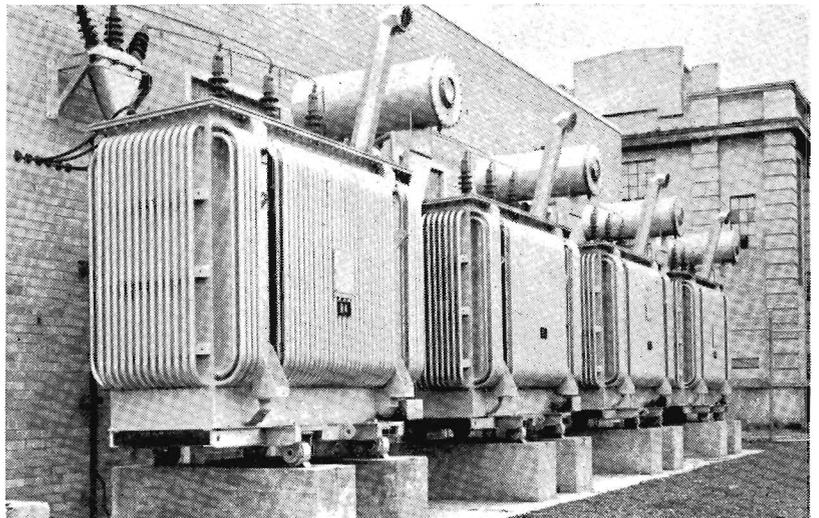
From the nearby freezing works, about 90 tons of meat in cartons are railed direct to Port Melbourne for export to North America. Big quantities of waste paper—two wagon loads a day—are also railed from Caulfield, while the



Out of this T diesel-electric-hauled passenger train from Gippsland, Caulfield passengers have alighted at No. 1 Platform where the special race trains are also handled.



(Above). Located at the 'down' end of Caulfield station is this recently erected depot for Works and Road Foremen and their staffs. Roadways and gardens are now being provided. (Below) Four rectifier main transformers outside the Caulfield sub-station. Equipment in the rectifying room is used to convert the alternating current supply to 1,500 volts direct current and consists of four 1,500 kW mercury arc rectifiers. In the right background can be seen the former sub-station, now occupied mainly by sections of the Signals and Telegraph Division.



inwards firewood and mallee roots traffic needs up to five wagons a week. Caulfield is the re-marshalling point for local Frankston and Dandenong line goods trains—an important function that facilitates, for example, the sorting and placing of wagons on arrival in the busy Melbourne Yard.

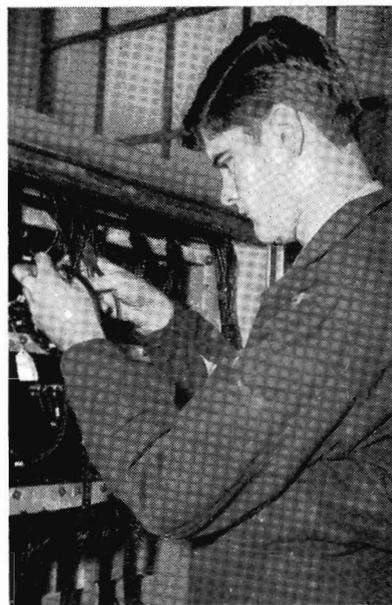
Because of the exceptionally high number of freight and passenger trains passing through Caulfield, the signal box is one of the busiest outside the city area. The box, that has been power operated for 31 years, has 77 levers in the frame. Five signalmen work there every day, controlling 70 signals and points.

At the "down" end of the station a new Way and Works Branch Depot (based at Oakleigh for many years) has been erected and it is justifiably claimed to be the most modern on the system. Careful planning of available space for tradesmen and office staff are features. It was built by the local works staff and when beautification plans, for lawns, shrubs and trees are completed, it will be in an eye-pleasing setting. The Depot is the headquarters for the Works and Road Foremen whose districts extend from Caulfield to Frankston, Stony Point and Mornington, South Yarra to Sandringham; and from South Yarra to Oakleigh and the "down" side of Dandenong.

The Works Foreman has a staff of 37 carrying out maintenance work at 70 stations and on fencing, bridges, etc. Nearly 90 miles of track are maintained by 13 track and two special gangs under the Road Foreman.

Dominating the landscape in the Caulfield station area is a building erected in 1922; it was once an automatic sub-station. It was replaced in 1926 by a smaller one (used to supply 1,500 volt direct current for the running of electric trains in the area) with more compact equipment. It consists of two parts under one roof—the alternating current switch room and the rectifier equipment room. The former is the feed-in point from the State Electricity Commission's system and the focal point of alternating current supply to sub-stations on the Dandenong and Frankston lines.

Now housed in the old sub-station is a representative of the Stores Branch, as well as part of the Signals and Telegraph Division. The latter is importantly represented by the power and mechanical signalling construction sections. They employ a total of over 400 men, many of whom operate continuously in country areas. Among the diverse and important works now being undertaken are alterations to signal boxes and signalling systems applicable to the 5 ft. 3 in. gauge, consequent on the installation of C.T.C. on the standard gauge line between Melbourne and Albury.



Variety of railway activity in the Caulfield station area is exemplified in these two pictures. (Left) Taken from the elevated rail-traffic-directing rostrum on No. 1 Platform, passengers are seen leaving one of the special race trains from the city. (Right) Amongst many diverse aspects of signalling work carried out in the former sub-station building is the wiring of signal relay boxes: this one being wired by Apprentice Electrical Fitter P. G. Hudson is for the new station, Patterson, on the Mordialloc line, to be opened on May 28.

Caulfield's busy parcels office is conveniently situated on the platform that is most accessible to the public and to shopping and general business interests.



# STANDARD GAUGE WILL RAIL-LINK TWO STATES

**R**EASONS for the present variation in railway gauges north and south of the River Murray were given by Mr. L. A. Reynolds (Chief Civil Engineer), who is in charge of the history-making rail gauge standardization work between Melbourne and Albury, in a highly interesting luncheon address to a recent meeting of the Victorian Division of the Institute of Transport. (It was repeated later to the Victorian Model Railway Society). That part of his talk is dealt with in the following article ; next month the comprehensive nature of the engineering work now in progress will be featured.

**W**HY do we need to build a railway of another gauge in a system that has over 4,500 miles of 5' 3" gauge ?

Do not imagine by any means that this variation or break of gauge is a feature peculiar to the Australian landscape and that it was invented by Australians. If you travel the world you can take your selection of any gauge from 1' 11 $\frac{1}{8}$ " up to 5' 6".

Years ago you could have travelled by a 7' gauge. One of the outstanding Railways of Great Britain—the Great Western—was built by a celebrated engineer named Brunel to this wide gauge.

## Right gauge ?

Now which is the right gauge ?

In the very early days of the Australian colonies there was very good co-operation between them. In 1848 they agreed on 4' 8 $\frac{1}{2}$ " as the gauge for all railways throughout the country. At that time there were only two colonies, New South Wales and South Australia, and in 1850 they co-operated again to adopt a gauge of 5' 3" at the request of New South Wales.

## Recommended 5' 3"

The Sydney Railway Company had, on the recommendation of its engineer, Mr. W. F. W. Shields, persuaded the Government of that Colony to adopt 5' 3" instead of 4' 8 $\frac{1}{2}$ ". Five foot three inches was the gauge of Ireland and Mr. Shields was an Irishman. This, of course, was before the production of Australian engineers, for engineering education did not begin here until 1861.

However, because of a reduction in salary, Mr. Shields resigned and, in 1853, the Sydney Railway Company appointed as engineer, a Scotsman, Mr. James Wallace, who was more familiar with the English gauge of 4' 8 $\frac{1}{2}$ " than the Irish gauge of 5' 3". He persuaded his Government to revert to 4' 8 $\frac{1}{2}$ " and New South Wales advised both South Australia and Victoria, now



Mr. Reynolds

an independent colony, of its proposals. *Victoria, however, had its rolling stock on order and refused to go back again, making strong protests to the Colonial Secretary in London against the change.*

Victoria continued with the previously accepted gauge of 5' 3". On September 12, 1854, the first railway in Australia was opened from Melbourne to Sandridge, now Port Melbourne. Almost exactly one year later on September 26, 1855, the Sydney-Parramatta line was opened—the birth of the 4' 8 $\frac{1}{2}$ " gauge in the country and incidentally one of the dearest lines ever constructed in the Commonwealth.

## Line to Wodonga

It didn't seem to matter in those early days, Melbourne and Sydney were so far apart. There were forests, mountain ranges, wide rivers in between. Who would think the rails of the two Colonies would ever meet ? However, less than 20 years later the Essendon

to River Murray Railway was built to Wodonga. It is indeed remarkable that less than 40 years after the first settlement in Victoria the railway had extended about 200 miles from the capital.

Although the service to Wodonga was opened in November 1873, it was not until June 14, 1883, that intercolonial connexion was made by bridging the River Murray. Tracks of both gauges were provided between these two towns. *From that date 6 $\frac{1}{2}$ " has been the cause of delay, annoyance and frustration.*

As a sidelight on the rail connexion between the two Colonies, it might interest you to know there was hot rivalry as to whether Wodonga or Albury should be the interchange station. For three years passengers to Sydney changed at Albury whilst passengers to Melbourne changed at Wodonga. In 1886, by agreement between the systems, Albury became the break of gauge and interchange station and has remained so ever since.

## Many reports

Most goods transfers are effected at Albury, but coal and steel are transhipped at Wodonga coal sidings. Live-stock is transferred at Wodonga station.

In the intervening years, since 1883, there have been political argument and counter argument, engineering investigations, Committees of Inquiry, and Royal Commissions, into the break of gauge problem. The only result was that the problem became greater and costlier—with the lapse of time.

Break of gauge problems, of course, occurred in England and America, but conversion was recommended very early. This however, was not achieved in England until 1891, and in the United States in 1886. There remains, however, about 1500 miles of narrow gauge still in operation in the United States and Canada.

South Australia, in the construction of its railways, conformed to the agreement to adopt 5' 3" as the gauge of Australian Railways and opened its

first line in 1856, about six months after the Sydney-Parramatta line was opened.

Following this introduction of two gauges into Australia, it mattered little what the other mainland States did. At this time there was a lot of propaganda about the construction of cheap railways or reducing the cost, and the method generally adopted was the construction of narrow gauge railways.

Queensland with an area of 670,000 square miles, (23% of the whole continent) and Western Australia with an area of 975,000 square miles (33% of the whole continent) considered that the available financial resources had to be spent on laying down the maximum possible mileage. To achieve this they adopted a gauge of 3' 6" with narrow formation, sharp curves, steep gradients, and restrictive structure gauge. South Australia in its wisdom decided to adopt 3' 6" for railways in remote areas.

### Victorian narrow gauge lines

Victoria, however, did not adopt a narrow gauge except for about 100 miles of mountain lines. It reduced cost by the use of light rails, wide sleeper spacing, light gravel or sand ballast and minimum earthworks and steep grades.

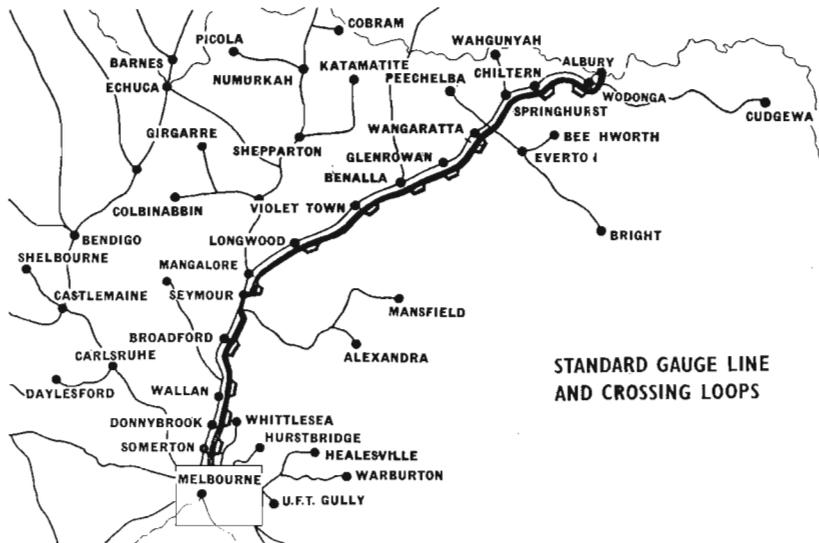
Whilst England and America tackled the break of gauge problem and achieved conversion, every scheme in Australia broke down on the score of finance. In one early proposal the Commonwealth agreed to pay 1/5th of the cost. In 1946 the Commonwealth agreed to pay 50% and it seemed that unification was within reach for the Governments of the Commonwealth, Victoria, New South Wales and South Australia, had agreed to go on with the work, but the New South Wales Parliament failed to ratify the agreement.

Over the last 35 years there has been some nibbling at the problem. In the 20's an agreement was reached for the building of 97 miles of standard gauge railway from Kyogle to South Brisbane to give a direct connexion between Sydney and Brisbane via the New South Wales North Coast line. This line was completed on September 27, 1930. This really was not a conversion operation but rather was the first stage in the construction of a standard gauge connexion between capital cities.

### Port Augusta - Port Pirie

The next stage also was of a by-pass nature. The connexion between Adelaide and the Commonwealth system at Port Augusta was originally over the South Australian Railway broad gauge system (5' 3") from Adelaide to Terowie and then the narrow gauge (3' 6") from Terowie to Port Augusta.

In 1937, however, a standard gauge line was constructed by the Commonwealth as an extension to the Trans-Continental System from Port Augusta to Port Pirie, a distance of 56 miles



and at the same time the South Australian Railways extended its broad gauge system from Red Hill to Port Pirie, a distance of 28 miles.

In 1946, Sir Harold Clapp (a former Chairman of Victorian Railways Commissioners) presented his report on the unification of railway gauges, but again no progress was made except that South Australia and the Commonwealth agreed to the conversion of the 3' 6" gauge lines of South Australia to 5' 3" preparatory to ultimate conversion of the whole system to 4' 8 1/2".

On this basis, 218 miles of the narrow gauge system of South Australia centred around Mount Gambier has been converted, the changeover being completed in May 1959. As part of the same agreement the Commonwealth proceeded with the conversion of its narrow gauge line from Port Augusta to Alice Springs and has completed the first section, that to Maree (216 miles), which was opened as a standard gauge railway in July, 1957.

And now we come to the scheme that is currently under construction in Victoria.

It developed out of what has been called the Wentworth Committee Report. This committee did not recommend a complete conversion or unification of the whole of the Australian system, but submitted a compromise scheme.

The proposals are :

- the construction of a standard gauge track from Melbourne to Albury :
- the provision of a standard gauge track from Adelaide to Broken Hill by conversion of the Port Pirie to Broken Hill section from 3' 6" to standard gauge and the laying of a third rail between Port Pirie and Adelaide and ;
- the construction of a standard gauge track from Kalgoorlie to Perth.

It recommended the proposals should be done in order and each one in turn pushed to completion rather than distribute the available cash over three proposals and so slacken down the rate of work.

As I said earlier, the scheme under construction is not a conversion scheme but is a compromise. It is based on a consideration of the large volume of traffic between the capital cities whilst traffic to country centres is generally intrastate. The plan is therefore for a standard gauge connexion from the New South Wales system at Albury to Melbourne.

(To be continued)

## "Absolutely exemplary"

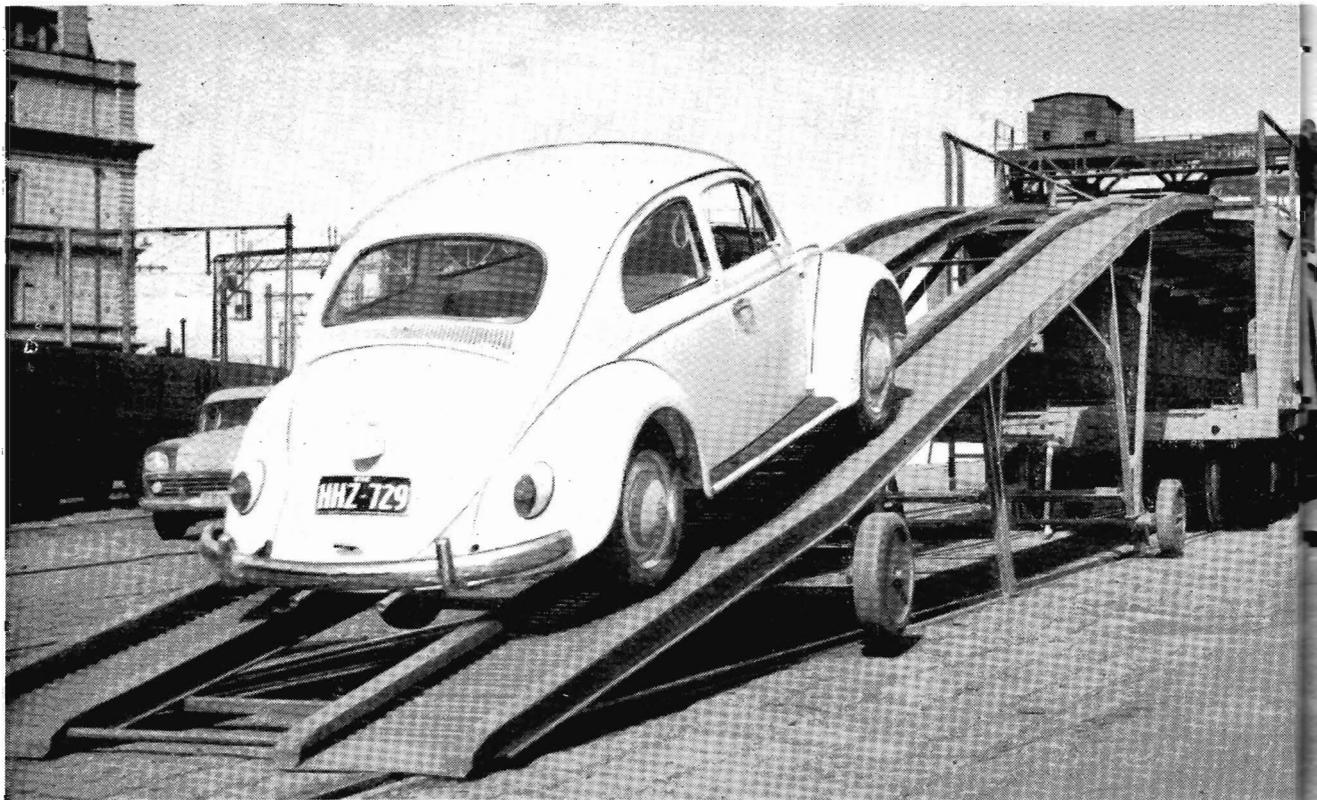
I was a passenger on the Frankston line this evening, travelling on a train leaving Flinders Street at about 5.20 p.m. At Highett Station a lady fell between the carriage I was travelling in, and the platform.

I and another passenger (whom I do not know) were immediately present when a young porter and the guard did all they could to free the lady. The lady was badly injured.

"I consider the conduct of the young porter and the guard was absolutely exemplary ; and their attention to duty, grasp of the situation and humane attitude in what was undoubtedly a harrowing experience is worthy of praise.

It would afford me some satisfaction to know that such men are aware that the travelling public have great appreciation of such public service, and I trust that you will, in agreement with the above, congratulate these two men."

—Lt. Col. J. C. R. Craven, M.B.E.,  
2 Latrobe Street, Mentone

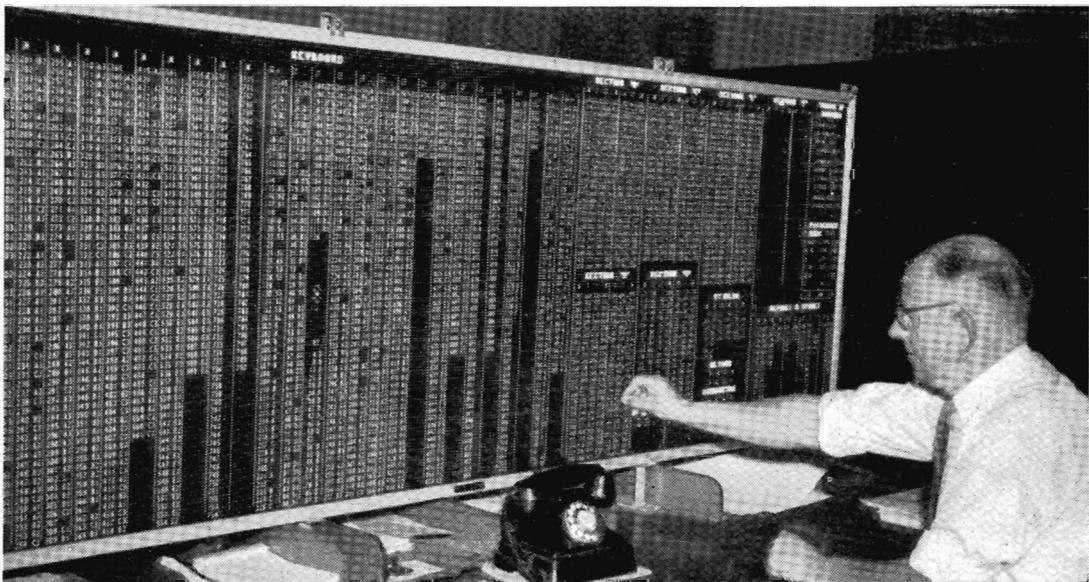
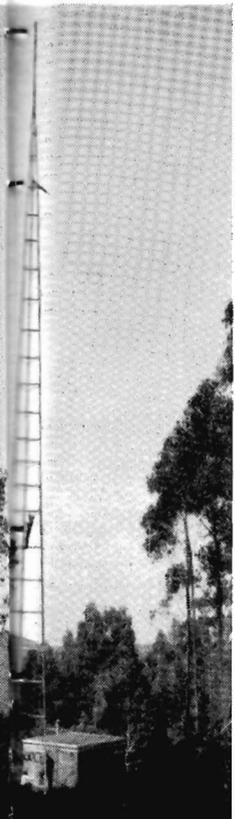


(Above) Specially designed by V.R. Engineers and built at the Newport Workshops, this portable loading/unloading ramp enables motor cars to be driven on to both decks of an AA wagon quickly and efficiently. Each wagon will take six large or eight small vehicles. (Below) Portion of a party of 600 school children, teachers and parents who came by special train from Drysdale, on the Queenscliff line, to the Melbourne Zoo last month. It was the first passenger train from Drysdale since 1941.





Pictured above is a full-size blue print of the panel of Centralized Traffic Control for controlling the power-operated signals and points on the new Melbourne-Albury standard gauge line. It shows only the new standard gauge line, sidings and crossing loops. When the equipment is built, push buttons will be added for the operator located in Head Office, Spencer Street. Mr. G. F. Woolley (Signal Engineer, North-east Standardization) is indicating features to (from left) Messrs. A. C. Brown (Assistant Chief Traffic Manager), E. P. Rogan (Commissioner), G. P. Burgess (Safe Working Officer) and A. Kenny (Chief Train Controller).



(Left) This 125-foot mast erected at Mt. Dandenong is part of the V.R. radio telephone service expected to be introduced in June. It will carry two aerials for two services: one will relay messages to 40 break-down vans and the other will direct V.R. road vehicles associated with goods and parcels depots. (Above) To the Records Section, Jolimont Workshops, has been added this keyboard that lists the individual numbers of 1,042 suburban passenger carriages. The board has about 9,200 press-in type letters and numerals. It shows at a glance the position of all suburban trains, thus facilitating day-to-day advice to the Traffic Branch of the trains and carriages needed at workshops for overhaul, maintenance, etc.

# M O M E N T U M

**W**HEN a boy on a bike speeds to the bottom of a hill he probably has no idea of the principles of momentum. But he hopes he will take the rise easily. Likewise the fast bowler knows instinctively that the run up to the crease will increase the power of the ball.

**I**N fact, momentum is a commodity so common that it is used unconsciously in much the same way as the air people breathe. But, for the railways, momentum is more that instinct . . . it is a matter of hard cash. Simply, momentum is the weight of an object combined with its speed.

The most common example, in the mechanical sense, is the man who brings down a heavy hammer on the head of a nail. The weight of the hammer does not vary. It is the speed at which the hammer descends that determines how far the nail is driven into the timber. That, in effect, is one industrial use of momentum.

In railway usage the principle is exactly the same. Only the objective is different. Substitute a heavy train for the hammer and the pull of gravity on a hill for the nail. Now return to the boy on the bike.

All the boy did was to combine speed with the weight of his own body. Railwaymen, of course, know this well and apply it to haul heavy payable loads over steep gradients.

Consequently, by exploiting the running of heavy trains at maximum speed, momentum becomes a most valuable formula. It has been estimated that a train rolling at a speed of 40 miles an hour develops a power of momentum capable of lifting the train 53 feet against the force of gravity.

Using an example of a gradient between Dunnstown and Warrenheip, a locomotive will haul 760 tons over the grade by approaching it at 25 miles an hour. But, accelerating by merely an extra five miles an hour, the load can be increased to 900 tons.

Hence the skill of the driver is most important. Not only must he create momentum with the assistance of locomotive power, but he must also



control the momentum of a rolling train to gain yet another value . . . fuel economy.

Fuel costs are a major factor in train running. A good driver, however, can run his train over undulating country for many miles and use only the small quantity of power needed to operate the air compressor for braking.

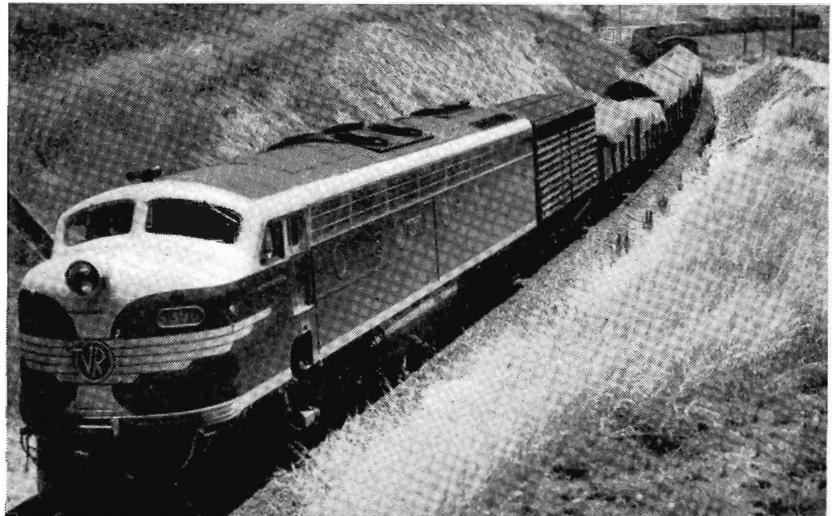
Thus by skilful braking on down grades, the momentum required to surmount the next up grade will not be disturbed. An example of this is the ability of our own drivers to 'roll' a train from Heathcote Junction to Broadford, a distance of 15 miles that involves many hills as shown on the above diagram.

Momentum, of course, has its limits. A momentum grade ceases when the rate of speed diminishes due to the

length of the gradient. Some Victorian grades are so long and steep that they are recognized as 'ruling grade' banks and train loads are restricted to the tonnage a locomotive will haul from a standing start.

However, diesel-electric locomotives are further assisting the exploitation of momentum with increased loads, higher speeds, the constant availability of maximum power and the absence of steam locomotive failings such as varying qualities of coal and water and the uncertainty of applying maximum developed horsepower at the location where it is required.

It would be difficult to estimate the monetary savings from momentum in a year of business. Suffice to say momentum is one of the foundations on which railways are firmly based.

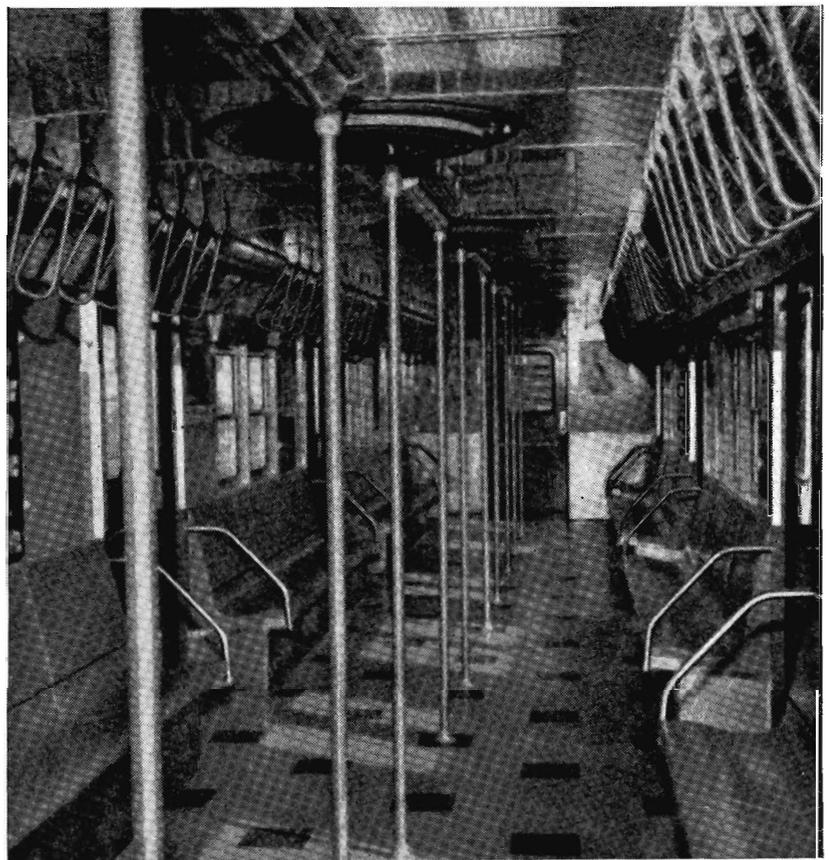


On the Ballarat-Melbourne line, an "S" class locomotive hauls a long and heavy train on a steep grade near Parwan.

# LINES FROM OTHER LINES

## Beating the peak

**N**O transport system of any kind can provide seats for all passengers at peak periods . . . striking proof of this incontrovertible statement is the interior picture (right) showing the provision made for standing passengers in one of 550 new subway carriages being built for the New York City Transit Authority. Measuring 60½ ft. long, the carriage has 10 stainless-steel stanchions and 68 stainless steel-and-aluminium handholders suspended from the ceiling. Seats and backs of seats are separate pieces of moulded coral-coloured fibreglass, reinforced by tubular steel frames.



## “Carcoons” make debut

**I**N Rhodesia recently, a number of motor vehicles, dispatched by rail, were protected from rain, cinders and abrasion by the local railway system's new “carcoons”.

The “carcoon” is a fabric-covered collapsible fan-shaped metal cover. It is lashed to the truck and is independent of the vehicle itself. The fabric cover is fitted with ventilating cowls, and is removed from the metal framework and packed in any army type kit bag for return to base after use.

Two “carcoons” are accommodated in a wagon and each can cover a vehicle up to the size of an Austin A 99. A prototype “carcoonette”, designed to go four to a wagon and to cover Mini Minors and small Austins, is now in production and undergoing field trials. [The V.R. tested plastic covers on the bodies but found them unnecessary.]

## Hotels operate rail diners

**O**F the 18 Limited Expresses, or Blue Ribbon Trains, operated by the Japanese National Railways, dining services on eight are the responsibility of two leading hotels. On four, Tokyo's Imperial Hotel takes

care of the service. Four others are handled by Kyoto's Hotel Miyako. Besides the dining services, these companies take care of a “basket service” and the vending of foodstuffs through the train.

Japanese National Railways provide the carriages, kitchen facilities and furniture. Linen and silverware are provided by the hotels. Hotel employees staff the carriages.

The railways receive 3½ per cent of the dining car receipts and 2½ per cent of the coach service proceeds.

## Reclamation achievement

**B**Y a new process, that is yielding substantial monetary savings, the Indian Railway system has evolved a scheme for reclaiming used oils from scrapped cotton waste. About 800 gallons of used oil are being treated a month; from this nearly 650 gallons of refined oil are being obtained.

The Indian railways annually consume about 5.7 million gallons of various lubricating oils. All of this has to be imported and the cost has been increasing due to rising prices abroad. [On the V.R. system, oil is reclaimed from the axle pans of wagons and sent to the Reclamation Depot, Spotswood,

for treatment. In this way, about 7,000 gallons of oil, for use on track points and crossings are produced a year.]

## World's fastest train

**L**AST year marked the Silver Anniversary of one of the most famous and fastest diesel-powered trains in the world, America's articulated three-car stainless-steel “Pioneer Zephyr” of the Chicago, Burlington & Quincy Railroad.

When this train made its record-breaking dawn-to-dusk run in 1934 from Denver to Chicago, (1,015 miles), at an average speed of 77.6 m.p.h., reaching over 112 m.p.h. on certain sections, it initiated the use of streamline passenger equipment as the most promising means of attracting the public to train travel. On November 11 of that year it entered regular service between Lincoln, Nebraska, and Kansas City, via Omaha and St. Joseph.

After a quarter of a century, including nightly journeys of 1,000 miles for over 20 years, the train is still running, making a daily round trip between Lincoln and St. Joseph. It has travelled a total distance of more than 3,000,000 miles.

## "Finest in world"

"WITH a business friend I recently travelled between Melbourne and Adelaide by *The Overland*, in Roomettes going and a Twinette returning. For us both I want to say to the Railways Commissioners that in this train you surely must have one of the finest in the world.

"We were completely satisfied from the moment we stepped aboard in Melbourne; the comfort, conductor's service and the way every inch of room has been so ingeniously used far exceeded our expectations.

"Thank you for the privilege of travelling on this famous express."

—*H. Cyril Henkel, Nicholas Building, Swanston Street, Melbourne.*

## Red Cross aided

"ON behalf of Headquarters "B" Company of the Australian Red Cross Society (Victorian Branch), I wish to thank you for your splendid co-operation and magnificent response to our recent Button Day Appeal. The sum collected exceeded £100. May I suggest that it be acknowledged through the medium of the *News Letter*."

—*Kathleen Langley-Bates, Hon. Secretary, Headquarters "B" Company, Australian Red Cross.*

## Minister's gratitude

"AS you live at Ballarat, I would be grateful if you would convey on my behalf my thanks to a member of the station staff, for his co-operation last Sunday.

"Neighbours of mine were advised that a near relative had died suddenly in Adelaide, and they were anxious to attend the funeral. It was necessary for them to take a motorbus from Geelong to Ballarat in order to board the Adelaide express.

"Spencer St. could not be contacted before they left Geelong, but the duty officer in the Stationmaster's office gave me an undertaking that he would make arrangements for seats to be available for them at Ballarat despite heavy bookings.

"This was greatly appreciated by all concerned."

—*Mr. H. Opperman, Federal Minister for Shipping and Transport, writing to Mr. G. D. Erwin, M.P.*

## Train helped win

"I wish to express my club's appreciation for the transport, and co-operation provided by the department, which helped to make our trip

to Bendigo such an outstanding success.

"I have no hesitation in saying that the relaxing journey, and space to move around freely, which the reserved car provided, materially assisted us in winning the Northern and Midland Championships this afternoon. My sincere thanks to those at Head Office, Spencer Street Station and Bendigo Station to all of whom, any request for assistance seemed the slightest trouble at all. True service with a smile."

—*L. P. Reeves, Secretary, West Newport Girls' Marching Assn.*

## Fire prevention acclaimed

"I and my Officers would like to compliment you and your staff for the very good job done in burning the line this year.

"We know that it was difficult to construct good breaks during the year owing to the very wet winter but you overcame that difficulty.

"Please convey our compliments to your staff."

—*J. Gordon, Captain, Willaura Rural Brigade, writing to the Roadmaster, Ararat.*

## Efficient wheat removal

"ON behalf of the Committee and Wheatgrowers of the Donald Silo area we wish to thank all concerned for the co-operation and efficiency in the removal of this year's record harvest.

"We are proud of the fact that this was achieved while working under an overtime ban and congestion in the Donald marshalling yards.

"We also take this opportunity of expressing our thanks to Mr. Henderson, Traffic Inspector of Ballarat, for his co-operation and expert organizing."

—*J. V. Brennan, President, Donald Wheatgrowers Silo area, Donald.*

## Helped catch train

"THIS note is to express my appreciation of help given to me by one of your staff, on 4 and 5 platforms, Flinders Street, recently at 8.15 a.m.

"I travelled on the 7.4 a.m. train from Croydon to make connexion with the Swan Hill train due from Spencer Street at 8.20 a.m. However, the train from Croydon did not arrive at Flinders Street till about 8.15 a.m.

"This was very serious as I was due to address a large gathering of women in Swan Hill. I had my own ticket and also that of our Hon. Secretary who was to travel with me.

"Fortunately for me your very thoughtful and efficient officer at Flinders Street came to my aid and rang

through to Spencer Street so that the Swan Hill train was held for me. Thus everything was able to be carried out successfully at Swan Hill as had been arranged, all because a very kind and courteous man acted on my behalf.

"The other staff on the platform were also very kind to me. I do not know their name or number but I do want them to know how much their consideration is appreciated. I wonder if you could thank them for me."

—*Mrs. G. N. Frost, President, National Council of Women of Victoria.*

## "V.R. minded"

"I have to inform you that replacement-paint arrived today. Thank you for your prompt action in replacing same.

"The Victorian Railways have always been most helpful and considerate to me both as a teacher and a private traveller. In a big school like this the number of railway-carried parcels is very large indeed and this is the first occasion that a breakage has occurred. However your prompt and courteous action has made me even more 'V.R. minded'."

—*Colin J. D. Gleeson, Head Teacher, East Loddon Consolidated School.*

## Searching efforts praised

"THANK you for your letter of 8th March, concerning an AWA Portable Radio, which I left on an Ashburton to Melbourne train on 27.2.61.

"I wish to express my appreciation of the courtesy which I received from the Flinders Street and Spencer Street Lost Property Office staff when seeing them on this matter. I also wish to applaud the efficiency of your search system—it certainly was through no fault of it that the radio was not recovered."

—*B. N. Drohan, 45 Baker Parade, Ashburton*

## Unstinted help

"ON behalf of my Legacy Group I express grateful thanks for the unstinted help which you and your staff gave in connexion with the rail movement of Legacy children on holiday.

"Although the children are very well behaved, it is always difficult to handle them *en masse*, and without the help we received from you, there could have been panic and confusion.

"We appreciate to the full the kindness by everyone on your staff who took part in the move."

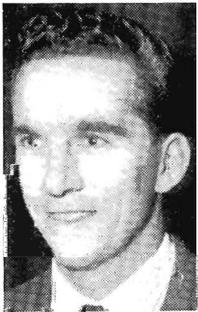
—*C. E. Newman, Secretary, Melbourne Legacy (Central Murray Group) Numurkah, writing to the local Stationmaster.*

## Introducing

**T**WENTY-EIGHT year-old Maurice Barker was last month appointed V.R.I. Organizer and Publicity Officer, and has already started on his system-wide travels stimulating interest and membership in the Institute and speaking of the educational, social and sporting features of the V.R.I.

Formerly Assistant Stationmaster, North Fitzroy Goods, Mr. Barker, from the time he joined as a lad porter at Horsham in 1949, has been one of the keenest and most appreciative Institute members.

"I will always be grateful", he said, "to the Institute for the chance it gave me to study and pass exams for promotion to A.S.M., firstly at Fern Hill and later at a number of country and suburban stations."



Mr. Barker

In the V.R.I. Football Association, Mr. Barker played for Suburban Lines and five times represented Victoria. He also played football with Preston and Northcote Association teams. Treasurer of the V.R.I. Tennis Association for two years, he is now Secretary and Treasurer of the Suburban Lines Tennis Club, and a player, too.

## P.M. remembered

**F**OR Special Ticket Checker Jack Gourlay, of Spencer Street, his recent retirement was, he said, "made wonderful for me when I got a letter from the Prime Minister (Mr. R. G. Menzies)." It read:

*"Dear Mr. Gourlay; It has been brought to my notice that you have retired from the Victorian Railways and on the eve of my departure for London, I would like to take the opportunity of congratulating you on your many years of excellent service. I greatly appreciate all the kindness and courtesy you always extended to me when I travelled on Spirit of Progress, particularly during the war years when I was in Opposition, and I feel sure this attention was given to all travellers."*

*"With kindest regards and best wishes for many happy years in retirement,  
Yours sincerely,  
R. G. Menzies"*

"Many years ago", Mr. Gourlay added, "I got to know Mr. Menzies when he travelled on the Spirit and there was no greater admirer of that train than him. We were on very friendly terms and the future Prime



Mr. Brown declaring the Show open. Among the Branch Chiefs present was Mr. L. A. Reynolds, Chief Civil Engineer, (extreme right).

## For flower lovers

**O**FFICIALLY opened by Mr. G. F. Brown (Deputy Chairman of Commissioners), the V.R.I. Horticultural Society's recent Autumn Show attracted 134 colourful exhibits.

Favourable comment about the quality of the entries was made by the judges; several of Melbourne's leading horticultural societies were represented and officials highly praised the work of the V.R.I. Society.

Main prize winners were: R. Trotter (best dahlia over six inches); C. McGregor (best bunch of dahlias under six inches); Mrs. J. Jones (best bunch of roses in Show); Mrs. W. Owen (best floral exhibit in Show).

The Society is anxious to increase its already growing membership, and V.R. men interested should contact Mr. D. J. Danahay, Signalman, c/o S.M. Graham.

Minister seemed to enjoy our talks, especially when we differed!"

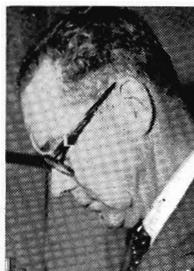
Mr. Gourlay was in the V.R. for 42 years, the last 35 in the special ticket checking division. He was on the first run of *Spirit of Progress* in 1937, and checked tickets on that famous train on his last day in the service.

## Workshops chief

**C**OMMENCING as an apprentice fitter and turner at Newport in 1922, Mr. J. F. Smyth, (Workshops Manager, Bendigo North Workshops), has taken part in the many and varied aspects of advanced engineering in the Victorian Railways over the past 39 years.

A scholarship winner to the Working Men's College (now Royal Melbourne Institute of Technology) Mr. Smyth gained diplomas in electrical and mechanical engineering.

After having had supervisory experience in nearly every Victorian railways workshop and running depot including the Newport Powerhouse, Mr. Smyth became District Rolling Stock Superintendent, Bendigo, before being appointed to his present managerial post at the workshops.



Mr. Smyth

A keen sportsman, Mr. Smyth plays golf and bowls. He is also actively associated with the Bendigo Operatic Society, and contributes his specialist engineering knowledge to the Bendigo Technical College Council and the Bendigo branch of the Institute of Management.

## Relief Committee's tributes

**I**N its recently-issued 30th annual report for 1959-60, the State Relief Committee acknowledges the help received from Government Departments, various organizations and individuals.

Referring to the V.R., the Committee speaks of the benefits to it from a rent-free bulk store provided by the Department at the rear of the Lost Property Store, Flinders Street Extension, and the use of sites on the Metropolitan stations for boxes to receive goods from the public.

A paragraph in the report reads: "Railwaymen are likewise kindred to our cause and we 'thank you' for the services you give, be it dispatch or receipt of goods, trucking of livestock and fruit, urgent fire or flood relief consignments, and lastly to the Commissioners themselves for free facilities granted to our Country Representatives' travels and our store accommodation."

Mr. A. J. Petrie (Member, Public Relations and Betterment Board) is the railway representative on the Committee.

## Over the century

FOR the past 101 years, generations of the Ross family have had an unbroken record of service in the V.R. It all began when William Ross joined the Way and Works Branch in 1860. His son, Hugh, who started as a repairer in 1890 married the daughter of a V.R. permanent way inspector and besides being caretaker at Yabba North she was an officer cleaner at Head Office, Spencer Street.

Two sons of this marriage carried on the railway tradition. They were: Hugh William who was a clerk in the Newport Signal Shops; the other, Andrew Alexander, was in the V.R. between 1910 and 1924 when he joined the Commonwealth Railways as a roadmaster.



Mr. M. Ross

The latter's two sons and a niece are still in the Department. Andrew Hugh is a signal adjuster at Seymour and Murray an interlocking fitter at North Melbourne, while Andris Beverley (Andrew Hugh's daughter) is a typiste in the District Engineer's office, Seymour.

Present-day members of the Ross family are justifiably proud of their long association with the V.R. and there is an understandable hope that the link with the Department will be strengthened and prolonged in the years ahead.



Mr. A. H. Ross with his daughter, Beverley

## Centenarian passes . . .

WITH the death last month at the age of 101 of Mr. Edward Devitt, there passed the oldest ex-Victorian Railwayman. As a Roadmaster at Ararat, he retired in 1920, after 38 years in the Way and Works Branch.

Mr. Devitt joined the department at Riddell's Creek as a labourer in 1882 and worked on the duplication of the

north-eastern line, and at Bacchus Marsh, Glenloth, Wycheproof, Port Melbourne and other centres.

In 1914 he became a Roadmaster. (An interview with Mr. Devitt appeared in the *News Letter* of February 1959).

## Fondness for Frankston



Mr. Nettleton

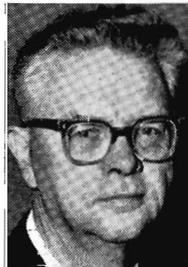
FOR Mansfield's Assistant Stationmaster Hughie Nettleton, Frankston will always have a special significance because it played an important part in his V.R. career.

He started at Frankston in 1950, and while at that station he was a lad porter, parcels porter, yard porter and signalman, all in a period of eight years.

Leaving Frankston, Mr. Nettleton went to Carnegie as a signalman for 12 months; during that time he passed the preliminary A.S.M.'s examination. Appointed to Mansfield, he is now in charge of the goods shed, and is rapidly extending his all-round knowledge of practical railroading.

## Off to London

A Victorian Railwayman will be the joint Australian representative at the forthcoming Conference in London of Royal Life Saving Societies within the British Commonwealth. He is Mr. E. A. Pleydell M.B.E., J.P. (Collector of Accounts, Commercial Branch), who is one of Australia's leading life saving administrators. He flies to London via the U.S.A. and Canada next month, and returns through the Far East.



Mr. Pleydell

Mr. Pleydell has been Secretary of the Victorian Branch of the Society for 31 years, and General Secretary of the Australian body for 26 years. He holds the Society's highest award—the Distinguished Service Cross (London)

—and the Meritorious Award (Australia).

Conference will be opened by H.R.H. Princess Margaret and chaired by Admiral Earl Mountbatten, the Society's Grand President. During the Conference, delegates will be received at Buckingham Palace by H.M. Queen Elizabeth and H.R.H. the Duke of Edinburgh.

## Roaming railwayman

WORKING in the Caulfield goods yard is Shed Assistant Barry Avery who must have a railway-employment record matched by few other people in Australia: he has been employed by four mainland railway systems.

As a repairer, he worked with the New South Wales Railways for 16 months, the Queensland Railways, 14 months, the Commonwealth Railways (55 miles south of Alice Springs), two years, and with the V.R. for the past five years.

Because of his nomadic tendencies, Mr. Avery, on being asked about the future, laconically replied: "Well, I've been with the Victorian Railways for five years. Does that speak for itself?"

In between railroading, Mr. Avery was for a time a drover of cattle between Swan Hill and far-distant parts of Western New South Wales. He worked with aboriginals for some time, and has a deep admiration for their qualities as stockmen.



Mr. Avery

### Railmen's community effort

WHEN Driver Les Cheesley, of Wodonga, saw the need for district aid to intellectually handicapped children, he convened a public meeting. Response was immediate, a committee was formed including colleagues Signalman Doug. Stanford, Shunter Ray Pawson and Labourer Ian Tipsitt with Mr. Cheesley as secretary. In one community effort £3,100 was raised by radio appeal.



Accommodating 13 children in temporary quarters, for a start, the project became known as the *Murray Valley Centre For Intellectually Handicapped Children*. After only two years organization a permanent building is to be erected. Mr. Cheesley is modest about his contribution to the project and distributes the credits widely. It is yet another instance of railwaymen's personal contributions to community affairs.

### Face reader . . .

EVEN without knowing the starting prices of winning horses in races at Caulfield, local Assistant Stationmaster Cyril Sutherland can pretty well tell how the punters have fared.

Directing over the p/a system, returning racegoers to the waiting city-bound special trains, he gets an overall picture from his elevated rostrum of thousands of people whose gloomy or gleeful expressions reflect results of their tilts with the bookmakers. And he has been doing this for many years.

Mr. Sutherland is the "oldest" inhabitant at the Caulfield station where he has been located for 31 years—19 as group A.S.M. and the remainder as A.S.M. "This is a most interesting place to work, and I have no regrets about refusing promotion that would have taken me elsewhere," he said.



Mr. Sutherland

### Exchanged views

KNOWN as the "Japanese Industrial Study Group", six representatives of big Japanese companies concerned with the construction of railway equipment, last month had discussions with senior V.R. officials. In the absence of the Commissioners,

Mr. W. Walker (Secretary for Railways) chaired the meeting with the visitors. Also present were Messrs. F. Orchard (Comptroller of Stores), A. C. Brown (Assistant Chief Traffic Manager), W. Featonby (Assistant Chief Mechanical Engineer), S. F. Keane (Superintendent of Locomotive Maintenance) and J. V. Ross (Acting Claims Agent).



Mr. Walker greets the President of the Group, Mr. A. Utsumi (Director, Kisha Seizo Kaisha), with Mr. I. Itami (Manager, Kawasaki Sharyo)—(left)

## RECENT RETIREMENTS . . . .

### TRAFFIC BRANCH

Burke, D., South Yarra  
Clarke, L., West Richmond  
Davis, R., Mordialloc  
Doidge, H. T., Box Hill  
Davis, J., Ararat  
Davidson, J. L., Melb. Goods  
Gasper, W. L., Tottenham  
Neagle, R. M., Spencer-St.  
Pearson, F., Euroa  
Stanistreet, R. D., Dimboola  
Taylor, G., Coburg  
Walker, P. C., Broadmeadows

### ROLLING STOCK BRANCH

Arnold, R. J., Jolimont  
Bull, L. S., T.L. Depot  
Coy, H. F., Jolimont  
Davis, G. E., Benalla  
Grigg, A. J., Jolimont  
Jewell, E. J., Newport

Lane, J., Bendigo Nth.  
McIntosh, H., Geelong  
Rilen, M., Newport  
Smith, A. J., Bendigo

### WAY AND WORKS BRANCH

Anderson, E. R., Flinders-st.  
Barry, T. J., Berwick  
Crammond, R. J., Bendigo  
Campion, R. H., Ballarat  
Leamon, H. L. G., Bendigo  
Pettingill, J. S., Geelong  
Powell, A. M. B., Bendigo  
Roberts, W. E., Flinders-st.  
Ryan, W. P., Korong Vale  
Sloggett, N. T., Spotswood  
Watt, J., Bendigo

### ELECTRICAL ENGINEERING BRANCH

Robinson, J. A. L., Jolimont  
Taylor, T. E., Lighting & Power Section

## . . . . AND DEATHS

### TRAFFIC BRANCH

Haines, J. T., Flinders-St.  
McKenzie, W. G., Ballarat  
Shore, Mrs. M. A., Sandringham

### ROLLING STOCK BRANCH

Marks, F., Jolimont  
White, C. W., Newport

### WAY AND WORKS BRANCH

Beavis, W. M. C., Echuca  
Dabrowski, R., Laurens-St.  
Illman, R. S., Shelly  
Skantzos, T., Laurens-St.  
Smart, L. R., Donnybrook  
Veale, T. W., Werribee



# ROWING

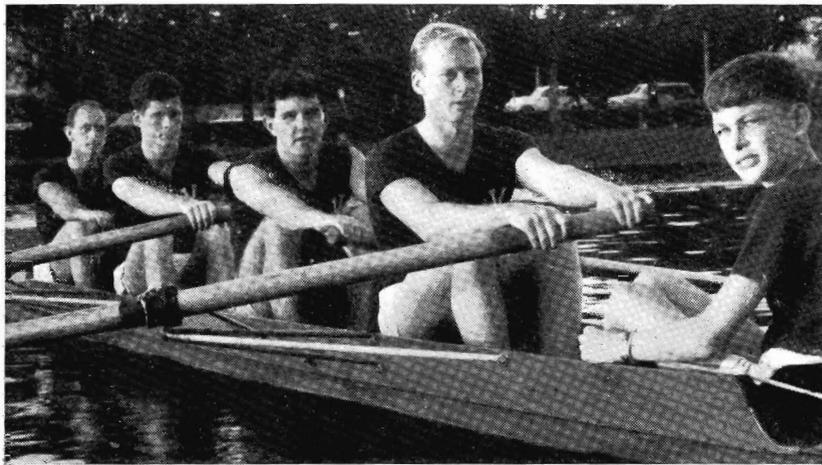
## Interstate rowers

**T**WO V.R. men will be in the group representing Victoria in the Australian lightweight four-oar championship at Adelaide this month. They are: George Taylor (Timber Storeman, Laurens Street) and Roger Moore, (Crown Solicitor's Office).

Mr. Taylor has already twice repre-

sented Victoria. He has been rowing for 14 years and has won Australian and Victorian light-weight four-oar championships and shared in pairs and eights victories.

Mr. Jim Wilson (Assistant Engineer, Rolling Stock Branch) was one of the selectors of the Victorian team for the Adelaide trip; the party of 125 will travel both ways on *The Overland*.



The Victorian light-weight four competing in Adelaide; George Taylor is bow, and Roger Moore, stroke.

## Bendigo tennis and . . .

**M**AINTEINING its remarkable sequence of wins, the Bendigo V.R.I. Tennis Club won the local A grade competition for the sixth successive year, while No. 2 team reached the preliminary final.

Marcia Penrose (daughter of the local Traffic Inspector) won the ladies singles championship; junior clerk Trevor Tully scored in the men's event. He is also the club champion. Two members of the club (Mrs. McInerney and Mrs. Rohde) won the Bendigo ladies doubles championship.

"We have" said Mr. J. B. Carroll (Hon. Secretary of the Club), "converted our two asphalt tennis courts to porous, resulting in an increased membership—and we warmly welcome these newcomers."

## . . . bowls

**F**EW, if any, railway centres have such a large number of V.R. men playing—and excelling—at bowls as at Bendigo. For instance, in the recent finals, Golden Square and Eaglehawk each

had four; Bendigo North Workshops, five.

The following were playing members in the finals of A Division of the Bendigo and District Bowling Association: From the workshops—Messrs. W. Bullock, R. Davies, W. Hanson, L. Hindson, F. Roberts, J. Smyth, N. Townsend and A. Traves; Loco—Taff, Jenkins and J. Wilson; Traffic—J. Forster and W. Hamilton; Accounts—D. McGregor.

Mr. Hindson has an outstanding record in bowling championships. This year he won the Eaglehawk Club's, the Northern District singles, the Bendigo Easter Fair singles and the Fair's pairs, with Mr. Wallace.

For the "L. J. Williamson Cup" (donated by a former V.R.I. General President), Ballarat and Bendigo North Workshops recently met in the annual tournament, resulting in a win for the latter—166 rinks to 149.

The winning rink for Bendigo North comprised Messrs. A. Peake, J. Wilson, W. Eveley and C. Malloy. The winning rink for Ballarat, skippered by Mr. O. Hauser, also won a trophy.

## Swimming finale . . .

**R**IGHT at the end of the swimming season, the Sunshine V.R.I. Swimming and Life Saving Club held its first carnival. Although conducted on Good Friday—the only day the pool was available—there were 91 entries, with 24 events for boys and girls. Local tradespeople donated trophies.

V.R.I. officials who attended were greatly impressed with the skilled organization and predict that future Carnivals will be even more successful.

Throughout the winter months, members who have shown swimming potential will be coached by Electric Train Driver P. Kanigowski.

## Donald Badminton



**A**LTHOUGH a group of Donald's champion badminton players is known as the "Fire Brigade Team" all members have a close association with the V.R.I. Recently the team won the final of the Northern Wimmera Badminton Association, defeating the Brim Beatniks . . . (Above—from left): S. Templar (grand-daughter of the late Ganger Templar) M. Kick (son of Ganger Kick), M. Welley (shunter), P. Allen (son of Driver H. Allen), L. Kick (daughter of Ganger Kick) and (centre) Pat Connors (fireman).

## Horses and sport

**H**ORSES are the main recreational interest of Train Examiner Harold Strachan of Wodonga. Although he has trained gallopers he now races two trotters: Hulmes Glen and Indian Gay.

Mr. Strachan also studies breeding and animal welfare and maintains a great admiration for the Arab breed. Taking an interest in other sports too, he has played golf and "A" grade V.R.I. tennis.

VICTORIAN RAILWAYS

# NEWS LETTER

JUNE



1961



### Fly over . . .

LIVE-STOCK straying on railway tracks are always a hazard. Fortunately, on the V.R. system, they have never caused derailments . . . that is, until last month when a goods train left the rails at Leongatha after hitting, of all things, a fly.

The fly was dozing on the miniature track over which model trains run in the V.R. Mobile Freight Advisory Service then attracting big crowds of local residents.

As the model "Fruit Flier", hauled by a diesel-electric locomotive with six vehicles behind it, sped around the track at a simulated speed of 40 to 50 m.p.h., a fly was in its path . . . crash, and off the rails went the "Flier".

Maybe the over-confident fly thought that a train so named "wouldn't hurt a fly".

### Live-stock traffic bid

AS part of the Department's campaign to win back live-stock traffic from road transport, a further 12 rail stock-yards are to be re-constructed. A sum of £30,000 will be spent on improving rail stock-yards at Barnes, Benarca, Womboota, Thrya, Bunnaloo, Caldwell, Yallakool, Wakool, Niemur, Moulamein and Balranald.

Work has already begun at Moulamein. In an effort to have all yards completed as soon as possible, most will be re-constructed by private contractors. Tenders are also being considered for new rail stock-yards at Derrinallum.

This big development follows the recent opening of a £36,000 project at Hamilton where the live-stock raiing centre has been moved to a more convenient position near the municipal sale-yards.

The Hamilton centre provides a stock handling area of 21,000 sq. ft.—double the area of the old stock-yards. It includes modern drafting yards and loading ramps, a special drainage system to discharge pollution and concrete paved cattle pens, sheep crush races and pig shelters.

Together with a fast and efficient train service, the overall stock-yard re-construction plan will give stock dealers every advantage in getting the best marketing conditions.

### Rare tree on V.R. land

A very rare tree dominates the backyard of the departmental residence occupied by Eagle-mont's Assistant Station Master S. Hemphill: it belongs to the species known as Studley Park Gum (*Eucalyptus Studleyensis*).

Only four examples of this tree were previously known to exist—and all of them are growing in the vicinity of the Reservoir in Studley Park, Kew.

The tree has been officially identified by Mr. J. H. Willis, of the National Herbarium, Melbourne, and is considered to be of great botanical interest. It is erect and resembles a red gum, but with more slender and greener foliage.

Initial steps towards the discovery of the tree were made by 14-year-old Ian, son of Mr. Hemphill. A member of the 2nd Ivanhoe Boy Scout Group, Ian is a tree-lover and a keen naturalist.



The tree is beside the Eaglemont station platform.

### Telling the public

TO meet mounting public interest in the rail standardization project between Melbourne and Albury, the Department is showing the progress of the work by means of a special unit in a window conspicuously fronting the main concourse on Spencer Street station.

Panels and pictures highlighting some of the outstanding track, bridge, and grade separation aspects of the scheme are changed periodically. A map, with a Melbourne-area inset, depicts the route of the standard gauge track. A pamphlet, outlining the broad principles of the project, is available to the public from a holder fixed below the window.

The display unit is proving invaluable in supplementing the continuous flow of press items issued by the Department, as well as films shown on TV Channels.

### Veteran loco. glamorized

THAT young and old still have a deep affection for steam locomotives was strikingly shown recently when the last regularly D3 hauled passenger train ran from Bendigo to Swan Hill.

Hundreds of people gathered on the Bendigo platform as the gaily-bedecked veteran D3 688 left (see pages 88 and 89). On arrival at the flag-decorated Kerang station, another big crowd of local residents, including many school children, gave the locomotive a tumultuous reception as it broke through streamers. In the cab were Driver A. J. Edmond and Fireman J. Stevenson.

Much of the success of the occasion, that was featured by the local press and radio, was due to two railway enthusiasts: Messrs. D. G. Potts, a Kerang garage proprietor, and W. Gillies, a grazier. They have been making a colour film, *Tribute to Steam*, with the triumphant journey of D3 688 as a climax.

### Gargantuan appetite

TO list fully the materials being "consumed" in the Melbourne-Albury standard gauge construction would absorb many small-type columns of *News Letter*. Illustrating the huge quantities being used, are some striking examples:

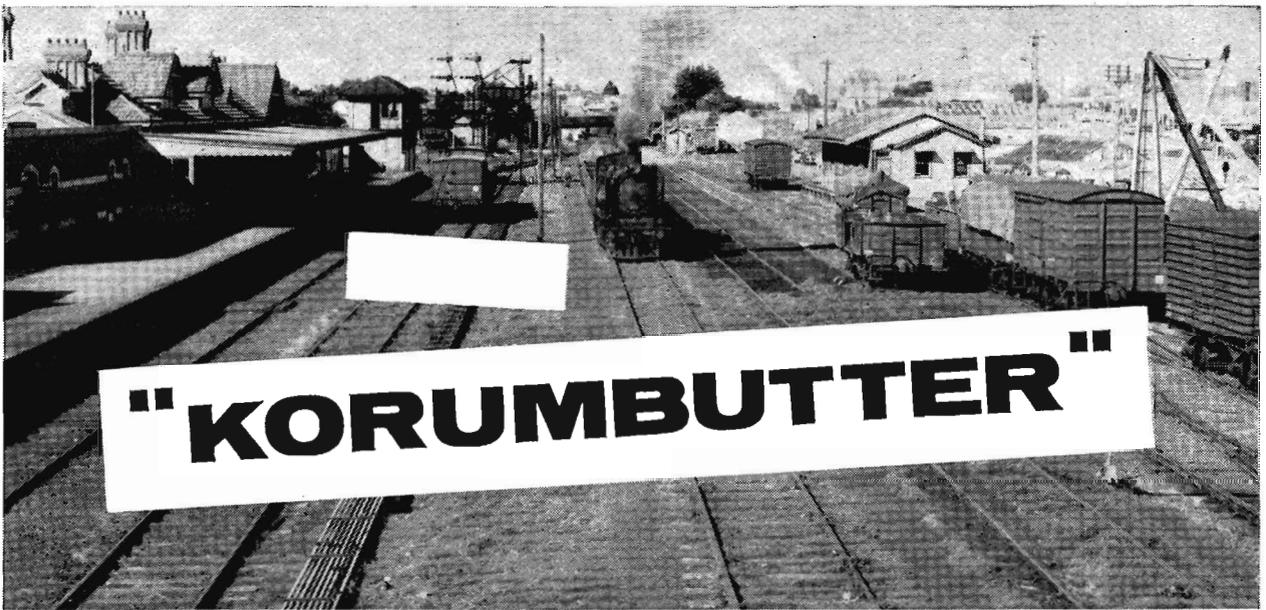
Track laying: rails, 29,000 tons; sleepers, 450,000; dog-spikes, 1,000,000; fish-plates, 670 tons; fish-bolts, 50,000; and sleeper plates, 5,000 tons.

Telephone pole-line equipment: bolts and nuts, 100,000; washers, 102,000; coppers conductors, 832,000 lb.; copper wire, 613,000 yards; insulators, 150,000.

Signal gear: insulator spindles, 50,000; transformers, 100; galvanized channel rodding, 35,000 ft.; and copper cable, 158,000 yards.

### FRONT COVER

OPERATOR of this massive mechanical briquette unloading machine controls the movements of the two-winged scoop (*left foreground*) to every corner of the rail wagon. The scoop drags the briquettes towards the chute and onto the conveyor, from which they are tipped into waiting road motor vehicles for transport to the butter factory. (See opposite page for story on the Korumburra station).



Korumburra station from the 'up' end.

**B**UTTER . . . butter . . . butter . . . So prolific is the production of this foodstuff at Korumburra that the town's name could easily be changed to "Korumbutter." Appropriately enough, the Korumburra and District Co-operative Butter Factory and Trading Co. Ltd., whose modern factory processes this butter and many other dairy products, is the biggest single freight customer at the station. It is one of the largest factories of its kind in Australia.

In the busy season, up to 500 tons of butter, casein and other dairy products are railed to Melbourne each month, and the average monthly freight cheque to the Department is in the region of £2,000, rising to £3,000 in the peak months.

At an altitude of 746 ft., Korumburra station dominates and overlooks the flourishing town ; from the platform one gets magnificent views of the Strzelecki Ranges reputed, by the way, to begin at Korumburra their spectacular way through Gippsland.



Excellent relations exist between the Korumburra station staff and their customers. Mr. L. J. Kirk, Secretary of the local butter factory whose rail freight account is the biggest at Korumburra, discusses a loading question with Stationmaster R. H. Travers.

**A**S would be expected, goods traffic plays an important part in the station business. From Melbourne each week come 20 goods trains with an average of 30 wagons on each. In the reverse direction, 17 goods (mostly perishables) and live-stock trains run regularly each week to the city. In addition, 10 goods trains, originating at Korumburra, run to Yarram and one to Foster, and a similar number operate in the opposite direction and terminate at Korumburra. All goods trains running on the 'down' side of Korumburra are re-marshalled in the local yard, where a leading shunter and a shunter are employed, as well as a pilot locomotive.

#### Steep grades

Because of its height above sea level, Korumburra presents train operating problems. For some miles on both sides of the station, very steep gradients—averaging 1 in 40—are encountered, and these impose train speed and load limits. For example : a T class diesel-electric locomotive can haul 800 tons from Korumburra to Leongatha,

but coming back the load is restricted to 400 tons.

Besides the spacious goods shed, the yard has a weighbridge and a six-ton electric crane that facilitates not only the handling of very big consignments but assists materially in the quick release of wagons for further service. Also in the goods yard is a mechanical briquette unloading plant; about 14 wagon loads of briquettes are received weekly for the butter company. Erected by the Butter Co. at a cost of £20,000, the plant can discharge a 16-ton rail wagon in about 30 minutes. The briquettes are mechanically scooped on to a conveyor, thence through a chute to the company's road motor vehicles in the nearby street.

#### Live-stock traffic

Live-stock sales are held every Monday (pigs and calves) and alternate Fridays (cattle), and three trains, of between 25 and 30 wagons (including live-stock from the 'down' side of Korumburra) run to Melbourne each week.

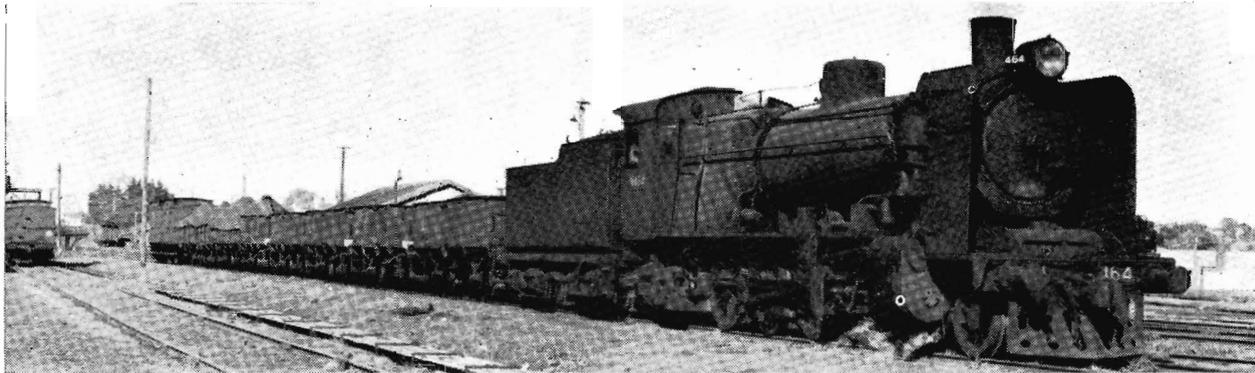
Passengers at Korumburra have a variety of rail transport: a 280 h.p. diesel rail-car, a diesel-electric rail motor (with trailer attached) and orthodox country passenger carriages, with one train each way having air-conditioning. The Saturday time-table is so arranged that Korumburra residents can make a day-return journey to the city to attend any of the many sporting events in the afternoon—and then catch a train leaving Flinders Street at 6.12 p.m. Week-end travel to and from Korumburra is catered for by Sunday night trains leaving the city and Korumburra at 7.10 p.m. and 7.4 p.m. respectively.

#### Parcels revenue up

Parcels business is increasing at Korumburra. Being the busiest station for this traffic on the south-eastern line, it demands the full-time attention of a parcels assistant. Besides parcels carried on all passenger trains (except Sundays), consignments are brought to Korumburra by the 1.5 a.m. 'news-



Korumburra loco. depot's automatic coal stage. State Mine coal falls from adjoining hopper wagons through a grille. It is then loaded into a 15 cwt. capacity bucket that then rises and empties—the three operations being automatic—into the 50 ton capacity hopper. From there the coal empties from the bottom of the hopper into the loco. tender, under manual control.



Keeping the wagons moving . . . N 464 leaving for Melbourne with a goods train, mostly "empties."  
Steam locomotives of the N, R, K, and J classes are the types seen at Korumburra.



Parcels business is increasing at Korumburra. These consignments have just arrived from Melbourne and are being sorted for ease of counter delivery.

paper' train from Melbourne on six days a week. This latter arrangement enables parcels received in the city up to 8 p.m. being available for delivery to business-houses at Korumburra at 8 a.m. the next day. This train is due at Korumburra at 5.15 a.m.; local residents, therefore, have the equivalent of a suburban morning newspaper delivery service into their homes.

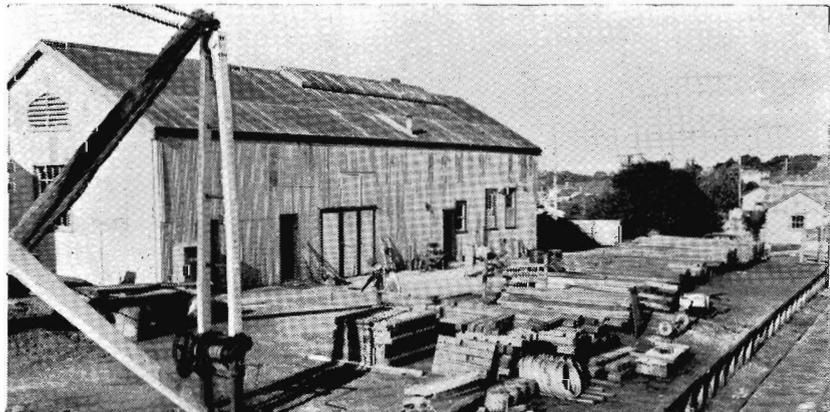
Local railwaymen are justifiably proud of the station refreshment room where light refreshments, sweets, tobacco, magazines, etc., are sold in a setting noted for its cleanliness and quick courteous service. The room has won the approval of experienced travellers; one overseas visitor described the coffee served as "the best in Australia".

Korumburra is a depot station for several branches. The area covered by the Works and Road Foreman extends from Yarram to Lyndhurst and from Nyora to Wonthaggi, including the State Coal Mine; 20 track gangs are under the control of the Road Foreman; the Works Foreman is responsible for the maintenance of 39 stations and 176 departmental residences. The Signals and Telegraph Division has an electrical fitter-in-charge, a lineman and a signal adjuster. The loco. depot is under the control of a chargeman; also there are nine engine drivers and nine firemen, two train examiners and two loco. labourers.

Near the station is the Korumburra Sub-centre of the Victorian Railways Institute. Headed by an enthusiastic committee, this Institute outpost's facilities are warmly appreciated by local V.R. men. Efforts are now being made to secure larger buildings to cope with the expanding interest of members.



(Top) Manageress Doris Kelly of the spic and span Korumburra Refreshment Room is flanked by her two assistants (left) Lola McPherson (wife of a locomotive driver) and Ruth Stevenson. (Below) Head-quarters at Korumburra of the Works and Road Foremen whose districts cover an extensive mileage on the South-eastern Gippsland lines. The Stores Branch is also represented at the depot.



## Stop signs save lives



A 75% reduction has been made in the annual number of accidents at 313 railroad crossings of secondary highways in the State of Michigan, U.S.A., by installing red and white octagonal "stop" signs (above) at crossings protected only with the conventional crossbuck signs.

Michigan law requires that motorists encountering such signs come to a complete stop before proceeding.

[At crossings in certain country areas and on the Thomastown-Lalor line, the V.R. has installed some of these octagonal signs, where road traffic is fairly light. By law, drivers of road vehicles are compelled to come to a complete stop on seeing such signs.]

### C.T.C. extension

CANADIAN National Railways has completed another step in its signalling modernization programme with the extension of C.T.C. from Winnipeg Sioux Lookout to Armstrong, a distance of 400 miles.

The system enables all train movements between these points to be supervised by one man seated at a central control panel in Winnipeg Station.

Work is now in hand to install C.T.C. west of Winnipeg between Portage La Prairie and Melville. This system is expected to go into operation during 1961.

### New frozen foods wagon

CANADIAN National Railways is testing a new type of air-tight freight wagon. The wagon, designed for use primarily for frozen food industry, was loaded with fruit and vegetables in Vancouver British

Columbia, and shipped to York Farms, Toronto, on its initial test in Canada.

The wagon is equipped with a highly efficient insulation system that makes it possible to maintain extremely low temperatures for several days.

This is achieved by spraying the loads of frozen foods with liquid nitrogen, which has a temperature of 320°F. As the nitrogen warms up, it turns to gas, but the increased pressure inside the wagon is controlled by outlet valves.

### First auto. rail dispatcher

LENINGRAD specialists have developed the world's first automatic railway dispatcher. It is in operation on a section of the railway between Moscow and the ancient Russian town of Yaroslavl.

It can be used to ensure train movements on a line of over two miles. The dispatcher is fed with information about train movement schedules, and it issues recommendations as to how it would 'dispatch' the train. In one day, the computer gave 135 recommendations. An analysis showed that the machine's recommendations, including those that were rejected, were the best and economically most advantageous.

### Fully automatic train

THE New York City Transit Authority has demonstrated its first fully-automatic driverless train, intended for use on the Grand Central-Times Square shuttle service. The demonstration was held between the 18th Avenue and New Utrecht Avenue stations on the Sea Beach line.

The equipment enables the doors to close and the train to start and run at a controlled speed to the next station, where it brakes and stops at a pre-

determined point, the doors opening automatically as it does so.

After a given time, the doors close again and the train travels back to the other end of the line. This programme is controlled from a fixed lineside installation by electrical impulses transmitted via the running rails.

To check the integrity of the track ahead of the train, the impulses are always transmitted from the point to which the train is travelling and are picked up by receivers mounted ahead of the first pair of wheels.

The impulses are decoded by equipment on the train and used to operate relays that control the brakes, motors, doors, and so on, on the three cars.

### Big electrified scheme

THE world's busiest passenger railway—the Southern Region of British Railways, that carries more passengers than all the North American major railroads put together—is planning another big instalment of electrification.

The system of electrification is the third-rail direct current that powers the Southern Region's suburban area—the biggest of its kind in the world—and its already electrified lines.

The system carried the bulk of the Southern's daily 7,000 passenger trains and brings about 400,000 commuters into London every week-day.

### High speed electric locomotives

THE Pennsylvania Railroad has recently taken delivery of the first of 66 high-speed electric freight locomotives built at the General Electric works at Erie. These 4,400 h.p. "E. 44" 195-ton locomotives use the rectifier tube method, with which the Pennsylvania has been experimenting recently, for transforming the 11,000-V 25-cycle single-phase a.c. from the overhead catenary to d.c. for the six traction motors.

The traction motors themselves are of the same type as those used in the railway's diesel-electric locomotives. The starting tractive effort is 89,000 lb. and the locomotives will be able to start a 5,800 ton train.

The maximum service speed is 70 m.p.h. with a full train and, if required, two of the locomotives can be operated in multiple. The 66 units, that are coming into service at the rate of two a month, will replace the 90 outmoded "P5a" 3,750-h.p. electric freight locomotives that have given the railway good service for many years.

**I**N the first public relations job of its kind undertaken by the Department, 35 Melbourne and interstate representatives of press, radio, TV and news reels were last month taken on a first-hand inspection of the standard gauge project in progress between Melbourne and Albury. Results were immediate. In a few hours after completion of the first stage of the trip to Seymour, thousands of viewers were seeing films of the work over the three Melbourne TV Channels. Next morning special articles and pictures were featured in the Melbourne newspapers. Value of this and subsequent publicity cannot be measured in money.

**T**HAT the £12M standard gauge project looms large in the minds of news media controllers is underlined by the organizations represented:

**NEWSPAPERS**—Melbourne: *The Age*, *Herald*, *Sun News-Pictorial*. Country: Australian United Press, *Albury Border Morning Mail*. Sydney: *Herald*, *Telegraph*, *Mirror*.

**TELEVISION**—Melbourne: ABV2, GTV9, HSV7. Sydney: ATN7. **RADIO**—Melbourne: ABC, 3AW, 3DB, 3KZ, 3XY. Country—2AY.

**NEWS REELS**—Cinesound (covering Movietone News in Victoria). **MAGAZINES**—*Australasian Post* and *Railway Transportation* (Sydney). **MISCELLANEOUS**—Commonwealth News and Information Bureau, Department of



Press, TV and News Reel cameramen captured many facets of the work.

Interior Film Division, and N.S.W. Railways.

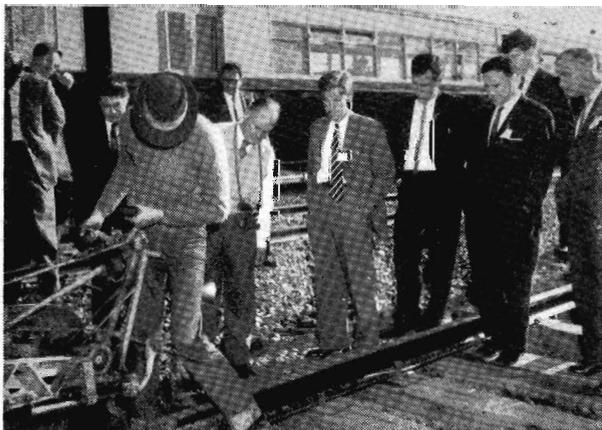
Leaving Spencer Street at 7.15 a.m. on May 1 in a special 280 h.p. diesel rail-car and returning from Albury the same day by *The Daylight*, the party [made on-the-site inspections of different phases of the work on the outward journey to Albury. They had every facility to get close-ups of the work and men engaged on this historic project.

The diesel rail-car was wired for a public address system. Mr. L. A. Reynolds (Chief Civil Engineer) who is in charge of the standard gauge work, gave a comprehensive running commentary as the rail motor sped to Albury. He was assisted by Messrs. G. F. Woolley (Signal Engineer, North-east Standardization), R. J. Gallacher (Engineer-in-Charge, North-east Standardization), and L. McCallum (En-

gineer of Special Works.) The tour was under the control of Mr. H. R. Hauptmann (Chairman, Public Relations and Betterment Board), who was assisted by Mr. K. C. Findlay (Publicity Assistant).

When the guests boarded the train at Spencer Street, they were handed a comprehensive selection of specially-prepared standard gauge information, including maps and details of the new passenger trains and freight services, as well as centralized traffic control and many other aspects of the work, past and present.

The success of the tour was highly gratifying to the Commissioners. It was made possible only by the splendid co-operation of the Way and Works, Rolling Stock, Traffic, Refreshment Services, and Stores Branches.



(Left) Pressmen concentrate on the mechanical hammering of dog spikes into sleepers. (Right) Professor G. S. Browne—left—getting more details from Mr. R. J. Gallacher (Engineer in Charge, North-east Standardization, for his three talks on GTV9.

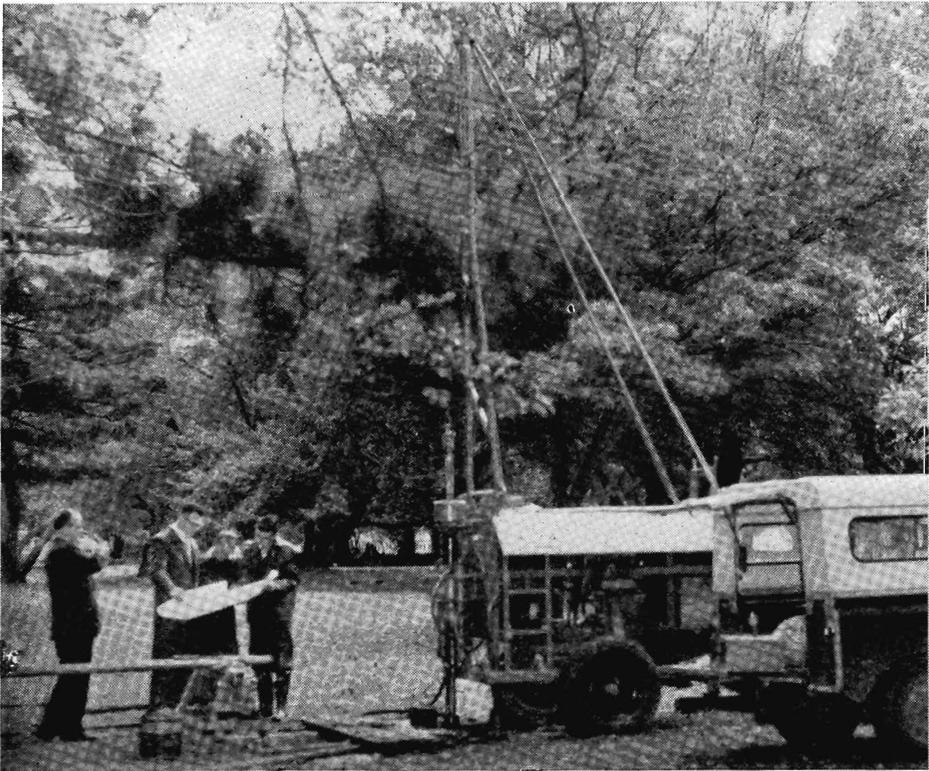


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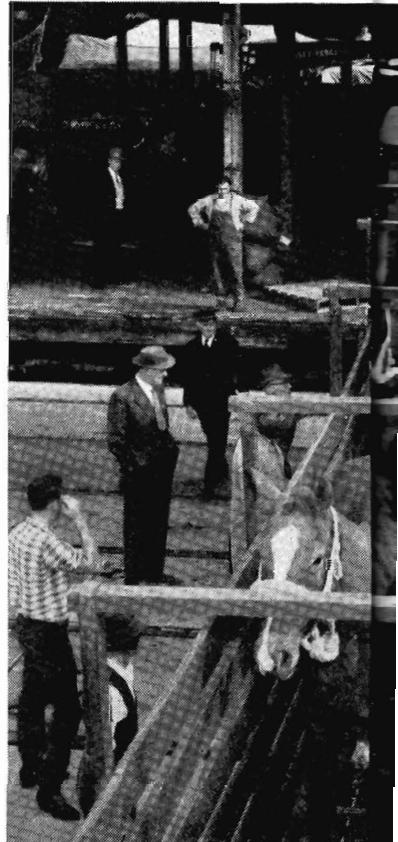
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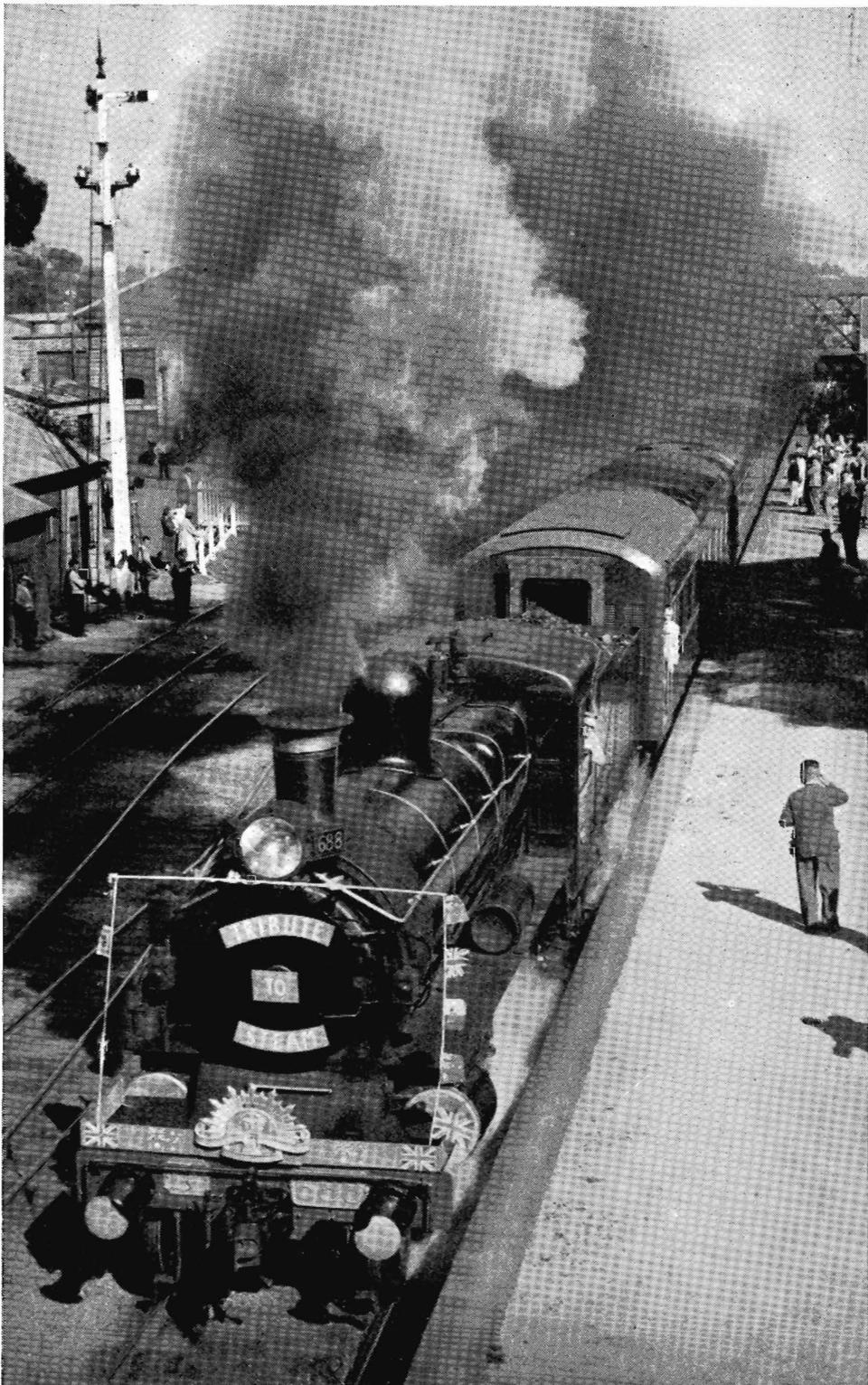
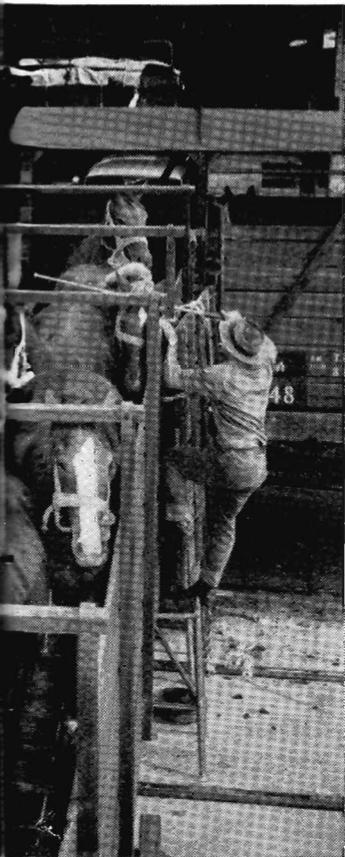
A milestone in Melbourne's transport history : Mines Department engineers put down the first bores, in the Exhibition Gardens, for the proposed Melbourne City Underground Railway. The University of Melbourne tested samples of the materials taken from the bores that ranged in depth from 45 ft. to 115 ft.



...er apprentice, Mr. G. F. Brown  
 ...rman of Commissioners) was  
 ...ghted to meet three brilliant V.R.  
 ...t month. (From left) : Apprentice  
 ...d (sheet metal) and Lance Withers  
 ...d been chosen by the Victorian  
 ... Commission as the outstanding  
 ... their respective trades in Victoria.  
 ... thony Davis (fitting and turning)  
 ...ted as the outstanding apprentice  
 ... Technical College, Newport.

# ROUND THE SYSTEM

...assignment of horses (200) handled  
 ... many years was recently carried  
 ... from Werribee to Port Mel-  
 ... were for shipment to India for  
 ... an Army. The train, from which  
 ... are being unloaded, consisted  
 ... live-stock wagons.



After more than 60 years, the last regularly D3 hauled long-distance passenger train steams triumphantly out of Bendigo on a gala farewell run to Swan Hill. Specially polished and decorated, locomotive D3 688 attracted crowds all along the 113-mile route. (See Page 82.)  
 (Photo : Bendigo Advertiser)

**C**ONCLUDING (from last month's *News Letter*) a condensation of the address he recently gave to the Victorian Division of the Institute of Transport on rail gauge standardization between Melbourne and Albury, Mr. L. A. Reynolds (Chief Civil Engineer) deals with some of the engineering problems. Construction of over-passes, elimination of level crossings, track alterations, and the thought given to planning a new Spencer Street station are outlined.

**T**HERE were three ways in which the standard gauge conversion with N.S.W. at Albury might be done. **Firstly** we might convert the north-eastern line from 5' 3" to 4' 8½". This, however, would not be acceptable because of the difficulties of operation and interchange in Victoria.

**Secondly** it might be done by third-railing the main north-eastern line. This was rejected because of the complexities which would arise in every station yard resulting in serious speed restrictions on both gauges and interference between traffic on the two gauges.

**Thirdly**—and this is being done—by building a new standard gauge line roughly paralleling the existing main line from the border into Melbourne.

There is comparatively little business from intermediate stations going interstate, and what there is can be readily handled by the broad gauge line. The cost of intermediate stations would not be justified for the traffic offering. Victoria is very well catered for by its 5' 3" system, and to provide service on the standard gauge line at Victorian towns would mean duplication of facilities and of staff to operate them. Provision is made, however, for possible general loading areas and sidings in the Tottenham-Somerton area.

#### East or west side

The first problem we had to solve was where would we put the line—on the east side or the west side of the broad gauge track. We decided the standard gauge line now coming out from Albury station towards Wodonga on the south-east side should continue on that side along the broad gauge tracks. Location on the west side would have seriously interfered with the goods sidings at 22 stations, requiring major alterations at the larger stations on the line—Seymour, Benalla, Wangaratta and Wodonga. Location on the east side would interfere with the goods facilities at 11 stations only, there being much less interference at Seymour, Wangaratta, and Wodonga, than with the other alternative, whilst the goods yard at Benalla would not be disturbed.

Goods business is our great revenue

producer and our motto in this project has been "No deterioration of service on the broad gauge as a result of standardization".

Special provisions have been made for access to the passenger platforms. At small stations that exist mainly as safe-working points, there will be pedestrian crossings only.

At more important places, such as Violet Town, road access protected by flashing lights or boom barriers, will be provided. At the bigger places, such as Euroa, Benalla, and Wangaratta, overpasses are under construction to let road vehicles get right into the passenger platform, as now.

#### Problem at Wangaratta

The station at which major difficulty has arisen is Wangaratta—the largest city in the north-eastern district—with heavy rail patronage. Unfortunately it had about the narrowest side width. The only suitable access to the busy station was by grade separating the approach roadway; the only satisfactory way to achieve this was by depressing the grade line of the standard gauge track approximately 18' below the natural surface and constructing access bridges at about natural surface level over the box cutting.

Between Melbourne and Wodonga we have duplicated 183 bridges, involving approximately 14,092 feet of bridging. To enable such a construction job to be carried out in the minimum of time, standardization of design was necessary. In the main, simple rolled steel sections have been used, but in two bridges—those over the Broken River at Benalla and the Ovens River at Wangaratta—we have used plate girders.

In each of six over-line bridges we had to construct a new opening for the standard gauge track.

To carry the new track we have extended the existing formation by 16 feet. The total quantity of earthworks involved in this is approximately 2,000,000 cubic yards of excavation conveyed to embankments or to spoil. 320,000 cubic yards of additional filling, and 250,000 cubic yards of selected top

dressing, at a total cost of slightly more than £1,000,000. The earthwork was carried out by contractors using modern equipment, such as twin power Euclids or Caterpillar power scrapers.

The track will be a single-line railway and, to enable trains to cross or superior trains to overtake inferior trains, 15 crossing or passing loops are being provided at strategic points. All of them are 2,900 feet long in the clear, which allows for a maximum length train and two engines to be side tracked.

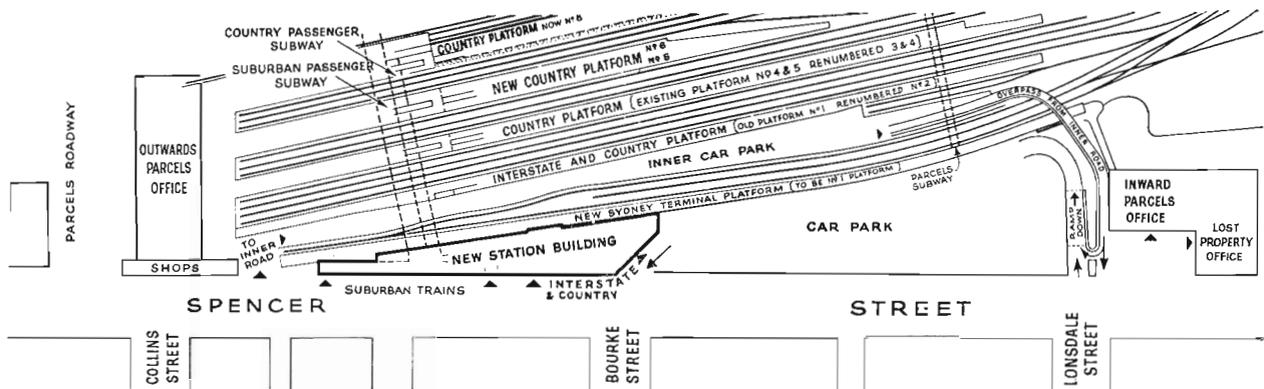
The movement of trains throughout the line, except for the portions close to Melbourne, will be directed by a train controller by means of Centralized Traffic Control (for short, C.T.C.). The controller, sitting at his desk in Melbourne, will have a complete picture of the line before him and will operate points and signals by sending out control codes on a single pair of wires. These wires merely transmit the controls out to the field and carry indications back to tell the controller what has been done.

#### New pole line

To carry these wires and the power lines, we have had to reconstruct the whole of the pole line from Broadmeadows to Wodonga. Inter-locking as between signals and points and opposing signals, is carried out at track side by relays, and track circuits prevent the giving of conflicting indications. The signalling system itself is an automatic power signalling system using long range colour light signals.

The standard track will intersect a 5' 3" line at 14 stations with diamonds consisting of two 'V' crossings and two 'k' crossings of a standard angle. Whether the cross connexion is a broad gauge main line or siding, the standard gauge line will be regarded as the superior track and points on the broad gauge line will lie to prevent any cross move. For the local signalman to set up the broad gauge road and clear the signals for such a move, he will need to obtain a release from the C.T. Controller.

We have endeavoured to improve the level crossing situation on the line whilst constructing the standard gauge



Final plan of Spencer Street Station.

track; as a result there will be 19 fewer crossings. We have begun work on several grade separation projects. At Sunshine, we are constructing an overpass which will carry Hampshire Road over two side access roads, one each side, five broad gauge tracks, one 4' 8½" gauge track, and over the two platforms.

At Albion, we are grade separating the Western Highway or Ballarat Road, which has required us to remove entirely the signal box, and to convert the station into an island platform. For the Hume Highway, the Country Roads Board is building an overpass at Craigieburn, whilst at Tallarook we are constructing an underpass just on the Seymour side of the existing gauges.

### Route near Melbourne

At Seymour, because of the difficulties which will arise at Victoria Street, at the "down" end of Seymour, we are improving Anzac Avenue underpass so that Victoria Street might be closed. At Euroa and Glenrowan, and at Roy Street, Wangaratta, we are building overpasses, while at Rowan Street, Wangaratta, an underpass is being constructed.

Because of the congestion and difficulties which would arise if the standard gauge track were to go through Essendon into Melbourne, it was decided it should leave the present main north-eastern line near Broadmeadows and follow the Albion-Broadmeadows goods line.

We have almost completed the construction of what we call the Jacana flyover. This is a twin box structure over the electrified suburban track so that the standard gauge track passes over the top of the suburban electrified lines without causing any interference to that traffic.

From Broadmeadows to Albion the existing "up" track will be converted to standard gauge and the remaining broad gauge track (the present down track), will be resignalled to carry traffic both ways. From Albion the

new track will skirt Sunshine station and Tottenham Yard and join the existing 5' 3" goods lines behind West Footscray station. These goods lines run parallel to the suburban lines to Footscray where they dive under the suburban tracks, run in a tunnel under Bunbury Street, Footscray, to cross over the Maribyrnong River, near Footscray Road. From West Footscray these goods tracks will be third-railed in order not to reduce the capacity of the 5' 3" lines. The standard gauge track will thus be brought into the Dynon area where the goods terminal facilities will be provided.

When the standard gauge is brought in, the South Dynon goods sheds and the adjacent areas will be given over entirely to standard gauge working.

The main tracks and the gantry crane area in North Dynon will be converted to standard gauge, whilst new trackage will be provided for the broad gauge. The gantry crane tracks will be extended 300 feet, and under this extension the crane rails will be supported on piles so that a 50 ton crane could be provided at a later date.

### Freight handling

There are a number of agents who collect consignments around the city and suburban area and bulk it for forwarding to Sydney, Brisbane and Adelaide. This traffic is scattered in its loading points and a new forwarding agents' depot has been designed; it will be located between the gantry cranes and South Kensington station.

Whilst the bulk of the traffic from New South Wales is for Melbourne, there is a proportion for other Victorian stations. It is intended, at the commencement, that all transfers for locations other than Melbourne will be handled at Albury. But over a period of three years the transfer point for traffic beyond Melbourne will be moved from Albury to Melbourne.

Although the Dynon area is about two miles away from the centre of the city, it is very suitably located for access and it will enable a standard of

service to be given well above that possible in the present congested Melbourne Goods area.

Because of the potential for industrial development, to the west and north of Melbourne, provision has been made for construction, at a later date, of goods loading areas at Bulla Road and McIntyre Road between Albion and Broadmeadows. At Somerton a yard has been planned to enable full train loads for that area to be dealt with. The initial development has been designed to permit of gradual expansion for the marshalling of trains, unloading sidings, gantry cranes and maybe flexivan operations. Private sidings can be readily taken off the standard gauge in this area to serve adjacent industries.

The connexion to Spencer Street station gave us a lot of thought. To a large extent the routing depended upon where we would put the busy Sydney passenger terminal. The importance of the route warranted an important position, readily accessible and attractive. We decided therefore to locate the new platform adjacent to Spencer Street itself. To hold the new sleeping car train a platform 1,350 feet long is required. The present north-eastern concourse platforms 9, 10 and 10A, will make way for the new platform.

### Spectacular flyover

To reach this location without interference to the suburban tracks, the main standard gauge line will cross the old West Melbourne swamp in an almost direct line from where it crosses the Maribyrnong River on the goods line bridge. It will then cross over the Moonee Ponds Creek and rise on an approach ramp on the south-east side of North Melbourne, fly over the suburban electrified track and goods running lines by a flyover 575 feet long (see sketch plan), then come back to the existing rail level behind the West Melbourne Festival Hall. The main line will then cross Dudley Street on one of the existing bridges and, on a converted track, run into the site of the Sydney passenger terminal.

The siting of the new Melbourne terminal building required careful thought and it is centred around a subway system. About 35 years ago this system was started when the present suburban platforms were built. A subway was built under the suburban lines but a temporary ramp only was made to connect it to the south concourse. This subway is to be retained and an extension provided to link this with all the country platforms and the new building. This will enable country passengers to interchange to or from suburban trains. The new subway also will link with the new station buildings but suburban passengers will be led directly out to the street.

The new station building is to be located on the site of the existing car park. The ground floor will be given over to traffic requirements. In the main it will be a concourse from which easy access is given to booking offices, cloak room and the new No. 1 platform. A ramp will lead down to connect to the subway. In the basement there will be the usual toilet facilities, hair-dressers, showers and telephone booths.

A cafeteria will be on the first floor. The waiting room is to be on a gallery over the booking office. The second floor of the building will house Traffic Branch staff. The existing car park will be replaced by an enlarged one extending from Lonsdale Street to Bourke Street. Passengers arriving by car or taxi can then alight just outside the luggage counter where their luggage will be received.

### Parcels, luggage

With the completion of the subway system bringing suburban passengers underground to and from Spencer Street, and taking country passengers to and from the inner platform, all pedestrian traffic will be removed from the south concourse. This will enable the Outwards Parcels Office to be extended right up to the south end of the platforms. The Inwards Parcels Office is being relocated north of Lonsdale Street, a parcels subway at the north end of the platforms will give ready access to the new building. As outwards and incoming luggage will be dealt with at the luggage reception point, some means of getting it to the south end or receiving it from the north end of the platforms is necessary to separate luggage trollies from the passengers. To achieve this the hall is being located in the basement below the luggage reception point. To it the luggage will be sent by a conveyor. Running under the whole length of the new platform will be a tunnel connecting via the parcels subway to the north end of the platforms, and via the south concourse to the south end. All luggage handling will then be dealt with underground.

The North Melbourne Loco Depot, our present depot, was built in the days

of steam. It is no longer capable of handling the expanding fleet of diesel locomotives. A new broad gauge diesel-electric loco. depot is to be built on the West Melbourne swamp. Standard gauge locos will be serviced at the new depot.

We also need sidings where we can stable passenger trains, and a shelter shed where they can be serviced. This is to be provided in the South Dynon area by a shed 1,200 feet long, that will enable us to house the overnight trains. During the night *The Daylight* will be serviced in the same shed.

The new track between Albury and Melbourne requires 650,000 cubic yards of ballast worth about £1,000,000, 450,000 sleepers worth £450,000, 29,300 tons of rail worth £1,250,000—a total in plate-laying material of about £2½ million.

### Rail laying progress

About three-quarters of the ballast required has now been placed in position by contractors. Rail is being laid out on the sleepers at the rate of about 3½ miles a week, and we are laying track at the same rate. To date we have laid about 100 miles of track.

When completed, the new line will be the fastest track in Australia. It is being designed for a maximum speed for passenger trains of 80 m.p.h. The maximum speed permitted for goods trains with passenger type bogies will be 60 m.p.h.

The main inter-system express will consist of air-conditioned cars, twinette sleepers, roomettes, lounge car, dining car, brake van and power van for generating power for lighting and air-conditioning throughout. Two trains are required for this service, and 30 cars are now being built by the Commonwealth Engineering Company under the supervision of the New South Wales Railways. It will be of the same high standard as *The Overland* to Adelaide,

plus the addition of a dining car and a lounge car.

The train for sitting passengers, plus passengers for Canberra, will consist of cars from *Spirit of Progress* and the Victorian *Daylight*, converted to standard gauge.

The daylight service will be given by the New South Wales *Daylight* train which now stands over at Albury yard from 5 o'clock each afternoon till midday the next day. It can continue on to Melbourne and be reconditioned for return in the time it now stands idle.

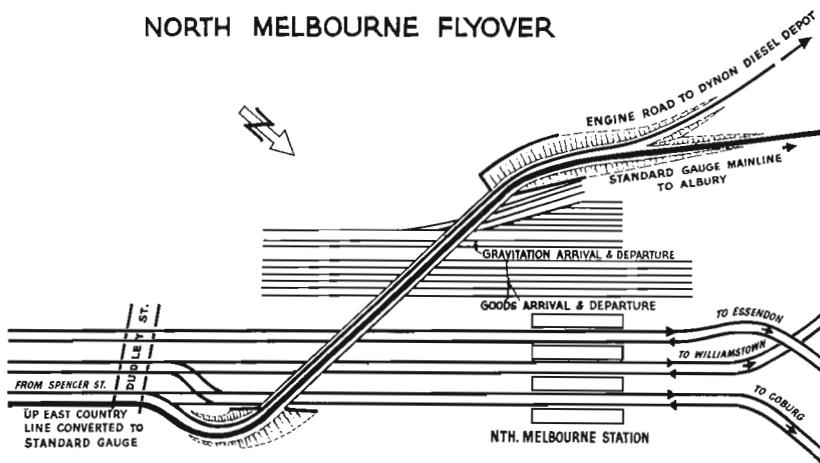
### First on January 2

When the Christmas holidays are over, there will be a continuous standard gauge track from Dynon to Albury. On January 2, 1962, train loads of goods will be able to pass, for the first time, between New South Wales and Melbourne and the 600,000 odd tons per annum that have been trans-shipped at Albury and Wodonga in the past will have a through journey in New South Wales wagons into Melbourne, together with the additional freight which this national project will develop.

Passenger service cannot start immediately because we must wait until the track settles down under traffic. By this rolling down we will find the soft spots and the depressions. After we have repaired the road, we will be able to open it for the high speed for which we have designed it, and then the passenger traffic can operate, thus eliminating the annoying changeover which has existed at Albury for nearly 80 years. Then all the resources of the Victorian and New South Wales systems will be applied in giving an efficient, reliable, and courteous interstate service to its present and future customers.

WHEN WE HAVE DONE THIS I THINK WE WILL HAVE ACHIEVED IN SOME MEASURE THE SETTLEMENT OF A DISPUTE BETWEEN AN IRISHMAN AND A SCOTCHMAN.

## NORTH MELBOURNE FLYOVER



## Alert V.R. man

AT 5.14 a.m. on May 13, Draughtsman Don Lauder, of the Interlocking Section (Signal and Telegraph Division) was sleeping soundly in his Williamstown home, with the alarm set "for a little later than usual—it was a Saturday". A minute later he was out of bed, into his dressing gown and rushing across the street, aroused by the frantic shouting of a woman.

Her two-storey house was on fire, and she had escaped by fleeing across roof-tops to a 10 ft. high post-office verandah. Under her arms she had her 15-months old twins.

At first, Mr. Lauder could not see her because of the dense smoke. "I rang the fire brigade" he said, "and could then see the woman leaning over the verandah and I thought she might fall with her babies.

"I raced back home for my ladder, climbed to bring the babies down one at a time and then helped the distraught woman down to safety, too".

*Because of the woman's hysterical condition, it seems clear that Mr. Lauder's great presence of mind and prompt action averted what might have been a tragedy.*

## Two of a kind



Joy Websdale



Isabel Rankin

ALTHOUGH born in different parts of the world—Australia and New Zealand—Joy Websdale and Isabel Rankin have these things in common:

- they are Station Assistants at Caulfield;
- they like the fresh air such a job assures on the island platform; and, above all;
- they are happy in their contacts with the travelling public, "the great bulk of whom are courteous," they said in unison.

Joy was at Elsternwick for nine years before transfer to Caulfield in October last. She and Isabel, give clear, crisp train announcements over the public address system.

A half-caste Maori, Isabel worked in the New Zealand Railways as a Teleprinter Operator in Auckland. She has been at Caulfield since July last; before that, she was at Armadale for a few months.

## Prospector-naturalist

GOLD, sapphires, amethyst, rubies and zircon have appeared in the prospector's dish of Driver Ray Knight, of Wodonga. But minerals are only part of his attachment to the natural scene.

He finds further enjoyment in identifying wildflowers and Eucalypts and searching for any unusual geological formation.

Before coming to Wodonga, recently, Mr. Knight spent many years in the Wimmera and Western Districts.

He is the son of a Grampians pioneer family, so it is not surprising that Nature has guided his spare moments.



Mr. Knight

## Diesel-baiter

UNDER-STATEMENT of the year would be that 31-year-old Driver Jim Seletto, of North Melbourne, likes steam locomotives. Evidence of his passion for them is that of his 1,000 black and white pictures, 600 colour slides and 3,000 ft. of 8 mm. film, 99 per cent of each is exclusively of V.R., N.S.W. and Queensland steam locos. He retrieves that "regrettable" one per cent lag with his tape-recorder; it is 100 per cent of background sounds of what would naturally be expected . . .

He seldom gets into the cab of a locomotive without his camera, "for" as he says "you never know when at a terminal station there may be a steam loco, I could take!"

Four years ago, Mr. Seletto became an engine driver—and he enthusiastically recalls that J 548 was the first steam loco. he drove. Ask him about the number of his first B diesel-electric loco. and he can't remember!

Mr. Seletto carries his enthusiasm for the V.R. outside the Department for he is a member of the *Puffing Billy Society*, the Australian Railway Historical Society and the Australian Electric Traction Association.

## Studios booking clerk

CAULFIELD booking clerk Les Papp is a student at the Melbourne University and has to succeed in only one more subject to gain his Bachelor of Arts degree. Nothing unusual, perhaps . . . except that he is from Hungary.

Mr. Papp, who has been in the V.R. for 10 years, speaks Hungarian, English, Russian, German and Estonian. When he arrived in Australia 12 years ago, Mr. Papp worked at the Bonegilla Immigrant Receiving Centre as a clerk-interpreter in the employment service.

In World War II he was in the Hungarian Air Force as a radio telegraphist and saw service over most of the Russian front, finishing as a Warrant Officer.

His principal hobby is astronomy, and he has made his own telescope. He is interested, too, in fishing, shooting and swimming.



Mr. Papp

## First lecture for 1961

FOR the first of the V.R.'s 1961 series of Lectures, Mr. L. J. Harrigan (Branch Accountant, Electrical Engineering Branch) will give an illustrated talk on "Historical Aspects of the Victorian Railways." The talk will begin at 8.15 p.m. on Wednesday, June 28, in the Ballroom at Institute Head-quarters, Flinders Street.

Mr. Harrigan has long been recognized as an authority on the early history and progress of the Victorian Railways, and the Institute Council

expects that his talk will have great interest for young and older members of the service.

Free return rail passes from country stations to Melbourne will be available to those V.R. men whose hours of duty on June 28 permit them to attend. Applications for passes should be made to the General Secretary, V.R.I., Melbourne.

#### V.R. Ball next month

**F**RIDAY, July 28, is the date fixed for the sixth annual Victorian Railways Staff Cabaret Ball. It will be held at the Palais de Danse, St. Kilda. Table bookings open on June 14 with Ticket Secretary K. Cahill (Room 60, Head Office—Auto. 1241). As last year's Ball was completely booked out by 1,350 dancers, early booking is recommended.

Every effort is being made by the Ball committee to surpass previous efforts so that an appropriate donation can be made from the proceeds to the National Heart Appeal.

#### Clerk and Artist

**I**N the Melbourne Yard is a Shift Clerk whose abiding ambition is to have his paintings exhibited in the Melbourne National Art Gallery. He is self-taught artist Leslie Sands, who, from an early age, has revealed a flair for painting.

Specializing through the media of water colours and oils in seascapes—at times he depicts landscapes, too—Mr. Sands has, since 1948, had five exhibitions of his paintings in the city and has won the praise of newspaper art critics. In the past couple of years he has produced about 45 paintings, the best of which have been shown publicly.

He is completely absorbed in painting to the exclusion of other outside-V.R. interests and averages about 15 hours a week in his home studio.

Mr. Sands was on active service with the Navy during World War II in the South-west Pacific area for six years. He then started to paint in earnest and developed a style that makes him an expert in creating seascapes, with weather atmosphere predominating.

He joined the V.R. 27 years ago as a lad porter at North Williamstown, and for the past 25 years has been a clerk at the Melbourne Yard.



Mr. Sands

#### Staff Board changes



Staff Board Members with the Chairman (Mr. Morris) flanked by Messrs. Wright and Winter.

**F**OLLOWING the retirement on May 31 of Mr. L. G. David (Chairman, Staff Board), he was succeeded by Mr. C. S. Morris (Member, Staff Board). Mr. V. A. Winter has joined Mr. R. M. Wright as a Member of the Staff Board. Mr. Wright's is also a recent appointment as he became a Member of the Staff Board only last February.

Mr. Morris, who joined the V.R. as a junior clerk at the Melbourne Goods in 1925 and was subsequently at Geelong, had four year's active service in World War II, rising to the rank of Captain. He has been in the Secretary's Branch since 1936, and after three years in the Commissioners' Secretariat, held the posts of Staff Board Secretary, Assistant Industrial Advocate and Industrial Advocate. For three years Mr. Morris was Registrar of the Discipline Board. He is a licensed shorthand writer, a qualified accountant and secretary.

At one stage of Mr. Wright's railway career of 36 years, that began in the Rolling Stock Branch, he was Manager of The Chalet, Mt. Buffalo whilst in the Refreshment Services Branch. Later he was Secretary of the Staff Board, Assistant to the Board, Commissioners' Representative on the Discipline Board and twice went overseas on staff recruiting missions. He was appointed Chief Clerk, Way and Works Branch in 1958, and later a Staff Board Member. Mr. Wright served six years in the Second A.I.F. rising to Lieutenant-Colonel. Until recently he commanded the Railway Group of all Australian railway systems. He is now a Colonel on the Reserve of Officers. He is a qualified accountant and secretary.

From a lad labourer at Newport Workshops in 1935 to Staff Board Mem-

ber is the meteoric rise made by Mr. Winter. He had gained valuable clerical experience at locomotive depots and workshops and the Rolling Stock Staff Office before being chosen for transfer to the Secretary's Branch, in 1952, since when he has been engaged on staff work. Staff Board Secretary for a term, Mr. Winter became Assistant Industrial Advocate in 1957 and acted as Industrial Advocate from 1959 until his appointment to that post in January last. He was in the R.A.A.F. between 1941-45 and served as a Fighter Pilot in the United Kingdom and New Guinea.

Mr. David's railway career was just 69 days short of 50 years. He had been in indifferent health for some months and he left the V.R. with the sincere hopes of his many friends that in retirement his recovery would be speedy and complete.

Twenty-two years in the Rolling Stock Branch, including experience at many country depots, preceded his transfer to the Secretary's Branch. Before becoming Staff Board Chairman, he was successively Discipline Board Member, Staff Board Assistant, Industrial Advocate, Classification Committees Chairman and Staff Board Member.



Mr. David

In World War I he was in the Australian Flying Corps for two years, and during the 1939-45 war he was on special duties in the Federal Department of Labour and National Service.

## Nearing his ambition . . .

**A**SKED how he came to join the V.R., Fireman Hans Ulrich, formerly of East Germany and now at Korumburra, said: "It was simple. One day at Fish Creek when I saw a steam passenger train, I thought I'd like to be an engine driver and here I am well on the way to being one!"

Now a naturalized British subject, Mr. Ulrich came to Australia in 1953, without any knowledge of English; today, he speaks it fluently. For a time he worked on a Gippsland farm—as he had done in his homeland, for he likes the open life. His first job in the Department was at North Melbourne as a cleaner.

Mr. Ulrich's main interest off the foot-plate is in the Boy Scout Movement. He is Assistant Scout Master of the 2nd Korumburra Group, and revels in the opportunities it gives him to "get the lads out into the lovely Australian countryside."



Mr. Ulrich

## Success story

**A**FTER beginning as a lad labourer in the Rolling Stock Branch at Echuca, Mr. C. S. Granger, 42, recently reached the top administrative post in the Way and Works Branch, (under the Chief Civil Engineer's general direction) when he became Chief Clerk of the Branch. He succeeded Mr. R. M. Wright, who has been appointed a Member of the Staff Board.



Mr. Granger

Mr. Granger, who is a qualified accountant and company secretary, was transferred to the Way and Works Branch Accountant's Office in 1938 and, after a term as assistant, became Branch Accountant.

Revealing potential for a higher administrative position in the Branch, Mr. Granger widened his experience by a term as Senior Clerk in the Metropolitan District Engineer's office and, for 18 months, as Assistant Staff Clerk of the Branch.

In his new post, he will be associated with a number of committees, including the Chairmanship of the Inter-Branch Housing Committee.

## Praises V.R.I. class

**A**FTER having passed her examination in shorthand theory at the Victorian Railways Institute, Miss

M. Tonts wrote to the General Secretary: "Please do accept my sincere gratitude for the opportunity given to employes to study for such low school fees, and for the provision of an excellent teacher such as Mr. Cassidy."

## Traffic Inspector at Albury

**H**OLDING a unique position as the only V.R. traffic inspector at an interstate station, Mr.

Peter Anderson is the Albury link between the Victorian and New South Wales systems. Commencing service as a porter in 1945 Mr. Anderson was later at Benalla and Creighton. He then went to Lang Lang and Lalbert as A.S.M. and Bunyip as S.M. At Albury for three years, Mr. Anderson is a keen angler and pennant bowler.



Mr. Anderson

## Local lad

**B**ORN in Bendigo, Bob Lawrence, is one of the many apprentices drawn from the district surrounding the Bendigo North Workshops. He became an apprentice fitter and turner three years ago. As part of his training he attends the Bendigo School of Mines and recently won a prize there for mathematics.

Bob plays football, as a ruckman, for South Bendigo. He is a keen rifle shot and takes part in field athletics. Broad and high jumping are his specialities.

## A Murray riverman

**A** noted gun-shot and angler, Wodonga Yard Foreman Larry Abbott recently sailed a 16-ft. boat, with a mate, 1,450 miles along the River Murray. In easy stages, the trip from Talmalmo to Goolwa took six weeks and allowed plenty of opportunities for getting the main food supply from shooting and fishing.

Mr. Abbott recorded the ever-changing scenery on 1,000 feet of colour movie film that he shows often for the pleasure of others and his own nostalgic recollections.

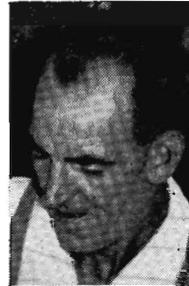
With over 40 years service in the Department, Mr. Abbott has seen much of the Victorian scene. Commencing at Victoria Park he has been located at Serviceton, Horsham, Woodend, Benalla, Echuca, Wycheproof and Seymour before coming to Wodonga.

## A record rail family

**S**HEDMAN Jack Dixon of Wodonga, must have a near-record railway family. His five sons—Brian and Stan are firemen, Ron a shunter, Kevin station assistant and Noel conductor—

are all stationed at Wodonga. His late son, Leslie, was also a fireman. Two daughters (Marion and Dorothy) were waitresses on the Bendigo and Daylight buffet cars.

But that is not all. Mrs. Dixon is the daughter of an engine driver and sister of a goods clerk. Home interest is also in football and that, together with the railways, make them a closely knit family.



Mr. Dixon

## RECENT RETIREMENTS . . .

### WAY AND WORKS BRANCH

Anderson, A., Orbost  
Borg, S., Spencer St.  
Dolman, F. S., Head Office  
Hummel, H., Spotswood  
Kearney, M., Warrnambool  
Redhead, J., Spencer St.  
Young, J. H., Foreman Painter

### ROLLING STOCK BRANCH

Collins, M., Ballarat North  
Davis, G. E., Benalla  
Elliott, C., Bendigo North  
Gook, T. W., Head Office  
Hutchinson, A. M., Bendigo North  
Hanneyssee, L. E., North Melbourne Shops  
Hull, G. E., Jolimont  
Harding, A. H., Benalla  
Jenkins, A., North Melbourne Loco  
Miller, H. C. T., North Melbourne Shops  
McCallum, T. D., Newport  
Minehan, J. W., Newport  
McLean, C. D., Jolimont

### ROLLING STOCK BRANCH

McElholum, D. R., Newport  
Stapleton, P. T. M., Ballarat

### STORES BRANCH

Skentelbury, V. L., Newport

Slingo, G., North Melbourne Loco  
Thorpe, G. V., North Melbourne Shops  
Willding, C. J. S., North Melbourne Shops  
Ziegler, J., Jolimont

### TRAFFIC BRANCH

Hanns, J. T., Geelong  
Igoe, Mrs. V. M., Flinders St.  
Meagher, T. P., Echuca  
McMahon, E. M., Melbourne Yard  
Parkinson, F. K., Head Office  
Richardson, C. G., Melbourne Goods  
Stark, A., Flinders St.

### SECRETARY'S BRANCH

David, L. G., Head Office

### ELECTRICAL ENGINEERING BRANCH

Ratchford, A. F., Overhead Depot

### STORES BRANCH

Cahill, M. P., Shelter Shed  
Campbell, W., Clothing Depot  
Francis, C. F., Spotswood  
Jenkyn, J. B., Spotswood

## . . . AND DEATHS

### TRAFFIC BRANCH

Mitchell, F. W., Horsham  
Sidebottom, W. G. J., Melbourne Goods  
Stewart, C. J., Springvale

### REFRESHMENT SERVICES BRANCH

Drobblich, A., Newport



# RON BAGGOTT'S SPORTS PAGE

July 30 for T.T.

LOOKING well ahead to the Australian Railways Table Tennis Championship in May, 1962, V.R.I. Table Tennis officials place great importance on the performances of players in the V.R.I. Annual Championship to be held on July 30 next in the Ballroom, Institute Headquarters.

Play will begin at 9.30 a.m. and go on throughout the day until finality is reached. All financial members of the Institute will be eligible, and the hope is expressed that country players, as was the case last year, will be well represented.

Entry forms are now available at every V.R.I. Sub-centre and from the Hon. Secretary of the Association at the Institute. *Entries close on July 21.*

Full hand . . .

FOR a near-18-year-oldster, Messenger Eric Licaris, of the Traffic Dispatch Division, is already leading a remarkably full life, especially in sporting spheres. He is playing football, cricket (highest score, 97) basketball, table tennis and billiards.

In addition, Eric is learning first-aid at a departmental class and is studying for his junior technical certificate at night school. Since he was seven, he has been an avid stamp collector and now has about 2,000 stamps, including two valuable Australian and Hungarian stamps. To round off his busy week, he mows the lawns of two crippled neighbours at the week-ends.



Eric Licaris

Born in Malta, and in Australia for about 10 years, Eric is one of a family of 11.

First ever

THIS picture (*second column*) could easily become historic from an Institute angle: it shows seven of the 10 members of the first basketball team ever sponsored by the V.R.I. (*Back row—from l. to r.*): Tom Watson (Spotswood Workshops), Dennis Kerby (Head Office, Way and Works), Alan Carey (Head Office, Commercial), and Ron Smith (Spotswood Workshops). (*Front row*): Bob Cole, Ernie Huber and Ron Castle-dine (all from Spotswood Workshops).

Beginning competitively in the Business Houses Basketball Association in April last, the team won its first two games by wide margins, and players are now justifiably confident they will soon move up to more senior sections.



Newport beaten !

BIGGEST surprise in the V.R.I. Football Association for this season was the recent defeat of Newport Workshops by Loco. This was the first time Newport had been eclipsed since the opening round in 1958.

At the time of going to press, the premierships ladder read :

	Played	Won	Lost	Pts.
Loco.	3	3	—	12
N'pt. W'shops.	3	2	1	8
Melb. Yds.	3	1	2	4
Head Office	3	—	3	—

Games to be played at the Royal Park Oval in the immediate future are : June 20—Newport v. Head Office ; June 27—Loco. v. Newport, and Melbourne Yard v. Head Office ; July 4—Newport v. Melbourne Yard, and Head Office v. Loco.

With the Australian Railways Football Championship to be held in Perth between July 13 and 30, V.R.I. players are now striving for the honour of representing their State at the Carnival. Officials are confident that the team finally chosen will be a strong one, capable of winning the championship.

Golfers went close . . .

ALTHOUGH, in the Interstate Railway Golf Championship in Sydney last month, the V.R.I. players did not win the final, they had the satisfaction of playing in the deciding match against New South Wales, being defeated by 9 matches to 2. Queensland and South Australia also sent teams to the Carnival.

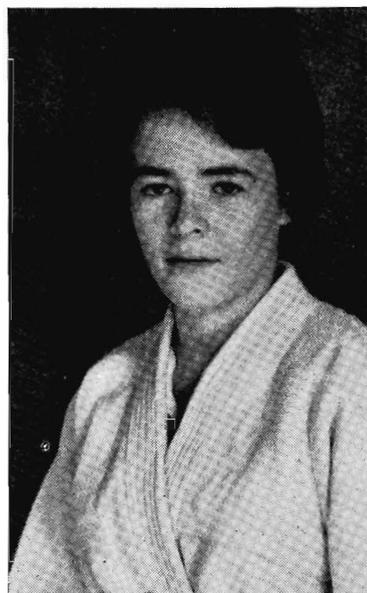
In the "Individual" section of the Carnival, the 18-holes Minor Championship, for players off handicaps of 15 and over, was won by a Victorian—R. Walker. Two of his colleagues—

J. Cass and A. Knight—won trophies for minor events.

She tosses them . . .

FEW, if any people, demonstrate the potential of judo, regardless of physique, than slightly-built Typiste Terri Harris, of the Employment Section, Head Office. Only 15, and 4 ft. 11 in. in height, she weighs a mere seven stone. But she has effortlessly thrown a 10-stone male judoist.

Although only learning judo for less than a year, Terri enthusiastically says "there is no sport in the world to match it". A few months ago she competed in the Victorian championships and finished second in the intermediate girls' section. She was on the way to becoming a better-than-average swimmer as a member of the Northcote Club when she got caught up in the prevailing popularity wave of judo. Her father is Max Harris, a Train Examiner, at Spencer Street.



Terri Harris

Consistent

FOR the fourth successive year, Suburban Lines has won the V.R.I. Tennis Association's grand final. Members of the victorious team were : Keith Williams, Ken Wyllie, Ted Sedmak and Maurice Barker. Jolimont Workshops, runners-up, were represented by Mick Cain, Bill Donohue, Len Murphy and Ray Clancy.

VICTORIAN RAILWAYS

# NEWS LETTER

JULY

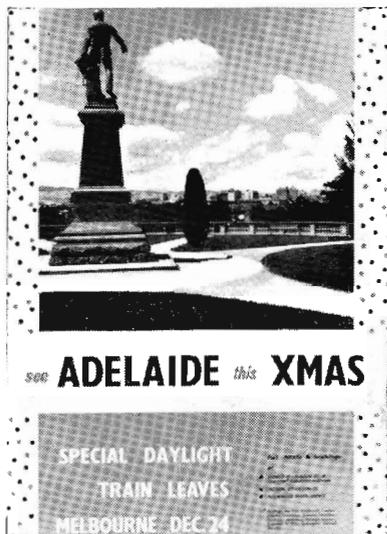


1961



# THE MONTH'S REVIEW

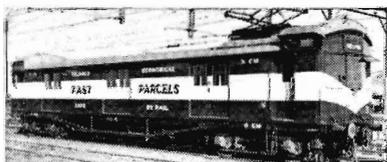
## Publicity success



THIS 25" x 40" poster has won first prize in the single sheet poster section of the 12th Annual National Competition of outdoor advertising art, conducted by The Outdoor Advertising Association of Australia.

The South Australian Government Tourist Bureau supplied the poster base with the picture, while the V.R. produced the sales message about the daylight train. Layout was done by V.R. Commercial Artist C. Trewin.

In the painted vehicle section of the contest, the sign on the departmental road motor truck was awarded first prize; the message on the exterior of the electric parcels van shared second prize. Both designs, shown below, were created by V.R. Commercial Artist K. J. Hutchison.



## Records broken

FIGURES released last month show that, during May, a new record was established for the loading of railway wagons. It was expected, too, that record figures would be created for the financial year ending June 30.

The May total of 81,172 wagons loaded, was 759 above the previous record of last November. For the 11 months to May 31, wagons loaded had totalled 835,175. At the time of writing, the 1959-60 figure of 847,000 wagons had been passed, and it was estimated that the Department would finish with a figure nearly 60,000 wagons higher in the 1960-61 financial year.

Commenting on this highly satisfactory result, the Commissioners said that the V.R. was really winning traffic back from the road. It was obvious that country people had chose transport on which they could depend.

"It is common knowledge", they pointed out, "that railwaymen and families contribute to the financial and community interests of local towns, whereas many road operators merely have a depot, usually without staff".

## Save city space

THE total area that a city has to set aside for transportation, depending on the mode of travel used has been given by a British expert in urban transportation (Dr. R. J. Smeed) the London *Economist* reports.

The area needed to move one person one mile during peak hour travel is 1 sq. ft. by rail, 3 sq. ft. for a pedestrian, 4 to 10 sq. ft. for buses, and 14 to 70 sq. ft. for a private car.

If land is worth anything in big cities, it would seem that they are surely wasting their assets if they do not encourage travel by rail in every way they can.

## Salesman Skurrie

HIGHLY commendable salesmanship was recently displayed by Mr. C. L. Skurrie, a Clerk in the Ballarat District Superintendent's Office. He was instrumental in getting 43 members of the Wendouree Rowing Club to make return Ballarat-Adelaide rail bookings (with roomette and twinette sleeping accommodation)—and the revenue went up by £421.8.0.

While a guest of the Club some months ago, Mr. Skurrie heard the question of transport to Adelaide being discussed.

Tentative plans were made for the party to go by bus from Ballarat to

Melbourne, thence by chartered plane to and from Adelaide.

It was then that Mr. Skurrie stressed the advantages of rail travel. He pointed out the very attractive party travel concession of a single fare, plus one-third, for a return rail journey (with a minimum of six passengers).

He also fully explained the outstanding comfort of the air-conditioned roomettes and twinettes on *The Overland*, combined with the undoubted convenience of starting and ending the journey at Ballarat.

What Mr. Skurrie achieved should be an inspiration to other railwaymen: never let the chance go by of advocating the railway, whether for passengers or freight business.

## Diesels and millions

THE combined mileage of the V.R. fleet of twenty-six 1,500 h.p. B class diesel-electric locomotives is approaching 27 million miles. Twelve of the fleet have each exceeded the one million mileage figure, and 11 have topped 900,000 miles and will soon be among the "million milers". The remaining three have registered about 850,000 miles each.

B62 has the biggest mileage—1,370,000. The first B class diesel-electric locomotive—B60—went into service in July 1952, and the last of the group was delivered in 1953. Average weekly mileage of these locomotives ranges from 2,000 to 2,500 miles.

The Department also has fifteen 1,800 h.p. S class diesel-electric locomotives in service and is awaiting delivery of three more.

There are thirty-seven 900 h.p. T class general purpose diesel-electric locomotives operating on main and branch lines, and twenty-five 650 h.p. W class diesel-hydraulics. The latter do shunting work in the Melbourne Yard and other marshalling areas, as well as hauling goods and live-stock trains between selected points.

## FRONT COVER

**B***BREAKFAST in bed!* That's the way to start a holiday or busy day—and that kind of luxury service is given to sleeping car passengers on *The Overland* that runs nightly between Melbourne and Adelaide. See Pages 100 and 116 for further stories and pictures of this world-class train. Its the kind of service, too, that will be found next year on the Sydney-Melbourne night run.

**A**N unusually shaped 70-year-old bottle was unearthed 20 ft. down during excavations last month at North Melbourne for the suburban lines overpass being constructed for standard gauge. It was very much like an Indian club having no base on which to stand upright. It was still corked, but had no contents.

Mr. W. Black (Chief Foreman,

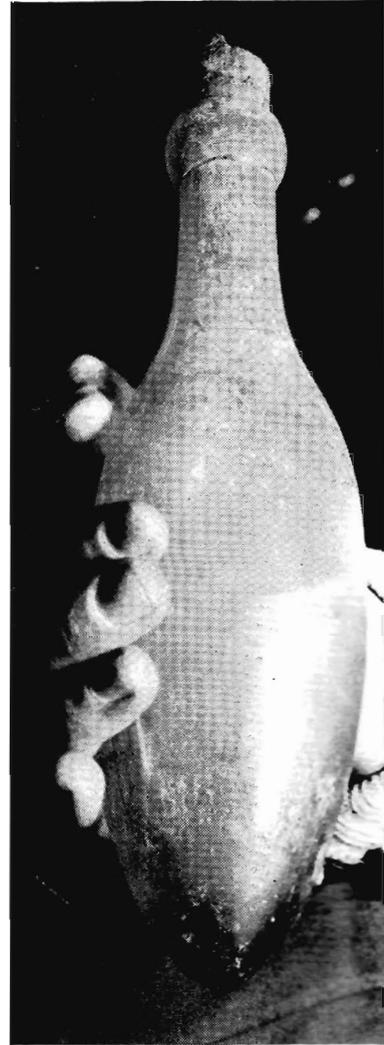
North Melbourne Loco. Depot), who rescued the bottle showed it to some railway old-timers. They identified it as one of Melbourne's first ginger-beer bottles and recollected that the site of the North Melbourne railway yards was a favourite duck shooting swamp, known as Batman's Lagoon, before it was reclaimed for railway use. The present Loco. Depot was built in 1891.



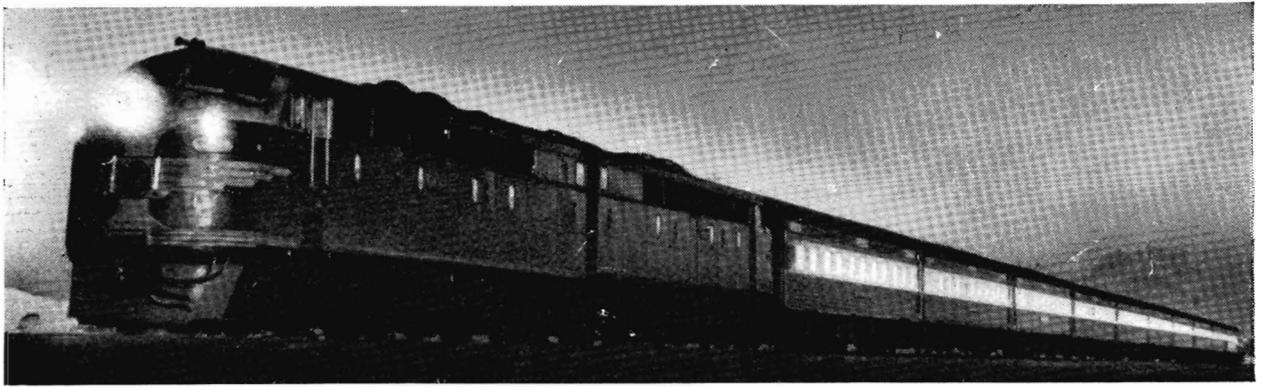
WELL-ADVANCED in construction is the new overpass at Sunshine; it will replace this busy level crossing at Hampshire Road. A single standard gauge track will be laid between the two piers (right). When the crossing is closed, road traffic will be diverted between the second pier and the abutment. (See *News Letter*, December 1960, Page 189, for an artist's conception of the completed overpass).

**P**ATTERSON, the V.R.'s newest station, 10 miles from Melbourne between Bentleigh and Moorabbin, was officially opened for traffic on Sunday, May 21—and (below) is the first train after the ceremony. The opening was performed by Sir Arthur Warner (Minister of Transport) in the pre-

sence of an estimated crowd of 2,000. Amongst the official party were Mr. E. H. Brownbill (Chairman of Commissioners) and Mr. E. P. Rogan (Commissioner). On week-days, 130 trains are scheduled to stop at Patterson; 120 on Saturdays; and 75 on Sundays.



Patterson Station



Hauled by two S class diesel-electric locomotives, *The Overland* presents a glittering spectacle at night. (Right) Prominently featured by the Melbourne Office of the South Australian Government Tourist Bureau is a model roomette—built by Victorian Railwaymen—that faithfully reproduces all the comfort features of the vehicle.

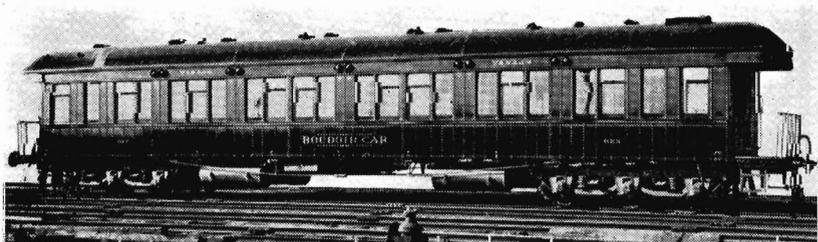


Running nightly between Melbourne and Adelaide, "The Overland" provides the kind of comfort and services (pictured in the front and back covers) that passengers will experience on the sleeping trains being built for the Sydney-Melbourne standard gauge link, due to open next year. The new trains will also do away with the need for passengers to change trains at Albury . . . something that has proved irksome to passengers over the years.

FOR passengers on *The Overland* there is no train changing on the run each way between Melbourne and Adelaide, and above all there is the matchless comfort of sleeping or sitting up in air-conditioned comfort.

But it was not always like that. Few people realize that before the rail link was established at Serviceton in 1887—thus connecting Melbourne with Adelaide—passengers for Adelaide making the overland trip travelled by train, coach, train, coach, steamer and train respectively. The journey took three days and the distance covered was 602½ miles, compared with the present capital-to-capital rail mileage of 483.

Travellers left Melbourne by train at 7 p.m. and reached Casterton, in western Victoria, at 7.45 a.m. the next day. After staying there 1½ hours, the journey was resumed to Narracoorte (S.A.) by coach. The trip of 76 miles took 24½ hours. At 11 a.m. passengers joined a train for Kingston, scheduled



Six of these boudoir cars were built in the United States of America between 1886 and 1889 for the first *Adelaide Expresses*. They had eight compartments with accommodation for 20 passengers.

to be reached at 2 p.m. From there they went by coach to Meningie, continuing until 5.30 a.m. the next day. They then travelled for four hours by steamer across the lake to Milang. The final section to Adelaide (64 miles) was covered by train, reaching there at 6.19 p.m. on the third day.

#### First "Through" train

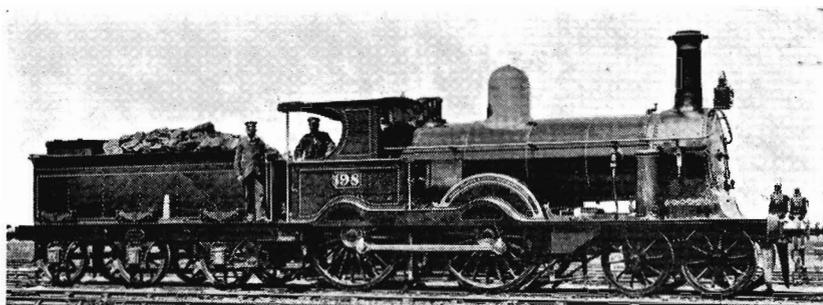
On January 19, 1887, a major transformation to train travel exclusively took place. At 4.5 p.m. on that day the first 'through' train via Serviceton left Melbourne for Adelaide; simultaneously a train left Adelaide for the Victorian capital. Each train consisted of a boudoir car, a composite first-and-second class carriage, a luggage van and a terminal brake van. The journey on the first trip took 19 hours, the train having to run via Geelong. The route via Ballarat was not opened until December 4, 1889.

Then known as the *Adelaide Express*, the train was officially named *The Overland* in 1926. It has been acclaimed by experienced travellers as one of the finest trains in the world. Overall the yearly number of passengers is increasing.

#### The Overland's features

It is modern, luxurious and speedy. It is made up principally of roomette (single berth) and twinette (double berth) sleeping cars. In the roomette cars, the beds, with four inch rubber mattresses are pre-made. Ample wardrobe space is provided, with a full-length mirror. The combolet unit provides hot and cold water and other toilet facilities. There is iced drinking water and a power point for an electric razor.

Ready for bed, the traveller, with the lightest touch, lowers the berth. The bed folds during the day into a recess in the wall at the back of the



Express passenger locomotives of the A class (numbered 190 to 208 even numbers only) were built by Beyer Peacock and Company, Manchester, England, in 1884. It was one of these locomotives that hauled the first Melbourne-Adelaide express trains.

seat. A large landscape window gives a full view of the passing countryside. Shoes to be cleaned are placed in a small cupboard to which the conductor has access from the corridor. There is a portable table for day use, and a shower alcove at the end of the carriage. In the morning the conductor will bring a breakfast tray service and the morning newspaper.

#### Shower on train

The twinettes have two berths and are equipped with the same amenities as the roomettes, except that each has the added facility of a private shower compartment.

The twinette beds are made up before the train leaves. When the upper-berth passenger wishes to retire, a ring will summon the conductor who will drop the upper berth into place. The lower berth passenger can pull the bed into position when desired.

For those who wish to sit up on the overnight journey between Melbourne and Adelaide, modern, saloon-type passenger carriages are provided, an

outstanding feature being the adjustable seats. The back of the seat can be moved into a reclining position by pressing a button. There are easily adjustable footrests, as well. Each pair of seats can be reversed. The powder rooms are a feature: they have full-size mirrors, stools and chairs for six (second class, four) and are decorated in the modern manner.

#### PUBLICITY PULLS

A spectacular increase in rail traffic inquiries has followed the display on Victorian stations of posters featuring *The Overland* and daylight specials to Adelaide. This has been reported by the South Australian Government Tourist Bureau that co-operated in the production of a number of posters. One is shown on Page 98. The period during which *The Overland* roomette model appeared in the front window of the Bureau's Melbourne office resulted in a high peak of inquiries (see picture). The tiny T.T. scale model of *The Overland*, that now runs in the V.R.'s displays, has been placed on display in the Bureau.

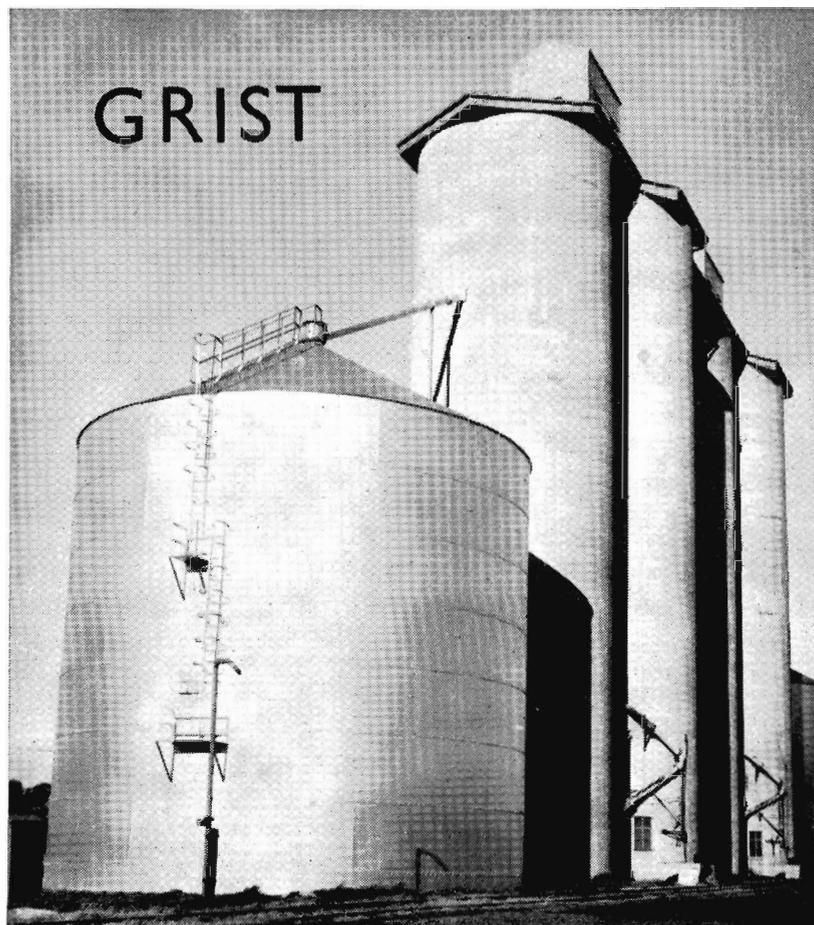


Two R class steam locomotives were used on *The Overland*, until supplanted by diesel-electrics.

**F**ROM any part of the 558 sq. miles of the Donald Shire the most conspicuous visible structures are the wheat silos at the railway station. Towering 126 ft. above the goods yard rail level, these giant 27 ft. diameter wheat bins, with two annexes, (*picture at right*) have a total capacity of 350,000 bushels. To local residents the wheat silos are perpetual reminders of the enormously important part that the golden grain plays in the prosperity of their district.

Conspicuous, too, at Donald—but in an entirely different fashion—is the splendid passenger train service to and from Melbourne. Twice a week there is an overnight sleeping carriage train on the Mildura line; the *Mildura Sunlight* runs three times weekly; and on three days a week, a 280 h.p. diesel rail-motor connects at Ballarat with an air-conditioned train. And what such a train service means in the fast and frequent dispatch of parcels can be readily imagined.

**V**ETERAN railwaymen at Donald say they have never experienced such a volume of wheat traffic, and such a succession of trains as occurred during the 1960-61 record-breaking wheat harvest. Throughout the State's prolific wheat-producing areas the Department's transport achievement in shifting the overflow of the 65 million bushels harvest won the highest praise of organizations and individual farmers . . . and it is safe



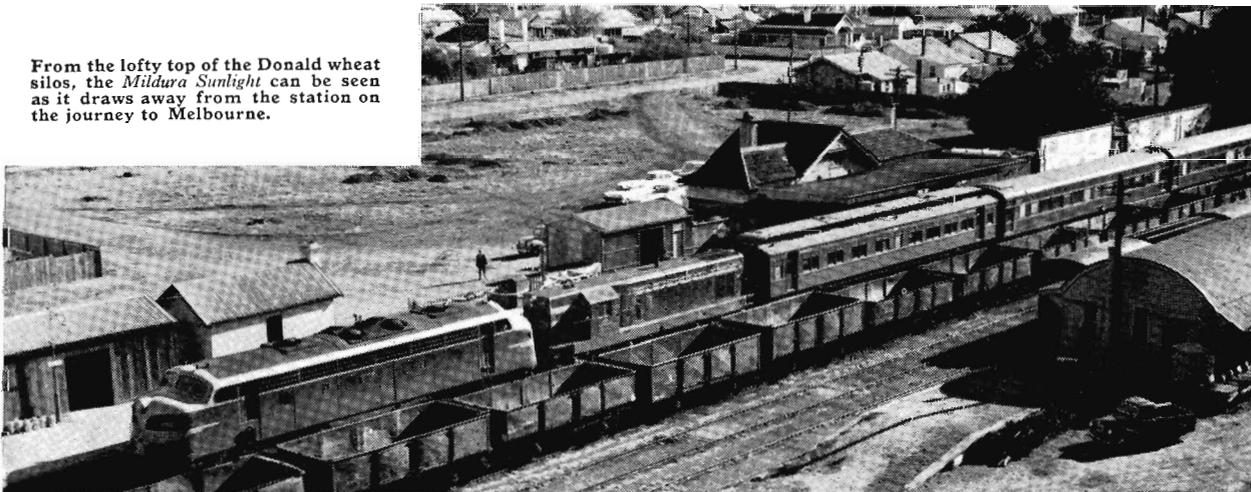
to say that no other part of the V.R. system played its role better than Donald.

It was the key train marshalling centre for the big northern wheat dispatching stations on the Mildura and Mallee branch lines. Many months of planning and consultation were necessary before the wheat started to

move, first a mere trickle, then gradually rising to unprecedented proportions.

Once the movement began, the importance of Donald was emphasized, and Mr. R. H. Arthur (District Superintendent, Ballarat) and his traffic inspectors spent a considerable time at the station giving overall directions;

From the lofty top of the Donald wheat silos, the *Mildura Sunlight* can be seen as it draws away from the station on the journey to Melbourne.



eagerly watching the arrival of empty wagons, their prompt loading and equally quick dispatch to Geelong.

What the V.R. men at Donald did can be gauged by this statistical fact : from mid-December until the end of January two wheat trains, each of 53 wagons (of 1600 tons, equivalent to loads of 13,250 bags) ran *daily* from Donald to Geelong. They were hauled either by two B class diesel-electrics or three T class. From February 18 to March 21, a special wheat train ran *daily*, and this performance was repeated a little later for two weeks.

Besides a heavily taxed goods yard that did not make it easy to handle such a concentration of wagons over a relatively short period, local V.R. men had to contend with a ruling grade load that involved extra shunting work "breaking down" most of the long wheat trains that arrived from the north.

For example : one B class locomotive could bring to Donald a train of 2,100 tons, but could take only 750 tons beyond. Necessarily, many of the trains had to be reduced, or, as was done as often as possible, double-heading was resorted to.

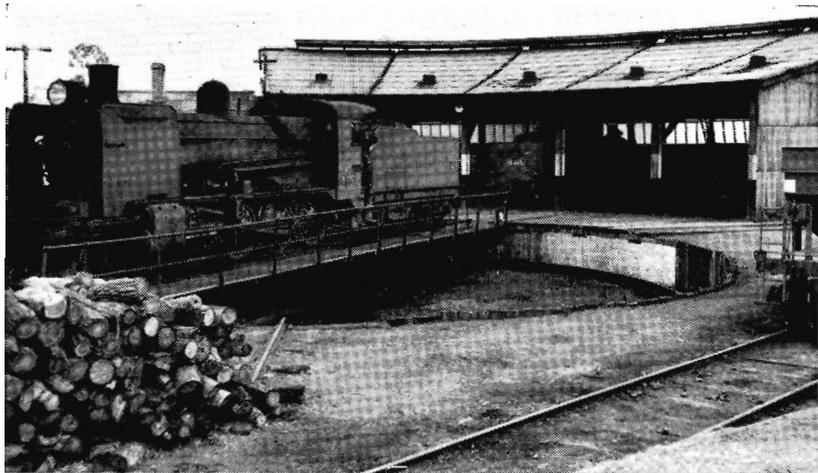
Donald's importance in general freight movement is underlined by the number of goods trains that terminate and originate there : the weekly total is 27. Also, each week 28 "up" and "down" goods trains, running beyond Donald in each direction, serve the station. (Incidentally much of this constant goods traffic had to be handled while the wheat harvest was being moved.)

For the 1959-60 financial year, the inwards and outwards freight handled at Donald totalled nearly 24,000 tons, including a substantial amount of super-phosphate. In addition 292 vans of live-stock (sold at the local saleyards) were handled and dispatched through the well-equipped departmental stock yards, with its double-loading sheep race. The outwards goods and live-stock revenue totalled £52,966 (with passenger and parcels receipts the aggregate was £57,668).

At Donald the staff normally totals 58 and the fortnightly aggregate pay of about £2,500 is a factor in the money circulating through the local business community. Stationmaster L. J. Duffus has 19 men under his command. During the recent wheat season six extra guards and two shunters were employed.

The Loco. Depot is supervised by Chargeman H. Hadley and includes nine locomotive crews and two train examiners. Five extra drivers, eight firemen and one train examiner were pressed into service for the wheat harvest movement.

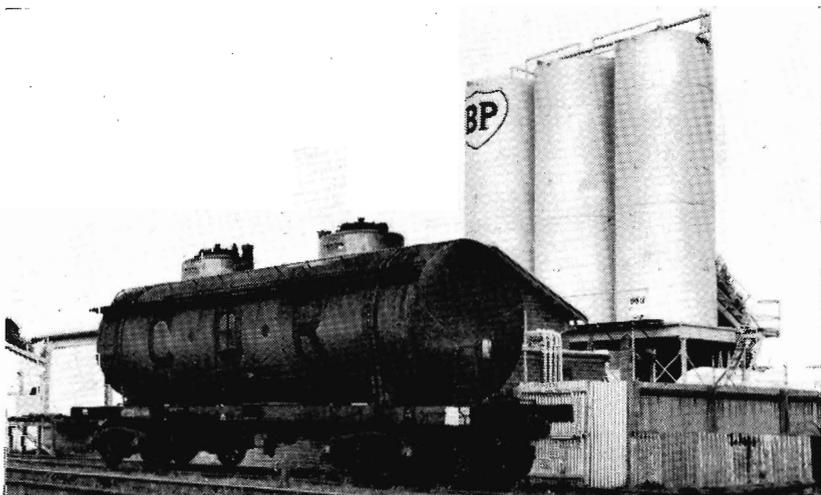
On the Way and Works side, there are two track force gangs and Gangers W. Blight and W. Munro each have five men under their control.



On the turntable just outside the Donald Loco. Depot, this K class steam locomotive is about to link up with a goods train.



(Above) : Merchandise in great variety comes into Donald by goods trains and is quickly loaded into road transport for delivery around the town. Below : Oil tankers add to the volume of general inwards freight and to the shunting movements at Donald.



**O**PENED in 1917, with a staff of 200, Bendigo North Workshops was created by a policy of decentralization of rolling stock activities. Only two years later the policy proved worthwhile. A2 steam locomotives were rolling off the production line, and soon after the manufacture of rail wagons began.

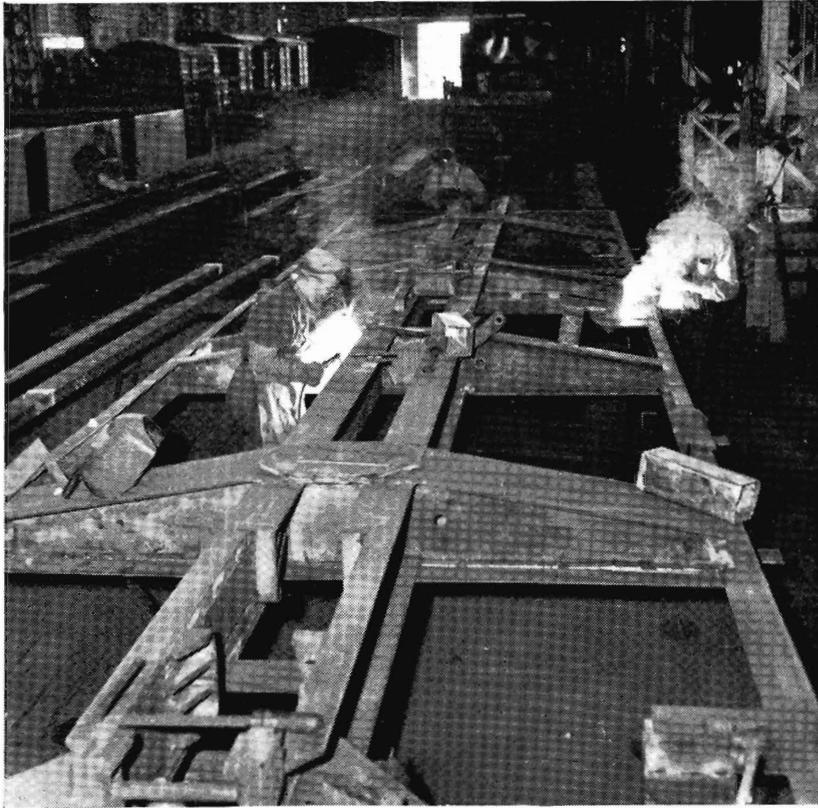
It is on this solid foundation that the workshops now employ 720 men of many trades and skills. In recent years the covered working area has been extended by 34,000 square feet and £70,800 has been spent on modern equipment.

With the passing of steam locomotives, the old engine erecting shop now serves as an assembly and repair shop. Here the electric motor bogies for the new *Harris Trains* are assembled and bogies for the "red" suburban electric trains are reconditioned.

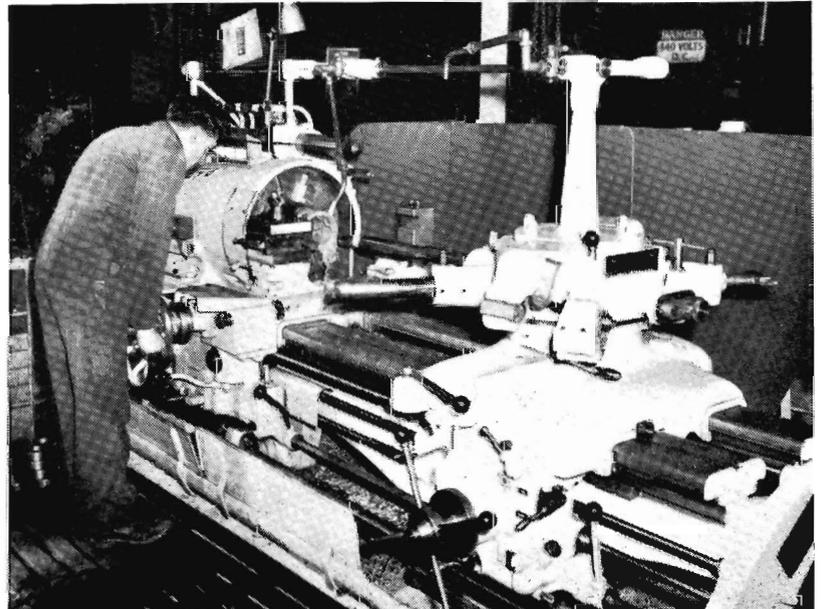
In the steel construction shop, 350 B type steel freight vans have been built post-war and an order for 30 more is well under way. Bendigo constructs the underframes complete with bogies, for the ZF brake vans. These are supplied to Newport and Ballarat for bodies. Also the steel girders for the new Dynon diesel loco. maintenance depot are being fabricated in the steel construction shop.

A feature of the workshops is the equipment for turning a heavy wagon upside down for structural repairs.

Boilermakers weld the underframe of a ZF brake-van in a section of the workshops that includes the manufacture of heavy structural steel components for many railway activities.



(Above) Typical of the apprentices being given practical training at Bendigo North Workshops, Apprentice Fitter and Turner R. Lawrence concentrates on the precision maintenance of a brake triple valve.



Recently installed as part of a modernization programme is this combination turret lathe, turning axle collars under the control of Fitter and turner I. Stevenson.

Bendigo is the sole repair centre for louvre vans. It carries out the heavy repairs to Z brake vans and alterations to the coupling draft gear of ZL brake vans. Also undertaken is a vast amount of electrical works for suburban train maintenance. Pantograph pans, line breakers, various switches, reversers and rheostats are overhauled and re-conditioned.

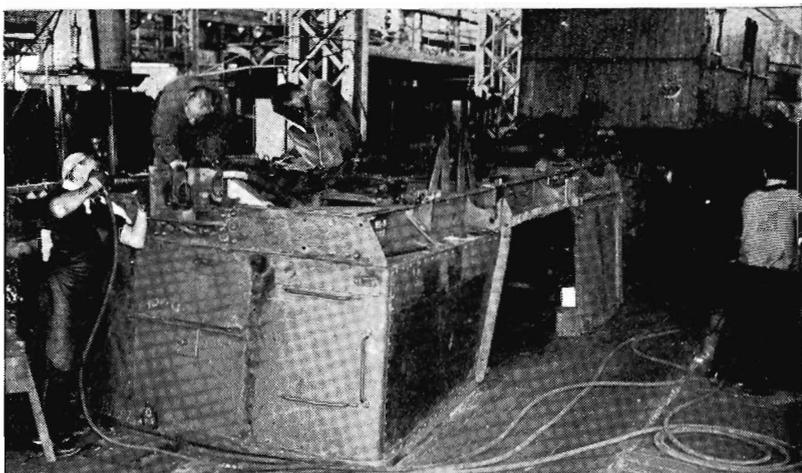
In the copper shop, where foot warmers are reconditioned, is an order for 1,000 new stainless steel warmers. Automatic couplings are also reconditioned. The wooden structure of wagons and cars is repaired. Wheels and axles for Bendigo and other districts are maintained. At the spring shop 3,670 springs were supplied for the system's rolling stock last year. Even standard gauge is represented by the manufacture of steel signal relay boxes.

In the brake shop, Westinghouse brake equipment is overhauled and tested. Here also the door locks for *Harris Trains* are assembled and fitted.

Another important feature of Bendigo North, is that it is an apprentice training centre.

Ninety-four boys are here learning a variety of trades. Most of them are Bendigo born. They are the country tradesmen of the future, following a fine tradition of Bendigo craftsmanship.

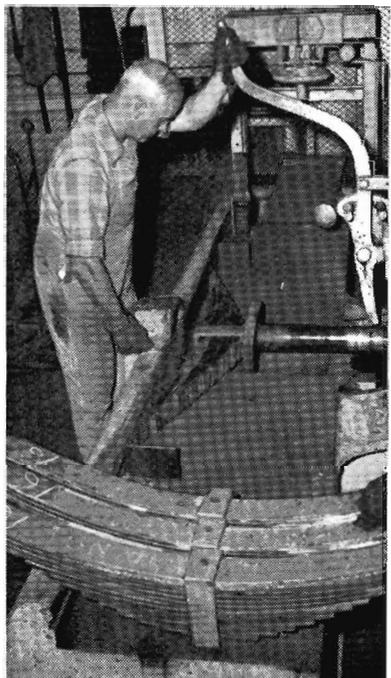
Apart from its engineering role, Bendigo North Workshop's contribution to decentralization is further emphasized by the fortnightly circulation of £21,000 wages in a provincial area.



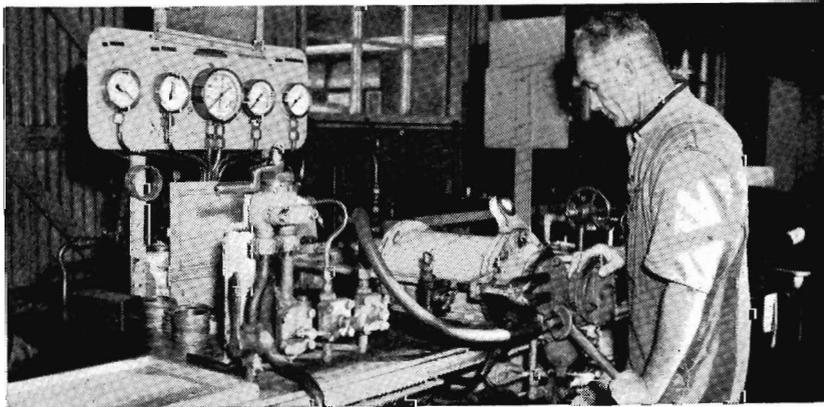
Illustrating the capacity of the Workshops to handle rolling stock for major repairs, an I wagon is completely inverted for underframe strengthening.



(Above) Reconditioning of pantographs is only one part of Melbourne suburban electric train equipment overhauled. Mechanic K. Craven is on the job. (Below) Making a thorough test of a triple valve, Fitter J. Smith makes an adjustment on bench testing equipment.

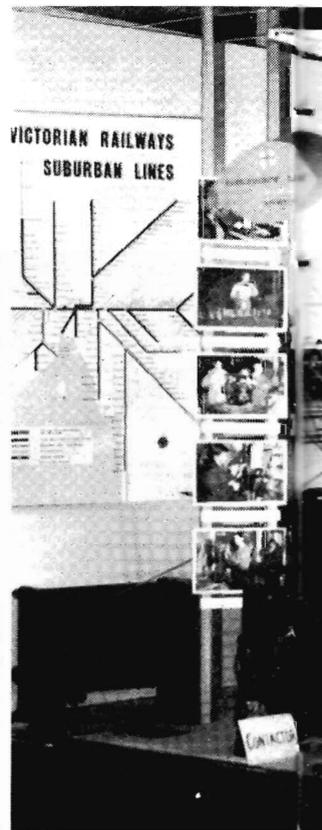


Following a specialized craft, Springmaker L. Ryan checks the deflection of a wagon spring in the testing machine.





AT the Newport Technical College Open Day, these examples of fitting and turning from the Newport Workshops attracted the interest of students from technical schools and some V.R. apprentices from Ballarat and Bendigo Workshops.



FROM the railway workshops at Bendigo and Ballarat some examples of the work undertaken were shown to the public. (Left) Bendigo's display was held in the Town Hall, while in a shop window at Ballarat the feature was the re-conditioning of electrical gear for *Tait* suburban passenger carriage.

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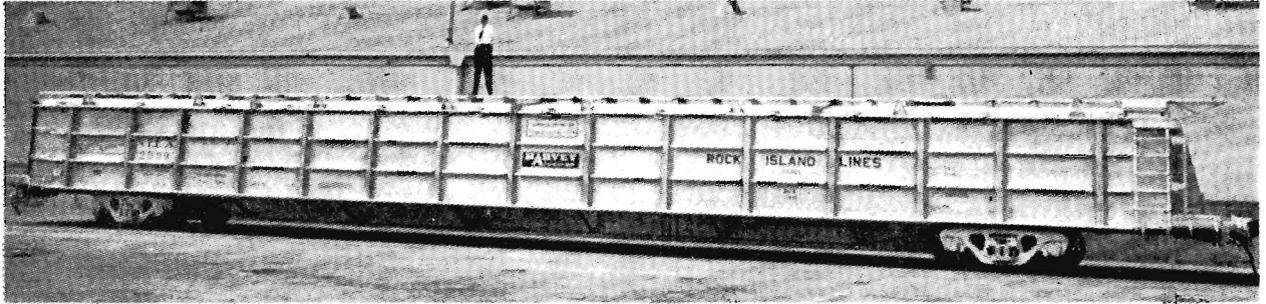
# TRAINING WEEK

throughout the British Commonwealth from May 29 to June 4, the week was backed by H.R.H. the Duke of York. It covered all forms of training for young men. The V.R. was well represented by project models at the Royal Melbourne Institute of Technology; an Open Day and displays at Ballarat and Bendigo. The Institute of Technology Exhibition at the Department was planning for the week and that engineers, technicians and men will always be wanted in the most and most progressive business.



THESE two pictures capture the concentrated interest shown by lads in two phases of the V.R.'s participation in the Week. (Above) In the background is a model of a proposed Melbourne city underground railway station, while (nearest the camera) is a model used in the design of the proposed Spencer Street terminal for standard gauge trains. (Below) Apprentice Fitter and Turner Ian Garbut demonstrated a new screw cutting lathe.





### Striking aluminium vehicle

LIKE the Victorian Railways, the railroad companies in the United States of America are ever alert in developing new vehicles to transport special kinds of freight. This striking 85 ft. long vehicle is built of aluminium, and has been leased to the Rock Island Railroad. It is claimed to up the payload by eight tons, over a steel car.

### Piggyback popular

PIGGYBACK revenues of the recently merged Erie-Lackawanna railroad exceeded \$10 million in 1960. The New York-Chicago service being set up with the Rail-Trailer company and six trucking firms could eventually produce revenues of \$20 million annually, Chairman, H. W. Van Willer stated at the annual meeting.

Other bright spots: E-L's passenger revenues were nearly 3% above 1959; consolidation of long-distance passenger trains as planned operated separately in pre-merger days; subject to a government-backed loan, a \$7.5-million freight yard will be built at Buffalo. The yard will pay for itself in less than four years.

### Ten million wagons loaded

INDIAN Railways have created an all-time goods record by loading more than 10 million wagons during the year ended March 31. This was nearly four times more than that of the previous year, despite a partial strike in July and floods in subsequent months.

A significant feature was the marked increase in coal traffic that constitutes nearly one-third of the entire volume of freight. Coal loading was up 235,733 to 2,668,440 wagons—an increase of 9.7 per cent as against the 3.9 per cent rise for all commodities handled.

### Specialists on U.S.S.R. railways

OVER 160,000 engineers and technicians are employed today on the railways of the Soviet Union.

Such a big number of specialists is explained by the high technical level of Soviet railways. The latest means of automation, tele-mechanics and communications are applied.

The number of railway lines with electric and diesel-engine traction is increasing with every year; total length of electrified lines in the Soviet Union tops that of the United States, Great Britain and France combined.

### Rail Safer

RAIL travel in U.S.A. for 1960 was nearly seven times safer than travel by air. This comparison was made by the American Association of Railroads on the basis of last year's passenger fatality rates. The rate for domestic airlines was 1.01 passenger deaths per 100 million passenger-miles. The railroad rate was 0.15.

Passenger fatalities on the airlines last year were 10 times the railroad total—326 compared with 32. And the latter included 15 passengers killed in so-called "train-service" accidents, which are usually caused by traveller carelessness.

Accidents involving private cars and taxi-cabs, however, killed 25,000 people last year. On the basis of estimated miles travelled by automobile passengers, this would make the fatality rate 2.3 per 100 million passenger miles—more than 15 times the rail-road rate and more than twice the airline rate.

### Traffic up in China

FINAL results for 1959 railway operations of the Chinese National Railways showed a 42 per cent increase over 1958. The total tonnage moved by rail during 1958 was 542 million and in 1960, the total was expected to reach 720 million, an advance of 33 per cent over the previous year.

The Chinese Railway Administration claims that working expenditure during 1959 was 15 per cent lower than during 1958 and that staff productivity had improved by 10 per cent.

### Glue may replace tie-plates

THE Association of American Railroads has disclosed that its Research Centre at Chicago is using a new super-strength epoxy resin glue experimentally to bond steel rails to concrete cross-ties. This does not mean that trains will roll over track held by glue alone, the Association hastened to add.

Rails will still be held fast by spikes or clamps as at present. The new glue, however, may one day replace the costly tie-plates and other devices now used as buffers between track and ties, thus reducing the cost of providing rail transportation.

### A railway laundry

AN order for the supply and installation of new laundry equipment at Cape Town has been placed by the South African Railways with a Johannesburg firm. The contract price is £35,371.

The plant will be completely automatic and will be capable of washing 75 blankets simultaneously whereas the other plants at present in use can only do 12. This laundry will handle approximately 500,000 articles a month including about 20,000 blankets.

### Big Spanish plans

UNDER the second phase of the Reconstruction Plan, scheduled for completion in 1961 at an estimated cost of £242 million the Spanish National Railways are extending electrification, completing modern signalling and control installations including centralized traffic control and adding modern rolling stock.

### Most courteous "

"RAILWAY buses were engaged to transport pupils from the Highett High School to our Anzac Commemoration Service at the Sandringham Theatre and to return many of them later to the school.

"This work was done most efficiently and, at every stage, the Stationmaster and his staff were most courteous and helpful, and most thorough in their arrangements.

"It was service of a high order."

—A. M. Rogers, *Headmaster, Highett High School*

### Likes new accommodation

"MY Committee and I wish to express our great gratitude to the Railway Commissioners for the added space given to our room at Spencer Street and for the alterations and painting carried out there.

"We have provided extra furniture and, with new curtains and cushions, our room is now looking fresh and attractive. Our station workers are most appreciative of the improvement in our room."

—Mrs. H. F. Maudsley, *President, Travellers' Aid Society, Melbourne*

### Suitcase recovered

"I would like to thank the staff and one member in particular at Rosanna for the kind attention I received when I had lost my suitcase. It was located at Macleod station and had been handed in there from the Macleod train (5.40 p.m. from Princes Bridge). On going back to the city I fortunately got off at Heidelberg to make further inquiries and they told me it had been reported at Macleod station so I returned there and was able to recover it."

"I don't know the porter's name at Rosanna, but both he and the junior were extremely helpful and obliging in ringing up all possible places where the case could have been and generally going to a great deal of trouble.

"I can assure you it was greatly appreciated."

—Charles G. Edwards, 11 *Guymer Court, Montmorency*

### "High efficiency"

"ON a recent visit to Melbourne, I was very much impressed by the high efficiency shown by the staff on the dining car on the *Spirit of Progress*, I feel certain that the courtesy and services given would excel

any I have experienced anywhere I have travelled, I would like to add that the comfort that a person experiences on the *Spirit* is second to none.

"While in Victoria I had the pleasant experience of travelling from Melbourne to Geelong; here again I was enthused by the very excellent service afforded to their passengers, by the Victorian Railways."

—D. E. Leahy, *C/o Reid House, Canberra, A.C.T.*

### Grape harvesting helped

"THE dried fruits crop has again been successfully harvested; this, in no small measure is due to the co-operation of the staff of the Victorian Railways.

"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 Commercial Manager, Superintendents of Train Services and Refreshment Services are worthy of mention.

"Mr. Gibson of the Refreshment Services Division, and Mr. Kemp, Manager of the refreshment rooms at Ballarat, were most helpful in arranging for cut breakfasts handed to migrants on a special train to Mildura. The staff at the Spencer Street Refreshment rooms were most co-operative when providing mid-day and evening meals for migrants on numerous occasions.

"The Stationmaster and his staff at Spencer Street were always most helpful as were Stationmasters and their staff at Redcliffs, Mildura, Robinvale and Nyah West.

"I wish to express to you and to members of your staff, my appreciation of the co-operation which this Department received in transporting harvest hands to the Sunraysia, Robinvale and Mid-Murray Valley districts of Victoria. I would be grateful if you would convey my appreciation to all Railway staff concerned."

—The Regional Director, *Dept. of Labour and National Service, Melbourne*

### Keen on rail

"MEMBERS of the Holiday Train Association are very tour minded and are always keen to

undertake tours where the major part of travel is by rail. I feel this is the reason why the week-end tours by special sleeper train with the *Norman* and *Goulburn* carriages are well patronized.

"As mentioned in our Annual Report, the Association is very grateful to your Department for allotting either the special sleeping and lounge car train, or diesel rail-cars for the tours.

"My Committee also wishes to extend through you their thanks to the many members of the Victorian Railways who assist in making the tours a success."

—S. T. Meates, *Hon. Secretary, Holiday Train Association, writing to the Chairman of Commissioners*

### 1,000 children by train

"ON behalf of Melbourne Legacy I wish to thank you for the great co-operation we received from your Department during the past year, especially in January when over 1,000 children were moved to and from country centres.

"Would you please convey our thanks to Mr. T. A. James, your Station Masters at Spencer Street and Flinders Street for the help they gave us in this large movement of children."

—K. C. Clarke, *President, Melbourne Legacy*

### Coat recovered

"I would like to express my appreciation of the helpful co-operation of the railways staffs at Elsternwick and Yass Junction (N.S.W.) in returning to me a coat left at Yass Junction on a recent journey from Canberra.

"It was entirely my own fault that the coat was left behind, but on reporting the loss at Elsternwick inquiries were started immediately.

"I received it back, neatly wrapped and quite unsoiled, very quickly. No charge was made and the Stationmaster at Elsternwick said this was part of the Railways service.

"May I, without being offensive, say that such service (private or otherwise) is becoming very rare indeed, and that the very courteous attention of the staff at Elsternwick was quite outstanding, and very much appreciated."

—Miss A. Vinnard, *9A Hoddle Street, Elsternwick*

## Honoured by Queen

**S**LEEPING Car Conductor D. J. Freeland, of Spencer Street, has been awarded the British Empire Medal. In the Queen's Birthday honours list last month, the citation specifically mentioned his service on Royal and Vice-Regal trains.

Mr. Freeland has built up an outstanding reputation as a conductor on tours in this State by the Queen Mother, Her Majesty the Queen, Prince Philip and Princess Alexandra. In addition he has been specially chosen to take charge of the State Car in which Governors-General and State Governors make rail journeys.



Mr. Freeland

His pleasure at the honour bestowed on him has been heightened by the many messages of congratulations to him. Besides personal and written congratulations from the Commissioners and Branch Chiefs, he has received letters from Sir Dallas Brooks (Administrator of the Commonwealth) Sir Edmund Herring (Lieutenant-Governor), Sir Charles Lowe (Administrator of Victoria) and many others.

Mr. Freeland, who has been in the V.R. since 1924, is a conductor on *The Overland* and his work has received the highest praise from travellers, including those who have experienced overnight travel abroad.

## Wants to advance

**K**EON PARK'S Italian-born Assistant Stationmaster Frank Lora gives full marks to his wife for inducing him to seek the security and satisfaction of a railway job. He studied the art of tapestry making in his native land, but on migrating to Australia in 1951 realized there was no scope in that direction.

He had many unrewarding jobs and then did two things he is certain will influence his future.

Mr. Lora joined the railways and, at the same time, started to study through the Institute classes. He obtained all his certificates to become an A.S.M., and capped this by winning the coveted "Brotherhood of Resonians Prize" in Station Accounts for 1960.

Mr. Lora, who is naturalized, likes working in the railways and believes that "there are wonderful chances for getting bigger and better-paid jobs, if you are ambitious". Evidence of his thinking: he is confidently studying to be a Stationmaster.



Mr. Lora

Tut, tut . . .

**H**ERE is Maggie . . . a real character of a bird owned by Repairer E. Kick and family, who live in a D.R. abutting the Donald station.

Well-known and tops with all local V.R. men for his beautifully clear and crisp whistling performances, Maggie, on the other hand, is way down in popularity with a few of the local women.

From his top-of-the-back-fence position he seems to take great interest in people passing by, but at times embarrasses both men and women—perfect strangers to one another—by giving most realistic and insinuating "wolf" whistles . . .

Maggie says a few words, and one of the local V.R. men



threatens to get him to fill the air with railway slogans, like "Be Bright—Go by Sunlight"!

## Tells others

**A**FTER 15 years (13 of them as an Instructor) in the V.R. First-aid movement, Train Examiner Victor Rosewarne, of Donald, maintains an enthusiasm that has "infected" the 16 railwaymen in the class he conducts locally. Recently six sat for examination and all passed, including three first-year students.

A first-aid gold medallist himself, Mr. Rosewarne is also doing a fine job in fostering first-aid outside the department.

With two colleagues (Ganger W. Munro and Goods Guard E. Ridgewell) he has been instructing the Donald Young Farmers, Girl Guides and the Donald and Cope Cope Red Cross Societies.

Mr. Rosewarne is active in Union and V.R. Institute affairs: for five years he was Secretary of the local A.R.U., Secretary of the V.R.I. Bowling Club and a committeeman for eight years.



Mr. Rosewarne

## The only one

**T**O Fred Cox, of Korumburra, belongs the distinction of being the only full-time parcels assistant at any station on the South-eastern Gippsland line—a sure sign that the volume of local parcels business is the greatest in that section.

Joining the service as a lad porter in 1936, Mr. Cox has been at Korumburra for 15 years—and for all that time associated with parcels traffic.

His grand-father, father and three brothers were in the Department at various times ; at present nine of his uncles work for the V.R. in scattered parts of the State.

Mr. Cox served with the Second A.I.F. for four years.

#### Donald driver's dahlias



Mr. Whittaker

IF you happen to be in Donald during the next dahlia and chrysanthemum season—and even if you are disinterested in flowers—make a point of feasting your eyes on the garden of Driver Jack Whittaker.

There are likely to be at least 1,600 dahlia plants in full bloom in a quarter-acre of his land—and if it is claimed there is a finer, more colourful flower display elsewhere in Victoria, then his colleagues will strenuously deny it !

Mr and Mrs. Whittaker are justifiably proud of their garden and the many prizes its flowers have won them in district shows. The garden attracts visitors from many parts of Victoria.

Joining the V.R. in 1920 at Maryborough as a cleaner, Mr. Whittaker now smilingly suggests that "the stewards" could well have looked into his transfer to Donald in 1921.

Actually, he had been Departmentally advised in writing of his transfer to

Woomelang, but Donald railwaymen mysteriously "arranged" for him to arrive at *their* loco. depot instead. Reason : he was an accomplished tenor horn player and they badly wanted him for the local brass band.

They got him, too—and he helped them to win many championships with his skilled playing. Mr. Whittaker was also connected with the Donald country fire brigade for many years.

#### Green with envy . . .

EASTERN Gippsland golfers, in particular, can be pardoned for envying Loco. Fitter Robert Green who recently retired at Warragul. Reason : he is on a world tour visiting Japan, the United States and the Continent . . . and former colleagues would not be surprised if he is taking in the most famous golf courses abroad.



Mr. Green

Mr. Green is a member of the Warragul golf club and has a low handicap.

In his younger days, he played football with the Williamstown Association side ; later he played with Warragul and Yarragon.

He joined the V.R. as an Apprentice Fitter and Turner at Newport Workshops in 1913 and first came to Warragul in 1954.

#### Life Governor

NOMINATED by the Commissioners for a Life Governorship of the Victorian Civil Ambulance Service is a V.R. man who has given nearly 30 years' service to the first-aid movement. He is Mr. John Richards, clerk, Secretary's Branch, who is now assisting the Chief Safety Officer.

Each year the Civil Ambulance Service invites the Commissioners to make a nomination "in appreciation of the practical support the Department gives to the maintenance of the ambulance service."

Mr. Richards gained his initial first-aid certificate in 1930, and a few years later began a very active and valuable association with the Department's ambulance organization. He holds 21 first aid awards including gold and

silver medallions. For seven years he was leader of the Spencer Street Corps, and competed as an individual in State Championships.

Mr. Richards is President of the Melbourne Division of the St. John Ambulance Brigade, whose uniformed members are seen on duty at street processions and all kinds of events where big crowds gather.



Mr. Richards

#### Varied V.R.I. items

IN Electrical Fitter's Assistant Bill Sheedy, Korumburra V.R.I. Sub-centre members have an experienced and enthusiastic President : he has been in that role three times in the past nine years. In the service for a relatively short period (17 years) Mr. Sheedy was on the V.R.I. committee within two years.

He pays a well-merited tribute to the work of "my committeemen in furthering the interests of the Sub-centre where expanding activities are calling for expanding buildings."

Among those actively engaged with Mr. Sheedy is Assistant Signal Adjuster Jack Quick, who is Secretary and Treasurer ; before that he was a committeeman. He is also President of the Korumburra Carpet Bowls Association.



Mr. Sheedy

Mr. Quick is an ardent advocate for all that the Institute stands for and, as he moves around South Gippsland on his signalling job, he seldom loses a chance to boost the V.R.I.

## Satisfied

### Queen Carnival

**T**O raise funds for a new building—the original one was destroyed by fire in March 1960, just two weeks before the planned official opening—officials of the Sunshine V.R.I. Sub-centre are organizing a Queen Carnival.

Girls of 16 and over who are members or related to members of the Sub-centre are eligible to participate for the honour of being Queen of the Carnival.

Socials, dances and many sporting functions are among the features of a big programme that will reach its climax in November with the ceremonial crowning of the Carnival's Queen.

### Ouyen goes gay

**O**UYEN Sub-centre members recently organized a "Mad Hatters' Party", and reports show that it was one of the most successful functions held at this Mallee outpost. A feature was the "Decorated Head Gear Parade", each entrant having to represent a town, animal or some special feature. Fifty entries were received and officials praised the ingenuity of many of the ideas.

Section winners were: Best girl—Joan Lews as "Omeo"; Best boy—John Gachel as "Four 'n Twenty Pies"; Best lady—Mrs. R. Gardiner—"Motor Spares"; and Best man—J. Mills—a self characterization.

Variety was added to the evening when Ralph Gardiner and Mick Barrett screened Queensland slides.

### Warragul children remembered

**F**ROM the Warragul V.R.I. Sub-centre come two items about the activities of members on behalf of children of local railwaymen. The Warragul Shire Council has been requested to allot some vacant land, together with appropriate equipment, for a playground. The land, owned by the Council, is on the "railway housing estate", so described as it is entirely composed of railway departmental residences.

Preliminary talks have been held concerning the next Christmas Tree and whole-day picnic to a nearby resort, that have proved to be outstanding successes over the past eight years.

There are many "working bees" amongst members, as well. As a result, the Institute buildings have been repainted and additional buildings provided for more space for class rooms and storage.



Mrs. Littlejohn

**W**HEN Edith Littlejohn joined the Department a mere three months ago she little thought that her first job would be so satisfying . . . that it would bring her so closely in touch with the travelling public.

That's what happened, as this picture shows her, with a friendly smile, serving from the food trolley on The *Mildura Sunlight*. This much appreciated light

refreshment, sweets, and soft drinks service is available in each direction between Melbourne and Donald.

Mrs. Littlejohn, who comes from Tasmania, says she finds passengers "very courteous and easy to please", and is already on speaking terms with many regular travellers. Two of her relatives, Rueben and Michael Ramage, are in the Rolling Stock Branch at North Melbourne.

## RECENT RETIREMENTS . . . .

### ROLLING STOCK BRANCH

Collett, W., Newport  
 Davies, J. H., Newport  
 Faulkner, F. J., N. M. Shops  
 Green, R., Warragul  
 Hann, N. C., Mtr. Garage  
 Healey, F., Newport  
 Johnson, E. W., Bendigo  
 Jollie, A., Sh. Sheds  
 Kingsbury, C., Newport  
 Moore, W. J. D., Newport  
 Markievitch, L. J., Newport  
 Mitchell, J., Newport  
 Maggs, C. A., Bdgo. Nth.  
 McManus, E. H., Bdgo. Nth.  
 Nelson, A. F., E. R. Depot  
 Read, R., Bdgo. Nth.  
 Sandlant, W. H., Nyora  
 Thomas, R. E., Jolimont

### TRAFFIC BRANCH

Archer, J., Tottenham  
 Allpress, D., Ararat

Coulson, L. F., Albion  
 Green, E. H., Ararat  
 Grogan, J., Melb. Goods  
 McGregor, L. J., Geelong  
 Ruddock, J. G., Melb. Goods

### ELECTRICAL ENGINEERING BRANCH

Thompson, B. N., Flinders-st.

### WAY AND WORKS BRANCH

Blakeney, R. C., Spotswood  
 Grieve, G., Flinders-st.  
 Horgan, C. E., Benalla  
 Leonard, A. H., Maryborough  
 Murphy, D. P., Nth. Melb.  
 McKay, T. A., Laurens-st.  
 O'Brien, J. F., Laurens-st.

### STORES BRANCH

Crocker, M. G., Printing Works  
 Frobisher, J. G., Newport  
 Vella, Mrs. V. M., Spotswood

## . . . . AND DEATHS

### ROLLING STOCK BRANCH

Attrill, W. H. A., Newport  
 Bottando, A., Geelong  
 Corpi, A., Jolimont  
 Campfield, W. H., Jolimont  
 Peace, J. F., Jolimont

### TRAFFIC BRANCH

Budd, W. K., Flinders-st.  
 Sutherland, D., Spencer-st.  
 Sawyer, G. H., Mansfield

### ELECTRICAL ENGINEERING BRANCH

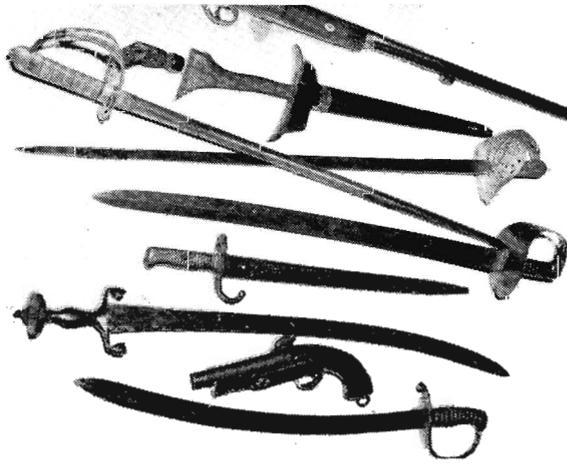
Sheahan, C. F., Spencer-st.

### COMMERCIAL BRANCH

Harrison, E. P., Head Office

### WAY AND WORKS BRANCH

Delaney, M. P., Sunbury  
 Smith, R., Ballarat  
 Wylie, J., Sydenham  
 Thornton, L. L., Camperdown



SIX years ago, suburban relieving signalman Peter Pearn bought an old sword while casually strolling through the Victoria Market, North Melbourne—and that started him off on the unusual but very rewarding hobby of collecting old pistols, swords, sabres, etc., as the picture shows.

His percussion action muzzle loader pistol has a .68 bore, and is 11½ ins. long and weighs 2½ lb. Made in 1851

it was found at the old penal settlement on French Island. Amongst Mr. Pearn's collection is a sword issued to the militia during Queens Victoria's reign and another with the engraving of King Edward VII on the hilt.



Mr. Pearn

"I value my collection" he said, "at nearly £100 and am continuing to add to it. The whole lot adorns my bedroom walls."

Mr. Pearn has been closely associated with football and tennis. He was a player and assistant Secretary of the Mirboo North Team and later an umpire.

He has been connected with the Macleod team in the Diamond Valley League for 11 years, being on the committee for eight years. He is now a Vice-President and Social Committee Chairman. Mr. Pearn is also President of the Suburban Lines Tennis Club.

#### On the target

FROM a chainman in the Railway Construction Branch to Station-master is the rather unusual path trodden by Mr. L. J. Duffus, of Donald. That taste of the preliminaries for

building a railway determined him to get to know more about the V.R.—and he has never regretted it.

After a period as lad porter in the suburban area, Mr. Duffus was appointed operating porter at Ouyen in 1929. He wore his S.M.'s uniform for the first time at Clarkefield, and was then located at Mansfield, Woomelang, and Sea Lake before coming to Donald about 16 months ago.

Mr. Duffus is interested in two R's : railroading and rifle shooting ; the latter became his main hobby in 1948. Colleagues in the Donald team are Repairer Cody, Driver Schultz, and Fireman B. Howlett.

Mr. Duffus has twice represented the V.R.I. in Interstate Championships, and hopes to go to Brisbane again next month as a member of the Victorian team.

#### Colour enthusiast



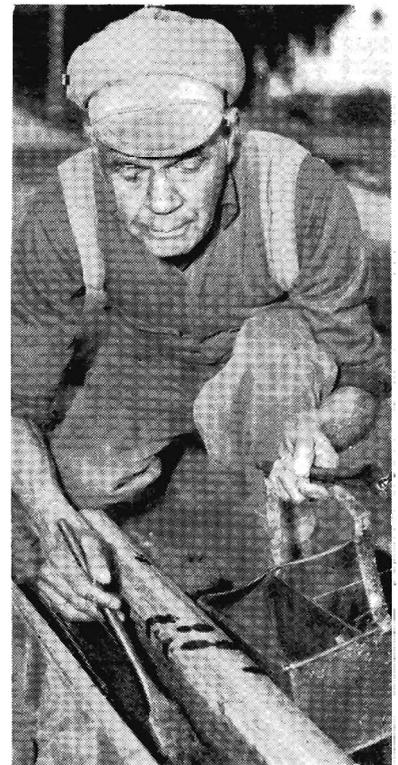
Mr. Daly

WHILE driving a diesel rail-car four days a week on the 120-mile run from Portland to Ararat, Jim Daly, of Portland, says he has many "mouth-watering" opportunities in springtime to indulge his favourite hobby of capturing colour shots—if he had his camera and, more importantly, if he were not at the rail-car's controls.

Mr. Reid has nearly 400 slides after only a few years in photography. His collection covers the whole of the Commonwealth. On his next holiday, he will "shoot" the Coober Pedy opal fields in South Australia.

A V.R. man since 1948 when he began as a cleaner at Bendigo, Mr. Daly has driven petrol-electrics, diesel-electrics and diesel rail-cars in many parts of Victoria.

#### Sought security



Mr. Warburton

ONE of the most cheerful and willing labourers in and around the Donald station is Ted Warburton. He was born at Eirdunda Station near Alice Springs 59 years ago. A widower, he has a daughter in Ballarat.

After doing all sorts of odd jobs in all kinds of odd places that gave no security, Mr. Warburton 12 years ago joined the V.R. at Ouyen as a labourer, and he has been at the Donald Loco. Depot for the past decade.

Mr. Warburton's engineman's cap reflects his affection for steam loco-

motives. He "hates" to see them "on the way out," but regretfully knows that progress must have its way, in the shape of diesel-electrics.

### Former Secretary passes

IT was with genuine regret that his many friends heard last month of the death of Mr. E. C. Eyers, a former Secretary for Railways. He retired in 1947, after having held the position of Secretary for a record-breaking term of 24 years. During that time he was Commissioner in an acting capacity for short periods.

Mr. Eyers entered the Traffic (then Transportation) Branch in 1897 as a junior clerk and quickly revealed ability that foreshadowed his advancement to more responsible positions.

He was chosen for transfer to the Secretary's Branch as personal assistant to the Head of the Branch, and in 1916 he was in control of the Staff Office. On the establishment of the Staff Board in 1921, he became its first Chairman.

### First-aid first

TALK about first-aid to Korumburra's Electrical Fitter-in-Charge Douglas Maxfield and he reveals a deep enthusiasm for a humanitarian work that has been the main part of his life since he joined the V.R. organization 10 years ago.

He recalls with satisfaction the help he has been able to give to the injured until the medico arrived

Mr. Maxfield is now the First-aid Instructor and is instilling into his students the know-how that has won him the bronze, silver, and gold medallions in first-aid.

He joined the V.R. 13 years ago and served his apprenticeship at the Spotswood Workshops.

### Heart Appeal helped

REPRESENTATIVES of the Newport Workshops were responsible for the magnificent sum of £995 being raised for the recent Operation Heart Appeal. This resulted when nearly 150 of them, including sub-foremen, engineers, clerical staff and tradesmen, conducted a door-knock campaign in the Newport postal district area, W.15

Organizing was undertaken by Mr. R. H. Y. Roach (Workshops Manager) and Mr. L. Black (Senior Clerk), and the smooth working of the operation was a tribute to all who took part.

Newport Workshops employees have a notable record for practical support to varied charitable appeals, and railwaymen throughout the service will congratulate their colleagues on the success in the Heart Appeal.

### Tragic sequel

HOW an act of friendship to a deceased friend ended tragically was revealed last month. While holidaying in Queensland with his wife, Mr. W. O. Brown, a former Assistant Chief Civil Engineer, died. He was aged 74 and had retired from the service in 1952.

Hearing the news, his life-long friend, Mr. C. O. (Dick) Bryans, a foreman artisan with the Engineer of Special Works, East Melbourne, went out to Mr. Brown's home in Glenferrie to tidy up the garden, in readiness for the arrival home of his widow. Completing his self-imposed task, Mr. Bryans left and was on his way home when he collapsed in the street and died. Mr. Bryans was aged 55 and had been in the V.R. since 1926.

### A Morris duet

GANGER Walter Morris with his wife Gladys . . . two V.R. people at Mansfield whose duties are somewhat similar: Mr. Morris supervises the maintenance of the track to Maindample, while Mrs. Morris looks after the rest house for rail motor drivers on the station. For 20 years, Mr. Morris has been in charge of the gang, having had previous ganger's experience at Welshpool and Beech Forest.

With his men, he gained third prize last year in the "Best Kept Lengths" competition in the north-eastern district. For the past eight years, Mrs. Morris has kept the rest house a cosy, comfortable overnight haven for the drivers.

Mr. Morris takes great interest in the local football team, being on the club's building committee. With his wife, he is a keen worker for the club's social committee.

### Ben's a paradox . . .

ALTHOUGH Shed Assistant Ben Fairbank, of Mansfield, dexterously drives the six-ton Coles mobile crane around the goods yard and manoeuvres it in and out of all sorts of odd, cramped spots, he admits, surprisingly, he cannot drive a motor car.

But colleagues, appreciating the skill with which he crane-handles all manner of bulky loading, know it would be almost a formality for him to get his driver's licence.

Mr. Fairbank was formerly a platform supervisor at Princes Bridge, but forsook a station career and transferred to the Mansfield goods yard because the vacant job carried a departmental residence . . . an aspect of prime importance for his growing family.

### Flair for instructing

IN Signalman R. Gully, Wodonga has a railwayman with a flair for imparting his practical knowledge: for several years he was the local First-aid Instructor and, for a period, Safe-working Instructor, too.

Gaining his initial first-aid certificate in 1954—and crowning it with a gold medal this year—Mr. Gully was twice first in the Individual Event in the North-eastern District Competitions. He served two terms as A.R.U. Sub-branch President at Wodonga, and is active on the V.R.I. Sub-centre committee.

Mr. Gully has been located at Wodonga since he joined the service in 1951, becoming a signalman three years later.



Mr. Maxfield



Mr. and Mrs. Morris



# RON BAGGOTT'S SPORTS PAGE

## Played in four sports

FOR many years active participation in sport has dominated the leisure hours of Fireman Reg. Nicholls, of Portland. At the moment he is an enthusiastic player and official of the local bowling club, having played the game for 15 years. His skill has won him many competitive events, with appropriate trophies.

Mr. Nicholls has been on the club committee for seven years and is now the energetic President for 1960-61. He sought the serenity of the bowling green after playing the more strenuous football, cricket and tennis where he was located as a cleaner and fireman: Ararat, Ballarat, Ouyen, North Melbourne, Daylesford, Dimboola and Warracknabeal.



Mr. Nicholls

Now aged 57, Mr. Nicholls started in the V.R. at Stawell in 1925.

## Provincial baseball

STOREMAN Graham Gladman and Stores Clerk Jack Spiers were prominent in Ballarat's great win over Geelong in the recent Victorian Provincial Baseball Championships. Graham as coach and Jack as assistant coach and manager, led their team to a 15 runs to 2 victory.

As Ballarat's No. 1 catcher, Graham has earned a place in the Victorian provincial "All Star" side. Summer-time sees him as a leading bowler in the Ballarat Central "A" grade cricket team.

A former first-base "All Star" baseballer, too, Jack is also a prominent cricketer. He is captain of the Redan first eleven and has played in country weeks for Ballarat and Bendigo. His prowess gained him selection in the Victorian country side that played against one of the recent Test teams from South Africa.

## R. L. Edwards Golf Shield

POSTAL Institute and V.R.I. sent 63 players to Latrobe Links for the annual "R. L. Edwards" shield tournament. V.R.I., last year's winners, lost to Postal, 14 matches to 11, with 3 draws.

In the Stableford Competition over 14 holes, trophies were won by Messrs. H. Casley (winner on count back) and A. C. Stockley (runner-up).

Messrs. R. Draper (Assistant Director, Postal and Transport Services) and Stockley (General President, V.R.I.) presented trophies to the successful V.R.I. and Postal Institute competitors respectively.

## V.R.I. Football Association

HERE'S news from the local V.R.I. footy scene. Loco. has again defeated Newport and is unbeaten; the position of teams at the time of going to press was:

	Played	Won	Lost	Points
Loco. ...	6	6	-	24
Newport ...	6	4	2	16
Yard	6	2	4	8
Head Office	6	-	6	-

## Interstate football

THE V.R.I. team for this year's interstate railway football carnival at Perth between July 16-27 includes four country players. It comprises A. Boyd (Capt.) K. Mathieson (Vice Capt.) A. Ballingall, J. Blackie (Ararat), L. Bullen, J. Culph, G. Dockerty (Dimboola), M. Fry, B. Gooding (Dimboola), F. Jones, J. Kenny, R. Koch, R. Marr, J. Merriman, P. Nunn (Ballarat), W. O'Connell, B. Robertson, K. Schickerling, W. Schultz, M. Trancredi, D. Wall, P. Windsor.

Team officials will be: Messrs. D. O'Donnell (Manager), J. J. Brain (Institute representative), P. R. Sharp (Property steward) and F. Dwyer (First-aid officer) with Messrs. J. McPartland, F. J. Moore and T. O'Neill representing the V.R.I. Football Association.

## Coming golf events

● V.R.I. Wimmera gold tournament: Dimboola, Sunday, August 20. Details: T. Herlihy, Secretary, Wimmera V.R.I. Golf Club, C/o S.M. Dimboola.

● Country Week: September 11 to 14, Rosedale Golf Course, Aspendale. Entries close July 28: Details July issues of *Weekly Notice*.

## Ladies basketball

FULL credit goes to the Melbourne Goods Ladies team for a magnificent effort as runners-up in the E2 grade ladies Basketball Association championships. The team formed in the past twelve months, took third place in the previous year's championship. So, they seem well on the way to an early premiership.

The team is managed and coached by Mr. P. Arnold who is ably assisted by Messrs. T. Barber and T. Cannon—of the Melbourne Goods staff.



Melbourne Goods V.R.I. Ladies Basketball Team. Back row (left to right): Lorraine Griffith, Lena Morrish, Pat Alexander, Marie Ferguson, Carol Petrie, Joan Thurgood. Front row: Sandra Longford, Sheila Bumford (Vice-Capt.) Gwen Major (Scorer), Rhonda Beachley (Capt.) Gloria Carroll. Absent—Margaret Dupey.

**APEX OF COMFORT.**

Because of these features, "The Overland" has deservedly earned its reputation as one of the world's finest trains. See page 100.



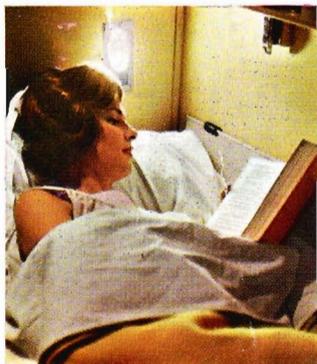
*A comfortable twinette*



*with iced water, too*



*is easily transformed*



*into a bedroom*



*then breakfast in bed*

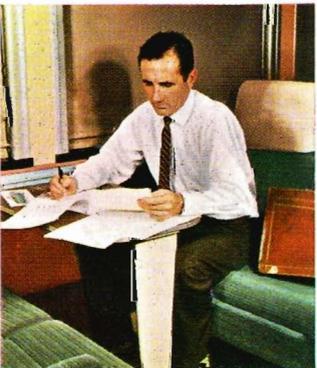


*and refreshing shower*

**SLEEP OR SIT.** "The Overland" has single and double berth sleepers (above) as well as 1st and 2nd class sitting carriages (left, below).



*she powders while*



*he ponders, and*



*for all it's pleasant travel*

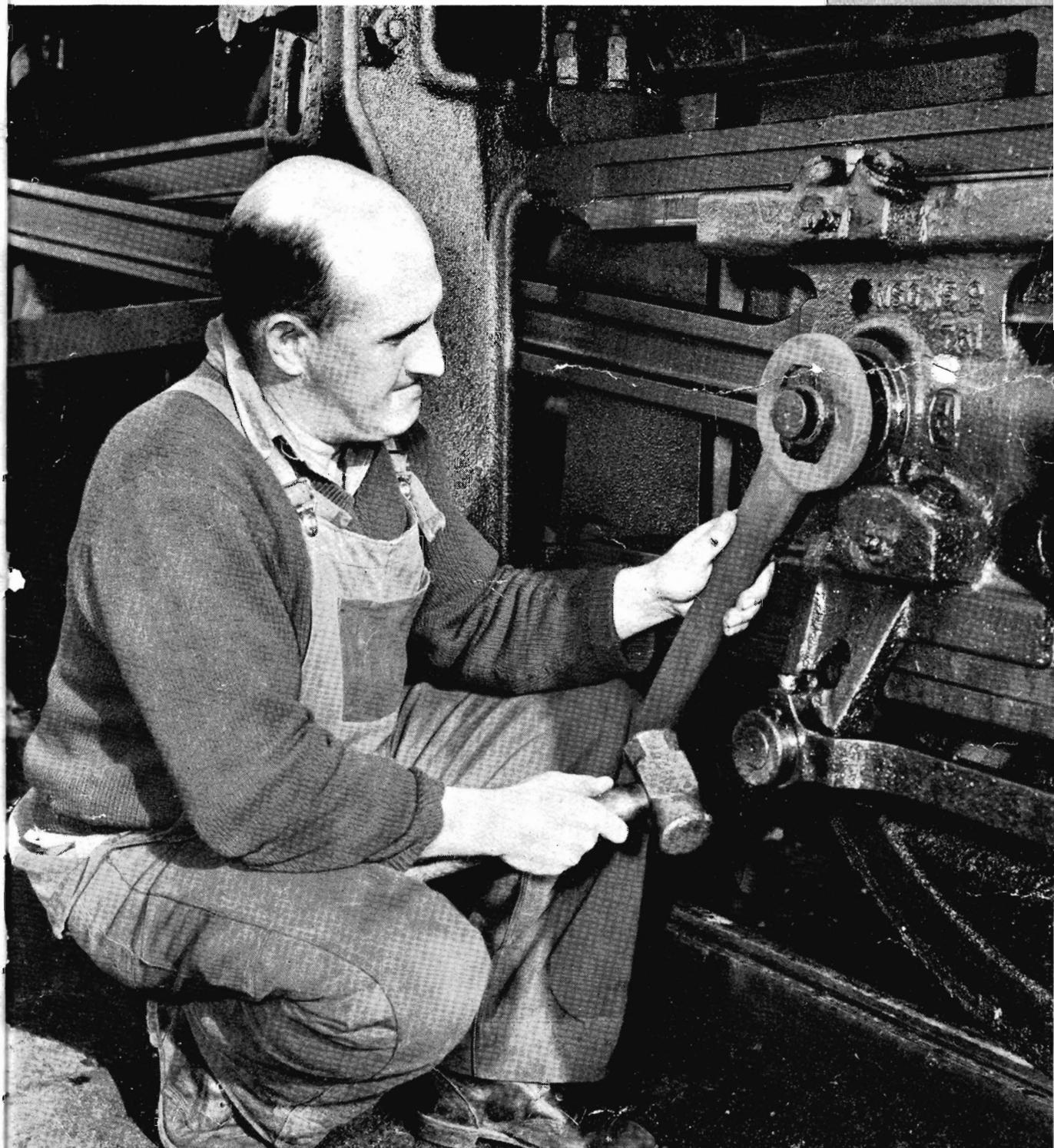
VICTORIAN RAILWAYS

# NEWS LETTER

AUGUST



1961



### One for one

UP to half an hour was clipped from some train schedules, last month, in extensive time-table alterations for Albury and four connecting branch lines. The alterations resulted from a review, made by Time-tables and Rolling Stock Branch officers, of train performances under varying load conditions following the maximum use of diesel-electric locomotives.

The alterations necessitated the issue of a revised edition of the winter public time-table.

To keep faith with buyers of the first (May 1) edition, the Commissioners decided to issued a-free copy of the new time-table to all who presented a copy of the old one at any of the places of issue.

The new edition has an orange cover to distinguish it from the red covered, May 1 time-table.

### Boom Bang drivers

IT is very hard to understand how car drivers keep crashing into level crossing gates or trains—it suggests either faulty cars, careless driving, or both combined.

Five incidents that occurred during a recent week end are revealing. They were :

- at Seymour ; while closed against road traffic, Victoria Street level crossing gates were struck by a car at 12.5 a.m. and badly damaged.

- at Albion ; a car drove over the side of the overhead bridge and fell on to the Broadmeadows to Albion lines at 11.50 p.m.
- at Newport ; a car collided with goods train at 10.45 p.m. at the Kororoit Road crossing that has flashing lights and warning bell.
- at Middle Brighton ; at 10 a.m. a car struck the crossing gates at Church Street.
- at Coburg ; at 11.35 p.m. a car crashed through the level crossing gates at Bell Street.

### A fine affair

RAIL users are protected against their own carelessness by the Department's By-Laws. In the six months ended June 30 last, 213 people were fined for trespassing on railway property and irregularly joining and leaving trains and platforms. Altogether, fines totalled £531, with over £60 costs.

Many of these people risked serious injury, or even death ; they should congratulate themselves with suffering only a fine.

### Bird's eye survey

MELBOURNE'S growing railway system will be surveyed again by aerial photography because of the new stations, overpasses, level crossings, etc. built since the last aerial survey in 1953.

By taking the photographs at a height of 1,320 ft., every inch of developed film will equal 160 ft. of rail track. These pictures can then be enlarged and joined together to show any particular feature of the suburban railway system.

In preparation for the survey, sleepers are painted white near selected mile posts for easy identification by the photographers.

Familiarly known as the *flying railwayman*, Mr. W. McDonald, a draftsman in the Way and Works Branch, will ride in the plane and direct the survey. He has been in charge of all rail air surveys since 1947, when the whole of the State's rail system was photographed.

### Loco. sounds recorded

"STEAM On The Five-foot three", a long-playing record of action sounds of A2, C, D3, N, J, R, X and Y steam locomotives, has been produced by the Australian Railway Historical Society (Victorian Division).

Taking about 47 minutes to play, the record will be sold at 50/- per copy (postage and packing—including insurance—being 2/6d. per record extra).

Inquiries should be directed to Mr. J. Harvey, 8 Marian Court, Blackburn.

### Last month's News Letter

APPRECIATION from a workshop supervisor, with a rather youthful staff :

"My lads haven't got past the front cover yet".

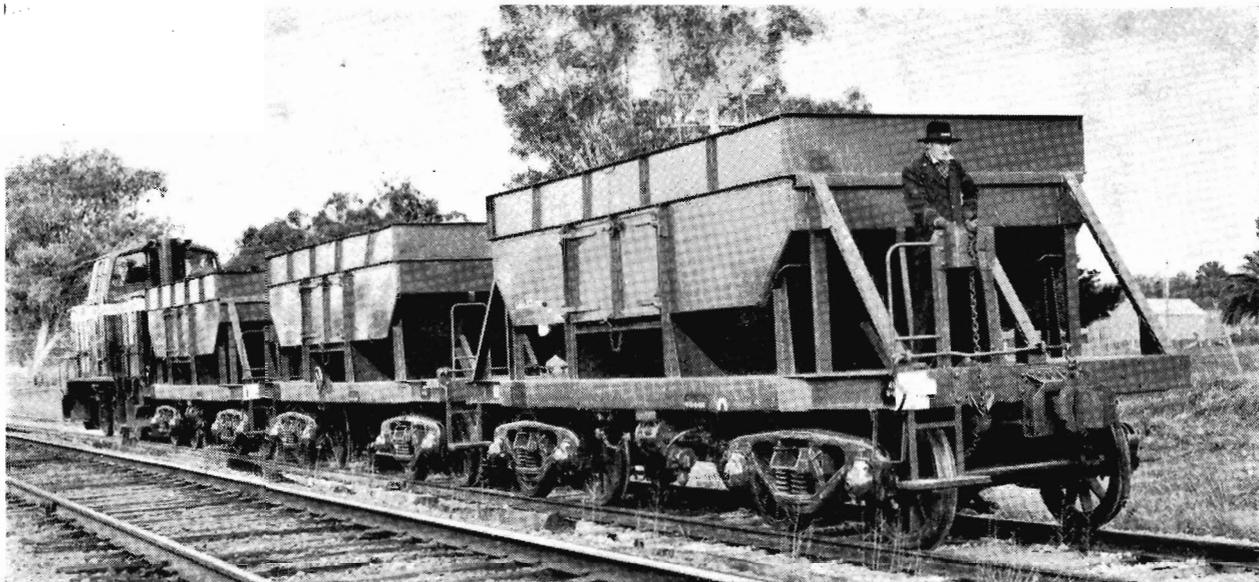
### FRONT COVER

EXAMINATION of passenger and goods train steam locomotives before and after each trip is standard practice on the V.R. to ensure that the engine can do its job with the maximum of efficiency and reliability. Here is Charge-man Jim Mayes, of the Korumburra Loco. Depot, tightening up a "little end" gudgeon pin nut on a J class locomotive—one of the running repairs that was noticed and "booked" by an incoming driver.



These railway officers recently took part in an Australian Broadcasting Commission correspondence school programme—*The Man in Grey*. From left : Messrs. A. G. Johnston, Stationmaster ; R. Gallacher, Engineer-in-Charge North-east Standardization ; J. Devrill, Man-in-Grey at Spencer Street ; and F. Morton of the A.B.C. educational section.

# THIS TRAIN MADE HISTORY



**F**IRST train to run on the new standard gauge line, that will link Sydney and Melbourne direct, was a ballast train, composed of a W class diesel-hydraulic locomotive and three NN ballast wagons. This historic event took place on July 6 at Wodonga, from where a continuous section of track extended to Wangaratta.

**T**HE W class had been delivered less than a week previously, direct from Tulloch Ltd., the N.S.W. manufacturers, with 4' 8½" gauge bogies. It was painted in the Victorian Railways blue and gold, and numbered—266—the 26th W class on the register.

At the previous week-end, the five ballast wagons had been taken by broad gauge together with their 4' 8½" bogies

on flat wagons. The bogies had been converted at Newport Workshops, and after fitting, the ballast wagons became first Victorian standard gauge rolling stock.

Soon after 1.30 p.m. the train, in charge of shunter D. Newman, was pushed along the line for six miles towards Wangaratta and then hauled back to the ballast siding at Wodonga.

It travelled slowly on the outward journey but returned at up to 40 m.p.h.

In the cab of the 650 h.p. locomotive were two young Victorian drivers, K. Szoeki (28 years old) and K. Ziebell (29).

The event was keenly watched by Mr. L. A. Reynolds, Chief Civil Engineer, who has been in charge of the great £12 million standard gauge project, and his engineer-in-charge of the North-eastern portion of the project, Mr. R. Gallacher.

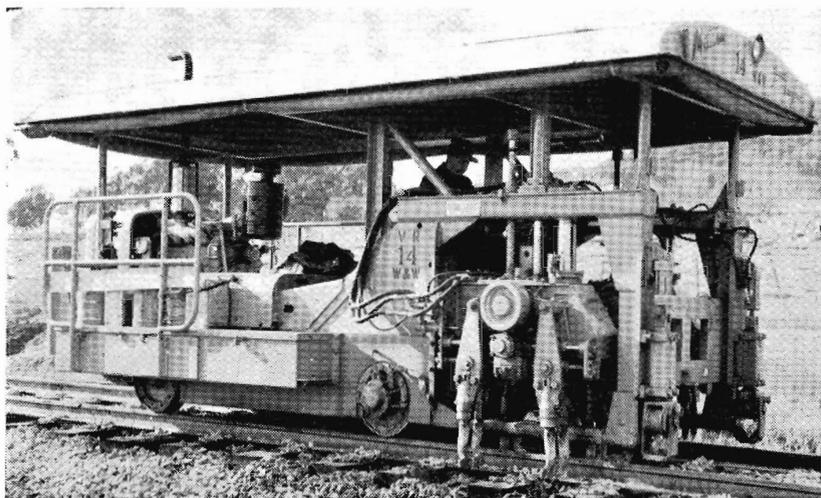
Mr. R. C. Burgess, Chief Commercial Manager, was also present for his branch will be actively engaged in promoting the standard gauge link as a new era in interstate rail transport.

Press and departmental photographers recorded the occasion on 16 mm colour movies, 35 mm colour transparencies and 5" x 4" black and white negatives.

For the time being the train will be stationed at Wodonga. It will discharge ballast as required along the new line. Also it will assist in consolidating the track as it moves along.

As sections of track already laid are joined up, the train will progressively extend its running to Melbourne.

Working ahead of the train is the modern Matisa automatic sleeper tamping machine (pictured at left).



From Switzerland : This machine tamps ballast under the sleepers of the new standard gauge track at 1½ miles a day.

**E**MPHASIS on the vital role of railways in the event of another war was placed by Mr. G. F. Brown (Deputy Chairman of Commissioners) in a comprehensive paper entitled "Transportation in Australia—Railways" recently delivered by him in Melbourne and Sydney. He was speaking at an Industrial Mobilization Course conducted under the auspices of the Australian Military Authorities.

**M**R. Brown said that the overall transport potential at the present time to meet a war emergency was very much greater than in 1940. The railway systems of the Commonwealth had purchased and built new locomotives and wagons and improved traffic facilities. Diesel and electric locomotives, goods rolling stock of bogie type and suitable for operation at passenger train speeds will permit the running of extra trains without additional track, and increased tonnages on trains would be obtained by using locomotives in multiple operation.

### Saving Time

The modern stock is also suitable for transferring from one gauge to another by the changing of bogies, as all rolling stock of the 5 ft. 3 in. gauge has been made suitable for operation over the 4 ft. 8½ in. gauge system and *vice versa*.

In the event of war with the consequential movements of a large tonnage of goods, the time of loading and unloading wagons would become a major factor. Certain methods of transporting materials by containers and forms of semi-trailer bodies, such as flexivans, etc., result in a quick loading and unloading of the rail wagon. Among the types now available is "piggyback", which may be defined as the transport of highway vehicles complete with their road wheels on railway flat top wagons.

"Flexivan" is a container form of road/rail freight transportation that makes use of a patented technique for separating the rear wheel assembly from a highway semi-trailer and placing the trailer, less the wheel assembly, on a railway wagon without the aid of an overhead crane or other railway terminal equipment.

The "Container" could be looked upon as the perfect unit-load for door-to-door rail and road operation since advantage can be taken of the highway vehicle's ability to go wherever their is road access, and the railways' capacity to move full unit loads with speed and economy.



Mr. Brown

Looking in retrospect from the start of World War II to our present time, Mr. Brown said that since 1939-40, while train miles on the Victorian Railways had risen from 5,176,424 to 5,794,107, the number of wagons in existence had advanced from 21,020 to 22,915 giving an increase of only 11.9 per cent and 8.9 per cent respectively. On the other hand the contents ton miles had risen from 905,426,230 to 1,539,414,731 an increase of 69.9 per cent.

To indicate the great potential capacity that is inherent in a railway system, Mr. Brown said that, without any increase in the number of safe-working and track staff—extra drivers, firemen and guards would be needed—additional trains could be run daily between Melbourne and Albury that would almost quadruple the normal daily tonnage.

The present normal gross tonnage hauled is approximately 7,200 tons a day, if hauled by single unit S class diesel-electric locomotives. If all goods trains on the "down" journey were drawn by double-headed S class locomotives, the potential is 14,400 tons a

day, plus seven specials (12,600 tons) that could be operated by a minimum of disruption to other schedules making a total gross tonnage of 27,000 a day.

### Need for One Gauge

Many authorities were quoted to stress the need for standardizing railway gauges on the main inter-capital routes.

"As the question of further action in this direction is now being considered", said a Chief of the General Staff in 1925, "I wish again to emphasize the importance from a defence aspect of full consideration being given to strategic requirements." The fears he expressed were justified when, during World War II, the traffic that had to be transferred at break-of-gauge stations reached a peak of over two million tons yearly, requiring 1,600 army and alien personnel as well as augmented railway staff.

It is of interest to note that the new standard gauge line between Melbourne and Albury (to be opened on January 2 next, for freight) would be able to handle nine goods trains in addition to passenger expresses; and, with double-heading could lift up to 16,200 gross tons per day at high speed. Additional trains could be run, which would result in the gross tonnage carried on the standard gauge line equalling that which is carried on the 5' 3" line.

On the Australian railway systems, the total manpower is 137,000 divided into two-thirds on the operating side and one-third engaged in maintenance.

The workshops capacity and staff available is sufficient to maintain all locomotives, cars and wagons and in addition to undertake certain car and wagon construction programs. There is also a group of Australian industries catering for the specialised needs of the railway systems.

Other matters dealt with by Mr. Brown included the substantial amount of munitions work that was done in railway workshops and the declaration by the Commonwealth Government that railways were a "key" industry", during World War II.

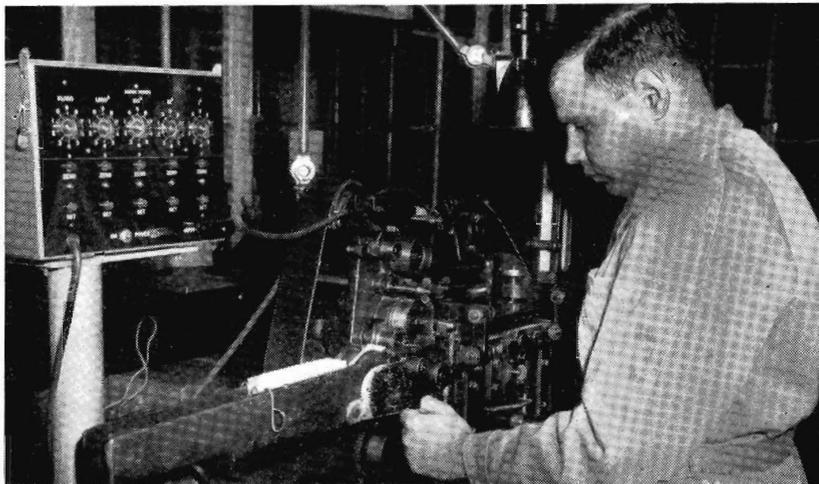
**B**ELIEVED to be the first of their kind introduced in any railway ticket printing works in the world, electronic counters have been installed in the Victorian Railways printery.

**N**OT so long ago electricity seemed to be a fairly simple affair to most of us. It was good, solid, stuff that came in volts and amps; lit the house; glowed in radiators; and could give you a nasty shock—especially when the quarterly bill arrived.

Then, with the advent of radar, T.V., guided missiles, and so on, electronics raised its clever little egghead, and the bewilderment of the older generation was complete. Able to do almost anything—from steering a moon probe to revealing the profundities of you-know-who on telly, the technicalities of the thing are so complex that they are best ignored by oldsters who wish to preserve their peace of mind.

Naturally, electronic devices have been developed for railway operation. Already, in the Department, they have been applied to axle testing and rail flaw detecting. And now, they are being used for the humble, but vitally important task of counting tickets.

Like most inventions, the electronic ticket counter was created by a problem—in this case by the difficulty of ensuring accuracy in counting and checking tickets as they are printed. Mechanical counters, used in the past, required considerable maintenance and, despite this, could not be kept dead accurate. Ticket



Multiple Ticket Printer Fred Van Buren operating ticket printing machine with electronic ticket counter attached.

counters have a dual purpose—first, to check the quantity of tickets printed against the running number shown on each ticket, and second, to register the number of tickets parcelled for despatch to stations.

In tackling this problem, the Electrical Testing Division adapted the latest type of electronic counting tubes which are normally used in atomic radiation metering apparatus. These tubes, together with miniature components and the latest methods of construction, enabled a counter to be built into a case 11" x 8" x 6"—one quarter the size that was feasible 18 months ago.

Five of these counter tubes are used in each unit and each has a small glowing red spot that rests at one of ten positions around the end of the tube. Thus by means of a suitable dial marked 0 to 9 around each tube, any five figure number may be clearly indicated. Push buttons are provided to allow the operator to set the counter to the running number printed on the ticket.

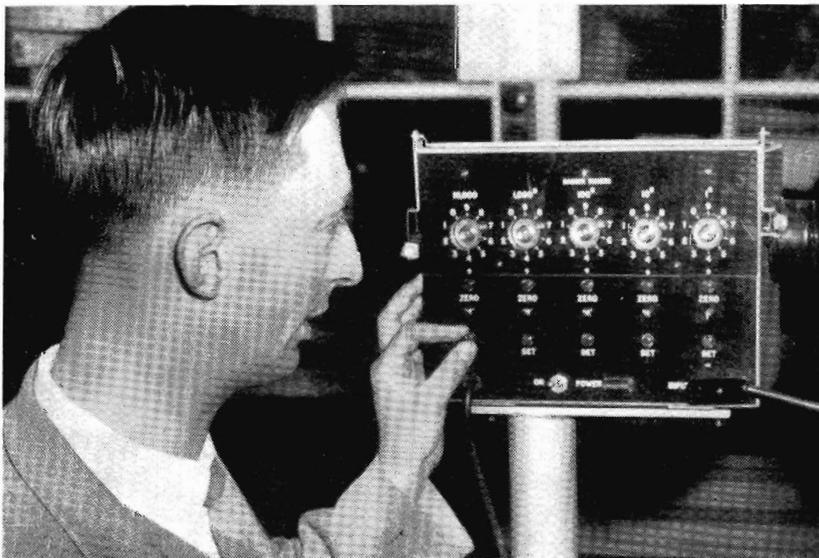
In operation, a micro switch, actuated by each ticket passing through the printing machine, sends electrical impulses to the first counting tube. This causes the glowing spot to advance in a clockwise direction, step by step. At the tenth impulse the first tube delivers an impulse to the second tube which advances its glow one step. Thus the counting progresses in much the same way as a motor car mileage indicator.

#### Accuracy check

To enable a check on accuracy of printing, without stopping the machine, every 100th impulse into the ticket counter rings a bell, and the operator checks that a correctly numbered ticket has been delivered. The bell also enables the operator to select bundles of 200 tickets for despatching to stations without further checking.

So successful was the counter that it was found to be capable of checking up to 600 tickets a minute—a rate higher than that needed for the existing printing machines.

Four of these electronic counters are now in operation at the Printing Works. Attached directly to the ticket printing machines they check, with infallible accuracy, the 400,000 tickets printed each week.



Engineer Colin Bunn adjusting ticket counter.

# AND AND BELGRADE NEW BELGRAVE LINE BUILDS

A new electrified railway line is now pushing its way through the Dandenong Ranges from Upper Ferntree Gully to Belgrave. Replacing the former narrow gauge (2 ft. 6 in.) track that carried *Puffing Billy* trains, the new line will bring suburban electric trains to three expanding townships, where steam trains ran infrequently until February, 1958.

BEING built by the Railway Construction Branch, the path of the new 3-mile line is clearly visible already, as major earthworks have been completed, as well as the laying of bottom ballast.

Three new stations—Upwey, Tecoma and Belgrave—are now being built.

The sounds of the workmen constructing the stations, buildings and track echo throughout the heavily timbered countryside and contrast sharply with the pleasant sound of the hills—the peal of the bell birds.



The new station and building at Belgrave. The bus terminal and car park will be built on the level ground near the top right of the picture.

## Wildflowers on the side

Wildflowers grow in profusion to within several feet of the new line, and will be clearly seen by passengers through the carriage windows.

Probably the most important features of the reconstructed line are the absence of level crossings and the quicker rail journey.

All former level crossings have been abolished. Rail bridges have been built over the main road near Upper Ferntree Gully and at Kia Ora Avenue, Upwey. Road bridges now go over the railway at Glenfern Road and McNichol Road, Tecoma.

A new steel and concrete structure has replaced the old timber bridge at the main road crossing over the railway at Upwey. In addition, it was necessary to build a 210-ft. railway bridge across a gully near Belgrave.

Although a frequent seven-day a week train service will be provided when the line is opened early next year, further improvements will be made at an early date. This will be made possible by the installation of automatic signalling.

## Upper Gully control

A control panel located at Upper Ferntree Gully will control the station yard and the signals and points along the line to Belgrave.

Trains from Upper Ferntree Gully to Belgrave will take approximately 10 minutes and eight minutes in the reverse direction. Prior to the withdrawal of the steam service, the narrow gauge trains took 30 minutes from Upper Ferntree Gully to Belgrave and 20 minutes on the return.

The former terminal and facilities for the narrow gauge trains at Upper Ferntree Gully have disappeared.

The platform previously used by the narrow gauge trains has been reconstructed, and is now being used by electric trains while their former platforms and track are reggraded.

On account of the steep incline and sharp curve from Upper Ferntree Gully leading to Upwey, it was necessary to re-grade and re-line the track out of Upper Ferntree Gully station. The



Welded rails being unloaded near Upwey.

station buildings have been altered and certain facilities modernized. An extension of the subway now allows access from the north side of the line.

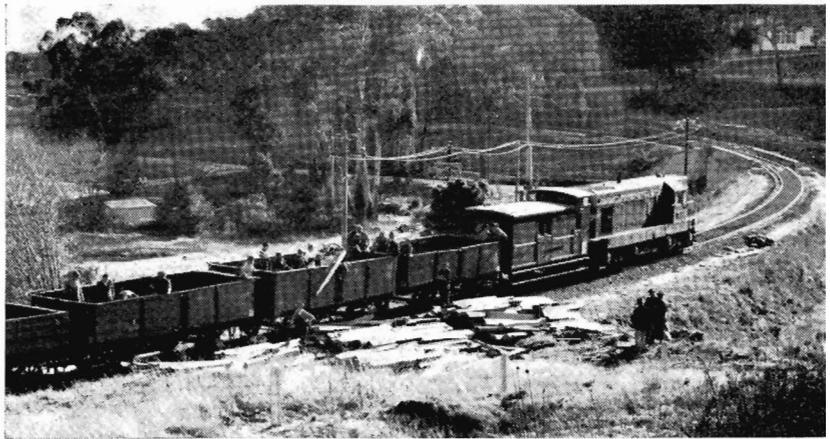
At Upwey, the station is adjacent to the shopping centre. A subway at the 'down' end will provide easy access to the island platform, and at the same time convenience local shoppers.

### Picturesque setting

Access to the single faced Tecoma platform will be by a long approach ramp. Shaded by tall trees, the station surroundings are the most picturesque of the three.

The rail approach to Belgrave is on a long curve, and the 'island' platform also is built on a curve. Situated immediately behind the busy shopping centre, the new station will be a hive of activity as it will become the headquarters of the road motor service to other towns in the Dandenongs. These road motors now operate from Upper Ferntree Gully.

In addition, an extensive parking area will be provided for rail passengers.



Sleepers being discharged at a point between Upper Ferntree Gully and Upwey. The former level crossing at this location has been replaced by overhead rail bridge.

A covered footbridge from both the car park and the shops, with ramped approaches, will be constructed to provide access to the island platform.

More than one third of the track is

now in position. Plant and ballast trains are working regularly along the new line. The concrete foundations for overhead structures have been started, and can be seen leading out from Upper Ferntree Gully.

## TREE PLANTING—DECORATION RESULTS

Results have been announced for the 1960 tree-planting and decoration of stations, depots, barracks and rest houses competition. Awards were made to the following locations :

### STATION AND STATION YARDS

**New Work (with piped water supply):** Bendigo District :—Manangatang. Seymour District :— Chiltern. Eastern District :—Toora.

**Maintenance of Existing Trees, Gardens, etc. (with piped water supply):** Bendigo District :—First prize Harcourt. Second prize Kangaroo Flat. Third prize Gisborne. Commended Macedon. Seymour District :—First prize Tatura. Second prize not awarded. Third prize Avenel. Geelong District :—First prize Lara. Second prize Allansford. Third prize North Geelong. Metropolitan District :—First prize not awarded. Second prize Mooroolbark. Eastern District :—First prize Rosedale. Ballarat District :—First prize Bacchus Marsh.

**Maintenance of existing trees, gardens, etc. (without piped water supply):** Bendigo District :—First prize not awarded. Second prize Barnes. Third prize Moira. Geelong District :—First prize Moriac. Metropolitan Dis-

trict :—First prize Woori Yallock. Second prize Seville. Third prize Mount Evelyn. Eastern District :—First prize Loch. Second prize Darnum. Third prize Yinnar. Ballarat District :—First and second prize divided between Dunnstown and Yendon. Third prize Meredith. Commended Elaine.

### LOCOMOTIVE AND WORKS DEPOTS (STATE WIDE)

**New work.** First prize Seymour Administrative Offices. Second prize Hamilton Works Depot.

**Maintenance work.** First prize Works Depot Laurens Street. Second prize Maryborough Loco. Third prize Warnambool Works Depot.

### BARRACKS AND REST HOUSES

**New work.** First prize Taralgon Barracks.

**Maintenance work.** First prize Mildura Barracks. Second prize Campdown Refreshment Rooms. Third prize Dimboola Barracks.

### LOST AND FOUND

I desire to bring to the notice of the Commissioners the courtesy extended to me by the Lost Property officers.

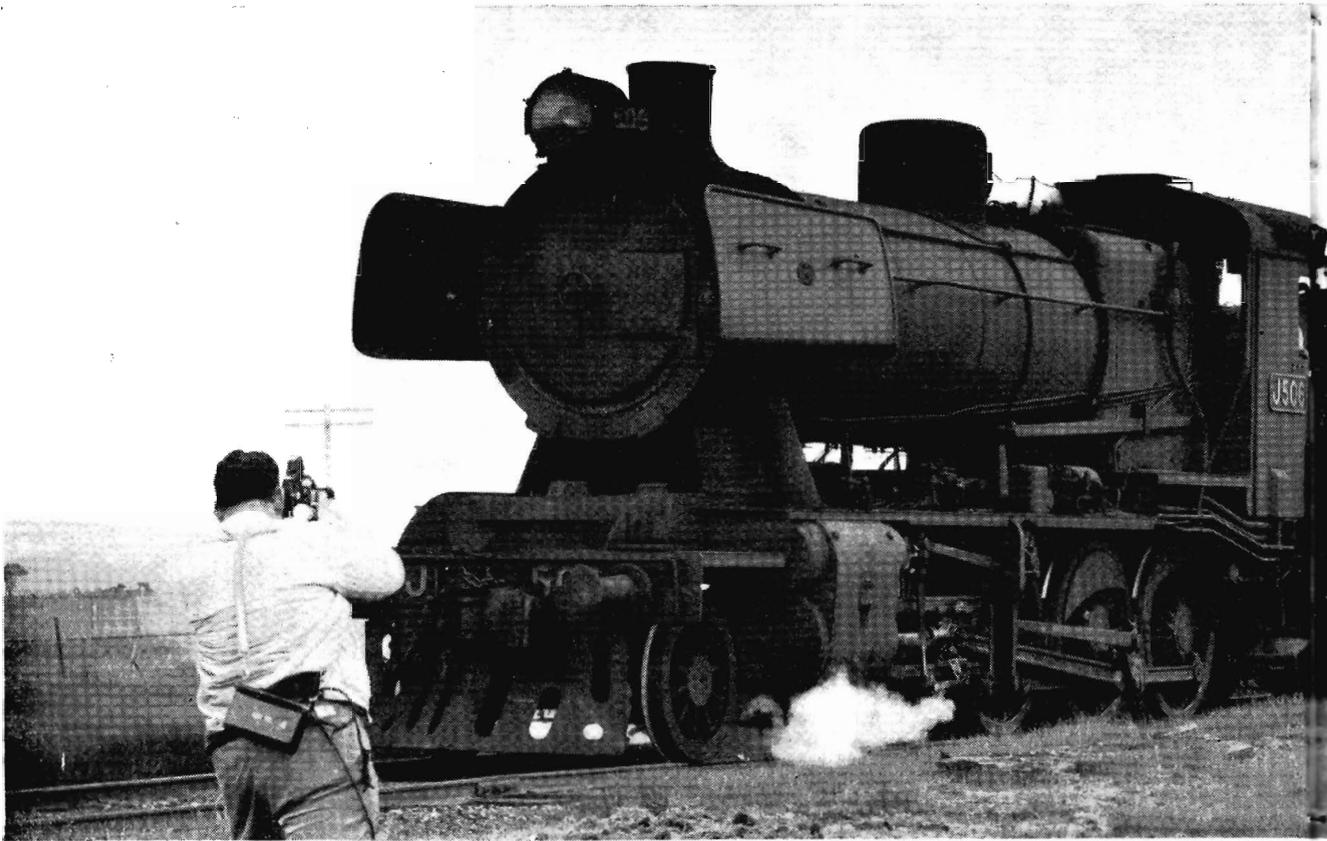
I inadvertently left a small book in the 8.2 a.m. train from Brighton Beach on Friday last.

On reaching my office I phoned the Lost Property Office and was extended every kindness and told to pick it up at 12.30 p.m. the same day, which I did.

This is extremely efficient work and deserves commendation.  
—R. G. Garison, Wene Street, Brighton Beach.

I left my purse, containing money, cheques and important papers in the train. In spite of peak hour traffic, the willing co-operation of staff at Glenroy and Jacana stations resulted in my purse being returned intact within an hour. Someone had handed it in at Jacana.

The courtesy was much appreciated.  
—Mrs. Frances Sarroff, Pascoe Vale Road, Glenroy.

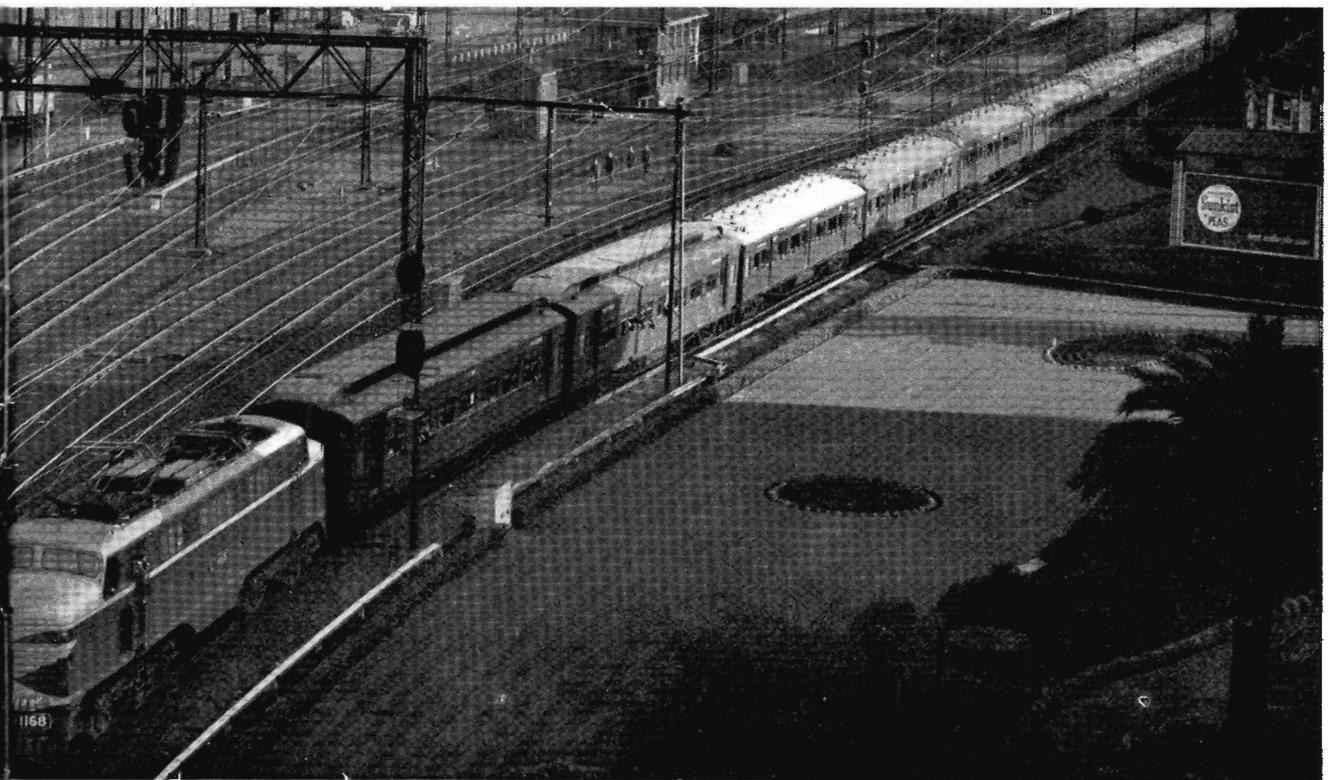
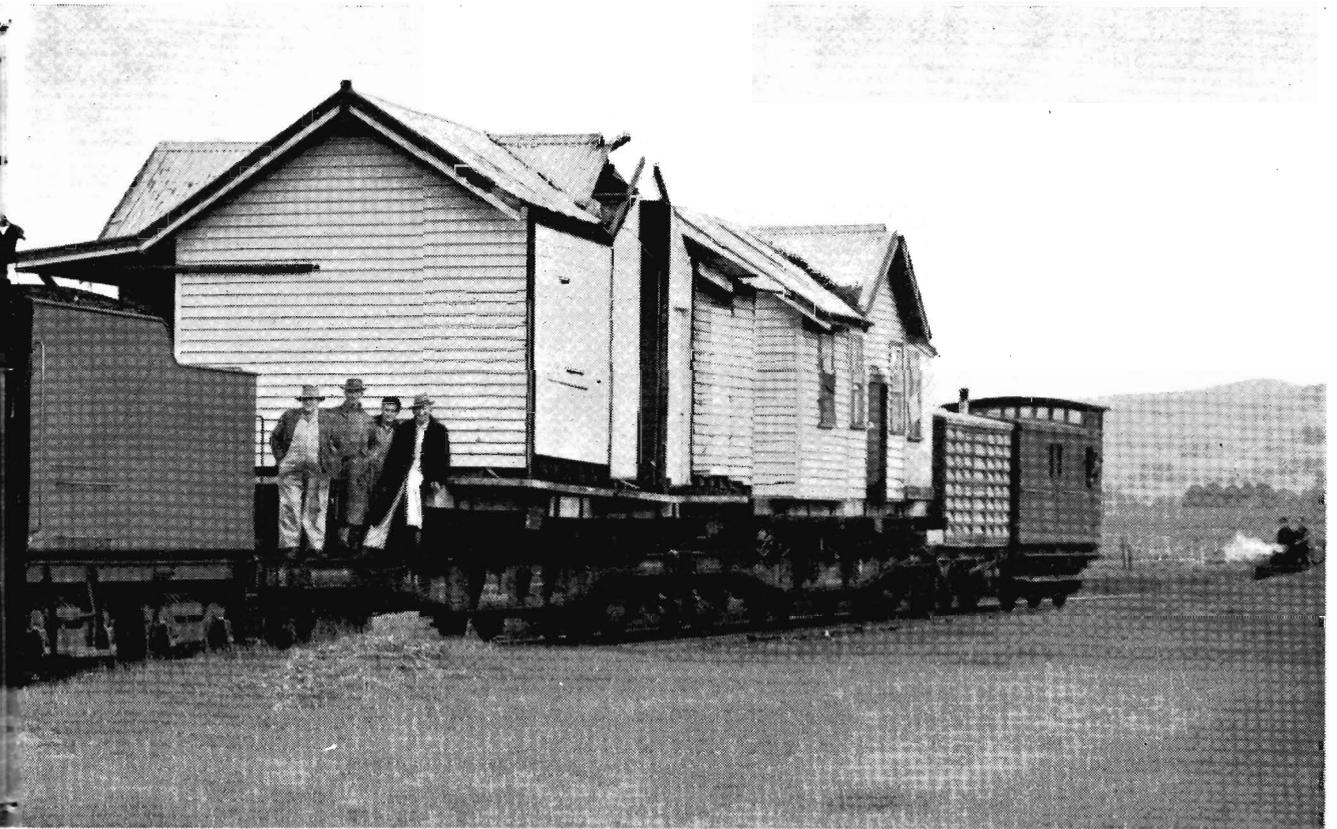


This was the first house ever hauled (in two sections) by the Victorian Railways. A Departmental residence at Moranding, it was railed last month to Kilmore as the former station had been reduced to a rail motor stopping place. The seven-mile journey took 1½ hours. Width of the load was 20 feet. Two Q class wagons that are, of course, specially designed for unusual size loads, carried the house. Maximum speed was 10 m.p.h., and, over the 15 level crossings, 5 m.p.h. Telephone wires were propped up with a pole so that the train could pass under them. With only a foot to spare on either side, the train just squeezed through a cutting three miles from Kilmore. The above photograph was used for a half-page advertisement which emphasised that no job is too big or too small for the Railways with their over-a-century experience in transport and packaging.

## STORY OF TWO TRAINS

On one of those gloriously sunny winter days that Victoria sometimes gets, a thousand school children, with teachers, recently enjoyed a 500 mile rail trip from Warrnambool to Yallourn and return. They came from schools in Terang, Camperdown and Colac as well as the seaside city. Leaving Warrnambool at 5 a.m., the 14 carriage train reached Yallourn half an hour before noon, left on the return at 3 p.m. and arrived back at Warrnambool at 10.15 p.m. An S class diesel-electric locomotive hauled the train to Spencer Street and an L class electric to Yallourn. In comfort and safety, the children made a long trip through one of the most important regions of the State and acquired some first-hand knowledge of two of Victoria's largest undertakings. To sugar the pill of knowledge, the Refreshment Services sold sweets and drinks on the train between Melbourne and Yallourn.





## SHOWGROUNDS

... EXHIBITION  
BUILDING . . . . NHILL  
. . . DIMBOOLA  
ECHUCA . . . BALLARAT  
. . NOORAT

# VICTORIAN RAILWAYS ON SHOW



Mr. Hutchison preparing the Royal Show display model.



Mr. Cave and the B engine, smaller than his cigarette.

**T**HE Railway Exhibit at this year's Royal Show will feature the £12 million standard gauge project, and promises to be one of the most popular displays yet.

Besides its very valuable advisory bureau, staffed by a team of expert salesmen from the Commercial Branch, the exhibit will have a full size working replica of a roomette from the new £1 million sleeping trains being built for standard gauge operation. If possible, models will demonstrate this luxury form of travel.

Above (left), Display Artist K. Hutchison positions a display unit in the

model he built of the Showgrounds exhibit. The rear opening leads into the interior of the Administrative Building from where the roomette will be viewed.

Rolling Stock Engineer N. Cave has built miniature working replicas not only of the new sleeping train and the night sitting train that will be running when the direct rail link is forged between Melbourne and Sydney, but of

the original *Sydney Express*, hauled by a B class steam locomotive (top right). A freight train, demonstrating the various V.R. wagons and their loadings, will be hauled by a modern diesel-electric B, for contrast.

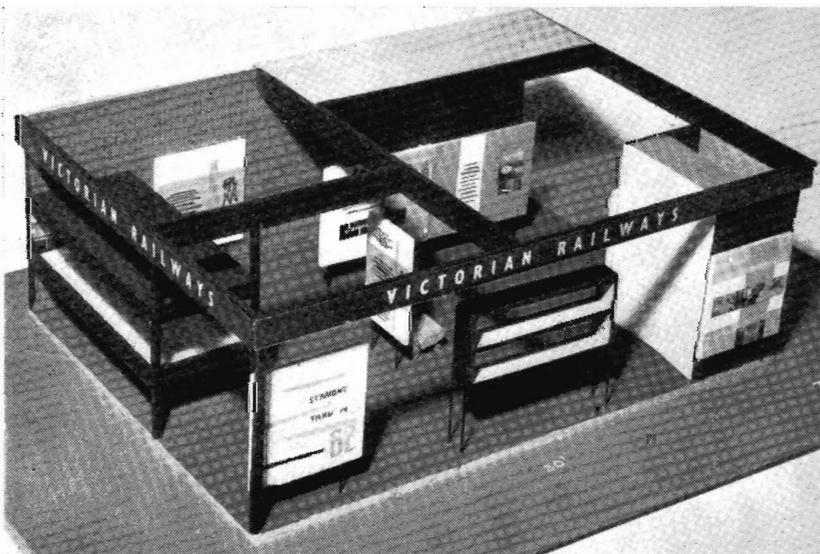
The model train layout will also have a four car *Harris Train* working, to draw attention to the second batch of 30 such trains soon to go progressively into service. Static model of the parcels van and W class diesel-hydraulic will command attention from the sheer beauty of their minute detail.

Two large-scale cut-away models—6 ft. long—of the new roomette and twinette carriages are also being built for the exhibit. A similar style model of one *Overland* roomette carriage (see page 100, *July News Letter*) has already proved a major display attraction.

Over 40 different pamphlets, leaflets, etc., have been revised for distribution at the Show; they are moving now from the Printing Works.

When the Show is over, the Railway Exhibit's main attractions will go to the Melbourne Trade Fair in the Exhibition Building, from Oct. 4 to 14. Model of the design is shown at left.

Country residents, too, will be seeing a railway display and benefitting from an advisory bureau, for the Department's mobile exhibit has been booked to appear at Nhill (Oct. 19), Dimboola (Oct. 21), Echuca (Oct. 31–Nov. 1), Ballarat (Nov. 9–11) and Noorat (Nov. 18).

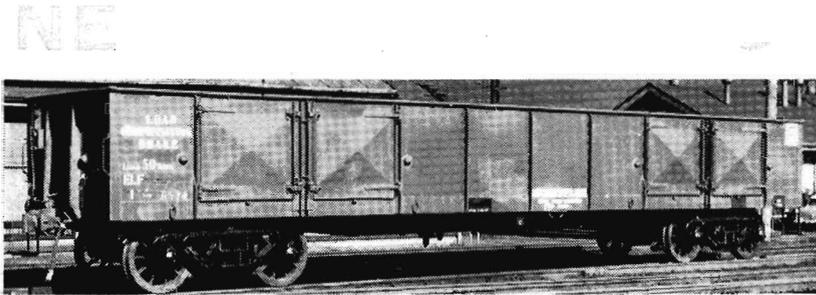


How the V.R. display, using Royal Show units, will look at the Melbourne Trade Fair.

# INCREASED ALLOWANCES FOR APPRENTICES



Prizewinning V.R. apprentices with Messrs. C. S. Morris (Chairman, Staff Board), J. A. Douglas (Principal, V.R. Technical College) and R. Curtis (Supervisor of Apprentices). See story below.



Standard gauge ELF wagons

First of 30 ELF wagons being built at Ballarat North and Bendigo North Workshops for standard gauge freight rolled out last month (*above*).

Of 50-tons capacity, the ELF's will be used mainly for heavy steel traffic

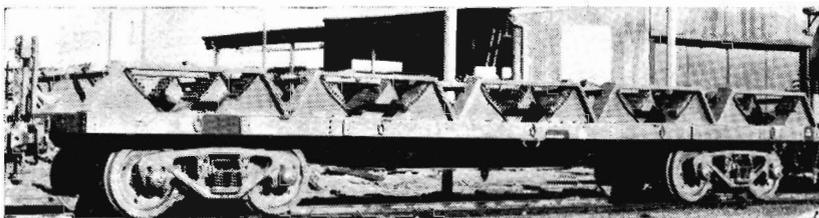
between Queensland, N.S.W. and Melbourne. They feature load compensating brakes that enable heavy goods trains to be controlled at higher speeds on long steep grades.

A special SC wagon (*below*) built at Newport Workshops to carry S.E.C. 222,000 volt steel-cored aluminium cable, went into service a few weeks ago. It will hold 10 large reels each weighing four tons.

The cable is very sensitive to vibration and each cradle has a double layer of rubber cushions, as shown at left.



Rubber cushions cradle reels



S C Wagon for Aluminium Cable

**T**HE increased proficiency allowances recently approved for apprentices were highlighted by the Chairman of the Staff Board, Mr. C. S. Morris, at the recent presentation of 79 prizes awarded to railway apprentices by the Department.

The excellent training given apprentices in railway workshops is reflected in their successful results. This year, in competition with other apprentices at technical colleges, V.R. lads gained 18 prizes and also four scholarships—the latter being awarded by the Commonwealth Bank for post-apprenticeship studies. Another two of the apprentices achieved the coveted distinction of Outstanding Apprentice for their trade. They were App. Moulder Lance Widders and App. Tinsmith and Sheet Metal Worker Colin Welsford. (See *June News Letter*, page 88).

Apprentices, whose scholastic results and conduct, etc. at college meet certain prescribed standards, will, under the new scheme, be paid allowances ranging up to 12/- a week. Previously, they were limited to a maximum of 3/- a week.

An interesting feature of the new system is that the awards will be paid, in lump sums, twice yearly, instead of being included, as at present, in the fortnightly wages. Payments will be made following each half-yearly review.

The first payment of the increased allowances will be made early in 1962 and will be based on the results of the latter half of 1961.

The present allowances will continue to the end of this year.

## Nyora's big occasion

CLIMAX to a small meeting of Nyora V.R. men in the station waiting room in 1954 was the official opening on June 30 last of the local V.R.I. Sub-centre. The ceremony was performed by Mr. G. F. Brown (Deputy Chairman of Commissioners) and the official party from Melbourne included Messrs. A. C. Stockley (Chief Electrical Engineer) General V.R.I. President, R. C. Burgess (Chief Commercial Manager), a past President, K. W. MacKenzie and L. Bennett (Councillors) and W. E. Elliott (General Secretary).

Although interested people at the first meeting seven years ago numbered only 15, about 85 per cent of the £1,000 guarantee stipulated by the V.R.I. Council was raised in four months. The Commissioners then reserved land for a building to be adapted from railway buildings at Salisbury and Tar-ranginnie. Later, these were found to be unsuitable and the Department

then offered, as Institute buildings, the about-to-be closed Nyora station refreshment rooms as well as the living quarters of the manageress. From the latter, a spacious billiard room was provided alongside the Refreshment Rooms that, in turn, were renovated as a social hall, with kitchen and such amenities, as table tennis, darts, a piano and radio.

Happiest man at the official opening was Nyora guard Mr. A. Burnett. As President of the Nyora Provisional Committee he saw the fulfillment of an ideal that had been sparked by his experience over 20 years ago at the Ballarat V.R.I. He had then arrived from Scotland, and was employed as a casual labourer at Ballarat. Visiting the local Institute he was shown many kindnesses, and friendship extended to him. After transfer to Nyora, Mr. Burnett determined to do his best to create a sub-centre that would provide for local railwaymen and other residents to meet socially.

## New V.R.I. members

VIRTUE of the "personal approach" was underlined at the Newport and Spotswood Workshops last month when nearly 250 young railwaymen became members of the V.R. Institute. This highly satisfactory result followed a series of visits by Mr. M. A. Barker, the newly-appointed Institute Organizer and Publicity Officer.

He had addressed groups and spent some time talking to individuals, mostly apprentices.

Already well-catered for education-ally through the Department's apprenticeship system, these lads mainly directed their inquiries to the facilities in the Institute's well-equipped gymnasium.

Mr. Barker was able to assure them that expert tuition was available in boxing, wrestling, judo, physical culture and weight-lifting.

## OUR CUSTOMERS SAID

### Fast livestock movement

WITH reference to the Special Train comprising 40 cattle wagons transported from Tocumwal to Willaura and Hamilton arriving on Sunday last June 18, the owners of the cattle, namely, Mr. R. Barr-Smith, of Willaura, and Mr. W. M. Moodie, of Hamilton, have asked me to convey to you and your Department their thanks for a very fast and good trip through. These cattle arrived in very good order thanks to a very quick trip, which is very heartening and will result in further business to our mutual advantage.

—R. L. Smith, Branch Manager, Elder Smith & Co., Limited, Hamilton

### "Very thoughtful and efficient"

MR. MORRIS, of the South Yarra State School, who was the organizer for the Malvern Inspectorate for the recent camp for girls at Somers, has spoken in most appreciative terms of the very thoughtful and efficient manner in which you and your staff directed the movement of pupils and parents at your station both at their departure and on their arrival home.

Because we feel that the co-operation received contributed in no small measure to the smooth organization of the camp we would like to thank all concerned on behalf of girls, parents and teachers.

—H. H. Reynolds, District Inspector of Schools, Malvern, writing to the S.M. South Yarra.

### Sick passenger helped

OUR sincerest thanks for the kindness and prompt, thoughtful treatment shown to my mother, Mrs. Bell, when she became ill on *The Overland*.

We feel we are very much indebted to those responsible for her being taken off the train and admitted to Ararat Hospital. I am very pleased to say she is now well on the road to recovery.

I would personally like to express my thanks to the staff at Spencer Street, who tried to contact me at home and later at the station. I did appreciate the trouble to which they went.

—B. Tretheway, 60 Noble Street, Noble Park

### Birthday present retrieved

I am writing in appreciation of the services of the station staff at Heyington and Glen Waverley.

On Friday I inadvertently left a birthday present for my child on a train. Having discovered my mistake the lady at Heyington was very co-operative and rang the Glen Waverley station and I was able to obtain the present which was handed by the guard to the staff at the Heyington station on the return trip of the same train.

—N. T. Jelbart, Queen Street, Melbourne.

### Invalid assisted

RECENTLY, my mother had occasion to travel to Sydney on *The Daylight Express*.

She is a wheel chair patient and needs more attention than most people—and she certainly got it.

There was a young lady attendant on the platform prior to her departure—short with dark hair—and we would like our thanks passed on to her, if possible, for she more than put herself out to be helpful.

—Miss Y. V. Rouse, 181 Simpson Street, East Melbourne.

### Delight to the eye

OUR thanks for the arrangements made in connexion with this Society's excursion to Woodend.

In particular, may I commend Mr. G. Smith, of your Train Services Division, who answered all our queries with his usual courtesy; the Stationmasters and staff at Spencer Street and Woodend who provided and maintained the carriages in spotless condition; and Mr. Black, Chief Foreman, North Melbourne Locomotive Depot—his foreman and staff—for their hard work in providing two A2 class locomotives which were a delight to the eye.

We realize that special arrangements are necessary for excursions such as ours, and I would ask you to pass on the thanks of our 615 passengers to all those of your staff who were concerned with them.

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



# SIGNS THAT SELL

**T**HESE signs have recently been put up by the Victorian Railways to drive home the railway message.

Giant of them is the one above, extending the length of the South Dynon freight terminal. With prestige impact, it proclaims to all who pass that we do business there. In 6'3" high blue and red lettering the message reads :

VICTORIAN RAILWAYS—SOUTH DYNON FREIGHT TERMINAL—VICTORIAN RAILWAYS.

Centre photograph shows the changeable sign over the subway to the Spencer Street suburban platforms. Its hard-sell two-line message, altered every week, is seen by thousands daily.

Bottom sign was of a temporary nature, and part of the Departmental campaign to woo the private motorist back to rail, by pointing out the difficulties and costs of driving to work. Erected on the Flinders Street viaduct, on the morning that fees were increased at the parking lots opposite the viaduct, it read : "Parking fees up ! Why not take a train ?"



## Unwritten story

**J**ULY issue of *News Letter* was going out to railwaymen throughout Victoria as its editor, 60-year-old Dal Bernard, cleared his desk to start this issue. The previous week he'd returned from Flinders Street station, enthusiastic about the facts he'd gleaned for a feature story this month. His story doesn't appear; as he assembled his shorthand notes, Dal died at his desk. The July *News Letter* is his memorial.

His first job with the V.R., in 1915, was that of "billy boy" for a Way and Works gang, and proud he was that track veterans proclaimed his brew the best ever. The next year he was transferred to the Transportation (now Traffic) Branch, and in 1921 he moved to the Secretary's Branch where, after a long period with the Public Relations and Betterment Board, he was appointed *News Letter* editor in 1958.

Timekeeper for South Melbourne Football Club, he was a former President of the V.F.L. Timekeepers' Association. He was also responsible for South Melbourne's roneoed paper *Down South*.



A few days before his death, *News Letter* editor Dal Bernard (left) was featured in *The Sun*, in this picture with railwayman Allan Hotchkin, South Melbourne footballer. Dal was congratulating Allan on his selection in the South Melbourne team.

## Staff lent a hand

**A** heart warming story of railwaymen's generosity is told in *The Railwayman*.

She recently arrived at Sydney station from Coffs Harbour early one morning. With her were her five children, the youngest aged about 3 months.

Deserted by her husband, she was travelling to Melbourne to stay with her mother.

The Child Welfare Department had provided her with rail warrants, but she was not able to meet the cost of seat reservations from Sydney to Melbourne.

Her purse contained seven-pence, which meant she and the children would not be eating for the next 600 miles.

Word of her plight reached the station staff grapevine. A tarpaulin muster was held by the Man in Blue, Stationmaster, Travellers' Aid Society, and Ticket Collecting Staff—result: £25.0 to help her on her way.

## Lifesavers

**G**OOD teamwork by members of an overhead gang working near Richmond recently resulted in reviving Sub-inspector G. Goodman who, while working on the overhead, had received an electric shock of 1,500 volts direct current and fallen from the ladder to the ground. Immediately Assistant H.T. Linesman J. Dobronowski applied mouth-to-mouth resuscitation until breathing was restored. The other members of the gang—Messrs. W. Dean, A. Vassilou, R. Bastin, E. Power, F. Carton, A. Zavrou and P. Mercuri—helped in various ways; one obtained an ambulance, another blankets, and so on. As a result, Mr. Goodman reached hospital in about 20 minutes.



Mr. Dobronowski

All overhead men are, of course, instructed in resuscitation methods.

## Learnt quickly

**J**ACK MULDER, now at Donald, did not have any knowledge of English when he arrived in Australia from Holland five years ago. He joined the V.R. two years later as a lad porter at Ringwood and in less than two years he had gained all the certificates entitling him to don an A.S.M.'s uniform. Now, this 6 ft. 6 in. 14-stone keen railwayman

has his eyes firmly and confidently set on a stationmaster's cap.

Mr. Mulder's father works on the Dutch Railways as a clerk and the only semblance of discord between them occurs if *News Letter* and the *Dutch Railway Magazine* fail to arrive at the opposite ends of the earth at regular monthly intervals.

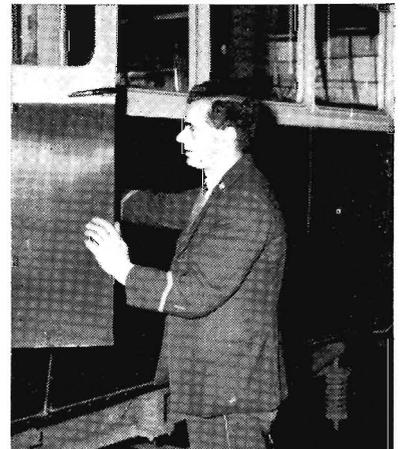
Mr. Mulder married a Dutch girl whom he met for the first time in Australia. It was then that they discovered they had actually lived about 100 yards from one another in Holland.

## New Chief Engineer

**A**S NEWS LETTER went to press, the appointment was announced of Mr. R. S. Miller, Acting Chief Civil Engineer, to the position of Chief Engineer of the Railway Construction Branch of the Board of Land and Works. Further details will appear in next month's issue.

## Only two at Pinnaroo

**A**T Pinnaroo (where any rhymester could easily tie down a kangaroo) there are only two Victorian Railwaymen—Rail Motor Drivers Allan Scutcheon and Wally Cavill—who drive the diesel rail-car that makes three trips weekly along the line from Ouyen extending west to the border and connecting with the S.A. system at Pinnaroo. During Mr. Scutcheon's nine years in the railways he has been at Geelong, Ultima, Echuca and, before coming to Pinnaroo (in 1955), was at Whittlesea for two years. Mr. Cavill joined the Department in 1951, and after service at Woomelang, Ararat, and Tallangatta, was on relieving work in the Bendigo district for three years. He has been at Pinnaroo since February last year.



Mr. Cavill

## His appreciation

**C**ONDUCTOR John Hoffmann, of Spencer Street, is now on a year's leave in his homeland, Germany. While in the V.R. he met many "Old Australians" who showed him friendliness and helped him to become assimilated. He has expressed his sentiments to his "mates" in the verse that he submitted with this note:

"Enclosed I send you a few of my thoughts after working nearly 7½ years in the Victorian Railways. I would very much appreciate if you would be kind enough to print them in the monthly News."

*To all my V.R. Friends  
In nineteen hundred fifty-four  
I joined your family  
Beginning at North Melbourne Store  
as "Supernumerary".*

*As oiler in the Melbourne Yard  
I greased all country trains,  
And Train-Examiners, so smart  
Had trouble with my brains.*

*They taught me basic English quick,  
I sure had not a clue;  
But these men learned me trick by trick  
They have been patient, true.*

*At Pascoe Vale then, later on  
As Porter glorified,  
Was working just and really fun  
With people good and bright.*

*Conductor-acting, I was made  
Down then, at Spencer Street.  
A job, which made me really glad  
And got my heart to beat.*

*It was interesting "up" and "down"  
With people big and small,  
I got a lot of them to know  
Indeed, I loved them all.*

*You know, the trains are very nice,  
Mildura and North-east  
And public work means for me spice,  
Like for the bread, the yeast.*

*And when I terminate my job  
I think all time of you  
Of Girls and Boys of Jess and Bob  
And all the others too.*

*Australians "Old" and "New" alike,  
Gave me a helping hand  
To do my job all jokes aside,  
They did it as a friend*

*I thank you all, for all you've done  
In seven years and more,  
I think, we had a lot of fun  
And life was not a bore.*

*When you later talk together  
Whilst standing at the gate,  
Do not argue, "not or wether",  
I am your "Square-Head-Mate".*



**E**LECTRICAL FITTER-IN-CHARGE ROLF GARDINER, of Ouyen, testing lines at cable-head box. Starting 12 years ago as an apprentice at Spotswood Workshops he now has a staff of seven, and is responsible for the Birchip-Yelta section. An enthusiastic 35 mm photographer, Mr. Gardiner also finds time to be secretary of Ouyen Tennis Club and assistant secretary of the local V.R.I.

## Foletti and fish

**M**UCH as Driver Jack Foletti, of Donald, now revels in the fishing he gets in the nearby Lake Richardson he still looks wistfully back

to "what might have been" during World War II. Between 1942 and 1946, as a sailor on HMAS *Hobart* he roamed the Pacific and other oceans. "I hate to think", he says "of what I missed when instead of looking for Japs I could have been gazing over the warship's side with all kinds of fish dangling on my bait."

Mr. Foletti has been Secretary of the Donald Angling Club since it was formed some years ago. With six other V.R. men, including Hostler C. Slide as President, he has helped to make the Club one of the most active in that part of the State. Besides being an enthusiastic angler, Mr. Foletti has a more-than-average knowledge of fish and their habits, gained from his own extensive library and world fishing journals.

Before he went to the war, he played football on the wing with Yarraville and later was a member of the Donald team. He joined the V.R. in 1939 at the Newport Workshops as a lad labourer and was at Seymour, North Melbourne and Dimboola before going to Donald.

## RECENT RETIREMENTS . . . .

### ROLLING STOCK BRANCH

Curlett, M. A., N.M. Loco.  
Thomson, G., Newport  
Eltringham, G., Geelong  
Pickard, J. H., E.R. Depot  
Camilleri, M. J. J., Newport  
Cairns, D. E. N., N.M. Loco.  
Ebdon, A. C. E., Bendigo Nth.  
Loh, G. W., N.M. Shops  
Williams, E. J., Sh. Shed  
Kennedy, K., Warracknabeal  
Schiffer, B., N.M. Shops  
McDonald, W. C., T.L. Depot  
Collins, C. J., Jolimont  
Blackmore, R. V., Kerang  
Tierney, A. C., Geelong  
Walton, W. R., Newport  
Robinson, S., Newport  
Barone, A., Jolimont  
Lechmere, T. H., Newport  
Gardiner, I. W., Lilydale  
Watts, A., Ballarat Nth.  
Coleman, R. B., Jolimont  
Fenney, H., N.M. Shops

### ELECTRICAL ENGINEERING BRANCH

Middlemiss, A., Overhead Depot  
Saunders, R. W., North Fitzroy  
Dalcum, L. J. C., Flinders-St.

### WAY AND WORKS BRANCH

Poulter, W. J., Caulfield  
Shields, C., S. & T. Flinders-St.  
Goodes, G., Hamilton  
Haworth, L. G., Head Office  
Lynch, E. M., Spotswood  
McDonald, J., Flinders-St.  
Farish, A. N., Warragul  
Hahn, A. W., Foreman Plumber  
Pegley, J., Bendigo  
Bennett, I. J. N., Birregurra  
Williams, G. T., Foreman Painter

### TRAFFIC BRANCH

Dowell, G. A., Moorabbin  
Ryan, L. J., Holmesglen  
Crimmins, A. L., Broadford  
Jones, J. R., Ballarat  
Herbert, P., East C'well  
White, F. W., Melb. Goods  
Bradley, P. D., Flinders-St.  
Frawley, M. S., Sunshine  
Hosking, H. T., Maryborough  
Madden, J., Melb. Yard  
Simmons, T. J., Traralgon

## . . . . AND DEATHS

### WAY AND WORKS BRANCH

Thornton, L. L., Camperdown  
Bryans, C. O., Special Works  
Radonic, J., Spotswood Workshops  
Pignatelli, M. S. & T. Caulfield  
Waters, D. F., S. & T. North Melbourne  
Fowler, J. D., W.F. Benalla  
Williams, J. E., Benalla

### ROLLING STOCK BRANCH

Price, J., Bendigo

Seers, W. T., Newport  
Murphy, J. J., Newport  
Vecchio, G., N.M. Shops  
Hord, G. O. H., Newport  
Pearce, T. C., N.M. Loco.

### TRAFFIC BRANCH

Strong, J. A., Melb. Goods  
Sawyer, G. H. W., Mansfield  
Browne, R., South Yarra  
Murley, G. R., Melb. Goods



### Football carnival

**W**ESTERN Australia repeated the success of the State's League team by winning the Australian railways football carnival in Perth. The home State team scored 12.17 (89 pts.) to Victoria's 8.7 (55 pts.). In the preliminary games, W.A., 20.23 (143 pts.), defeated Tasmania 2.0 (12 pts.), and Victoria, 24.15 (159), defeated Tasmania 2.3 (15). The Commissioners' Shield and the Glick trophy, won by Tasmania in Hobart in 1959, will now be held by W.A. until the next carnival.

### Football grand-final

**W**ILL North Loco. put an end to Newport Workshops' monopoly of recent premierships? 'Shops have had a remarkable run of success. Entering the competition three years ago, they won three successive premierships, but the end looks in sight, as North Loco, undefeated this year, must be regarded as favourites for the pennant. The grand-final between North Loco. and Newport Workshops will be played at the North Melbourne League football ground on Tuesday, August 29.

### Billiards players do well

**O**NCE again the V.R.I. Billiards Club had a successful season in the Melbourne Clubs Amateur Billiards Association. Both the A and B grade teams made the final four; the A was runners-up, while B was eliminated in the preliminary final.

In the A grade semi-final, Brunswick defeated V.R.I. on points, each team winning three games. In the preliminary final V.R.I. defeated South Yarra, four games to two. In the grand-final, Brunswick defeated V.R.I., five games to one. In the semi-final of the B grade competition, V.R.I. defeated Brunswick by four games to two. In the preliminary final, R.A.C.V. defeated V.R.I. on points, each team winning three games. In the grand-final, Tattersalls defeated R.A.C.V. on points, each team winning three games.

A grade V.R.I. players were J. McKain (capt.), W. Perrins, R. Turnham, J. Maher, L. Williams, J. Frame. Those who competed in the B grade were G. Lawton (capt.), T. Hoare, W. England, K. Dunne, E. Harkness and J. Britt.

### Women's athletics

**T**HE 31st annual general meeting of the V.R.I. Women's Amateur Athletic Club will be held at 8 p.m. on Monday, August 21, in Room No. 4 at the V.R.I. buildings, Flinders Street.

The club is looking for new members and a warm welcome is extended to any girl interested in running and field games. These include throwing the discus and javelin, putting the shot, and high and long jumps. All the necessary information can be obtained from Miss L. Neville at the Victorian Railways Institute (1577).

### Girls in cross-country runs

**S**OME members of the V. R. I. Women's Amateur Athletic Club are tuning up for the coming season by taking part in the Women's Amateur Athletic Association's cross country programmes. Last month at Broadmeadows, Bernadette Lynch and Marlene Bray finished second and third, respectively, in the 1½ miles run, and Dianne Graham ran a good second in the junior 880 yds. event.

The girls meet socially every Sunday and go to the seaside, where they train along the sand under the direction of the club coaches.

### Cricketers' annual meeting

**T**HE V.R.I. Cricket Association will hold its annual meeting in room 97, at the Institute at 7.45

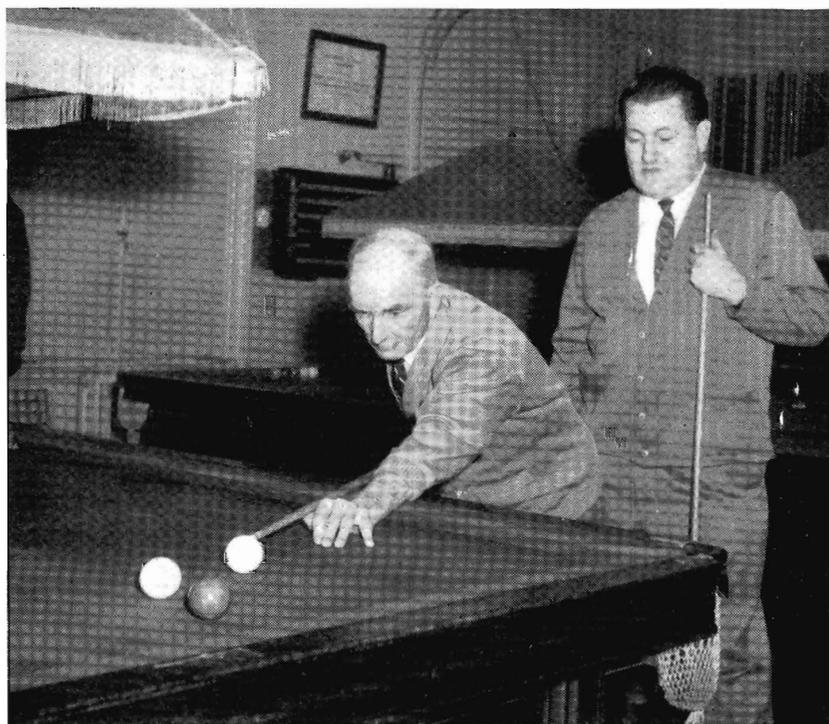
p.m. on Thursday, September 7. New teams are urgently needed to compete in the Commissioners' Cup competition for the 1961-62 season and I will be glad to discuss the matter (on auto 1109) with the representatives of any branch, workshop or depot interested in forming a team.

The railway cricketers play on excellent turf wickets at the Royal Park ovals on Tuesday and Thursday afternoons from 2.30 p.m. to 5 p.m. Team nominations close on the night of the annual meeting.

### Dimboola's tribute to sportsman

**M**ANY railwaymen, particularly those in the country, take an active interest in sport and Mr. Reg. Day, who was a painter at Dimboola for about 34 years, was no exception.

When he retired from the Department recently he was farewelled by both the Dimboola Football Club and the footballers' cricket team, and was presented with a smoker's stand and a cheque.



Messrs. W. Perrins, secretary V.R.I. Billiards Club, (left) and J. McKain, captain of No. 1 V.R.I. team, in a practice match.

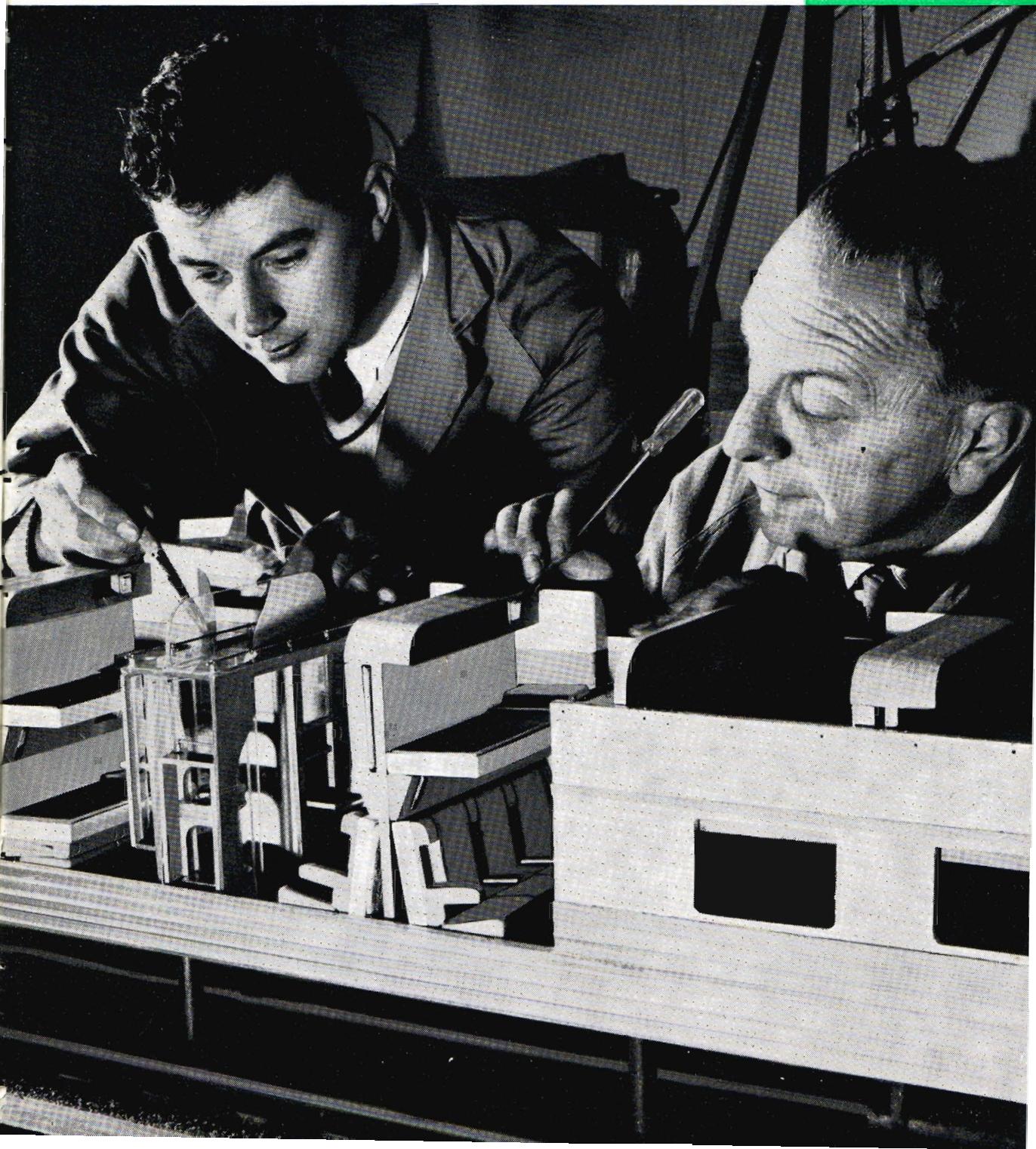
VICTORIAN RAILWAYS

# NEWS LETTER

SEPTEMBER



1961



## On time please !

**A**N appeal to our customers for co-operation in avoiding delays to suburban trains has resulted from a survey made on the habits of train travellers.

While relying on railwaymen to do their part, it was pointed out that there is also a pressing need for passengers to realise that the maximum time for a train to remain at a station is only 20 seconds.

Consequently, delays at stations, even for a few seconds have a cumulative effect. They can cause a train to arrive late enough at its destination to disrupt the close timing of other trains ; especially during peak periods.

Arising from the survey, it is considered that the best way passengers could help on-time train running is by :

- joining or leaving trains promptly ;
- collecting personal property before the train comes to a stop so that they could alight smartly ;
- moving courteously aside so as not to obstruct others entering or leaving at an intermediate station ;
- being in a position on the platform to enable them to enter a carriage quickly ;
- arriving in time to take up a good position on the platform to enter a carriage smartly ;

- not leaning against doors so that other passengers wanting to enter have to knock.

## Calendar correction

**T**HE 1962 V.R. card calendar that is at present being distributed should be amended to show the Queen's Birthday holiday as Monday, June 4. The calendar shows the holiday as June 11 which was, at the time of printing, based on the latest information available to the Department.

## New luggage folder

**A** new folder about luggage by rail for passengers buying country or interstate tickets is now being distributed.

Beginning with the generous free luggage allowance, it gives details of cloak room service, luggage lockers, insurance, luggage in vans and various other items. A compact 4 in. by 2 in. folder to fit a ticket envelope, purse, or wallet, it should answer practically all the questions passengers ask about luggage.

## Reso Tour

**W**EST AUSTRALIA was chosen for the 56th Reso Tour of the Brotherhood of Resonians. A party of 60 last month covered over 2,000 miles in that State—travel-

ling south to the great karri forests at Pemberton, then as far north as the port of Geraldton and inland to the golden city of Kalgoorlie.

## New Spencer Street buildings

**T**ENDERS have been called for the construction of new buildings at Spencer Street to replace the old structure between Collins and Bourke streets. Among the interesting features of the new buildings will be underground tunnels for moving luggage etc., without obstructing passengers, and a car park for 300 vehicles—three times the present capacity. Full details were in November 1960 *News Letter*.

## Overheard on the platform

"I must have *some* money—the debt collector's always after me."

## FRONT COVER

**M**ESSRS. Allen Gouldson (*left*) and Vin. Wickenton of the Public Relations and Betterment Board staff are working on the model they have built of a roomette from the new standard gauge sleeping trains. It will feature in the Department's exhibit at the Royal Agricultural Show.

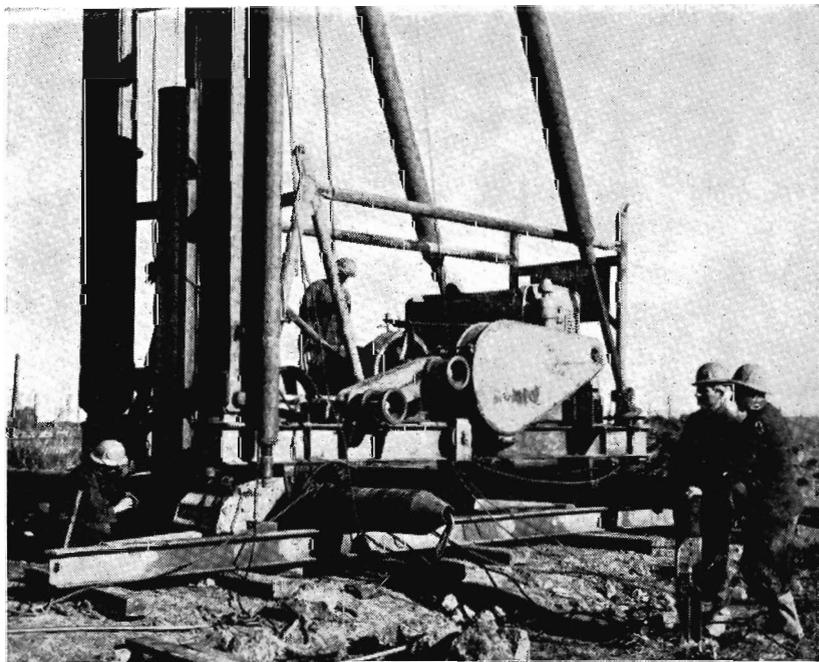
Scaled one inch to the foot, it is 6' 4" long and has cut away roof and sides, with perspex partitions to render interior fittings visible.

Every care was taken to incorporate as much detail, and to make the model as realistic as possible.

The bogies, of cast aluminium, were made by Patternmaker John Bredl of Newport Workshops.

The ingenuity of the fabricators is revealed by their adaptation of common articles for unusual purposes. For example: the tiny washbasins were made from sections of small teaspoons ; the small pillars that hold the luggage rack railing came from split pins ; the door ventilators are moulded silver paper ; and aluminium strips from the name-vending machine at Spencer Street were turned into little ash trays.

All ages will enjoy the faithful detail of this model—there are little rugs, travelling cases in the racks, mirrors and reading lights, bedspreads, pillows, and drinking faucets with minute paper cups. They all contribute to a mighty selling job.



Standard gauge progress : pile driving at South Kensington for rail weighbridge in forwarding agents' area. Some of the piles have been driven to a depth of over 90 feet.

OVER 1,100 railway people and their friends were behind the sounds of revelry by night that came from the Palais de Danse, St. Kilda, on July 28, when the sixth annual railway staff ball was held.

SOME came from as far afield as Wodonga, Seymour, Geelong, Bendigo and Korumburra. The official party comprised, with their ladies, the three Commissioners—Messrs. E. H. Brownbill, (Chairman), G. Brown (Deputy Chairman) and E. P. Rogan—together with branch heads Messrs. R. Rewell, R. Burgess, L. Reynolds and R. S. Miller.

Result of three months' hard organizing work by the ball committee was a gay and sparkling affair, with happy faces and jovial smiles all around, and everybody thoroughly enjoying themselves. Gone, for the night, were the pressing problems that furrow the brows of senior staff. Railaxation was complete.

Particularly appreciated was the entertainment by several television personalities, including Miss Dorothy Baker of G.T.V. 9, and the excellent dance music from the two bands—one from the Palais and the other provided by the ball committee.

A humorous highlight of the evening was the distribution of a twelve-page souvenir programme, called by a curious coincidence, *News Litter*, with columns under such headings as *Lies from other Lines*, *Don Maggott's Sports Column*,



and *Around the Cistern*. Under the latter were such definitions as: Yard Foreman—midget overseer; Working Time-table—office desk; Level Crossing—walking over tracks when sober. (*News Litter* hastily disclaims any connection with this rival.)

Contributing to the success of the evening were the decorations—the trans-

formation of the official party's area into a garden setting of hot house flowers and plants, by Head Gardener W. Frain; and the large, decorated balloons around the main hall.

The Palais has been booked for next year's ball—on Friday, June 29—which, the committee is certain, will be even bigger and better.

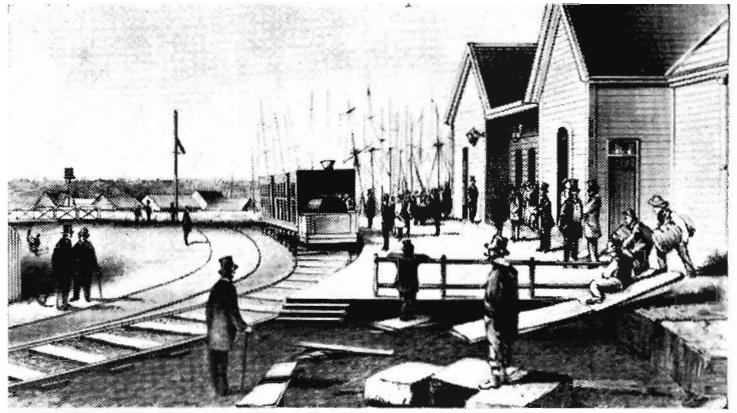


Superintendent of Loco. Maintenance S. F. Keane and Engineers F. X. Martin and R. F. Whatmough share a joke with the Chairman and Mr. Commissioner Brown.

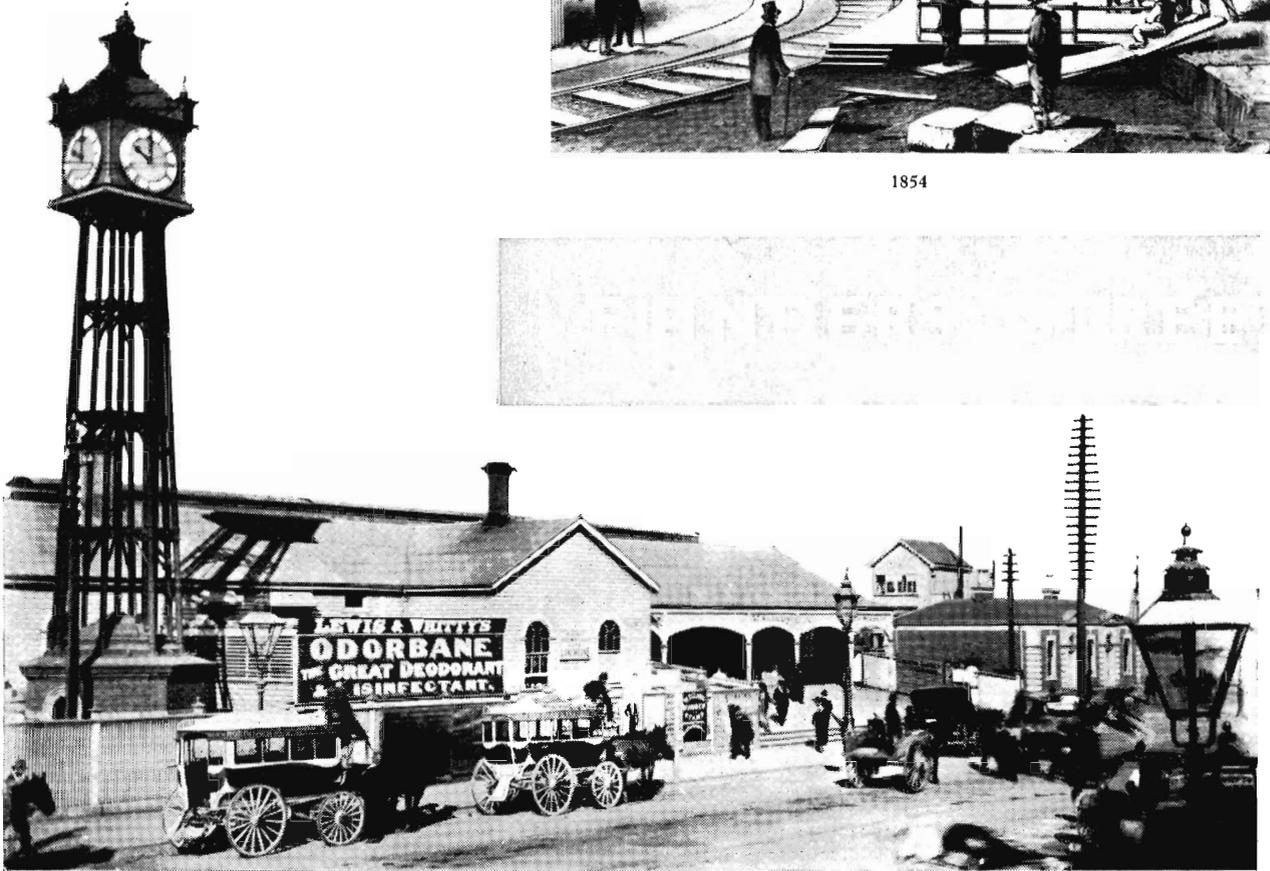


Pianist with band was Mr. Don Edsall (North Melb. Loco. Storehouse).

**F**LINDERS STREET STATION is 107 years old this month. Here are some pictures of the station as it appeared throughout the years.



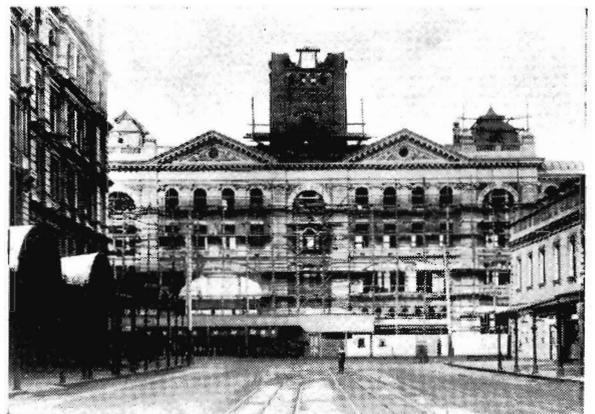
1854



About 1884



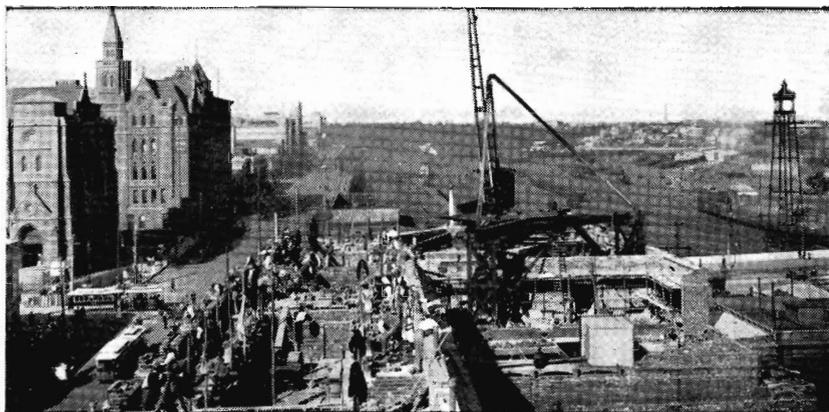
About 1908



About 1909

**T**HE spiritual centre of a city rarely, if ever, coincides with its geographical centre. The latter is on a map; the former in the hearts of its people. It is the place that springs to the mind when people think of their city. Not necessarily the most attractive part; but that part which does, somehow, symbolise the city.

Now that the Block has ceased to be what it was fifty years ago, the Swanston Street entrance of Flinders Street station could well have a claim to be regarded as Melbourne's heart—its spiritual centre. It enters into the lives of Melbourne's people when they work and when they play. Daily it disgorges its thousands hurrying to their jobs, and nightly it receives them



About 1909

## OLD & NEW

for safe journey home. Week ends they pass through the barriers on their way to recreation and, in the evenings, they rendezvous at that most famous of Melbourne's meeting places—under the clocks.

And the station has virtually grown up with the city.

It began on September 12, 1854, when the Lieutenant-Governor, Captain Sir Charles Hotham, R.N., officially opened the Hobson's Bay Railway Company's line from Flinders Street to Sandridge (Port Melbourne).

That was Australia's first steam railway, a fact that is widely known. What is often overlooked is that September 12, 1854 was also the day on which Flinders Street station (then known as the Melbourne Terminus) began its eventful career.

### By-laws on silk

It was a great day for the little colony. Today, nothing less than the arrival of a space ship from Venus would make the same impression on the community as that quaint little train of 1854 did. The steam railway was the mechanical wonder of the age; Victoria had the first in Australia; and (delightful achievement) had beaten the mother colony—New South Wales.

A great crowd assembled at the station; Sir Charles and Lady Hotham were received by the directors of the company; and copies of the railway by-laws and time-tables, printed on

silk, were presented to His Excellency.

To the brave music of the 40th Regiment's band, the little four-carriage train, with the Vice-Regal party and guests aboard, left for "distant" Sandridge. Three other trips were made to carry the remaining guests to the beach.

And to round off the whole glorious affair, a "grand banquet" was held in the engine shed. For this feast, and a ball, the sum of £1200 had been voted by the directors; but prudent afterthought eliminated the ball.

### Princes Bridge

Princes Bridge station did not come into the picture until the Melbourne and Suburban Railway Company opened the first section of its line to Punt Road in February 1859. Princes Bridge was its headquarters, and, following the amalgamation of two rival Companies, Princes Bridge became the city terminus for the Brighton and Hawthorn lines.

These lines were acquired by the Hobson's Bay Co. in 1865 and the company's name changed to The Melbourne and Hobson's Bay United Railway Company. Flinders Street and Princes Bridge stations were connected in October 1866, and the latter was then closed for passenger traffic.

### Street line links stations

In July 1878, the Government bought the systems owned by The Melbourne and Hobson's Bay United Railway Company.



1926

Next year, Flinders Street was connected to Spencer Street station by a line (or "tramway") along the south side of Flinders Street, for goods traffic only. This tramway worked only at night, to avoid interference with road transport.

Safe working practices on the tramway are interesting. Engine No. 34 (formerly the Geelong Co.'s *Titania*) was selected to haul the goods trains owing to its light weight. A bell fitted to the engine was continually tolled by the driver as the train advanced along the line. Speed was restricted to four miles an hour, and a shunter with a red light preceded the train. Use of the whistle was forbidden, so that sleep of nearby residents would not be disturbed.



1961

## Changes

As the years passed, the station changed. Plans for re-arrangements are featured in various reports. For example, the annual report for 1882 lists the following new works :

Outlet to Swanston St. for passengers

Clock, and clock tower

Additions and alterations to Refreshment Rooms.

## New station building

In 1899, competitive designs for new station buildings were invited, and 17 were received. The first prize, of £500, was awarded to Messrs. J. W. Fawcett and H. P. C. Ashworth, officers of the Existing Lines Branch of the Department. Their design, with some modifications, was adopted. A contract was let on September 23, 1905, for most of the work ; but difficulty was experienced by the contractor and eventually the Department took over the job. The station building as we know it today was finished in 1910.

## Nursery

One of the many interesting features of the building was the Children's Nursery, established in 1933 for the convenience of mothers visiting the city. It was immensely popular, frequently accommodating as many as 200 children in a day. It also had an open air playground on the roof, from which young patrons were fascinated by their bird's-eye view of trains moving in and out of the busy station below. The nursery had to be closed in 1942 owing to war precautions. Lack of space, and other disabilities, prevented its re-opening.

## The clocks

The clock installed in the Elizabeth Street tower was built in Melbourne by Zeigler in 1909. It is the master clock for others at metropolitan signal boxes and suburban platforms, and a few in Head Office. Correct time is assured by electrical impulses sent from the Melbourne Observatory which, by operating a check apparatus on the railway clock, keep it in synchronization. The Flinders Street clock, in turn, sends out, every hour, electrical signals to its "slave" clocks and corrects any variation. The master clock is hand wound weekly.

Visible in many old photographs of Flinders Street station is the turret clock that is now at Spencer Street. Made by Gaunt's it was first placed at the Elizabeth St. entrance to Princes Street station in 1883 and was the control clock for the suburban area. In 1901 it was moved to Princes Bridge where it carried on faithfully until 1910, when it was installed at Spencer Street.



In 'A' box, Signalman R. Anderson receives a bell while Signalman A. Edward makes a road for an 'up' Williamstown train. Signalman E. T. Dillon records the train.

## The station today

The original station of 1854 had one platform, probably not more than 100 feet long ; today, 17 platforms, with a total face length of  $1\frac{3}{4}$  miles, are in constant use. The longest, No. 1, extends more than one-third of a mile—1875 feet to be exact.

In 1881, outwards passenger journeys from Flinders Street totalled  $3\frac{1}{2}$  million, today's figure is  $11\frac{1}{2}$  million.

## Some vital statistics

The station is open for over 20 hours daily—from 4.30 a.m. to 12.50 a.m. On week days nearly 2,000 trains are scheduled through it, and a quarter

of a million people pass through its barriers ; at peak hours they pour through at 1,000 a minute. Five hundred keys are required for the station's doors, cabinets, drawers etc.

## Problems

The handling of this huge peak hour traffic is a daily problem. Delays at suburban stations, failures of signals, points, instruments or overhead—all have their effect on the arrangements at Flinders Street.

Such occasions as Royal visits, international tennis and cricket, Royal Show, races and football cause other peak problems.



Chief Booking Clerk J. J. Fewster checking ticket stock. Each year  $8\frac{1}{2}$  million tickets are issued from Flinders Street and Princes Bridge.

The busiest day in the station's history was October 18, 1934, during the visit of the Duke of Gloucester for Victoria's Centenary Celebrations, when more than 500,000 passengers passed through the barriers.

To handle the great crowds there is a Traffic Branch staff of nearly 500. There are many others under the control of the Stationmaster but not directly concerned with the operation of the station. The Refreshment Services activities—cafeterias, fruit stalls, book-stalls, etc. account for a further 150 employees.

### Signal boxes

Guarding the complex steel network are five signal boxes, known as A, B, C, D, and E boxes. All are special class boxes—the highest classification. The first three are manually operated, D is power operated and E a combination of the two systems.

"A" box, with 250 operating levers, is one of the largest manual boxes in Australia. On the west side of the station, it controls viaduct, Port Melbourne and St. Kilda traffic.

B and C boxes on the east side, near Princes Bridge handle eastern and southern trains. At the end of Princes Bridge platforms is D box that controls the Lalor and Hurstbridge lines as well as country trains.

Near the Melbourne Cricket Ground is E box, known as Jolimont Junction. In peak periods it handles up to 100 trains an hour through one of the busiest junctions in the State.

### Booking

There are 44 booking clerks selling tickets; and at peak periods up to 24 windows are open.

The convenience of renewing weekly periodicals at the central station is availed of by about 3,000 passengers weekly.

### Money spinner

Of importance to passengers are the refreshment and allied facilities that are available. Flinders Street is lavishly supplied with them—meeting all reasonable requirements of the public. Most are open for 17 hours daily, and some on Sundays. That they are appreciated can be seen from the substantial revenue earned. The station is a money spinner as far as the Refreshment Services are concerned.

### Food for the body

Two cafeterias providing light refreshments give 12 million services to the public yearly, and the three confectionery stalls and the fruit stalls have a big turnover.

### Food for the mind

In addition to the main bookstall and tobacco stall on Swanston Street concourse, there are 10 subsidiary bookstalls on various departure platforms.



The parcels office. Even in the slacker periods, 4,500 parcels of general merchandise are handled here daily—some customers sending over 200 at a time. In addition, hundreds of parcels of papers and magazines are dispatched. Revenue is £13,000 a month.

Direct telephone lines from the main bookstall to the "Herald", "Sun" and each subsidiary stall ensure continuity of supplies.

Sales of some weekly magazines are over 150,000 copies a year; "Herald" sales exceed 1½ million and a popular women's magazine, 190,000.

### Flowers

Early in 1957 the Department opened a stall on Swanston Street concourse to sell cut flowers. Orders are accepted for delivery to hospitals, to ships' cabins for persons leaving on overseas trips, etc.

### Machines and drinks

Drink and chocolate vending machines on platforms are a much appreciated convenience. More than four million drinks have been sold in the five years of their operation.

As well as fruit and milk drinks, the main drink stalls also provide snack bar services.



Main drink stall on Flinders Street concourse.



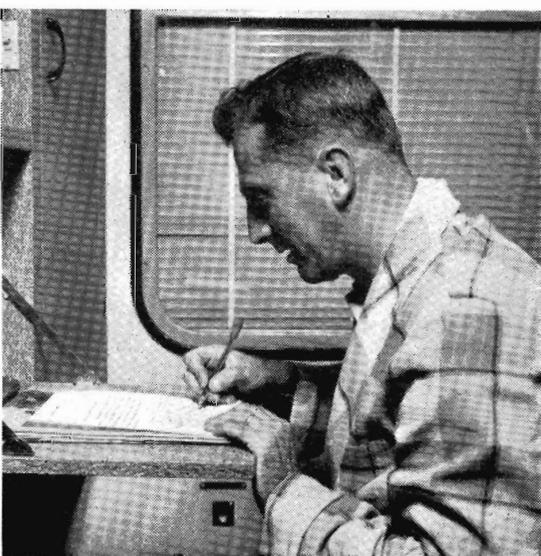
A director of "Time" magazine, who visited the station while on a world tour, said the display, on the main bookstall, was the best of its kind he had seen.



## STRAIGHT THRU' IN

Here's a preview of two of the three standard gauge trains that will run straight thru' between Melbourne and Sydney next year. The two pictures on the top left are from *The Daylight* and the remainder from the new sleeping trains now being built.





# V. R. I. JOTTINGS

## Travelling film show popular

RECENTLY the Commissioners and the Institute jointly sponsored a travelling film unit that brought to country centres films that would not be seen at the local commercial cinemas. Altogether, nearly nine hundred people viewed them; some coming from 20 miles away.

The unit consisted of Mr. M. Barker, Institute organizer and publicity officer, and Mr. F. Dangerfield of the Estate Office acting as projectionist in place of Mr. Barnett of the Public Relations and Betterment Board.

Eight centres were visited—Wodonga, Benalla, Shepparton, Seymour, Stawell, Ararat, Dimboola and Hamilton.

Of the half-dozen films and cartoons shown, most comment, particularly from operating staff, was evoked by *Railroading with Radar*, a Southern Pacific Railroad film showing how radar is used in their £3¼ million gravitation yards so effectively that a hundred vehicle train can be shunted in less than 20 minutes. Also appreciated was *Wild Life in Bushland* (showing animals etc. at the Sir Colin MacKenzie Sanctuary) and *Winter at Mt. Buffalo National Park*.

## Warragul wins Award

THIS year's winner of the Institute award of £25 for the "Most Improved Centre" was Warragul. Ballarat was second, and Korumburra third.

Much of Warragul's success is due to the activity of its sporting clubs.



Mr. E. Jenner (left) captain of the School of Photography (R.A.A.F.) team congratulates Mr. L. Pigdon, captain of the Sale V.R.I. team which won this year's premiership in the Sale and District Bias Bowls Association. Other members of the V.R.I. team are: Messrs. W. Field (Guard), G. Hearn (reg. member), R. Humphries (carpenter), S. Riley (Signalman), J. Williams (reg. member) and F. Gray (Storeman). Sale not only won the team event; but their member, J. Williams, winner of last year's individual trophy, won it again this year.

The tennis club, for example, is improving its court and will be installing electric lights. It is expected that the improvements will increase funds by attracting more members.

So popular is the billiards club that it is considering extension of its present

building.

The "A" table tennis team has been very successful, being undefeated since it began playing in the local association; and the "B" grade team is now coming to the fore, and looks like winning its first flag.



This impressive bridge over Mt. Emu Creek, between Boorcan and Terang, was recently completed by district Way and Works Branch staff. On a new alignment of track, it replaces the old (1887) timber bridge seen in the background. With eight 63-foot spans and three of 40 feet, it has a total length of 624 feet. All the piers are founded on concrete shell piles, some going down to 50 feet. The concrete structure will need much less maintenance than timber. (Photograph: Warrnambool Standard).

# LINES FROM OTHER LINES

## Elephant trouble

A Rhodesia Railways train service was seriously disrupted recently when, in darkness, the Bulawayo bound train from Victoria Falls and Northern Rhodesia collided with an elephant. The animal disappeared into the bush and after about half an hour the train arrived at Mengosha siding where the driver warned the crew of the northbound mail train of the mishap. The second train proceeded slowly until it was stopped at about 2.30 a.m. by the elephant that was again on the track.

After several attempts to induce the beast to leave the track had failed, the control station at Dett was informed at 2.50 a.m. The Game Warden was advised and he arrived on the scene at 3.30 a.m. Ten minutes later the elephant was shot but the body fell across and obstructed the track causing a further delay until 8 a.m.

The southbound mail train arrived in Bulawayo 1½ hours late. The mixed train to the north was delayed four hours and there were heavy delays to goods trains.

In the vicinity of Dett the railway line runs along the boundary of the Wankie game park for nearly 100 miles. Wild animals, including elephants, are seen from trains almost every day. There are usually five or six collisions a year with elephants but rarely does this cause serious delay to trains.

## U.S. President on truck taxes

POINTS frequently made by railroad spokesmen—that highways should be paid for by those who use them, and that operators of heavy commercial vehicles, which compete with railroads, have not been paying their share—received new emphasis in President Kennedy's special message to Congress on highways.

The President drew a clear line between the interests of 750,000 intercity vehicles on the one hand and 60,000,000 automobiles and 11,000,000 light pick-up and delivery, farm and service vehicles on the other hand.

He proposed increases in taxes on diesel fuel and on tyres and a sharp increase in the weight-tax on heavy vehicles and said if his plan is rejected, "the Congress should be prepared to increase gasoline taxes on all users . . . one . . . or the other must be adopted."

MODERN TRANSPORT  
AUGUST 5, 1961

## LINKING TWO CAPITALS

Progress of Victorian Railways Standard-Gauge Line

THROUGH MELBOURNE-SYDNEY FREIGHT TRAINS IN JANUARY

IN less than six months from now freight traffic in Melbourne or Sydney will reach the other side of the capital without knowledge of either of Victorian's most famous change gauges of the former but vital, and now obsolete, standard-gauge lines. The agreement to construct, with Commonwealth Government financial support, a standard gauge line from Melbourne to Sydney was signed in 1956 under the leadership of Mr W. C. Wentworth. One point of compromise is that the facilities are aimed at inter-capital traffic and there will in fact be no intermediate stations on the new line.

Changes to link the British Secretary of Railways had recommended that the Victorian Railways should be built to a standard gauge of 4 ft 8½ in. Mr Wentworth's plan was to build the line to a standard gauge of 4 ft 8½ in. Mr Wentworth's plan was to build the line to a standard gauge of 4 ft 8½ in.

Standard gauge is news in London. Above is a reproduction of the top half of an article in *Modern Transport* on the history and progress of the standard gauge project. *Modern Transport* is a 16-page, London-published weekly, described as *The Times of the transport world*.



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"Practically all of the increase in revenues would come from the heavier trucks that use diesel fuel and weigh over 26,000 pounds when loaded," if his proposal is approved, President Kennedy said. He commented: "This is only fair. Indeed, technical experts in the Bureau of Public Roads advise me that even this increase would not charge heavy trucks their fair share of the cost of this programme".

He added that "in terms of ton miles travelled", Commerce Department studies had shown "heavy trucks to be the primary beneficiaries of the (highway) system," and "truck combinations benefitted many times as much as the average automobile driver."

He quoted from a report submitted to Congress by the Secretary of Commerce last January which stated: "There is a definite indication in the results of all three allocation studies that the heavier trucks and combinations (particularly the latter) should be paying considerably more, in relation to the payments by the lighter vehicle groups than they do now."

## Steam fans rejoice

IT'S actually happening in 1961. The Japanese National Railways Corporation is rebuilding 30 C59-class 4-6-2's into C60-class 4-6-4 Hudsons. Mainline electrification and dieselization has resulted in a surplus of the C59's. They fill the need beautifully for upgrading secondary mainline power. Steam is still king in that realm. By March last, all of the beefed-up units were expected to be in service.

to which should be the inter-bridge station, but for there were, with passengers to further delay of the train and those for Melbourne at the latter in 1960, the railway, and an Albany being the inter-bridge station. Locomotive in the Victorian Railways department are the only ones to be used for the inter-bridge service. The Victorian Railways department are the only ones to be used for the inter-bridge service. The Victorian Railways department are the only ones to be used for the inter-bridge service.

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This view of Spencer Street Station, Melbourne, from the north was shown previously and on the construction of the new station.

This will bring the total number of C60's to 47. For the first time, more than 100 4-6-4's are on JNR's roster. There are 33 active C61 4-6-4's and 46 of the heavy mainline C62-class Hudsons.

## Youth and trains

MOST people use the London underground because it is the quickest way of getting around the city. But, to one little girl, it's the most exciting transport there is. Although she can travel by luxurious cars and planes, a trip on the tube train is the most thrilling adventure.

The little girl is 11 year old Princess Anne who, accompanied by school friends, has travelled unrecognized on the underground.

It's her favourite excursion.

"I know the underground map by heart" she boasted to Palace visitors recently.

A similar interest in railways by the younger generation has been noticed here, in Victoria. Perhaps one reason may be that most of them have grown up with cars, which makes them seem prosaic and commonplace. But the train is exciting, and the discovery of its romance is being made anew by today's youth.

Indicative of this is that since the first school railway clubs began in Melbourne about three years ago, their number has increased to 12, and an Association of clubs has been formed.

# AUTHOR - AVIATOR LOVES TRAINS

WHEN famous Australian writer Xavier Herbert came to Melbourne for the launching of his new book "Soldiers' Women", he seized a long awaited chance to see some of Victoria's diesel-electric locomotives.

Mr. Herbert has a family link with the foot-plate. His father was an engine driver at Fremantle, West Australia. As a boy Mr. Herbert rode many miles on his dad's loco.; consequently the romance of the railroad came very early to him.

While fate had it that he went on to university studies, his memories of the foot-plate never faded.

In his Commonwealth prize-winning novel "Capricornia" he drew heavily on railway background to give the book some of its most powerful story incidents.

Living at Redlynch, beyond Cairns, in Queensland Mr. Herbert is a qualified aviator. However, on his trip to Melbourne he took every opportunity to travel by train.

On arrival in Melbourne by "Spirit of Progress" he lost no time in contacting the V.R. public relations office, to see if the inspection of diesel locomotives could be arranged.

On his tour of the North Melbourne diesel loco. depot Mr. Herbert was shown over the repair shops and was able to closely examine the workings of diesels. He saw diesel locomotives prepared for service and was delighted to watch the handling of the driver's controls.

His tour was featured by television HSV 7 and this was followed by a newspaper pictorial and press item in *The Age*.

On his homeward journey, Mr. Herbert travelled by "The Daylight" express to Sydney.

Before leaving he remarked "My trip to your North Melbourne loco. depot was the highlight of my stay in Melbourne".



Xavier Herbert and Driver J. Meares in loco. cab.

## NO COLD FEET

THAT bugbear of all travellers—cold feet— will be unknown to passengers on the standard gauge night sitting carriages.

Electric floor heating elements that will be installed in the carriages should put an end to that annoyance. Rising through the carpeting on the floor, the heat will ensure a warm walking surface, and, operating in conjunction with the air-conditioning system, help to maintain an overall comfortable temperature.

Carriages that will have the new heating system are those at present used on "Spirit of Progress" and "The Daylight." Their conversion will keep pace with the standard gauge track.

Passenger trains will follow some months after the running of the first goods train on January 2 next year. The Victorian converted carriages will form the night sitting train, the existing New South Wales "Daylight" will run direct to Melbourne as a day sitting train and a new modern luxury train will operate as the night sleeper. These will give a regular three train service each way between Melbourne and Sydney.



Electrical Mechanic H. B. Holroyd testing heating system in floor of BZ carriage.

# REPTILES BY RAIL

**F**ROM West Footscray comes some of the most unusual livestock handled by the Department.

It consists of snakes and lizards consigned by youthful Mr. Brian Barnett who supplies them to pet shops.

The snakes are the carpet species, non-venomous, and up to nine feet long.

Securely bagged and packaged, they travel comfortably and arrive in excellent order, says their consignor.

Probably West Footscray's parcels traffic would increase if the virtues of carpet snakes as pets, and their superiority, in many respects, over the cat and dog were more widely realized.

They don't chase the milky, or bark at nights; unlike Alsations they live frugally, on a few mice or frogs; they're as good looking as bulldogs; and—of special appeal to the house-proud wife—drapes and carpets in the most modern tones will match easily with their pet's markings.

And what better deterrent to unwanted visitors on T.V. nights, than to have your pet fixing mother-in-law with his beady eyes; or slithering round the living room—in and out the legs of the chairs and those of the visitors.

The timid housewife, frightened by a caller at the door, can easily fling her pet in his face. Quicker than ringing for the police and more effective.

The snakes are sold by length. Current price is 10/- a foot.

So, for a few pounds, anyone may obtain a faithful and useful pet that would also be an ornament to the house.

As for intelligence—well, the wisdom of the serpent is proverbial. Don't they prove it when they go by train?



Mr. Barnett packs a medium length carpet snake for railing to some lucky customer. With a most attractive colour scheme of beige tones, and darker cross-bars, this pet would look well against a burgundy carpet in a contemporary setting.

## S O P

(Save Our Pudding)

**A**N SOS note fluttered from a train window in England recently.

It warned: "Rice pudding in oven."

One of the passengers had left a pudding cooking. The next stop was 40 miles away. It was an emergency.

As the train passed a signal box, the guard dropped the "save the pudding" note out of a window.

A railwayman picked it up, took it to the signal box and 'phoned his headquarters.

Headquarters rang the woman's daughter.

Woman's daughter dashed home. Pudding was saved.

**A** train leaving Mordialloc had a number of schoolgirls and schoolboys on board. At Aspendale, a third of the boys got out and an equivalent number of girls got in. At Edithvale a third of the girls got out and an equivalent number of boys got in. There were then four more boys than girls, and as many girls as there originally had been boys.

How many of each were there at the start?

(Answer on back page)

## Rescue



Electric Train Driver George Matfin who rescued a man from the path of *Spirit of Progress* at Broadmeadows, last month. As Mr. Matfin was in his train at the station he noticed a man lying in the pit in the path of the rapidly approaching *Spirit of Progress*. He immediately jumped into the pit and dragged the man under the leading motor of his train, clear of the running line, as *S.O.P.* passed. Mr. Matfin joined the Department in 1921 at Traralgon and, since then, has been located in many parts of Victoria, including Serviceton, Ararat, Echuca, Daylesford, Deniliquin and Sale. His present headquarters are at Brighton Beach. (*Herald Sun* photograph).

## New Chief Engineer

AS announced in last month's *News Letter* Mr. R. S. Miller, who was Acting Chief Civil Engineer from 1959 has been appointed Chief Engineer of Railway Construction.



Mr. Miller

to broad gauge and its electrification.

Mr. Miller joined the Way and Works

Branch at 18 years as a pupil engineer.

After graduating as Bachelor of Civil Engineering in 1927, he was engaged for some years in structural design and investigations. In 1945 he was appointed District Engineer at Geelong, a position he held until February 1949, when he became Engineer of Track and Drainage, in Melbourne.

His subsequent promotions were to Engineer of Structural Design, Metropolitan District Engineer, Engineer of Special Works, Engineer of Maintenance and Assistant Chief Civil Engineer.

In recent years Mr. Miller supervised the duplication of the main Gippsland railway line, the construction of the railway section of the Degraeves Street subway at Flinders Street station, duplication of the Camberwell to Ashburton line, building and re-construction of many country bridges and other major works.

Away from the office, Mr. Miller likes a day out with the gun. He is also recognized as an authority on Australian bird life and native plants.

## Don't let this happen to you

RECENTLY, an employee was replacing a tin of water by the fire, in preparation for making tea, when his sleeve suddenly caught fire.

The cause was that just before placing the tin down he had split some petrol on his sleeve while filling the tank of a compressor.

He suffered second degree burns and lost several days from work.

Extreme care is necessary when handling petrol.

## 47 years at Melbourne Goods

MR. D. J. Canning, who retired last month as Senior Clerk at Melbourne Goods, is a man with an almost inexhaustible store of amusing reminiscences. Fresh from school, he started work in 1912 with a tank maker and worked during the heat of a Mallee summer from 4.15 a.m. till dark—102 hours a week for 10/-d.

After six weeks he had enough, so he took a job in a local store where the hours were only 95 a six-day week—for the same wages. Next year, he joined the railways as a lad porter at Jung for 18/- weekly and better conditions.

To save boarding expenses he put up a tent near the station. The following night he found a bull in possession; so he erected a fence around the tent. Despite this, he spent another uncomfortable night as he heard the bull sniffing around the fence. Fortunately, it held.

He came to Melbourne Goods in

1914 and has been there ever since—a total of 47 years, during which he has worked under 17 Goods Superintendents.

"I've never regretted joining the railways, in fact, I've enjoyed my life in the Department", said Mr. Canning.

## Taught 20,000

OVER 20,000 railwaymen attended classes conducted by Safe Working Instructor W. P. Kirkpatrick during his record term of 29 years at the V.R.I.

Mr. Kirkpatrick started in the railways as a lad porter at Ascot Vale in 1914, and, some years later, after becoming a signalman, was stationed at Woodvale, Cressy, Dimboola and various suburban stations.

His period as an instructor has not been exceeded in the Victorian Railways. Mr. Kirkpatrick retired last month and he says will enjoy his well earned leisure pottering about the garden and also doing a little travelling.

## Gold from Branholme

RECENTLY a cash transmit form was received from Branholme.

Nothing unusual in that—except that this transmit was 80 years old. Found in the roof of the station, it was dated December 15, 1881 and signed by Stationmaster John Ludwick. Total remitted that day was £8.12.2 including £2 in gold.

## Varied interests



Train Examiner W.J. McPherson, of Ouyen, with the District Shield won by the Ouyen Ambulance Corps (of which he is leader) in 1957, 1959 and 1960. He is typical of those thousands of railwaymen who by their knowledge of first-aid render a valuable life-saving service to the community. A first-aid man for 23 years, Mr. McPherson is also an honorary ambulance driver for the local hospital. He has been at Ouyen for 25 years. Fishing and bowls are his hobbies and he was skipper of the V.R.I. team that won the 1959 Wimmera Cup Fours Championship.

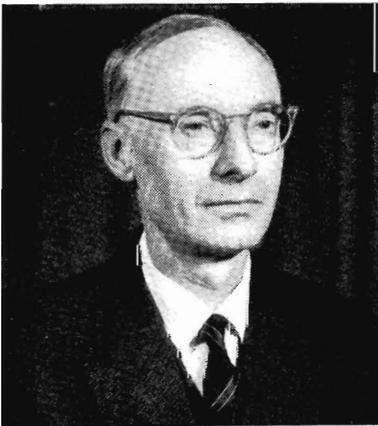


Country delegates to the Victorian Railways Returned Servicemen's Section at the annual dinner tendered to them: (from left) Messrs. A. W. Jarred (Sale), F. French (Mildura), H. Robinson and E. McGillian (Ararat), G. H. Brown and R. Clee (Bendigo) W. L. Gilbert (Ballarat), F. Conway (Castlemaine), W. E. Long and R. Deacon (Geelong), J. Nicholson (Dimboola). Guest of honour at the dinner, which was attended by the three Commissioners and Heads of Branches, was Mr. K. C. Clarke, M.C., President of Melbourne Legacy, who gave an interesting address on the work of his organization.

### First aid demonstration

A much appreciated demonstration of first aid was given by Jolimont Workshops No. 1 team to boy scouts and friends from the Broadmeadows and Essendon districts at the Glenroy Scout Hall recently. Team members were W. Cox, C. Thompson, C. Paterson, E. Jemmeson and R. Mills (patient). Mr. C. Laidlaw—one of Jolimont's oldest and best known first aiders, who, incidentally, is retiring this month—described the patient's injuries, etc.

### New Editor



Mr. J. Morrissey, new editor of *News Letter*, succeeding the late Mr. H. D. Bernard. For the past three years, Mr. Morrissey has been Senior Clerk of the Public Relations and Betterment Board and, prior to that, was on the Board's literary staff engaged on *News Letter* and general publicity work. He edited *News Letter* for six months last year, while Mr. Bernard was on leave, and is looking forward to making renewed acquaintance with country railwaymen while on news gathering trips.

### Correspondents wanted

MR. Earl N. Marr, R.R. 5, Tilbury, Ontario, Canada, who is the Canadian Pacific Railway freight agent at Tilbury would like to correspond with stationmasters in the metropolitan area.

### Heart Appeal

AS a result of pay day collections made from railway and State Coal Mine staff, and the proceeds from V.R.I. dances, a cheque for £3,200.4.11 has been paid to the National Heart Foundation Appeal.

### Miss Mason retires

WELL known manageress of the Melbourne Goods Sheds canteen, Miss Margaret Mason, retired last month after 42 years of service—less six months.

Joining the Department in 1919, she was, for some time, at the Refreshment Rooms at Bendigo and Geelong; and, in 1927, reached her first manageress job—at Echuca. For the past sixteen years Miss Mason has managed the Goods Sheds canteen.

## RECENT RETIREMENTS ....

### ROLLING STOCK BRANCH

Birch, L. E., Newport  
Burge, C. E., State Mine  
Clarke, W. P. D., Geelong  
Curran, P. J., Ballarat Nth.  
Duus, E. H., Bendigo Nth.  
Fawcett, C. J. R., Jolimont  
Gibb, G. S., Newport  
Martin, H. A., Newport  
Mitchell, E. T., Newport  
Nastasi, A., Newport  
Potts, R. W., Newport  
Rutledge, H., Newport  
Stubbs, P. E., Newport  
Titter, B. D., Newport  
Wakefield, E. L., E. R. Depot  
Wood, J., Bendigo Nth.

### TRAFFIC BRANCH

Abrahamson, H. R., C/o Metro. Sup't.  
Bush, J., Melb. Goods  
Canning, D. J., Melb. Goods  
Fogarty, J. P., Box Hill  
Ginnane, W. P., Ashburton  
Joy, N., Maryborough  
Kirkpatrick, W. P., V. R. Institute  
McCormick, J., Tooronga  
Morgan, K. O., Ballarat  
Winstanley, J., Melb. Goods

### WAY AND WORKS BRANCH

Briggs, R., Wodonga  
Byrne, W. J., Caulfield  
Chambers, A. H., Standard Gauge  
Holyoak, J., Maryborough  
Offerman, W. F., Standard Gauge  
Watson, J. M., Spotswood Workshops

### STORES BRANCH

French, F., Mildura Loco. Storehouse  
Lowery, W. D., Newport Workshops  
Storehouse

### COMMERCIAL BRANCH

McCarthy, T. H., Jolimont Workshops  
Wallace, S. V., Head Office

### ACCOUNTANCY BRANCH

Brennan, V. F., Head Office  
Jobson, A., Head Office  
Langan, W. E., Head Office  
McGregor, D. G., Bendigo  
Reeves, M. E. (Mrs.), Refresh. Services,  
Acctg. Office

## .... AND DEATHS

### ROLLING STOCK BRANCH

Barlow, A. N., Newport  
Kalogerakos, S., Jolimont  
McNamara, H. F., N. M. Shops  
Williams, J. F., Newport

### TRAFFIC BRANCH

Crowe, T. M., Melb. Goods  
Griffiths, G. T. G., Melb. Goods  
Mullens, T. P., Melb. Goods

Szymanski, Z., C/o Room 54, Head Office  
Taafe, Mrs. E. E. V., Girgarre

### WAY AND WORKS BRANCH

Adams, G. T., Beechworth  
Sullivan, R. L., C/o Engineer of Special  
Works

### STORES BRANCH

Zaloumis, L., Permanent Way Depot



Table tennis

TO induce country players to enter, the 1961 championships were held on a Sunday. The move was successful—players coming from Benalla, Horsham, Ouyen, Tatyoon, Warragul and Wodonga. Entries for the singles event totalled 37, and for the doubles, 16. Results of the games, which were even and well contested, were: men's singles—C. Barker defeated runner-up S. White, 8-21, 21-10, 14-21, 21-13, 23-21; men's doubles—S. Chan and W. Lawrie beat runners-up E. Campbell and W. Ernsdoerfer, 21-11, 21-17, 18-21, 21-15; men's singles consolation—R. Finartys beat W. Lawrie, 21-18, 14-21, 22-24, 22-20, 22-20.



Mr. C. Barker Singles Champion

The L. J. Evans Memorial Shield was presented to the 1961 Singles Champion, Clive Barker, by Mrs. I. Evans; Institute Councillors R. Richards and F. McCloskey presented the other finalists with their trophies.

Golf

THE V.R.I. Golf Club has recently had two Sunday outings—both very successful. The first, to Frankston, attracted about 60 members and many of their wives. A Stableford competition was won by A. Cameron with 38 points.

A similar number attended the second, held at Geelong, some coming from Ballarat, Colac and Mortlake, as well as Melbourne. Winners of the events were: 18 holes handicap, P. Delmenico (nett 61); "Secret Nine," N. Roberts (nett 29) Ladies event, Mrs. T. Hallett (nett 70).

The next of these Sunday outings will be on October 8. Other important events during that month will be: October 1, fifth annual north-eastern V.R.I. tournament at Benalla (entries close with Mr. W. Hadley, V.R.I. Benalla on September 24); October 15, first annual East Gippsland tournament at the Newry course (entries close September 19 with Mr. E. Grigg C/o Loco Depot, Traralgon).

Women's track season

THE 1961-62 Women's athletic season will start much earlier than usual so as to give competitors time to get into top form for the State championships (January 6 and 13) to decide who will represent Victoria in the Australian championships at Adelaide during the A.N.A. week-end.

Victory for Loco

FOR the last three years Newport has won the V.R.I. football premiership; this year, however, Loco defeated that formidable team, 8.13 (61) to 8.9 (57).

It was an exciting finish. In the last quarter Newport was kicking against a strong breeze and with a few minutes to go scored a goal that looked like sealing the match for them, but Loco, with less than a minute to play, kicked a goal that decided the issue.

Best players for Loco—Batt, Graham, McMahan, Whitnash, Schultz and Wall; Newport—Langbourne, Marr, Uhe, Mulcahy, Rutherford and McTaggart. Goal kickers: Loco—Schultz (2) Graham (2) Panazzo, Wroeberleski, McMahan and Koch (1 each); Newport—Uhe (3), McPhee, R. Langbourne, C. Langbourne, Henry and Hill (1 each).

The wind played a big part in the game, as can be seen from the scoring, only 2.2 being scored against the wind, but 14.20 with it.

Fencing

MEMBERS of the V.R.I. Fencing Club have done so well at the various State championships and special competitions this year that it was no surprise to find 12 of the members have been selected to represent Victoria at the forthcoming national championships in Brisbane.

In the Victorian championships, the Club's results were: "A" grade epee—N. Sayers 1st, P. Hardiman 2nd; "A" grade sabre—L. Tournallay 3rd, A. Szoeko 4th; "B" grade foil—G. Ormondy 2nd; "C" grade foil—C. Gerzner 1st; Ladies Foil—E. Diver 2nd, M. Leary 3rd.

In a special competition before the championships, A. Szentgyorgyi won the Epee Invitation Tournament, and J. C. Pollack the Epee Competition. The latter also won the South Australian State Epee title; and P. Hardiman, in addition to being runner up in the Victorian State Epee championship, was also runner up for the N.S.W. and South Australian titles.



Play in the grand final between Loco. and Newport.

ANSWER TO QUICK QUIZ

(page 145)

28 schoolgirls and 24 schoolboys

VICTORIAN RAILWAYS

# NEWS LETTER

OCTOBER



1961



## First standard gauge passenger trains

**P**ASSENGER trains from Melbourne to Sydney will start using the new standard gauge line for the first time on April 16, 1962. This will give the service several days to "settle down" before the heavy Easter interstate traffic begins.

The first train to start the service from the Melbourne end will be "Spirit of Progress" running ahead of the new silver sleeper. Passengers to Canberra will travel by "Spirit of Progress", in a composite sleeping-sitting carriage, detached at Goulburn.

The following day the "Intercapital Daylight" express—the Sydney—Albury consist—will take up standard gauge running.

## Rainmakers ?

**D**URING the last three Commissioners' tours, much-needed rain has fallen, either during, or shortly after the tours. Two days after the end of the July tour of Mildura, 73 points fell in that district. During the Goulburn Valley tour, in August, it rained almost every day—with 139 points falling in one day at Mansfield. Last month, when Serviceton and branch lines were visited, there was a general downpour of about 50 points right throughout the Wimmera—much to the relief of the local people.



Shown at Kilmore is the train that took 183 passengers on a trip to Heathcote arranged by the Australian Railway Historical Society in conjunction with the Victorian Railway School Clubs' Association. (Photograph : M. Palmer)

## New station

**T**ENDER of Maiella Construction Co. Pty. Ltd., of Hawthorn, has been accepted for the erection, by September next year, of the new Spencer Street station building and part of the adjacent No. 1 platform. The tendered price was £906,000; 11 tenders were received, all from Victoria.

The building will be erected on the existing railway car park in Spencer Street, north of Collins Street, and will extend just beyond Bourke Street, replacing the present station building, the dismantling of which is in hand.

At an early date, the car park will be transferred to an area north of Bourke Street so that the contractor can be given possession of the building site.

From the inauguration of the passenger service on April 16, until November next year, when the No. 1 platform works will be completed, the long standard gauge passenger trains will use No. 2 platform, which will be converted to dual gauge.

The new interstate No. 1 platform will be located between the existing No. 2 platform and Spencer Street. It will accommodate the largest train—of 12 sleeping carriages, club and dining cars, a power van (for air-conditioning) and a brake van.

The track will be laid with three rails to allow the standard gauge 4 ft. 8½ in., or Victorian—South Australian broad gauge 5 ft. 3 in. trains to use the platform.

## Loan money

**M**OST of £7,650,000 loan funds allotted to the Department during the current financial year will go towards the nationally important standard gauge project.

For the new Spencer Street passenger terminal £920,000 has been set aside. Other major amounts will be applied towards the new diesel-electric locomotive depot at Dynon (£975,000), improved goods terminal facilities at Dynon (£500,000), a flyover at North Melbourne for standard gauge trains (£140,000), and grade separation at various level crossings between Melbourne and Albury (£216,000).

Because of the priority of these projects, many other important works have had to be discontinued or deferred.

Construction or rebuilding of goods wagons in Departmental workshops, including bogie open and box wagons for standard gauge goods services between Melbourne and New South Wales, will take nearly £600,000.

For general use on the Victorian broad gauge, 80 bogie brake vans for fast goods trains will be constructed at a cost of £300,000.

## Freight speeded

**T**IME for railing freight from Melbourne to Perth has been slashed by over two days. Freight now reaches the West Australian capital on the fifth day after loading in Melbourne. The service operates from Melbourne on Mondays to Saturdays inclusive.

The greatly improved freight service has been made possible by the co-operation of all railway systems—Victoria, South Australia, Commonwealth Railways and Western Australia. Rail freight services from Brisbane and Sydney have also been streamlined to co-ordinate with the Melbourne to Perth service. Freight from Brisbane takes eight and a half days; from Sydney, six and a half days.

## FRONT COVER

**I**NTERESTED visitor to the Victorian Railways Exhibit at Melbourne's Royal Show was Her Excellency Viscountess De L'Isle. Here, Chairman of the V.R. Public Relations and Betterment Board, H. R. Hauptmann, shows Lady De L'Isle and Mrs. Mitchell, wife of R.A.S. President, Judge Mitchell, the luxury fittings of the roomette in the new standard gauge sleeping trains. See pages 152-153 for the full story of the successful Show exhibit.

*My good blade carves the casques of men,  
My tough lance thrusteth sure,  
My strength is as the strength of ten,  
Because my heart is pure.*

**N**OT altogether, Sir Galahad, despite Tennyson's authority. A good deal of the carving skill was due to the cunning of the local swordsmith. And nobody knows this better than the chaps in Newport's Spring Shop.

It appears that the crafty smiths of those days had a secret method of toughening sword blades that enabled the blade to carve the casques of men and still keep a good, business edge for more. The treatment consisted in hammering the surface of the forged blade until it was toughened to the required degree.

This is the basis of the modern process of shot peening that is used by spring manufacturers to increase the durability of their products.

In accordance with their policy of adopting the most improved methods of workshops production, Victorian Railways engineers installed a Vogel and Schemmann shop peening machine in the Spring Shop at Newport Workshops.

This machine holds 35 cwt. of a special variety of shot, that is made by cutting piano wire into 1/16" lengths. Piano wire is used because it has been found to be the most economical way of obtaining shot of the required hardness and uniformity of size.

Shot so made has sharp edges, or, as they say in the workshops, it is not "conditioned". Before the machine was first operated it was necessary to round—or "condition"—the first batch of shot. This was done by bombarding it on to a steel plate for 20 hours, which removed the sharp edges. Shot peening is the final process in the manufacture of springs, and is done after they have been heated and tested or, as it is termed, "scragged".

The springs are loaded into the machine, and rest between two slowly turning rollers. The piano wire shot is then projected on to the springs, with great force, by centrifugal action from six deflecting plates rotating at high speeds. The constant impact of the shot on the revolving springs has the same effect as the hammer blows of the swordsmith on his newly forged blade.

In technical language, the action of the shot induces a compressive stress into the surface of the spring. This cancels out an equal amount of tensile stress when the spring is loaded in

service. The result is that the fatigue stress on the spring is considerably reduced with a consequent increase in life of the spring.

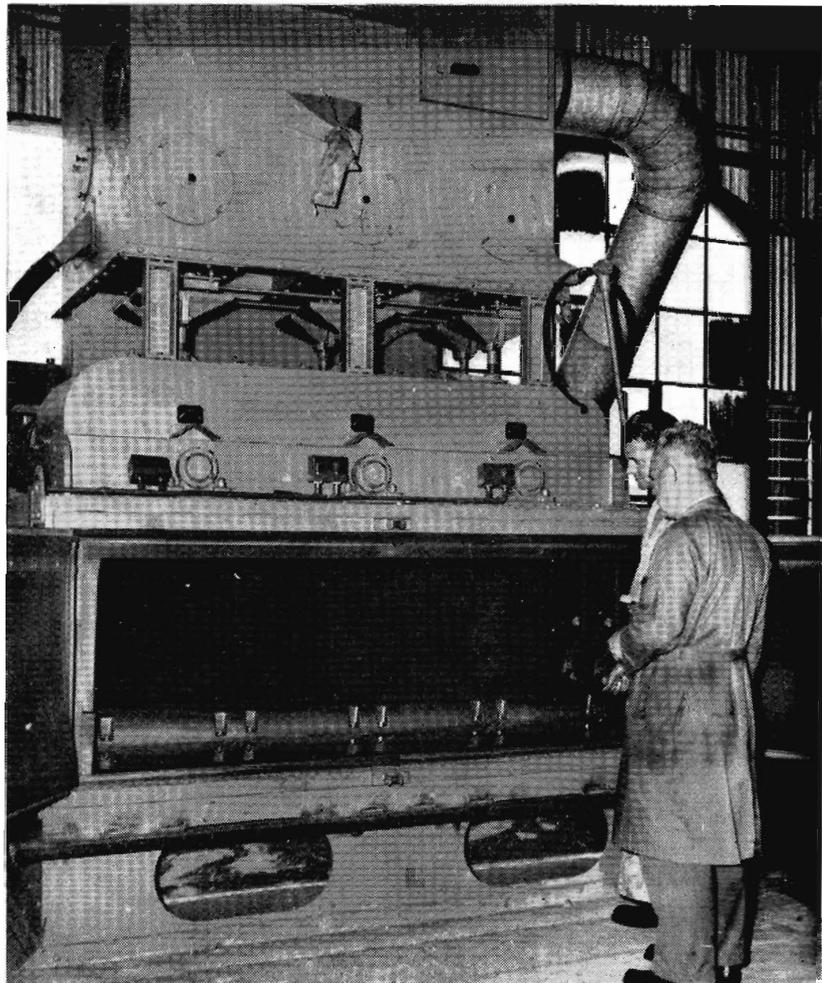
Provision is made in the machine for the automatic replacement of shot that has been worn to less than a specified size.

When this worn shot is replaced, it is not necessary to "condition" it, as the quantity is so small that it has no adverse effect on the spring. It loses its sharp edges in the course of the machine's operation.

To ensure that the correct degree of treatment is being given, a spring with test plates attached at various points is put through the machine from time to time.

Six B class diesel-electric locomotive helical springs can be done in one operation. Automatic staff exchanger rings are now being shot peened as well as springs.

Experience of spring manufacturers who use shot peening for automobile springs indicates that the treatment frequently doubles the life.



Shot peening machine with doors opened to show roller on which springs are placed.



Lady De L'Isle didn't miss a feature of the roomette's luxury.

# VICE REGAL PREVIEW OF SILVER SLEEPER

**F**IRST Showgrounds call that Lady De L'Isle made after her husband, Viscount De L'Isle, Governor General of Australia, had opened this year's Royal Show on September 22, and inspected exhibits in the grand parade, was to the Victorian Railways exhibit.

The Show opening was part of Their Excellencies first official visit to Melbourne.

The railway display, featuring the new standard gauge trains, had particular interest for Lady De L'Isle, as she and Lord De L'Isle will travel in the inaugural train that will reach Melbourne on April 13, prior to the introduction of the public service on April 16.

Keenly interested, Lady De L'Isle watched the tiny replica of the silver sleeper speed along the model railway track, then she closely examined the large scale cut-away models of the roomette and twinette carriages and their lay-out plans, including the de-luxe cabin in which Their Excellencies will travel to Melbourne. Chairman of the Public Relations and Betterment Board, H. R. Hauptmann, then took the Vice Regal party "behind the scenes" to view the interior of the roomette cabin specially built for the Show at Newport Workshops, with actual fittings borrowed for us by the N.S.W. Railways from Commonwealth Engineering Co. Ltd., builders of the train.

Lady De L'Isle was obviously impressed by the luxury of the accommodation, remarking that the train would be one of the finest in the world.

Public popularity of the Railway Exhibit exceeded all expectations. Whereas in the past, there have been one or two in on the first morning, this year it was more like 20 or 30.

Furthermore, the railway exhibit has a well earned reputation of being ready for the public as soon as the Show opens—a tribute to planning and co-operation of those on the job.

All T.V. stations featured the exhibit, and even the official R.A.S. press advertising included the model trains as a Show attraction.

Success brought its problems, too, notably humanity. As time did not permit the installation of an exhaust fan, the problem was tackled with a battery of chlorophyll deodorant packs. It wasn't until the exhibit was almost clear that the photographs on these pages could be taken.

Never before had so many flash bulbs been fired or movie cameras whirred as



Hostess, Miss E. Dickson, added an attractive touch to the exhibit. At left, visitors pause by the pamphlet bar.



Cut away carriages on display (for story of their construction, see last month's *News Letter*).

the model trains sped around the track or demonstrators showed the features of the roomette—to carry on our publicity for years to come.

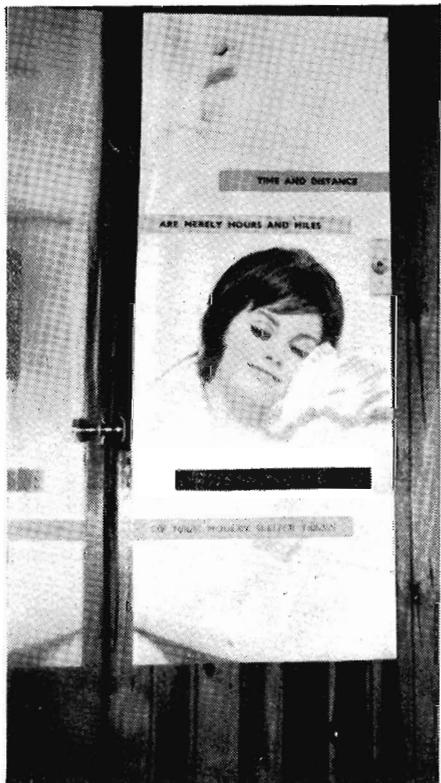
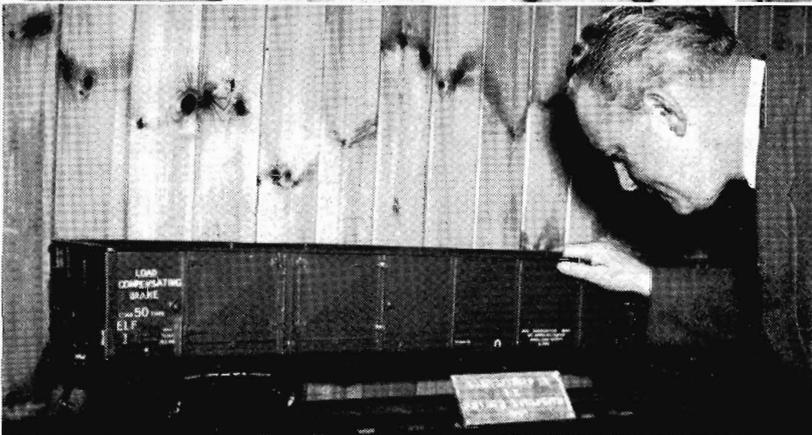
Youthful actress, Caryl Perry, and T.V./radio personality Chris Christensen, handled the demonstrations in shifts from 10 a.m. to 10 p.m., projecting their personalities through the protective transparent screen that replaced the normal stainless steel outside of the carriage.

The advisory bureau was staffed by Commercial Agents, who were able to meet customers down for the Show from country districts.

Tremendous interest was shown by visitors, however, in the new standard gauge service to Sydney; passenger inquiries—particularly concerning 2nd class accommodation—far outweighed the normal freight questions. Information about train travel to S.A. and W.A. also was sought.

The Show has ended, but planning has already started for the 1962 exhibit, that will probably feature freight, including the latest Flexi-Vans (see story, page 154).

*At right, top: T.V. cameramen line up the 1883 Sydney Express on the model track. Centre: Actress Perry demonstrates the roomette features. Bottom: Made by Ballarat Workshops apprentices, model ELF wagon is admired by demonstrator Christensen. Below: Large size photograph of sleeper passenger greeted visitors at the entrance alongside the roomette replica.*



FOR many years the intense competition between transport forces has been a constant source of news. So when rail and road, two of the major contenders, come to terms and pool their ideas, such an event must be all the more newsworthy.

Over 200 people, including professional transport experts and the three Victorian Television stations' cameramen, together with the press, saw this actually happen at South Dynon rail goods terminal on September 26.

The event was the introduction of the first Flexi-Van service in Australia—between Victoria and South Australia. The participants were the Victorian Railways, in conjunction with Ansett Freight Express Service and Thomas National Transport, who each loaded a Flexi-van . . . these three names indicate that this was a really big occasion.

Simply, Flexi-van describes the method of separating the rear wheel assembly of a highway semi-trailer and placing the semi-trailer van body on a specially designed railway wagon without the aid of overhead cranes or other railway equipment.

In operation, the semi-trailer is backed up to the side of the special rail wagon where the rear of the van body engages with a hydraulic turntable on the rail wagon. The locking device of the semi-trailer rear wheel assembly is then released, and the prime mover of the road vehicle pushes the van body on to the rail wagon turntable.

When the van body is centrally placed (this is indicated by a stop pin and engaging hook) the prime mover is driven a few feet forward.

The rail turntable, with its van load, is then raised hydraulically to clear the rear wheel assembly and revolved to line up lengthwise with the rail wagon. The van body is then lowered into a self-locking position.

Power for operating the turntable on the rail wagon is obtained from the battery of the prime mover.

In the United States, where Flexi-van has been developed, the complete transfer from road vehicle to rail wagon can be done by one man in as little as four minutes.

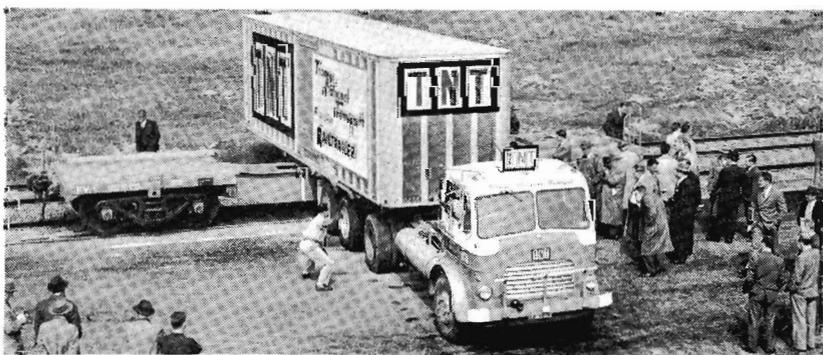
Rail wagons (F.V. class) for the new service are 40 feet long and fitted with roller-bearing high speed freight bogies. The Flexi-vans are 35 ft. long, 8 ft. wide and 8 ft. 6 in. high, with a capacity of 2,100 cubic feet.



Transport executives at start of Flexi-van service: (from left), Messrs. K. W. Thomas (Thomas National Transport Pty. Ltd.), R. C. Burgess (V.R. Chief Commercial Manager), E. P. Rogan (V.R. Commissioner), G. F. Brown (V.R. Deputy Chairman), R. M. Ansett (Ansett Transport Industries Ltd.), C. MacDonald (Ansett Freight Express Pty. Ltd.)



Lining up trailer van body with turntable of rail wagon.



Flexi-van in central position on turntable of rail wagon.

The four rail wagons for the new service were built by South Australian Railways at their Islington Workshops and two of them were supplied to the Victorian Railways.

Fruehauf Trailers (Aust.) Pty. Ltd. constructed the complete Flexi-van bodies and rear wheel assemblies, and also supplied the hydraulic turntable equipment for the rail wagons.

The new service adds to the Rail Pak system another method of door-to-door goods collection and delivery at capital cities.

As well as the loading of two Flexi-vans in Melbourne, a similar event took place at Adelaide where two Flexi-vans were loaded. Those from Melbourne were dispatched by the Adelaide fast overnight freight train that leaves daily at 2.15 p.m. With the dispatch of those from Adelaide on the same day, the four Flexi-vans now in service will form a regular inter-capital service.

As the Flexi-vans from South Dynon were hauled away by a W class diesel-hydraulic shunting locomotive for marshalling on the fast freight train, a single thought could not fail to impress those who watched them leave.

Here was not only a great transport achievement, but also an important national venture . . . a successful attempt to break the shackles of un-economic road-rail competition.

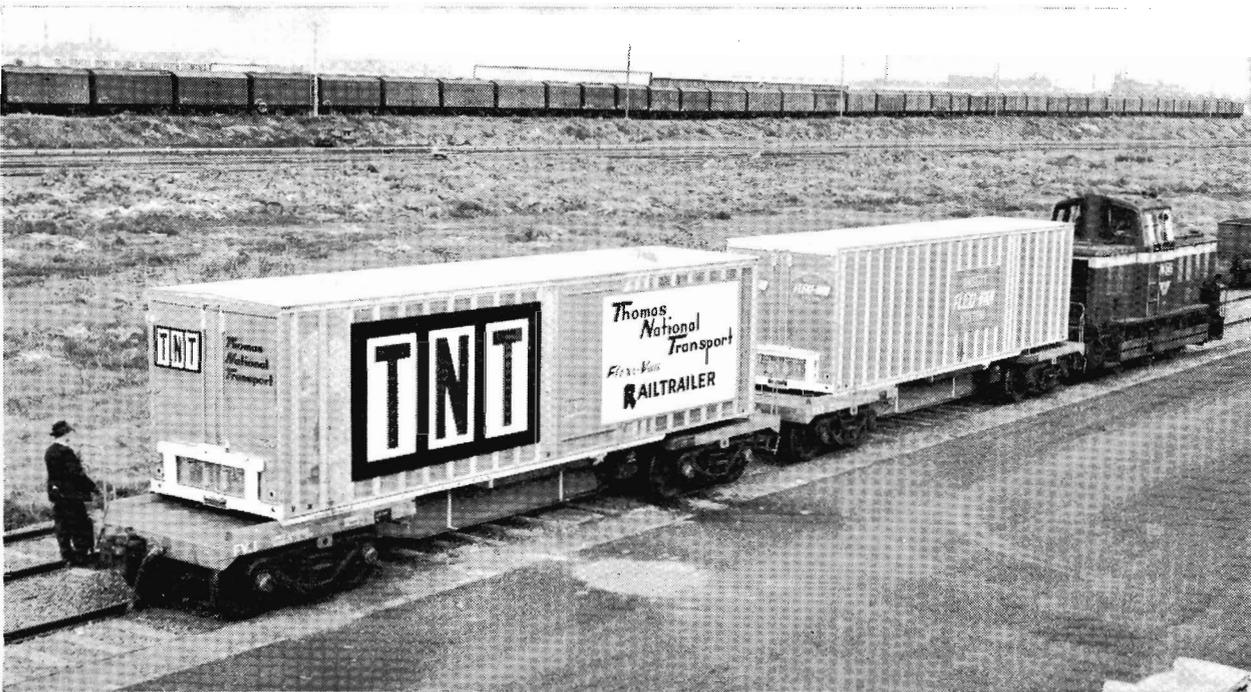
On the basis of such thinking the Flexi-van service and the transport industry generally must surely prosper.



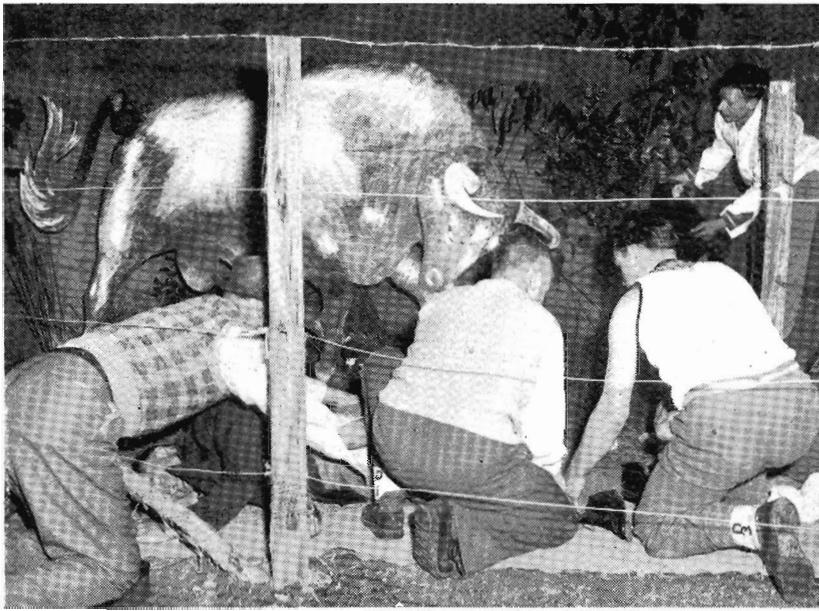
Flexi-van being revolved on turntable to line up lengthways with rail wagon.



Flexi-van on turntable is being lowered to the self-locking position on rail wagon.



Flexi-vans being hauled by W class diesel-hydraulic locomotive for marshalling on daily Adelaide fast freight train.



North Melbourne Loco No. 3 Team treats the victim of the pure bred Jersey bull from the MacKenzie Stud.

## BULL STOLE

VISITORS to the annual first aid competitions held in brilliant spring sunshine at the delightful bushland setting near Mt. Evelyn looked around in some alarm when they heard the loud and angry roars of a bull. As the place was teeming with expert first aiders, simply bursting to demonstrate their skill on a fresh, live case, there could be no better place to be gored—if gored you had to be—other than the steps of Royal Melbourne hospital.

Despite this, visitors were relieved when they found the roars came from one of the sets used in the competitions. On the set, a huge bull, cut out from hardboard, pawed the ground and shook his head. Voice of the monster came from a loud hailer used by Vaughan Hayes of the Electrical Depot.

The set represented a paddock in which a mushroomer had been gored and then found by a group of hikers trained in first aid.

It was one of six realistic sets used to test the ability of the twelve teams in the second day's competitions.

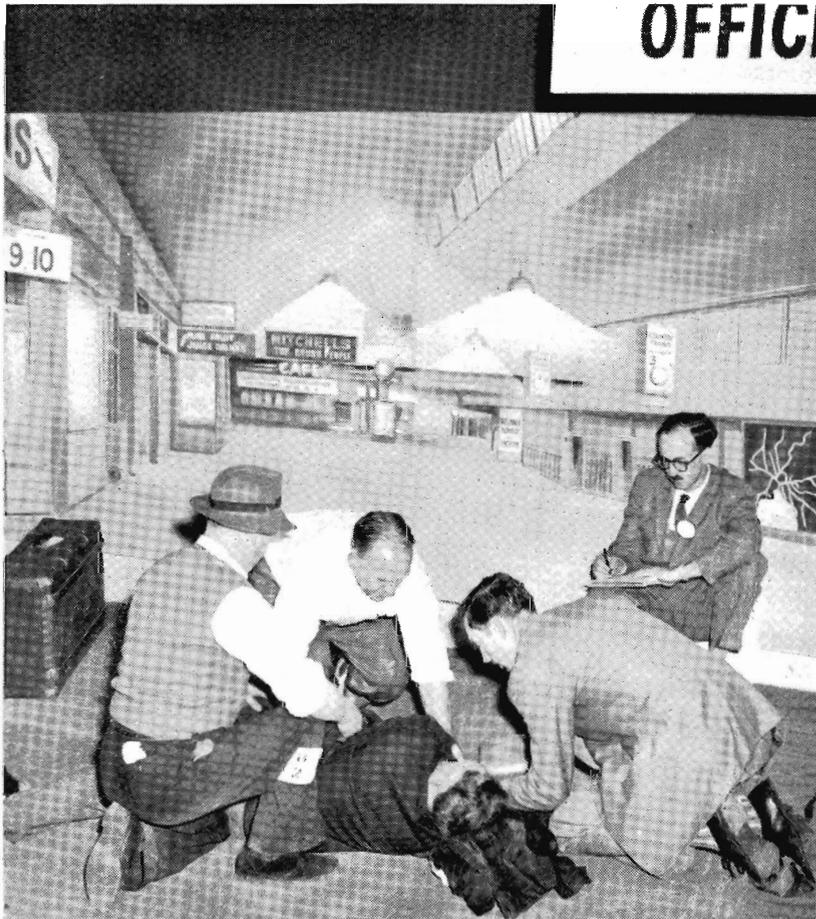
### Family groups

In contrast to the keen determination of the competitors, was the care free atmosphere engendered by their wives and families, numbers of whom combined an enjoyable bush picnic with an interesting and instructive day, as they watched the cream of V.R. first aiders in an exacting test of their skill and knowledge.

### Adjudicators' comments

This year, for the first time, adjudicators made their comments upon the

## OFFICIAL



On this set, depicting Spencer Street station concourse, a passenger has been injured by falling over luggage and is being treated by North Melbourne Loco. No. 1 Team.

# THE SHOW



Intent spectators.

work, immediately following each test, instead of at the dinner that night, as was done in previous years. As this has many advantages it will be adopted in all future competitions. The adjudicators were : Mr. Douglas Donald and Doctors Hugh Johnston, J. H. Gowland, W. Graham Cooper, R. Howard, and V. C. Dyring. While showing no leniency to competitors who slipped, nevertheless, the general opinion of the adjudicators was summed up by the remark of one of them to the effect that he would have been quite happy to be a patient, no matter what the team.

Considerable interest was shown by T.V., and a good coverage made by Channel 2.

## The Dinner

Held in the Institute concert hall, and attended by the Chairman of Commissioners (Mr. E. H. Brownbill), the Deputy Chairman (Mr. G. F. Brown), heads of branches, adjudicators and visitors, the dinner was, as usual, one of the most pleasant railway functions of the year.

Chairman was Mr. J. Rewell (Chief Traffic Manager); awards were announced and presented by Mr. Brownbill; and toast to the winning teams and individuals proposed by Mr. W. O. Galletly (Chief Mechanical Engineer), and to the adjudicators by Mr. K. W. MacKenzie (Ambulance Officer).

In responding on behalf of the adjudicators, Mr. Douglas Donald pointed out that first aiders were rendering a service not only to themselves but also to the community, and, by doing so, they made themselves better citizens. In conclusion, he said it gave all the adjudicators great exhilaration and satisfaction to judge these competitions.

## RESULT

### SENIOR TEAMS

	Marks
Bendigo Nth. W.S. 1	... 427
Jolimont W.S. 1	... 416
Nth. Melb. Loco. 3	... 389
Ballarat Traffic	... 373
Ballarat Nth. W.S. 1	... 352

### NOVICE TEAMS

Mildura	... 445
Nth. Melb. Loco. 1	... 430
Warragul	... 422
Sale	... 418
Newport W.S. 3	... 397
Dimboola	... 374
Newport W.S. 5	... 360

### SENIOR INDIVIDUAL

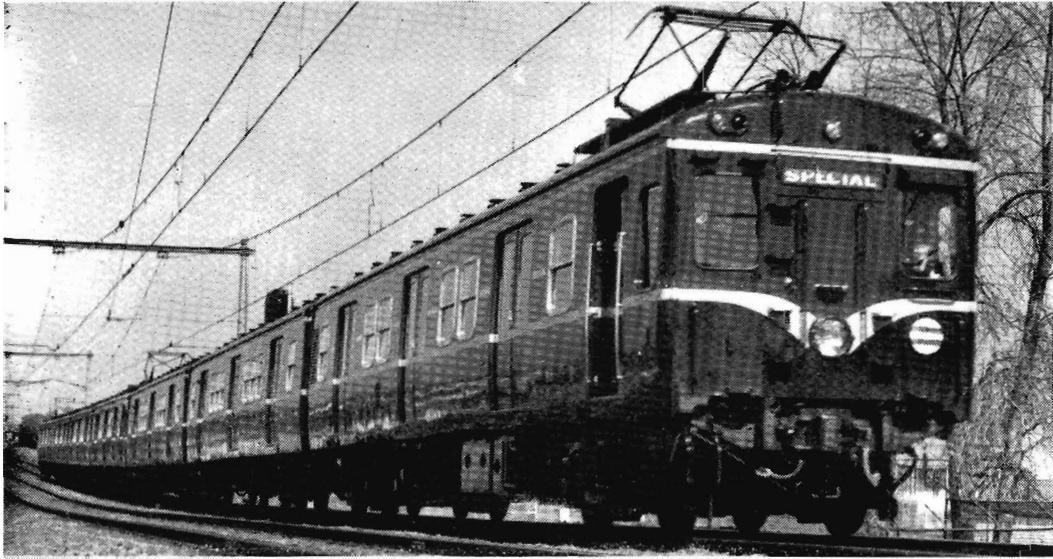
	Marks
W. E. Cox	Jolimont W.S. 157
J. R. Griffiths	Bendigo Loco 137
H. P. Isaac	Ararat 132
R. J. Phillips	Ballarat Nth. W.S. 130
R. C. Graham	Bendigo Nth. 130
H. L. Wignall	Nth. Melb. Loco 122

### NOVICE INDIVIDUAL

W. E. Cox	Jolimont W.S. 106
A. Phillips	Ballarat Nth. W.S. 102
R. J. Mills	Secretary's Branch 92
R. C. Lunnon	Ballarat Nth. W.S. 90
E. H. Nelson	Nth. Melb. Loco 88
C. W. McComb	Dimboola 86
R. R. Wain	Elect. Depot 83



ABV 2 cameraman records medical men. (From left) Drs. J. H. Gowland, R. Howard, Hugh Johnston, C. S. Mallalieu, W. Graham Cooper and Mr. Douglas Donald.



First of the new batch of 30 *Harris* trains going into service.



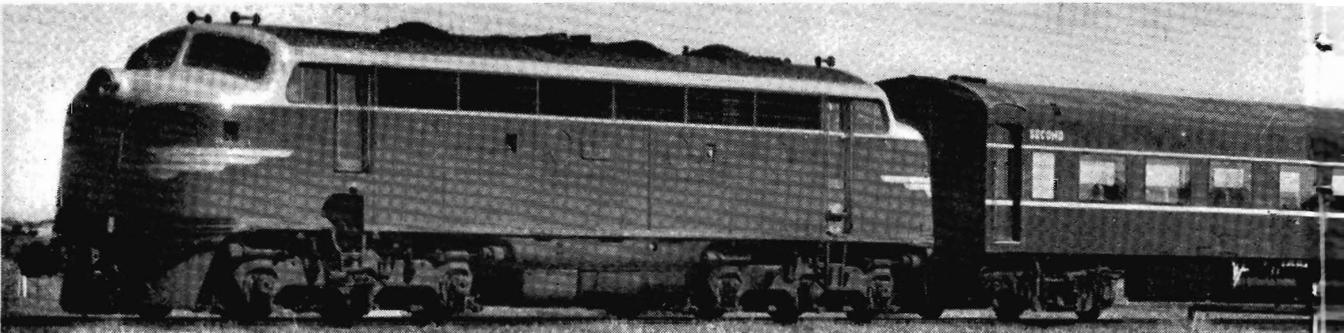
Accompanied by railway officers, this group of executives from private industry are shown at South Dynon inspecting railway staff activities, as part of an assignment at the Australian Administrative Staff College

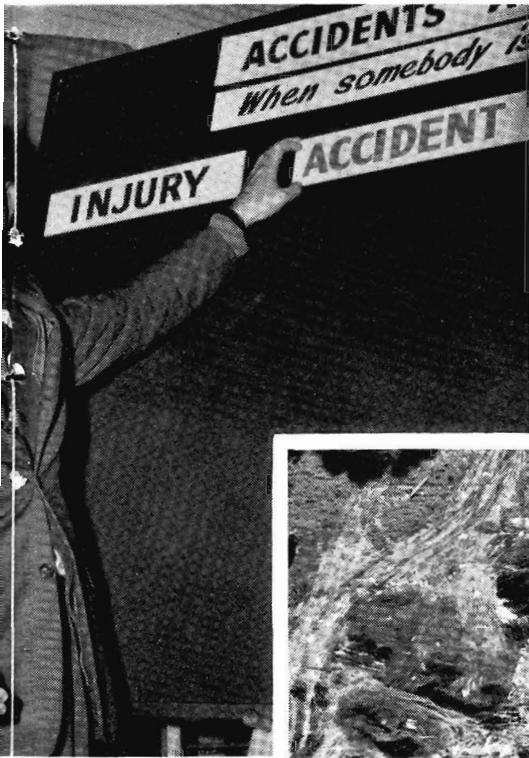


(Above) Accidents can be prevented, the Department has started a course for supervisors from all B.R. Safety Officer Ian Weir is addressing participants with

(Right) Aerial view of the new bridge for the standard gauge line, which will allow the railway station and the crossing to be reached from the H. crossing the opposite

(Lower) Power van air-conditioning used for standard gauge line, three carriages on September 1961, ran from Newport to Geelong temporary power van for air-conditioning

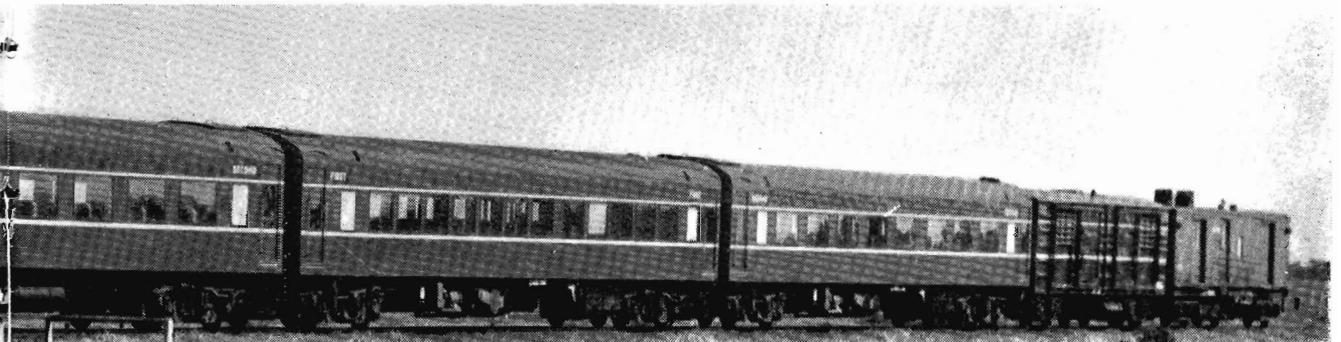




often be prevented, so the  
 a safety training course  
 Branches. Here, Chief  
 stimulates interest of  
 to build-up charts.

the Craigieburn overpass  
 line. Access roads will  
 and adjoining properties  
 the Hume Highway without  
 using flow of traffic.

conditioning, that will be  
 operation, was tested on  
 mber 12 when this train  
 Geelong and return. The  
 supplies current for the  
 ing equipment.



# FLEMINGTON



Traffic Inspector J. W. Tate at Showgrounds.

SHOWGROUNDS, to use the more familiar name, is unique among Victorian railway stations, as it is dormant for a long period of the year. It springs into life for the busy Show period; then maintains a weekly opening during the trotting season in summer; and is closed for the remainder of the year (except for special events, such as church gatherings). This fitful activity is, of course, characteristic of its adjoining station—Flemington Racecourse.

The smooth operation during the Show period, when nearly a quarter of a million people are carried, is the result of detailed planning by staff of the Superintendent of Train Services and the Metropolitan Superintendent — planning that begins weeks ahead of

the event and overlooks no detail. Organizing the opening of the station, this year, was done by Traffic Inspector J. Tate who was also Officer-in-Charge at the station; alternating with Traffic Inspector S. Bell, in charge during the night.

Other branches are concerned—Way and Works staff attend to the track, buildings, etc.; signals, telephones, the electrical and public address systems must be checked; the platform may need resurfacing, the signs repainting. The Advertising Division has the posters renewed and the Ambulance Officer stocks the first aid room (there are two first aid men, on alternate shifts, during the Show).

Memos. flow out from the Metro. Superintendent in a constant stream—



Carpenter E. Doutsas (left) and Leading Hand Carpenter W. McMillan replace signboard.



Signwriter M. C. Carnes repaints sign over exits.



Poster Hangers G. Lee (left) and J. Martin renewing posters.

# SHOWGROUNDS

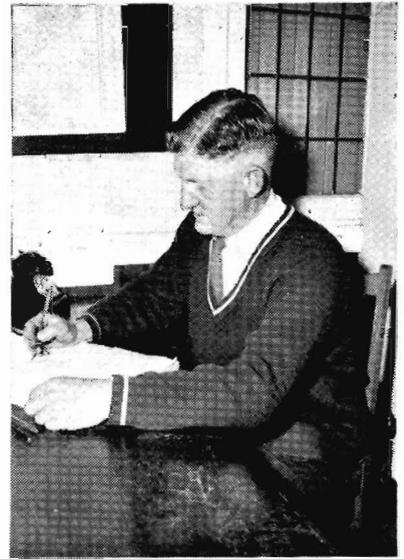
to the S.M. Spencer Street for six trolleys; to the Chief Booking Clerk for ticket stock; six clocks are needed; a typewriter; a safe; right down to a tin of metal polish. On the staff side, 21 station assistants, eight ticket examiners and eight clerks are required as well as signalman, car cleaners and other grades.

A skeleton staff begins work at the station a week before the Show opens. During that period, the necessary attention is given to the station and equipment; ticket stocks and stores are checked; and consignments of live stock and machinery received. Although the latter are not as numerous as they were, 130 animals, 176 crates of poultry and 17 trucks of machinery were received this year. Some of the animals, incidentally, can be worth up

to 3,000 guineas each (pedigreed stock, like professional men, scorn the pound for the aristocratic guinea).

Another unique aspect of Showgrounds is that when the station is operated for goods trains only, all points are worked by hand and the fixed signals are taken out of use. It is the only station in Victoria where this practice is adopted. For passenger traffic, of course, the fixed signals are brought into operation and the points worked from the two signal boxes.

By opening day, everything is ready; and the trains shuttle back and forth in 13-minute express trips between Showgrounds and the city, handling the biggest crowds with ease, and showing, once again, the overwhelming advantage of the train in mass transport.



Clerk J. Markham summarising live stock figures.



Mobile Crane Driver G. Gilham (driving) and Goods Foreman E. Young hauling 26 ft. Bourne bulk grain elevator to Goldsbrough Mort stand.



Official opening of Sunshine Sub-centre. (From left, rear) Messrs. G. Roy Crick M.L.A., A. C. Stockley, G. F. Brown, W. A. Hutchieson.

### First metropolitan sub-centre

**S**UNSHINE, the first metropolitan Sub-Centre of the Victorian Railways Institute was officially opened by Mr. G. F. Brown, Deputy Chairman of Commissioners, on August 25.

Other members of the official party were Messrs. A. C. Stockley (General President V.R.I.), F. Orchard and R. C. Burgess (Past Presidents), a number of Councillors and Mr. W. E. Elliott (General Secretary). Representing Parliament and local Government were Mr. G. Roy Crick, M.L.A. for Grant and Cr. G. Dobson, Mayor of Sunshine.

The new Institute building has a main hall 50 ft. by 24 ft., a well equipped kitchen, and a large verandah facing two all weather tennis courts.

### Origin

In June 1957, the V.R.I. Council was told that the Sunshine Railway Housing Area with about 700 railway families, needed some recreational facilities. It was at first thought that a V.R.I. tennis club, and courts, would fill this need, but at a later meeting of interested parties, it was indicated that any scheme should provide not only tennis courts, but a bowling green, childrens' playground and a football and cricket oval.

After submission by the V.R.I. Council, the Commissioners agreed to make the necessary land available. Two all weather tennis courts, built by

contract, were officially opened in April 1959. About the same time a childrens' playground was constructed by working bees and fitted with equipment, thus providing the very young children of railwaymen with a safe playing area.

It was originally intended to adapt some Departmental buildings for sunshine, but, after a number of setbacks, a plan for a new building was prepared and an Institute, almost identical to the present one, was completed in February 1960.

### Fire

Unfortunately, this building was destroyed by fire, a few weeks prior to the opening date. For some time, it was doubtful whether the Sunshine V.R.I. would extend beyond two tennis courts. However, in May 1960, the Commissioners approved of a new building 10 feet longer than the original.

The misfortunes suffered by the Sunshine V.R.I. have not dampened the enthusiasm of the local members, and the Sub-Centre already has bowling, motoring and life saving clubs as well as the tennis club. In its first year the life saving club taught 100 railwaymen's children how to swim. The Sunshine Municipal Swimming Pool has allotted one night a week, during the season, to the V.R.I. Club which has already staged a highly successful swimming carnival.

With the enthusiastic Committee,

it should not be long before a sports oval is completed. It is then hoped to build a bowling green and clubhouse. President of the Committee is Mr. W. A. Hutchieson (Roster Clerk at Jolimont) and Mr. L. H. Bennett (Newport Workshops) is Secretary.

### Paper, Ink and Print

**T**HAT is the title of the last V.R.I. lecture for 1961; to be given by Mr. M. L. G. McKenzie, Manager of the V.R. Printing Works and an Institute Councillor, at 7.30 p.m. on Wednesday, October 25, in the V.R.I. Ballroom, Flinders Street.

As well as the talk, there will be a display showing the production of paper and printing board; the manufacture of printing ink; samples of metal type; and working demonstrations of the electric typewriter, multi-lith printer, and the latest photographic printing process which is now in use by the Department.

There will also be a colour film on the manufacture of paper, and, at the conclusion, a light supper will be provided.

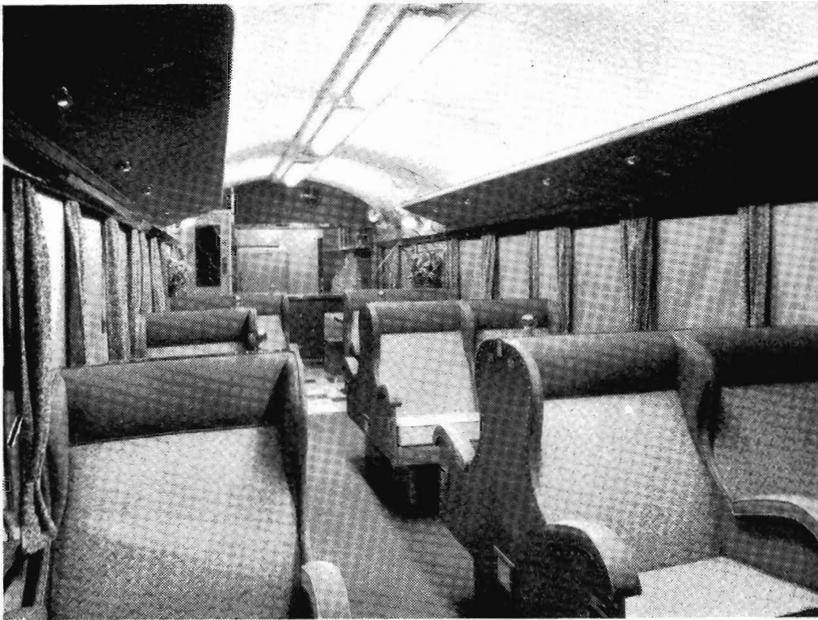
Free rail passes to Melbourne, and return, are available for country staff who desire to attend.

### Nyora

**T**HE newly opened Nyora Centre, now proving very popular with members, owes much of its success to energetic workers such as Stationmaster G. Scammell (Senior Vice-President); Assistant Stationmaster J. Novak; and Rail Motor Driver E. Howie (Hon. Secretary). And, of course, there is the all-important Ladies' Committee which provided a very good supper—the sort that Gippsland appetities really enjoy—at the official opening of the building, and has been a mainstay at every function since.

### Philatelic success

**B**ELIEVED to be the first woman to win a gold medal in an Australasian philatelic exhibition, Mrs. P. Turnbull, a foundation member of the V.R.I. Stamp Club, recently gained this distinction at the New Zealand National Philatelic Exhibition held in Christchurch. It was awarded for her collection of Maltese stamps that also included interesting historical articles, such as a letter from the 17th century navigator, D'Entrecasteaux, to the Knights of St. John in Malta. In the same exhibition, she gained a bronze medal for her thematic collection of children on stamps. Mrs. Turnbull is also President of the Women's Philatelic Society of Australia. Her husband, Mr. J. W. Turnbull, Shed Foreman at North Melbourne Loco. Depot, is Secretary of the V.R.I. Stamp Club.



Providing a high standard in passenger comfort, "The Albany Progress" has, besides a luggage van with space for freezer cargo, four rebuilt carriages :

- a first class sleeper with accommodation for 16 passengers ;
- a second class sleeper with accommodation for 18 passengers ;
- a lounge-buffet car with 25 booked seats plus all buffet facilities ;
- a composite sit-up carriage for short journey passengers.

The first three carriages are the show pieces and all include :

- specially built bogies providing soft springing, for passenger comfort ;
- draught and rattle proof windows ;
- fluorescent lights ;
- wall to wall carpets throughout ;
- sponge rubber cushioning over tension rubber springing (a relatively new development, for maximum comfort) ;
- electric shaver power points ;
- chilled water fountains.

Both the first and second class sleeping carriages have the same high standard of appointments, including two berth compartments, sponge rubber mattresses, clothes cupboards, shoe lockers, fluorescent roof lights and individual berth lights.

The major difference between first and second class is the larger size of the first class cabins. Each of these is fitted with a wash basin (hot and cold) and small oscillating fans. The first class carriage also has a shower compartment.

The lounge-buffet car, marshalled between the first and second class sleepers, is readily accessible from both carriages. The appointments make this the feature car of the train with the latest plastic materials and stainless steel used to blend with its pastel decorations.

A compact buffet where hot snack meals and light refreshments may be enjoyed in comfort obviates refreshment stops en route. A stainless steel grille functionally divides the buffet-lounge from the sitting area which is primarily intended for intermediate passengers.

Seats have sponge rubber cushions and head rests and are angled for maximum repose.

Also contributing to passengers' comfort are such smaller details as ash trays, window curtains, sun blinds, and individual fold away tables for each set of seats. Temperatures are kept within the comfort zone by a radiant panel heater in winter and by several large oscillating fans in summer.

A high sensitivity radio and a tape deck provide news and musical broadcasts in the lounge. Each speaker has a volume control for passenger use.

All carriages were rebuilt, designed and decorated in the Western Australian Government Railways workshops at Midland Junction.

**T**HE Western Australian Government Railways' improved Perth-Albany overnight train "The Albany Progress" was launched at Albany by Commissioner C. G. C. Wayne on May 31, 72 years after the official opening of the Great Southern Railway when the first train left Albany for Beverley on May 31, 1889.



## Visitor helped

I would like to thank you very much for the assistance and kindness of you and your staff when I fainted at the ticket box. It would have to be right at the busy time but that didn't stop you being very helpful to me.

Special thanks to the person who drove me home in his car, even though I don't know what he looks like, also the person who carried me out . . . .

I very much appreciated your kindness, and being a West Australian on holidays here, it gives me a very good impression of the kindness of Victorian people.

—Miss Rae Hancock, 32 Aberdeen Road, East Prahran, writing to Stationmaster, Hawksburn

## Prefers train to car

I spend over a hundred pounds a year on rail tickets and travel all over Victoria and I have always received from all rail staff excellent service and every courtesy. I would not go back to car travelling now. The new air-conditioned cars and the buffet dining rooms are most comfortable and the meals all that could be desired.

—T. Menzies-Miller, 6 Burgess St., Beaumaris

## Students' tour

A party of students from this school went on a tour of N.E. Victoria which necessitated quite an amount of organization for booking of railway tickets, reservations, etc.

The rail movement of the party, forward and return, was made easy by the co-operation and efficiency of the Stationmaster here at Nhill who spared no effort to see that all arrangements were made satisfactorily . . . .

—J. J. Bishop, Head Master, High School, Nhill

## Trout

DURING April and May, our Society again successfully introduced from Ballarat six thousand yearling trout, all sent by rail.

The containers are merely plastic bags, oxygenated and packed in cartons, and any rough handling must result in loss due to leakage, therefore we are pleased to receive consignment after consignment in perfect condition. Our appreciation goes to the Victorian Railways.

—E. Rumble, Secretary Goulburn Branch of the Central Acclimatisation Society writing to Chief Traffic Manager, Department of Railways, N.S.W.

## Aided fruit transport

YOUR supply of rail transport, as required, has been of tremendous assistance to the fruit growers of this district.

In particular, the Committee desires me to bring to your notice, our appreciation of the efficient and willing co-operation given by the Stationmasters and staffs of the Mildura and Red Cliffs stations.

—L. H. N. Hollick, Secretary, Growers' Conciliation and Labor League, Mildura

## 44 years' satisfaction

I have been a regular passenger on the Essendon-Sandringham line for the past 44 years and although my residence, and that of my head station in the city, were both nearer to the tramway route, I preferred to travel by train and in comfort.

There have been some hold-ups in the service at times but in most cases they were beyond your Department's control.

Such good service reflects great credit on your chief train controller and his competent staff.

In addition, I may state that at all times I have received prompt and courteous treatment from your staff at the Essendon Railway station.

—R. D. Cammond, 56 Edward Street, Essendon

## "Prompt, kindly service"

MY sincere thanks to the staff for their courteous consideration to my wife and myself on our day-return rail trip between Auburn and Kyneton on Monday, May 22.

Firstly to the Stationmaster at Auburn who gave us prompt kindly service, despite the fact that numbers of people were booking for the first working day of the week.

On account of the school holidays, the usual 8.20 a.m. was not running, but the 8.45 a.m. non-stop at Kyneton was substituted. The Ticket Checker at the platform entrance referred us to the Stationmaster's Office; thus, through their prompt courteous attention and that of your Superintendent, the train was ordered to stop for us.

Further, we were so pleased that we were able to book right through from Auburn, thus saving us time at Spencer Street.

Congratulations to the Victorian Railways for their ever efficient service.

—J. H. Schroeder, Rathmines Road, Hawthorn East.

## Bus drivers praised

JUST a note of praise to the Railway Bus drivers on the Sandringham-Black Rock-Beaumaris run. It is generally agreed by the patrons of these bus services that the courtesy and attention given by all the drivers, makes it a pleasure to travel with them.

The appreciation of the bus travellers is expressed when they alight at their destination when a nice "thank you" is addressed to the driver.

—J. T. Bourne, 23 Park Avenue, Sandringham

## Enjoyed Alice Springs trip

OUR party of 16 returned recently from our wonderful and successful trip from Yarrowonga to Alice Springs. The Boy Scouts had a most wonderful holiday and came home bubbling over with enthusiasm.

Thank you for all your help and assistance with the train bookings which, incidentally, worked out immensely well.

This trip has been so popular that we probably shall have to run another in the future, so it is possible that I may be contacting you once again.

—W. H. Wilkinson, Scout Master, Yarrowonga, writing to the Chief Commercial Manager

## School excursion

THE students and teachers who participated in Ouyen High School's recent excursion to Tasmania have asked me to compliment you on the arrangements made for their transport between Ouyen and Melbourne. All aspects of organization went smoothly, including meals and bus connections, and your provisions for the comfort of the travellers left nothing to be desired.

—L. Barberis, Headmaster, Ouyen High School to Superintendent Train Services.

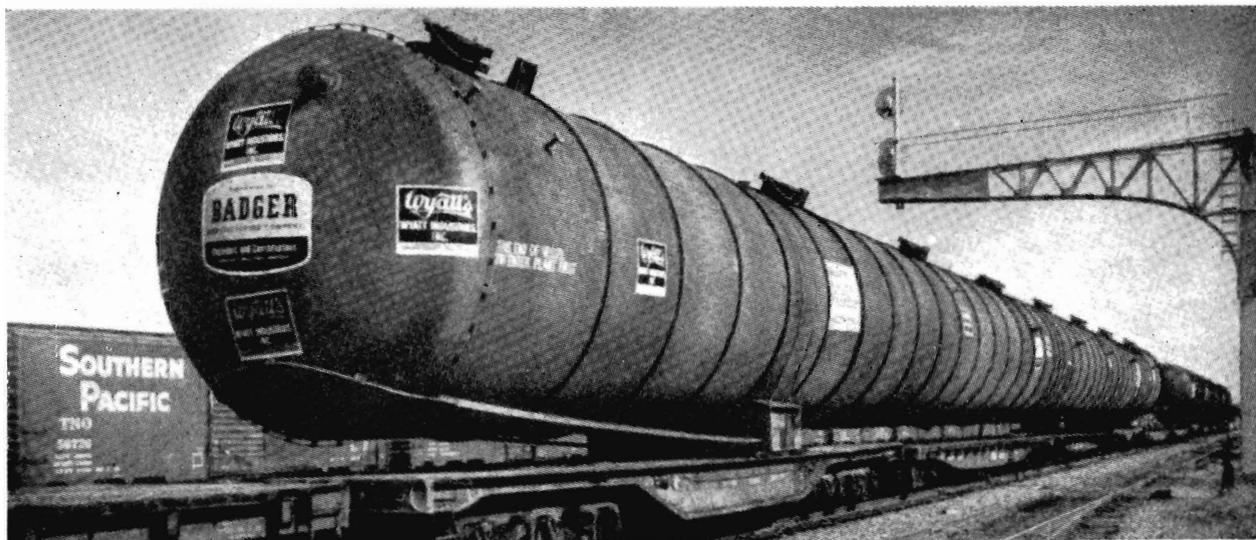
## Smooth school excursion

ON behalf of the Cheltenham High School, I would like to thank the Victorian Railways for their co-operation in the matter of arranging and conducting our school excursion to Geelong.

Please convey our appreciation to the staff concerned, especially the Stationmasters at Cheltenham and Geelong.

Everything went very smoothly, and everyone in the party agreed that it had been a most enjoyable outing.

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



These two refinery towers, 229 and 228 feet long, are the longest articles of freight ever carried by a U.S. railroad. Southern Pacific moved them from builders to user in Texas, each on a cradle of six flat cars that were guided carefully past poles and around tricky curves.

### Mobile canteen

THE late Maharaja Sir Jiwaji Rao Scindia of Gwalia was the proud owner of a solid gold miniature electric train. It ran on platinum rails round his oval teak dining table and carried liquors, in golden goblets studded with rubies and sapphires, and also coffee and cigars.

### High speed

THE French National Railways have announced the results of high speed trials carried out earlier this year with a five-carriage train of 217 tons hauled by an electric locomotive. Object of the trials was to run at 118 m.p.h. over as long a distance as possible.

The train covered the 67 miles between Stasbourg and Mulhouse at an average speed of 100 m.p.h. from start to stop, despite certain speed restrictions in force.

All level crossing were manned, even those with automatic boom barriers. Each crossing was closed five minutes before the test train was due until 15 minutes after that. A laboratory car recorded technical data.

### Welded rail leaders

THE German Federal Railways now claims to lead the rest of Western Europe in long welded rail mileage. Altogether 12,364 miles of line have welded rails. If the present rate of progress is maintained, all main lines will have been dealt with by the end of 1965. Savings in maintenance costs on the long welded rails that have been installed so far, are estimated at £2 million a year.

### The last of Bradshaw

THAT most famous of British railway time-tables, *Bradshaw*, has ceased publication. The first edition was issued by the printers, Henry Blacklock & Co. Ltd., in 1839 and the final one on May 1, last. The printers are not severing their long railway association, however, they still print five of the six British Railways time-tables.

Such was the fame of Bradshaw that it was even quoted by Sherlock Holmes—thus ensuring the immortality of the name, at least. In *The Valley of Fear*, Holmes remarked that, "the vocabulary of Bradshaw is nervous and terse, but limited".

### More hydraulics

THE British Transport Commission has ordered 50 more 1700 h.p. diesel-hydraulic mainline locomotives.

The order is an extension of an earlier one for 45 units. Delivery of the total order starts this year and will be completed in 1963. Builders are Beyer Peacock (Hymek) Ltd. and the diesel engines will be the Maybach type, built under license by Bristol Sideley Engines Ltd. The Mekyll transmissions will be manufactured in England by licensees J. Stone & Co. (Deptford) Ltd.

### Skittles in the subway

PLANS have been adopted to brighten up the workaday atmosphere of the New York underground railways with beer and skittles. The New York transport authorities have agreed to allow the Subway Bowling Company to build

and operate 76 bowling alleys in three stations of one of the underground lines. The company will pay to the authority 12 per cent of the gross receipts of the alleys for 20 years, and hopes to obtain a licence to sell beer.

### Praise from peer

IN a recent issue of *The Guardian* (England), Lord Altrincham threw a number of bricks at railways generally but he also said "Over long distances trains are still best . . . ideally they can move with an economy of time, and a freedom from bumps, jerks, and violent oscillation that a car is powerless to achieve. Railways have a directness which even Roman roads could hardly rival . . . reading, writing, eating, drinking, and perhaps the best sleeping known to man, are among the blessings that a good train can offer."

### French expert on rail future

AN optimistic view of the future of railways in Europe is taken by M. Maurice Lemaire, Directeur-General Honoraire of the French National Railway Company. Far from seeing a progressive decline in their economic importance, he expects new demands to be made of them, and looks ahead to co-ordination between the European and African systems resulting in increased exchange of goods and lower prices.

### Ladies man train

A part of a plan to speed up suburban services, a new diesel multiple-unit train with an all-woman Chinese crew has been put into service in the Peking area. Called *East Wind*, it has four double-deck coaches and two power cars.



Mr. Beuthin

### They run Flinders Street

THE value of the public address system in handling the huge traffic at Flinders Street is stressed by Mr. J. B. Graham, one of the station's two S.M.'s. Although large crowds used Flinders Street forty years ago, he considers the people of those days moved more leisurely and could therefore be handled more easily.

It was at Flinders Street in 1914, that Mr. Graham began the career that was to lead to him becoming Stationmaster there—one of the top Stationmaster positions. Nandaly was his first location as S.M., and some of his other stations were Charlton, Sale, Ouyen, Ballarat, Benalla. He also had a term at Bendigo as Traffic Inspector. When off the job, he may often be found at the new Chadstone Bowling Club.

Stationmaster C. C. Beuthin, who works alternate shifts with Mr. Graham came from Tasmania. Starting work in the Tasmanian Government Railways, in 1916, as a junior clerk, Mr. Beuthin, soon afterwards, arrived in Victoria and began at the Car and Wagon Shops (now known as North Melbourne Workshops). After transfer to the Transportation Branch at Victoria Park, he worked his way up until he became a Relieving Stationmaster.

He has, he maintains, been at practically every S.M.'s station in Victoria; and, in the war years, went even further afield when he was on loan to the Commonwealth Railways as a Traffic Inspector on the line between Darwin and Birdum.

He has two sons in the Department—one, S.M. at Timboon and the other, A.S.M. at Eltham. Mr. Beuthin is looking to retirement next year when he will be able to relax in the company of his twelve grandchildren.

"And", he says, "I don't mind telling you that I'm the apple of their eyes."



Stationmaster Graham replacing a set of duplicate keys. Some idea of the size of Flinders Street station may be gathered from this cabinet of duplicate keys to the stations many offices, rooms, etc. The case holds 150 sets of keys—a total of about 500 individual keys.

### Apprentices wanted

APPLICATIONS close on November 6, next, for railway apprenticeships in 24 different trades—a total of 203 vacancies. As well as the excellent opportunities of promotion available to apprentices generally, apprentices in several trades are eligible for Senior Technical School and University Scholarships awarded by the Commissioners.

Rates of pay range from £5.17.6 a week (first year) to £16.3.0 a week (fifth year); country lads required to live away from home are paid a minimum of £10.15.0 a week.

Age limits, as at January 22, 1962, are 15 and under 18 years, except lads with Junior Technical or Proficiency Certificate who are acceptable at 14 years. Intermediate or Junior Technical Certificate (or equivalent) is desirable; but candidates at eighth grade standard are acceptable for certain trades.

Further particulars and application forms may be obtained from the Employment Officer, Room 225, Railway Offices, Spencer Street.

### Serves community

ADMINISTRATIVE posts in hospital, friendly society and sporting spheres absorb much of Clerk Charles Hansford's time when he is away from his job at Korumburra station.

For 12 years he has been on the Committee of Management of the local Bush Nursing Hospital and is now Junior Vice-President. Mr. Hansford was also Secretary of the local A.N.A. and is Secretary of the Korumburra Golf Club.

For the past four years he has managed the local V.R.I. Golf team taking part

in Country Golf Week in Melbourne. Runners-up in 1958, the team won the Week's honours the following year.

Thirty-seven years ago Mr. Hansford joined the V.R. as a messenger in the Melbourne Yard, and later had experience as a clerk at many suburban stations.

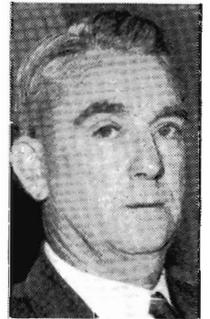
Before going to Korumburra 19 years ago, he was cash clerk at Elwood for the V.R.'s St. Kilda-Brighton tram service, since closed.

### Traffic Branch changes

FOLLOWING the retirement of Mr. A. M. Stedman, Mr. H. R. Mahony, the Traffic Branch Assistant Staff Officer, was appointed Staff Officer. Mr. Mahony started his departmental career as a messenger at the Melbourne Goods Sheds in 1915,

later became a clerk and was in the Timekeeper's office at the Sheds for 25 years. In 1940, he went to the District Superintendent's office at Seymour, and was there for 16 years, ultimately becoming Chief Clerk. It was at Seymour that he became interested in bowls, when the local railwaymen built a green in 1948, an interest that he has retained—he is at present a member of the Blackburn club. In 1956, Mr. Mahony returned to Melbourne Goods as Timekeeper and, the following year, was appointed Assistant Staff Officer.

Thirty years experience on the staff work associated with guards' rosters is part of the official background of the new Assistant Staff Officer, Mr. W. R. Weisheit, who began in the Department



Mr. Mahony

at Newport Workshops in 1923. The following year he was transferred to the Staff Office, where he has since remained. Like Mr. Mahony, he is also fond of bowls, but has, in addition, many other interests, such as music.

As a lad, he was a chorister in St. Paul's Cathedral Choir and, at the present time, is choirmaster at St. John's Footscray. Mr. Weisheit was a keen badminton player and is a former vice-president of the Victorian Badminton Association.



Mr. Weisheit



Mr. Fox

FOLLOWING the appointment of Mr. R. S. Miller as Chief Engineer of Railway Construction, Mr. W. Fox, became the new Assistant Chief Civil Engineer, and Mr. D. D. Wade the Engineer of Maintenance.

While the Chief Civil Engineer (Mr. L. A. Reynolds) is concentrating on the construction of the standard gauge line, Mr. Fox and Mr. Wade are acting C.C.E. and Acting Assistant C.C.E. respectively.

Mr. Fox joined the Department as a junior clerk in the Way and Works Branch. Returning from active service in the first World War, he became an engineering assistant on the staff of the Engineer of Special Works. After acting in the position for some time, he was promoted to District Engineer at Bendigo in 1945. Then followed appointments as Engineer of Track and Drainage, Metropolitan District Engineer, Engineer of Special Works and Engineer of Maintenance. Mr. Fox is a Municipal Engineer and an Associate Member of the Institution of Engineers, Australia.

Mr. Wade came to the Victorian Railways in 1940 as an Engineering Assistant, after graduating at Melbourne University as a Bachelor of Civil Engineering. He gained experience

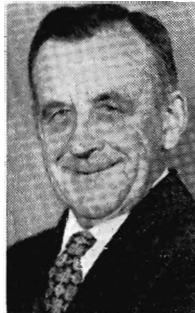


Mr. Wade

in the Track and Drainage, Machinery and Water Supply, and Structural Design Divisions, before receiving his first important promotion as District Engineer at Ballarat in 1949. He became Metropolitan District Engineer in 1956, and the following year, Engineer of Special Works.

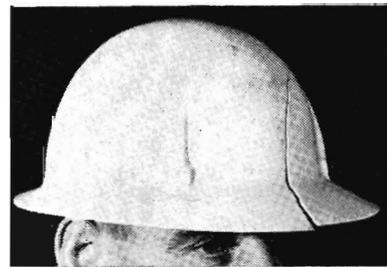
KEEPING an eye on £40 million spent annually by the Department is Mr. A. Priestley, who has been appointed Auditor of Expenditure in succession to Mr. V. F. Brennan who has retired.

Practically all of Mr. Priestley's career has been in the Accountancy Branch, save for the first six months, when he was in the then Transportation Branch, (having joined it at the end of 1919); periods in the 'thirties when he was on loan to the Treasury and Taxation Departments; and four years, from 1942, with the Department of Labour and National Service. He is an Associate of the Australian Society of Accountants.



Mr. Priestley

Mr. Priestley has been Bookkeeper at Geelong and Refreshment Services Accounting Offices; and was Accounting Officer at Jolimont Workshops and Terminal & Eastern before being appointed Inspector of Accounts, two years ago. As a change from watching the Department's pennies Mr. Priestley keeps an eye on the jack at the newly formed Deepdene Bowling Club.



Shown above is a protective hard hat that saved an employee from serious injury, or worse, when a length of 4' x 2' timber struck and split it. This is only one of several such cases that have occurred recently. In others, these hats have saved their wearers when:

- a sledge hammer fell;
- a cable box fell;
- the wearer fell from a ladder.

### Legacy appeal

AS *News Letter* went to press, the V.R. Returned Servicemen's Section announced that the Legacy Appeal recently conducted throughout the Department realized just over £630—the best result so far obtained for this appeal. The President and committee thank all who so generously contributed and also the voluntary collectors whose work was vital to its success.

## RECENT RETIREMENTS....

### TRAFFIC BRANCH

Dossor, A. V., Middle Park  
Williams, Mrs. S., Ascot Vale  
Morrison, J., Longwood  
Faulkner, H. P., Colac  
Collins, E. H., Regent  
Wilson, F. C., Head Office  
Ellis, W. H. E., Box Hill  
Stedman, A. M., Head Office  
Fox, W. H., Port Melbourne

### ROLLING STOCK BRANCH

Smith, S. E., Newport  
Johnston, J. R., Newport  
Jack, J. T., Newport  
Laidlaw, R. C., Jolimont  
Reynolds, H. V., Ballarat Nth.  
Stafford, W. M., Shunting Shed  
Smith, S. W. C., North Melb. Loco.  
Grieve, C., Newport  
Bower, J. J., Benalla  
Phillips, E. M., Newport  
Thomas, E. H., Motor Garage  
Beckhurst, R. C., Jolimont

### WAY AND WORKS BRANCH

Moore, H. W., Head Office  
Westin, C. E., Ballarat  
King, W., Bendigo  
Clark, L., Spotswood W'shops.  
Forster, W. G., Bendigo  
Osborne, C. J., Caulfield  
McKinnis, W. W., Ararat  
Hayles, S. G., Spencer Street  
Kilpatrick, F. J., Spencer Street  
Mulholland, J. J., P. W. M. Depot  
Forrest, E. J., Foreman Overhead

### COMMERCIAL BRANCH

Podosky, F., Melb. Goods

### STORES BRANCH

Bobsien, Mrs. E., Spotswood  
Marmion, J. G., Jolimont Workshops  
Paterson, W., Reclamation Depot

### REFRESHMENT SERVICES BRANCH

Rosengren, Miss H., Dining Car Depot  
Cornford, Mrs. G., Dining Car Depot  
Kelly, Mrs. R., Princes Bridge

## .... AND DEATHS

Daly, F. H., North Melb. Shops  
Watson, R. S., Bendigo Nth.

### WAY AND WORKS BRANCH

Beilby, A. E., Ironworks, North. Melb.  
Burke, S., Spotswood W'shops.  
Christopoulos, W., Spotswood W'shops.

### STORES BRANCH

Tenenbaum, B., Printing Works



# RON BAGGOTT'S SPORTS PAGE

## Country Golf Week

SIXTY-FIVE country and 31 metropolitan players took part in Country Golf Week held at the Rosedale Links from September 11-14.

Mr. E. P. Rogan (Commissioner) and Mr. A. C. Stockley (General President, V.R.I.) welcomed the players at the official luncheon on the first day. Mr. G. F. Brown (Deputy Chairman) and Mr. Stockley presented the trophies won during the week at the dinner in the club-house on the final day.

Competing in the teams championship were Bendigo, Korumburra, Geelong, Maryborough, Little River, Wimmera, Gippsland, Shepparton and Korong Vale. The final between Bendigo and last year's winners, Korumburra, was a thriller; two matches went to the 19th hole for decision before Bendigo ran out winners, three games to two. Bendigo team comprised J. de Araugo (Capt.), R. Poulter, V. White, N. Townsend and T. Tully.

In the individual championships, 18 year old Alan Clohesy (Geelong) once again scooped the pool (he also won in 1959), his 119 off the stick for 27 holes giving him the State Open, Country Open and Country Railways titles.

The country Minor championship (a scratch event for players in handicaps of 14 and over) was won by Charlie Rodway (Shepparton) 136. The metropolitan Minor went to Reg Rolls with a score of 133.

The 27-holes handicap event winners were: country—Fred Robinson (Pyramid) net 111; metropolitan—Laurie Cummins (Melbourne Goods) net 108. Trophy winners for minor events played during the week were: country—N. Roberts (Geelong), E. Perry (Maryborough), G. Scholes (Geelong), H. Schumann (Seymour) and P. Fogarty (Yarram). Metropolitan electric train drivers scooped the pool, A. Knight winning three events and J. Williamson two.

## Father of Brownlow Medallist

IF a railway award were made to the "father of the year", the 1961 trophy would surely go to Mr. John T. James, Yard Foreman at Flinders Street for the past nine years.

For Mr. James is the very proud father of star Carlton defender and this year's Brownlow Medal winner, John James.

Although he was never a star in the football firmament that twinkled as brightly as his son, John, Mr. James, nevertheless, was a good footballer in his younger days. He played for Melbourne and Prahran Seconds, and with



The winning team, Bendigo. (From left) ; R. Poulter, N. Townsend, J. de Araugo (capt.), T. Tully, V. White.

Heidelberg-Reservoir railway team for about 10 years. He also represented Victoria in interstate railway football.

Mr. James recalls that in his last year in railway football, three young railwaymen won selection in the Heidelberg-Reservoir team. They were Ron Baggott, Ron Todd and Jim Crowe.

Ron Baggott of course, is now Sports Secretary of the V.R.I. He was a star centre half forward for Melbourne and played in "Demon" premierships sides; Ron Todd became a League full forward sensation with Collingwood before he transferred to Williamstown in the V.F.A., and Jim Crowe was a determined rugged defender for Carlton and, later, Footscray.

All Ararat was pleased to hear of John James' Brownlow Medal win, as Mr. James, senior, was stationed there for many years, and his son received his primary education at one of Ararat's schools.

## Wimmera Golf Tournament

FIFTY-FIVE players from Melbourne, Ouyen, Redcliffs, Ararat and the nearer towns took part in the 11th annual V.R.I. Wimmera Golf Tournament held at Dimboola Course (by courtesy of the Dimboola Golf Club). Winners of events were: Men's Championship, F. Townsing, "A" Handicap, V. King; "B" Handicap, J. Pianta; Nearest Pin, A. Dix; Teams, E. Mill, J. Pianta, F.

Townsing; Once a Year players, R. Slater; Consolation, K. Jepson. Associates—Championship, Mrs. A. Thomas; Handicap, Mrs. E. Wilson; Visiting Lady, Mrs. D. Courtney; Consolation, Mrs. J. Leversha; Secret Nine Mrs. V. King.

## Table Tennis

IN the internal competition, results were: Mens "A" Grade—premiers, Train Services (second consecutive year); runners up, Rolling Stock Clerks. Men's "B" Grade—premiers, Way and Works No. 1 team; runners up, Accounts. Ladies Grade—premiers, Spotswood Stores (fourth consecutive year); runners up, Train Services.

In the Victorian Table Tennis Association Winter Pennant competition four V.R.I. teams were entered in various grades and two reached the finals.

An internal summer competition has now begun with 14 teams taking part. In addition, the V.R.I. will again be represented by four teams in the V.T. T.A. Summer Pennant competition.

## Cricket

THE V.R.I. C. Association 1961-62 season will begin this month. New teams competing are: Newport Shops, Spotswood Shops and two teams representing the suburban lines. These together with Flinders Street, North Loco and Stores make a total of seven teams.

VICTORIAN RAILWAYS

# NEWS LETTER

NOVEMBER



1961



## Coming events ?

SEPTEMBER *News Letter* published a story on the disruption to a Rhodesia Railways service caused by a train colliding with an elephant. Now it's happened here ! Last month a Broadmeadows train hit an elephant that had escaped from a circus, broken a boundary fence and wandered on to the track near Strathmore.

## Will help motorists

PRIVATE motorists should appreciate one of the side effects of the standard gauge—fewer heavy transports on the Hume Highway. As the numbers of hauliers increased, following the Privy Council decision on interstate transport, the pleasure of motoring along the Highway decreased. When the standard gauge line regains much of this traffic from the road operators, there will be more room for the private motorist who, after all, pays most for our highways.

## One a week

AN accelerated programme is in full swing for the installation of flashing light signals and boom barriers at level crossings along the standard gauge line. Since the beginning of last month, either a set of flashing light signals or boom barriers has been installed each week—a rate that will continue until Christmas.

## R.A.C.V. and freeways

"FREEWAYS were once thought to be the answer to traffic congestion but doubts are now held by U.S. traffic engineers whether they are the complete solution to the problem, says Ian Russell, R.A.C.V. Traffic Engineer, in an interesting article in *Royalauto*.

After discussing the development of freeways, he questions "whether the system will in fact meet the demands made on it by the expected increase in vehicle ownership, from one vehicle per four of the population to one vehicle per two of the population, within the next decade.

"There is a growing awareness among planning authorities of cities overseas with extensive freeway systems, that the high peak demand for home-to-work trip cannot be catered for by automobiles alone, unless, as subtly put by a noted traffic authority recently, six persons are carried in each vehicle.

"Experience has proved that these *avenues of escape* if constructed individually rather than part of an overall project, invariably operate at capacity soon after being opened.

"The failure of a transportation system, based solely on mass transit by automobile, has been amply demonstrated in Los Angeles where traffic queues three and four miles long are to be observed on the freeways during peak-hour periods."

## 650 entries

AN excellent response was made to the Department's quest for a symbol, sign or slogan to stencil on the sides of the new 50-ton ELF wagons. All told, over 650 entries were received—200 being delivered on one day.

One in about six came from a woman.

Victorian country districts were well represented with 140 entries. Eleven came from interstate—South Australia, New South Wales and Canberra.

Considerable thought had been put into the ideas, even though some entrants did not take into full consideration the special limitations imposed by stencilling and other factors. Some of the ideas are more suitable for press or poster advertising.

When *News Letter* went to press, assessing the value of the entries was in hand, but final choice will not be made until the best ideas have been tested on a 1/12th scale model of the ELF wagon.

Prize for the accepted entry is two fortnightly first class all-lines Victorian rail tickets available for a fortnight and £10.

## Changing Spencer Street

OLD landmarks are disappearing at Spencer Street as the standard gauge project advances. Last month the car park, built in 1938, was closed to give contractors for the new terminal building occupation of the area. Another car park, nearby was made available for rail patrons. The new car park would ultimately accommodate 300 cars in properly designed parking bays. Its present capacity is 100 cars, approximately the same as the area closed.

## FRONT COVER

AS the W class standard gauge locomotive that was hauling ballast on the Wodonga-Wangaratta section had finished its work there, it was recently brought to its new head quarters at Seymour. Front cover shows a 60-ton steam crane, at Seymour, lifting the locomotive from the flat top wagon that carried it from Bandiana. The cab, which had been removed so that the load could clear bridges was brought on another wagon.



The sound of music was heard at Spencer Street station when mouth organ virtuoso Larry Adler gave an impromptu recital to this group of girls from the Bjelke - Petersen Physical Culture School, Sydney, who had just arrived by *Spirit of Progress* on their way to the Ballarat Eisteddfod.

# ROAD SAFETY AWARDS PRESENTED



(From left) : Drivers A. B. Chalmers, D. D. Garlick, Secretary for Railways W. Walker, Drivers E. R. Fleiner, W. J. O. Wallis, and President of National Safety Council O. C. Phillips.

**R**AIL travel, in marked contrast to the weekly toll of road deaths, is remarkably safe. In the Victorian Railways, this tradition of safety has been taken over by the drivers of the Departmental road motors. Evidence of this can be seen from the recent presentation of National Safety Council of Australia awards to 78 drivers. The presentation was made in the Institute hall, Flinders Street, by the Secretary for Railways, Mr. W. Walker.

The awards consisted of certificates, medals and bars according to the number of years' driving free from blame-worthy accidents.

One driver has been free from this type of accident for 29 years, two for 25, three for 20-21 years; and there were 12 others with periods ranging from 10-19 years.

The complete list of those who received awards is :

Traffic Branch : W. J. Airey, A. E. Andrews, J. Aronleigh, J. Baird, E. C. Baker, W. T. Barbour, C. Bardsley, E. Brooks, M. Brylowski, A. B. Chalmers, H. A. Doyle, L. G. East, E. E. H. England, W. T. Fitzgerald, E. R. Fleiner, D. D. Garlick, J. W. E. Green, J. S. Greig, P. Gualano, W. Hirst, D. S. Howard, S. E. Iceley, O. H. Johnson,

R. F. Julier, F. M. Kemp, C. J. Lane, H. W. Manderson, B. J. Mills, J. S. Milner, J. E. McAndrew, P. P. McQuade, T. Nash, T. L. Newman, B. F. Noble, R. A. Nugent, J. C. O'Connor, F. Ossel, G. Pavel, A. W. Pearce, L. Pepi, C. C. Pownall, E. S. Richter, G. Rohow, A. Rudderham, A. Ryan, J. S. Sammut, C. F. Simms, P. L. Smith, R. Stoneham, C. J. Stonehouse, M. Thornton, J. C. H. Tilley, R. M. Upton, K. A. Wallace, W. J. O. Wallis, L. J. Watson, E. W. Williams, W. W. Wilson.

Secretary's Branch : T. A. Hoare, A. C. Nash, N. A. Lancaster.

Refreshment Services Branch : R. Baily, D. Bertram, L. P. Bradshaw, L. Haines, A. Harding, D. Titterton, H. Willshire, E. Woods.

Way and Works Branch : W. G.

Johnson, R. D. Potts, N. C. Sait, R. J. Spencer, R. H. Tooley, H. Wild.

Stores Branch : F. C. Barnett, V. R. Smith.

Electrical Engineering Branch : W. Kuhnd.



**W**E can only assume that: "Credit squeeze or not, a constantly increasing proportion of people travel by private car. Which is, of course, wasteful and an impossible strain upon street traffic.

"The situation is in no way unique to Melbourne. There are many parallels in the United States, including the decline of the passenger-carrying railways and the increasing street congestion.

"In 1911 horse-drawn trucks in New York City averaged 11 miles an hour. Today their motor-driven successors average six miles an hour.

"At this rate, it is calculated, transportation in New York will come to a complete halt in A.D. 2021.

—Clive Turnbull (*The Sun* 7.10.61)



(Front left) Special Ganger C. Eustace, Foreman M. Hughes and Road Foreman G. Symons supervising the reconstruction of the level crossing at Puckle St., Moonee Ponds.

## CROSSING REPAIRS SPEEDED

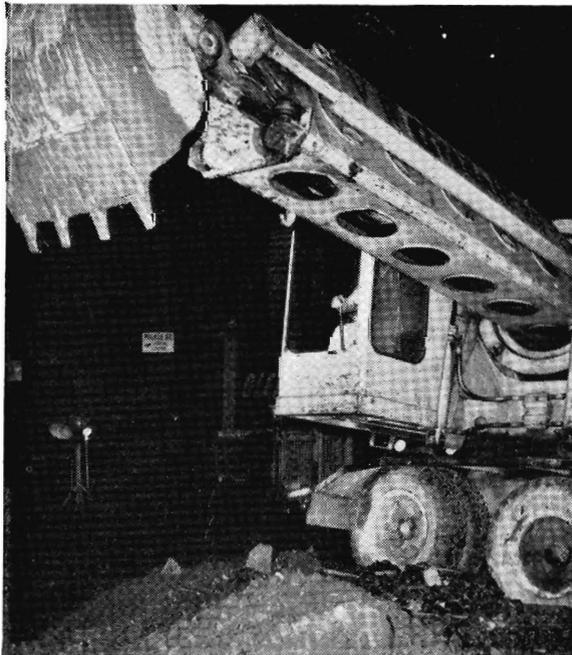
NOT so long ago, reconditioning of a metropolitan level crossing meant delays to road and rail traffic for a week.

Today, a special gang, using mechanized equipment, starts work at midnight on Sunday and finishes the job in 16 hours.

Under the older method, it was necessary to have a gang working all the week owing to the comparative slowness of hand excavation. This resulted in inevitable delays to traffic during the busy Monday to Friday period. The mechanized track force of today closes the crossing shortly after the last Saturday train passes through, early on Sunday



Gradall excavator cleans out ballast from road bed.



The steel jaws of the Gradall can lift over half a ton at one bite.



Platelayer removing dog-spike.

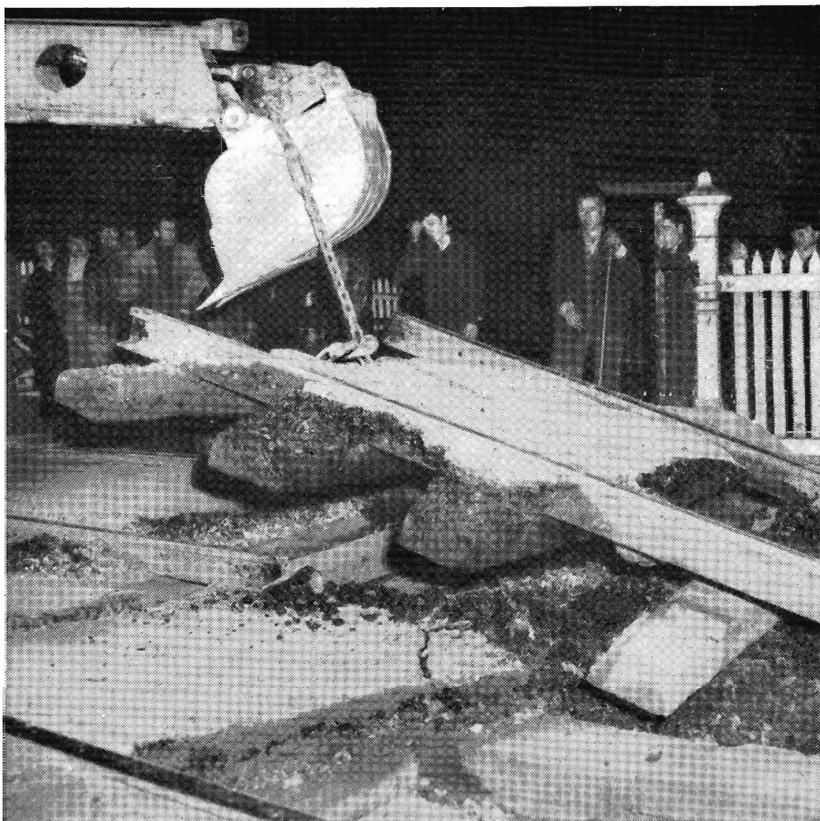
morning, and finishes the job by 5 p.m. Sunday. Usually about 40 men work all night, and 25 during the day.

Among the £30,000 worth of mechanical equipment that is used are a Gradall excavator, a small Matisa tamper for packing the track, and self-propelled vibratory rollers for consolidating the road surface.

Already, nearly half of the 200 level crossings in the metropolitan area have been reconstructed, but future progress depends on the funds available.

The reconstruction work involves the removal of rails, sleepers, roadway surfacing and stone ballast across the roadway, and the provision of new drainage, where necessary. New rails, sleepers and track ballast are then laid, and, if required, rails are re-levelled to the road surface. The road pavement, including an area extending seven feet from the rail crossing, is then relaid and sealed to comply with heavy duty traffic standards. About 60 tons of bluemetal and toppings, as well as other material, are put into each job.

Public authorities, such as the police, fire brigade and ambulance services, are advised a week beforehand of the closing of the crossing, and the alternative routes available. During the time the crossing is closed, road vehicles are diverted to nearby crossings, with the assistance and co-operation of the local council.



The Gradall excavator is used not only for excavating and filling, but also for lifting out sections of old track, as shown above, picking up and loading sleepers, etc.



Loading sleepers for the new track.

# 'BULK' GROWS BIGGER



X class wagon at Dynon discharging Victorian Railway's first consignment of bulk handled flour.

**L**AST month the first consignment of bulk flour to be handled by the Department—and probably by any railway in Australia—was unloaded at Dynon.

It came from Albury in a specially adapted X class wagon, holding 17 tons. At Albury the wagon was loaded through hatches at the top, but at Dynon, it was transferred pneumatically to a road tanker for delivery to a Melbourne baker. The wagon makes two return trips a week, between Albury and Melbourne. A second wagon has now gone into service for bulk flour from Yarrowonga. All flour previously railed in Victoria had been in bags.

This highlights the increasing trend to bulk transport of commodities that were previously sent in bags or other containers. The advantages—the saving in labour and material costs of bagging—are obvious.

The Department's biggest job—carrying the wheat harvest—has, of course, been done in bulk since 1939. For a big harvest, over 20,000 wagons must be shifted during the two harvesting months, and from one to 1½ million tons of wheat moved throughout the year. A rake of wagons to hold all this wheat would be about 350 miles long; could extend from Melbourne to Mildura—and drive every Train Controller mad. Quantities of oats and rice are also bulk handled.

The list of commodities carried in bulk, either in wagons or containers, is considerable.

For cement, 97 CJ and 67 X class wagons are used. The former, holding 40–43 tons, are discharged by gravity; the X class (20 tons) discharges pneumatically.

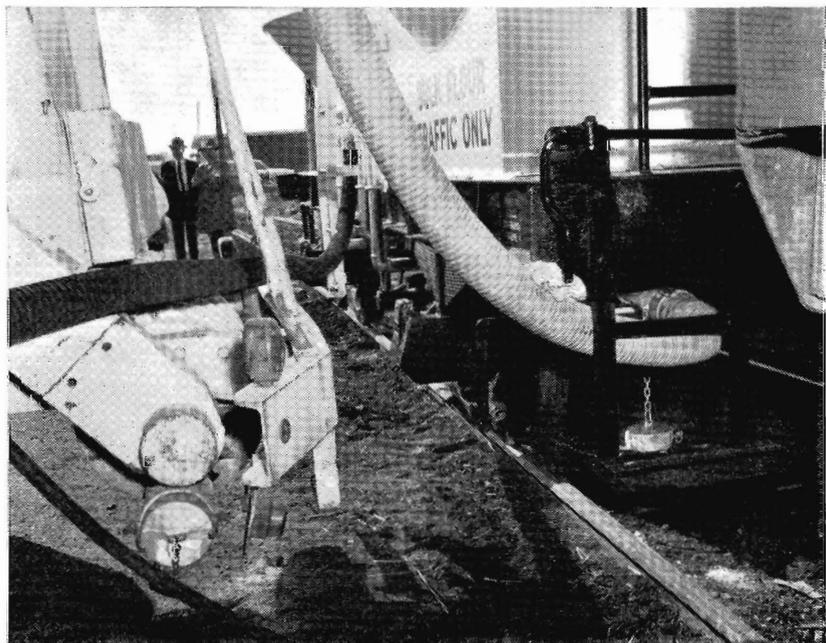
Tallow, carried in 25 portable tanks, and bitumen, in tankers, are both put into their containers in molten form. At Dynon, steam that is run through pipes in the wagons liquifies the tallow before motor trucks take it to soap factories. The bitumen is heated by mobile heaters, at points of delivery, before it is pumped into road tankers. Frequently it is sprayed almost immediately on to the road surface without further heating.

For many years a bagged item, considerable quantities of superphosphate

are now carried in bulk from the manufacturers' works to their depots throughout the State.

Liquefied petroleum household gas, in strong steel containers; vegetable oils in 5-ton portable tanks; lime . . . and wine . . . and soda ash . . . it sounds like additions to Lewis Carroll's famous list:

*The time has come, the Walrus said,  
To talk of many things,  
Of shoes and ships and sealing wax  
And cabbages and kings.*



Hose connexions between rail wagon and road tanker. Air coming through hose at left blows flour into tanker through hose at right.

# FASCINATED BY "SPARKS"

AS far as the four aboriginal children who visited Flinders Street B Box recently are concerned, all the romance of the rail is wrapped up in Melbourne's suburban electric trains. Certainly, they looked with interest at the diesels, but what really fascinated them were the "sparks"—as they are known among operating staff. They were also impressed by the complex trackwork and unceasing train movement in the Jolimont Yards.

The four boys who visited the Box—Billy Putti, Henry Moreen, Anderson Bumduakeen and Raymond Wark were in a group of six 14-year-old aboriginal student children brought to Melbourne from Darwin on 10-day Scholarships by the Australian Natives' Association. The two others in the party were girls.

Their tour included a launch excursion over the Port, a helicopter trip, and visits to the National Gallery, Zoo,

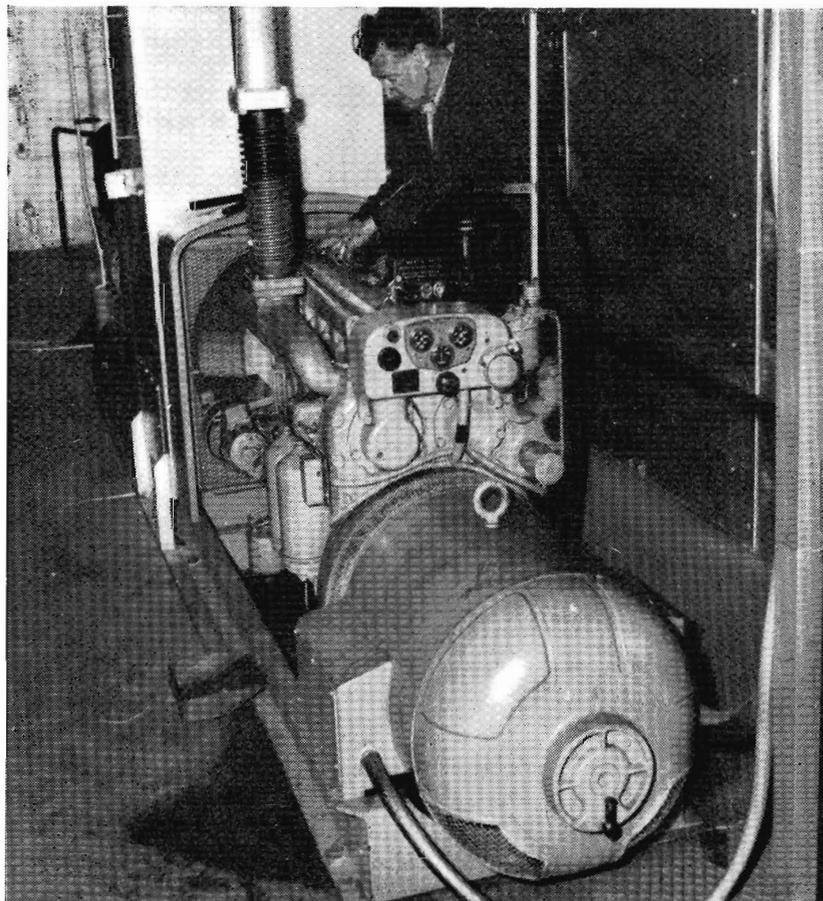


Raymond, Billy, Henry and Anderson listen while Block and Signal Inspector W. Oehm explains how the Box operates.

ABV 2, Cinerama (that rocked them), Seymour and Springvale High Schools, Myer's, and the Ford plant at Broadmeadows—enough to provide dining-out stories for many years.

Their soft, dark eyes took in every-

thing; but they said little at the time; it was all talked over among themselves at night. T.V., of course, was marvellous; but . . . summing up, they all agreed on one thing—"Melbourne has too many people."



At Newport Workshops, Fitter W. Harrigan replaces rocker cover of diesel engine in the power van.

## V.R. POWER VAN

VICTORIAN air-conditioned carriages that will be used on the standard gauge night sitting train, when the passenger service begins next year, are being converted to head-end power—that is, their power for air-conditioning etc., will be supplied by an independent power van.

Like other Victorian carriages of their type, they were, of course, originally designed to draw their power from axle-driven generators under each carriage.

So that these carriages, when converted, could be used on Victorian trains, pending the introduction of passenger service on the standard gauge, a temporary power van has been built at Newport Workshops.

It consists of a converted BP type steel box van fitted with two alternators that are driven by two direct coupled, six cylinder diesel engines. The alternators supply alternating current at 450 volts which is conducted in cables running throughout the train; from the same power, current at 230 volts is obtained, where required, to operate fluorescent lights and electric shavers.

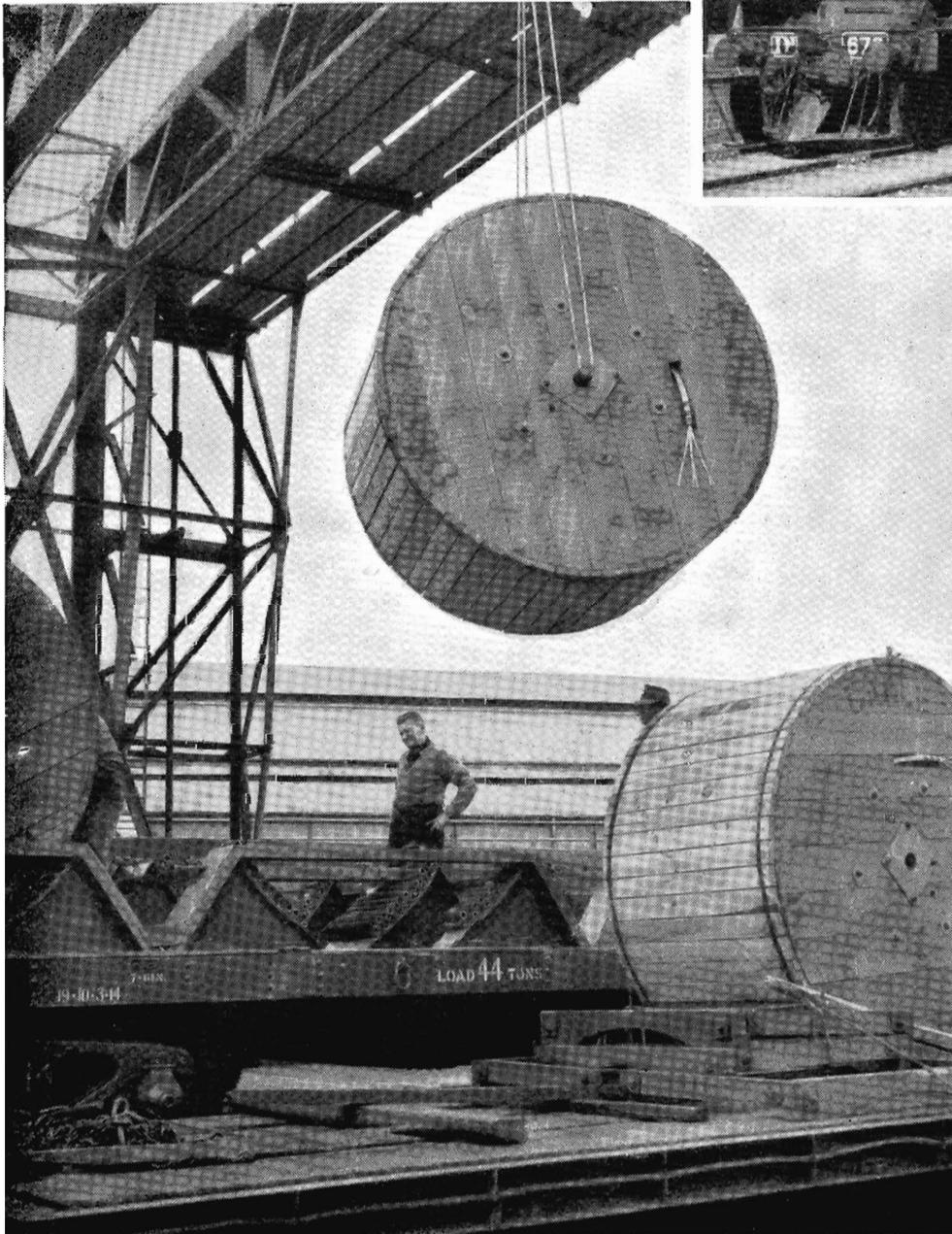
As *News Letter* went to press, the power van with four of the converted carriages, was attached to the 4.15 p.m. Albury. It will be transferred to *Spirit of Progress* as more of the converted carriages become available.

# AROUND THE SYSTEM



Two D3's got together at Echuca, changed on the Australian Railways, for a daylight excursion to Deniliquin. (Photograph by M. V. ...)

(Below) A run on the rails: Here they arrived by train from Sydney for a spring racing carnival. They traveled to Spirit of Progress and Dandy, two of Australia's...



(Left) First load of S.E.C.'s steel goes on the special SC wagon (page 127.) As the cable is very heavy, it is carried on cradles that have rollers. Ten reels (35 tons) were carried by transmission...



When locomotives were displayed at the Victorian Historical Society's exhibition on September 30. (Photographer)

One of seven race horses recently imported for the Victorian Exhibition, displayed in a horse box attached to Sky High and Fine, two outstanding horses.



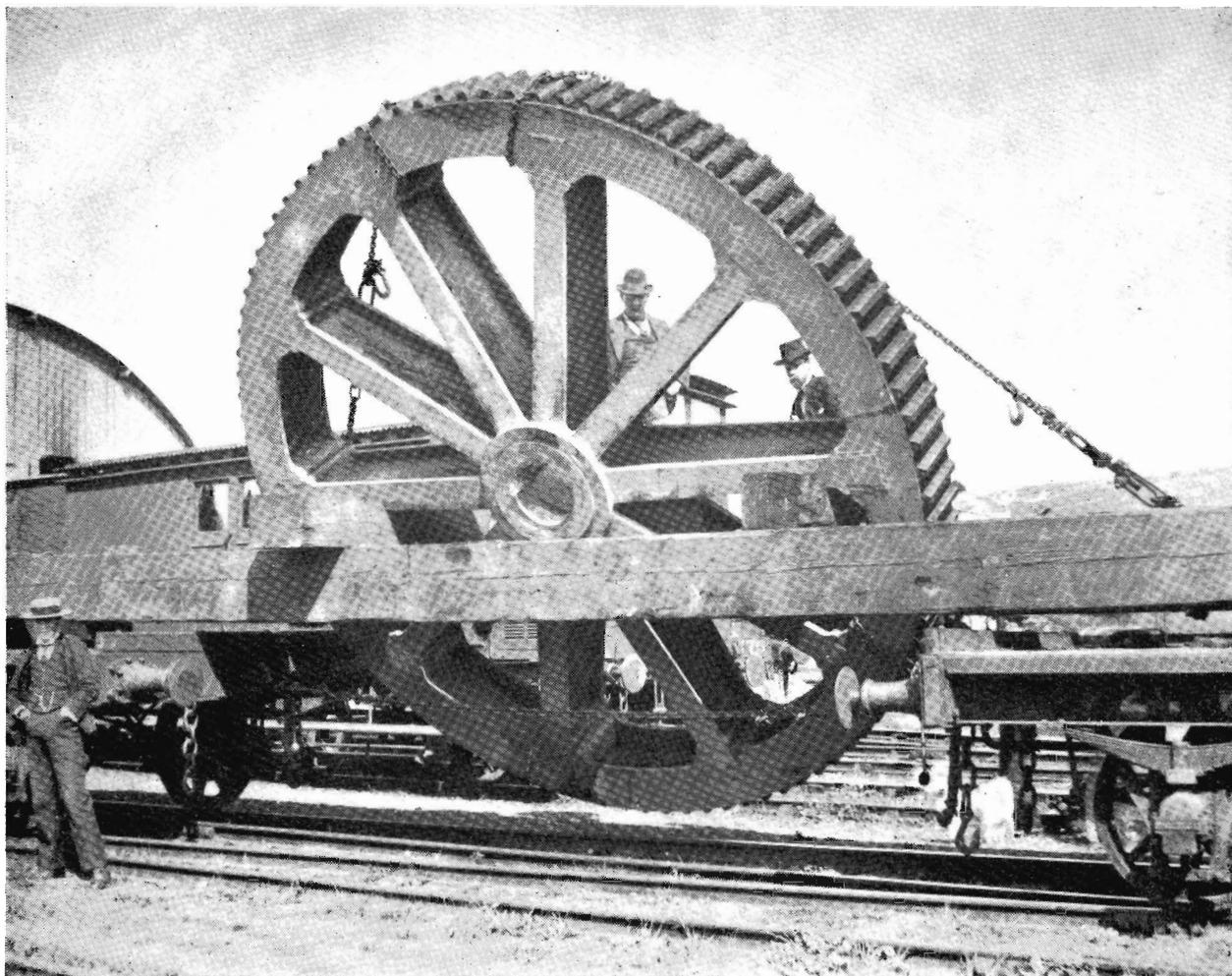
Core of aluminium cable (See August 1961 issue, sensitive to vibration it is covered by rubber cushions. the Colac-Terang power line.



Awards for first aid were presented to 86 Traffic Branch staff last month. Here, Station Assistant A. Argentino (left) receives his from Mr. J. R. Rewell, Chief Traffic Manager.

(Below) Happy passengers were these children—among 160 who arrived at Spencer Street from Bendigo and district—looking forward eagerly to their stay at the Education Department's camp at Bittern. For most of them, it was their first visit to the camp.





# BIG WHEEL OF 1900

**S**IXTY-ONE years ago, the big mining wheel, shown above, was hauled from Castlemaine to Moolort— $22\frac{3}{4}$  miles.

Carried on two K flat top wagons, each of 15 tons capacity and coupled by chains, the wheel was canted to clear bridges and suspended on a wooden frame. It was 24 ft. in diameter and weighed 28 tons.

Made for the Ascot Mine (one of the Moolort Plains group) by Thompsons Engineering and Pipe Co. Ltd. at Castlemaine, the wheel's spokes and rim

were cast separately, in two sections, and dovetailed together.

The photograph was brought to *News Letter* by Mr. W. Taylor, of Newport, who, as a boy, watched the manufacture and loading of the wheel. Mr. Taylor is very interested in the history of the Victorian mines and, incidentally has a link with the Department, as he worked, in 1914, at Newport Workshops.

## USE FOUND

**M**AY I say thank you for extremely fine service from one of your officers, Mr. Turner of your Lost Property Dept. We had arrived from America in Sydney and checked five cases by the Daylight for Spencer Street ; we were sure it was five cases although we had luggage checks for only four.

When we arrived at Spencer Street at 9 p.m. only three cases were there (the other had gone on to Lilydale, as addressed—*Ed.*) We asked that very courteous Mr. Laurie Hatch to report our loss of two cases. Early next morning Mr. Turner was on the phone to me . . . tonight he phoned to say the case had been sent from Sydney by *Orontes*. A terrific effort was put into tracing this case for us and we are very grateful. . . . You believed us that we had delivered to you five cases when we must have only delivered four. . . .

—S. H. Birrell, *Lilydale, to the Chairman of Commissioners*

## KNOW YOUR INSTITUTE COUNCILLORS

### Mr. L. Bennett

Mr. Len Bennett joined the V.R. in 1943 as an Apprentice Fitter and Turner at the Newport Workshops, and became a Institute member at the same time. He worked at other locations, including the Jolimont



Mr. L. Bennett

Train Lighting Depot and North Melbourne Loco. Depot.

He has demonstrated his worth in the sports arena, having played football with Hawthorn and cricket with Surrey Hills, as well as in the V.R.I. mid-week cricket competition.

When Mr. Bennett was transferred to Benalla he became Honorary Secretary of the Institute there and held that office for eight years. He was also Secretary and Treasurer of the Benalla Railway Picnic Fund, and Institute representative to the Benalla Youth Club.

When he transferred back to Melbourne four years ago, he became Vice-President of the Recreation Club, now the Sunshine Sub-Centre, of which he is Honorary Secretary. Mr. Bennett is also Vice-President of the V.R.I. Cricket Association, as well as a member of the Library, Gymnasium and Lecture and Classes Sub-Committees.

His father, Mr. George Bennett, was a member of the Institute Council for 30 years.

### Money saver for country members

THE General Secretary V.R.I. has received many appreciative letters from country railwaymen about the Institute Discount Buying Service. Using this service, country Institute members who cannot buy an article at a discount locally can arrange for the purchase in Melbourne, at a reduced price, and its subsequent railing to their nearest station. The prospective purchaser simply writes to the General Secretary, giving a full description of the article, or preferably a newspaper or magazine cutting, and the matter will then be put in hand.

Among recent purchases made under this scheme were: a washing machine



(From left); Messrs. N. Gottachalk, J. Parsons and W. Kerber of the Warragul V.R.I. table tennis team that has won the "A" grade pennant in the local competition for the last five seasons.

for Balranald, sporting goods for Camperdown and Kerang, an electric fan for Willaura, saucepans for Donald and a space heater for Strathmerton.

As an indication of country railwaymen's appreciation of this service, a member at Wallan writes, "If I may, I would like to thank you for providing this wonderful scheme, which I, a newly arrived Englishman, just married, fully appreciate". Another, from Camperdown, says "I thank you and your staff who dealt with this request, for such prompt and satisfactory help in this matter." Yet another, from Warragul, writes "Thank you for your information and assistance, I greatly appreciate the service given".

The V.R.I. proudly claims that under its Discount Scheme, members can buy almost anything at a discount, and where a member's location prevents him from doing this, the Institute is ready to assist in obtaining a discount.

### Hamilton

Eight teams competed during this season's bowls competition. The "A" grade final resulted in a win for Works from Traffic. In the "B" grade, Retired came to the top by defeating Goods.

### Geelong

The Geelong Centre has some of the best sporting clubs in the district. The tennis club's "A" reserve team won this year's pennant, while the "A" grade were runners up in their grade. Improvements made to their rooms by

the club recently, included the installation of a hot water unit and sink. Also flourishing are bowls, tennis and quoits clubs.

### Ararat

Every year Ararat V.R.I. football team plays Dimboola for charity. In this year's event, played at Dimboola, last month, the latter took the lead in the last quarter and beat Ararat by 5 points. A collection resulted in about £17 for the Dimboola Ambulance Fund. In the evening, a barbecue and dancing were enjoyed at the Institute and presentation of the *best and fairest* trophy made to Mr. Ken Ross (Dimboola) by Mr. W. Robinson, vice-president of Ararat Institute.

Of the five table tennis teams entered in the local Association's competitions, three reached the grand finals, and the C team won their grade.

### Special prize given

THE Institute does not usually give a prize for the clerical assistant's course annual examination, but Lad Trainee Michael Brown did so well at the last exam., gaining 100% for mathematics and 88% for English, that he was awarded a special prize by the Council.

Michael, who is in the Wheel Shop at Newport, has been in the Department for only three and a half years. He at first studied at night for an apprenticeship, but found he was too old. He is now doing his Intermediate so that he may become a clerk.

LIKE most magazines, *News Letter* has to reproduce a variety of photographs and drawings. Here is a brief account of the process

FROM  
PHOTO.  
TO  
PRINT

There are two main processes used for reproducing pictures :

- "line"
- "half-tone"

The *line method* is used, as the name suggests, for the reproduction of drawings, etc., such as cartoons, which consist of lines.

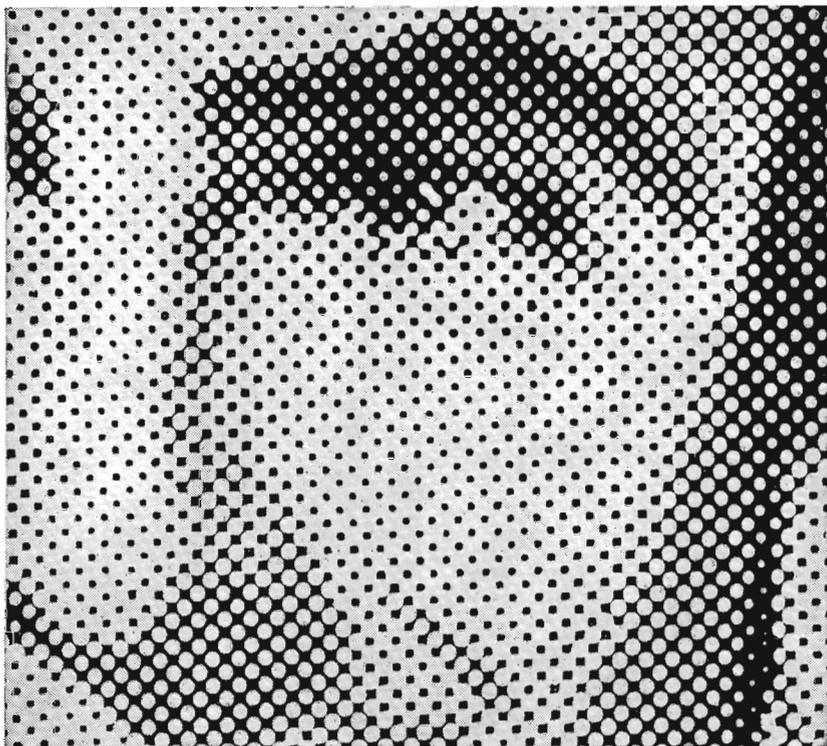
A photograph is made of the original on to a sensitized zinc plate and developed in a similar way to an ordinary photographic film.

The sensitized emulsion on the plate hardens on exposure to light and becomes resistant to acid. The plate is then placed in an acid bath which removes (by etching away) the unwanted surface of the zinc—leaving the emulsion protected lines of the drawing as raised surfaces that will print on to paper and thus reproduce the original.

The plate is cut to size, mounted on wood to the correct height, and then is ready for printing. This mounted plate is known as a *block*.

Line blocks, being made up of lines, are not suitable for reproducing photographs and other illustrations consisting of graded tones of light and dark. In order to print these it is necessary to use the *half-tone process*.

This method is used for the majority of pictures in *News Letter*. They are usually made from a photograph, although almost any illustration can be reproduced by this process.



Enlarged portion of a half-tone plate.

The original is photographed in the same manner as a line block, but, as the metal plate is flat, it is necessary to break up the grey tones of the image into a series of dots of varying sizes so that the tones may be faithfully reproduced.

This is done by placing a glass screen with a network of fine black lines between the camera lens and the sensitized metal plate. When etched in the acid solution this produces a network of dots.

The darker tones on the photograph produce larger dots, thus giving an effective representation of the original.

The number of lines per square inch on the glass screen varies according to the quality of the paper to be printed on. The better the paper, the greater the number of lines. A 100 line screen is used for *News Letter* blocks, but, in newspapers, there are only about 60 lines to the inch, so that the coarse dots will not run together when the ink is applied. As line blocks have not been made through a screen, they can be printed on all classes of paper.

Occasionally the cover pages of *News Letter* are in full colour. This is achieved by four individual half-tone blocks and four separate printings—yellow, red, blue, and black. This combination produces a multitude of shades, so that any picture can be reproduced in its original colours.

These four separate half-tone blocks are produced in a manner similar to an ordinary half-tone (described above). The main difference lies in the use of filters to extract the four individual colours.

If you care to look through a magnifying glass at some of the pictures in this issue you will get the same effect as the picture printed above. In the highlights the dots are mere pinpoints, in the middle tones they are larger, and in the dark shadows larger still. Merged together they give the effect of white dots on a black background.



An example of a line block

# LINES FROM OTHER LINES



**TREES THROUGH THE ROOF:** This station at Lakeland, Florida( U.S.A.) on the Atlantic Coast Line has two holes in the roof to permit palm trees to project.

## Farewell *Simplon-Orient*

**T**HE sad news last month that the *Simplon-Orient Express* — the glamorous setting of spy thrillers and films as the cables described it — will soon vanish from the railways of Europe will be read with regret by all who deplore the loss of the colourful and romantic.

The doom of the train was revealed when Swiss Railways announced changes in next year's time-tables. In service since 1919, it ran from Paris through Lyons, the Simplon Tunnel, Milan, Venice and terminated at Istanbul — regions of romance and mystery that have helped to line the pockets of many a writer.

No more will we read of its passenger who seemed so commonplace, yet whose brief case concealed the assassin's gun; or watch, on the screen, the beautiful female spy gazing inscrutably through the window.

Film directors and authors, said the cables, should weep, at the passing of the Express. How true! There's no substitute for the train as a good setting for spy and thriller stories.

But there is a bright side *down under*. What about *The Overland* as a substitute?

Though it may lack the weight of tradition behind the *Simplon-Orient*, it has advantages. There's the rocket range at Woomera to attract hordes of spies; ample scope for funny business

crossing the Murray at Murray Bridge; wide windows, ideal for inscrutable gazing; and Roomettes to give the privacy required, at times, by every hard-working spy. Mr. Upfield's Detective-Inspector Napoleon Bonaparte might well look into it.

## 25,000 ton trains

**T**HE cost of moving coal, ore and other bulk commodities in the United States may be drastically reduced if a new kind of freight train now being studied proves practicable. Thirty-five U.S. railroads are participating in a joint study of the possible benefits from semi-permanently coupled *integral* trains.

The committee of railroad executives engaged in the study said they expect to be able to achieve a trainload as large as 25,000 tons (double the present U.S. capacity) with a specially designed *integral* train having the motive power built in.

"What we propose", the committee said, "is to apply to railroading the basic idea of the ocean bulk carrier. The vessel arrives in port to find its cargo waiting, loads it quickly, proceeds to its destination port, unloads quickly and is ready for another cargo. If the coal requirements of a single customer were to be accumulated at the mining area to provide a 25,000 ton load, such as for an electric generating station, a steel mill or a ship headed for Europe, it could be handled over the

railroad much more efficiently in one operation.

"The new type train will do that. It will be scheduled to arrive at the loading point when the shipment is ready, load quickly, operate speedily over the railroad, stopping only to change crews, arrive directly at the destination terminal, unload, refuel, and be serviced, then be ready in a matter of hours, to return to the same mine or proceed elsewhere for another load of coal".

If built, the trains would probably be owned by a leasing organization and provide nation-wide service.

## Disc brakes on trial

**B**BRITISH Railways are placing in regular service freight vehicles with disc brakes; these are the first wagons in regular service with disc brakes and also the first in which the wheel itself constitutes the disc. Developed under the direction of the Chief Mechanical Engineer of the British Transport Commission's Central Staff, in conjunction with Girling Limited, the brake will be tried on 212 coal wagons of three types. Some passenger vehicles equipped with these brakes are also undergoing long-term trials.

In addition to their principal advantage of far longer periods between pad renewals, disc brakes have also a more consistent performance, better heat dissipation and less fading.

## Fruitless Vigil

IT was in the 'thirties that the fashionably dressed old gentleman, with a flower in his button hole, came every midnight—hot or cold, wet or fine—and stood in the doorway of a cafe outside Flinders Street station. Through the long hours of the night he waited patiently in the doorway until the station opened. Then, buying a platform ticket, he'd go to the waiting room on Platform 1, wait for an hour or so, and then leave.



Mr. Davis

This continued for some time.

It was gathered that his wife had once arranged to meet him at the station. But she did not arrive—nor did he ever hear from her again. So, he kept his nightly tryst, until there came a time when he, too, failed to appear.

That incident was recalled by Head Station Assistant Norman Davis who has been at Flinders Street for the past 28 years. Before that, he was at Spencer Street, during the days when those two colourful characters of an earlier Melbourne—*Killarney Kate* and *Racecourse Mary*—often passed through the station.

Mr. Davis started as a lad porter at Wycheproof, in 1917, and vividly remembers the mice plague of that period, when he saw a waistcoat that had the buttons eaten off it, and 10 tons of dead mice removed each morning from pits around haystacks.

## Played in historic match

CAR Builder R. C. Laidlaw, of Jolimont Workshops, who has just retired after 48 years' service, had a most interesting football career. He played for Essendon from 1919 to 1923—in the centre and on the half-forward line—and with Footscray from '24 to '27. While with the latter, he played in the historic match, in 1924, between the League and Association premiers—Essendon and Footscray. Afterwards he umpired in League matches.

Mr. Laidlaw has been prominent in railway first aid for over 16 years and, for the last seven has been superintendent of No. 2 Corps at Jolimont Workshops. He has a brother in the Department, at the Shelter Shed, and a nephew at Bendigo Workshops.

## Good Citizen

THAT railwaymen—especially in the country—are of solid worth to their communities as citizens, can be seen by the expressions of es-

teem when they are transferred. This was well exemplified at the farewells tendered to Mr. Les. Livy when he left St. Arnaud, where he had been for 15 years, mostly as Goods Clerk. Mr. Livy is now in the Superintendent of Train Services section at Head Office. While at St. Arnaud, he was three times treasurer of the hospital, president twice, and chairman of the hospital's House Committee. Glowing tributes were paid to him at the annual meeting of the hospital committee and at the public farewell to himself and his wife in the Mechanics' Hall. Specially appreciated was his work with the Industries Committee which has the task of maintaining employment among St. Arnaud's young people.

## Filling

A six-course dinner is one of the attractions planned by the Telephone Linesmen's Section at Laurens street for their third annual Christmas Dinner, which will be held on December 9 at a Melbourne hotel. Mr. H. Plymin and the committee are working hard to surpass the success of the previous dinners.

## Shoes save toes

THREE days after Apprentice Fitter and Turner W. (Bill) Harman bought a pair of safety shoes, they saved his toes from serious injury when a 24-lb. steel bar fell three feet on to them. The only damage was the cut leather. Safety boots and shoes have reinforced toe caps that will withstand a pressure of 6,000 lb.

Bill, who is in the Tool Room at Newport Workshops, is in his fifth year of apprenticeship. He comes from Yarrowonga; is a good swimmer and belongs to the Williamstown Life Saving Club.



Mr. Harman

Safety footwear is made available by the Commissioners to all employees at less than cost: 50/- a pair for boots (black) and 53/6d. for shoes (black or tan). The cost may be deducted from payrolls, either in one amount or at the rate of £1 a pay. The boots and shoes are of similar appearance to good quality footwear available at retail stores.



Coppersmith Max Rayner throws the rolling pin at the recent picnic of the Copper Shop, Bendigo North. The shop holds two picnics annually; this year they were at the Heathcote park. (Photograph; J. B. Chamney)

## Geelong's Retired

**I**N 1947, a Retired Railmen's Club was formed at Geelong with 10 members; now it has 46, with a good attendance at their bi-weekly meetings. Their last annual dinner, held at the Refreshment Rooms, was attended by 66, including visitors from kindred clubs in Ballarat and Melbourne. Prior to the dinner, the visitors were taken on motor tours around Geelong, and the happy day concluded with community singing.

And these over-65's make themselves felt in the sporting field—they have a formidable carpet bowls team that does well in the local competitions, and their rope quoit team throws out a challenge to any other in Victoria.

## Second in ten years

**O**NE of the rarest nationalities represented in the Victorian Railways seems to be the United



Miss Ditto

States, as charming Miss Barbara Ditto, of the Claims Office, is only the second citizen of the great democracy that *News Letter* has interviewed in the last ten years. Barbara, who came from Cleveland, Ohio, barely a year ago, has a good word for Melbourne's people and, be it noted, also for its weather.

The people, she finds, are always warm and friendly, and the weather—if not always so warm—is certainly not so cold as back in the States.

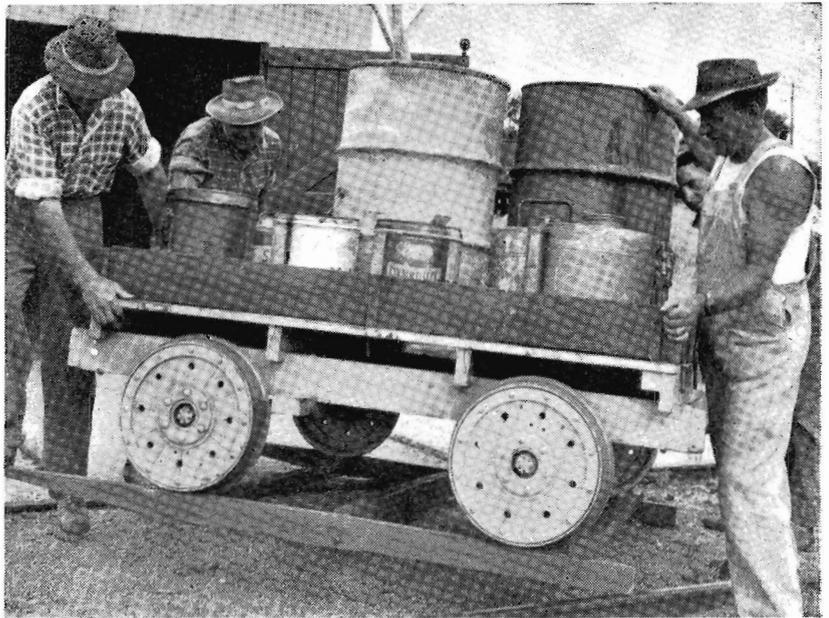
So far, Barbara has not been able to travel very much in the country, but she would like to go north to see aboriginals in their native state. One novel experience was to see her first British picture—a comedy. She thoroughly enjoyed the character acting.

## Hello Girl

**F**AIR-HAIRED 18-year-old Miss Kathleen Moore, telephonist at Hamilton railway station, has more winning ways than her telephone technique.

She recently was selected as "Star of the Ball", from 50 other contestants, at Macarthur.

Among Miss Moore's varied interests are swimming, reading (the V.R.I. sub-centre's excellent library being one of her haunts), and, of course, dancing. She is to be seen each Saturday afternoon in the role of goal-thrower for the local basketball team at St. Clares'. In addition she recently successfully completed a course in home nursing.



Ganger Bill Rees (right) and his track force back at Yarrawonga after burning off on the Oaklands line.

## RECENT RETIREMENTS....

### TRAFFIC BRANCH

Trotter, W. M., Horsham  
Rodgers, W. A. L., Oakleigh  
Arnold, H. P., Moonee Ponds  
Patterson, A. G., Melbourne Goods  
Kerr, R. J., Flinders Street  
Britten, C. J., Creswick  
Farmer, A. H., Warrnambool  
Patterson, W. J. A., Lower Ferntree Gully  
Milliard, J. F., Head Office  
Taylor, V. C., Bacchus Marsh  
Gilding, E. J., Hamilton  
Williams, A. C., Melbourne Goods  
Quinlan, J. L., Charlton  
Kelyack, L. B., Golden Square  
Docherty, J., Brighton Beach  
Callahan, H. R., Moreland

### WAY AND WORKS BRANCH

Wilson, G. E., Standard Gauge  
Atherton, H. W., Golden Square  
Grey, M. M., Head Office  
Wilson, A. H., Bendigo  
Flett, T. R., Bendigo  
Lourey, D., Warrnambool  
Perrin, G., Head Office  
Trickey, N. E., W.F. Spencer Street

### STORES BRANCH

Smith, V. R., Reclamation Depot  
Murphy, J. T., Head Office

### REFRESHMENT SERVICES BRANCH

Todd, Mrs. J., Spencer Street

### ROLLING STOCK BRANCH

Morris, J. A., Ballarat  
Emery, F. H., Jolimont  
Thomson, R. C., Newport  
Dwyer, K. M., Wodonga  
Betts, W. F., Newport  
Witta, R. L., Ballarat Nth.  
Ryan, E. A. E., Newport  
Schurmann, E. V., E.R. Depot  
Ortore, G. M., Maryborough  
Burns, F., Newport  
Brown, C. A., E.R. Depot  
Cullen, J. H., Ballarat Nth.  
Gillon, J. H., Newport  
McDonald, L. F., R.M. Depot  
Olarenschaw, F. J., Mtr. Garage  
Lindsay, D. A. J., R.M. Depot  
James, R. E., Ararat  
Chivers, R. R., Newport  
Henry, G. W., Traralgon  
Smyth, G. A., Newport  
Clark, D. C., Jolimont  
Murphy, T. R., Newport  
MacQueen, G., Jolimont

### ELECTRICAL ENGINEERING BRANCH

Smith, A., Elect. Workshops, Spencer-St.  
Smith, R. E. S., Newmarket Substation

### ACCOUNTANCY BRANCH

Sheeran, P. K., Head Office  
Spencer, C., Head Office  
Harley, W. C., Head Office

## ....AND DEATHS

### ROLLING STOCK BRANCH

Leitch, R. W., Newport

### WAY AND WORKS BRANCH

Noye, R. J. S. & T. North Melbourne  
Goodall, L. C., Glenthompson  
Williams, R. S., Stawell  
Morton, R. C., Carlsruhe  
Bird, H. P., S. & T. Flinders Street  
Wall, D. J., Ironworks, Nth. Melbourne  
Lynch, G. J., R.F. Seymour

### TRAFFIC BRANCH

Kellett, A. E., Melbourne Goods  
Ewenson, D. A., Head Office

### STORES BRANCH

Bifano, F., Newport Workshops  
Fairthorne, G. E., Newport Workshops

### ELECTRICAL ENGINEERING BRANCH

Green, R. G., Overhead Depot, Batman Av.



# RON BAGGOTT'S SPORTS PAGE

## V.R.I. Country Sports Weeks 1962

Cricket : March 19 to 23  
 Bowls : March 26 to 30  
 Tennis : April 9 to 13  
 Golf : September 10 to 13

### Cricket

**T**HE V.R.I. Cricket Association is looking forward to its most successful season for a number of years. Three new teams—Newport Workshops, Spotswood Workshops and Suburban Lines have entered the Association while Melbourne Yard has dropped out. With Flinders Street, Loco and Stores there will be six teams competing—two matches will be played on Tuesdays and one on Thursdays throughout the season which began on October 17.

### V.R.I. Men's Basketball

**T**HIS year's team was entered in the Business Houses Basketball Association winter competition, and was placed in F2 grade. The season began on May 14, and from then until the closing game on September 28, the following players represented the Institute :

E. Huber (Coach), D. Kerby (Capt.), R. Smith, T. Watson, G. Bell, R. Duff, D. Roy, A. Carey, R. Castledine, R. Cole, D. Hall.

Fourteen games were won and four lost, the team finishing third on the ladder. In the first semi-final, played on September 14, V.R.I. (29) beat Bank of New South Wales (22). Goalthrowers for V.R.I. were :—Duff 13, Bell 12, Kerby 2, Smith 1, Watson 1.

The preliminary final, played on September 21 against Johns and Waygood resulted in a good win for V.R.I. Scores : V.R.I. (37) beat Johns and Waygood (25). Scorers for V.R.I. were: Duff 18, Smith 14, Bell 5.

The grand final was played against M.L.C. and after a particularly gruelling and closely-fought match, the V.R.I. team was beaten by the narrow margin of 2 points.

Scores : M.L.C. (34) beat V.R.I. (32). Scorers for V.R.I. being : Smith 10, Duff 8, Bell 8, Watson 4, Roy 2.

Although the team is somewhat disappointed with the final result, it has been quite a good season for its first competitive effort, and great hopes are held for future seasons. Quite a feature was the exceptional forward work of Ron Smith from the Spotswood Workshops. Although playing in only

his first full season, Ron scored the impressive total of 310 points. Naturally it is hoped he can retain, or improve his form in the coming year.

Points scorers for the season were : R. Smith 310, G. Bell 131, R. Duff 109, T. Watson 52, D. Roy 43, D. Kerby 24, R. Cole 20, A. Carey 18, R. Castledine 12, E. Huber 2, D. Hall 2.

The team has entered the summer competition of the Business Houses Basketball Association which began on October 12 at the Albert Park Centre. Several new players have been signed and the season promises to be successful.

### North Eastern Golf Tournament

**F**ORTY three members took part in this Tournament at Golden Vale Course, Benalla on October 1.

The main event was the North-eastern Championship for the V.R.I. Council Perpetual Trophy and the J. H. Jupp Memorial Trophy. This was won for the third time in the past four years by Jack Manning of Benalla with a 78 off the stick.

The "A" Grade Handicap was won by Jack Symons (Seymour) with a net 69 while the "B" Grade went to Kevin Hunt, also of Seymour with a net 62.

### Results of minor events were :

9 holes out—  
D. Pollard (Seymour) Net 32

9 holes in—  
T. Brain (Shepparton) Net 36½

Secret 9 holes—  
W. Tavendale (Benalla) Net 37½

Best score for non member of golf club—  
M. Barker (Melbourne) 116

Bradman Trophy—  
W. Stewart (Benalla) 150

Associates 18 hole handicap—  
Mrs. Graham, Net 75

Members' thanks for a very pleasant day go to the organizers—Messrs. I. Dawkins and W. Hadley—who were ably assisted by the ladies of the Golden Vale Club.

### Holed in one

**A** versatile sportsman is Mr. Leon Corkran of Korong Vale. As a sprinter over 75 and 100 yards, he has won six trophies at local country sports meetings and, in cycling, after being runner up in the '52 and '53 road championships, finally became the Nalgambie track champion in 1954.

After turning to cricket he won the club aggregate trophy with Mangalore, and last season just missed a hat trick at Mystic Park.

His latest triumph in the sporting world was in the golfing sphere. In six years he has won 16 trophies, and recently holed in one on the 108 yard ninth hole at Korong Vale in the R.S.L. Tournament.

Leon is a 'dozer driver with No. 2 relaying gang, and has been in the Department nearly seven years.

### Blues recruit

**P**ROMISING Carlton footballer, Tony Murphy, has been a member of the Traffic Branch at Head Office for the past 18 months. On the staff of the Chief Traffic Managers Office, Tony finds the work of dealing with matters associated with Commissioners' train tours and other Departmental correspondence most interesting and has never regretted the day he decided to transfer from another job to the Railways. Even an attractive offer to play football at Bendigo, with a well paid clerical position thrown in, was not sufficient inducement for him to leave the Department.



Actually, Tony was residentially bound to Richmond. He played with fourth, third and reserve eighteens before being promoted to senior ranks and playing three games in the "big time."

Before last season started, Tony considered his prospects would be brighter at Carlton, and was agreeably surprised when his clearance application was granted.

### Yarraville's captain

John McTaggart, captain of Yarraville, which, last season, won their first premiership for 26 years, is a copper-smith at Newport Workshops. He coaches the Workshops team which has been so formidable in the V.R.I. competitions. John also plays cricket for Newport A.N.A. ; has made several appearances on T.V. and is active in raising funds for local charities.

VICTORIAN RAILWAYS

# NEWS LETTER

DECEMBER



1961



# THE MONTH'S REVIEW

## Standard gauge opening

ON January 3, Australian transport history will be made when the first freight train from Sydney rolls into North Dynon at 11 a.m. and a new link unites Australia's two largest cities. Three-quarters of an hour afterwards, the first standard gauge train from Melbourne will leave North Dynon for Sydney. This, the official opening of the standard gauge line for freight traffic, will also coincide with the opening of the new Forwarding Agents' Depot at Dynon. Special arrangements have been made for the opening; there will be a display of rolling stock and goods handling equipment; and a revised edition of *V. R. News* will be given to guests. Passenger services will begin after the track has been consolidated, on April 16.

## Apprentice record

JUST over a thousand applications were received for the 203 railway apprentices required. This is the largest number of applicants in any year since the end of the war.

## Binding *News Letter*

THE Department again gives readers the opportunity of preserving their year's copies of *News Letter* in an attractive blue cloth binding, with gold lettering on the "spine".

As insufficient numbers use this service to gain a quantity discount, the charge will be £2 a volume, plus postage, as below. Copies for binding should be sent to the Manager, Victorian Railways Printing Works, Laurens Street, North Melbourne.

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".

Readers who do not wish to go to this expense, may, perhaps, find a satisfactory substitute in the "spring back" or other types of binders, available from large stationers at prices ranging from 12/—.

ALL THE GREETINGS  
OF THE SEASON TO  
"NEWS LETTER"  
READERS,  
WITH BEST WISHES  
FOR THE COMING  
YEAR.

## Second SC wagon

SC could well stand for success, as in the short period since it was introduced (see last month's *News Letter*, page 176) the SC wagon for carrying steel-cored aluminium cable for S.E.C. power transmission lines has proved very satisfactory in its speedy handling of such difficult loading. On recent trips, loading at Melbourne took less than 25 minutes for 32 tons of cable; and electric cranes at destinations discharged the wagon in 40 minutes. No lashings or chains are required. In the first three weeks of operation it carried 256 tons (79 reels) of cable. To meet heavy demands in the near future the conversion of a second wagon has been authorized.

## Belgrave line opening

THE three-mile extension of the electrified railway line from Upper Ferntree Gully to Belgrave, with three new railway stations, will open on February 18 next year.

The extension of the line was a recognition that, as Melbourne continued to spread, so too must the electrified train service.

## Tributes

CAR selling firms, quite rightly, have a very high opinion of the smoothness and stability of train travel. Several have proudly advertised that their cars corner as though on rails. The latest, in this vein, shows a Morris 850 between rail tracks, under the heading, "rides the road likes rails".

## FRONT COVER

BRONZE bearing metal being poured from a rotary tilting furnace at Newport Workshops foundry. Furnace can hold 3,500 lb. of metal which is used for wagon bearings.



"Down at its Newport Workshops the Victorian Railways have built a little touch of dreamland in railway comfort" said the *Herald Newsreel* of November 16, under the heading "Night Train To Dreamland". The *Herald's* spread of pictures showed the mock-up version of a standard gauge roomette that was built at Newport Workshops for publicity and other purposes. It made its first public appearance in the Department's exhibit at the Royal Agricultural Show. Above, V.R. photographers are shown taking publicity pictures of models in the mock-up.

# The MAN IN THE WHEEL CHAIR RETIRES



Mr. McEwen's farewell at Flinders Street

A familiar figure has gone from the suburban railway scene with the retirement from his city occupation, last month, of Mr. Walter McEwen, who, although confined to a wheel chair for the last 20 years, was a regular traveller between his home station, Murrumbena, and the city.

Due to the help of railway guards and some regular train passengers, Mr. McEwen's disability had not prevented him from continuing his work with the State Electricity Commission. Each morning, when his train drew into Murrumbena he was lifted, in his wheel chair, into the van, by the guard and friendly bystanders. Similar assistance was given at Flinders Street and, of course, on the return journey.

Mr. McEwen's long and happy association with his travelling friends ended when Guards A. (Bert) Brown and T. ("Scotty") O'Neill with other railwaymen and passengers farewelled

him, on the day of his retirement, just before his train left Flinders Street.

Subsequently, in a letter to the Secretary for Railways, Mr. McEwen wrote:

"I have just retired. For the past 25 years I have travelled daily by train from Murrumbena to my work in the city. For the first five years I was walking very precariously on sticks, but for the last 20 years I have travelled in a wheeled chair. During all this time the Railways have never failed to carry me safely and comfortably. The only inconveniences I recall are two or three strikes and once a delay of an hour or so due to a power failure. This, I think, is a very fine record.

"But the outstanding impression which remains in my mind, is of the unflinching kindness which I have received from all members of the staff. The guards in particular—who have had every reason to consider me a nuis-

ance—have always made me welcome, heaped kindnesses upon me and indeed given me their full friendship.

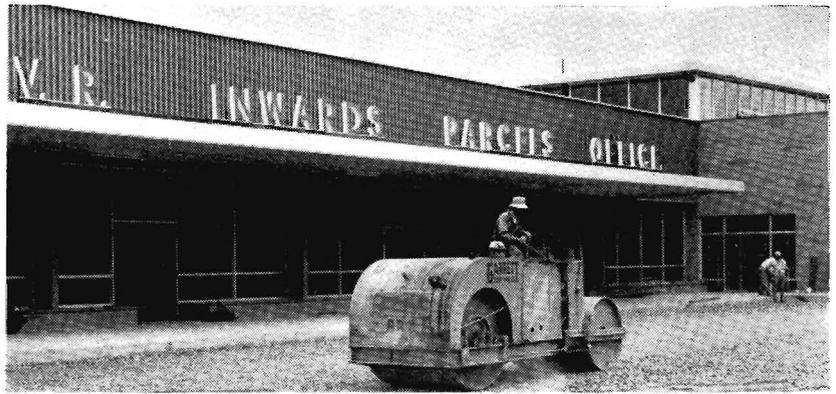
"Would it be possible for you, sir, in some way to assure all the staff, and particularly the Oakleigh, Dandenong and Williamstown guards of my deep appreciation."

## COURTEOUS ASSISTANCE

WE wished to urgently contact a member of the bank staff travelling between Murrumbena and Moorabbin, and upon telephoning Caulfield Station, we were given most courteous and prompt assistance, and the person concerned was contacted in transit, thus saving us considerable inconvenience . . . .

*I. S. Gilchrist, Manager, Murrumbena Branch, English Scottish and Australian Bank Limited*

# BUILDING FOR BUSINESS



In keeping with modern trends, clean and uncluttered lines mark the design of the new parcels office. In the foreground, a 70-ft. wide sweep of concrete paving will aid the smooth flow of customers' vehicles.

MELBOURNE's changing sky-line is a sign of the times—a fast developing city with an expanding population soon finds its original buildings no longer capable of handling the huge increase of industry and commerce.

In such an atmosphere, the Victorian Railways also, as the State's biggest transport industry, became urgently pressed with the need for new premises. The increased traffic expected from the standard gauge opening next month will certainly mean a greater flow of parcels business.

With this in mind, the planning of

the new Spencer Street Inwards Parcels Office has combined business foresight with tasteful contemporary architecture.

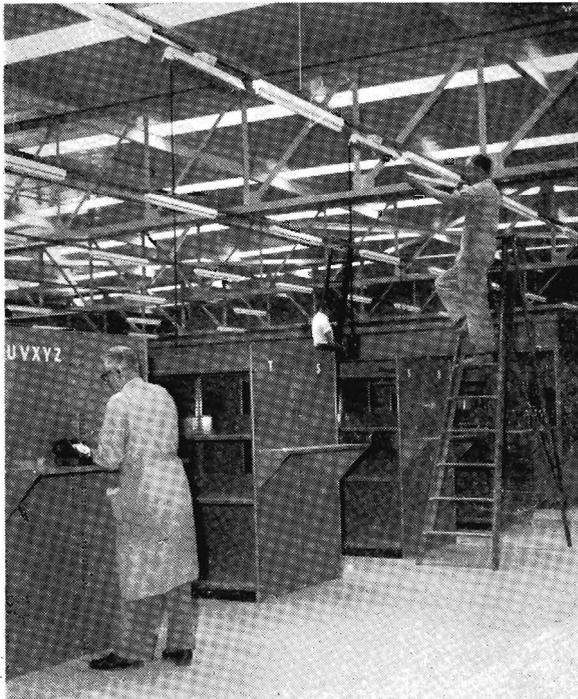
This modern two-storey building that was opened early this month also houses the Lost Property storage and Auction Rooms, the Advertising Division and the Typewriter Maintenance Depot. It is set back 70 feet from the street to make provision for patrons' cars and obviate worries about street parking.

Of the 33,000 square feet in the new building, the Parcels Office occupies

17,000—double the area of the old office. It is the pick-up centre for parcels from all over Australia, except Gippsland and the suburban areas which are handled at Flinders Street.

The east wall is of special glass sheets, 9 x 6 feet. This forms an attractive frontage with an aluminium cased cantilever verandah in contrast with the red patterned brick wall of the rest of the building.

A feature of the glass is that it protects the interior from glare and heat, and



(Above) In the foreground of the expansive parcels office interior, Telephone Mechanic B. Webber installs one of the many 'phones in the building. Contractor's electrician is seen adjusting one of a line of fluorescent light tubes; in between are suspended heating radiators.

(Right) Parcels Foreman E. Gouldsmith, who will be in charge of the new parcels office, tries out heavy steel electrically-operated shutters in readiness for the opening day.



at the same time gives maximum natural light in combination with the ceilings that are partly roofed with perspex corrugated skylights.

At the rear of the Parcels Office is a special area for motor vehicles loading bulk and heavy consignments. It includes a 120 ft. long platform protected from weather by a 16 ft. cantilever verandah. There is also ample space for manoeuvring heavy road vehicles.

Inside, patrons will find spacious stainless steel counters, suspended heating elements, bright well-lit serving areas, and attractive colours on interior fittings.

Improved racking space with steel shelves will expedite the counter service and provide special racks for Government departments and firms receiving multiple consignments.

### Subways

Parcels are moved in their own subways to and from country and suburban platforms. This prevents interference with passengers in the new public subways, the concourse, and on the platforms.

Loud speakers in the parcels subways will control trolleys from the Parcels Foreman's Office, and, at intervals along the subway, there will be telephones to the Parcels Office.

The new Lost Property Store combines the roles of the existing unclaimed Parcels Store (at Spencer Street) and the unclaimed Goods Store and Auction Rooms at Flinders Street extension. The new site is more central for patrons and also allows easy access for those using public transport.

### Travelling rostrum

A feature of the Lost Property Store is an ideal arrangement for the public viewing of goods, before sale, in steel bins placed along passageways. The auctioneer will conduct sales from a travelling rostrum along each passage.

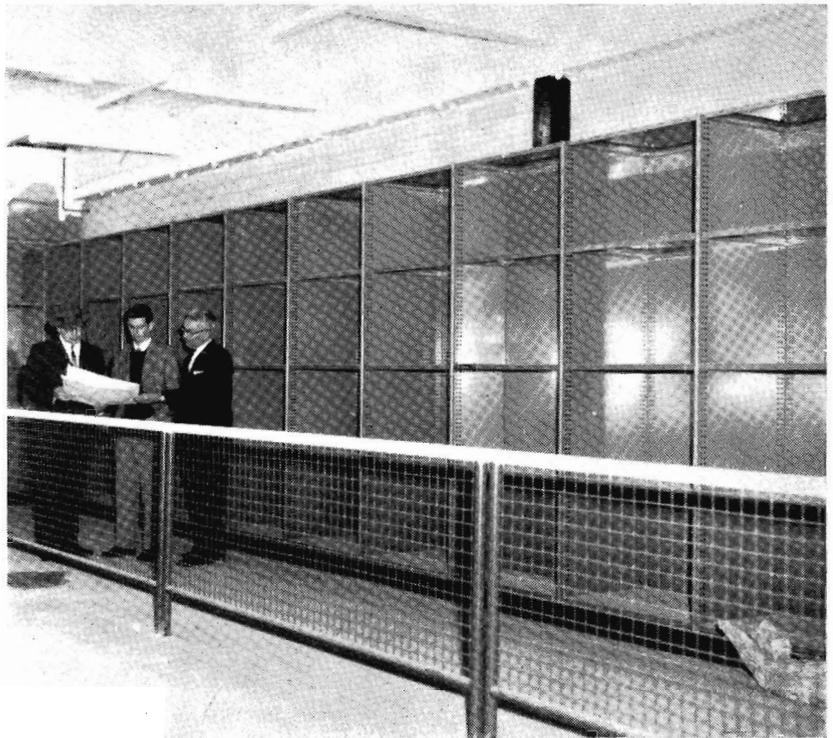
Special attention has been given to the floor surface throughout the whole building. The range of floor tiles covers mosaic, vinyl, steel and carborundum—according to the severity of traffic.

Another touch of brightness to the new building is long window boxes on the glass front wall.

This new building is typical of the coming change in the Spencer Street scene.

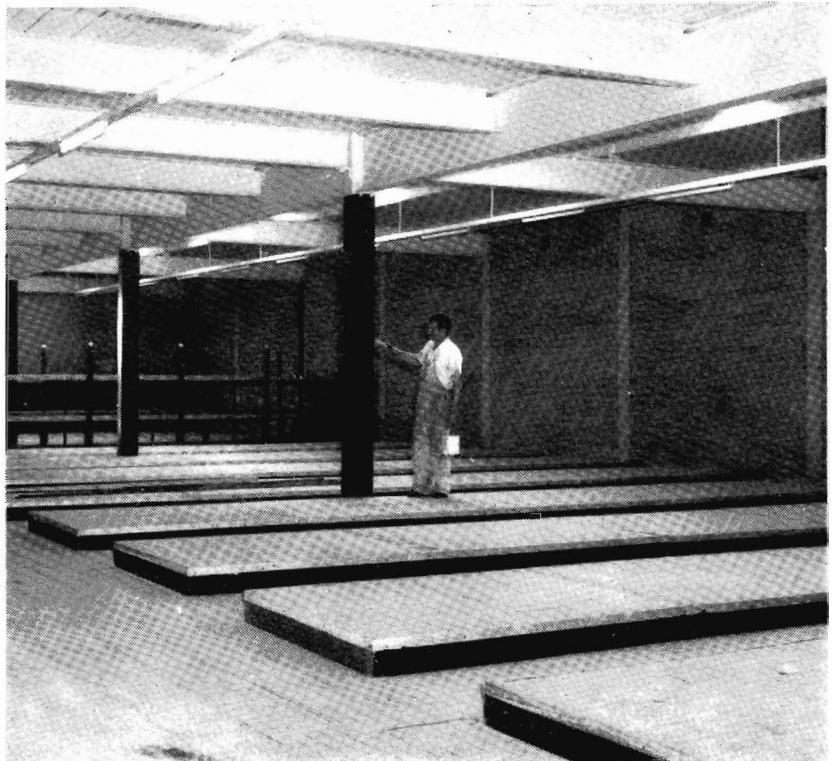
Already the wreckers have made way for the builders of the new Spencer Street rail terminal.

The influence of standard gauge will mean an even greater reliance on railways as the most efficient transport medium. And as business increases the department is ever ready to use the latest architectural trends for its customers' benefit.



(Above) Messrs. P. Donahue (Claims Officer), J. Tongue (Lost Property Foreman) and J. Howatt (Assistant Supervising Architect) discuss arrangements for the opening of the auction rooms. The convenient display and auction passage will benefit intending buyers.

(Below) Set in the spacious area of the lost property section, these large platforms are for the display and handling of heavy goods.



# PAPER, INK AND PRINT

the concluding V.R.I. lecture for 1961 was given at the Institute Hall, Flinders Street, by Mr. M. L. G. McKenzie, Manager of the Victorian Railways Printing Works. It was accompanied by a display of printing and some of the machines used. A condensation is given below.

THE earliest printed book, of which any record exists, is the *The Diamond Sutra*, printed in A.D. 868 by the Chinese, using clay type. Six centuries later, Johann Gutenberg printed his famous 42-line bible, using movable metal type for the first time. William Caxton was, of course, the first English printer; his book—the *Dictes and Sayings of the Philosophers* being printed in 1477.

Three centuries later a new method, afterwards to become known as offset lithography, was developed in Bohemia. This technique, which originally required the artist to draw on polished stones, was extensively used by the French artist, Henri De Toulouse Lautrec, for producing his famous posters depicting wine, women and song at the Moulin Rouge.

The history of printing during the 18th and 19th centuries was closely associated with newspapers particularly the London *Times*. Melbourne's first newspaper, the *Advertiser* was published by John Pascoe Fawkner. The first nine copies were issued in manuscript. The tenth number, March 5, 1838 was the first printed newspaper in Melbourne.

In 1893, the Victorian Railways, recognizing the need of printing in their operations, established a printing division in the Collins Street end of the Head Office. The division was transferred to the existing site at North Melbourne in 1929. Today, railway printing is divided into two sections—duplicating and printing.

The Duplicating Bureau (at Head Office), equipped with small offset and duplicating machines, handles urgent train circulars, short term stationery, notices, memoranda and publicity literature. The Bureau is also equipped with up to fifteen addressing and systems machines for the preparatory work entailed in payrolls, goods accounts, and copies of waybills.

## £400,000 business

Departmental printing is done at the North Melbourne Works where

almost the entire requirements are produced. Output includes all timetables, rosters, stationery, publicity printing, including *News Letter*, and railway tickets. The latter also entails the supply of all base rail tickets required by the South Australian and Western Australian Railways.

The annual departmental printing bill is £400,000; included in it are 500 tons of paper, costing £80,000.

## The raw material

Most paper is made from wood pulp. The Burnie Mills of Australian Paper Manufacturers Ltd. have highly developed the use of hardwoods for paper making. Selected logs are first mechanically reduced to chips from which the wood fibres are separated chemically. After hours of pressure cooking, a sudden release of pressure causes the chips to disintegrate and form the paper pulp which is then bleached and washed. With the addition of clay, dyes and size, the paper pulp is fed as a thin horizontal stream to a continuous wire mesh belt on which the paper is formed. By agitation, gravitation and suction, heat and pressure, the original pulp, which is practically 96% water, is reduced to paper with a water content of only 5%.

Paper is made in a wide range of sizes and qualities to suit commercial requirements. Some of the special varieties that are now available include:

- *N.C.R.* paper—no carbon paper is needed to make copies on it;
- *Texoprint*—a plastic impregnated paper that is strong and waterproof; both it and plastic coated paper can be used for maps and similar work;
- *Ferro-pak*—used for rust prevention. This paper is impregnated with rust inhibitors which slowly volatilize from the paper and condense on the metal surfaces to be protected. It can protect a wide range of products from machined parts to electrical gear. This paper is in use in some sections of the Department.

## The art of printing

Printing covers an enormous field but it may be broadly divided into three classes—relief, planographic and intaglio.

- Relief (referred to as letterpress) is done from a raised or relief surface such as a piece of type or block. Typical examples are daily newspapers and magazines such as *Walkabout* and *News Letter*.
- Planographic or surface printing (referred to as lithography) is done from a surface on which the design has been laid on by drawing, typing or photography. Examples are road maps, signal diagrams and *Reader's Digest*.
- Intaglio or engraved printing is referred to as Gravure. Typical examples are some of the women's magazines, such as *Women's Day* and *Women's Weekly*. This type of printing is suitable only for major productions and is employed in only a few Melbourne printing houses.

The basis of the first two systems, letterpress and lithography, is type—Hot Metal Type, Photo Type and Mechanical Type.

Hot Metal Type is made on Monotype and Linotype machines. In the former, the type characters are cast and assembled as individual letters, while Linotype, as the name implies, casts a line of type at a time.

With Monotype (the system used in the Department as it suits a great variety of tabular matter) the manuscript is set on a keyboard with up to seven alphabets at the disposal of the operator. A roll of paper is perforated in response to the operator's setting. This roll is transferred to a type casting machine which, from signals actuated by compressed air reading the perforated roll, moves the appropriate character die case in contact with the type body mould. The mould then receives an injection of type metal—comprising 75% lead, 16% antimony and 9% tin, heated to 700°F.

This type is formed, cooled and assembled at the rate of up to 9,000 units per hour. The type is then read by Readers and made up into page form by the addition of display headings and blocks of any illustrations. (See last month's *News Letter* for a description of block making.)

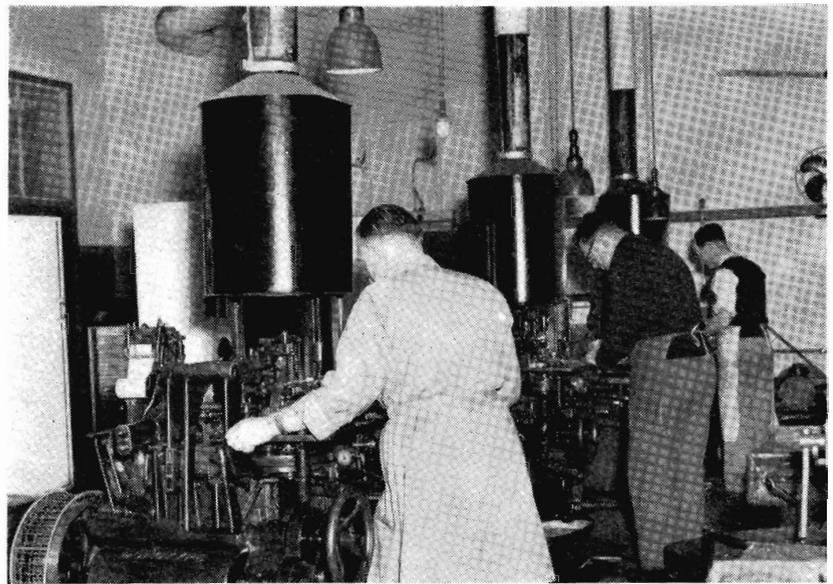
Photo Type is set in the conventional manner, but the product is film or paper and not metal type.

Mechanical Type is made by electric typewriters and similar machines.

### Future developments

The coming years will gradually see the elimination of hot metal type and the introduction of type setting by photographic means. A serious challenge to conventional type is now being made by type setting operated by punched tape. In conjunction with special cameras these machines will produce the photo type for printing major publications such as telephone directories. In fact, this system is now in general use on the Continent.

Flat-bed letterpress machines with a reciprocating bed will become obsolete. Printing techniques of the future will



Casting type at the V.R. Printing Works

use flexible metal or plastic plates wrapped around cylinders such as are now used in lithography. The compositor will work with positive film, brush and drawing board.

From Caxton up till a few years ago, printing was a craft which improved in technique, but not in principle. The immediate future will witness challenging changes.

## WORTH QUOTING

### City Engineer's report

A five-per-cent return to the use of public transport in Melbourne during peak hours would have a greater effect on easing congestion than the construction of a multi-million-pound express route into the city.

The City Engineer (Mr. J. Knee) said this in his annual report.

"The replacement of public transport by the motor car would require the construction of 15 to 20 new routes, such as Kingsway or St. Kilda Road," Mr. Knee said.

"It is apparent that you cannot economically design inner city arteries to cope with business, commercial and unrestricted use of private vehicles.

"The answer must, therefore, be severe control of the use of private vehicles," he added.

In large overseas cities it had become increasingly apparent that the need for improved public transport and pedestrian facilities to serve inner city areas must be given highest priority.

"The preparation of such a plan for public transport and then a commencement on its implementation is the most important project on which

we can embark, yet to date it has received negligible support.

"The figures indicate, however, that the use of the motor vehicle in the city must be controlled if the city is to grow or the motor car will strangle itself and the city," Mr. Knee said.

### A Professor's views

MR. KNEE (The City Engineer) urges restrictions on the use of private vehicles and greater use of public transport, and Mr. Thorpe, the chairman of The Traffic Commission, supports the construction of freeways.

But these suggestions for coping with the traffic problem are, as your editorial of November 6 points out, complementary, and not alternative.

Certainly Melbourne needs efficient highways; but it is equally certain that unless a higher proportion of city workers is induced to use public transport, particularly the railways, the city will soon become completely unapproachable by road at peak hours. Already several important city crossings are used to capacity at these times.

It is vital to the solution of this problem that the best balance be found between expenditure on im-

proved public transport and on freeways and other highways.

This requires a comprehensive, up-to-date transportation survey of the type many American cities have had made in recent years, but which Melbourne at present lacks.

Indeed, much of the data on which a sound transportation plan for Melbourne must be based are either 10 years out of date or altogether lacking. Millions of pounds are likely to be wasted if the present ad hoc approach to transportation planning is continued.

Incidentally, the most important recommendation in recent American studies is substantial investment in rapid transit rail systems.

*A. J. Francis (Professor of Civil Engineering, University of Melbourne in letter to The Age 6.11.61.)*

### Standard Gauge

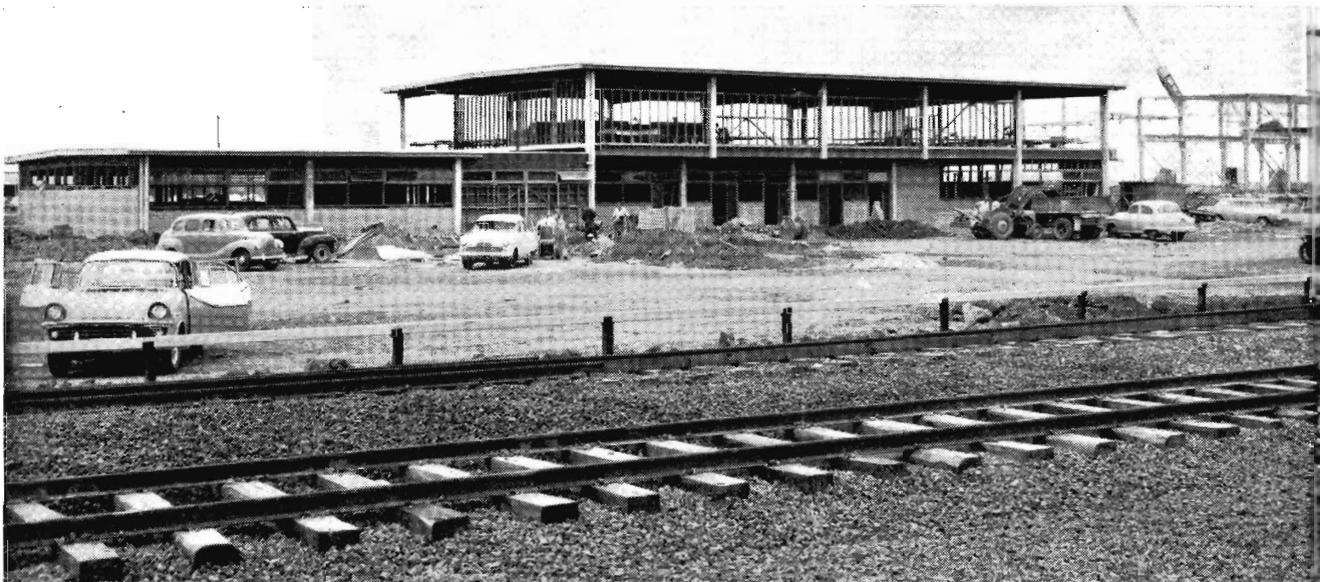
SURFACE transport was offering increased competition to internal airlines . . . The airlines would be affected on the *blue ribbon* Melbourne-Sydney route when the standard gauge railway service came into operation."

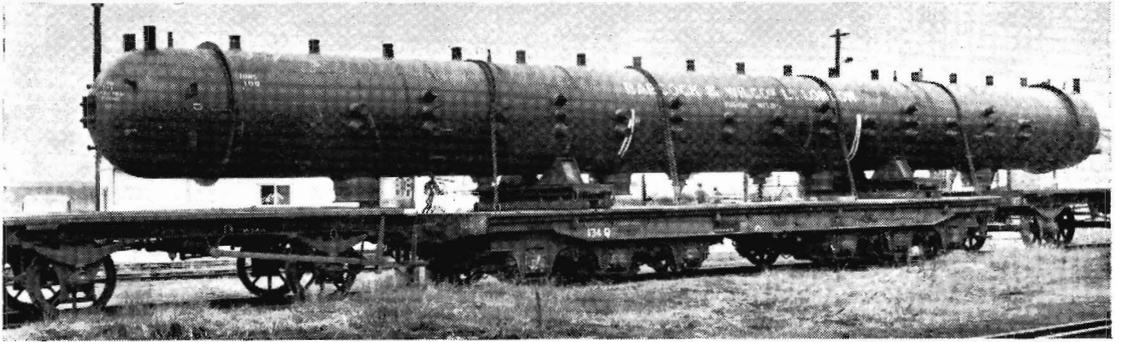
—*Senator Paltridge, Minister for Civil Aviation*



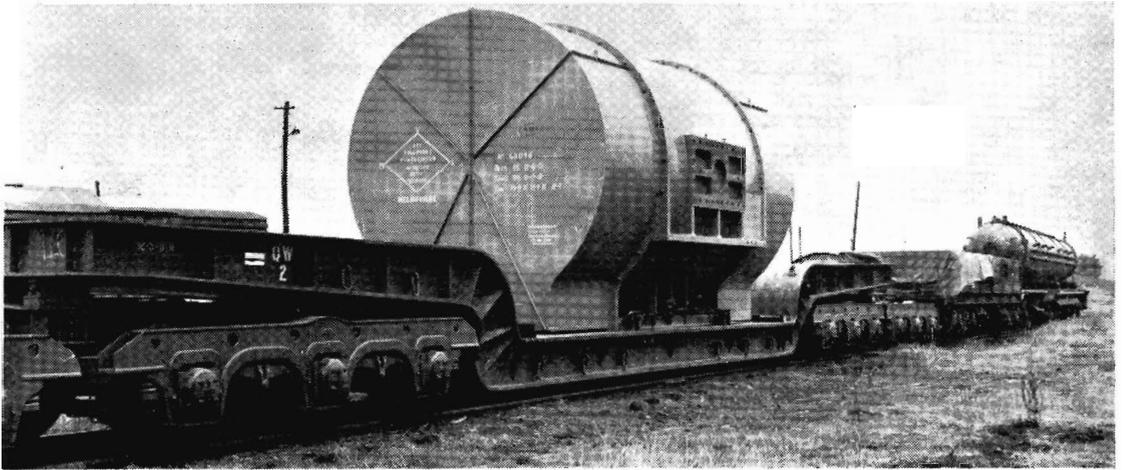
AROUND THE  
SYSTEM

Steady progress is being made on construction work at Dynon. Top picture shows the forwarding agents' centre at North Dynon. It has six 25 feet wide, each with a standard gauge track on one side and a broad gauge on the other. Rail tracks on both sides are set at road level to enable load to or from rail wagons. Lower picture shows, in the foreground, the office and amenities block of the new diesel-electric locomotive shed at Dynon; in the background, the structural steelwork for main buildings can be seen.

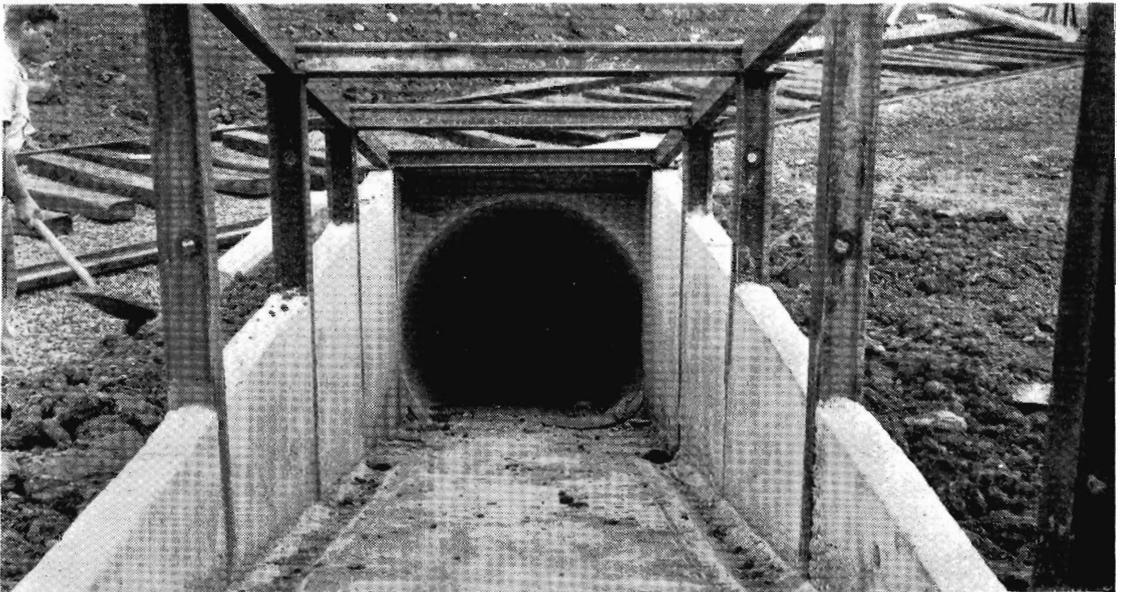




Equipment for S.E.C. power stations was carried over the Victorian Railways on Sunday, November 19, when the steam drum (above) and stator (below) were taken from Appleton Dock to Yallourn. The stator, an out-of-gauge load on the well wagon, weighs 116 tons and is 14' 9" high; the 100-ton steam drum is 86 ft. long.



long platforms,  
 pie road vehicles  
 depot at South



At Sunshine, parcels will move expeditiously between the parcels office and station platform by power-operated trolleys through this tunnel now under construction.

# BROADFORD

**R**OBERT H. Croll, writer and walker, was intrigued by the names of our creeks or "baby rivers" as he called them. In "Along The Track" he mentions some of his favourites—Dinner Creek in Croajingolong . . . Araluen, "full of soft lights and tender tones" . . . and the Dandongadale, "like a peal of bells". Despite Croll's intimate knowledge of the Victorian bush, he omitted one that could well merit a place in such company. It is Sunday Creek that, for part of its way, runs near Broadford. Though lacking the melody of Araluen, the name pleasantly suggests an ideal place to spend a lazy Sunday afternoon with the rod . . . and it certainly beckons to picnic parties.

The creek helped to justify the choice of a name for the town and, consequently, the station. One of the early pioneers in the district, Ray Clark, called the settlement Broadford, after his wife's birthplace in Scotland. But the name was also considered very appropriate because the horse-drawn coaches of those days made use of a local ford to cross Sunday Creek.

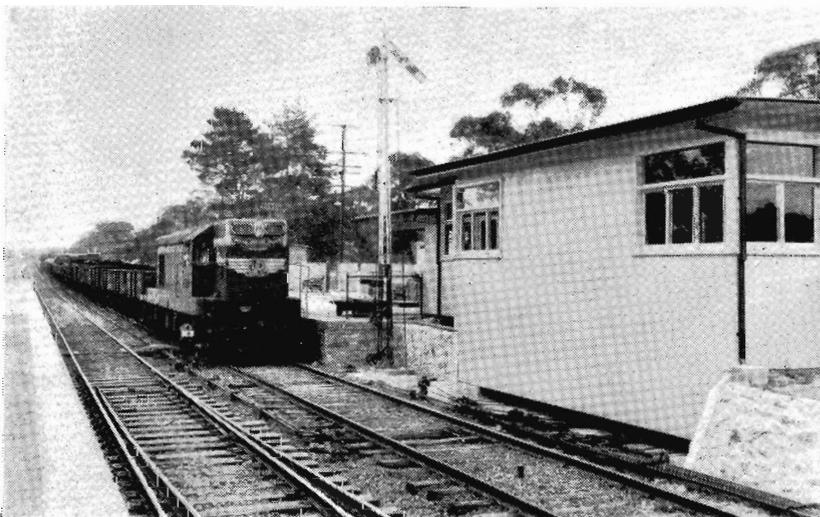
The small settlement is now a township of 1,450 with secondary industries that include a strawboard mill, wool scouring works and a clothing factory.



Assistant Stationmaster F. J. Adams makes a road for a "down" train. He has been in the Department for 14 years, and at Broadford for the last three.

Its railway station, which supervises Kilmore East and Wandong, is staffed by a Stationmaster and three A.S.M.'s who, at time of writing, comprised Messrs. C. H. Lilford (S.M.) L. L. Roberts, F. J. Adams and C. Stavris. Three "up" and two "down" trains daily, cater for passengers (there are 10,000 journeys yearly). The main outwards goods traffic is wool, 1,200 bales being consigned last season. Inwards parcels traffic brings in nearly £2,000 annual revenue, but the largest inwards item is the 40,000 tons a year

to the nearby siding, McDougall. This siding serves the strawboard mill of Australian Paper Manufacturers Ltd. The inwards goods consist mainly of brown coal from the company's mine near Bacchus Marsh, together with waste paper and straw. The mill, with its stacks of straw and 31 million gallon reservoir, is a familiar landmark to train travellers. The only mill in the southern hemisphere making strawboard, it uses 750,000 gallons of water daily which is afterwards piped away for pasture irrigation.



The 9.25 a.m. Seymour goods passes through Broadford.



Stationmaster C. H. Lilford, shown checking ticket stock, has been at Broadford since last July, and prior to that was S.M. at Toolamba.

## Pen returned

ON reaching the city I could not find my fountain pen—a *Father's Day* gift—and a thorough search of my home failed to locate it. In the process of trying to recover the pen I contacted the Sandringham Stationmaster and, to my delight, I learned that a bus driver, whom I believe to be a Mr. Rudderham, had found the pen and had handed it in to the Stationmaster. May I express my sincere appreciation and thanks for the return of the pen. It is most pleasing to know of the honesty of members of the Railway Department.

—H. L. Barwick, *Beaumaris*

## Sick passenger helped

ON a sports trip to Nhill by rail a boy from our school became extremely ill and required hospital attention. I would like you to know how deeply appreciative I was of the help and co-operation received from the Stationmaster at Nhill and the guard of the train, Eric Mills of Ararat, and a train examiner, Tom Davis, also of Ararat. These three men did far more than what would be normally expected of them in the situation and I was extremely grateful to them for all their assistance.

—S. L. Waterson, *Head Master, Murtoa High School*

## Daylight to Deniliquin

I write to express our thanks for the arrangements made in connexion with this Society's visit to Deniliquin on September 30 last. In general, these worked very smoothly . . . . . As things turned out, had we not had dining facilities on the train, the success of the entire tour would have been jeopardised.

We realise that many of your staff were concerned with the running of the train, but our especial thanks are due to (a) Messrs. Baker, Smith and Austin, in the Superintendent Train Services' Office for their careful attention to detail, and—I understand—to the Superintendent, Melbourne Passenger Yard, who met our request for three specific carriages; (b) the Superintendent, Refreshment Services Branch, and to the staff of the *Avoca* diner, headed by Steward Avent. We cannot speak too highly of the standard of food and service rendered. The service was of a uniformly excellent standard throughout long hours under extremely trying climatic conditions. Without a doubt, the dining car was the trip's outstanding feature. (c) the Guard, Mr. A. Burton, and the Stationmaster at Echuca, for

their ready assistance when one of our passengers was overcome by the heat, and had to be removed to hospital.

—M. C. G. Schrader, *President, Australian Railway Historical Society, to the Chairman of Commissioners*

## First aid given

ON Tuesday, 29.8.61, I unfortunately took ill on Spencer Street station. We were alone in a strange State. Firstly a Railway first aid man came to my assistance and took me to the Railway First Aid Room. I cannot speak highly enough of the attention and kindness I received from the Doctor and the first aid orderly. I would be very grateful if you could convey my thanks to these people. In these days of haste it is marvellous to receive such courtesy.

—Mrs. Gloria Corrigan, "*Rowan Brae*," *Poplar Grove, Lawson, N.S.W.*

## Young people's camp

DURING the recent school vacation our Department held a young people's camp at our Kyneton Conference centre and I convey our thanks to the staffs at both Spencer St. and Kyneton stations and to the conductors on the trains on which they travelled. All your staff members were courteous and helpful in every way. Their assistance made our journeys a very pleasant part of our camp.

—John Ward, *Administrator, Junior Camps, Department of Christian Education, Congregational Union of Victoria*

## Mildura tour

I thought you would like to know that the booking clerk at Mildura station was very co-operative and helpful to our escorting officer who accompanied a tour of 49 people to Mildura on the week-end of 11th August. The tour was very successful, and the Mildura staff extended every assistance to the escort.

M. J. Harkins, *Director, Tourist Development Authority, writing to the Secretary for Railways*

## Likes *The Gippslander*

AS an engineer employed by the Gas & Fuel Corporation, I travel regularly to our Morwell works from Melbourne on *The Gippslander*. I used to travel by car but I find the journey by train fast, comfortable and relaxing; and now only go by car for some special reason.

I enjoy a cup of coffee and toast in the buffet car and have always found the staff cheerful and helpful . . . .

I congratulate you on your choice of staff and I hope you are rewarded by an increase in the number of passengers on this line.

P. C. Chomley, *529 Main Road, Tecoma*

## Reso tour

AS a member of the Resonians just returned to Victoria after a delightful trip to Western Australia I wish to thank you and your officers for the splendid arrangements made for our party in collaboration with the Commonwealth and Western Australian Railways . . . . .

B. E. Ballard, *Leyton, 12A Royal Crescent, Camberwell*

## School excursions

I would like to express my personal appreciation of the ready co-operation by all members of the Victorian Railways who were connected with our excursion from Hamilton to the Royal Show on Friday last. Mr. Smith, and his staff here, were most helpful in the local arrangements, and Mr. Dix from Ararat, was with us throughout the day, and left no stone unturned to see that all went well. Mr. O'Connor took charge of our baggage arrangements at Spencer Street with gratifying results, and members of staff at the Showgrounds were also at our service at all times.

All passengers agreed that the railways could not have done a better job and . . . all being well, we look forward to another successful excursion next year.

—S. R. Harris, *Head Master, School No. 295, Hamilton*

IT was indeed a pleasure to have your co-operation when we took the children to Redcliffs by train, last week. They enjoyed their experience and your willing help, made it more enjoyable.

—Mrs. M. E. Bishop, *Director, Kathleen Kelly Free Kindergarten, Mildura, to S. M. Mildura*

## "Obliging railwaymen"

WE seem to be running into "obliging railwaymen" stories lately.

Sale man was travelling by early train from Traralgon to Melbourne, had only two minutes to catch the train but asked booking clerk whether it would be cheaper to obtain single in Melbourne for return trip as he was going to an intermediate station and not back to Traralgon.

Clerk patiently worked out mileage details carefully and advised 5/- cheaper to buy return ticket. This wins friends and influences railway travellers.

—*Gippsland Times*

## Industrial mobilization course

**M**R. P. A. GIBB, Assistant Manager, Spotswood Workshops, has completed the 1961 Industrial Mobilization Course, for which he was nominated by the Commissioners. The course was conducted by the Department of Defence and consisted of lectures, symposia and visits to selected industrial establishments.

## Visit to N.Z.

**M**R. Ron Baggott, V.R.I. Sports Secretary, recently returned from a trip to New Zealand with Melbourne Football Club—he is, of course, the Club's assistant coach. The party comprised 48 players and officials and it was the first time an Australian Rules club had made a trip outside Australia.

At Wellington they gave the first of two exhibitions of Australian Rules football. Although the game was completely unknown to the locals, 5,000 of them attended, and were most interested, particularly in the high marking and long kicking. The second exhibition was given in Auckland.

## Shire President

**C**OUNCILLOR Arthur Bentley, recently elected President of the Shire of Woorayl, is a vanman at Leongatha Goods Shed, where he has been stationed since he joined the

Department in the 1956. Active in the civic life of the community, Mr. Bentley is president of the ball committee, and a committee man of the Leongatha Youth Club. Like the Stationmaster, Mr. S. Ely, he is an enthusiastic bowls player.

## Quiet at Ouyen

**B**EHIND the letter of thanks received by Mr. A. Yole, Stationmaster at Ouyen, from the Ouyen and District Hospital, lies the care taken by local railwaymen to avoid noise in their work during a recent fortnight, when a patient was seriously ill with tetanus. *News Letter* is happy to record that the patient made a complete recovery.

As in so many other towns, railway staff and their wives are prominent in hospital work. Messrs. W. Wouda, W. McPherson, N. Crook and Mrs. Bursill and Mrs. Lang are some who are active in helping the hospital.

## Orthopaedic Hospital Auxiliary

**R**EPORT of the Auxiliary for year ended 7.9.61 shows that contributions and bank interest amounted to £2,637.14.10, and that, in the twelve years since its inception, £23,140 has been paid to the Hospital. Last year, the special effort for the children's annual Christmas party realized £384.15.0.

## Expert Skier



Pretty Ticket Checker Mrs. I. Wolfgramm sets the indicator clocks at Flinders Street. Mrs. Wolfgramm, who came from Karlsruhe, West Germany, 12 years ago, has been seven years in the railways, and prior to her present location, was at Prahran and St. Kilda. An expert skier, Mrs. Wolfgramm has been skiing since she was five years old; and now, when opportunity permits, likes to speed over the snow at Mt. Buller.

## More toes saved

**L**AST January, Crane Floorman R. A. O'Brien of the New Boiler Shop at Newport, was seriously injured when a length of rail fell on his foot. On his return to work after an absence of 13 weeks, he bought a pair of safety shoes. Last month, steel plates, weighing three-quarters of a ton, fell on both his feet. But his shoes saved him, and he was not injured. Only damage was scarring of the shoe leather.

In the same Shop, safety footwear prevented injury to Crane Floorman A. Briscoe's toes when a similar weight of steel plates fell and abraded his shins, finally resting on his toes.

Safety boots and shoes can be bought through the Department for £2.10.0 and £2.13.6 a pair.

## First on Heavy Harry

**T**HERE dropped into the *News Letter* office recently Mr. R. A. Clugston, who was the first driver on Heavy Harry and still retains an affection for H 220. Mr. Clugston, who retired in 1950, has added angling to his other hobbies of gardening and wood working, and was about to leave on a fishing trip to Corryong.

## Flinders Street's Man in Grey



One of the best known personalities at Flinders Street is, naturally, Station Director R. A. Cathie, seen here answering questions from a group of school girls. His experience in the Traffic Branch as goods guard, suburban guard, and 20 years "under the clocks" at Flinders Street, gives useful background knowledge for helping the travelling public. Mr. Cathie joined the railways on Empire Day 1916, and became a Man in Grey a year ago.

## KNOW YOUR INSTITUTE COUNCILLORS

Mr. W. J. S. Donald

**D**URING most of Mr. Bill Donald's 48 years in the Department (he joined as a lad porter at Essendon in 1913), he has been active in Institute administration and sport. A Councillor for 36 years, and Commissioners' Representative for the past 25, he is also a past Treasurer of the Institute and has been chairman of many of its sub-committees.



Mr. Donald

On the sporting side, Mr. Donald is a past President and a life member of both the V.R.I. Football and Cricket Associations, was Assistant Secretary of the latter for about 22 years, and has represented the Institute at many interstate cricket carnivals. He is a life member, and was President for 16 years, of the Tennis Association.

Since 1957, Mr. Donald has been Officers' and Employees' Representative on the Board of Discipline.

### Bigger prizes for students

**P**RIZES to be awarded for the Institute examinations this year will be £120—double that for the previous year. In addition, special prizes are awarded by the Institute Council in certain cases.

A new introduction is the V. F. Trainor Prize—valued at £10—for safe working.

### V.R.I. car trial

**T**HIRTY cars competed in the first trial conducted by the V.R.I. Entrance was restricted to members of the Institute and their friends. The trial began at Sunshine, ran through Melton, Bacchus Marsh, Anakie, Werribee, Laverton and returned to Sunshine.

Winners were P. Wilkinson and A. Mellor driving an Austin A 90, with a loss of 180 points. Placed second were R. Shenfield and K. Graham in a Morris Major, with 200 points lost.



Messrs. R. Peddley (left) and R. Bliss with the trophies awarded to them for the indoor bias bowls pairs championship in the Traralgon V.R.I. competition. Trophies were presented to them and to the winners of other competitions by Mr. R. Ramage, at a Barbecue Dance held recently in the Institute centre. All enjoyed themselves—and also the barbecued steaks, chops and sausages.

(Photograph: J. Grace)

## RECENT RETIREMENTS....

### TRAFFIC BRANCH

Jones, C. G. E., Geelong  
Driver, E. T. J., Flinders Street  
Lynch, J., Seymour  
Maddison, W. H., Flinders Street  
Marshall, S. G., Clifton Hill  
Southorn, R. R., Head Office  
Curran, J., Telegraph Office  
Stacey, A. E., District Supt's Office, Ballarat  
Sutton, J. F., Head Office  
Faulkner, J. M. G., Melbourne Goods

### WAY AND WORKS BRANCH

Brand, W. W., R.F. Warragul  
Street, H. T., W.F. Flinders Street  
Leonczuk, J., Williamstown  
McGrath, F., Warragul  
Thornton, W. G., Wonthaggi  
Fuller, J., Bacchus Marsh  
Nelson, C., Koo-Wee-Rup  
Saddler, R. G., Beaufort  
Bastow, J. R., Special Works  
Green, J., R.F. Newport  
Dickinson, H. J., Spotswood W'shops

### TRAFFIC BRANCH

Dempster, E. H., Head Office

### WAY AND WORKS BRANCH

Mason, R. M., S. & T. Spencer Street  
Simmons, E. A. P., Flinders Street  
Moors, J. H., Bendigo  
Basham, A. M., Flinders Street

### ROLLING STOCK BRANCH

Mann, J., Ballarat  
Vernon, L., Bendigo North  
Grant, R. W., Ararat  
Doble, A., E.R. Depot  
Jones, N. A., Goroke  
Robinson, R. G. C., Newport  
Enever, J. McD., Bendigo North  
Shakespeare, W. J., Jolimont  
Rigas, J., Train Lighting Depot  
Phefley, S. W., Yallourn  
Webb, O. T. S., Newport

### ELECTRICAL ENGINEERING BRANCH

O'Brien, H. L., Distribution Section, Flinders Street  
Goodman, G. A., Overhead Depot Batman Avenue

### STORES BRANCH

Finnegan, T. R., Spotswood General Storehouse

## ....AND DEATHS

### ROLLING STOCK BRANCH

Stronell, A. C., Head Office

### ACCOUNTANCY BRANCH

Foley, J. R., Terminal & Eastern Accounting Office, Flinders Street



Eastern Gippsland V.R.I. golf at Newry

AS this, the first V.R.I. Gippsland Golf Tournament, was organized at short notice, the course was not available exclusively to the V.R.I. The difficulty was overcome by Newry Club members joining with V.R.I. for the day—thus making a total of 108 competitors taking part in 16 events—each club providing trophies for its own members. V.R.I. results were :

V.R.I. Eastern Gippsland Championship, 27 holes, A. Cron (Maffra) ; 27 holes Minor Championship, R. Jones (Melbourne); 27 holes Handicap (handicaps 1-18), A. Cron (Maffra) ; 27 holes Handicap (handicaps 19 & over) J. M. Flett (Heyfield) ; 18 holes Handicap (handicaps 1-18) A. Godsil (Warragul) ; 18 holes Handicap (handicaps 19 and over) J. M. Flett (Heyfield) ; 9 holes Handicap (handicaps 1 to 18) A. Johnson (Moe) ; 9 holes Handicap (handicaps 19 and over) L. Swan (Stratford).

A delightful luncheon and afternoon tea were supplied for all competitors by the ladies of the Newry Club.

The day was an outstanding success and all are looking forward to next year's tournament.



B. Cullen (Traralgon) putting in the Eastern Gippsland Golf Tournament

Western and Wimmera V.R.I. Table Tennis Championship

THIS championship was held at Ararat on the week-end November 11-12.

Entries were received from players from Ararat, Ballarat, Murtoa, Horsham and Tatyoon. In addition, seven members of the V.R.I. Table Tennis Association in Melbourne competed ;



The winning team, Bendigo, in the V.R.I. Country Golf Week championships. (From left) : R. Poulter, N. Townsend, J. de Araugo (capt.), T. Tully, V. White. (Photograph in October issue showed the Korumburra team—Bendigo's opponents in the final).

and, as far as the individual events were concerned, scooped the pool.

The Singles and Doubles Championships were played on the Saturday, the trophies being presented at a dance in the V.R.I. on Saturday night. Results were :

Mens Singles ; O. Chan (Melb.) beat W. Lawrie (Melb.) 21-13, 21-15, 20-22, 22-20. Mens Doubles ; O. Chan and S. White (Melb.) beat W. Lawrie and E. Campbell (Melb.) 19-21, 21-8, 16-21, 21-8, 21-17.

Results of team events (all played on the Sunday) were :

Inter-town competition ; Only three teams competed—Ballarat, Ararat and Horsham. Ballarat eliminated Ararat by winning 6 rubbers to 1 and went on to play Horsham for the Shield. Horsham proved to be the surprise packet, for, despite being one player short, they defeated Ballarat, 6 rubbers to 5, to take the Shield.

The two special challenge matches between Ararat and Melbourne resulted in comfortable victories for the Melbourne teams.

Trophies won in the Sunday matches were presented at afternoon tea after which the players returned to their home towns.

Cricket

HIGHLIGHTS of the V.R.I.C.A. season to date have been the scoring of centuries by E. Barnes (Flinders Street) in the first round and R. Chapman (Loco.) on the first day of the second round. At the time of going to press results were :

Spotswood Shops, 6 for 238 (H. Dworecki 53, R. Duff 43. T. Watson 34 not out. J. White 33) defeated Suburban Lines, 55 and 8 for 56, (J. White 5 for 20).

Flinders Street, 5 for 206, (E. Barnes 149, L. Edwards 76) drew with Loco., 1 for 46, (R. Chapman 21 not out). Rain stopped play during second day.

Newport Shops, 9 for 156. (J. Hill 41, T. Durbridge 29 not out, J. Spillsbury 24 not out, N. Kimpton 3 for 44, J. Jenkins 4 for 64) drew with Stores, 2 for 34, (R. Dyson 26, J. Spillsbury 2 for 13). Rain stopped play during second day.

At the end of the first day's play scores in the following two games were :

Loco. v Spotswood Shops—Loco. 6 for 218 (R. Chapman 101 not out, K. Schickerling 42). Suburban Lines v Newport Shops—Suburban Lines 41 ; Newport Shops 0 for 45.

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Terminating dates of pay fortnights shown in **Green**

○ Public holidays (Good Friday, 1963—April 12)

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	JANUARY					FEBRUARY					MARCH								
Sun.	...	7	14	21	28	...	4	11	18	25	...	4	11	18	25	...			
Mon.	①	8	15	22	②9	...	5	12	19	26	...	5	③12	19	26	...			
Tues.	2	9	16	23	30	...	6	13	20	27	...	6	13	20	27	...			
Wed.	3	10	17	24	31	...	7	14	21	28	...	7	14	21	28	...			
Thur.	4	11	18	25	...	...	1	8	15	22	...	1	8	15	22	29	...		
Fri.	5	12	19	26	...	...	2	9	16	23	...	2	9	16	23	30	...		
Sat.	6	13	④20	27	...	...	⑤3	10	⑥17	24	...	⑦3	10	⑧17	24	⑨31	...		
	APRIL					MAY					JUNE								
Sun.	1	8	15	22	29	...	...	6	13	20	27	...	...	3	10	17	24	...	
Mon.	2	9	16	⑩23	30	...	...	7	14	21	28	...	...	⑪4	11	18	25	...	
Tues.	3	10	17	⑫24	...	...	1	8	15	22	29	...	...	5	12	19	26	...	
Wed.	4	11	18	⑬25	...	...	2	9	16	23	30	...	...	6	13	20	27	...	
Thur.	5	12	19	26	...	...	3	10	17	24	31	...	...	7	14	21	28	...	
Fri.	6	13	⑭20	27	...	...	4	11	18	25	...	...	1	8	15	22	29	...	
Sat.	7	⑮14	⑯21	28	...	...	5	⑰12	19	⑱26	...	...	2	⑲9	16	⑳23	30	...	
	JULY					AUGUST					SEPTEMBER								
Sun.	1	8	15	22	29	...	...	5	12	19	26	...	...	2	9	16	23	30	
Mon.	2	9	16	23	30	...	...	6	13	20	27	...	...	3	10	17	24	...	
Tues.	3	10	17	24	31	...	...	7	14	21	28	...	...	4	11	18	25	...	
Wed.	4	11	18	25	...	...	...	1	8	15	22	29	...	...	5	12	19	26	...
Thur.	5	12	19	26	...	...	...	2	9	16	23	30	...	...	6	13	20	⑳27	...
Fri.	6	13	20	27	...	...	...	3	10	17	24	31	...	...	7	14	21	28	...
Sat.	①7	②14	③21	28	...	...	④4	⑤11	⑥18	25	...	...	⑦1	⑧8	⑨15	22	⑩29	...	
	OCTOBER					NOVEMBER					DECEMBER								
Sun.	...	7	14	21	28	...	...	4	11	18	25	...	...	2	9	16	23	30	
Mon.	1	8	15	22	29	...	...	5	12	19	26	...	...	3	10	17	24	31	
Tues.	2	9	16	23	30	...	...	⑪6	13	20	27	...	...	4	11	18	⑫25	...	
Wed.	3	10	17	24	31	...	...	7	14	21	28	...	...	5	12	19	⑬26	...	
Thur.	4	11	18	25	...	...	...	1	8	15	22	29	...	...	6	13	20	27	...
Fri.	5	12	19	26	...	...	...	2	9	16	23	30	...	...	7	14	21	28	...
Sat.	6	⑭13	⑮20	⑯27	...	...	...	⑰3	⑱10	⑳17	㉑24	...	...	①8	②15	③22	29	...	