

VICTORIAN



# RAILWAYS

January

1974

10 CENTS



# THE YEAR OF THE BOARD

Without doubt the occurrence carrying the most magnitude during the 1972-73 financial year was the appointment of a seven-man Railways Board to replace the Railways Commissioners.

Coming as a direct result of the Bland Report tabled in Parliament in March 1972 the Board met as management for the first time on May 8. The former Managing Director of General Motors Holden's Pty. Ltd., Mr. A. G. Gibbs, took up his appointment as Chairman on July 1, 1973.

The Board was allocated the task of revitalising the Railways industry in Victoria and bringing it to a point where it could compete successfully as a commercial enterprise against other modes of transport.

Working expenses increased by \$17.4 million over the year and income was down by \$1.5 million.

Wage awards played a large part in increased expenditure with an outlay of \$14.8 million (see *Financial Results*).

In the marketing field the introduction of railway road vehicles to pick up and deliver goods direct to clients in the metropolitan area, and the start of block train operations for petroleum products between Melbourne and Wodonga, highlighted the year. (see *Marketing*).

Drought had a marked effect on freight operations with the annual wheat harvest being down 521,735 tonnes (513,492 tons) on last year. (see *Freight Operations*).

Progress highlights for the year included the introduction of stainless steel suburban trains, completion of two additional tracks and a flyover between Richmond and Flinders Street to ease congestion of trains servicing the eastern suburbs, and extra train services being introduced to cater for commuters in those areas.

The following is a summary of the Board's report to the Minister.

# FINANCIAL RESULTS

	1972-73
	\$
Gross income .. .. .	110 410 116
Working expenses charged against revenue .. ..	156 326 972
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LOSS ON CURRENT OPERATIONS .. ..	45 916 856
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Interest charges and expenses .. .. .	10 020 511
Exchange on interest payments .. .. .	65 982
Contribution to National Debt Sinking Fund .. ..	419 291
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TOTAL INTEREST, EXCHANGE, ETC. .. ..	10 505 784
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DEFICIT .. .. .	56 422 640
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## RAILWAYS BOARD

The outstanding feature of the year was the passing of legislation to change the management of the Railways from the Railways Commissioners to a Railways Board, as recommended in the Report of the Board of Inquiry into Land Transport in Victoria.

The legislation provided for a 7-man Board comprising men from Railways and Business and also for the appointment of a General Manager of the Victorian Railways.

As the Board was only in office for the last eight weeks of the year the various aspects of operations covered throughout the Report relate mainly to that period when the Railways were under the management of the Victorian Railways Commissioners.

The Board was gratified and encouraged that both the Victorian and Commonwealth Governments announced that greater attention would be given to upgrading public transport to encourage greater patronage, with beneficial reduction in road congestion and the demand for heavy investment in urban freeways.

This would involve generous financial grants to achieve the quality of service which would offer a worthwhile alternative to the motor car for passengers and modern road transport for freight. The Board is accordingly appraising various alternatives as a prelude to developing overall objectives and plans towards this end. However, it is clear at the outset that there is urgent need for financial assistance for modern freight and passenger rolling stock and additional motive power.

## LOAN FUNDS

Interest bearing funds totalling \$16 019 804 were allotted by the Treasury for expenditure during the year, an increase of \$575 570 over the previous year.

They were used as follows:

### RENEWALS AND REPLACEMENTS

	\$
Way and Works	2 565 733
Rolling Stock	8 086 241
	<hr/>
	10 651 974

### CAPITAL WORKS

Way and Works	5 263 886
New lines	103 944
	<hr/>
	5 367 830

As has been the case for many years, the major portion of the loan allotment was again used to finance renewals and replacements amounting to 66.5 per cent of the allotment. In fact, since July 1, 1960, from total loan allocations of \$203.8 million, \$123.4 million had been expended on renewals and replacements for which the Department pays interest but received no return.

While the purchasing power of funds continued to diminish, there was no reduction in the many capital works that must be carried out urgently if the Railways is to provide a modern and highly efficient rail system. *As part of its programme to upgrade public transport the Government proposes to make many improvements to the suburban system. If the VR is to undertake these important works, the Board emphasizes the necessity to change the present financial system of loan funds. The seriousness of this is evident from the accompanying graph:*

# FREIGHT OPERATIONS

	1972-73	1971-72	1970-71
Total goods and livestock tonnage .. .. .	11 475 336	11 795 023	12 690 766
Average haul per tonne of goods (kilometre) .. .. .	271	272	269
Total net tonne kilometres (goods and livestock) in millions .. .. .	3 164	3 264	3 465
Average kilometres per wagon per day .. .. .	55.86	59.71	58.92
Average daily wagon output (net tonne kilometres) .. .. .	615	649	654
Average net wagonload (tonnes) .. .. .	16.25	16.37	16.65
Average tonne kilometres (net) per goods train hour .. .. .	6 676	6 685	6 618
Average net trainload (tonnes) .. .. .	293	302	306
Standing time (hours) per 1,000 train kilometres .. .. .	6.28	6.59	7.02

## MARKETING

Reorganization and expansion of the Marketing Division, providing for marketing managers assigned to specialize in various groups of major commodities, was begun. A significant early achievement was the introduction of block train operation for petroleum products between Melbourne and common facilities at Wodonga. Negotiations are proceeding for extension of the system to other parts of the State.

There was no easing of the fierce road competition, particularly interstate, and in the ever expanding area inside the State border serviced by "border hoppers". The Board is most disturbed at the apparent ease with which the latter operators are allowed to function under the protection of Section 92 of the Constitution of the Commonwealth of Aus-

tralia, by giving a legal interstate character to what are essentially intrastate road movements.

During the year approval was given to operate Departmental road vehicles to collect and deliver goods direct at clients premises in the metropolitan area. Although only operating in a restricted area at present, the additional service has proven popular with customers and the VR expects it will be of great advantage in securing new business.

In August, the overnight train to Mildura was modernised with air-conditioned sleeping carriages. Named *The Vineland*, the train's popularity is evident by an increased patronage of 25 per cent during the first 10 months of operation. The number of motor cars carried on the MotoRail wagon to Mildura, has doubled during the year.

A Package Tours Promotion Section was established and has been most successful in organising tours to several popular intrastate and interstate locations.

## FREIGHT OPERATIONS

One of the most significant factors which can influence our "bread and butter" item for freight revenue unfortunately struck again during the year. The devastating drought effect on the annual major wheat haul was highlighted by the poor wheat harvest which was 521 735 tonnes below the previous year's. Also, the amount of wheat exported was 728 309 tonnes less.

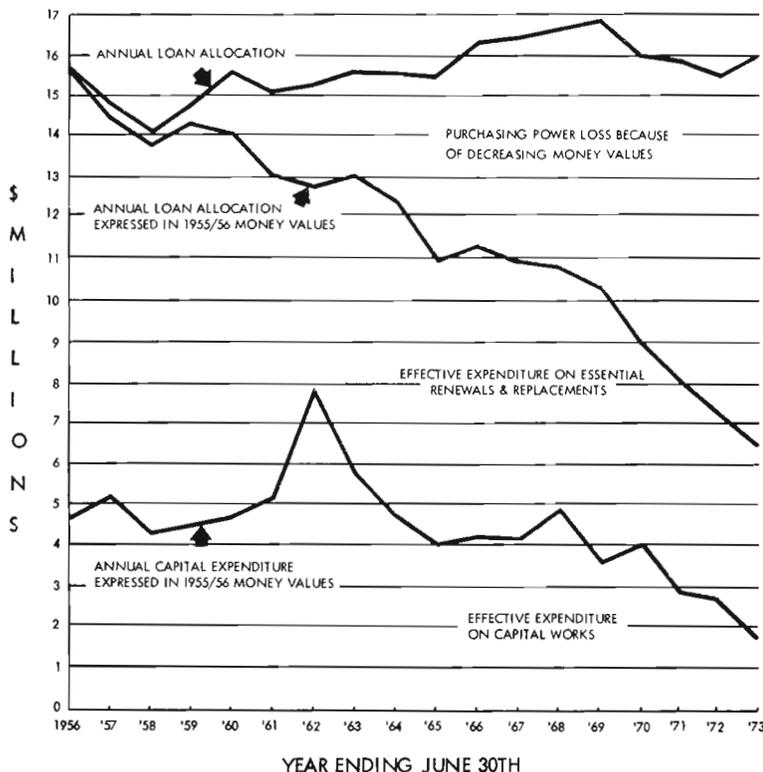
Similarly, other grains produced poor crops and revenue suffered further.

Despite a reduction of 725 457 tonnes in major grain traffic compared with 1971-72, the total tonnage of all commodities was only down 319 039 tonnes for the year. This was due mainly to increased commercial activities in the second half of the year, following the breaking of the drought, and the improvement in economic conditions throughout the State.

Wagon loads of livestock traffic decreased by 10 per cent over the last year. Sheep traffic was down 47 per cent but this was due to farmers withholding sheep from sales following the high rise in wool prices. Cattle, however, showed a 25 per cent increase due mainly to the movement of fat and store stock to New South Wales and Queensland.

Superphosphate traffic showed an increase of 114 553 tonnes, but it was disheartening that a record amount was carried by road.

Confidence in the Railways ability to perform major transport tasks was shown by one of Melbourne's main forwarding agents opening a terminal at South Dynon in May. Called M. E. T. S. (Maynerail Equipment Transfer System) it is controlled by Mayne Nickless and is used principally for the movement of containers between Melbourne and Sydney.



Although the number of suburban passenger journeys fell by 2.2 per cent to 131.01 million, patronage of peak hour suburban services continued to increase. Country and interstate journeys rose by 6.01 per cent and 3.83 per cent, respectively.

Special trains carried 217 000 passengers to the Royal Show, an increase of more than 10 000 over last year.

*The 40th Eucharistic Congress, which was held in Melbourne in February, involved organising for the biggest ever rail movement of people in a limited time.*

The major task for railway staff was to transport nearly 75 000 school children to and from the Children's Mass at the Melbourne Cricket Ground, within a two hour period each way, using 55 suburban and 26 country trains. Normal commuter services were operated at the same time.

*Many letters were received by the V.R. from parties involved in the Congress, praising the Department for the efficient and courteous way in which the task was successfully completed.*

To cater for patrons attending sporting events in Melbourne, a day return service was introduced from Portland to Dimboola on Saturdays.

## PROGRESS

The first new stainless steel suburban train commenced operation on the St. Kilda line in December.

Industrial action over the new driving trailer carriages delayed the introduction of some completed carriages. At the end of the year one 6-carriage and two 2-carriage trains were in regular service.

## METROPOLITAN NETWORK IMPROVEMENTS

**Work on a number of rail projects, designed to improve the metropolitan network, will begin early this year.**

**The programme includes duplication of tracks on several busy lines to provide for more express running and to overcome "bottle-necks" in some areas.**

In addition, delivery of the new stainless steel electric trains this year will be increased to 10—double the existing rate.

Work on the duplication of the Macleod-Greensborough line, which now serves a rapidly expanding population in the area, will start soon. Duplication will allow improved timetables and better time-keeping for all train services.

Work on two additional tracks,

The completion in February of two additional tracks, and a flyover between Richmond and Flinders Street, removed the major bottleneck which caused delays to trains servicing Melbourne's heavily populated eastern suburbs. Extra train services have been introduced to cater for commuters in those areas.

More than \$70 000 was spent in providing new modern equipment in various Departmental workshops.

Progress on the Underground Rail Loop project went ahead as planned and the first trains are expected to operate in 1978.

The programme of extending suburban platforms to cater for 8-carriage trains to meet the increase in rail patronage during peak hours continued.

In co-operation with the Country Roads Board, three more level crossings were eliminated by grade separation. During the year an additional 18 level crossings were fitted with flashing light signals, while boom barriers were installed at three locations.

## PERSONNEL AND ADMINISTRATION

At June 30, 1973, the total staff (including casual labour equivalent to 685 men working full time) was 25 182 compared with 25 715 at the end of last year.

The Board took the opportunity of expressing its appreciation to the staff for their work in all phases of operations during the year. An outstanding achievement worthy of particular reference was the ability and delicacy shown by staff in restoring

rail operations following heavy flooding at Seymour in February.

Development of staff training programmes was expanded throughout the year. A new training centre was opened at Princes Gate where courses, covering a wide range of railway operations, were conducted under the control of the Education Officer. As in the past years, senior officers also attended outside management and business courses.

A second computer is now in use to meet the growing demand within the Department for more and more detailed and specific information about the many aspects of railway operations.

During the year salary and wage increases were granted to a number of railway grades by the Commonwealth Conciliation and Arbitration Commission. It is estimated that the additional cost of these increases will be \$29.2 million in a full year.

The average annual payment, including overtime penalty payments to all officers and employees, including juniors, was \$4,647 compared with \$3 992 last year.

## OVERSEAS VISIT

The Deputy Chief Civil Engineer, Mr. L. A. McCallum, visited Europe during April, 1973, to study matters associated with the construction of the Melbourne Underground Rail Loop.

A number of projects, as detailed in the November issue of *Rail Ways*, will be started on the Glen Waverley line to make it "the model" for improved rail services in the metropolitan area.

Simultaneously with these works, a start will be made on power signalling on the Caulfield-Mordialloc line and between Ringwood and Bayswater. The existing manual signalling system at Oakleigh will also be replaced by power signalling.

Building of new stations between Noble Park and Dandenong, and between Seaford and Frankston, is to begin soon. In addition, a number of stations are to be reconstructed and modernised. Station improvements works are due to begin about April.

After six months as Chairman of the Board I thought it opportune to report in general terms to our Railways staff on activities of the Board. The appointment of a Board followed about 90 years of railway management with Commissioners, consequently the Board had the task of creating a new method of operating.

The material contained in this report is a summary of the various subjects reviewed at 15 Board meetings. This is intended to convey some idea of the scope of the Board's discussions. It is not possible at this stage to give a specific timing on all these proposals as many are still under review. It should also be appreciated that there are other subjects yet to be considered by the Board early this year.

As the Board included five members new to the Railways, it was essential that they be given background material to explain the operation of the Victorian Railways, together with details of forward plans.

#### Additional finance

The Board recognised soon after it was formed that the question of additional finance would take some months to resolve. The first objective, therefore, was to establish some kind of priority for all forward requirements, together with overall costs.

From the outset, the Board has had the advantage of being able to refer to the Bland Report which has been approved by the Government as a general guideline for the future development of transport in Victoria as a foundation on which to base its broad policies.

The essential philosophy of the Bland Report is quite simple. It is that rail and road should establish their proper roles by competing for traffic on equal terms, each mode levying charges which cover its full true costs.

The Board's first task was obviously, therefore, to fully acquaint itself of the present situation, and such studies have taken up a great deal of its attention. As well as covering the general financial situation, the Board has received presentations from senior Departmental officers covering specific problem areas such as the age and condition of suburban trains and freight rolling stock, motive power requirements, and the need for improved train operating facilities on the Serviceton line.

Aspects of Departmental organization, to which attention was directed in the Bland Report, have been considered by the Board and appropriate action has been initiated. A Departmental committee, supported by one full-time and one part-time consultant, has been set up to review the accounting and management information systems with a view to bringing them into line with the needs of a commercially-oriented organization; costing techniques are being continually refined so that freight charges can be more closely aligned with costs of providing service; consultants have been engaged to recommend improved documentation and accounting procedures in the Melbourne Freight Terminal; a proposal has been approved for re-organization of the present Commercial Branch into a Marketing Branch under a Chief Marketing Manager, with a number of Marketing Managers specializing in various areas of freight and passenger traffic.

#### Long term policies

Towards the task of clarifying its long-term policies, the Board has considered a report setting out appropriate objectives, strategies and plans for the various categories of railway service, together with estimated investment needs over the next five years if the recommended plans are to be implemented.

Detailed consideration of the many facets of operation embraced by this report will, of course, take time, but already important decisions have been reached in the fields of suburban and inter-urban passenger traffic. These are:

- The proposed upgrading of the Glen Waverley line as a demonstration to the public of the Board's standards for the whole suburban system.
- A comparable upgrading of the Melbourne-Geelong corridor, to demonstrate the Railways' outstanding superiority for inter-urban commuter traffic on high-density routes.

Probably the most difficult problem facing the Board is implementing the philosophy of the Bland Report is deciding its policy concerning the future of non-bulk freight traffic in Victoria. Already, in the course of increasing freight rates from October 1, 1973, the first steps were taken to bring charges more closely into alignment with costs by raising minimum charges per consignment to a more

realistic level. This is only the first step on a long and uphill path if the Railways' proper economic role in the field of less than wagon-load traffic (general merchandise, etc) is to be identified and implemented. The development offering the best chances of success appears to be the "regional freight centre" concept for applying the inherent advantages of the rail and road modes to achieve combined door-to-door operations. The next step will be implementation of a pilot study of this concept at a suitable location to be selected by the Board.

#### Future of small lines

The remaining single problem which has been of most concern to the Board is that of the future of lines, or services, for which there appears to be no economic justification, even when due value is given to social factors such as road congestion and accidents, air pollution, and road construction and maintenance costs.

It has long been the contention of the Railways that such services should be either discontinued or directly subsidized from the public purse, and the Bland Report fully supports this contention. To test the economics of replacing some poorly-utilized country branch line rail car services by buses, the Board has invited tenders for private bus operations, under contract to the Department, on three such routes which have yet to be discussed with local groups. Action is also being taken with a view to having an independent investigating authority appointed, in accordance with Government policy, to consider in detail the future of a number of poorly patronized branch lines.

Additional subjects under review by the Board include:

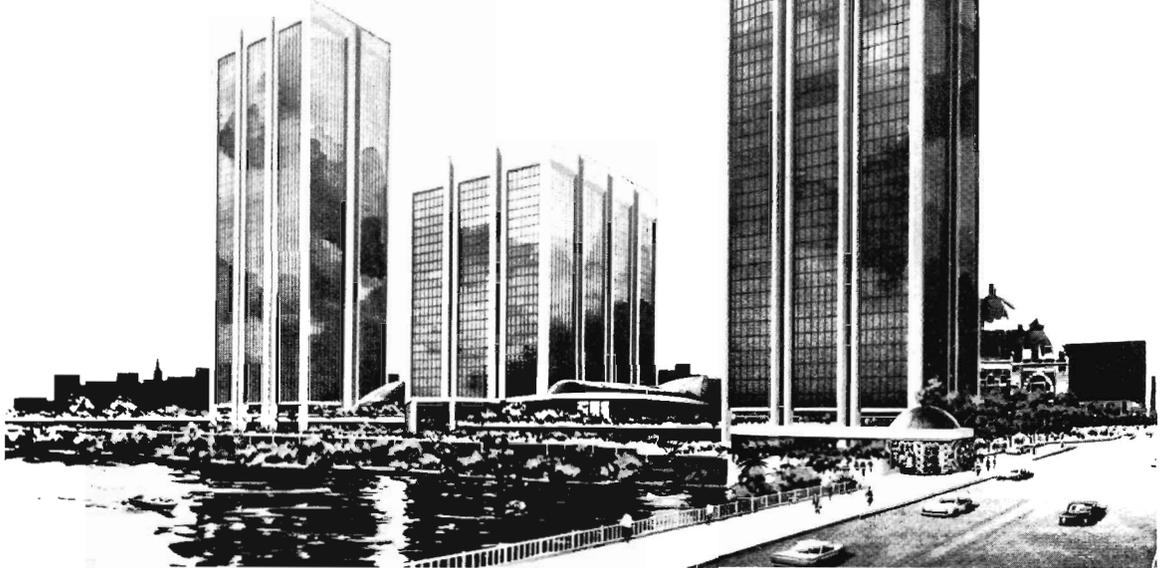
- Flinders Gate development.
- Establishment of sub-metropolitan freight centre at Westall.
- Inter-system freight traffic growth.
- Steps to improve image of VR.
- Effect of changes to the Transport Regulation Act.
- Industrial matters

Discussion on all these subjects has not been concluded but it is planned to publicize decisions from time to time. A lot will depend, of course, on funds available for new projects over the next few years but the outlook is encouraging and it is for this purpose that an overall 5-year plan is being prepared.

A. G. GIBBS

# FLINDERS GATE PROJECT

An artist's impression of one of the concepts that could be built over Flinders Street Station.



The Flinders Street station redevelopment project is to proceed. Expected to be completed at a total cost of \$250 million, the venture will be the largest redevelopment of its kind ever undertaken in Australia, and one of the largest in the World. To be developed by Meldon Properties Pty. Limited, the first phase will entail the placing of a deck, or decks, above the Flinders Street platforms and tracks on which, initially, two multi-storey buildings will be built. It is likely that some Government departments will occupy the first building. This phase covers an area of approximately 3.237 hectares, extending from Swanston Street to just past Elizabeth Street and will be known as Flinders Gate.

The ultimate operation will involve modernising the existing station complex, incorporating the underground rail loop, now being built, and building a mini-city over the 10.927 hectares of railway yards.

Meldon Properties has a development with the Victorian Railways which was signed on September 3, 1971, and ratified by an Act of Parliament on November 30, 1971.

The agreement provides that before proposals are submitted to the Victorian Railways Board for approval, they are to be reviewed by a planning committee and its recommendations attached. The planning committee comprises the General Manager of the VR (Mr. E. P. Rogan) as Chairman, representatives of the Melbourne City Council, Melbourne and Metropolitan Board of Works, and Meldon Properties Pty. Limited. Areas are to be developed as they are made available by the Railways.

A marketing concept has been developed and design work has started.

Preliminary tests with a drilling

rig have been made at Flinders Street station to determine foundation conditions for the support columns of the deck.

The main considerations in the planning of the project have been: railway requirements; a traffic study—inside and outside, taxi and bus pull-ins, parking, servicing access, and pedestrian flow; tenant needs; and operating needs.

The Flinders Street station phase of the development will consist of improving VR facilities, offices, shops, plazas and recreational facilities.

Meldon Properties Pty. Limited is owned by Lend Lease Corporation Limited who will also act as development managers for the project.

Civil and Civic Pty. Limited will be project manager and handle design and construction. Both Lend Lease and Civil and Civic have had experience in air-space development with the handling of two similar projects in Brisbane, and Princes Gate, the first project of this type, which was completed in 1967.

First of the Queensland develop-

ments was the \$8.5 million project above the Brunswick Street station, which includes a 9-storey office building, a 450-vehicle car park, and 43 shops.

Built in the heart of Brisbane's Fortitude Valley business area, the complex provides a shopping mall, through which passengers enter and leave the new Brunswick Street station.

The second air-space project is over Central station and the overall estimated cost on completion is \$40 million.

Stage one, a 15-storey administration headquarters for the Queensland Railways, is nearing completion and work on stage two is now in progress.

Flinders Gate provides a huge expansion on the Brisbane projects and, unless technical difficulties arise, a start on the foundation work is expected toward the end of this year.

Although no firm dates have yet been released for Flinders Gate, it is hoped the first building will be completed in approximately three years.



The banner tells the story as photographers crowd in to get a shot of John Collins and his entourage on their arrival in Melbourne. Collins stands at the door of the New South Wales Chief Commissioner's Car No. 9 with HSV 7's, Trudy Jaworski, waiting for the rest of the party to step onto the platform

**Promotion for HSV 7's new show "J.C. at 8.30" centred around Railways. Star of the show, John Collins, arrived in Melbourne from Sydney this month in the N.S.W. Chief Commissioner's Car No. 9 in the consist of Southern Aurora.**

To the fanfare of Frank Traynor's six-piece jazz band, the Sydney celebrity jumped from the carriage to join dancers from the Olive Wallace Dancing School in an impromptu soft-shoe. Miss Australia 1973 and current HSV 7 weather girl, Michelle Downes, joined children's programme hostess Trudy Jaworski in welcoming Mr. Collins.

With "J.C." on the train were Vicki Raymond, formerly Bev of Channel O's "Number 96", top Sydney model Issa Arnel, the man from the Selley's advertisements, Andrew Harwood, and lovely "Temptation" hostess, Barbie Rogers.

The five girls form the nucleus of eight hostesses on the show.

The Chief Commissioner's Car stayed in Melbourne for a week while the company pre-recorded two Melbourne editions of the series.

Parked at No. 1 Platform during its stay, the carriage had to be shunted out for short periods during the day to cater for the arrival and departure of *Southern Aurora* and other regular trains.

John has a soft spot for the Railways and was very impressed with the carriage. And, for a man with a 20-room mansion at Pymble with a swimming pool and tennis courts, that takes some doing.

"Although it may not be as big as home, it is just about as good, because it's mobile," he said.

## FIRST-AID HINTS

In this and the next three issues, *Rail Ways* will run a series of First-Aid Hints. We introduce the series with the correct treatment of an accident victim. These hints could save a life. This is what you should do:

1. Check that the victim is still breathing by looking for the rise and fall of the chest, or by listening and feeling for breathing. If breathing has ceased, apply mouth-to-mouth resuscitation.
2. If bleeding is present and not accompanied by foreign bodies (glass, metal, etc.) or underlying fractures, apply firm pressure to the wound to stop the bleeding.
3. If the casualty is unconscious, turn him into the 'Coma' or 'Semi-Prone' position. That is, midway between lying on his side and face down. This is to ensure natural drainage and to maintain clear air-ways.
4. Try not to move the victim unless absolutely necessary. Do not bend or twist his neck or back as this could cause further damage.

Items three and four may appear to contradict each other but while item three could make the difference between living and dying, item four is to avoid further damage of any broken bones, or increasing shock, etc. Any obvious broken bones or fractures should be steadied and given support.

Classes in first-aid are held throughout the State. Details can be found in the Weekly Notice or by contacting the Ambulance Officer on auto 1328 or 1845.

Upgrading of station car-parking facilities will be one of the important features in plans for the improvement of the Glen Waverley line.

Chairman of the Victorian Railways Board, Mr. A. G. Gibbs, this month made a peak-hour inspection of the line, looking at car-parking facilities, station buildings, and signalling.

Mr. Gibbs discussed the plans, that were out-lined in the November issue of *Rail Ways*, with passengers and station staff.

An RACV survey showed that the average peak-hour journey from Glen Waverley to Melbourne by car took 44 minutes, while the train service took 38 minutes.

Record train traffic to the 1973 Royal Show and Melbourne Cup indicated more people were leaving their cars at home, and travelling by train.

By improving free car-parking facilities on the line, the Railways hoped to encourage more commuters to use train services. Two-level car-parks might be possible at stations like Syndal, where the station is above road level.

Signalling improvements, many of which have already been completed, will allow a peak service of five minute intervals.



Mr. Gibbs informally talks with Clerical Assistant, Mrs. G. McLellan, at Jordanville station. When asked by Mr. Gibbs why there were so few passengers on the station, Mrs. McLellan said: "You've come at the wrong time—I worked very hard for my pay earlier this morning." Mrs. McLellan told Mr. Gibbs, and an interested group of TV, radio, and press representatives, that she had worked for the VR for 39 years. "When I started with the Railways, in the Mallee, the work had a prestige about it which seems to have disappeared over the years. But it's definitely coming back," she said.

LAST OF A LINE-UP as Victoria's four types of metropolitan trains stand side-by-side — the new stainless steel, Harris, Tait, and swing-door trains. The swing-door train has now been taken out of service.

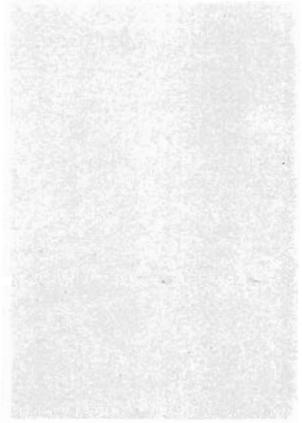
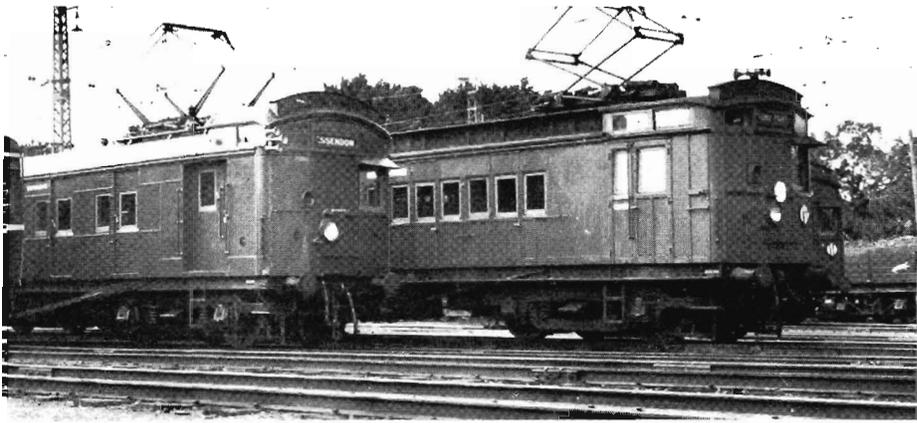


THE VICTORIAN RAILWAYS introduced a new system for moving wheat during the current season with the bringing in of block trains. Unlike conventional trains, block trains ran to express goods train schedules to allow more efficient handling of the grain harvest. Four block trains operated with each train having two sets of up to 23 wagons. While one set of wagons was being loaded, the other set was travelling, discharging, and returning. Pictured is the first of the block trains passing through Ballarat on its way to collect wheat from country silos.

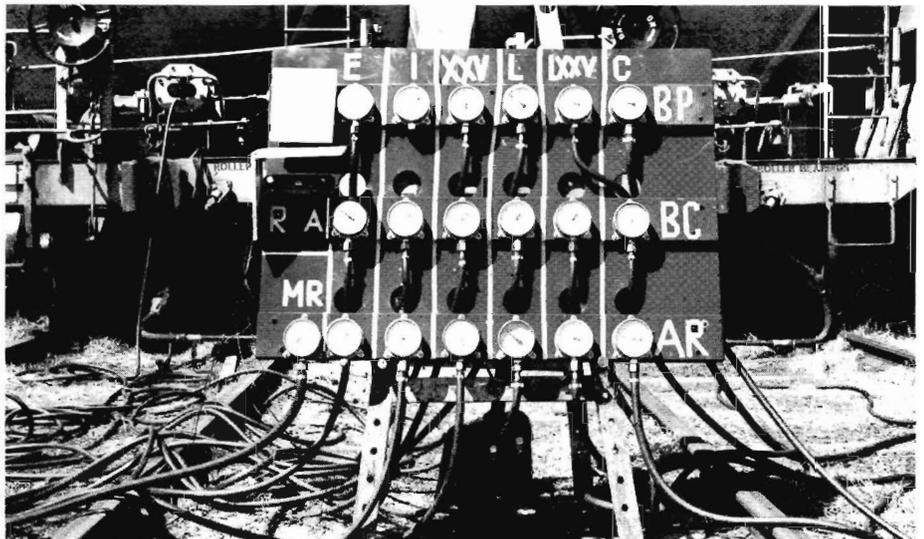


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TOGETHERNESS IN TESTING. Row upon row of GJF hopper wagons have their brakes hydraulically tested at North Williamstown. Below is the panel of pressure gauges which indicate whether all brakes are in working order.



FORCE WINDS caused havoc the State on December 21, the least hit being the Victorian metropolitan and country lines. and trees fell across tracks, as various other debris, causing some delays. Here two trees block the state standard-gauge and broad-gauge lines at Craigieburn.

# MIXED-UP WHEAT HARVEST



Wheat trains wait to be unloaded at the huge Grain Elevator Board's silos at Dunolly. The silos have an overall capacity to handle 323 700 tonnes of grain. Of this, the silo on the right can take 272 100 tonnes, the two local storage bins at front right 3 900 tonnes, and the silo on the left 47 700 tonnes. Dunolly receives grain to meet export and local requirements.

Four block trains played an important part in moving the 1973-74 Victorian wheat harvest, a harvest affected by disease and early rains. Instead of the expected State-wide boom harvest, most areas are producing below average yields. Block trains carried more than half the daily wheat intake at Geelong from country storages, with up to 3 094 tonnes on each train.

The first two block trains were introduced in mid-December, and about half of the fleet of 350 57-tonne capacity, bottom-discharge hopper wagons was needed to make up the four trains.

Operating a six-day, 24-hour turn-around service, the trains each had two sets of up to 23-wagons. While one set of wagons was being loaded, the other set was travelling, discharging, and returning.

One block train ran from Swan Hill, Lake Boga, and Mystic Park; a second from Meatian and Lalbert; a third from Birchip and Litchfield, and the fourth from Woomelang, Watchupga, and Curyo. Each train ran to Geelong.

For the over-all harvest, almost every available wagon—6 163 open and 350 hopper wagons—was in use and as much diesel locomotive power as could be mustered.

As *Rail Ways* is printed before the season is completed estimates only can be given. From those obtainable, the only area to produce a good crop was the Mallee.

A Grain Elevator Board spokesman said the Wimmera gave the indication that it would produce a very poor crop, as did the Southern Riverina.

East of Bendigo, with the exception of Balranald and Moulamein—in New South Wales but served by the VR—the crops are abnormally poor.

Rust, and the root disease "take-all", were blamed for the sharp decline in the harvest.

Wimmera crops have been heavily hit by rust, which resulted from the highest district rainfalls recorded in 125 years.

Because the wheat was so damp when spring came, it was hit by the reddish-brown parasitic fungus that sucks life from the wheat.

Only 40 per cent of early predictions for the Wimmera harvest is now expected to be achieved, and much of that which is being harvested is pinched and shrivelled.

"Take-all", which has hit many areas, occurs when the wheat is sown

in wet ground and the roots need to go down only about 15 centimetres to find moisture. When this happens and a dry spell follows, the wheat begins to die because the roots are not down far enough to find adequate moisture.

In contrast, when the wheat is planted in dry ground, the roots go down about 90 centimetres and therefore can withstand a later hot spell.

An important haul for the Railways this year was from Redcliffs-Meringur, at the top of the Mallee, an area which normally produces little wheat. However, adequate rains at the right time this season ensured a bumper harvest.

The estimated crop for the area was 201 750 tonnes yet line storages could only hold 97 812 tonnes. As a result, the Railways were called on to shift the wheat quickly and up to two trains a day were run.

Pressure for grain storages, or rail wagons, also increased in the area just prior to Christmas when the 67 250 tonne silo at Yarrara split

its seams for the second time in just over two years.

In addition, trains were running throughout the State and Riverina with grain being railed to major bulk storages at Geelong, Portland, Dunolly and Marmalake.

Besides the block trains, a maximum of four diesel locomotives, coupled together, were used to haul trains of up to 75 wagons, with 4 035 tonnes of wheat.

Over the Christmas–New Year period, an average of 260 wagons—about 13 988 tonnes of wheat—was being unloaded daily at the 323 700 tonne Dunolly wheat terminal.

In addition, oats were being railed to Portland, and barley to Marmalake, Geelong, Sunshine and Brooklyn.



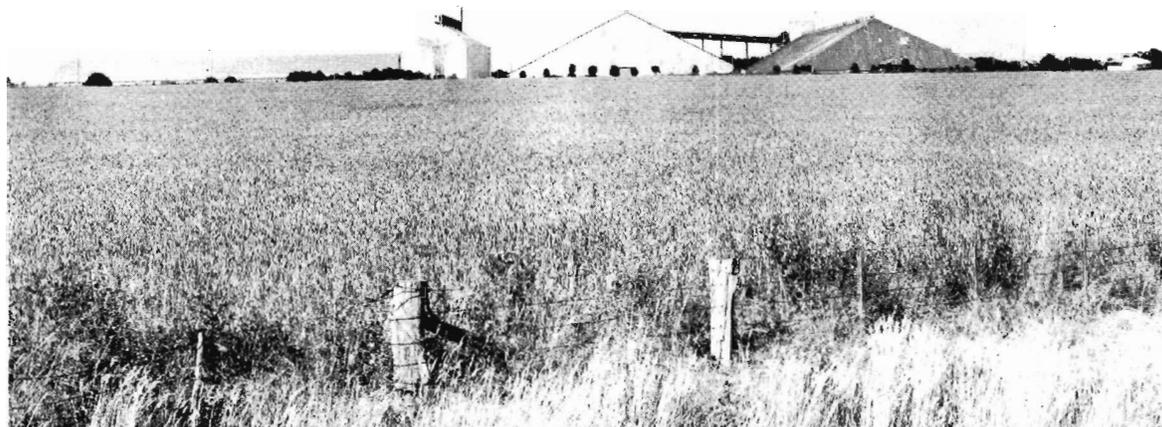
Twin Y class locomotives wait at the head of a wheat train in the Korong Vale yard.



Thirty-six-year-old Assistant Stationmaster Pat Dwyer, inspects some of the station beautification at Boort. Pat began his Railways career at Boort 21 years ago as a station assistant and, after serving at various locations, has now been back at Boort for three years. Pat is a volunteer fireman in his spare time.



At Dooen, a load of empty wagons is ready to depart for Horsham after depositing wagons at the silo.



Wheat, wheat, and more wheat. Marmalake's large silos present a fitting back-drop to some of the area's wheat crops. The silos hold 283 100 tonnes.

# STAINLESS STEEL TRAIN SURVEY

Most Victorian Railways patrons who have used the new stainless steel trains are pleased with them. This is the main result of a survey carried out by Mr. Robert Charles and Mr. Barry Schmidt, final year civil engineering students at Monash University. The survey sought to establish the user reaction to the trains, and to particular features of them, and also to correlate those reactions with user attributes, such as sex and age.

Interviews were conducted on railway platforms, and it is interesting to note that certain categories of travellers, particularly young travellers and females, reacted less favourably than others.

In the interview, the respondent was asked his or her overall opinion of the trains. In addition, they were asked to comment on any special features which they liked or disliked. In order to get a true response, no prompting was used. If a particular feature was mentioned as being good or bad, it was a reaction to that feature, not a reaction prompted by the question.

Passengers were asked to classify their response by stating whether a particular feature was poor, comparable to the existing rolling stock, better than it, or excellent.

A total of 416 interviews were conducted.

## Overall Impression

Over 95 per cent indicated some reaction to the trains. Of these, 68 per cent said that the trains were excellent or better than the other rolling stock. Fifteen per cent said they were comparable, and 17 per cent said they were poor.

Males had a better impression of the trains than females, with 73 per cent of males saying the trains were better or excellent, compared with 62 per cent of females.

The reaction also varied with the age of the passenger. Older passengers reacted more favourably than the younger ones. The least favourable response was from females under 20 years, where 36 per cent said that the trains were poor.

Males in the same age group were more favourable—only 26 per cent gave a "poor" response.

By contrast, in the over 50 age group, only nine per cent said that the trains were poor, while 65 per cent thought they were better or excellent.

## Seats

By far the most common response to a particular feature was in the seating. Over 73 per cent mentioned the seats, and of those, 84 per cent said the seats were poor.

*The Railways have been aware of this and a new design of seat, more shaped and cushioned than the previous type, was given its first test run in one of the trains on January 8.*

## Other factors

Since there was no prompting of

responses, most of the other factors which people reacted to were mentioned by only a few. Apart from the response to the seats, fewer than 100 mentioned any particular feature.

However, certain features were mentioned often enough to be summarized, and were:

*The number of seats* was mentioned by 11 per cent of passengers. Some travellers complained of not being able to find a seat in peak-hour, and others of not being able to squeeze up. A number complained that there were not enough strap hangers.

*Ride quality* was mentioned by 18 per cent, and of those, 94 per cent said that the ride was excellent or better than other rolling stock. This response was strongest among the older respondents.

*Doors* also elicited a high response, being listed by 19 per cent of passengers. Eighty-two per cent said they were excellent, or better than other trains.

*The ventilation* system received wide comment, being mentioned by 23 per cent of respondents. Of these 81 per cent were favourable comments.

## CUSTOMER'S SAY

### Attention

"I would like to thank the Railways Department for the care and attention extended to a party of our children as they travelled from Pascoe Vale to Lyonville, and return . . ."

—*Mr. J. F. Murphy, Acting Vice-President, Primary School, 4812, Strathmore, writing to the Chairman.*

### Fine Service

"We, the pupils and staff of St. Augustine's, wish to thank you and compliment you on the fine service you provided for our school picnic to Bacchus Marsh . . ."

—*Sister M. Bernadette, Principal, St. Augustine's Primary School, Yarraville, writing to the Chairman.*

### Lost Luggage

"I recently had the unfortunate experience of a large case of clothing being 'lost' in transit between Kewdale and Melbourne. I do not know the names of your officers in Goods Shed No. 4 and Claims (Room 45), but they are to be complimented for their courtesy and the tracing of my luggage . . ."

—*Mr. B. Smiley, City Beach, writing to the Chairman.*

(Note: Acting Delivery Clerk Miss K. Lonergan, was the person from Goods Shed No. 4 who assisted Mr. Smiley. (Ed.)

## TAKE A TRAM — TAKE A TRAIN

An analysis has been made by the Railways of the questionnaires received through the recent "Herald" passenger survey. Together with a summary of all the complaints received by the Department's "Troubleshooter", it is evident that there are several areas in which the VR can try and improve.

More than half of those who returned survey forms sought better travelling conditions. From these, 13.5 per cent wanted more frequent service, 11.6 per cent cleaner trains, 11.1 per cent faster trains, 10 per cent

## Centenary

" . . . so that you may realize that the efforts of the Victorian Railways—including the staff all long the route—and the Australian Railway Historical Society, were sincerely appreciated by the City of Benalla and others associated with the North-Eastern Railway Centenary . . ."

—*Mrs. D. E. Carswell, for the City of Benalla, writing to the Chairman.*

## Credit card

"I travelled on the 2 p.m. train from Mornington to Frankston and, unknowingly, lost a credit card on the train. The following day the driver of the train delivered the card personally at my home. In these days when rudeness is rife, it is nice to record such a kind act . . ."

—*Mrs. E. P. Gardiner, from Mornington, writing to the Chairman.*

modern trains and 9.7 per cent less crowded trains.

Of the 12 preferences sought in the survey, the most individually favoured was for lower fares—17.8 per cent. Six per cent wanted more reliable timekeeping, five per cent better connecting feeder buses, 3.9 per cent more car-parking at their stations, 2.4 per cent feeder buses between 7 p.m. and midnight, and 1.2 per cent new station buildings.

The Railways Board has studied the results and are gratified that, in addition to returning the published coupon, many also sent a letter providing additional information.

Results would be considered in conjunction with independent surveys taken by the Railways and calls to the "Troubleshooter", who provides a valuable listening post concerning passengers' problems. It was significant that so many of the suggestions sent in confirmed what are already objectives of the Board.

# people

## "Puffer" Sawyer



Lord Mayor of Melbourne, Cr. A. Whalley, presents Mr. Sawyer with his award.

Former top VFL umpire "Puffer" Sawyer has been made a Life Governor of the Victorian Civil Ambulance Service.

Mr. Sawyer was accorded the honour for his long association with first-aid work with the Railways.

He is a boilermaker at Newport Workshops and recently passed his 36th year first-aid examination.

Joining the Railways in 1926, Mr. Sawyer's first love in his off-duty hours was VFL umpiring, which he took part in for 21 years.

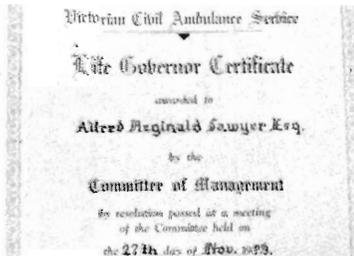
His most memorable moment came in 1947 when he umpired the Grand Final between Carlton and Essendon, when the Blues won by a point.

The nickname "Puffer" was from Mr. Sawyer's days as an umpire—he was always allegedly puffing like a steam locomotive trying to keep up with the play.

In 1938 Mr. Sawyer passed his first Victorian Railways first-aid certificate and has since successfully completed 35 annual examinations.

A first-aid instructor and secretary of the South Dynon Locomotive first-aid centre, Mr. Sawyer was granted a Gold Life Membership Medal in 1945.

He was presented with his Life Governorship certificate by the Lord Mayor of Melbourne, Cr A. Whalley, at a special ceremony at the Town Hall.



"Puffer" Sawyer's Life Governorship certificate.

# TROTTING INTERESTS

To followers of the harness sports of trotting and pacing the name of six-year-old pacing mare Dandy Linda would not ring a bell. After all, she is no Cardigan Bay, Honcho Gratten or Welcome Advice, in fact, she has not even started in a race.

But to Quambatook Stationmaster, Dick Youren, she means just as much as the champions do to their owners.

Dick owns Dandy Linda and, until recently, most of his off-duty hours were taken up with training her.

When nearly ready for racing, Dandy Linda developed a fault which stopped her from being considered as a racing proposition.

Dick's interest in harness racing came about through his father Eddie, who has a property at Avoca, where he trains a number of horses.

When Dick gave Dandy Linda away as a racing proposition, he sent her to his father's property, and she is now in foal to the sire, Celt.



Mr. Youren

Beginning his railways career 15 years ago as a clerical assistant at Middle Brighton, 31-year-old Dick worked his way up to relieving staff and spent a number of years as a relieving ASM.

He then progressed further to relieving S.M. and to his present position.

## LONG TREK

It would be hard to estimate how many miles members of a track gang clock up walking during their Railway careers but 47-year-old Special Ganger Mick Ryan feels it must run to thousands.

Mick heads the tie-renewal gang from Wycheproof and has been working with gangs for 20 years.

When *Rail Ways* came across the Wycheproof gang they were burning off beside the tracks at Barrakee, near Charlton.

A week earlier the gang had started from Wycheproof, 27.36 km back down the tracks, to burn off as far as Korong Vale, 64.37 km away.

With his large gang of 28, Mick said he expected to reach Korong Vale five days later.

"But it was not always like this,"

he says. "A few years back we used to have a gang of only four."

The gang usually has three or four repairers heading the group with torches (a flame on the end of a long metal rod), the main body of men on either side keeping the fire in check with beaters, and two or three at the rear to put out any residue remaining alight. The rear guard carry knapsack sprays on their backs.

Some of the grass alongside the tracks is so long that it can obscure obstacles along the way.

Repairer Brian McCarthy had the misfortune to slip into a water drain covered by the grass and, standing in mud and slush up to the knees, dryly commented "If I had gone in any further I could have drowned."

When the chance arises to rest his legs, Mick Ryan does exactly the opposite. He says he likes to relax with a game of golf.

Which only goes to prove that legs were made for walking.



Mr. Ryan

## SCHOLASTIC ACHIEVEMENTS

Seven (staff members) have won awards for gaining highest marks in the different sections of the Stores Branch and Traffic Branch examinations.

Stores Branch examinations were for storemen in charge, storeman class one and storeman class two. Winners were I. Sheriwi, Newport Workshops storehouse, J. Cameron, Spotswood Workshops storehouse, and L. W. Haynes, Newport Workshops storehouse, respectively.

In the Traffic Branch examinations Mrs. C. Daly, a station assistant from Ripponlea, took out the ticket checkers honours while the four categories of Station Accounts and Management course went to: (Correspondence—Senior): J. M. Caruk, assistant stationmaster, Gisborne; (Correspondence—Junior): M. J. Farley, signal assistant, Speed; (Oral—Senior): I. W. Prowse, relieving metropolitan clerk; (Oral—Junior): M. H. Reid, relieving metropolitan signal assistant.

Education Officer, Mr. W. Hunter, told the award winners they had his full admiration. He said "In these days where society is supposed to have lost so many of its values, it is very refreshing to meet a group of people who still believe that study is worthwhile and the business of making a career is one of the highest pursuits available."

## FAMILY AFFAIR

Father and son, Tom and Alan Hilder, go toward making up half of the station staff at the former gold town of Dunolly.

Tom has the drop on his son though, as after 26 years with the Victorian Railways, he is stationmaster at Dunolly while Alan is only just starting his railway career as a junior station assistant.

The two other members of the staff are Assistant Stationmasters Rod Strahan and Doug Smith.

Stationmaster

Hilder began his Railways career as a lad porter at Warrnambool and gradually bettered himself until he was appointed ASM at Great Western. He retained that classification when relocated at Terang and Pomboine before being made stationmaster at Dunolly six and a half years ago.

Tom says that although things become pretty hectic during the wheat harvesting season he manages to fit in some fishing and rabbit shooting in the quieter periods.

Another of Tom's week-end pursuits is panning for gold. He is yet to make a "killing" but finds enough to retain his interest.

During the gold boom of the 1880's the population of Dunolly soared to 150 000 but now most of the glittering metal is well and truly mined out and the population has shrunk to 1 000.



Mr. Hilder

## SUGGESTION AWARD

Mr. James Beasley, a road Foreman at Flinders Street, has won \$25 and a Merit Award from the Productivity Promotion Council of Australia.

Mr. Beasley's award was for a suggestion he submitted to the VR's suggestion scheme in early 1971.

It was for a back hoe, with modifications to the 45.72 centimetre standard bucket, to be used on suburban tracks where train frequency did not allow the use of a sleepering machine.

After testing a prototype, the VR estimated the modified back hoe would save about \$6 000 a year, for a small initial outlay.

So impressed were the railways that they entered Mr. Beasley's idea in the Employee Suggestion Awards Scheme run by the P.P.C.A.

The entry was the first submitted by the Department, whose staff suggestions average well over 100 a month.

Mr. Beasley's suggestion was entered in the category "For other individual employees of the organ-



Mr. Beasley receives his Merit Award and cheque from Mr. Justice Chambers, a Deputy President of the Australian Conciliation and Arbitration Commission.

isation, including supervisors and managers". There were three categories available in the scheme.

As well as his P.P.C.A. award, he has also been awarded \$1 250 by the Victorian Railways.

## SUGGESTIONS ADOPTED

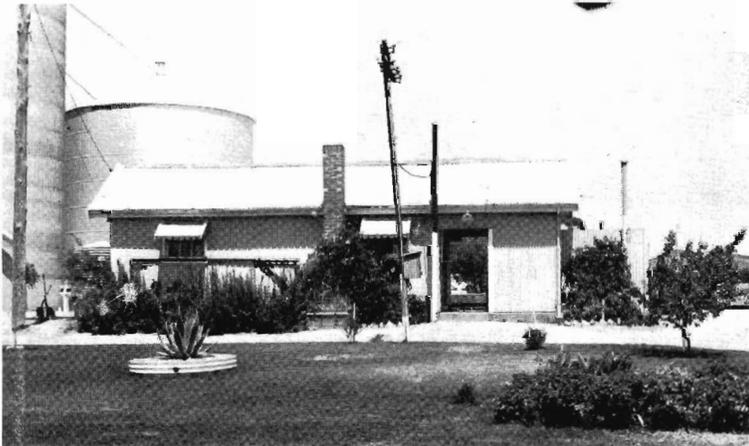
During November the following awards were made for suggestions adopted:

- New machine for overhauling L and T-class traction motors. \$500
- System to reduce cost of repairing Hecla kettles \$40
- Extended screw-on section for discharge pipes on J wagons. \$20
- Need for design and fitting of suitable safety strap on GFX wagons. \$10

- Reduction in size of starting panel in diesel locomotives. \$10
- Stencilling dates on cars and wagons for easier lift identification. \$5
- Reprints of book pages be clearly marked \$3
- Personal details, in certain circumstances, not to be shown on medical certificates for female employes working in Administrative Offices. \$3

## LOVELY LALBERT

Lalbert, 331 km from Melbourne on the Robinvale line, is a station in which Stationmaster Damian Cybula has justifiable pride.



Background silo's tower above Lalbert station.

Damian, and Signal Assistant David Robinson, have spent a good deal of their spare time on station beautification.

With a ready smile Damian claims

that *Rail Ways* arrived about two weeks too late to see Lalbert station at its peak.

"It was looking just perfect," says Damian "but since then we have had about two weeks of very hot weather and everything is starting to dry out."

With the Railways for 13½ years, Damian's career began as a station assistant at Koo-wee-rup and he has held previous positions at Orbost, Fairfield and Birregurra.

The district has had a good wheat harvest. When the season is in full flow a B class locomotive hauls 23 GJF hopper wagons from Lalbert each day carrying overflow from the Meatian-Lalbert area.



Mr. Cybula

The estimated area overflow from the harvest is expected to reach 1,328 wagons.

## RETIREMENTS.

### ROLLING STOCK

Aglus, A., North Melbourne, 19/2/74  
 Allen, L. L., North Melbourne, 30/10/73  
 Boyes, E. J., North Melbourne, 2/2/74  
 Colvin, A. J., Newport, 30/11/73  
 Dalgleish, A. J., Sth. Dynon, 27/12/73  
 Fleming, G. T., Shelter Shed, 21/2/74  
 Hayes, J., Ararat, 8/12/73  
 Hilder, W. W., Newport, 12/2/74  
 Hepworth, N. J., Geelong, 31/10/73  
 Kelly, L., Ararat, 21/12/73  
 Kelly, S., Ararat, 21/11/73  
 Koch, F. J. W., North Melbourne, 10/12/73  
 Kuehn, W., Jolimont, 23/11/73  
 Laguna, G., Jolimont, 16/2/74  
 Madrawski, M. A., Newport, 19/11/73  
 McNamara, H. M., Newport, 14/2/74  
 Odgers, F. L., South Dynon, 4/1/74  
 Robertson, C.H.G., E.R.Depot, 5/11/73  
 Rowe, R. T., North Melbourne, 25/2/74  
 Spicer, L., Bendigo North, 5/2/74  
 Taylor, E. T., Newport, 30/11/73  
 Trebilcock, W. H., E. R. Depot, 25/10/73  
 Walker, A. A., Ballarat North, 14/11/73  
 Warren, W. J., Bendigo North, 12/2/74  
 Zenel, R., Newport, 3/12/73

### SECRETARY'S BRANCH

Morris, C. S., Head Office, 15/2/74

### ACCOUNTANCY BRANCH

McInnes, A. G., Head Office, 4/1/74

### STORES BRANCH

Di Sisto, G., Newport, 9/1/74  
 Jones, E. C., R. M., Depot, 17/1/74  
 Smith, K. N., Spotswood, 9/1/74

### TRAFFIC BRANCH

Brylowski, M., Melbourne Goods, 14/2/74  
 Eberle, F., Spencer Street, 14/2/74  
 Edwards, H. G., Horsham, 28/2/74  
 Falk, J. H., Middle Footscray, 6.2/74  
 Haag, E. H., Lake Boga, 8/12/73  
 Hoszylek, S., Hamilton, 30/11/73  
 Lillico, J. T., Spencer Street, 8/12/73  
 Maltby, G. R., Spencer Street, 10/2/74  
 Meaney, R., Dynon, 4/2/74  
 Stevens, E.D.T., Head Office, 26/11/73  
 Thornton, M., Melbourne Goods, 14/12/73  
 Whittaker, A. W., Melbourne Yard, 27/11/73

### RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

#### TRAFFIC BRANCH

Dwyer, J., Benalla, 18/11/73  
 Love, K. H., Melbourne Goods, 25/11/73  
 O'Brien, M. F., Bairnsdale, 11/12/73  
 Ogilvie, A. C., Melbourne Goods, 3/12/73  
 Tsopkesis, C. F., Melbourne Goods, 12/11/73

#### STORES BRANCH

Sambrooke, G., Newport, 28/10/73  
 Wright, C., Jolimont, 12/11/73

# Institute INews

## HONORARY LIFE MEMBERSHIPS

One of the most pleasing aspects of society is that a person who devotes considerable time and energy to assisting others usually receives, although rarely sought, some reward.

This could take many and varied forms with possibly the most common being the conferring of Life Membership by the organisation through which the individual has served the community.

At the 1973 Annual Meeting of the Victorian Railways Institute, two members were honoured for their outstanding contribution towards the welfare of a large section of the Railway community. They were Mr. Alex Briggs, retired railwayman and Secretary of the Ballarat Centre, and Mr. Malcolm McKenzie, Assistant Comptroller of Stores and Immediate Past President of the Institute.

Mr. Alex Briggs was presented with his Life Membership Medallion by Mr. Alan Firth (Vice-President of the VRI) at the annual meeting of the Ballarat Centre.

Mr. Briggs first joined the Institute in 1923, and became an active member of the Ballarat Centre committee in 1938. In 1943-44 and 1960-61 he served as President, and in subsequent years relieved as Secretary on several occasions. On the retirement of Mr.

Arthur Stacey in 1968, Mr. Briggs was appointed Honorary Secretary of the Centre, a position he still holds. An iron machinist at the Ballarat North Workshops, Alex retired from the Department in 1969.

Mr. Malcolm McKenzie joined the Institute in 1938, and in 1958 was elected to Council. In 1962 he was appointed a Commissioners' Representative and the following year elected to Senior Vice-President. He was appointed General President in 1967, a position he held with great distinction for four years.



Former General President of the Institute, Mr. M. McKenzie, (right) is presented with his Life Membership medallion by the Deputy General Manager of the VR Mr. I. G. Hodges.



VRI members from the Ballarat District gathered in force for the presentation of a Life Membership medallion to Mr. A. Briggs. Secretary of the Ballarat Centre, Mr. Briggs was presented with his medallion by Institute Vice-President Mr. A. Firth.

Mal's service has been outstanding throughout his years on Council, as in addition to being a member of all Standing Committees, the time, thought and energy devoted to service on special sub-committees established to deal with major problems, has been invaluable. Apart from being well known in the metropolitan area through representing the Institute at innumerable sporting and social events, he is also a familiar figure at country centres, having visited all on several occasions.

Mr. I. G. Hodges, Deputy General Manager of the VR, last month presented Mr. McKenzie with his medallion after a glowing tribute had been paid by the present General President of the Institute, Mr. R. M. Wright.

Mrs. Briggs and Mrs. McKenzie were in attendance at the respective presentations, and tributes were paid to the part played by these ladies. It would not have been possible for Alex and Mal to build such a fine record of service to the Institute without sacrificing many days and evenings of family life.

## INSTITUTE SPORT

### Tennis—API v. VPI



Tennis team Captain, Bruce Pearce, smashes an overhead winner during his doubles match with John Bromley against the Postal Institute team.

For the fourth successive year the inter-Institute "Davis Cup" was recently played at the St. Kilda Tennis Club between the VRI and API.

With the results of the past three clashes at two wins to the VRI and one to the API, the scene was set for a titanic struggle.

A last minute withdrawal caused momentary confusion to the VRI team, but displaying the grit and determination that railwaymen are renowned for, the team closed ranks and proceeded to take the "posties" on.

The three doubles games were played first and after some tight, entertaining tennis, the API captured two of the rubbers. All three matches went to the third set, giving indication of the evenness of the teams.

Finally, the six singles came up for decision and, with their backs to the wall, the VRI team settled down to a tense battle.

The VRI won three of the first four singles rubbers, and narrowly lost the fourth, to take them to a four-three lead.

But the API then displayed their all-round strength by taking the remaining two rubbers to run out tournament victors, five rubbers to four.

Of the nine rubbers decided, five went to the third set, which was indicative of the battle the match developed into, and our congratulations go to the API team for its great performance and steadiness in a tight situation.

Winners for the VRI were B. Pearce and J. Bromley in the doubles, and B. Pearce, J. Bromley and R. Booley in the singles. The other representatives, while not being successful, fought all their matches right out and gave their very best.

At the presentation ceremony, Mr. L. A. McCallum, Assistant to the General Manager of the VR, welcomed the API and congratulated them on their victory.

The General President of the VRI, Mr. R. M. Wright, presented the trophy to Laurie Hearn, API Captain, after which Mr. G. Jeffries, Assistant Director of Engineering, responded on behalf of the API.

Australia received great praise for resurrecting their "old brigade" and regaining the Davis Cup. Well the VRI has been doing this for years and five of the six players, who have been carrying the Institute banner, are getting just a little wobbly in the legs.

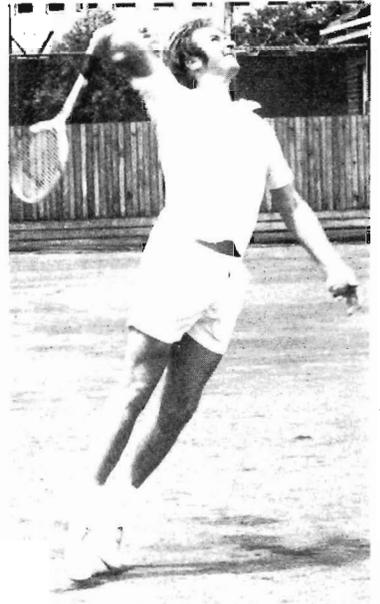
So what about it all you young budding tennis stars? If you are interested in joining the VRI club contact our Administration Officer, Bruce Pearce, on auto 2445 for further information.

### Ten Pin Bowling

The Ten Pin Bowling Club will hold its first meeting this year at the Mutual Bowl, Flinders Street, on Monday, February 4, starting at 6.00 p.m.

Immediately following the meeting the 1974 League Competition will commence and, at the moment, there are vacancies for team members. Further information from Peter Dwyer on auto 1788, or the Institute on auto 2445. Anyone wishing to join a team would be made most welcome (experience not essential).

Arrangements have been made to enable shift workers the opportunity to bowl whenever available, thereby providing a service for one section of the Railway staff who are normally at a disadvantage where joining clubs is concerned.



Ringwood electrical fitter, John Bromley, may not have realized that he was foot-faulting with this big serve in his singles match against the A.P.I.

### FRONT COVER

To ease the heat of summer, *Rail Ways* cover this month shows a T class locomotive on one of the twice-weekly runs between Wangaratta and Beechworth, in north-eastern Victoria.

Railways photographer John Phillips saw the train passing through a picturesque cutting near Beechworth last spring.

Of particular interest is the purple wild-flower from the native Sarsaparilla vine growing on the slopes of the cutting. It normally blooms only between August and November.

VICTORIAN



# RAILWAYS

February

1974

10 CENTS



# CHAIRMAN ANSWERS GEELONG CRITICS

In recent years there have been strong cries from the regional city of Geelong of "What is the Victorian Railways doing to improve services on our line". Early last month the Chairman of the VR Board, Mr. A. G. Gibbs, invited a *Geelong Advertiser* reporter, and photographer, to accompany him on a tour of the line in an attempt to provide the answers. The prime objectives were to show where the problems lay, exactly what was being done to correct them, and what improvements were planned by the VR Board.

Before beginning the tour, Mr. Gibbs said the Geelong line had been selected to become the "Glen Waverley" of inter-urban lines.

He said this was because of the Board's confidence in the future growth pattern in the Geelong corridor. In addition, the VR would be

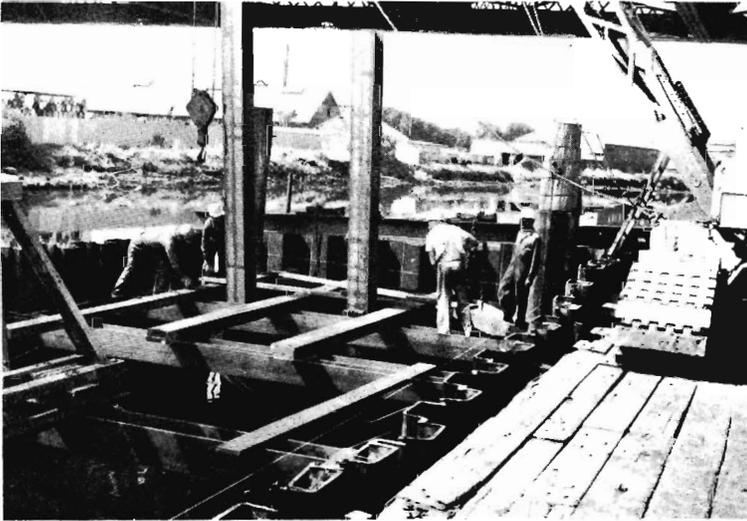
able to capitalize on work already done on the line.

Starting at Werribee with the explanation of the station's new signal control panel that remotely-controls Little River, the tour took in projects currently being carried out at Hopkins Street bridge, Footscray, the Marybyrnong River bridge, underground rail loop works at North Melbourne, and an inspection of the Train Control at Head Office.

It was pointed out that the main delays along the route were not caused, as many people believed, by the two sections of single-line track between Little River and Lara, and Lara and Corio, but by the bottleneck junction of tracks at Footscray.

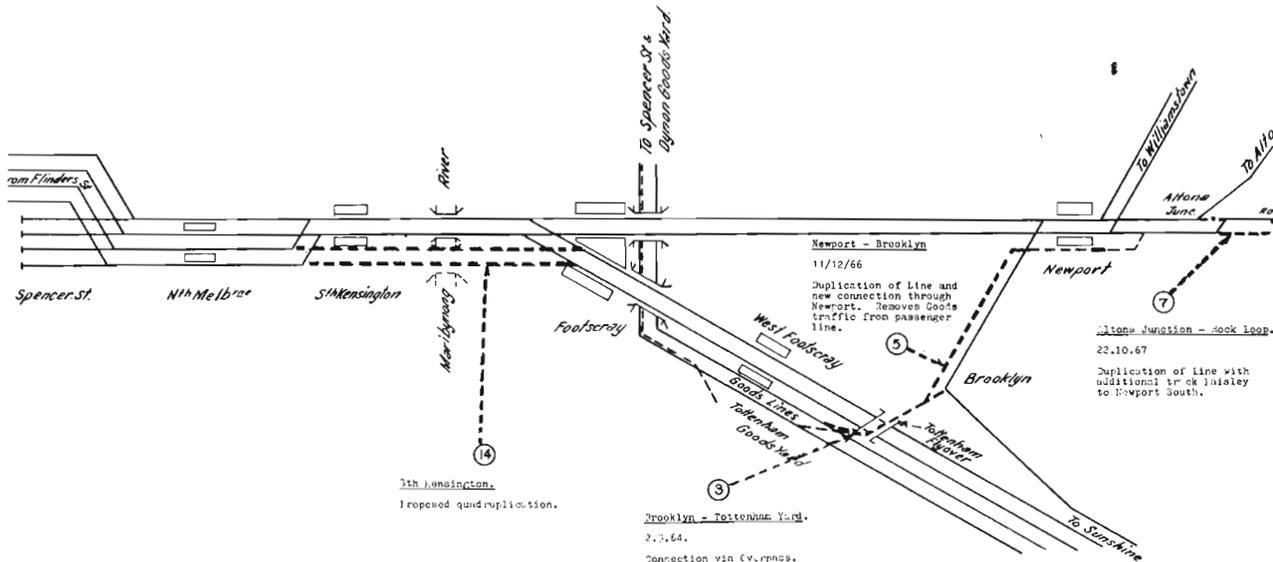
It is this junction where trains from the Geelong-Williamstown line merge with traffic from the Bendigo-Ballarat-Sunshine line, causing delays through congestion caused by conflicting movements.

Quadruplication of this section of track is already under way with a works programme that will cost an estimated \$3.8 million.



Work continues on the support pier in the middle of the Maribyrnong River.

## GEELONG Improvements





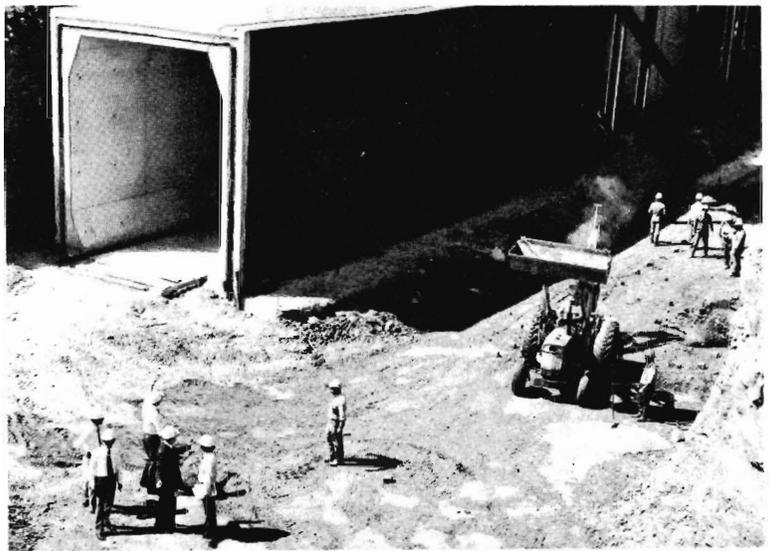
**Reconstruction of the Hopkins Street (Footscray) bridge is well advanced. When the section on the left is completed and has services operating, the right-hand tracks will also be lowered to cater for additional head room.**

Among these works are two new bridges, reconstruction of another, re-building a station, constructing 4.23 km of new main line, and five other major projects.

Reconstruction of the Hopkins Street bridge involves increasing the main span from 10.35 metres to almost 25 metres, and lowering the foundation level by 1.82 metres to cater for additional head room.

Construction of the new abutments requires the building of a temporary road bridge over the site and abutments. Subsequently, heavy shoring members were needed to support adjacent property during excavation and rock blasting.

Because Hopkins Street is one of the most heavily used roads in the western suburbs, most of the shoring and bridge-work could only be completed during week-ends, and when part of the roadway could be closed to through traffic.



**Work progresses on the underground rail loops North Melbourne tunnel. An interlocking of tracks, including the Geelong line, pass directly over the tunnel.**

All the excavation in the Footscray area is through rock strata, which involves blasting in close proximity to private property, as well as the main running track.

In direct contrast were the foundation conditions for the Maribyrnong River Bridge. Suitable foundations could only be found over 36 metres below river level and therefore, 4.8 km of piling had to be driven to provide a suitable bearing for piers and abutments.

The main spans will be 24.13 metres with one support pier in the middle of the river. Each support

span will weigh 144 tonnes and must be floated into position on barges.

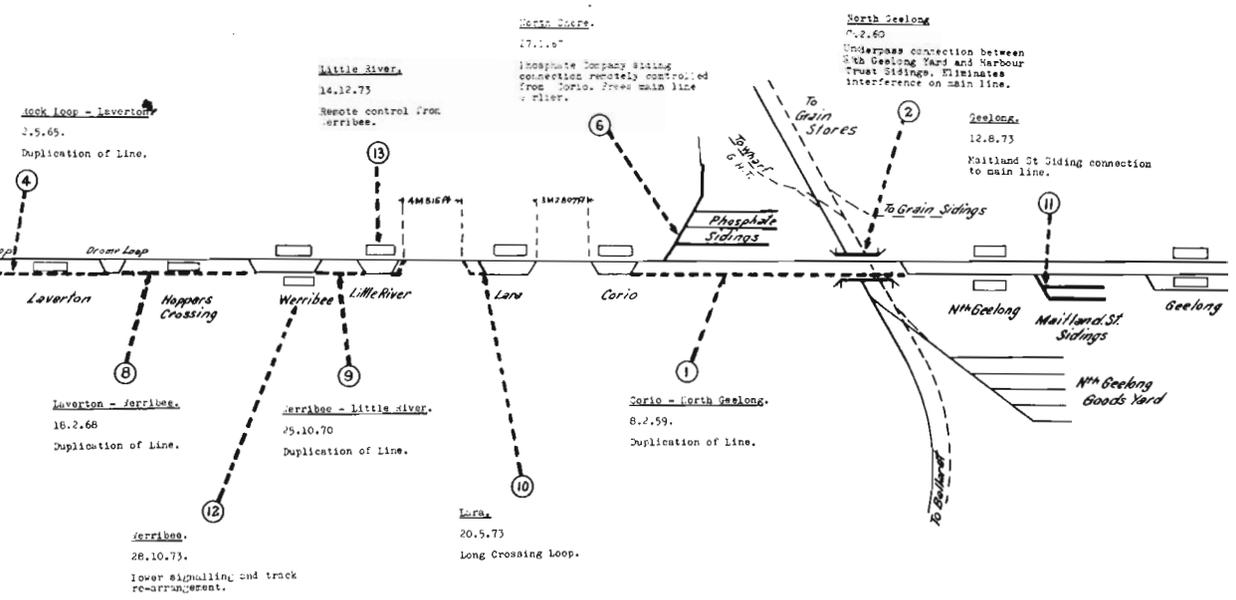
The estimated cost of the bridge is \$1.2 million and is the controlling factor in bringing the duplicated tracks into operation in February 1975.

Compared with an average outlay by the VR of about \$1 million over a two-year period, on works for improvements to suburban lines, the Geelong line has averaged an expenditure of \$633 000 for similar works over the same period.

Since 1959, \$10 129 000 has been spent on improvements to the line.

## LINE

Since 1959



# GOODBYE MIRBOO NORTH

Completion of a siding near Morwell to handle consignments of phosphorous materials is the key to the imminent closure of the 33 km branch line to Mirboo North. Three stations—Yinnar, Boolarra and Mirboo North—go to make up the line which has only two freight trains a week for most of the year. But approximately every 18 months this line has been handling a large bulk movement of bauxite.

The movement usually lasts about three weeks during which time the line has a train each day, from Monday to Friday, as well as its regular two a week.

Used for the softening of water, the bauxite is excavated from an open-cut 6.347 kilometres from Mirboo

North by Sulphates Chemicals Company.

It is hauled from the open cut by a private firm of contractors—Trans West Haulage—and loaded into rail wagons.

Due to spillage when transferring from road trucks to rail wagons, a

high-loading ramp and chute are needed for the operation. The bauxite is railed to Sulphates Chemicals at Spotswood, where it is stockpiled.

Closure of the line became imminent following a request from the State Electricity Commission to deviate the tracks around the Commission's open-cut mine expansion near Morwell.

Chairman of the Victorian Board of Inquiry into Land Transport, Sir Henry Bland, visited the area soon after to see if the request was feasible.

With an estimated cost of \$2.5 million for the deviation, accompanied by a lack of patronage along the route, it was decided that, dependent upon certain provisions, the line would be closed.

One of these provisions was that a goods siding and depot be established near Morwell to accommodate goods awaiting road transport to Yinnar, Boolarra and Mirboo North.

The new siding will be used for handling superphosphate, which comes from Geelong and Footscray for general use in the area, while provision has been made for a high-loading ramp to accommodate the bauxite movement.

Construction of the line was completed in three stages with the first stage, from Morwell to Boolarra, finished on April 10, 1885. Stage two, from Boolarra to Darlimurla, was completed on September 8, 1885, and the final stage, from Darlimurla to Mirboo North, on January 1, 1886.

Originally the line consisted of five stations — Hazelwood, Yinnar, Boolarra, Darlimurla and Mirboo North — but Hazelwood was closed down in November 1953 and Darlimurla in March 1966.

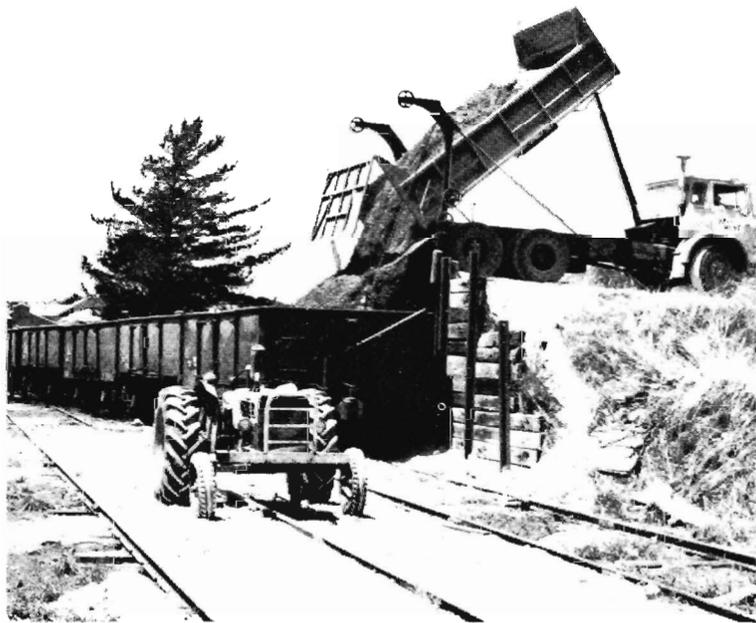
Passenger services along the route were withdrawn on September 7, 1968.

Thirty-year-old Mirboo North Stationmaster, Barry Atkins, said that this year approximately 6 000 tonnes of bauxite would be moved.

Barry said: "If the weather is fine we get through the loading fairly quickly, but the bauxite cannot be loaded when it is raining."

One of the aspects of the bauxite movement that amazes Barry is the hour that the men from Trans West Haulage sometimes begin their day.

"I place the empty wagons at the loading ramp each night before knocking off, and occasionally when I arrive the next morning half of them have been filled. Sometimes



Two truck-loads of bauxite are needed to fill each wagon. As each wagon is filled the tractor pulls it further along the siding to wait for the daily bauxite train, which takes up to 22 wagons a day to Spotswood.



A rake of bauxite-filled wagons await movement to Spotswood.

the Trans West drivers will start at 4.30 or 5.00 a.m. so as to miss out on the late afternoon heat," he says.

Barry has been with the Department for 10 years, after joining as a station assistant at Yea.

Extremely active in his off-duty hours Barry's interests include gardening, keeping tropical fish, breeding Australian rosellas, being a member of Rotary, and vice-captain of the Mirboo North Tennis team.

Of the Mirboo North line he says that the two weekly trains carry superphosphate and general merchandise. Parcels are carried by the Monday to Saturday bus service.

As well as Mirboo North, Barry is also responsible for the supervision of Yinnar and Boolarra, as each has only a caretaker.



Mr. Atkins

## INCOMING SECRETARY

Former Development and Planning Officer Norman H. Rashleigh is the new Secretary for Railways. This was announced earlier this month by the Victorian Railways Board following the retirement of Mr. C.S. Morris.

Fifty-three-year-old Mr. Rashleigh has been with the Department since 1937 and began his career as a junior clerk in the Secretary's Branch.

Except for the period from 1942 to 1945 when he served as an air navigator with the RAAF, Mr. Rashleigh remained with the Branch during his 36 years service and worked in most sections before being appointed Assistant to the Commissioners' Special Officer in 1953.



Mr. Rashleigh

In 1958 Mr. Rashleigh was appointed Commissioners' Special Officer. In this position he was associated with budget and financial problems, including the financing of many of the Department's post-war rehabilitation and expansion projects, and the financial aspects of forward planning.

In response to a growing need for more detailed economical analysis of investment proposals, and more detailed costing information for rate setting and other purposes, Mr. Rashleigh's staff was gradually expanded.

**Sixty-four-year-old retiring Secretary of the Victorian Railways, Mr. C. S. Morris, believes that "Lady Luck" plays an important role in an executive reaching a top managerial position. Known as Charlie or Chas, Mr. Morris said: "I have always been conscious of the part luck plays and am the first to admit that I reached the position of Secretary because the 'breaks' came my way at the right time."**

Mr. Morris joined the Department in 1925, with his identical twin brother Allan, as a junior clerk at Melbourne Goods.

He said: "If we had to work overtime as waybilling typists, which sometimes was close to mid-night, all we received was 1/6d. (15 cents) tea money. And that was not unusual in busy periods such as approaching Christmas."

Both brothers were educated at Ballarat and, after coming to Melbourne to join the VR, obtained board at Canterbury.

"The VR Secretary of the day, Mr. E. C. Evers, also travelled from Canterbury, and often my brother and I would look at him with reverence and awe, never imagining that I would get to know him well and, eventually, become Secretary myself" says Mr. Morris.

"Allan and I were both at Melbourne Goods until 1929 when he left to join the Education Department. He retired last year as Principal of Belmont High School."

Mr. Morris reached the Secretary's position after 47 years with the VR in locations that ranged through the Traffic and Accountancy Branches to many divisions of the Secretary's Branch. On his retirement Mr. Morris was into his 50th year as a railwayman.

Although he claims that "Lady Luck" was instrumental in his suc-

cess, Mr. Morris acknowledges that he put in eight years of hard study between 1930 and 1938 "preparing myself for any opportunity that might have come along."

Through his study and hard work the former Secretary achieved many distinctions which included becoming an Associate of the Institute of Commonwealth Accountants, Associate of the Australasian Institute of Secretaries, a Fellow of the Chartered Institute of Transport and a Licensed Shorthand Writer of the Supreme Court of Victoria.

He was appointed Secretary in February 1972 after serving as Chairman of the Staff Board for the previous 11 years.

Mr. Morris has no hesitation in saying that by far the most significant occurrence during his term as Secretary was the changing of the Railways administration from a body corporate of three Commissioners to a body corporate Board of seven members.

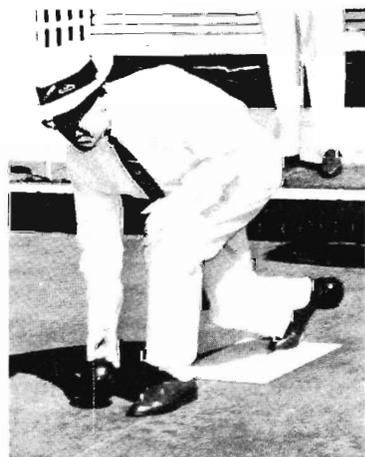
One of Mr. Morris' pet descriptions of the Railways staff is to call it the "Railways Family".

"I believe this family feeling within the Department has formed a bond between railwaymen in past years and will continue to do so in years to come."

Then in 1971, the Development and Planning Division was created and his title was changed to Development and Planning Officer. The staff of the division now numbers 13.

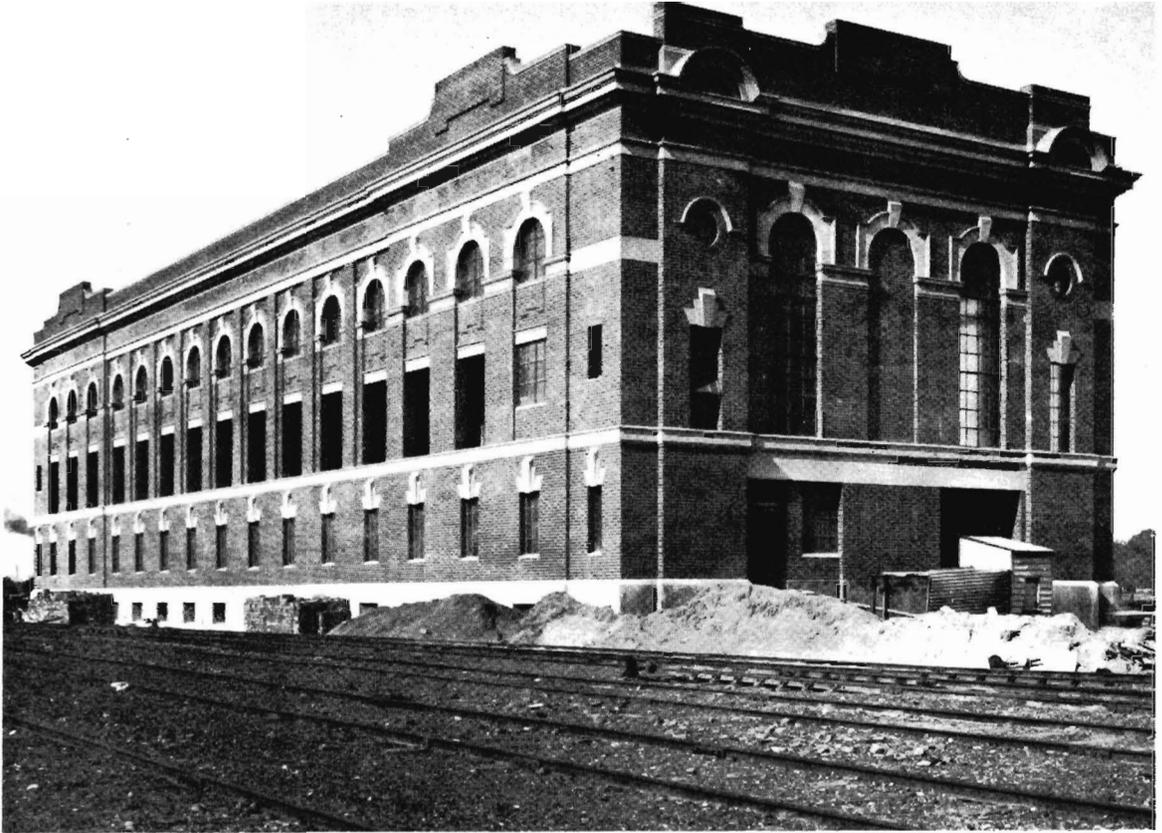
Mr. Rashleigh, who is qualified for the Diploma in Commerce of the University of Melbourne and a Fellow of the Chartered Institute of Transport, classifies himself as mainly a "home-body" with interests that include listening to classical music and reading "pretty-well anything that comes to hand".

His son, David, is a Railways Tour Promotion Officer in the Commercial Branch but attached to the Passenger Operations Division of the Traffic Branch.



In a more relaxed moment Mr. Morris sends down a backhand in a recent bowls match.

# JOLIMONT SUB-STATION TO CLOSE



Demolition of the Jolimont sub-station is imminent. It was built between August 1914 and April 1915 to serve as a major electric power distribution point in the electrification scheme of the Melbourne suburban system, using 25 Hz power from Newport Power station. This fine building, which has been a landmark in Melbourne for 58 years, was one of a series of similar buildings built to house 20 000 V. switchgear and rotary converters supplying power to the overhead system.

The general outline of the building was similar to those at Newmarket, Albion, Newport, North Fitzroy and Middle Brighton but Jolimont was by far the largest.

Built in red brick to an harmonious three floor levels design, it incorporated cable cells, switchgear cells and 20 000 V. bus chambers. It was 65 metres long, 20.576 metres wide and 18.29 metres high.

The building contained 28 high tension cells:

- Eight were for incoming supply cables from the Newport Power House.
- Ten were for outgoing cables, of which three were to Caulfield sub-station, two to Middle Brighton sub-station, two to East Camberwell sub-station, two to Jolimont Workshops sub-station and one to the Richmond Power station.
- Four to the rotary converters which supplied 1 500 V. direct current to the overhead system.

- Two to the auxiliary transformers.
- Two to bus sectioning cells, and
- Two as spares.

### Rotary converters

Jolimont sub-station housed the four largest rotary converters in the Victorian system, each of 4 500 kW with 1 500 V. continuous loading.

These machines weighed 81.28 tonnes of which the armature weighed 28 tonnes and rotated at 187.5 RPM. The commutator was three metres in diameter and 29.21 cm long. Contract price of each machine was \$47 500 in 1920.

### Direct current switchgear

The 1 500V. bus bar connected the rotary converters and the overhead sections together. There are 21 outgoing overhead feeders. Supply to the overhead system was by underground cables which were over 2.54 cm in diameter.

Also from Jolimont was a signal power supply through 13 circuit breakers.

### Telephone system

Housed for many years at the sub-station was the power automatic telephone system exchange which connected all locations concerned with high voltage supply to the overhead system.

The exchange apparatus was of very early design (probably late 1800's) and did not include some features taken for granted today—such as dial tone and ringing tone.

This apparatus was in operation until 1967 when it was superseded by a modern exchange installed in the Electrical Centre, Batman Avenue.

With the passage of time, the necessity to replace the 25 Hz generation and transforming equipment became apparent and the importance of the Jolimont sub-station was gradually reduced.

The conversion to 50 Hz power in the eastern and southern areas reduced the loading until only the rotary converters, signal supplies and Jolimont Workshops sub-station were left.

With the building of Cremorne sub-station (Richmond), the direct current loading was so reduced that the rotary converters were shut down in February 1973. Due to the M.U.R. L.A. programme, the end was hastened with the transfer of the signal supplies to a small switching station behind the sub-station and the 20 000 V. supplies to the Jolimont Workshops sub-station.

A small tie-station at the south end of the Yard Masters Bridge, equipped with five D.C. circuit breakers, will supply the Port Melbourne and St. Kilda lines as well as the Flinders Street yard area until the new Flinders Street sub-station is equipped and commissioned.

## RAILWAYS FINANCING

The Victorian Railways is not alone in having to schedule its priorities in accordance with availability of finance.

From the *United Transportation Union News*, Ohio, USA, comes word that despite the desirability of electrifying rail lines, the railroads generally are not financially capable on their own of putting up the estimated \$US40,000 to \$US50,000 required per kilometre for electrification.

A rail system and management group at a Chicago seminar was told that no United States railroad could generate such funds internally in the next decade.

## NEW RAILWAY HEADQUARTERS IN WA

Work has begun on a \$6 million project to build an Administrative Centre for the Western Australian Railways.

The project is expected to be completed in September 1975 and will incorporate permanent station facilities for the operation of Perth Terminal.

Since the opening of the interstate standard passenger service in 1969, the terminal has been operated from a temporary building in East Perth.

W.A.G.R. administrative staff are at present accommodated in rented and railway premises scattered throughout the city.

## NEW TRANSPORT MAP

An updated Melbourne Transport Map is now on sale for 15 cents at all local newsagents throughout the metropolitan area, suburban rail stations, tram depots and tourist bureaux, and also in main provincial cities.

Giving an excellent coverage of all public transport services—Railways, Tramways and buses—the map is designed to fit conveniently into a woman's handbag, or man's pocket.

**Burns are the topic for the second of *Rail Ways* four-issue series on first-aid hints. Falling into two categories—dry and moist—burns are damage to body tissues caused by exposure to excess heat.**

**Dry burns result from fire, electric current, and sun rays etc., while moist burns stem from hot water or steam and are commonly called scalds.**

## THIS IS WHAT YOU SHOULD DO:

1. Remove casualty from danger.
2. Check breathing—if absent, apply artificial respiration.
3. Check pulse—if absent, apply external cardiac compression (heart massage).
4. If a superficial burn, where there is reddening and minor blister formation, wash with cold water then apply a sterile dressing and bandage firmly. Cold water compresses, after irrigating the burn area with cold running water, greatly reduce the swelling and pain. This treatment should be used on all burns.
5. For deep burns:
  - (a) Remove or cut away clothing over the burned area, but leave clothing that is stuck.
  - (b) Wash liberally with cold water.
  - (c) Cover the burned area with sterile or clean dressing and bandage securely.
  - (d) Cover large burns with a clean sheet or towel.
  - (e) Do not apply any lotions, ointments or oily dressings.
  - (f) Do not prick blisters.
  - (g) In burns to the face, provide an adequate airway.
  - (h) If the casualty is thirsty, or if there is a long delay, give small amounts of water or tea, UNLESS the casualty is unconscious or medical aid is readily available.
  - (i) Transport the casualty to medical aid without delay.

Because serum seeps from burnt tissues, and as serum and the new raw area encourage the growth of micro organisms which lead to infection, clean handling and covering with clean (preferably sterile) dressings will help to control this complication.

## CUSTOMER'S SAY

### Train not car

"... to visit friends at Point Lonsdale. As it looked like being a hot day, with a lot of traffic, my wife and I decided to take our three children down and back on your Queenscliff excursion train.

"Well, thank you for a beaut trip. It was a pleasure to sit back and watch the scenery roll by (and see the bumper-to-bumper traffic on the highway)."

—A Burwood resident writing to the Chairman.

### Christmas trains

"... May I express my appreciation of the Railways during the holiday period. The half-hourly service on the suburban lines on Christmas Day and other days was a real help to those who do not drive and wish to visit friends and relatives at Christmas tide. . . ."

—Mrs. N. Blake from Dromana writing to the Chairman.

### Appreciation

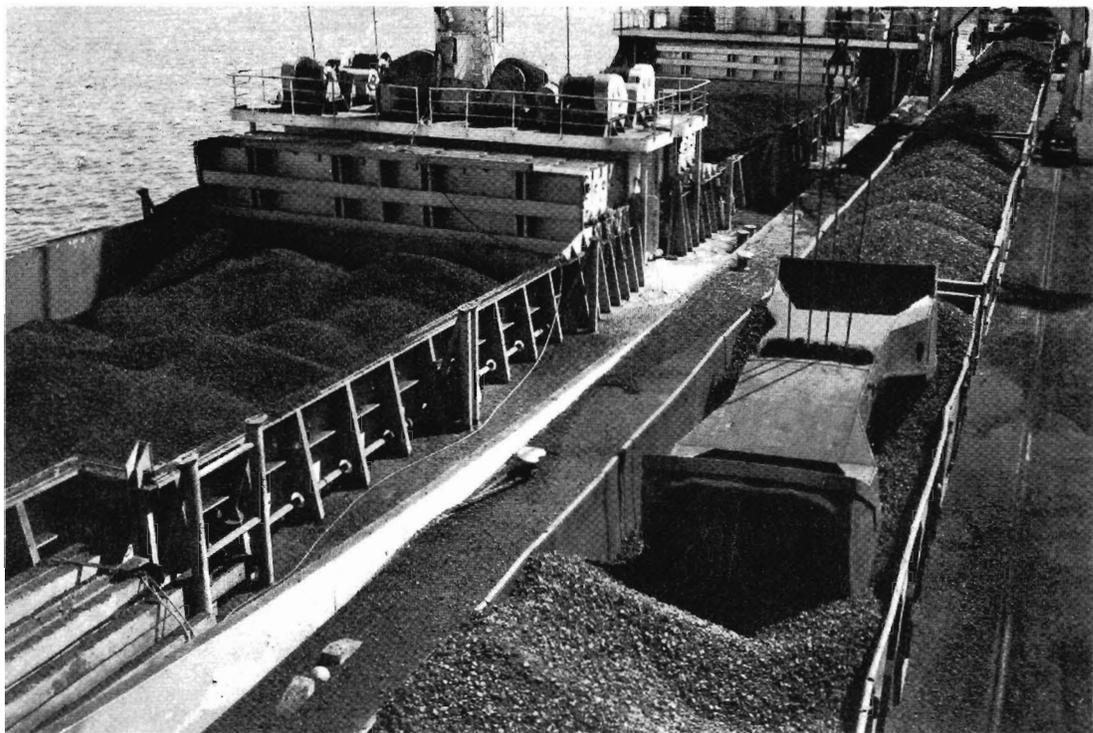
"... I would like to express to you my appreciation of the services of the stationmaster and staff at Elsternwick station. Recent assistance was a great help to me and I know that this type of service is the endeavour of staffs at other points also. . . ."

—Mr. D. M. Allen from Elwood writing to the Chairman.

### Excursion illness

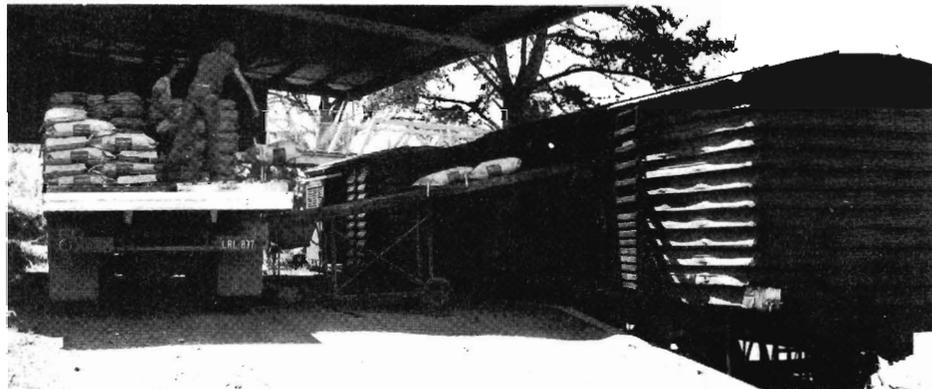
"... The staff and students of Knox Technical School wish to call your attention to the kindness of employees at the Bacchus Marsh railway station during a recent emergency. During a school excursion one of our students became ill, causing delays to our travel arrangements. The staff of the Bacchus Marsh station were most helpful making telephone calls and even offering to hold the train, if necessary. We are very grateful for their concern. . . ."

—Mr. F. A. Mitchell, Principal, Knox Technical School, writing to the Chairman.

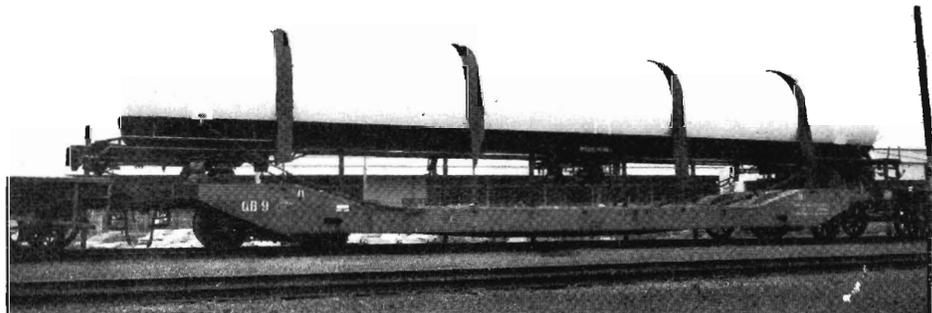


**CHAR FOR EXPORT.** Wagons of char from the Australian Char Company at Morwell are unloaded at Appleton Dock.

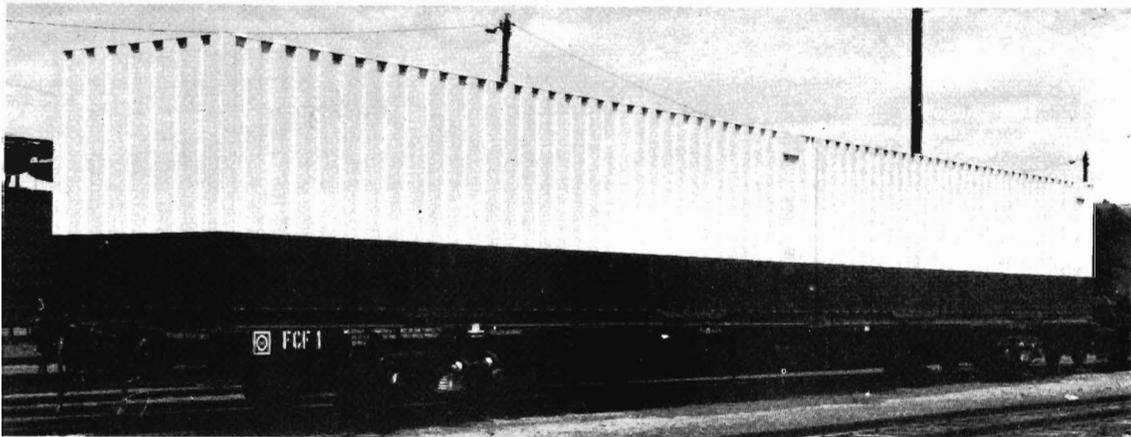
FREIGHT on the move



**MILK POWDER.** Employees of the Murray Goulburn Co-operative load bags of sprayed dry powder at Leongatha. The powder is railed to Melbourne wharves for shipment overseas.



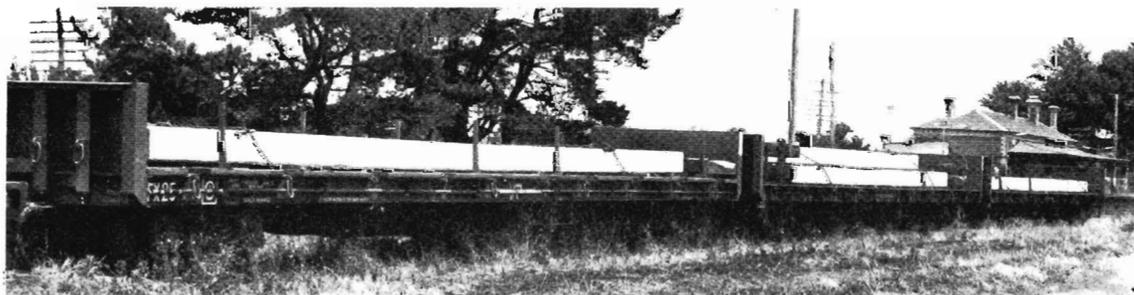
**WATER ON WHEELS.** Built by Commonwealth Engineers at Dandenong, this 68,191 litre water container is for the Western Australian mining centre of Mt. Goldsworthy. It is 19.5 metres long, weighs 19.61 tonnes, and has a diameter of 2.36 metres.



**MOTOR CAR PARTS.** This 24-metre long, low floor-height wagon, is the first of its kind to be built at Newport Workshops. Initially the wagon was built to carry two, special 12-metre General Motors Holden containers (pictured) of motor-car parts. Provision was also made for carrying two 12-metre ISO containers, or four 6-metre ISO containers.



**STEEL ON STEEL.** These 13.2 tonne steel coils are loaded at No. 4 Victoria Dock, for railing to John Lysaght (Aust.) Ltd. at Long Island, near Tyabb.



**CONCRETE PIERS.** Waiting to be unloaded at Birregurra are 18-metre long concrete piers. Weighing 129 tonnes each, the piers are to be used in a bridge over the Deans Marsh - Birregurra Road.

# COMPLEXITIES OF CHANGING TRAIN TIMES

Most people seem to think that any change in a train time-table is either brilliant or fool-hardy. We are creatures of habit, and change can be unwelcome. Only when the change suits our particular purpose are we likely to show any enthusiasm. So it is easy to ask why the Victorian Railways should risk the wrath of its patrons by bringing in the recent drastic changes in the Melbourne metropolitan time-tables.

They were the most comprehensive changes ever made at one time, and almost every train traveller was affected in one way or another.

Trains on all lines were altered, some ran to different platforms at Flinders Street, and many country train times were changed, too.

The possibility of such changes was first envisaged about four years ago, when a special three-man investigating committee was set up by the Railways Commissioners — now the VR Board — to look at ways of improving metropolitan train running.

The committee had to see that any alterations met a series of conditions, the most important of which were to fit in with the proposed underground railway operations, and a memory-type time-table for off-peak services.

Other conditions included the standardisation of peak period express running as far as possible; the maximum possible use of Harris (blue) trains during off-peak times, instead of older rolling stock; and even the extension of daytime train cleaning while the trains were at station terminal platforms between trips.

After a detailed and extensive study the committee selected a number of areas on which the improvements could be concentrated.

It was more efficient for trains to run through Flinders Street, rather than terminate there and reverse direction — an important point in the design of the underground railway — but this flow was restricted by three factors.

There was a heavy imbalance — a ratio of three to one — between traffic from the eastern and western suburbs, a limited number of tracks on the viaduct between Flinders Street and Spencer Street, and trains having to cross in front of one another between Flinders Street and Richmond.

Cross-movements were necessary to bring trains into platforms that were available, or suitable for a journey to another destination.

The problem, a prime cause of many delays, was compounded because a fair proportion of Frankston line trains used Nos. 10 and 11 East Platforms at Flinders Street. As a result, they crossed the normal pathway of Sandringham line trains.

Another problem at Flinders Street was the overcrowding on No. 6 and 7

Platforms at peak times, although No. 10 and 11 Platforms were more than able to cope with the traffic from the Port Melbourne and St. Kilda lines.

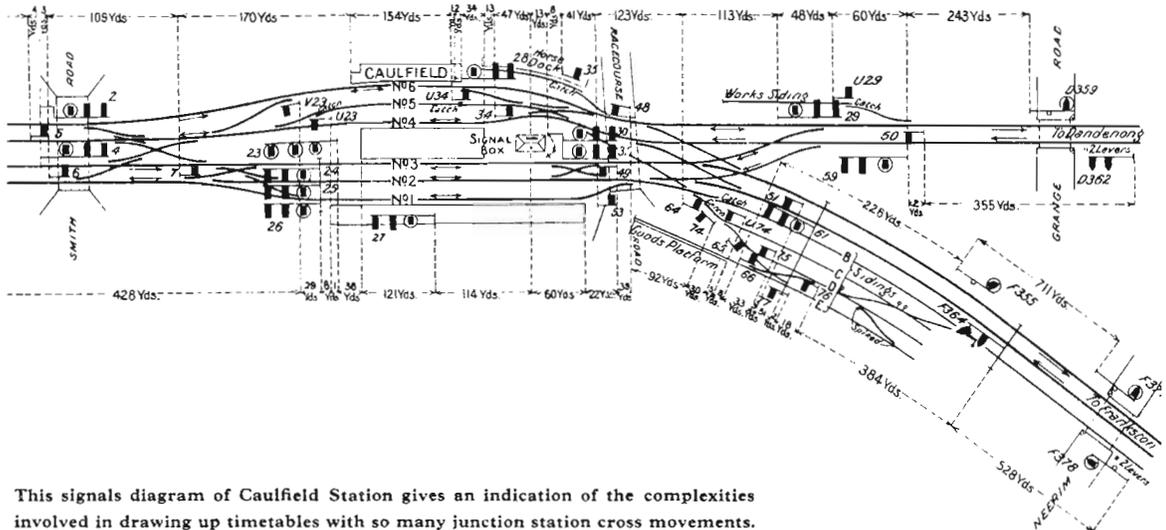
Peak traffic on the Burnley and Caulfield group of lines was heavy, and Broadmeadows line patronage was still growing fast, even after the Tullamarine Freeway had been opened.

Connections between different lines at junction stations throughout the metropolitan network were irregular, but the memory time-table was considered to be a major step in solving this problem in most cases.

Another advantage of the memory time-table was that it offered a more even service between Flinders Street and inner stations such as Spencer Street, North Melbourne, Footscray and South Yarra.

But it would be impossible to introduce a memory time-table while country train schedules took priority over metropolitan schedules in the electrified area.

Finally, some services, just before the morning and evening peaks, were poorly patronised.



This signals diagram of Caulfield Station gives an indication of the complexities involved in drawing up timetables with so many junction station cross movements.

There was plenty of room for improvement, and a complete change in metropolitan schedules was on the way.

The committee's recommendations offered some less obvious advantages.

Express running for longer distance trains — on the Dandenong-Frankston lines, for example—would help to avoid overcrowding, as short distance passengers would travel only on the more lightly patronised local services.

Peak services could be expanded where necessary, within existing physical limitations if trains were available, and off-peak services based on the 20-minute frequency memory time-table could be introduced on all lines, except the Clifton Hill group.

There, heavy expenditure, on both trains and trackwork, would be necessary before such a service could be introduced.

But, even when the recommendations were accepted, there was a great deal more work to come before new time-tables could be brought into operation.

In February last year the task of planning the new time-tables in detail passed to three members of the Traffic Branch at Head Office.

More than five and a half thousand man hours went into that job, which involved alterations to almost every one of the 137 trains operating on the metropolitan network.

Even when a train's schedule seemed to be unchanged, there were alterations to its movements in some way; perhaps it would be stabled at a different siding, or start another service from a different platform.

Each move, no matter how small, had to be plotted.

This job, in turn, was complicated by various single line sections of track still remaining in the metropolitan area, as well as the care needed to allow, where possible, the free movement of trains through junction stations.

Each line was assessed on its own particular requirements, but all the time the planners had to bear in mind the underground works, cross-movements (where trains crossed from one track to another in front of other trains), the memory time-table, and the number of passengers travelling at any given time.

These passenger tallies were taken at all times of the day on all lines by a team of Railway officials, in addition to a regular programme of statistical checks.

The result was a complete picture of the passengers travelling on all trains.

Other basic factors were the train running speeds—governed by the oldest rolling stock in use — and track facilities, and, as far as these factors permitted, the basic requirements of each line were met.

But, without tremendous expenditure on track and rolling stock, the ultimate ideal in schedule planning will never be met.

The nearest approach to an ideal was made by obtaining the maximum possible number of peak-hour trips with the limited number of trains available, in an attempt to ensure the best possible standard of comfort for all passengers, with the existing facilities.

The new time-tables were first plotted onto graphs — station by station, train by train — and, once completed, transcribed manually into the "working time-table" manuscript.

This manuscript, known to railwaymen as the "worker", filled 720 pages, most with 10 columns of train times.

It showed every train movement, carrying passengers or not. It also indicated country trains, as well as goods trains within the metropolitan area.

While the "worker" was checked and printed, the free passenger time-tables, available at stations, were drawn up.

Even the printing of the "worker" was a complex and exacting job, taking about 13 weeks. There was no room for mistakes as the working time-table is the basis for all train operations.

Time-tables are only part of the story. Rosters for drivers and guards, signal box docking plans (showing the time and exact routing of every train), as well as numerous other documents, are all vital to everyday train running.

The rosters were a major job in themselves — with almost 700 needed — as well as rotations of the rosters for the 1,000 drivers and guards who work them.

Not only did the rosters have to be dove-tailed with the time-tables, but they had to remain within the mens award working conditions.

Some country trains also had to be altered because their paths through the metropolitan area were affected by the new metropolitan time-tables.

While these changes were being made, other country services were improved, and eventually more than half the existing country trains to and from Melbourne, as well as some branch line services, were re-scheduled.

*The Vinlander*, overnight to Mildura, and *The Overland*, overnight to Adelaide, were both speeded up.

Originally the new metropolitan and country changes were to come in on November 25, but power restrictions, which delayed printing, caused their postponement for a fortnight.

But the new schedules for *The Vinlander*, *The Overland*, and one Bendigo train, had to be introduced on November 25 as seat and sleeper bookings had already been accepted with the new timings.

On Sunday, December 9, the new metropolitan time-table started, facing their first real test in the morning peak the next day.

Problems were experienced, but not through a fault in the new schedules. One of a number of incidents that caused delays on different lines, was when a road vehicle damaged the boom barriers at Springvale Road, Nunawading, fouling overhead power lines.

Still, it was an unfortunate start for the new time-tables.

But they have been implemented and become part of the lives of Melbourne's rail commuters until more improvements — made possible by major work, such as the third track on part of the Frankston line, or the quadruplication of tracks between South Kensington and Footscray — can be introduced.

## TEN COMMANDMENTS OF SAFETY

From the Elgin, Joliet and Eastern Railway, Illinois, USA, magazine *7-Milepost* comes an appropriate list of the Ten Commandments of safety. They are:

1. Correct or report unsafe conditions, equipment and tools.
2. Follow instructions, do not take chances; if you do not know—ask!
3. Do your part to keep everything clean and orderly.
4. Use the right tools and equipment for the job; use them safely.
5. Use and repair equipment only when authorised.
6. Use protective equipment; wear safe clothing.
7. Do not commit horseplay; avoid distracting others.
8. When lifting, bend your knees; get help for heavy loads.
9. Abide by all safety rules and signs; use common sense.
10. Report all injuries promptly; get first-aid quickly.

These recommendations are just as applicable to the Victorian Railways as they are to the EJ and ER. Observance of them will help to maintain the high level of safety existing within the Department.

# FLINDERS STREET STATION THESIS

Hampton High School teacher, Mr. Allan Inglis, has received a credit pass from the State College of Victoria for an 18 000 word thesis on Flinders Street station. Mr. Inglis began his thesis in March last year and chose Flinders Street station because of his long-standing interest in Railways. The entire thesis was typed by his wife, Beverly, but was nearly not completed when Allan was forced to stop for a month while he recovered from pneumonia, the result of overwork.

Mr. Inglis says he kept coming to dead-ends in his research and that there are still a lot of missing links.

For example, of the 17 plans of the Flinders Street station submitted in 1900, only those of the winning entry and three others could be found.

Possibly, these were sent back to the designers, however, six other plans were discovered that had not been recorded.

In the 1900 Parliamentary Standing Committee on Railways it was reported that no 1890 estimates on designs were available but during Mr. Inglis' delving into old records these were located.

The book provides an interesting chapter on the children's nursery at Flinders Street station between 1933 and 1942.

Former Chairman of the Railways Commissioners, Sir Harold Clapp, was responsible for the idea of providing a children's nursery at the station for mothers visiting the city.

Mr. Inglis writes: "A number of rooms were altered to provide three cot rooms and two play rooms, which were attractively decorated and well lit, and a modern kitchen was provided for the hygienic preparation of food.

"This nursery proved to be very popular with the mothers who enjoyed a completely free day in the city, knowing that their children were well looked after.

"Unfortunately, during 1937 a poliomyelitis epidemic necessitated the closure of the nursery for a short time; however, during this period a number of alterations and extensions were made to provide more space."



Chairman of the Victorian Railways Board, Mr. A. G. Gibbs, accepts a copy of the thesis from Mr. Inglis. Only three copies of the book, one for the thesis, one for Mr. Inglis, and one for the V.R., were printed.



For many people, this 1935 view from the observation deck at the Flinders Street station nursery will bring back nostalgic memories. Watching the trains was a favorite pastime.

When the nursery was initially opened it was under the direction of Infant Welfare Sister Northcott, who was assisted by a team of five mothercraft nurses.

The team returned when the nursery was re-opened in 1937 with an area that had been increased to 213 square metres.

"In addition," continues Mr. Inglis "there was now an open-air playground on the roof which was well protected by a high wire mesh screen, through which the children spent many hours watching the trains pass in and out of the station below."

Mr. Inglis assures us that, from his own experience, this was a favorite and pleasurable pastime.

Sister Northcott remained in charge of the nursery until war-time precautions and restrictions necessitated its permanent closure in January 1942.

Other interesting topics included in the thesis are the various station clocks, private railway companies, and early gauge selection.

Mr. Inglis concludes his thesis with details of the future of Flinders Street station (Flinders Gate) and the underground rail loop.



An obvious assumption from this photograph, also taken in 1935, is that the lad on the horse has grown up to be a jackaroo while the boy with the blocks is possibly now a leading architect.

# people

## END TO A LONG CAREER

Thirteen days short of 51 years service with the Victorian Railways. That was the achievement of the Manager of the Spotswood Storehouse, Keith Smith when he retired last month.

Keith was with the Railways from January 22, 1922 where he began as a junior clerk with the Accounts Branch.

Two years later he transferred to the Stores Branch where he worked his way through the clerical grades.

World War II saw Keith with the RAAF where he attained the rank of Flight Lieutenant.

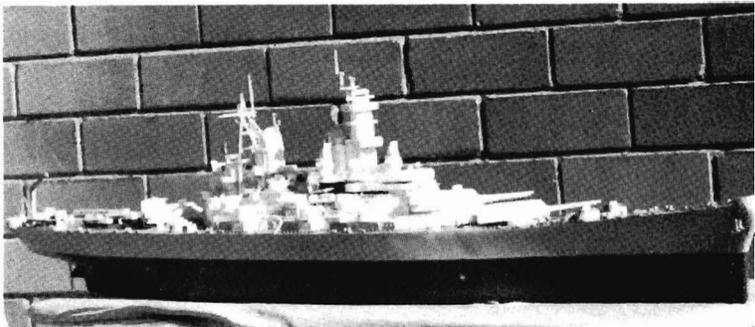
In 1956, he became Storekeeper at the State Coal Mine, Wonthaggi, and later occupied similar positions at the Overhead Maintenance Depot and Spotswood before he was appointed Manager of Spotswood Storehouse in 1968.

In his younger days Keith ran with St. Stephen's Harriers and has also been involved with tennis and lawn bowls.



Comptroller of Stores, Mr. Alan Fell, wishes Mr. Smith well in his retirement.

## SCALE MODEL ENTHUSIAST



**For anyone thinking of building scale balsa-wood models, but not quite sure how to go about it, then the man to see is 22-year-old Head Office Stores Clerk Tony Xuereb. Tony's hobby is building balsa-wood scale models and recently he completed the model (above) of the U.S.S. Missouri.**

It took Tony 10 months to build and measures 1.63 metres in length and 25.40 cm in beam.

Tony says he has always been interested in building scale models and now has a collection of 37, ranging from diesel locomotives and carriages, to his balsa-wood ships.

The diesels and carriages were assembled from American-made model kits but Tony's fleet of six model boats were cut and constructed from balsa-wood.

"There were about 800 different pieces that had to be cut for the *Missouri* which required 30 tubes of balsa-cement to combine," says Tony.

"I built the super-structure twice as I was not satisfied with my first attempt."

Over the hull he applied four layers of protective tissue and 12 coats of paint. After every second coat Tony hand-rubbed the hull.

Electrically powered and radio-controlled, the *Missouri* still does not hold pride of place among Tony's models.

His favourite is a 91.44 cm American PT-boat, which took him 18 months to complete, and was modelled after the type that the Late president John F. Kennedy commanded during World War II.

The PT-boat required such things as cutting the tops off pins for use as machine-gun bullets. There were about 250 pin-heads needed for each of four machine-gun belts on the boat.

## CAR CRASH VICTIM BACK WITH VR

On October 20, 1972, the future looked good for 18-year-old Junior Station Assistant, Mark Waterman. Used as a train conductor aboard *Intercapital Daylight*, *Spirit of Progress*, and *The Vinlander*, things couldn't have been better.

But, in one instant the following day, Mark's world came apart when he was involved in a motor-bike accident near Walhalla, in which he suffered severe spinal injuries.

The next seven months saw Mark in the Spinal Injuries Centre of the Austin Hospital where he progressed gradually until his release last May.

The accident cost Mark the use of his legs and partial use of his hands.



Discharged to his parents home at Rosedale, 180 km from Melbourne, Mark soon began talking a renewed interest in life around him and became keen to find a suitable form of work.

This prompted a letter from the Director of the Spinal Injuries Centre, Dr. D. Burke.

Dr. Burke wrote: "Prior to the accident, Mark was working with the VR as a conductor. Clearly, he will be unable to return to that work as a wheel-chair tetraplegic, but I would like to think such a large organization as the Victorian Railways would be able to employ such a severely handicapped person in perhaps some sort of clerical position.

"He is a worthwhile young man who wants to work and I am sure, given the chance, would do so."

From there, VR Rehabilitation Officer, Mr. Allan Brenchley, took over and following talks with the Traf-

fic Branch, and interviews with Mark and his parents, it was decided that Mark could be rehabilitated assisting in the goods shed at Traralgon, 22 km from Rosedale.

On December 27 Mark once again took up his position as a junior station assistant.

He travels to Traralgon by morning train but, as there is no evening train at the time Mark finishes for the day, his parents collect him.

## CHEQUERED START TO RAILWAYS CAREER

Forty-three-year-old Sea Lake Stationmaster, Stan Keen, not to be confused with the Chief Mechanical Engineer, could be excused for saying his attempts to join the Department were somewhat hindered.

As a 15-year-old Stan began an apprenticeship in ladies shoemaking at the Collingwood factory of former racing-car driver, the Late Lex Davidson.

But after five years Stan decided the shoe life was not for him and opted to join the Victorian Railways.

He had no difficulty in joining the Department but problems arose in finding a suitable position for him.

At only 1.6 metres tall he says "I was considered too small for the Traffic Branch and too light for the Rolling Stock Branch."

Stan eventually settled in the Electrical Engineering Branch and was made a shift electricians assistant at North Fitzroy.



Mr. Keen

But his problems were not over. Shortly after, the Apprenticeship Commission informed him that he would have to complete his apprenticeship in ladies shoemaking.

Completing the apprenticeship Stan rejoined the Department in his old classification, but this time at Newmarket where he remained for three years.

"Around 1954 the Army reduced their entrance qualifications to 1.55 metres and the Traffic Branch followed suite, which enabled me to transfer to that Branch," says Stan.

He has since worked in various locations throughout Victoria and says "the only district where I haven't been is Gippsland".

Besides his duties at Sea Lake, Stan also has the responsibility of supervising Ninda, Nyarrin, Nandaly, Pier Millan, Mittyack and Kulwin.

Among an array of outside interests Stan's involvement with brass bands takes up quite a deal of his spare time.

During his travels he has played in the Euroa Brass Band, Benalla Brass Band, Benalla Pipe Band and is now connected with the Swan Hill Brass Band.

The amazing part of this is that once a week Stan hops on his motor-bike and rides a 151 km round-trip to Swan Hill for band practice.

## SPORTING GOODS CLERK

Leongatha Goods Clerk, Ray Hollier, is a smiling, round-faced, 24-year-old who is very sports-minded with recreational activities including basketball, cricket, and fishing.

"I play basketball for a team called the 'Misfits'", says Ray "although most people call them the 'unfits'."

But cricket holds pride of place in Ray's sporting achievements and he relates how recently he "took eight wickets for 17 runs" against Old High School bowling his leg spinners.



Mr. Hollier

When cricket and basketball are not taking up Ray's week-end time he likes to relax with fishing.

In this he has an experienced companion in 51-year-old Shedman Bill Pollock, who has been at Leongatha for "about 20 years".

Bill and Ray have a friend with a boat and the three fish at Welshpool and Port Albert.

Joining the Railways in 1967 as a junior clerk in the District Superintendent's Office at Bendigo, Ray left to take on relieving work around the Bendigo district.

His next positions were as a booking clerk at Sunshine and then Yarrowonga as a goods clerk. Prior to going to Leongatha Ray spent two years as a depot clerk at Castlemaine.

Sprayed dry milk powder is the main goods traffic from Leongatha which rails the bagged powder for Murray Goulburn Co-operative to the Melbourne wharves for shipment overseas.

In all, Leongatha handles approximately 600 tonnes of goods a week with

two trains to and from Melbourne each weekday.

two trains to and from Melbourne each weekday.

Apart from powdered milk, consignments are made up of wool—which is seasonal but averages 150 bales a month—butter (two tonnes a week to Mildura), and general merchandise.

## "GRUMPY" BOWS OUT

When anyone talks of "Grumpy", most people immediately conjure up a picture of the dwarf from Walt Disney's "Snow White and the Seven Dwarfs".

Although former Rail Motor Depot Storeman Ted Jones does not really fit the "Snow White" description, he has been stuck with the nickname since early in his 39-year Railways career.

Last month Ted retired from the Department and was given a send-off, attended by representatives of various branches, at the Depot.

On a number of occasions the remark was passed that Ted had been the only smiling storeman called "Grumpy".

He began his career with the Way and Works Branch in 1935 and served as a repairer at Sutherland and Creswick until 1950 when, for varying periods, he was a ganger at Underbool and Carisbrook.

Due to failing eyesight he transferred to the Stores Branch in 1960 and was with the Rail Motor Depot until his retirement.

A keen gardener, Ted won several Departmental awards for his prowess in this field. At Underbool, Creswick and Carisbrook he won prizes for the most improved garden.



Mr. Jones

## SUGGESTIONS ADOPTED

During late November and December the following awards were made for suggestions adopted:

- Axle separator for use in fork lifts. \$10
- Periodical fares be shown in *Train Times*. \$5
- Drivers running sheet be reduced in size. \$5
- Resurface Winnap platform to assist in handling bottled gas. \$3
- Additional adding machine for Melbourne Goods. \$3

## RAILWAYS OFFENCES

Courts really cracked down on people charged with offences against the Victorian Railways during December.

A Caulfield youth was fined \$100 in Williamstown Court for having wilfully damaged a railway carriage seat.

The offender told Mr. D. Thompson, S.M., that "it could have been the grog" that made him jump on, tear, and pull the stuffing out of the seat.

Mr. Thompson also ordered the youth to pay \$70 compensation for the replacement of the seat.

In one day in the Melbourne Childrens Court, fines totalling \$197 were imposed for offences concerning rail tickets and misbehaviour on Railways property.

One week brought adult offenders a total of \$400 in fines, with \$85 costs, at St. Kilda, Oakleigh, Eltham, Melbourne and Lilydale Courts for similar offences.

A man appearing at Northcote Court on a charge of travelling on an expired ticket, was ordered to pay \$20 into the poor box.

## TRAFFIC BRANCH

Ashlakoff, B., Nowa Nowa, 24/3/74  
Clarkson, C. W., Wodonga, 1/2/74  
Gilbert, N. V., Balaclava, 20/3/74  
Howman, F. J., Hamilton, 9/3/74  
McKenzie, J. M., Ashburton, 28/3/74  
Murray, J. A., Stratford, 8/3/74  
Poulter, L. W., Fairfield, 7/12/73  
Rudajs, J., Melbourne Goods, 18/3/74  
Sing, G. C. H., South Geelong, 5/1/74  
Thompson, V. P., Ripponlea, 19/3/74  
Wilson, E. H., Camberwell, 3/3/74  
Wilson, J. F. H., Mt. Gambier, 28/3/74

### RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

#### TRAFFIC BRANCH

Dempster, Mrs. H., Box Hill,  
28/12/73

Evans, J. D., Ararat, 9/1/74  
Sherry, Mrs. I. J., Alamein,  
24/12/73

#### ROLLING STOCK BRANCH

Moore, A. E., Ararat, 20/12/73  
Simmons, C. W., Shelter Shed,  
19/12/73

#### STORES BRANCH

Hawryluk, W., Permanent Way  
Depot, 27/11/73

## RETIREMENTS

#### REFRESHMENT SERVICES BRANCH

Durie, Mrs. M., Bendigo R.R.R., 29/12/73  
Leadbeater, Mrs. J., Standard Gauge  
B/Cars, 13/1/74  
Owen, Mrs. F. K., Geelong R.R.R.,  
26/11/73

#### STORES BRANCH

Atkinson, D., Dynon Area Store, 24/12/73  
Christou, D., Reclamation Depot,  
12/12/73  
Griffiths, E. J., Ambulance Depot,  
18/2/74  
Haralambidis, K., Permanent Way Depot  
24/12/73  
La Rocca, F., Newport W'shops, 18/12/73  
Matarazzo, N., Dynon Area Store,  
22/11/73

#### ROLLING STOCK BRANCH

Bencich, F., Newport, 2/3/74  
Bonanno, V. M., North Melb., 12/3/74  
Brozek, A., North Melbourne, 28/3/74  
De Fazio, P., North Melbourne, 13/3/74  
Fodor, E., Wodonga, 17/3/74  
Forbes, E. W., Newport, 4/12/73  
Holmes, R. A., Bendigo North, 21/3/74  
Hynd, W., Ballarat North, 22/3/74  
Limosani, L., Newport, 8/3/74  
McDonald, D. K., Newport, 1/2/74  
McKay, C. W., Newport, 24/3/74  
Mills, A. C., Newport, 21/3/74  
Murray, G. W., Ballarat North, 28/3/74  
Ourandidis, G., Newport, 11/3/74  
Palmer, C. F., Newport, 31/3/74  
Praed, E., Bendigo, North, 27/3/74  
Pulitano, G., Newport, 12/3/74  
Scott, A. J., Geelong, 17/3/74  
Smith, W. A., Newport, 19/11/73  
Tuddenham, K. G., Bendigo North,  
12/12/73

# Institute IN News

## COUNCIL ELECTIONS

The Victorian Railways Institute has as its controlling body, a council consisting of 17 elected members and 11 members selected by the Victorian Railways Board.

Every three years an election is held enabling VRI members to decide who will gain a place on the council.

With 1974 being election year, members will be receiving ballot papers around August and over the ensuing six months *Rail Ways* will feature brief profiles on the 17 retiring Councillors. It is hoped this will assist members when filling in ballot papers.

The three Councillors covered in this issue are Broadmeadows Assistant Stationmaster Maurie Baker, Newport Workshops Test Inspector Len Bennett and Storekeeper Phil Coates, from the Overhead Maintenance Storehouse in Batman Avenue.

As the role of the VRI is one of service to its members, and because Council is the controlling body, it is therefore important that all members have their say in the formation of Council. This can only be achieved by completing and returning ballot papers.

Maurie Baker joined the Institute in 1949 and was elected to Council in 1971 where he has since served on the Sports Sub-Committee.

He has represented the VRI in football, cricket and tennis at inter-system carnivals, and was Manager of the VRI Inter-system Tennis Team in 1968-70 and 1972.

Maurie has been a member of the VRITA since 1950 and a committeeman for many years. At present he is President of the VRITA, a position held since 1966.



Mr. Barker

As well, Maurie is President of the VRI Cricket Association and plays in both internal tennis and cricket competitions.

Len Bennett became a member of the VRI in 1950 and was appointed Secretary of the Benalla Centre in 1951, a position he held until 1958 when he transferred to Melbourne.

He became inaugural Secretary of the Sunshine Centre in 1960 and remained so until retiring from the post in 1972.



Mr. Bennett

In 1960 Len was also elected to Council and during his period as a Councillor, has served on every sub-committee, sat on several special sub-committees and is at present Institute Treasurer.

Len is a past President and Life Member of the VRI Cricket Association and was Manager of the Carnival team in Adelaide in 1963. He also was Institute Representative at the cricket carnivals in Melbourne in 1965, Canberra in 1971 and Sydney in 1973.

Phil Coates joined the Institute in 1952 and was elected a committeeman at Benalla in 1953. In 1958 he was elected to Council, where he has served on every sub-committee as well as a term as VRI Treasurer during 1971-72.

He has been a player, Assistant Manager and Manager of carnival table tennis teams and was Chairman for the Melbourne table tennis carnival in 1960.



Mr. Coates

Phil has also shown a keen interest in the fencing club and is a past President of that organisation.

## FORMATION OF VRI YOUNG SOCIAL GROUP

The Institute is constantly investigating new ideas for improved services to its members and all submitted suggestions are given every consideration.

One suggestion was for the formation of a "social group" which would be open to all VRI members and their families. This club would endeavour to provide entertainment for all in the form of day outings to various country areas, barbecues, river trips, theatre nights, dances and tours of such places as Police Headquarters and Tullamarine airport.

In this day and age, parents are extremely aware of the need to share an interest with their children if the family is to stay together and this proposed club could provide an answer.

A meeting of all interested members will be held in Room 11, third floor, Flinders Street station buildings on Monday, March 4, starting at 8.00 p.m.

If you feel there is a need for this club, come along and voice your thoughts and suggestions because support is needed to ensure the formation of such an organisation, as well as its successful operation.

# INSTITUTE SPORT

## TENNIS

The VRI Tennis Association commenced its Sunday morning summer competition on January 13, and it was great to see such a large roll up of enthusiastic members.

Teams were nominated by Caulfield, Codon "A", Codon "B", Credit, Rolling Stock and Sandringham, making this six team competition one of the largest for some years.

It was really pleasing to see these players so keen even though they are not Lavers or Newcombes, and if they continue to support the VRITA in this fashion, it will not be long before tennis is again one of the top sporting events on the Institute calendar.

The first round of the Dunking Shield and Pimms Cup competition was played in hot, dry, trying conditions and Peter O'Brien was heard to remark that if this weather was going to occur every Sunday, he would be in danger of "fading away" before the season ended. However, "Comalco" Dwyer was on hand with his supply of cans (soft drink) to render assistance to the ailing.

Match of the day would have to go to a pair of newcomers in Gary Clapham (Credit) and John Hannel (Sandringham). They played a great singles rubber with Gary finally taking the set 9-7. In the teams, Rolling Stock defeated Codon "A", Caulfield defeated Codon "B" and Credit defeated Sandringham.

On March 25, the VRI inter-system tennis team will leave for Adelaide to compete in the ANZRI Inter-system tennis carnival.

Selectors had a difficult job in choosing the eight players from the many applicants, but it was a pleasing difficulty, as it confirms that there is a renewed interest in tennis.

The following players have been selected in the team: M. Baker, ASM, Broadmeadows; R. Booley, clerk, Geelong; D. Casely, signal assistant, Mangalore; J. Forrest, car and wagon builder, Ballarat Workshops; D. McGann, clerk, Geelong; VRI Senior Administrative Officer, Bruce Pearce; W. Schulz, clerk, Geelong and S. Stevens, a driver from Traralgon. Team Manager is Maurie Barker, Captain is Bruce Pearce and the Institute Representative is Bob Richards.

It is very pleasing to see the country boys so well represented and it is hoped that the team will enjoy the best of good fortune.

## CRICKET

The Commissioners Cup competition stands at a very interesting position with only one round to be played.

South Dynon Loco share the top of the ladder on 18 points with Codon. They are closely followed by Spotswood Workshops on 16 and Melbourne Yard on 12.

South Dynon are favourites to win the Cup after their great win over Codon, however, there could be a few upsets before the Cup is actually presented.

Members and supporters should note that the final round will take place on February 5 and the Grand Final on March 26.

The VRI-API match, which was to have been played on January 14, was unfortunately washed out. However, Secretary of the VRICA, Keith Hopkinson, has obtained a book from the Institute Library titled "How to create a Drought in three easy lessons" and he assures all that a washout will never occur again. That is, unless his team is in an unfavourable position, in which case he will then use his other book "Ten Different Rain Dances" to save the day.

## VRI - API BOWLS

The eighth annual match between the VRI and API was played at the Footscray City Bowling Club in mid-January.

Two games of 18 ends each were played with seven teams competing. The first match was played in the morning and the VRI was able to finish 21 up, scoring 128 shots to the API's 97.

At the official luncheon, VRI General President, Mr. Bob Wright, welcomed the guests and made special mention of the presence of the Secretary for Railways, Mr. Charlie Morris, a playing member of the VRI team, who was making his last appearance at an Institute function due to his impending retirement on February 15.

The afternoon game again resulted in a win to the VRI, scoring 135 shots to their opponents 112, giving them an overall victory of 44 shots.

However, keeping in mind that, with a couple of exceptions, this is the side which will represent us at the Inter-system Carnival in Wellington, New Zealand, at the end of this month, there should be no feeling of complacency.

If the performance of Laurie Hindson's team, comprising Reg Graham, Ossie Dwyer, Keith Pope and Laurie, is disregarded then the winning margin would be reduced to four. This particular team scored 55 shots while allowing their opponents only 15 in the two games.

Of course, the API could claim they were severely handicapped because, due to unforeseen circumstances, they were a player short and had to "recruit" a member of the VRI. It is extremely doubtful as to which Institute he contributed most.

At the conclusion of the second match, API Captain Joe Lynch handed the perpetual trophy over to our Captain Alan Cowling, with the words that he was only to "look after" it for 12 months.

While on the subject of bowls, at the Wellington carnival our singles representative will be Ray Judd from Ballarat. Ron Robinson and Albert Scott from Geelong will represent us in the pairs event.

It is also worth noting that the Transport Industries Shield has again been won by the Railways team.

## FRONT COVER

*The Overland* passes over the Melton viaduct on its way to Melbourne.

Constructed about 1885, the viaduct, which spans the Melton Weir, is 375 metres long and 33 metres at its highest point.

The initial contract to build the viaduct was for \$6,956 but it actually cost \$634 less. A general re-strengthening in 1939 cost \$35,000.

VICTORIAN



# RAILWAYS

March

1974

10 CENTS



# REGIONAL FREIGHT CENTRE AT HORSHAM

Horsham will be the Victorian Railways first regional freight centre. It will be used as the basis for a pilot study and the results will decide the future plans for regional centres. Horsham was selected by the Railways Board after a study had been made of a "short list" of six country centres. It was selected because it meets all the requirements for a regional freight centre and possesses the added advantage of being situated on a high-speed interstate trunk route, which makes it particularly suitable for the premium type of service envisaged.

Although still only in the planning stages, (the actual sphere of influence of the centre has not yet been defined as it is the subject of further studies) the scheme will involve the withdrawal of existing four-wheel wagons from general merchandise traffic to the area, replacing them with high-speed bogie stock, and the provision of new facilities and suitable mechanical handling plants in both Melbourne and the centre itself.

Project objective is to establish an economically viable operation in the less than carload (LCL) freight market, in competition, and in conjunction, with road transport.

In this context it is assumed that the road transport industry will, in due course, be required to make a re-

alistic contribution towards the costs of the road system and other community-provided facilities, in accordance with the "Bland" recommendations.

The bulk of less than carload traffic is made up of freight that may be sent from a manufacturer in Melbourne to various country centres. It is sorted at Melbourne Goods for the country destinations and loaded with other materials going to the same place.

Wagon load traffic is made up of freight such as wheat, char, liquids, etc., where the wagon is completely filled.

Specific objectives towards this overall objective can be identified as follows:

1. To reduce railways costs by improving the efficiency of:
  - a. Loading, unloading and checking of goods
  - b. Documentation and accounting procedures
  - c. Shunting at terminals
  - d. Vehicle turnaround, and
  - e. Locomotive use.
2. To improve market penetration by:
  - a. Increasing the speed and reliability of service

- b. Offering specialized equipment for utilized loading
- c. Integrating rail services into an overall physical and distribution pattern
- d. Organizing "one transaction" door-to-door transit, and
- e. Minimizing the incidence of loss and damage.

The selection of Horsham as the first regional freight centre does not mean that branch lines in the area will be closed. Their day-to-day role will, however, be reviewed in the light of the changed circumstances, including the necessity of retaining them to accommodate seasonal grain and fertilizer traffic.

It is envisaged that all LCL freight for surrounding area could be railed to Horsham and then distributed to its various destinations by road.

In most cases this concept could increase the frequency of delivery service to branch lines, as a road vehicle can operate more economically with a smaller load than a train.

This could lead to increased deliveries to towns which, in the past, may have had only one freight train a week, to possibly three days a week.

## RAILWAYS TREND PROMISING

Latest figures show the long-term decline in metropolitan rail travel may have been arrested.

Figures for the first six months of this financial year, compared with the same period last year, showed a slight rise in the number of passengers travelling.

The decline had persisted since the post-war peak in the 1950's. The number of metropolitan passengers carried each year since 1964 had dropped from 148 million to 131 million—an average of just under two million a year.

Compared with 1972, the 1973 decline was 2.8 million, and the latest rise had been achieved despite the disruptions to rail services caused by the October-November power restrictions.

Cuts in outer metropolitan periodical fares made last October have been one of the main factors influencing the new trend.

In a sample survey of travel from a number of outer suburban stations during that month it was found there had been an increase in patronage.

One factor often overlooked was that, during the whole period of over-

## CONCRETE SLEEPERS

**Tenders are to be called for the supply of concrete sleepers for the duplication project between Sunshine and Deer Park and the quadruplication between South Kensington and Footscray. Recent shortages of sleepers, and the general decline in the supply of suitable types, have indicated how vulnerable the Department is in its entire dependence on the timber sleeper.**

The concrete sleeper is seen as a step toward a more advanced railway technology in addition to being a departure forced by the timber shortage.

all decline, there had been a steady increase in peak period patronage.

The number of passengers discharged at Flinders Street and Princes Bridge stations during the morning peak, from 8 a.m. to 9 a.m., had risen from just over 41,000 in 1951 to more than 55,000 in 1973.

This increase had put great pressure on the whole system, and particularly on the Flinders Street terminal, to handle both trains and passengers.

The only solution to overcoming the situation is completion of the underground loop, which would relieve passenger congestion at Flinders Street and greatly increase the number of trains that could be handled at the terminals.

Sleepers used will be pre-stressed concrete with elastic fastenings, similar to those already used widely, and successfully, on British Railways.

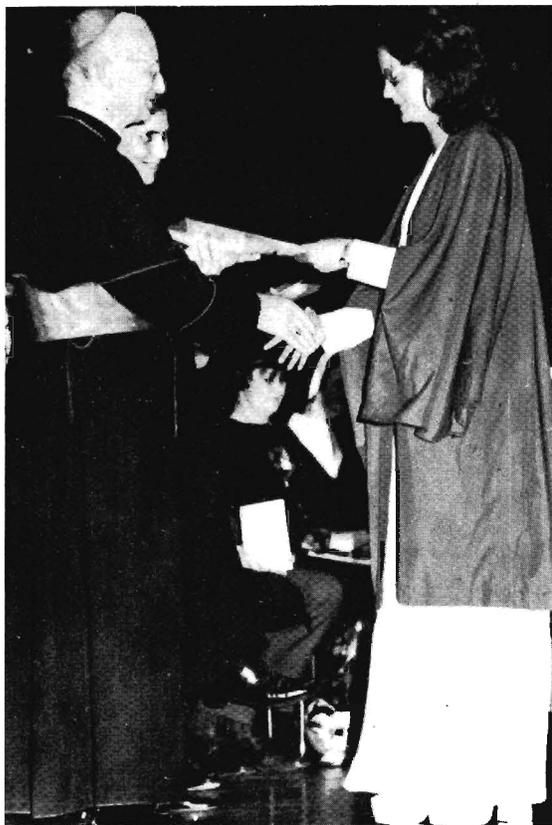
Rail used for the work will be 48.5 kilograms, continuously welded in keeping with the VR policy of better riding, passenger comfort and reduced maintenance.

A plant to manufacture pre-stressed concrete sleepers for the Commonwealth Railways has been established at Stirling North in South Australia, eight km from Port Augusta.

It was announced last October that a \$1.6 million contract had been let for the supply of concrete sleepers to the Commonwealth Railways.

A report prepared by the Bureau of Transport showed that the use of concrete sleepers was more economic than timber sleepers under certain conditions.

# TRIKE TO TEACHING



It is very doubtful whether children at Avondale Heights Primary School would recognise the young lady on the trike above, as their charming new teacher. Two-year-old Jacqueline Meertens graced the *Rail Ways* front cover, then known as *News Letter*, in August 1955. At the time her father was a roster clerk at Seymour. But how times change. Today, Mr. Meertens is a booking clerk at Warrnambool while his daughter recently graduated from Christ College, Chadstone, after completing a three-year teachers course. Twenty-year-old Jacqueline is shown receiving her teaching certificate from Cardinal Knox during a ceremony at the Camberwell Civic Centre.

## RAILWAY OFFENCES

A Kyabram man was sentenced to a total of two months jail recently for punching a passenger on the Melbourne to Shepparton train, and generally annoying passengers.

In the Shepparton Court Stipendiary Magistrate, Mr. J. Caven, sentenced 25-year-old Michael Desmond Charles to one month's jail for assault and 14 days for offensive behaviour. The sentences were made concurrent.

Charles was also sentenced to a month's jail for attempted larceny and three days for larceny from a dwelling. Both sentences were made cumulative.

Charles told the court he had consumed a dozen small cans of beer while on the train.

He also said he could not remember what had happened on the train.

Mr. Caven said Charles had gone onto the train determined to make a pest of himself and that is exactly what he did.

Two Broadmeadows youths were each fined \$50, with \$3.50 costs, at

Broadmeadows Court last month for conduct annoying to other passengers.

The two youths were apprehended by Railways Investigation Officers after incidents between Oak Park and Glenroy on a late evening train.

Stipendiary Magistrate, Mr. J. M. Dugan, was told the two youths had been jumping on carriage seats, and fighting. One had also been swinging from handgrips, and shouting.

In the Box Hill Court on February 26, Mr. K. G. Pummeroy, SM, fined a youth \$75 for wilfully damaging a train seat.

A programme of special checks by Railway Investigation Officers is under way to combat rowdiness and possible vandalism on trains and stations.

Twenty-six people were reported for a total of 32 offences following checks made on February 16 and 17—Friday and Saturday nights.

The previous week-end, 20 people were reported for 31 offences after a similar check.

## PAKENHAM ELECTRIFICATION?

Victorian Railways sent questionnaires to house-holders between Hallam and Pakenham last month to assess possible patronage for an extension of the electrified metropolitan train services to Pakenham.

The survey was designed not only to assess the possible patronage for a suburban service, but also to check the demand for rail services at different times, and on different days, to distinguish between daily and occasional travellers.

The questionnaires were sent to 4625 householders in the Hallam, Hampton Park, Berwick, Narre Warren, Beaconsfield, Officer, and Pakenham areas, on February 18.

As *Rail Ways* went to press approximately 25 per cent of householders had returned the questionnaires.

# ITALIAN RAILWAYS PUSH ON

Railway standards and technology are set for a major step forward with the Italian State Railways (FS) reports *International Railway Journal*. The journal says that despite rocketing inflation during recent years, many of the major objectives of the 10-year (1963-72) plan have now been completed.

Now in the hands of the Italian Government is a new 10-year programme. FS has been granted a Lire 400,000 million (about \$A4,444 million) loan to continue important work on the new superspeed Milan-Naples line, which should be completed around 1980.

Today, railways are acknowledged as providing the backbone of the country's transport system, and a form of transport which in future will be able to offer services immeasurably faster and more efficient than anything highway operators can offer.

Part of the change has been due to late recognition of environment problems caused by development of highways.

This year a wagon control system will be introduced from the existing computer centre in Rome, and many other management functions will be computerized.

A new railway research and experiment institute is to be built. In co-operation with Italy's universities and with the national council for research, the institute will investigate experimental transportation, and problems of conventional steel wheel on steel rail.

Much of the emphasis in the new plan is on development and improvement of commuter services.

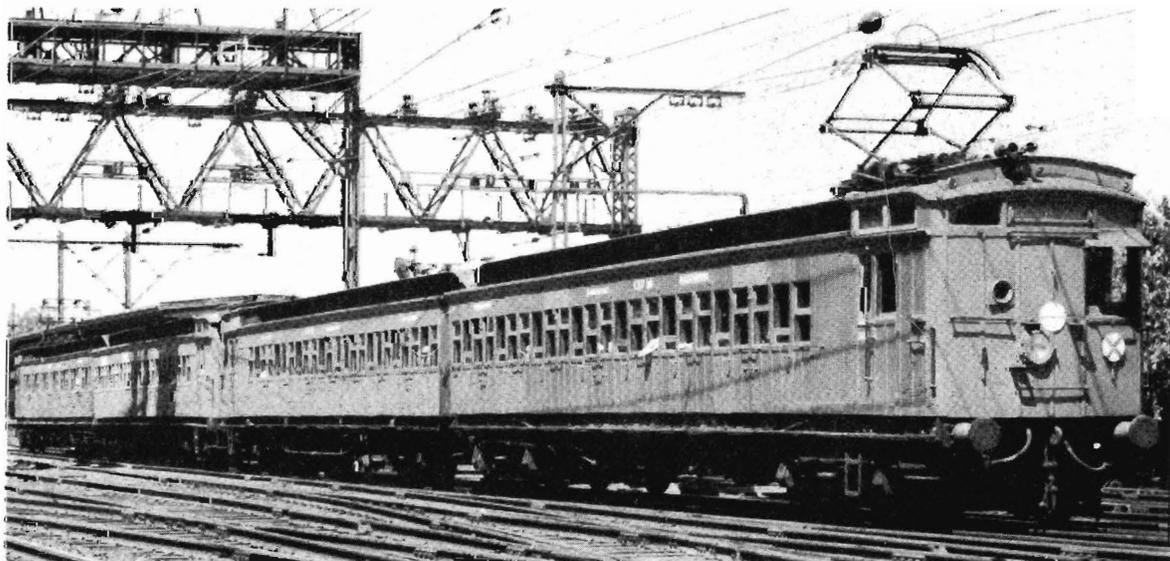
Although recognised as more of a liability than an asset when it comes to the balance sheet, FS also recognises the immense social importance of commuter services—and expects Government and local authorities to take the same attitude when it comes to financing the improvements.

## SUGGESTIONS ADOPTED

During January the following awards were made for suggestions adopted:

- Foam strips in lieu of rubber on locomotive doors and hatch flaps. \$50
- Modification to MotoRail wagons to prevent damage to motor cars. \$20
- Lifting of speed restrictions for points at Herne's Oak and Maryvale. \$20
- Up-dating of pictures in rail motors. \$10
- Smaller version of weighing of mails form. \$7
- Staggered lunch break for station staff at Yarrowonga. \$5
- Painting of coloured direction lines on the floor at Melbourne Goods. \$4
- Altered method of addressing letters to apprenticeship applicants. \$3
- Sundry goods be carried in the leading van on the 8 a.m. Daylesford rail motor. \$3
- Alteration to oil tanks form. \$3
- Expediting charges for railing fuel oil from Spotswood to Dandenong. \$3
- Shelves be shifted in some Head Office toilets. \$3
- Additional lost property sign at Flinders Street station. \$3

## LAST RUN OF SWING-DOOR TRAINS



The swing-door metropolitan trains, familiar to Melbourne commuters for 87 years, have been withdrawn from service. At 4.11 p.m. on Saturday, January 26 the last 4-carriage train pulled into Flinders Street after its final run from Port Melbourne. The train had been operating on the Port Melbourne line for most of the day. As the last train, carrying Chairman of the Victorian Railways Board (Mr. A. G. Gibbs), crossed the Yarra and approached Flinders Street, it ran parallel with a silver train on the St. Kilda line. Before waving off the "doggie" to Newport Workshop yards, Mr. Gibbs said he was not sorry to see the old train go. Age had taken its toll—the springs and bodywork were in poor condition—and the carriages were becoming too expensive to maintain. The last run attracted hundreds of railway enthusiasts, armed with cameras, who packed the train, and lined vantage points along the way. Some paid their tribute by rigging a banner on the front carriage: "GOOD BYE DOGGIES 1880s—1970s 26th. JAN. 74". Swing-door carriages were built between 1887 and 1907, and one of the oldest, a motor carriage, is preserved in the Newport museum of the Australian Railway Historical Society.

# SUPERVISOR OF APPRENTICES RETIRES



**"Uncle Roy"—Victorian Railways Supervisor of Apprentices for the past 36 years—retired on February 21. Roy Curtis, of McKinnon, has looked after the welfare of 6000 railways apprentices since he was appointed to the post in 1937. Those that have "gone through his hands" include the present Deputy General Manager of the Railways (Mr. I. G. Hodges), two heads of branches and three assistant heads of branches.**

Mr. Curtis described himself as "the liaison between the apprentice and management". In addition, he was the representative of parents.

Frequently, he was called upon to arrange board and lodging for country lads and by close contact with a chaplain helped "nudge the boys in the right direction".

Asked his thoughts of the future of the Apprenticeship system, Mr. Curtis said that the scheme would continue for many years, even though

revision was under way.

"In fact, I would say there is no other way of producing a skilled tradesman," Mr. Curtis added.

Starting as an apprentice fitter and turner in 1926, at the beginning of the depression, Mr. Curtis became a tradesman at a time when the only work offering was labouring.

"The business people of Geelong established an unemployment scheme and the Department of Labour asked for me to run the centre," said Mr.

Curtis.

After the depression, it was back to the Railways at a time when the railway apprentice scheme was re-established and Mr. Curtis was given a trial in the newly created position of Supervisor of Apprentices.

"They told me I was too young at 27 for the job, but I have been there ever since," Mr. Curtis added.

**Seen with "Uncle Roy" is his wife and a gathering of Railways apprentices—both old and new.**

## VICTORIANS PROMOTE TOURISM

Victorian Railways Tours Promotion Officer, Mr. David Rashleigh, recently returned from a 10-day tour of New Zealand as part of a 20-strong team representing the Victorian travel industry. Named "Operation Gateway", the mission was designed to promote Victoria to New Zealand. In this context, the mission was also to show that Victoria was an all-season holiday State.

The tour name was derived from Tullamarine International Airport, one of the best in the Southern Hemisphere which, for the overseas tourist, and especially New Zealanders, makes Melbourne the ideal "gateway to Victoria and Australia".

Headed by the Minister for Tourism, Mr. Murray Byrne, the mission included representatives from transport, motels, restaurants and historical tourist attractions.

The Director of Victoria's Ministry for Tourism, Mr. J. (Bill) Moran, told New Zealanders that far too many of

them came to Melbourne just for race meetings, and too few to sample the great variety of tourist pleasures to be found in the rest of the State.

He said: "It seems to have the image for New Zealanders of being the headquarters of racing in Australia and little else."

Mr. Rashleigh said that the VR could derive great benefit from the mission.

"If Victorian and Australian rail travel and package tours were promoted by the New Zealand wholesale tour operator, as well as the general retail travel outlets, I have no doubt there would be a considerable increase in overseas traffic on Australian rail".

**Mr. Rashleigh standing on the aircraft steps with Miss Victoria, Jacquie Mason, on arrival at Christchurch. Mr. Murray Byrne (left), is next to Mr. Hedy Brandy of the Tourist Development Authority.**



# NOISE AND VIBRATION EXPERT ADVISES MURLA

There is a trend developing in America of people wanting cities for living and working without them being cluttered with cars and trucks.

Canadian noise and vibration expert, Mr. W. H. (Pat) Patterson, said this when he was in Melbourne for a fortnight in mid-February advising the Melbourne Underground Rail Loop Authority.

If the current American trend was developed fully, sites that were now used for parking lots could provide a substantial increase in living and working areas.

"I don't think a city can exist without a good, sensible street system and sensible use of automobiles, as obviously vehicles would be needed for essential services, such as ambulances, police and fire-fighters", said Mr. Patterson.

Brought to Melbourne by the Prime Consultant for MURLA, the Canadian worked in conjunction with the American vibration expert, Dr. G. Wilson, and a joint Victorian Railways / MURLA / Prime Consultant committee.

He retired last year from the Toronto Transit Commission but is still retained by that organisation as a specialist consultant on urban transport.

During his career, among other things, he was looked upon as the father of the Toronto subway system and, in 1972, was awarded the gold

medal of the Association of Professional Engineers of Canada, of which he was formerly a member of council.

Mr. Patterson said "Melbourne is blessed with wide streets, a tramways system that is still in business, and a commuter network which I just envy.

"Throughout Canada and the United States there is a great interest in returning to rail transport. New railways are being built all over the States," Mr. Patterson added.

One of the greatest needs with underground railways was for more attention to be given to ventilation.

"With use of the membrane sealers on subways, a heat problem arose where the ground water above had a heat increase of one per cent.

"To offset this in Toronto we began using concrete instead of the membrane for water control.

"This had the effect of allowing outside ground water to seep through the concrete and enter the subways as a vapour instead of building up on the outside of the membrane and overheating."

Going into the construction of the Toronto subway systems, Mr. Patterson said that at the end of World War II "our commission made a

courageous decision to build an underground system of electric trains to improve commuter transportation.

"This was brought about by the congestion caused by our worn-out system of trams that was operating at the time."

In 1945, following preliminary plans and estimates, a positive and — for its time—bold subway proposal was presented to Parliament and the people of Toronto.

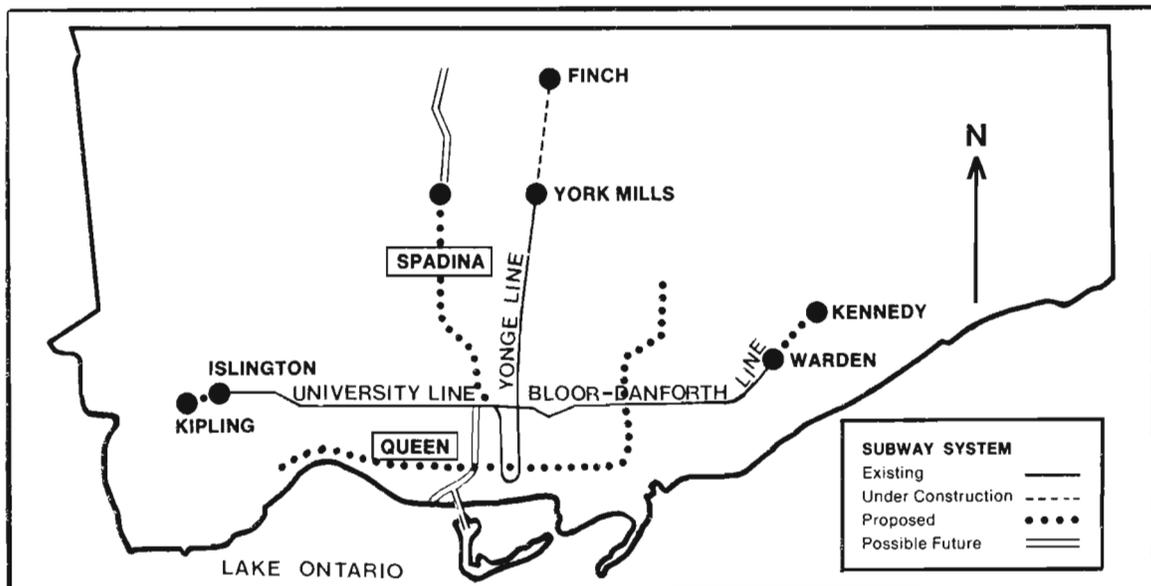
Because an underground had never been built in Canada (and not in the United States since the 1930's), there were no men with specialized experience in many trades.

Utility relocation and restoration was a particular problem because of a shortage of experienced cable splicers.

But despite these and other difficulties, the project was completed within a few months of the target date, and on March 30, 1954, the dream of the 1940's became a reality.

This was the first of the three underground railways that exist in Toronto today, and was called the Yonge Street line.

It ran due north from Union station, the hub of down-town Toronto, for seven kilometres.



Union Station is situated at the central inter-section of subways. The possible future Queen subway route runs down to Lake Ontario.

Mr. Patterson says that "although it was only a small section out of a much greater network, it was an instant success".

From the day it opened, the underground was used by more commuters than had been expected for some years and, as a result, some facilities were soon overtaxed.

Plans which had been made for expansion were taken from the "future" file and several major projects were undertaken to enlarge facilities and improve services.

These included building a secondary entrance and exit at two stations along the route, buying 34 more subway cars, installing four additional escalators and building a new spur track at Union station.

In its first five years, the Yonge subway carried 360 million commuters comfortably and quickly, free from traffic congestion, bad weather and parking problems.

The need for an underground route along Bloor Street and Danforth Avenue, the city's major east-west traffic artery, was apparent even before the Yonge subway was opened, but the obvious benefits of the Yonge line provided the stimulus for community action.

"After a couple years a second subway was proposed at a cost of approximately \$200 million," Mr. Patterson went on.

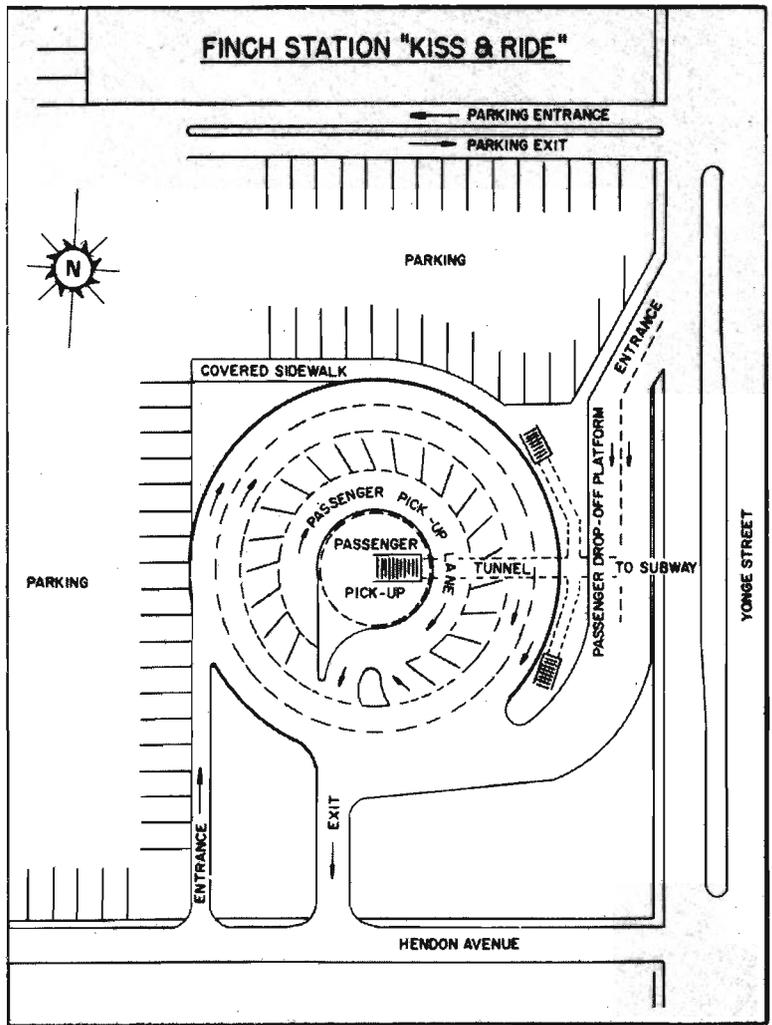
After the preparation of plans, which recommended constructing 16 kilometres of new underground running east-west through Toronto, the Ontario Municipal Board approved the project in September 1958.

The University section from Union station to St. George was built between November 1959 and February 1963, and the eastern section to Keele (known as the Bloor-Danforth line) was opened to passenger traffic in February 1966.

Today, the subways run 15 kilometres north to York Mills on the Yonge line, 11 kilometres west to Islington on the University line and the same distance east to Warden on the Bloor-Danforth line.

In line with the American trend to easing city congestion, Mr. Patterson believes the object behind underground railways is to have city workers abandon their cars en-route to work "because once he gets downtown with his car it just becomes a nuisance to him, getting caught in traffic jams and facing, what is rapidly becoming a virtually impossible task, of finding a parking space".

In recent times the energy crisis has caused a huge problem in many countries and, in this area, the rail-



In the new "Kiss and Ride" loop at the Finch station extension on the Yonge line, all cars coming to pick up subway passengers will be routed in a circle around an enclosed waiting area. Parking spaces surround the waiting room. The passenger leaving the subway enters the waiting room through an underground passage.

The passenger waiting area will be raised and will have full length glass walls to provide an unobstructed view for both the waiting passenger and the car driver.

The driver then pulls up to the island to pick up the passenger and leaves via the exit to Hendon Avenue. All operation is continually forward and if all spaces are filled, the cars can orbit around the outside circle until a space is available.

The new circular concept will handle about one hundred cars at a time.

ways are the greatest transportation savers.

A recent break-down by the Institute of Rapid Transit in the United States of the five major markets and their percentage use of all energy produced the following: Industrial, 32 per cent; electrical utilities, 25 per cent; transportation, 24 per cent; residential, 14 per cent; and commercial, 5 per cent.

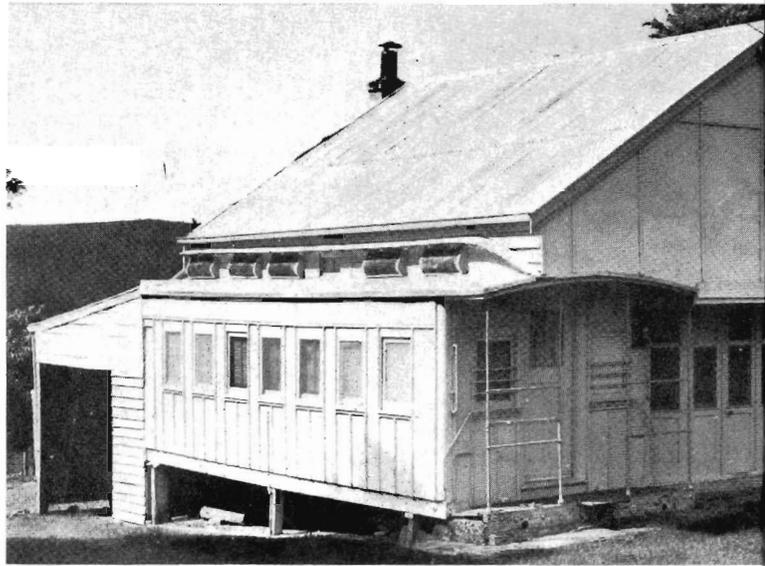
Looking at the 24 per cent of energy used for transportation, a further

break-down shows that railways require the lowest energy usage. Motor cars use 53 per cent; trucks and buses, 22 per cent; aircraft, 13 per cent; agricultural and off-road vehicles, five per cent; and railways only three per cent.

With the trends that are developing overseas, Melbourne will have the facility to follow suit in easing inner-city traffic congestion and saving energy in 1978 with the proposed opening of the underground rail loop.

## A BYGONE ERA

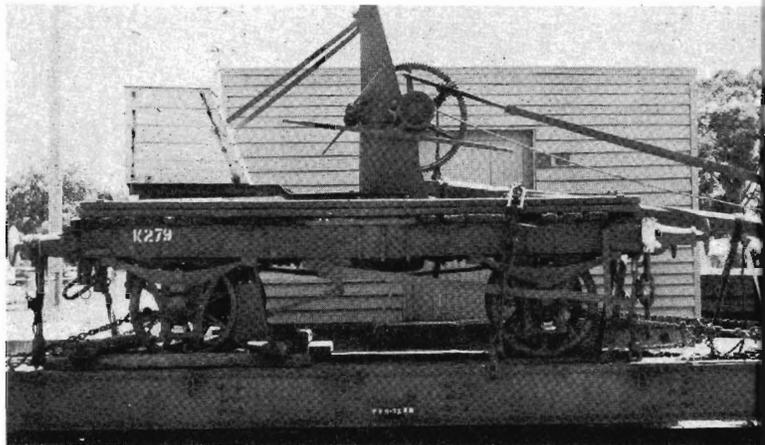
**CARRIAGE HOUSE.** Vaughan Springs, a small township 20 km from Castlemaine, boasts this house constructed around an old Mallee-car. A resident of Vaughan Springs bought the carriage from the Railways in 1936 and cut it down the centre to form the basis of the house. The carriages entered service in 1885 and were used on trains to Mildura.



**LOOKING FOR A STONE.** With the centenary of trains at Maryborough in July, Victorian Railways are anxious to find the "foundation stone" which is said to have been reversed in 1890 when the present station building was opened. This was because the then Premier, Mr. Duncan Gillies, who was to have opened the station, was defeated in a snap election, thus outdating the inscription. Shown beneath Maryborough station looking for the historic stone are Works Foreman, E. May and Carpenter, G. Halpin.



**FOR RETIREMENT.** Wagon K 279, commonly known as the K crane which had been at Maryborough since the 1920's, has been railed to Echuca where it will become a working model on the historic wharf complex. The crane, built in 1874 by Rawlings of Melbourne, had been used by the Stores Branch to unload pipes and timber.





**1874 WATER TANK REMOVED.** Creswick's 104,558 litre capacity water tank, built 100 years ago and not used by the Railways since the 1940's, was dismantled last month. It was bought by Mr. L. R. Davies, of Ballarat, to be re-erected on a farm at Kooroocheang.

For anyone thinking of taking a trip to South Australia, then one of the definite places of interest to see is the Baderloo Railway Museum at Littlehampton. Thirty kilometres from Adelaide, the museum has developed from a 1919 sleeping carriage from *The Overland* that was originally bought to become a children's bungalow.

Bulldozer driver John Liebelt purchased the carriage in early 1968, and immediately started the task of renewal.



Proprietors John and Joylene Liebelt look over relics in a special display cabinet inside the "Baderloo" carriage.

John and his wife Joylene became so absorbed in the project, and did such a good job, that in November 1968 they put it on show to raise funds for the local school.

"That's where we began and it's continued to grow since," says John.

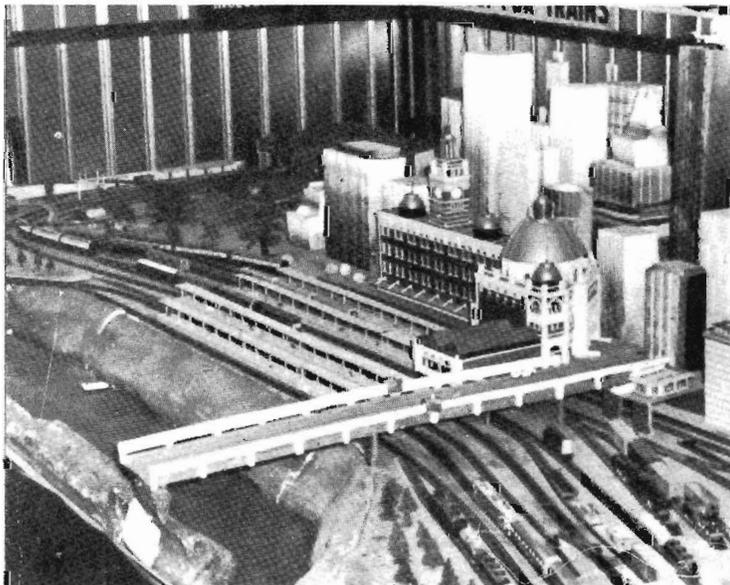
The name of the museum was taken from the official carriage name "Baderloo" and now boasts an international collection of railway relics, posters and pictures.

Among the historic material are posters from Spain and Belgium, tickets from Hong Kong and France, luggage stickers from the Netherlands and Alaska and books from Russian railroads.

At the rear of the carriage is a 93 square metre building that houses a scale model railway network—where steam, diesel and electric hauled trains run around a model city depicting Melbourne.

Jointly-owned wooden carriages, such as "Baderloo", were phased out as the Victorian and South Australian Railways modernized *The Overland*.

The only other carriages remaining of this vintage are "Dargo" and "Tambo" which are used on school tours and excursions in Victoria.

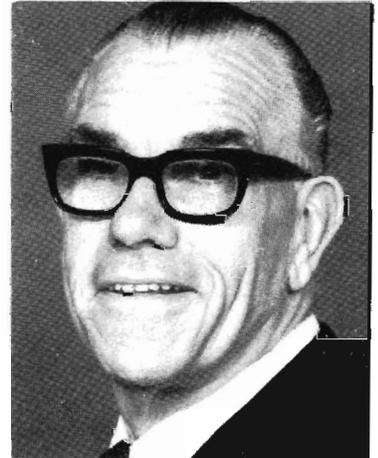


A model depicting Flinders Street station is the focal point of the museum's scale model railway.



South Australian Governor, Sir Mark Oliphant, is seen being farewelled by Spencer Street Stationmaster, Mr. Norm Ramage, after a recent visit to Victoria. Sir Mark, with Lady Oliphant, was about to board his personal carriage which was attached to *The Overland*.

## CHAIRMAN TO VISIT V.R.I. COUNTRY CENTRES



Victorian Railways Board Chairman, Mr. A. G. Gibbs, will present an illustrated talk at four of the VRI's country centres in early April.

Mr. Gibbs will be at Geelong on Monday, April 1, Ballarat on Wednesday, April 3, Seymour on Thursday, April 4, and Bendigo on Wednesday, April 10.

Beginning at 7.30 p.m. at each venue, the talk is entitled "200,000 miles by plane and train" and covers trips the Chairman made as Managing Director of General Motors Holden and tours he has made since joining the Railways.

The talks are available to all railwaymen and their wives. Admittance tickets are obtainable either by personal or written application from the Honorary Secretary of the respective centre. Admission is free.



Government House  
Melbourne 3004

31st January, 1974.

Dear Mr. Gibbs,

As you know my term as Governor will end on the 31st May 1974 and my wife and I will be leaving Victoria in April.

When we arrived nearly eleven years ago - that is my wife and I - were given Gold Passes which we have put to very full use on the Victorian Railways. This has made our many country tours comfortable and enjoyable and I cannot thank the Victorian Railways enough for their never failing help.

I understand through Colonel Becke that you would like Lady Delacombe and myself to retain these Gold Passes as a memento when we leave.

We are delighted to accept and who knows we may come back in a few years time and flash them in front of a surprised ticket collector.

Thank you for help in the past and all good wishes for the future.

Yours sincerely,

ROHAN DELACOMBE.

## Recovered Satchel

"... I travelled from Sydney on *Intercapital Daylight* and did not discover until I arrived home that I had mislaid my satchel. This was especially upsetting as the satchel, and much of its contents, were gifts and included also were bankbooks, insurance policies, and papers which would have involved me in much inconvenience.

My telephone calls to Spencer Street were handled courteously and to my delight my satchel was forwarded to Geelong for identification..."

—Mr. C. R. Wright, North Geelong, writing to the Secretary.

## Memories

"... wish to thank you for the very lovely picture on the cover of your magazine for January 1974. It brings back many memories of the trip by train, when passenger trains ran daily from Wangaratta to Beechworth. I was brought up in Beechworth and had many trips on that train, always admiring the wildflowers and bush along the track..."

—M. E. C., Bacchus Marsh, writing to the Editor.

## Wonderful service

"... I wish to bring to your attention the wonderful service given to the public by the staff of the Altona railway station. During the years I travelled by train to work in Melbourne, their immaculate appearance, together with their courtesy and friendliness to rail travellers was most noticeable. However, the service rendered to me by Mr. Cameron, a member of this staff, has prompted me to write. For two days I had been phoning the Altona station inquiring about the arrival of an urgent parcel.

Shortly after phoning the manufacturer, I was astonished to receive a telephone call from Mr. Cameron advising that my parcel had just arrived.

Apparently realizing how anxious I was to receive same, he had phoned the sender and obtained my telephone number..."

—Mrs. J. Parkinson, Altona, writing to the Secretary.

## Legacy

"... The President and members of Hamilton and District Legacy would like to pass on their sincere appreciation of the courtesy and co-operation given by train crews to and from Hamilton together with the station staff, in assisting this club with children at all times..."

—Mr. D. B. Wilson, Secretary, writing to the Chairman.

## Travelling bowlers

"... In what has now become an annual event, we are grateful for your assistance in organising the handling of luggage of members from the various States who were passing through Victoria on their way to South Australia. The members of these teams were very appreciative of the efficient manner in which their luggage was collected and placed in the various cars prior to their departure."

—Mr. J. G. Little, Honorary Secretary of the Victorian Parliamentary Bowling Club writing to the Stationmaster, Spencer Street.

# people

## POLICE THANK RAILWAY WOMAN



Flinders Street Ticket Checker, Mrs. Josie Winnett, has received a letter of appreciation from the Victoria Police Department.

The letter officially thanked Mrs. Winnett for "valuable assistance" in helping attempt save the life of Senior Constable Charles Norman Curson after he was stabbed in the neck outside Flinders Street station on January 8.

Constable Curson had the jugular vein slashed at 3.20 p.m. and a passing doctor went to his aid.

A call went to the station's first-aid room for assistance where Mrs. Winnett, who is trained in first-aid, was on duty.

"A girl came and got me saying 'A policeman has been stabbed,'" said Mrs. Winnett.

"I thought she was joking at first but soon realized she was serious."

Mrs. Winnett rushed about 40 metres from the first-aid room to where the doctor was trying to save the unconscious policeman.

"While the doctor tried to stop the bleeding I just did as he told me," Mrs. Winnett said.

"It wouldn't have been so bad if I hadn't known the policeman, but I had known Norm for about four years.

"While the doctor and ambulance attendants tried to give him plasma I held his head. Every time I looked down Norm was looking at me."

Senior Constable Curson was taken to hospital at about 4.15 p.m. but, despite intensive efforts to save him, died at 5.30.

Mrs. Winnett has been in the Railways since 1952, when she started as a portress at Albert Park. After two years she transferred to West Richmond and, 18 months later, to Flinders Street.

## WEALTH OF STORIES

Rolling Stock Roster Clerk Mr. W. H. (Bill) Olver, has been rostering crews at Maryborough for about 25 years. At present there are 26 crews there.

Mr. Olver began his Railway career in the Accountancy Branch at Head Office but that magnetic pull of his home town soon had him back at Maryborough.

Having been in the one spot for such a long period has provided Mr. Olver with a wealth of stories.

He recalled for *Rail Ways* the occasion he sent a crew to work a return train from Donald. Some time later he received a phone call from the travelling driver saying: "I am stranded at Goldsborough".

Mr. Olver explained that while the driver was travelling to Donald as a passenger, he had assisted an elderly woman passenger who alighted at the no-one-in-charge station. While assisting her with her luggage the train left without him.

Locally, Mr. Olver interests himself in the Maryborough District Co-operative Housing Society, of which he is a director.

Apart from the odd game of golf, most of his spare time is spent angling in the many streams around Maryborough but, come holiday time, and it's down to the sea for a different type of fish.

## PIONEER ANNIVERSARY

One of the pioneers in the appointment of immigrants as suburban guards in 1955, Giovanni (John) Di Rocco, this month celebrated his 20th. anniversary with the Railways.

Giovanni came from Italy to Australia in 1952 as an assisted migrant.

At the age of 30 he joined the Department as a porter at Essendon.



Not long after a six months safe-working class he was appointed a suburban guard at Flinders Street where he stayed for 17 years.

"When I was first appointed at Flinders Street there were only about four or five immigrant guards employed by the Department," says Giovanni.

Giovanni became a naturalised Australian in 1957 and, for the past 18 months, has been stationed at Ringwood.

His main off-duty hobby is making his own red wine although "I also like fishing, gardening and taking the family on picnics."

Giovanni, who makes his wine from grapes from South Australia, says they make "a nice drop".

He celebrates his introduction to the Railways each year during Moomba which, ironically, caused a delay to his first joining the department.

Giovanni was due to join on March 8, 1954 but due to the Labour Day Holiday, on which the Moomba procession is held, he had to wait until the following day.

## SENIOR TRAIN CONTROLLER RETIRES

Senior Train Controller at Ararat, Mr. Maurie Walsh, retired on January 31, ending a 48-year career.

During his working life Maurie took a great interest in all Railway activities and was President of the Ararat VRI centre in 1941-42. He was also the first President of the Ararat VRI Bowls Club, serving for two terms over a seven-year period.

Maurie joined the Railways in 1926 as a junior clerk at Heywood and later worked at Leongatha, Springvale, Murchison East and Warracknabeal until joining the relieving staff in the Wimmera in 1938.

He began as a train controller in Melbourne in 1944.

In 1946 he transferred to Ararat and, apart from 18 months as a country train controller in Melbourne, has been there ever since.

Maurie was appointed senior train controller in 1970.

His hobbies take in fishing, home-movies, and lawn bowls, for which he is President of the Grampians Bowls Association.

Two memorable changes during Maurie's time—mainly from a Wimmera viewpoint—were associated with grain going to Portland and general freight increases.

Since Maurie began in the Wimmera, interstate freight traffic through the district has increased from a weekly tonnage of 3 000 to about 50 000 at present.

Also during this time, a fertiliser shed was opened and the harbour up-dated at Portland to allow overseas shipment of all types of grain.

Maurie believes the increased freight traffic is due to a number of factors, but mainly to the transition from pre-war to post-war industrial activities in capital cities and overall improvements in Railways operations.

## RAIL SUPPORT FANTASTIC

Forty-one-year-old Maryborough Stationmaster, Mr. R. B. (Reg.) Carr, believes the "support given by local industries to rail is fantastic in these days of good roads".

Mr. Carr said Maryborough was a highly industrialised city and the Railways were called upon to transport in raw materials and dispatch manufactured goods.

In charge of a staff of 55, who receive about \$600,000 yearly in pay, Mr. Carr also supervises Bet Bet, Carisbrook, Moolort, Newstead, Guildford, Avoca and Elmhurst.

He started his career at Footscray as a lad porter and worked his way to stationmaster, having worked virtually throughout the State.

Before going to Maryborough a year ago Mr. Carr had a six-year period as a traffic inspector at Bendigo.

He is interested in first-aid and encourages his staff to learn. At present, first-aid classes are being held at Maryborough once a week. Mr. Carr is attending the classes as a refresher.

"I recall, some years ago, when I first received my first-aid certificate; the following day when playing football a lad broke his leg and I was able to apply a splint," he said.

Mr. Carr is keenly interested in tennis, having played for many years and still plays occasionally although "only for relaxation now".

He is on the Maryborough Tennis Club committee and also on the club's re-building committee.

A coach of St. Mary's Tennis Club, Mr. Carr oversees eight junior teams, six of which reached the finals last year.

## NEW ZEALAND BOWLS TRIP

Creswick Stationmaster, Mr. E. S. (Ted) Hubbard, had other things to think about besides his station as he waited at Tullamarine Airport on February 24.

Ted, a member of the VRI Bowls team, was thinking of his coming matches at the ANZRI Inter-system Bowls Carnival to be held at Wellington, New Zealand.

Teams from Canberra, Western Australia, South Australia, Tasmania and Victoria left from Tullamarine while the Queensland and New South Wales teams left from Mascot.

Joining the Railways as a lad porter at Coburg, having been influenced by his railwayman father, Ted qualified as an SM at the age of 21 and two years later was on the relieving staff.

He has been SM at Creswick for the past 11 years.

In addition to Creswick, Ted also supervises Allendale, Kingston and Newlyn, the remainder of the line



Mr. Hubbard

that once continued to Daylesford.

"From Allendale we freight out a lot of crushed quartz from the old mine dumps, which we call mullock heaps," he said.

A major freight from Creswick is the seasonal dispatch of plants from the nearby Forests Commission nursery.

Naturally, bowls takes up most of Ted's off-duty hours and he is treasurer of the Creswick Bowls Club.

On the green, he is club champion and current Champion of Champions bowler in the Ballarat district.

## RAILWAYS ANZAC MARCH

Thursday, April 25, will see many railwaymen congregate in Melbourne to take part in the Anzac Day march under the Victorian Railways Returned Servicemen's Section banner.

Members wishing to participate are asked to assemble outside the State Electricity Commission in Flinders Street at 9.45 a.m.

Following the march, a reunion will be held in Room 52 of the Flinders Street station building.

Refreshments will be provided and tickets—at \$2 a head—are available now. Early availability is mainly for country members.

Members are asked to obtain their tickets from Frank Hall (Auto 2182), Les Wignall (Auto 1845), Bob Stavely (Auto 1194), Bill Hutchieson (Auto 1205), or the VRI Assistant Manager on Auto 1642.

## SUCCESS BEFORE SOCIAL LIFE

In 1964, 17-year-old Robert Bradford joined the Victorian Railways as a clerk and, in the 10-years he has been with the Department, has successfully completed two part-time education courses. The first saw him gain his matriculation certificate and the second qualified him as a barrister and solicitor.

Now a clerk with the Solicitor for Railways division of the Secretary's Branch, Robert last year won the Supreme Court Award for the best student of the year.

It took Robert six-years of part-time study to complete his law course. Over his final year he attended lectures five nights a week.

The course took in 18 subjects and Robert was admitted to practice as a barrister and solicitor on March 1.

To obtain his Bachelor of Law degree Robert has to complete a further six subjects which, he says, would take him another two years.

"But I've had enough study for awhile and might complete the degree at a later time," he said.

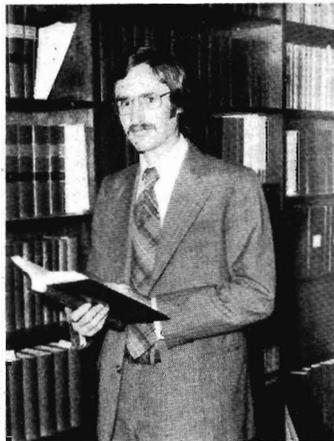
Although Robert hasn't had time for many things outside his law studies, he did have time to get married.

"We now have a son, but he did not show much consideration in being born on September 29, right in the middle of my final exams," says Robert.

Robert was encouraged to join the Department by his father, Ted, who is an instructor driver at South Dynon Locomotive Depot.



Mr. Carr



## FIRST-AID HINTS

This month's First-Aid Hints deal with the treatment of snake bites.

The fear of snakes is out of all proportion to the known facts.

There are 125 different types in Australia of which 25 varieties are venomous and indeed, some of the most venomous in the world.

In Australia, four to five deaths occur each year from snake bite. In Victoria, over a period of 10 years, there have been 214 reported cases of snake bite, from which nine deaths have resulted. This is less than one death each year.

The object of the snakes' venom is to immobilise their prey and to aid digestion, not to poison man. If this happens, it is only because the snake is trying to protect itself, or its young, from harm.

### Snake Bite Treatment

Be certain there is no further risk of attack.

If the snake has been killed and/or identified, this information should be given to the doctor and/or hospital for the administration of the correct anti-venene.

If the bite is on the limb—

1. Immediately grasp the limb:
  - (a) Above the elbow or knee using a full grip with the fingers and thumb, sufficient to stop the blood returning to the heart.
  - (b) Above the bite.
2. Apply a constrictive bandage above your grip (NOTE THE TIME).

Suitable constrictive bandage material would be a length of flat rubber 6 cm wide; a belt; a neck-tie, a handkerchief, or broad rubber tubing.

3. *Seek medical aid immediately.*
4. Place the casualty at rest lying down. Reassure and relieve fear. Wash the wound thoroughly and suck vigorously to remove any venom from the skin and tissues. Remember, the suction method with the mouth could involve some risk to the operator.
5. Prevent movement by tying both legs or the arm to the body.

If the bite is elsewhere than on a limb—

Treat the same as 3, 4 and 5 above.

Caution—

The constrictive bandage should be RELEASED temporarily every 20 minutes for 30 seconds, then re-applied. This allows blood to enter the limb. REMOVE constrictive bandage after two hours. If the venom can be confined to a limb for two hours, most of the venom will become de-toxified and quite harmless.

The bite marks must NOT be cut.

## RETIREMENTS...

### ROLLING STOCK BRANCH

Balakis, N., Shelter shed, 14/4  
 Barnes, J. R., Ballarat, 14/1  
 Cairns, G. R., Newport, 18/4  
 Camvert, J., Newport, 18/1  
 Coxon, H., Newport, 8/2  
 Curtis, R. W., Newport, 21/2  
 Elvey, L. R., Bendigo North, 28/1  
 Jones, F. B., Newport, 16/1  
 Joyce, J. N., Newport, 8/2  
 Lazzaro, R., Newport, 15/2  
 Martin, H., Bendigo North, 16/4  
 Meyer, M. H., Head Office, 18/4  
 Morando, S., Newport, 29/4  
 Morgan, E. W., E. R. Depot, 11/12/73  
 Morse, R. A., North Melbourne, 5/12/73  
 Murphy, L., Jolimont, 31/12/73  
 McPhail, V. J., Bendigo, 1/3  
 Parisi, G., Shelter shed, 5/4  
 Rank, A. R., Swan Hill, 29/1  
 Reynolds, S. A., Jolimont, 4/4  
 Rowe, G. R., Shepparton, 31/1  
 Solomano, A. P., Newport, 8/1  
 Steel, J. C., Head Office, 22/2  
 Thompson, C. J., Ararat, 17/12/73  
 Tomarchio, G., Jolimont, 4/2  
 Trangmar, H. I., Newport, 9/4  
 Waldron, R. P., Ballarat North, 16/1  
 Walker, P. C., Newport, 10/4  
 White, M. J., E. R. Depot, 13/12/73  
 Williams, C. H., Newport, 9/4  
 Wood, H., Jolimont, 16/1

### COMMERCIAL BRANCH

Bell, H., Head Office, 11/1

### STORES BRANCH

Di Sisto, G., Newport, 9/1  
 Jones, E., Rail Motor Depot, 17/1  
 Shepard, A. E., Spotswood, 8/2  
 Smith, K., Spotswood, 9/1

### TRAFFIC BRANCH

Abbott, S. M., Dimboola, 21/4  
 Buller, C., Dynon, 16/2  
 Coppick, Mrs. A. M., Flinders Street 21/4  
 Dunn, L. W., Glen Waverley, 14/4  
 Eldridge, M. D. K., Horsham, 1/2  
 Gilham, G. N., Melbourne Goods, 13/4  
 Hill, G. A., Melbourne Goods, 22/4  
 Holzer, A. E., Melbourne Goods, 6/4  
 Howman, F. J., Hamilton, 23/2  
 Jinks, S. E., Bendigo, 8/2  
 Loudon, W. L., Seymour, 12/4  
 Naisbit, T., Deniliquin, 16/4  
 Roberts, N. B., North Geelong, 4/1  
 Sutherland, W. K., Eltham, 7/4  
 Wilson, J. L., Horsham, 23/4  
 Zammit, A. J., Newport, 18/12/73

### WAY AND WORKS BRANCH

Addamo, G., Special Works, 1/2  
 Affitto, G., Special Works, 5/4  
 Arkinstail, J. E. V., North Melbourne, 5/2  
 Bennie, N. W., Flinders Street, 21/4  
 Bertuna, G., Spotswood, 18/3  
 Blee, C. J., S. & T. Engineer, 31/1  
 Bradley, L. J., Spotswood, 6/12/73  
 Cole, R. E., Dimboola, 5/12/73  
 Cross, A. W., Chiltern, 22/3  
 Davis, T. B. R., Ararat, 13/1  
 Doolan, R. P., Foreman plumber, 14/2  
 Faulkner, C. S., Toora, 15/2  
 Fearon, G. O. J., Flinders Street, 7/1  
 Gercovich, A. M., Newport, 28/1  
 Gibbon, M. W., Newport, 20/1  
 Gooding, R. L., Dimboola, 25/1

Grundy, A. F. J., Ultima, 5/12/73  
 Harvey, F. R., Head Office, 21/2  
 Hoppen, H. H., Bendigo, 29/4  
 Irvine, L. J., Warrnambool, 9/2  
 Johnson, B. G., Wallan, 13/2  
 Jolly, H. L., Ballarat, 9/2  
 King, A. S. Special Works, 19/2  
 Kippen, R. W., Warragul, 27/2  
 Krahe, C. F., Murtoa, 28/3  
 Lambropoulos, H., North Melbourne, 14/3  
 Lancaster, G. A., Ballarat, 3/1  
 Leszczewski, J., Caulfield, 16/2  
 Liubicich, G., Ballarat, 22/1  
 Luhowskyj, W., Flinders Street, 9/4  
 Maddox, V. G., Ballarat, 28/12/73  
 Mandarino, N., Heyfield, 17/2  
 Manganaro, A., Spotswood, 9/4  
 Mather, A. W., Special Works, 9/1  
 McKinnis, A. H., Camberwell, 6/3  
 McClelland, F. W., Flinders Street, 28/12/73  
 McDonnell, J. F., Head Office, 22/2  
 Mead, K. F., North Melbourne, 17/2  
 Nelson, W. H., Geelong, 1/2  
 Page, W. E., Ballarat, 10/4  
 Parsons, H., Mordialloc, 14/2  
 Plant, J. G., Caulfield, 12/2  
 Plenzich, L., Spotswood, 7/12/73  
 Ross, R. D., Mordialloc, 11/1  
 Scott, G. F., Warrnambool, 25/3  
 Slamas, J., Flinders Street, 3/12/73  
 Spyrogianis, A., Spotswood, 29/3  
 Stancelewski, B., Spotswood, 31/12/73  
 Stride, J. B., Caulfield, 14/1  
 Symes, H. E., Benalla, 12/3  
 Vance, J. J. Violet Town, 9/4  
 Verde, G., Flinders Street, 17/2  
 Verna, N., Head gardener, 7/3  
 Wakeling, L. E., Inverleigh, 27/2  
 Watson, T. H. B., Caulfield, 23/3  
 White, F. K., Head Office, 7/12/73  
 White, W. H., Newport, 20/2  
 Williamson, G. L., Wangaratta, 17/1

## RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

### WAY AND WORKS BRANCH

Bryant, L. J., Murchison East, 24/1  
 De La Motte, S. St., Head Office, 11/12/73  
 Grzadkowski, B., Eastern, 7/1  
 Jackson, R. M., Flinders Street, 29/12/73  
 Kowalczyk, S., Echuca, 8/12/73  
 Moulday, A. L., Seymour, 15/12/73  
 Rankin, J. R., Geelong, 16/12/73  
 Senior, L., Seymour, 3/12/73  
 Shine, J. J., Relaying gang, 25/1  
 Stevens, W. S., Bairnsdale, 12/1  
 Taylor, T. I., Geelong, 13/12/73  
 Turnbull, T. R., Ararat-Stawell, 25/1  
 Vrettos, P., Caulfield, 29/12/73  
 Willis, M., North Melbourne, 2/12/73

### ROLLING STOCK BRANCH

Cerra, T., Newport, 10/2  
 Parker, I. T., South Dynon, 23/1

### TRAFFIC BRANCH

Clapp, Mrs., N., Borung, 21/1  
 Corcoran, J. M. P., Melbourne Goods, 7/2  
 House, A. J., Ararat, 11/2  
 Gallien, T. H., Dynon, 1/2

## PEDESTRIAN SAFETY

Surface pedestrian crossings, remote from road crossings, will be eliminated when the third track between Glenhuntly and Mordialloc is built.

The Railways Board has decided, as a firm policy, that all such crossings, provided they are necessary, should be replaced by footbridges or subways.

The Board has already directed that no further pedestrian crib crossings will be provided in the metropolitan area.

## RECORD SUPER TRAFFIC

Victorian Railways are carrying a record amount of superphosphate.

From July 1, 1973, until mid-February this year, a total of 315 967 tonnes had been moved, compared with 314 452 tonnes for the same period in the previous year.

At present, train loads of superphosphate are leaving Geelong and Portland daily for Seymour, Ballarat, Bendigo, and Ararat, as well as other districts.

The wagons are then transferred to other trains for dispatch to individual stations.

Superphosphate is also railed from Portland to South Australia.

## LOTS OF TIME

Rolling Stock Officer-In-Charge at Maryborough, Mr. Ken Hughes, is in charge of time-keeping for 120 Rolling Stock staff from Maryborough to Mildura.

Mr. Hughes began as a lad messenger 26 years ago in the Secretary's Branch, and recalls that his first job was franking mail. He later moved to North Melbourne locomotive depot.

"In those steam days, time-keeping was very difficult; in fact, one employee could do 10 different jobs in the period with 10 differing allowances," Mr. Hughes said.

Off the job, Mr. Hughes confesses to being a punter and claims some success "although I am still working for a living."

His racing interest was inherited from his father who trained horses but "did not have very much success".

His other interests are gardening—"well, mowing the lawn regularly"—and his six children which "really keep me busy".



Mr. Hughes

# Institute INews

## COUNCIL ELECTIONS

The "get to know your Councillor" continues with profiles on Mr. A. Collins, electric train driver, Jolimont, Mr. B. Connelly, Senior Timekeeper South Dynon Loco and Mr. J. Crouch, Plant Engineer, Newport Workshops.

**Allan Collins**—joined the Institute in 1941 and elected to Council in 1968. He was one of the foundation committeemen of the Sunshine Recreation Centre and Tennis Club—now the Sunshine Centre of the VRI.



Mr. Collins

Allan a keen golfer, joined the VRI Golf Club in 1960 where, over the following seven years, he handled the positions of Committeeman, Handicapper and Assistant Secretary. He was elected Secretary of the Golf Club in 1967 (a position he still holds) and was Institute Representative at the 1971 Golf Carnival held in Sydney. In 1973 he was appointed Manager of the VRI Golf Team which participated at the carnival held in Hobart.

During his terms on Council he has served on the Sports Committee and on special sub-committees on matters dealing with sport.

**Brian Connelly**—became a member of the Institute in 1936 and was elected to Council in 1971. He was associated with Institute affairs while working at Newport Workshops from 1938 to 1940, where he was assistant to the Librarian at the Newport section of the Institute Library.

He has participated in VRI Tennis and Cricket Country Weeks. It was whilst working at Traralgon that he was elected to the position of Secretary of the Traralgon Centre, a post he held from 1961 to 1970.



Mr. Connelly

Brian has served on the Sports, Library Lectures and Classes committees as well as sitting on the special sub-committee involved in the revising of the Institute Constitution.

**Jack Crouch**—joined the Institute in 1938 and elected to Council in 1962 where he has served on the following sub-committees—Executive, Library, Lectures and Classes, Sports and several special sub-committees.



Mr. Crouch

Jack has been a member of the VRI T T A since 1953 and is currently President of that Club. He was a Committeeman for 12 years and, for his services, the Club rewarded him with Life Membership. He was Council's Representative at the Table Tennis Carnivals in Perth 1966, Brisbane 1968, Melbourne 1970, South Australia 1972 and, at the Melbourne Carnival 1970, also served as Carnival Chairman.

Jack is also a member of the VRI Camera Club.

## DINNER DANCE

After the terrific night experienced by all who attended the Derby Eve Dinner Dance conducted at the Chevron Hotel last November, it has been decided that another similar function will be held on May 17. The charge will be \$21.00 a double all inclusive, or \$10.50 a single.

The 200 starters at the Derby Eve Dinner Dance showed great style and dash. Several were seen chafing at the bit prior to the event, but once in the starters hands soon settled into stride. Due to the dry conditions fluid intake was high and, as a matter of fact, even when conditions cooled down the fluid intake was still high. However, the field remained intact and no falls were witnessed. One filly slightly damaged a fetlock but it is believed that she was going to pasture soon anyway!

Some of the starters were carrying weight for age but managed to acquit themselves very well while those under handicap conditions made sure the pace was not too hot.

At the finish it was declared a "no race" and the "Clerk of the Course" decided that the event would have to be re-run next November.

Bookings for the May 17 Dinner Dance can be made by ringing the Institute on auto 1642. However, get in early as only 200 can be accommodated.

# CHAMPIONSHIP FENCERS

## INSTITUTE SPORT

### TABLE TENNIS

This club enjoyed a particularly successful season in the Victorian Table Tennis Association's 1973 Summer Pennant. Ten teams were entered in various grades and three, A3, D1 and D2, made the finals. After some tense moments, the three teams all managed to win their respective final thus adding three more Pennants to the VRITTA's growing tally.

Successful players throughout this season were M. Davey (A2), J. Falzon and J Dabkowski (D1), D. Epstein (E4) and G. Orr (E8).

In the Northern Table Tennis Association's competition at present being conducted, the VRITTA has seven teams entered and it looks certain that some of these teams will play off in the finals.

On a personal note, Angelo Tabone (Accountancy Branch, Flinders Street) sat for and passed the examination necessary to becoming a National Umpire.



Mr. Tabone

He is the first person to pass this exam since 1969. Following his appointment as an umpire, he officiated at several International Games including Australia v China and Australia v Japan. He also umpired matches during the 1973 Australian Championships.

Any Institute members, male or female, desirous of playing table tennis in an internal competition or an external pennant team should get in touch with Mr. W. Laurie on auto 1588 or ring the Institute on auto 2445.

### FOOTBALL

The football season is rapidly approaching and it is anticipated that once again the VRI Football League will be conducting its internal competition.

The league last year proved a great success, with matches being played at country locations, thus providing facilities that enabled the family man to take the family along for a barbecue etc.



Five of the VRI fencing team that will compete in the World Youth Under-20 Championships at Istanbul, Turkey, on April 12-16. From left to right: Gail Moody, Chris Shepherd-Clark, Barbara Hubl, Andy Szakall (team manager), Jane Condy and Gina Farkashazy.

Arrangements are in hand for a match against the South Australian Railways Institute in Adelaide during June 1974 and, as only players who are actually members of the VRI football league will be selected, all interested footballers should attach themselves to one of the league's sides.

Teams can be entered by ringing Tony Worsdell on auto 1540 or, if any player wishes to be placed in a team, Tony can assist in that regard as well.

### VRI FENCING CLUB

This April the World Youth Fencing Championships will be held in Istanbul, Turkey, and a junior fencing team has been selected to represent Australia.

Although all Australian fencers under the age of 20 years were eligible for selection, such is the strength of fencing in Victoria that the team of eight competitors and two reserves named by the selectors are all from this State. The important point about this team and one that the Institute is justifiably proud of is that of the team of 10 chosen, nine are members of the VRI Fencing Club.

The party will be managed by Andy Szakall, the Hon. Instructor of the VRI Fencing Club. Chaperon will be Miss R. Andrews also from the Institute Fencing Club.

The team is as follows:

**BOYS:** C. Shepherd-Clark, A. Drew, G. Scott (station assistant-Footscray), M. Our, C. Mathews (only non V.R.I. member), Z. Vilagosh—Reserve.

**GIRLS:** G. Moody, G. Farkashazy B. Hubl, J. Condy—Reserve.

Miss G. Farkashazy, who is 14 years of age, is the youngest fencer ever to represent Australia. C. Shepherd-Clark was the only Australian fencer who beat the world's No. 1 foilist, Dr. J. Kamuti of Hungary, during the 1st International Competition in Melbourne last September.

With recommendations such as the above it would appear that the VRI Fencing Club could well lay claim to one of, if not the, best instructional schools in the art of fencing here in Australia. Good luck to Andy and his charges.

### FRONT COVER

Thirty-year-old Assistant Town Planning Officer, Ray Jackson, checks a Melbourne and Metropolitan Board of Works Planning Scheme zoning map.

Ray, who is in the Estate Office division of the Secretary's Branch, has the task of ensuring that no restrictive clauses are placed on Victorian Railways operations by local councils, in the Planning Scheme.

When the Department want to use their land for a particular purpose, other than Railway purposes, Ray has to check the Planning Scheme map to see if a Town Planning Permit is required.

VICTORIAN



# RAILWAYS

April

1974

10 CENTS



# REPORT SUGGESTS BIG PARKING INCREASE

An interim report from consultants commissioned by Victorian Railways says multi-storey car parks will be needed at Glen Waverley and Moorabbin stations in the next decade.

The consultants were asked to look to the future in parking and modal interchange needs in both areas.

Between Glen Waverley and Jordanville there are now 745 parking spaces available free to rail commuters—in 1985, according to the Melbourne Transportation Committee, there will be a demand for 1,770.

There are now 655 spaces between Mentone, Moorabbin, and McKinnon, while the 1985 demand is expected to be for 1,390 spaces.

Express services and modern trains, as a result of the Glen Waverley line upgrading, are expected to induce car commuters to transfer to rail, and the underground loop will be an added attraction.

It is feasible to have two multi-storey parks at Glen Waverley, each holding 400 cars.

Another could be built at East Malvern, particularly if car traffic from the proposed terminal of the Mulgrave Freeway at Warrigul Road could be tapped.

Although the Railways' aim is to keep car parks within 250 metres of station booking offices, initial possibilities being explored at Glen Waverley include a park on existing Railway land north of the station, a site further north outside present Railway property, or over the rail tracks.

Possibly some of the car parking needs can be provided at neighbouring stations.

The consultants are also investigating the provision of "Kiss and Ride" bays, and additional bus and taxi stands, in conjunction with the Country Roads Board, Transport Regulation Board, and other authorities.

Glen Waverley already has feeder bus services from Chadstone, St. Kilda, Box Hill, Glen Iris, Scoresby, Boronia, Studfield, Springvale, and Dandenong—all needing adequate facilities.

Moorabbin, which will have a faster and more frequent rail service when the third track between Glenhuntly and Mordialloc is completed, faces similar demands to Glen Waverley.

Again, two 400 car capacity parks will possibly be needed, according to the interim report.

Modal interchange can be provided by building over the rail tracks, which are ideally situated six metres deep, giving at-grade access.

Particularly at Glen Waverley, where there is a big shopping complex, the Railways will be happy to co-operate with the local municipality in reviewing the use of the parking facilities when not needed for rail users during the peak shopping periods on Friday evenings and Saturday mornings.

## 100 years later

Almost 100 years after it was used, this monthly ticket between Melbourne and Albert Park or Emerald Hill has been given to the Australian Railways Historical Society.

The ticket, issued by the Melbourne and Hobson's Bay United Railway Company, was used by Mr. H. Le Plastrier, whose son, Mr. W. N. Le Plastrier, gave it to the AHRS.

Albert Park station, originally known as Butts, was opened in November 1860, and Emerald Hill station, now known as South Melbourne, in September 1858.

The Melbourne and Hobson's Bay United Railway Company, formed on June 30, 1865 by the merger of the Melbourne and Hobson's Bay and Melbourne Rail-

NOT TRANSFERABLE.

No. 4189 THE MELBOURNE & H. B. UNITED RY. MELBOURNE

AND Albert Park, Emerald Hill.

Monthly Ticket.

FIRST CLASS.

Issued to and accepted by H. Leplastrier

subject to the published Bye-laws of the Company, and to the condition that the holder will not be allowed compensation for the stoppage of the line, unless it be on 24 hours, in which case a proportionate share will be made

J. P. [Signature] Sec.

way Companies, was sold to the Victorian Railways on July 1, 1878.

## SIX LOCOS FOR 2 km COAL TRAIN

Queensland Railways expect to operate a 2 km (1¼ mile) long coal train on the Goonyella line, in central Queensland, later this year.

The train is likely to have 148 wagons, hauled by six diesel locomotives.

Quoted in *The Australian*, Railways Commissioner Mr. A. G. Lee said the train would be the longest in Queensland's history, the longest ever run on a Government railway system in Australia, and among the longest ever to be run on a 1.07 metre (3 ft. 6 in.) gauge system anywhere in the world.

The six locomotives will be linked by "locotrol"—remote control equipment fitted to the lead engine.

Three locomotives will be at the head of the train, and three unmanned units will be used at selected positions along the length of the train.

The "locotrol" train will carry nearly 9000 tonnes of coal a trip from the new Saraji coal mine to Port Hay, near Mackay.

# EASTERN RAILWAY—THE BOARD'S CASE

The Victorian Railways Board has told the Parliamentary Public Works Committee's Second Inquiry that, if built, the Eastern Railway should extend as far as Blackburn Road. This plan is known as "Scheme One" (see diagram).

Giving evidence to the Inquiry on behalf of the Board, Secretary for Railways (Mr. N. H. Rashleigh) said the Board's support of "Scheme One" as the most suitable of the three alternatives under consideration by the Committee took a number of factors into account.

These were:

- A railway constructed into a relatively high income area such as Doncaster must necessarily rely for its patronage mainly on central business district-oriented travel by people who own or have access to motor cars.
- Such a railway must accordingly offer a standard of speed and convenience sufficiently high to induce people to adopt the "park 'n ride" or "kiss n' ride" method of reaching the city as preferable to using their cars for the full journey.
- In the opinion of the Board either "Scheme Two" or "Scheme Three" would be likely to fail in this purpose because:

1. each scheme offers access to the railway only at the fringe of the area which it is designed to serve, at a limited number of access points at which severe congestion is likely to occur;
2. in each case the terminal is so located that residents of the Doncaster area approaching it by car or bus must do so on roads which form part of the radial network, thereby com-

peting for road space with city-bound traffic.

- While the railway will be built to a high speed standard and will have no difficulty in competing with the motor car in over-the-line speed, motorists are influenced mainly by door-to-door running times and, in order to compete successfully on this basis, the railway must have sufficient conveniently located and well designed points of interchange to minimise transfer time from road to rail, and thereby door-to-door elapsed time. This point is borne out by reports from the Commonwealth Bureau of Roads. Only "Scheme One" provides enough conveniently located points of interchange to reduce door-to-door travel time to an acceptable level for residents of that part of the Doncaster area situated east of Balwyn Road.
- A terminal at either Balwyn Road or Doncaster Road would present a potential rail passenger driving a car with a situation in which the railway must directly compete with the alternative of driving straight on to the freeway to continue the journey. "Scheme One", on the other hand, provides two interchange points, distant to the freeway, from which the rail option will be able to compete much more effectively, on a time basis, with the alternative of continuing on to the city by car.

## FIRST-AID HINTS

This month's hints on first-aid deal with the rights and wrongs of handling severed parts of the fingers or hand.

Anyone attending a casualty with a severed finger, fingers or hand, should follow these instructions from the micro-surgeons at Sydney's Prince of Wales Hospital.

What to do

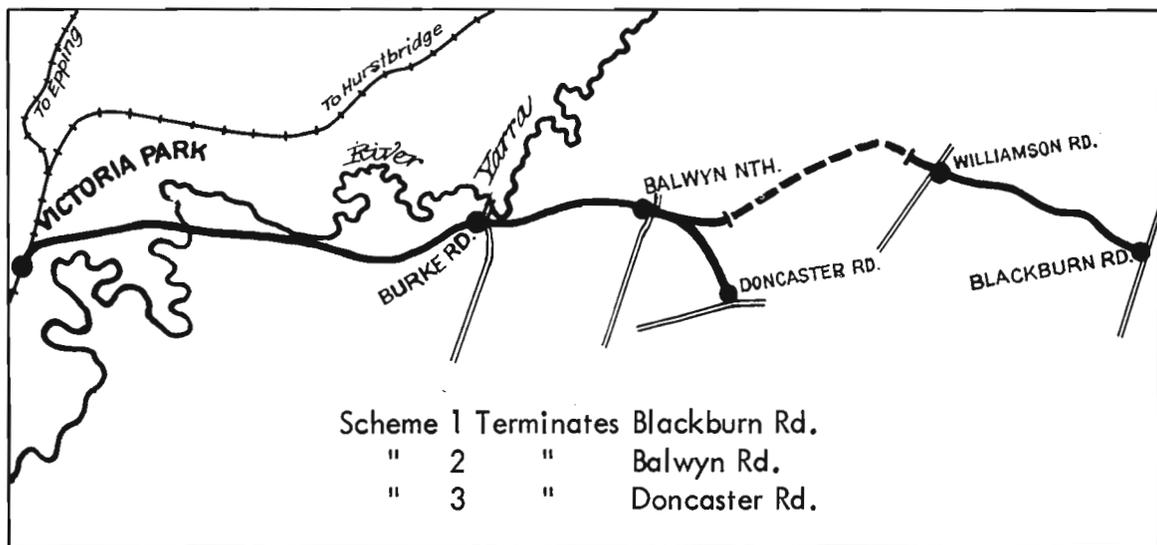
- 1 Wrap the severed part, without washing, in thin plastic. A "Glad Bag" is suitable. Seal and make watertight.
- 2 Put the bag into a container of cold saline or tap water and add a few small blocks of ice. Cold water alone will do if ice is not available.
- 3 **DO NOT** pack the part in ice and **DO NOT** put the finger or hand into the freezing chamber of a refrigerator. Freezing will destroy tissue and make microsurgical replacement impossible.

If wrapped as described and immersed in cold water, a severed finger or hand can wait up to 24 hours for micro-surgery.

## ECONOMICAL ENERGY

US magazine, *Trains*, says, although locomotives burn about four billion gallons of diesel fuel a year, that figure is only 2.5 per cent of the annual national consumption of petroleum fuels.

And, for the environmentalists, *Trains* also says American railroads are responsible for only about one per cent of the total national air-pollutant emissions from all sources.



# VANDALISM

## It must be stopped

Almost \$½ million damage in one night—a shocking figure that brought a new public awareness of a problem that is increasing at an alarming rate.

On the night of March 6, one motor carriage in each of a *Harris* and a *Tait* train were gutted by fire at Essendon. One trailer carriage, and some overhead wiring were damaged in the same incident, while nearly 100 windows were broken in two trains stabled at Broadmeadows.

Chairman of the Victorian Railways Board, Mr. A. G. Gibbs, immediately called for public help to stop vandalism.

Previously the press and police had co-operated with the Railways to play down acts of vandalism—in the hope that absence of publicity would reduce the incidence of further imitative acts of vandalism.

Nevertheless, vandalism is on the increase.

Mr. Gibbs said it could only be stopped with public help.

The community and the Railways were both hit hard by these irresponsible persons of low mentality.

“When trains are damaged, or destroyed, it is the public who suffer and pay”.

“It is in the public interest, whenever they see or hear anything suspicious occurring around Railways property, to tell the police or the Railways immediately—Train Control at Head Office is on duty 24 hours a day.”

Graphic evidence of the damage caused by vandalism:

(Top left) Noble Park station, August 24, 1970.

(Middle left) A burnt Tait carriage, Essendon, March 7, 1974.

(Bottom left) Also at Essendon on March 7—a burnt Harris carriage.

(Below) Slashed seats at Reservoir, April 26, 1973.

“I give my personal assurance that the problem is quite serious and justifies the action we propose to take”.

MR. A. G. GIBBS



## In April . . .

● 1923—April 15—The Melbourne metropolitan electrified system, as originally planned, was completed. Australia's first electric train service, it had 241 route kilometres (563 track kilometres), and was later extended to outer suburban areas.

● 1962—April 16—*Spirit of Progress* became the first regular passenger train to run on standard gauge between Melbourne and Sydney. At 8 p.m. the same night, one and a quarter hours after *Spirit of Progress*, *Southern Aurora* also left Spencer Street to begin its regular run between the two cities. *Southern Aurora* had already made an inaugural trip from Sydney to Melbourne on April 12.

● 1963—April 8—The Dynon bogie exchange centre was opened. A similar centre was opened in January 1964 at Wodonga. Under the system, fully loaded wagons are transferred from standard gauge to broad gauge bogies, and vice versa.

## STRICTLY FOR THE BIRDS

Without further comment, *Rail Ways* quotes a sign from British Rail's London main line stations:

**"DON'T FEED THE PIGEONS**

Anyone doing so is liable to be fined up to \$15 under British Railways Bye-Law 27.

Pigeons are causing a nuisance as many users of this station will know to their discomfort."

## MONTREAL SUBWAY EXPANDS

Montreal's Metro system, which began operations for the Expo '67 World's Fair, is pushing ahead with expansion plans, the first stage of which is due to be ready for the 1976 Olympic Games traffic.

The rubber-tyred subway system, now with 28 stations, has proved its worth, according to *Railway Transportation*, by carrying about 400,000 passengers a day.

Fifty-three new stations are included in the \$430 million (Canadian) extension plans.

## BOSTON PLANS TO LIFT TRAFFIC

Signs that the decline in metropolitan patronage was being arrested here (*Rail Ways*, March), would be welcome in Boston, USA.

*Railway Transportation* reports a US\$1 billion five-year programme to reverse a similar decline on lines operated by the Massachusetts Bay Transportation Authority.

The programme includes the purchase of several lines operated by the Boston and Maine and Penn Central railways, which carry 7.5 million commuters a day in the Boston area.

## DID NOT STOP—FINED

A man who drove a semi-trailer through a level crossing in front of a passenger train has been fined on two counts in Swan Hill Court.

The driver, a Swan Hill resident, was fined \$30 for failing to stop at a level crossing when a danger of collision existed, and \$40 for driving an un-roadworthy vehicle. He was also ordered to pay \$34.84 costs.

He pleaded guilty on both counts.

In evidence, police said the driver had told them he had applied the vehicle's brakes when he saw the train coming, but the trailer brakes were not holding, and he decided to continue across the path of the train.

The truck was loaded with 15.2 tonnes of gravel.

The driver's employers had advised police the following day that a broken brake hose had been found on the semi-trailer.

## TNT BACKS RAIL

Thomas Nationwide Transport, announcing a 27.9 per cent jump in its net profit for the half-year to December 31, outlined its position in regard to the energy crisis:

"Our own freight activities are well cushioned and in a much better position than most transport groups, because of our development of rail operations in recent years.

"You may have noted in our 1973 Annual Report that 48 per cent of our overall revenue was derived from rail transportation, 41 per cent from road transportation, seven per cent from sea transportation and four per cent from other activities including air freight."

## GLASGOW UPGRADES UNDERGROUND

Glasgow's 10 km underground railway is to undergo a \$16.1 million modernisation programme.

The programme, *Railway Transportation* reports, is part of a \$55.5 million allocation for two rail improvement programmes in the greater Glasgow area.

## Board to join Maryborough celebrations

The Victorian Railways Board will visit Maryborough on Saturday, July 6—combining its 1974 tour of selected country lines with the celebrations of the centenary of rail services to Maryborough.

Services began on July 7, 1874, when the Castlemaine line, Maryborough's first link with Melbourne, was opened.

The route via Ballarat was not completed until the following year.

As late as the 1920s, Melbourne-Mildura trains travelled via Castlemaine, and sleeping carriages were attached and detached at Maryborough.

*The Vinlander*, which now runs overnight between Melbourne and Mildura every day except Saturday, will carry the Board throughout the week-end.

It will leave Melbourne for Bendigo on July 6, then back to Castlemaine and across to Maryborough for an overnight stay. The Board members will sleep on the train.

On Sunday, the Board will return to Melbourne via Creswick, Ballarat, Meredith, and Geelong, to see first-hand the potential of this rail link, and the planned improvements for the Geelong-Melbourne line.

## RADIO SQUAD WILL SPEED UP REPAIRS

A four-man repair squad, using radio-controlled vans, is now operating in the Melbourne metropolitan area.

The squad has been specially set up to speed up repair work, capable of being handled by one man, on stations and other Railway property.

Previous repair work was dealt with by men assigned by the Works Foreman at the relevant depot, but this system presented a number of problems.

These included the difficulty of contacting men who might be travelling to or from another job, and the transport of suitable equipment and materials.

Urgent repair needs can now be reported to the Metropolitan District Engineer's Office (auto 2420), and, where necessary, a radio message will send a van to make repairs.

The vans—there are four, one manned by a painter-glazier, and three by carpenters—are specially fitted to carry all necessary equipment, including a folding ladder, a 2-metre step-ladder, and timber up to 2-metres long.

They are on call from 7.30 a.m. to 4.10 p.m. every day except Sunday.

Routine jobs, including changing locks, and general maintenance, will also be part of the squad's duties—but the men will be easy to contact if an urgent job is reported while they are on routine work.

## CHAIRMAN TO SPEAK AT OUYEN

The Melbourne underground loop, and what it will mean to the Victorian Railways. This will be the theme of an audio-visual talk given by the Chairman of the VR Board, Mr. A. G. Gibbs, to people in the Ouyen area on Monday, April 29, starting at 7.30 p.m. Mr. Gibbs has been a member of the Melbourne Underground Rail Loop Authority since January 1972.

In September last year he gave a talk at the VRI Ballroom for 300 metropolitan railway men and women and, early in April this year, gave talks at four of the VRI's country centres—Geelong, Ballarat, Seymour and Bendigo.

"We now want to reach those areas that have not had the opportunity to find out just what is happening within the Railways," said Mr. Gibbs.

"Ouyen was chosen for the first talk because it is away from areas al-



A "turnout" being built beside the main track at Bealiba, on the Mildura line, by the points and crossing gang under the control of Special Ganger Ken Snowden.

A programme of renewing the 100 major "turnouts" on the Mildura line is nearing completion.

"Turnouts" enable a train to transfer from and to the main line for train crossing, shunting, etc.

Construction and renewal of a "turnout" takes about a week and up to 60 crossing timbers, from 2.8 metres to 5.7 metres long, could be needed for each.

They are assembled on an adjoining site, then fitted into the existing track when time permits between trains.

Installation is carried out in conjunction with signal and communication staff who co-ordinate points,

levers and signals.

ready visited and, being a junction station, has the potential to draw people from other vicinities.

The talk will be repeated in other centres during the course of country visits in subsequent months.

The underground loop is a tremendous project for the Railways and it is vital that people in country areas learn of the over all effect it will have on the System and also, the benefits it will reap for country travellers coming to the city," Mr. Gibbs added.

At the talk the audience will be given pamphlets on the underground and shown a recently released colour film on the project. As well, models, slides and photographs will be used to illustrate points during the talk.

levers and signals.

Gangs of men at various locations throughout the State and carry out renewals in order of priority.

On the Mildura line, all "turnouts" between Mildura and Donald have been renewed and, when *Rail Ways* went to press, the gang was camped at Bealiba, working between St. Arnaud and Dunolly.

After Easter the men are to move to Maryborough and work towards Talbot, then to Ballarat East for the final phase to Creswick.

Other major points and crossing works at present are at Geelong, Bendigo, Longwarry, Traralgon, Bunyip and Wycheproof.

It is estimated that this work will cost around \$½ million this financial year.

As *Rail Ways* went to press, Mr. Gibbs had visited Geelong, Ballarat, and Seymour, and was due to visit Bendigo on April 10, giving illustrated talks entitled "200,000 miles by plane and train".

At the first three centres he spoke to a total audience of almost 600 people.

A number of the Railways staff featured in the incidents Mr. Gibbs referred to in his talks, and who appeared in the accompanying slides of his rail tours since becoming Chairman, met Mr. Gibbs unannounced at the talks.

# SPIRIT OF 96—AGAIN



For the second year, thousands of people gathered at Spencer Street station to welcome the cast of Channel O's high-rating TV series "Number 96" arrive from Sydney by special train.

The arrival was telecast live.

Both the cast and production crew of "Number 96" spoke highly of the trip to Railways staff at Spencer Street.

First to leave the train was Pat McDonald—Dorrie in the show—who said the journey had been even more enjoyable than last year's.

"Dorrie" and "Herb" from "Number 96" with Spencer Street Stationmaster Mr. W. Crichton.

Her screen husband, Herb—Ron Shand in real life—agreed.

It was a good start to a big day for the cast, and for Pat McDonald in particular, who won two "Logies", one for top female personality of the year, that evening.

On the following Monday the cast joined other Channel O stars on a float in the Moomba Parade.

Appropriately, the float represented a train—for some of Australia's best known TV stars it seems to be the only way to travel.

## BY RAIL AND COACH TO CAIRNS

Victorian Railways and Carah Coaches, of Sydney, have introduced a joint programme of Queensland tours.

The exciting three-tour programme was launched at a function in the Official Dining Room, Spencer Street, last month.

Two tours—of 16 and 18 days—are to Cairns, and include three days on Daydream Island, launch cruises to Green and Magnetic Islands, travel through the Glasshouse Mountains, the Atherton Tablelands, and many of Queensland's other famous attractions.

Travellers on both tours leave Melbourne on *Southern Aurora*—joining the 18 day tour in Sydney, or travelling on to Brisbane, after a half-day tour of Sydney, by the *Brisbane Limited Express*, for the 16 day tour.

The 18 day tour itinerary also includes Tamworth, the Darling Downs, Brisbane, Bundaberg, Rockhampton, Mackay, Townsville,

Cairns, Yungaburra, Gympie, and Coffs Harbour, while the 16 day tour has a similar itinerary within Queensland.

Both tours include a scenic rail trip up the Barron Gorge to Kuranda.

Departures for the 18 day tour are on most Sundays, and on most Fridays for the 16 day tour.

The fully inclusive cost (except for on-train meals) for the 18 day tour is \$455 for adults, \$435 for pensioners, and \$382 for children under 15.

For 16 days, the inclusive fare is \$388 (Adults), \$365.50 (pensioners), and \$324 (children under 15).

Full details are in pamphlets at stations and travel agents.

Pamphlets for the third tour are expected shortly.

This is a triangular tour from Newcastle, N.S.W., featuring travel inland over the Warrumbungle Mountains, time for opal fossicking at Lightning Ridge, and would reach

## GIPPSLAND LAKES TOUR

Concessions are available to Railwaymen on the new all-inclusive week-end rail tours to the beautiful Gippsland Lakes district.

Leaving Melbourne on Friday, July 12 or November 15, the tours include rail travel, meals, coach tours, a launch cruise, and accommodation at the Paynesville Country Club, returning on Sunday night.

Railwaymen on annual leave passes will pay \$34, and privilege ticket holders \$38.

The full cost, including first-class rail travel, is \$45 for adults, \$38 for children under 15, and \$34.50 for children under 12. A concession to pensioners is also available.

Single accommodation, if available, costs an extra \$3.

The new tours supplement the present weekend package tours to Paynesville Country Club, which are available any weekend except between December 21 and March 8, and at Easter.

Paynesville Country Club is on the shore of Lake King, 291 km from Melbourne, and features a fully licensed bar, a guest lounge, a cocktail bar, while rooms have air-conditioning, telephone, TV, and toilet facilities.

Full details of the tours are in pamphlets available at local stations

## SYDNEY SHOW

A special train load of show cattle left Dynon Freight Terminal on March 29 for Sydney's Royal Easter Show.

The train, which runs each year, took 100 head of some of the best Victorian stock to Sydney to challenge New South Wales stock for Show awards.

Among them was the "Devon" Blue Ribbon champion from the 1973 Royal Melbourne Show, owned by Mr. J. Setches.

Stock that has travelled on the train in past years has an enviable record of winning awards.

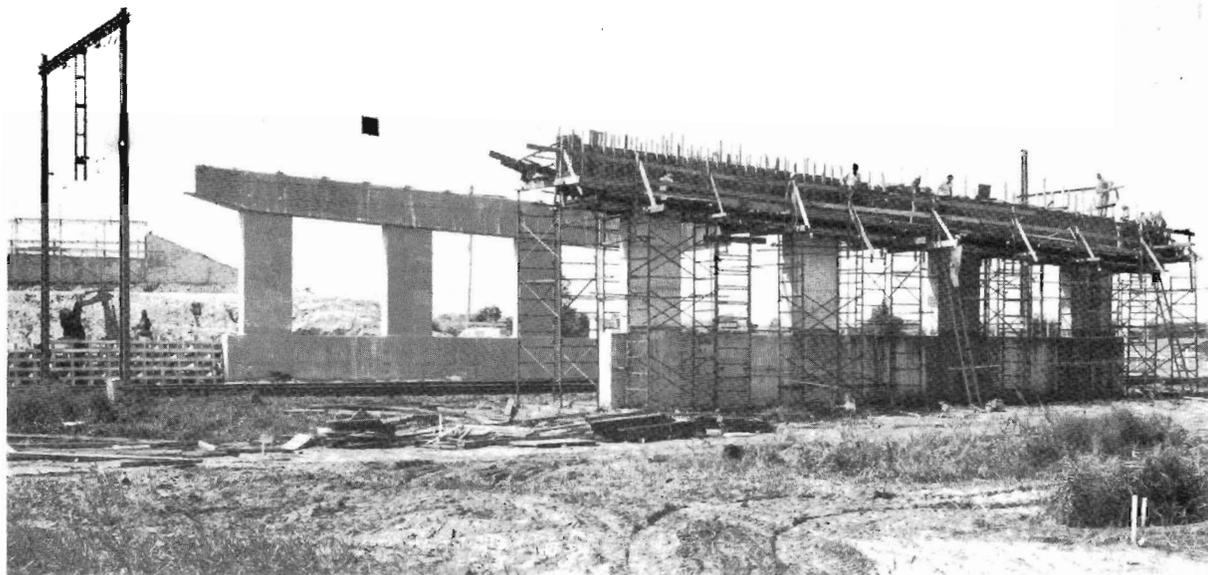
Sleeping and sitting carriages were attached for stock attendants.

Gympie before returning along the coast.

Excluding on-train meals, this tour costs \$261 (adults), \$246 (pensioners), and \$218 (children under 15).

There will be one or two Sunday departures from Melbourne each month.

# METROPOLITAN IMPROVEMENTS



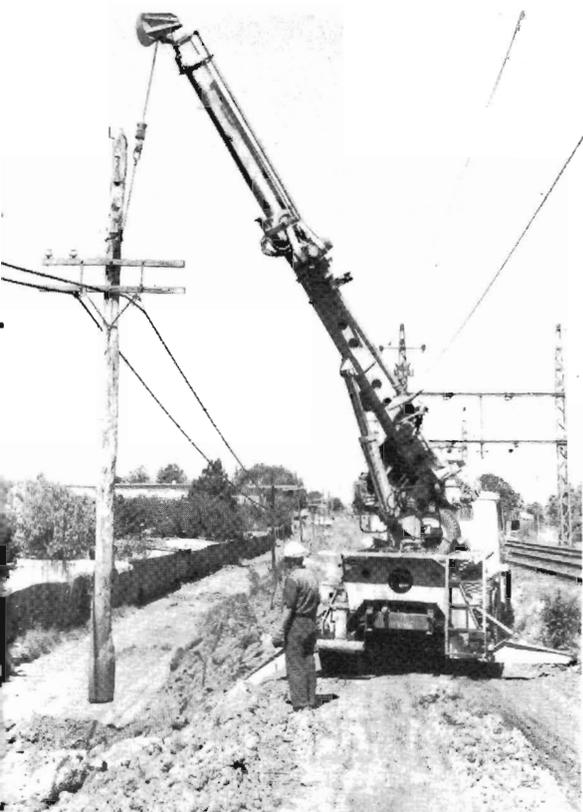
ROAD OVER RAIL. Support piers stand out bleakly as work progresses on the Wells Road, Seaford, overpass.



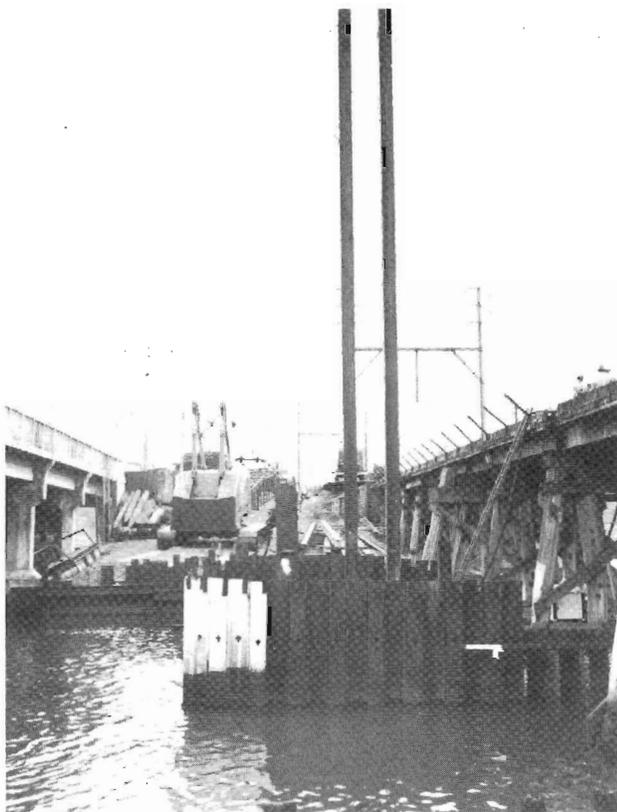
**NEW STATIONS.** Surveyors check measurements on the site of the new station, between Noble Park and Dandenong. So far only the ballast has been laid so that the tracks can be shifted to allow for the island platform. Between Seaford and Frankston—the site for the other new station approved for construction—new track has been laid and will be shortly joined to the existing track. When this is done the tracks next to the front-end loader will be removed to make way for the station.



*Photos by  
Geoff Parker & Ron Irwin*



**COMMUNICATIONS SHIFTOVER.** A communications pole hangs suspended above the ground after being uprooted to make way for the third track to Mordialloc. The posts will be repositioned on the opposite side of the tracks.



**BRIDGE BUILDING.** Work continues on the support pier in the middle of Patterson Creek, Carrum, during reconstruction of the Railways bridge.



**RETAINING WALL.** A retaining wall is put into position between Ormond and Glenhuntly for the Mordialloc third track.

# RAILWAY TANKS SUPPLY TOWNSHIP'S WATER

For the population of the small township of Toolamba, 166 km from Melbourne, the Victorian Railways mean much more than merely a passenger or freight train service: it relies on the VR for the town's water supply.

A tank at each end of the station supplies water to the 100-strong populace of the township, which is made up primarily of a store, post office, and hotel.

Respectively, the tanks hold 45 460 litres and 136 380 litres.

Thirty-four-year-old Assistant Stationmaster Peter Wilson is in charge of Toolamba station, and is aided by Yard Assistant Joe Caruana.



Mr. Wilson

Peter joined the Railways as a

Station Assistant eight years ago, but has been at Toolamba for the last seven.

Although the township is only small, the station is a junction for trains going to Echuca and Shepparton.

During a normal working week it has 72 trains to and from Melbourne pass through, as well as 17 trains in each direction on the Echuca Branch.

In his spare time Peter collects antique clocks and does a little fishing. "I also like golf, but don't get much opportunity to play", he adds.

Joe Caruana originally came from Malta, and began as a vanman at Yea 11 years ago. Before going to Toolamba he was on the relieving staff in the Seymour district.



Yard Assistant Joe Caruana.



The smaller of the tanks which supplies water to Toolamba.



Wagons stand waiting at Toolamba station.

## Goodness gracious me!

This story, from *Indian Railways*, is obviously designed to thoroughly confuse commuters.

"From April, the present third class accommodation on the Railways will be renamed as second class. Only third class fares, however, will be charged.

"This will leave only two main classes of travel on the Indian Railways—first class and second class. In addition, there will be air conditioned accommodation i.e., AC sleeper class and AC chair car travel.

"The present second class accommodation is being gradually abolished to reduce the number of classes and to provide more carrying capacity. The process of withdrawal of second class coaches and compartments is being utilised to provide more third class accommodation. Conversion of each coach or compartment increases capacity by 25 per cent.

"The present second class has already been withdrawn from nearly 350 broad gauge mail, express, and passenger trains . . .

"The number of metre gauge trains from which the second class has been withdrawn is around 650 . . .

"The second class has been withdrawn from a number of narrow gauge trains including all trains on the South Eastern Railway".

Now, after reading the story, it is quite obvious that second class travel is being abolished to make way for more third class travel—but, third class travel is to be renamed second class travel, at third class rates.

Perhaps the key is the qualification quoted for all *Indian Railways* articles:

"Unless specifically indicated to the contrary, nothing published in this magazine should be assumed to have any official authority."

## EASTER EGGS FOR ALL

Almost 52 tonnes of Easter eggs and similar chocolate novelties were railed from Melbourne to country stores last month.

Some 20,000 cartons of various sizes were moved in low temperature rail vans.

The haul was completed during the first week of March.

The biggest consignment was to Shepparton (5.5 tonnes), while 4.8 tonnes went to Mildura, and 4.6 tonnes to Morwell.

Other consignments went to stores at Albury, Alexandra, Bairnsdale, Ballarat, Benalla, Bendigo, Colac, Corowa, Deniliquin, Echuca, Flora Hill, Golden Square, Horsham, Kerang, Korumburra, Kyabram, Maffra, Maryborough, Moe, Red Cliffs, Sale, Swan Hill, Traralgon, Wangaratta, Warragul, Wodonga, Wonthaggi, Yallourn, and Yarrawonga.

# BEHIND THE SCENES OF THE SPENCER STREET MURAL

In last year's March issue of *News Letter*, now known as *Rail Ways*, an extensive coverage was given to the State Government commissioned mural which will form a wall in the Spencer Street station building. At the time, artist Harold Freedman had completed his preliminary sketching for the first section—there are five sections in all—and had begun painting. This first section is now near completion and is expected to be installed at Spencer Street next month.



Mr. Muscat

But many hours have been spent in behind the scenes work and Mr. Freedman pays special tribute to his assistant, David Jack, and a man he refers to as "Little Alfie".

"Little Alfie" is in fact Alphonse Muscat, a 33-year-old Maltese immigrant, who is a carpenter at the Spotswood Workshops.

"Alfie" has been at Spotswood since joining the Department 10 years ago, and played a major role in constructing and erecting the giant easel used to support Mr. Freedman's mural.

Built in two stages, the easel now measures approximately 7.5 metres by 17 metres.

Stage one was constructed for Mr. Freedman's Caulfield studio but, as the mural progressed, it began to outgrow the studio.

As a result the mural, easel and assorted accompanying materials, such as scaffolding, etc., were moved to the VR's electrical sub-station at East Camberwell where it was re-erected.



Sitting high on the scaffolding David Jack applies some finishing touches to the Forest Hill coach.



"Little Alfie" (second from right) and Harold Freedman (centre) supervise the placing of one of the six panels that make up the first section of the mural.

The five sections of the mural each measure 7.32 metres by 8.54 metres, so with the start of section two imminent, the easel had to be extended accordingly to cater for it.

"When re-erecting the easel and mural, Alfie took great pains to ensure that the whole thing was perfectly square," Mr. Freedman said.

Each of the five sections will be made up of six separate panels.

"You can look at the joints in the panels now and see how Alfie has made them virtually undetectable," added Mr. Freedman.

Fourth year arts student from Caulfield Technical College, David Jack, also plays a prominent role in the mural.

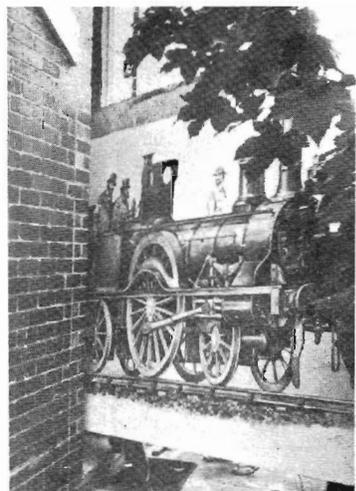
David's final year consists of practical work in learning from Mr. Freedman the various techniques involved in the mural and is actively engaged in helping paint the mural.

On completion of his four-year course David hopes to graduate with a Diploma of Art.

"It's really great being able to work on something of such magnitude and Mr. Freedman is a good teacher," says David.

For Harold Freedman the mural is the means of providing Victorians with something entirely their own.

"You will not find anything like this anywhere else in the world and when completed Victorians can be justifiably proud," he added.



Not everyone has a steam locomotive coming out of their doorways but that was the effect this panel gave as it was being moved from Mr. Freedman's Caulfield studio to the East Camberwell sub-station.

# CUSTOMER'S SAY

## Business message

"... had occasion to travel on the Yarram-Melbourne train.

"When the train pulled in at Dandenong a call came over the public address system for me to call at the office for a message awaiting me there.

"The service rendered and the courtesy extended was greatly appreciated and very helpful."

—*Mr. A. W. Hanning, Toora, writing to the Secretary.*

## Girl-in-Green

"... was forced to leave my car in Bendigo and travel to Melbourne by midday train on Tuesday, February 19."

"On arrival at Spencer Street a young lady in uniform (the Girl-in-Green, Mrs. Robin Pearman—Ed.) immediately took charge of my wife and self.

"She produced a trolley, deposited our luggage, inquired our destination, and escorted us to No. 13 platform, where a Frankston train awaited us.

"Since my retirement I have had two world trips—nowhere have we received such good public relations."

—*Dr. L. F. Heine, Mt. Eliza, writing to the Secretary.*

## Special train

"I am writing on behalf of Mercia School Committee to thank you most sincerely for all the help given to us, both by yourself and your staff to make our special train trip to Colac such a great success on Friday February 22."

—*Mrs. H. Blakey, Highton, writing to the Stationmaster, Colac.*

## Trip to Perth

"We... would like you to know of the courtesy shown and given us by your two officers at the Bairnsdale Railway Station: the Stationmaster and Mr. Chris Savage.

"Both have been most helpful in advising and arranging our tour to Perth through the Railways. Nothing has been too much trouble, which is greatly appreciated.

"It was a real pleasure to do business with them knowing they have gone out of their way to make our

trip an enjoyable one. The service was magnificent."

—*Miss P. Mitchelmore, Mrs. D. Huntingdon, and Mrs. E. Ross, Bairnsdale, writing to the Chairman.*

## SEC Family Day

"... a most successful "Family Day" visit to the Latrobe Valley was held for the Commission's employees, families and friends.

"The success of the day was in no small measure due to the excellent arrangements made by your Department in the provision of a special train in which some 800 persons travelled from Melbourne.

"The Commission is grateful for the ready co-operation of your Department for organising this travel, and the assistance provided by your staff."

—*Mr. F. Chipperfield, Secretary SEC, writing to the Secretary.*

## "Homicide"

"I write to express my Company's appreciation of your assistance during the filming... of our television drama series—"Homicide".

"... by helping us in this way, be assured that you have furthered the cause of the Australian produced programme industry."

—*Mr. Hector Crawford, Managing Director of Crawford Productions Pty. Ltd., writing to the Public Relations and Betterment Board.*

## Nhill

"The Nhill Chamber of Commerce have asked me to write to you to express the appreciation of the shopkeepers and traders of Nhill for the fine service we get at Nhill from the station staff at Nhill railway station.

"Both Mr. Jack Pitman, the Stationmaster, and Mr. Barry Nichols, in charge of the goods siding, go out of their way to help their customers."

—*Mr. H. N. Powell, Secretary of the Nhill Chamber of Commerce, writing to the Chairman.*

## Merry Mitcham

"I am a railway commuter—and a very happy one.

"First, I feel it is long overdue to say a word of praise of the Stationmaster at Mitcham. I do not know his name (John Healy—Ed.), but he is a thorough gentleman and a credit to your Department. His cheery smile and greeting, no matter what

time of day, is a pleasure for all Mitcham travellers. His cheerfulness and enthusiasm also infects his staff and I would rate Mitcham as the happiest station in Victoria—if not Australia. The Stationmaster is always helpful and no inquiry is too small or trivial for him to deal with. I am probably not the first to sing his praises to you; please add my compliments to those I am sure you have received concerning him.

"May I also say how much I appreciate the fine train service that operates through Mitcham to and from the city. The express line makes travelling a pleasure in peak periods, despite the occasional delays caused by technical failures that are inevitable in any system as complex as the Victorian Railways."

—*Mr. B. W. Morley, Mitcham, writing to the Chairman.*

## Wahgunyah assistance

"... express my appreciation to Mr. R. Barnes and staff at the Wahgunyah station, also the Railway Inspector and Guard of the special train which went there as part of the Wodonga Centenary Celebrations on November 24, 1973. I had the misfortune to get something in my eye while on this trip and Mr. Barnes went to no end of trouble to get someone to drive me to a doctor at Corowa to have the matter attended to."

—*Mr. C. A. Pike, Glen Waverley, writing to the Secretary.*

## SUGGESTIONS ADOPTED

These awards were made for suggestions adopted during February:

- Replacement of foot-operated dimming switches in certain locomotives with two-position switches. \$65
- Inwards Parcels Form PL25 be printed smaller to save paper. \$5
- Anti-wind enclosure for waiting room at Thomastown station. \$5
- Self-adhesive plan symbols used by MURLA to be used by other sections. \$3
- Cash Transmit Form M54 used by stations and cash offices, to be amended. \$3
- Bri-nylon overcoats to be available for rail motor guards. \$3

# people

## RECIPT FOR A RECIPE

Is there really such a thing as a delicious 70-year-old Victorian Railways Revenue and Expenditure Accounts book?

Riversdale Signalman Hugh Brown thinks so—for the ageing book is also his wife's favourite recipe book.

The accounting rules are printed on alternate pages, and many of the blank pages are filled with scrumptious old recipes, and some fascinating cures.

*Pasty Cake*  
 3 tablespoons of corn flour  
 1 Egg  
 2 tablespoons butter  
 1 cup of SR Flour  
 2 tablespoons of hot oil  
 and a few puffs of steam  
 of Cold  
 Put butter in pan, till  
 creamed. Add beat in egg  
 and then flour and mix  
 Carefully the hot mix  
 Puffs in steamer  
*Creamy Puff*  
 1 cup water 1 tablespoon butter  
 1" flour 8 eggs  
 Put water and butter in pan  
 and boil for 5 min. Remove from fire and add  
 flour beat up thoroughly then add egg  
 one at a time. Beat up. Then mix  
 all well together. Spread in plate  
 and put in 1 tablespoon for  
 each puff. Bake in hot oven  
 for 20 or 25 minutes  
 fill with whipped  
 cream when cold.

Blueberry pie, gooseberry jam, apple tea cakes—or how to remove a splinter without any painful squeezing or prodding—are all there. It even has the ingredients for making soap.

The book belonged to Hugh's wife's late uncle, Albert Smith, a ganger who lived at Burnley and worked at Flinders Street.

"In those days an employee had to live within six km of his place of duty," Hugh said.

He began with the Department in 1940 at Melbourne Goods, but only intended to stay a few weeks.

"I never dreamed of making a career out of it until I tried for a ticket checker's examination—and passed."

Until 1945 he worked as a lad porter on suburban stations before transferring to Murchison East for six years and then to Tallarook, gaining qualification as a signalman, before returning to Melbourne in 1958. In 1968 he transferred to Riversdale.



With 18 months to go before retirement, Hugh says: "I've had a lot of enjoyment out of my Railways career, and met many different and interesting people".

Mr. Brown

## FISHING EXPEDITIONS

On January 5 fishing "expeditions" by Kevin Davis came to an end—for a while at least—when he was married.

Kevin, a signalman with the Camberwell-Riversdale group, joined the Department in 1955 as a lad porter in his home town, Maffra.

Even at the age of 14 he was known for his keen interest in fishing, which earned him the nickname "Huckle".

After three years at Maffra he went to Yinnar, but, after five weeks was transferred to Alphington.



"I wondered what to expect on arrival at Flinders Street—there were people everywhere.

"I didn't think I'd last three hours, let alone 16 years here.

Mr. Davis

"Having never heard of Alphington I just waited under the clocks, watched where the crowds went, and followed. Anyhow, after a couple of train trips I finally got there".

Kevin spent the next two years as a junior station assistant on the Alphington group before being transferred, in 1960, to his present position.

He doesn't mind the shift work—saying it gives him a chance to help his wife with her shopping, and, of course, try and talk her into a few of those fishing "expeditions".

## SPORTING STOREMAN-IN-CHARGE

Anyone requiring stores between Maryborough and Woomelang would be acquainted with Maryborough storeman-in-charge since 1967, Allan Briggs.

### GENERAL NOTES—Continued

(4) Percentages on the cost of labor used in connection with work chargeable to Capital Account, or done for other Branches, other Departments of the Public Service, or the public, to be credited to Working Expenses, and debited to the cost of such work as representing the proportions of certain general expenses (such as Superintendence, Stores Expenses, Shop Charges, Maintenance, and Interest on Cost of Plant, &c.), which are properly chargeable to such work but cannot be directly allocated.

### ROLLING STOCK BRANCH

Accounts to be credited to—	No. of Accounts	In the case of work chargeable to other Departments of the Public Service or the public	
		Per cent on Cost of Labor	Per cent on Cost of Labor
General Superintendence	54	1.0	1.0
Stores Expenses	96	2.0	2.0
Superintendence	114	3.0	3.0
Repairs and Renewals of Machinery and Tools	123	5.0	5.0
Power, Heat, Light, etc. for Shops	124	5.0	5.0
Repairs of Locomotives	135		
Trucks	119	10*	10*
Covers	121		
Maintenance of Buildings	79	0.5	0.5
Way	60	0.5	0.5
General Expenses	134		1.0
General (to cover interest on cost of Buildings, Plant, Tools, etc.)	8		0.2
<b>Total Percentage of Cost of Labor</b>		<b>20.0</b>	<b>20.0</b>

\* Allowance for Holiday and Sick Pay. To be credited to Account No. 115, 117, 119, or 121 according to the character of the work done.  
 Note.—The rate of design stipulation is to be charged direct to each work.

## FIRST-AID AT MARYBOROUGH



First-aid class at Maryborough station being instructed by first-aid experts from Ballarat, Bert Phillips and Graham Collins, both from the successful Ballarat Traffic No. 1 team.

# MAN SIZED WORK

Allan began in the Railways at Maryborough locomotive depot in 1962 as a storeman. When the depot became redundant with the change to diesels, Allan was transferred to storekeeping at Spotswood, North Melbourne and the Ambulance Depot until a vacancy occurred at his home town.

"I've worked under some great storemen-in-charge like Messrs. West, Bolger, Nokes, and Griffin," said Allan.



Mr. Briggs

Sporting interests have found him on both the football and cricket arenas, as well as in the boxing ring.

As a footballer, he played for Maryborough district team, Royal Park, generally in the ruck and back pocket. Although retired as a player now, he retains an interest in the club as a trainer.

An all-rounder in cricket, Allan is prominent in VRI matches but his fighting days are over. He fought as an amateur and had a number of matches in Golden Gloves tournaments.

Although he claims that he had to get out because his opponents hit "too hard", records show that Allan's boxing prowess was quite good and he won a major award in an under 18 competition.

## EDUCATED WORKSHOPS MANAGER

Bendigo North Workshops Manager since September 1971, John W. Carnie, has a staff of 580 in 20 different grades who collectively receive \$80,000 each fortnight.

Mr. Carnie entered the Railways at Newport Workshops in 1962 having earlier gained a Bachelor of Science. While employed there as a metallurgist, he won a State Government sponsored scholarship at Melbourne University.



Mr. Carnie

This 3-year study period concluded with Mr. Carnie receiving a Bachelor of Engineering.

Mr. Carnie said that Bendigo North Workshops undertook both rolling stock construction and repairs.



"Put a bit of muscle into it," Ganger W. Naylor could be saying to a combined gang re-sleeping points in the Shepparton yard. The men make up the Shepparton track and utility gang.

"These workshops produce about one ELX wagon each two working days and wagon No. 70, in the current programme, will be put in service by June," he said.

First series *Harris* electric trains make an unusual sight at Bendigo where they are having walk-through doors built while undergoing major servicing.

Outside the workshops, Mr. Carnie has many interests, apart from being on the Governing Council of the Bendigo Institute of Technology. He is the Department's delegate on the Northern District Productivity Group and vice-president of the Eppalock Life Saving Club.

Also, as a member of Rotary, he is Chairman of the Easter Fair Art Show which this year has attracted 650 entries.

## MACHINE GUN CARRIERS

Bendigo North Workshops Foreman Boilermaker, Eric Hourigan, who retires in July, recalls having built machine gun carriers during World War II.

"I was sent to Newport for this work but transferred back to Bendigo when building certain war-time equipment was extended there," he said.

A boilermaker for nearly half a century, Eric considers that the old type of tradesman was more thorough than today's, possibly because they did not have the type of sophisticated equipment now available.

"But quality-wise, there is no difference in the finished product," he hastened to add.

Regarding the future, Eric predicted that steel construction for rolling stock must completely phase out timber as more and more metals become available for this type of work.



Mr. Hourigan

"Don't forget, we do more than rolling stock repairs and construction at Bendigo," he added.

Eric said that his section was responsible for the steel work for the stations at Patterson, Moorabbin and Bendigo, and to a lesser degree, Richmond.

Following his retirement, Eric plans to remain in Bendigo where he can spend more time duck shooting and fishing, intermingled with a round of golf.

"I hope I can improve on the 25 lb. cod I landed last year in the Murray. When I do, I might retire to bowls."

## BUSMAN'S HOLIDAY

Around Europe by rail—that's Typiste Hanna Ruff's way of enjoying three months long service leave.

Hanna plans to use a EurailPass on her travels, which will take in a visit to relatives in Germany, as well as her birthplace, Danzig, in what used to be East Prussia.

Other countries on the itinerary include Spain, Portugal, France, Italy, Austria, Switzerland, Belgium, Holland, Denmark, Norway, Sweden, and Finland—all by rail and ferry.

Hanna came to Australia in 1954, and joined the Railways in 1955 at the Senior Timekeeper's Office, North Melbourne, on a salary of £8 a fortnight.



Hanna Ruff

After four years at the Way and Works Staff Office, she moved to her present position in the Engineer of Structural Design's Office.

## CR EARNS AND LOSES MORE

Commonwealth Railways has recorded an operating loss of almost \$3.25 million in the last financial year.

Tabling the CR Annual Report in Parliament, the Transport Minister (Mr. Jones) said the actual loss was \$3,247,000, compared with a \$2,333,000 loss in 1971-72.

Earnings had risen to a record \$31,240,678, and there had been a surplus of \$4,339,000 before accounting for depreciation and other liabilities.

In spite of intense competition from other forms of transport, it had been necessary to increase local freight charges, passenger fares, and parcels rates.

The Government was now reviewing freight rates on certain major bulk commodities to bring revenue more in line with costs, Mr. Jones said.

CR's accumulated losses now stand at \$19,568,434.

## RETIREMENTS

### STORES BRANCH

- Nikolaïdis, L., Permanent Way Depot 11/4
- Shepard, A., Spotswood General Store, 8/2
- Shepherd, A., Spotswood General Store, 15/2
- Griffiths, E., Ambulance Depot, 18/2
- Lewis, C., Newport Workshops, 22/2

### REFRESHMENT SERVICES BRANCH

- Marriott, Mrs. M., Bendigo, 16/4
- Taylor, Mrs. A., Flinders Street, 13/3

### ROLLING STOCK BRANCH

- Acciarito, A., Newport, 31/5
- Armstrong, D. H., Newport, 31/5
- Bechtold, P., Bendigo North, 8/2
- Brozek, A., North Melbourne, 4/2
- Charanicka, P., Jolimont, 24/5
- Cripps, A. E., South Dynon, 15/3
- Davies, E. V., Bendigo North, 29/5
- Harris, S. G. F., Newport, 19/2
- Ivelja, A., Newport, 16/5
- Kacharevich, M., Newport, 11/5
- Lowe, M., Bendigo North, 23/5
- Marshall, J. R., Ararat, 8/5
- McKay, C. R., Newport, 24/3
- Piraino, G. G., Newport, 5/5
- Saccuzzo, N., South Dynon, 7/5
- Taylor, G., E. R. Depot, 18/1
- Walsh, C., Newport, 20/5
- Wilson, T. J., Newport, 4/5

### WAY AND WORKS BRANCH

- Buccheri, S., Special Works, 19/2
- Bruce, D. V., Spotswood, 20/2
- Clemson, L. T., Flinders Street, 13/5
- Daffy, F., Geelong, 2/5
- Evans, T. A., Sale, 9/5
- Hare, F., Newmarket, 3/5
- Hillyer, W. R. J., Caulfield, 11/5
- Jankowski, S., Caulfield, 4/5
- Kenna, J. H., North Melbourne, 21/5
- Kennedy, I. D., Sale, 18/2
- Laycock, E. C., Wangaratta, 10/4
- Lynam, M. J., Spotswood, 1/5
- Manning, R., Flinders Street, 6/3
- Martin, H. R., Bairnsdale, 1/2
- Rogan, S. M. C., Warragula, 29/5
- Runnalls, F., Bendigo, 7/5
- Spyrogiannis, A., Spotswood, 29/3
- Templeton, I. D., Ballarat, 10/5
- Tighe, M. J., Machinery and Water Supply, 8/5

### TRAFFIC BRANCH

- Fletcher, W. C., Castlemaine, 7/5
- Gallaugh, W. E., Ararat, 18/3
- Hope, V. D. T. H., Geelong, 13/2
- Jackson, G., Melbourne Goods, 23/5
- Johnson, R., Dynon, 30/4
- Kinley, R. E., Bairnsdale, 22/2
- Konstantinoff, G., Seymour, 2/3
- Lynch, F. E., Wodonga, 16/2
- Meares, V., Viaduct box, 1/5
- Moynahan, D. O. J., Yarraville, 18/5
- Norman, E., Melbourne Goods, 7/2
- Peat, B., Echuca, 11/5
- Peters, J. H., Pascoe Vale, 25/5

## Rail Ways Apologises

*Rail Ways* extends its sincere apologies to former Refreshment Services Branch employee, Mrs. I. Dwyer, who retired from the Department on November 10 last year after nine years service.

In the December issue of *Rail Ways* Mrs. Dwyer's retirement notice was inadvertently recorded in the death notices.

This error has caused Mrs. Dwyer and her family, severe embarrassment for which we, once again, sincerely apologise.—Editor.

## RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

### TRAFFIC BRANCH

- Hoffman, W. A., Melbourne Yard, 25/2
- Sowa, K., Newmarket, 21/2
- Wlodczko, M., Brooklyn, 8/3

### ROLLING STOCK BRANCH

- Dolik, M., Jolimont, 22/2
- Mouras, D., Newport, 17/1
- Skivington, M., South Dynon, 9/3
- Spurrell, K., Jolimont, 22/2

### STORES BRANCH

- Lawson, C., Spotswood General Store, 9/2

# Institute INews

This month three more councillors are featured—Bob Richards, a Suburban Guard at Lilydale; Harry Gillard, Stationmaster at Oakleigh; and Jack Fairchild, a Fitter at Spotswood Workshops.

**Bob Richards** became a member of the Institute in 1946, and was elected to Council in 1956, serving on the Executive, Sports, Library, Lectures and Classes, and House and Finance Committees.

Bob has been a member of several special sub-committees, and was also Institute Treasurer from 1962 to 1964.

He represented the Institute at the 1963 Brisbane and 1967 Perth Golf Carnivals, and will officiate at the Tennis Carnival this year.

Bob has also been an active member of the VRI Table Tennis Association, VRI Golf Club, and VRI Tennis Association, and is a frequent member of Council Parties attending Country Centre Annual General Meetings.



Mr. Richards

**Harry Gillard** joined the Institute in 1934, and was elected to Council in 1965. He has served on the Library, Lectures and Classes Committee, and was also on a special sub-committee formed to deal with education scholarships.

Harry was a member of last October's Council party visiting Hamilton, Ararat, and Dimboola in connection with the annual meetings there.



Mr. Gillard

**Jack Fairchild** joined the Institute in 1948, and was elected to Council in 1954.

He has served on the Sports Committee, and the Library, Lectures and Classes Committee, and was a member of various Council Parties attending Country Centre annual meetings.

Jack was a member of the VRI cricket teams competing at the 1948 NSW and 1950 WA Cricket Carnivals.



Mr. Fairchild

## DINNER DANCE

The next VRI Dinner Dance will be at the Chevron Hotel on May 17—and it will be a “Roaring Twenties” night.

Everyone is assured a tremendous time, and, if you want to dress in “Roaring Twenties” gear, you’re welcome.

You won’t be the only ones.

Entry is \$21 a double (all inclusive), beginning with pre-dinner drinks at 6.30 p.m. The main evening will start about 8 p.m.

Bookings can be made for parties of 10, 20, or even for pairs, but don’t delay—book today. “The Syndicate” will take bookings on auto 1642, and “Prohibition” will definitely be lifted for this night.

# INSTITUTE SPORT

## INTERSTATE BILLIARDS AND SNOOKER TOURNAMENT

The 1974 Billiards and Snooker Tournament between the South Australian and Victorian Railways Institutes was held in Melbourne on March 11–13.

In the team matches, for the “Dunkling Challenge Bowl”, South Australia, possibly at sea on strange tables, failed badly, allowing Victoria to win the snooker section 14–2.

Although this gave the home State an almost unbeatable lead, the “Croweaters” were determined to repair some of their battered reputation, and took the Victorian team apart in the billiards section, winning 12–4.

This terrific recovery, however, was not quite good enough to take out the “Challenge Bowl”, which Victoria won with 18 points to 14.

The Victorian team also won the Individual Championships, when Jim McKain beat his South Australian opponent, Tom McLoughlin.

It was all Victoria in the snooker final, with Phil Lane, after a particularly hard struggle, defeating Laurie Sharman for the trophy.

The highest breaks in the snooker (24) and billiards (42) team matches were made by Phil Lane and Jim McKain, respectively.

Trophies were presented by VRI General President, Mr. R. M. Wright, assisted by Mr. R. Richards, Councillor, at a social evening before the visitors left for their home State.

## COUNTRY BOWLS WEEK

Country Bowls Week was held in February and proved most enjoyable, with an almost record entry and excellent weather.

Games were played at the Albert Park-VRI, Carlton, Footscray City, Middle Park, and Port Melbourne Bowling Clubs, and in every case participants were presented with first-class greens and facilities.

The contestants were welcomed at a lunch on Monday February 18 by the VRI General President, Mr. R. M. Wright, and the week was declared open by Mr. L. A. McCallum, representing the VR Board.

After a hectic few days, Geelong (1) won the fours championship, after hanging off a strong challenge from Seymour (3).

At the half-way point this championship seemed a one-horse race, with Geelong holding an overwhelming lead, but Seymour refused to admit defeat, forcing Geelong to hang on for a narrow win.

The strength of Geelong bowling was emphasised by Jack Baird and Clarrie Treloar’s win over Maurie Walsh and Lin Cooper from Ararat, after a very close pairs match.

Alan Sheehan, from Echuca, won the singles event, beating Merv Rudd, from Seymour, who was playing in his first VRI Country Bowls Week.

In the consolation fours event, Ballarat (2) beat Sunshine (5).

After the final days play, Mr. L. Lynch, representing the VR Board, presented the trophies at a short social function, and congratulated all participants on their efforts throughout the week.

The Institute wishes to pay a sincere tribute to the assistance given by Des O’Donnell, VRI Councillor and to Keith Donaldson and Arthur Hargreaves, ex-Councillors and VRI Life Members, without whose help during the week the fixture could not have been the success it obviously was.

## FRONT COVER

Retarder Operator John Kuill stands behind the control panel in the West Tower while directing freight wagons over the hump in the Melbourne Yard.

Three shifts work “around-the-clock” in the West Tower controlling the hump which can handle up to 5,000 wagons a day.

As the photograph had to be taken with time-exposure, movements, by John’s Colleagues in the back-ground have become blurred.

VICTORIAN



# RAILWAYS |

May

1974

10 CENTS



# SUCCESSFUL LECTURE SERIES



Chairman of the Victorian Railways Board, Mr. A. G. Gibbs, renews his acquaintance with Mrs. Amy Fuller, wife of driver Ern Fuller, Camperdown, after his talk at Geelong, when a slide of Mrs. Fuller's Departmental residence was featured.

With them, at right, are Messrs. T. Whitten (President, Geelong VRI), R. M. Wright (General President,

VRI), and R. Henry (Secretary, Geelong VRI).

Organisers of Mr. Gibbs' recent series of V.R.I. country talks (*Rail Ways*, April, page 54) found the need to increase accommodation to cope with the large audiences.

Because this venture has proved so successful, VRI officials are arranging talks at more country locations, on dates to be announced.

Systemwide revenues are up as much as 40 per cent above last year's, but the problem is that the biggest increases are in the wrong areas.

Most are in the North-east, packing already popular trains, while rolling stock runs almost empty in the Midwest and Far-west.

According to *Time*, outdated rolling stock is another problem, and quotes Amtrak Vice-President, Marketing, Harold L. Graham: "Frankly, there will be times during the next few months when we won't be able to give you the kind of service you deserve".

Cutting unprofitable routes would be the easiest way for Amtrak to beat its financial problems, but this is not only severely unpopular with local politicians—it is hardly consistent with the growing US concern over energy consumption.

An Amtrak survey has shown trains are about 12 times as efficient as passenger carriers than cars.

The US passenger rail grid has already been pared to half its pre-Amtrak size, and cities as large as Cleveland are without any passenger service.

*Time* suggests Amtrak's best hope is for the Government to underwrite its deficit until passenger traffic grows enough to meet operating costs, and until out-of-date rolling stock can be replaced.

## TRAIN LEAVES

Autumn leaves have prompted British Rail, Southern Region, to develop a water cannon train to clear tracks.

Crushed leaves can cause severe wheelspin, resulting in numerous flattened wheels, according to *Railway Gazette International*.

The train — a standard de-icing train during winter months — uses high pressure sprays and wire brushes to clean affected tracks.

## BOND FOR BREAKING

Two men, aged 19 and 22, were recently placed on a 12 months good behaviour bond of \$100 in Sunshine Court after pleading guilty to each of two counts of breaking and entering.

The Court was told police had gone to Victorian Railways premises in Ardeer on January 28, and had seen the men run across a nearby railway line.

Police said the men had used a pick to break into the premises, and had stolen braces, bits, tool bags, and other goods, valued at \$100.

In a signed statement made to police, the younger man described his actions as "a bit of a lark". "It was something to do."

The magistrate described both youths as "stupid and immature", and said that, despite his better judgement, he would place them on a good behaviour bond.

## AMTRAK BATTLES DEFICIT

The energy crisis in the US has been a mixed blessing to the quasi-Government Amtrak agency.

Although more passengers are travelling on Amtrak operated trains, *Time* magazine says it seems the more people Amtrak carries, the more money it loses.

## CONCESSIONS COULD LIFT FARES

Although pensioner concession travel on metropolitan trains became available at all times from April 22, pensioners catching peak hour trains to Melbourne may be paying more than the fares they had become accustomed to.

Half fare pensioner travel had previously been restricted to off-peak periods, when return tickets, costing 25 per cent less than the normal return fare, were available.

Most pensioners had paid only half of the off-peak return fare, but,

## ON THE LEVEL

"In Black and White", the Melbourne *Herald* column, recently carried this story:

"Complaint from an interstate visitor (a NSW woman who recently got her driving licence) about an incident at a Victorian country level crossing . . .

"As I put up my hand to warn an oncoming train that I was about to negotiate the level crossing he gave a mighty blast on his whistle and kept on coming. He simply would not give way."

"You'll be watching out for her, won't you, chaps . . . ?"

if they now travel during the busy peak period, will pay half the full return fare.

If they travel to Melbourne using an off-peak ticket, they will not be able to return by any train leaving Melbourne between 4 and 6 p.m. unless they buy an "excess ticket"—but this will be available at half its normal cost.

Off-peak travel is restricted in the morning to trains reaching or leaving Melbourne after 9.30.

## First stage of re-organisation

# MARKETING BRANCH IS BORN

The Commercial Branch has become the Marketing Branch in the first stage of the Victorian Railways Board's re-organisation plans.

Marketing activities were previously handled by the Commercial Branch.

The change is designed to strengthen this important aspect of modern railway business.

In detail, the Marketing Branch's objectives are to provide a specialised and co-ordinated marketing effort in the most efficient, economical, and commercially acceptable manner.

The aim is to ensure VR have a continually increasing and profitable share of the passenger and freight transport markets, both within Victoria and inter-state.

Customer service will be aimed at retaining existing customers, and attracting new customers with the concept of responsibility, reliability, prompt service, courtesy, and a sound knowledge of VR's saleable

services and their support, and an understanding of customer needs.

Mr. A. W. Weeks is the Chief Marketing Manager, based at Head Office, with responsibility for the overall control and co-ordination of the marketing and selling operations.

Direct control of the new Marketing Division, which is located at 330 Spencer Street, West Melbourne, is from the Deputy Chief Marketing Manager, Mr. A. T. Bewry.

From the Marketing Division's new office, a team of six Marketing Managers will look after specific groups of products.

Group A will include petroleum and quarry products, briquettes and other solid fuels, forwarding agents, containers (both local and overseas), paper, pulpwood, and wood pulp.

Group B, will cover grains, manures, mill products (including stockfoods), natural fodder, fruit, wool, vegetables, and milk products.

Iron and steel (including tinplate), cement, cement and concrete products, heavy hardware (including machinery), motor cars, parts, and bodies will come under in Group C.

Group D will cover general goods, beer, groceries, sugar, and other freight traffic not covered by the first three groups.

Passenger train freight traffic—parcels, newspapers, mail, and so on—will be the fifth group, and there will also be a Marketing Manager (Passenger).

The six Marketing Managers will assist the Deputy Chief Marketing Manager in product group planning, policy forming, and co-ordination.

Support in establishing the market potential, our share of the market, and future trends, will be from two Research Officers.

Also under the Deputy Chief Marketing Manager will be the Sales Manager (formerly the Senior Commercial Agent), and the Senior Packaging Officer.

The Sales Manager, who will be responsible for the actual field selling job, including implementing sales policies, servicing customers, and day-to-day selling activities, will control a team of Sales Representatives.

The representatives, previously known as Commercial Agents, will be split into two groups: Sixteen will handle freight, while three will handle passenger business.

For the first time a woman will concentrate on selling women's group travel.

Although the new Branch's Marketing Division is located just along Spencer Street from Head Office, and has two new telephone numbers—329 7000 and 329 7857—calls to the Railways' main switchboard will still get through.

Apart from the new Marketing Division, other sections of the Branch will continue to operate as before.

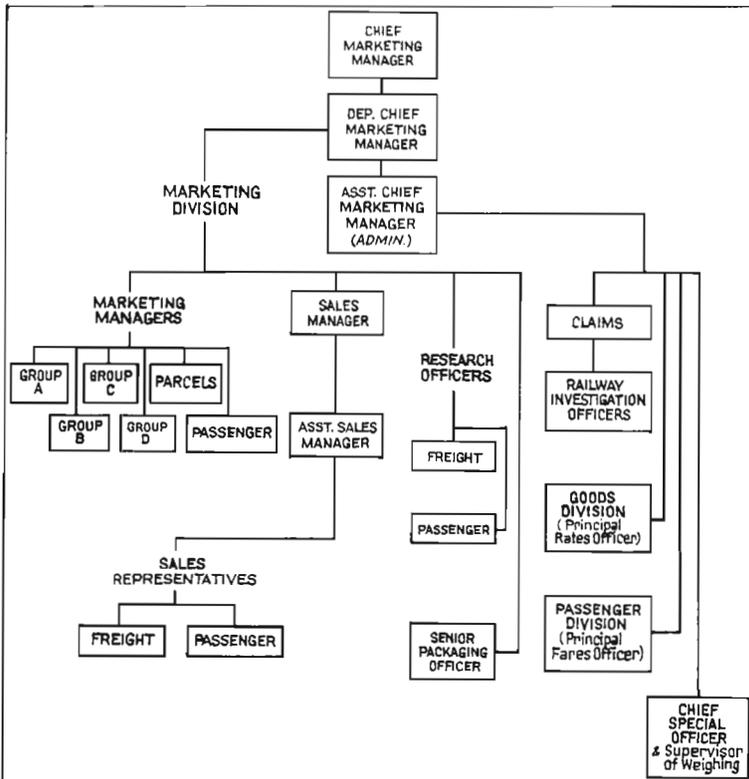
## TWO MORE GREEN STAR STATIONS

Newport and Greensborough have been added to the list of stations accepting Green Star parcels for despatch.

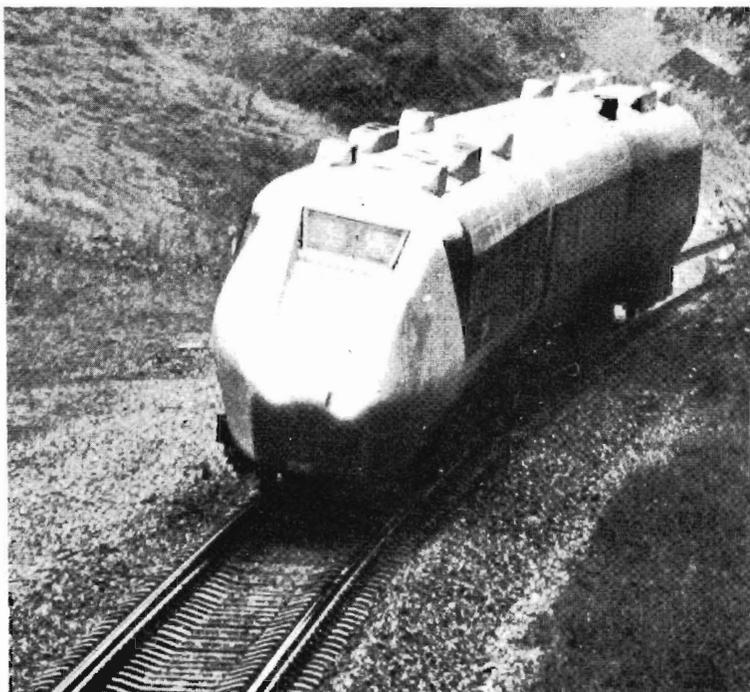
The service, offering top priority transport for urgent parcels of up to 8 kg, already operates from 60 stations, as well as Flinders Street and Spencer Street.

Green Star parcels are sent by the first available train after acceptance—and the destination station is told by phone of the despatch. Each person handling the parcel en route signs for it.

(Below: The basic organisation chart of the Marketing Branch, showing the Marketing Division.



# BRITAIN TO BUILD 27 HIGH-SPEED TRAINS



Government approval for British Rail to build 27 200 km/h High Speed Trains will mean faster journeys between London and south-west England and South Wales by 1976.

Assistant Editor of *Railway Gazette International*, Ian Yearsley, says the present Paddington-Bristol time of 110 minutes will be cut to 82 minutes, and the HST will take only 165 minutes to reach Swansea, Wales, instead of the present 203 minutes.

Last year the prototype HST reached 230 km/h on a test run, setting a world speed record for diesel traction, and tests are already under way on a 250 km/h Advanced Passenger Train, which is expected to be available in the 1980s.

Unlike many other high speed trains being developed in other parts of the world, BR's HST is basically a development of existing railway techniques, rather than a product of aerospace technology.

A key factor is the use of the 12 cylinder Paxton Valenta engine, which delivers 50 per cent more power per cylinder than its predecessor, the Ventura.

The HST will have one power car at each end, with seven 23 metre carriages, including two catering carriages, in between. All carriages are air-conditioned.

The long carriages are tapered to allow them to traverse curves without

British Rail's prototype Advanced Passenger Train, designed for 250 km/h travel, on a test track. Production models will have seven intermediate carriages instead of the one shown in this picture.

overhanging, and feature automatic pressure pad operated interior doors wide vestibule connections, and new bogies.

Disc brakes are used, and the lightweight construction method means the coaches, although longer than previous designs, are about the same weight.

## MANSFIELD SERVICE CUT

Weekend rail services on the Mansfield line were discontinued on May 5 because of poor patronage.

Two trains, one from Mansfield to Melbourne on Saturdays and the other from Melbourne to Mansfield on Sundays, were involved.

Both had been poorly patronised for some time, and a survey of 76 residents in the area, as well as some tourists, showed only one had used the week-end service.

Between October 28, 1973, and January 13, 1974, the average passenger tally on the Saturday train was 5.8—including a group of 18 on one day—while the Sunday train average was only four passengers.

- 1857—May 13—Melbourne and Hobson's Bay Railway Co.'s line from Melbourne to St. Kilda opened.
- 1862—May 20—Contracts for Sandhurst-Epsom section of Bendigo-Echuca railway let.
- 1883—First rail Motor (Rowan's steam car) in service.
- 1890—May 30—Camberwell-Waverley Road section of Outer Circle Railway opened.
- 1906—May 7—St. Kilda and Brighton electric street railway opened to Middle Brighton. It was the first permanent electric tramway in Victoria.
- 1912—May 13—First petrol rail motor in service.
- 1919—May 28—First electric train service in Australia began—Essendon-Sandringham.
- 1926—May 3—*Geelong Flier*, Victoria's first officially named train, began running. The name was later changed to *The Flier*.
- 1930—May 30—Electrification East Malvern—Glen Waverley.
- 1961—May 8—First test bores for Melbourne underground railway.
- 1965—May 3—Melbourne-Brisbane five-day-week freight service introduced.

## KOREA GETS UNDERGROUND

A 10 km underground railway in Seoul, South Korea, is due to be finished shortly, just three years after construction started.

The first six-car train test run was imminent when *Rail Ways* went to press, and the system was expected to start full operation on August 15, a national holiday.

It will be Asia's first underground system outside Japan, although a 5 km system in Peking has been tested, but is apparently not in regular use.

Tokyo's subway was opened in 1927.

The Mayor of Seoul, Yang Taek-Sik, said he expected the subway to put 1,000 of the city's 4,500 buses off the road.

Eventually the underground will be linked to the three electrified railway lines serving Seoul's commuter areas and Inchon Port, 40 km to the west.

Seoul, with more than six million inhabitants, making it one of the world's 20 biggest cities, will be the 44th to operate a subway—111 years after London introduced the world's first underground system.

# MINISTER SAYS RAILWAYS HAVE VITAL ROLE

In this article, written for a decentralisation feature in *The Age*, the Minister for Transport (Mr. E. R. Meagher) emphasises the role played by the Railways in the State's transport system.

Throughout the years the railways have played a major role in decentralisation within the State. With the recent upsurge of interest by large industrial and commercial firms to move into country areas, rail will continue its progressive transit role in the future.

For long distance, high capacity haulage and low freight charges, rail cannot be equalled. It is true motor transport can supply door-to-door pick-up and delivery; but its capacity is strictly limited and costs are not comparable.

To meet the challenge and to maximise our existing rail facilities in country areas, the Victorian Railways are planning to establish a number of regional freight centres throughout the State in co-operation with road hauliers.

These centres will overcome wasteful duplication and eliminate unnecessary competition between rail and road operators. This must inevitably lead to a reduction in transport costs;

already high in a country of vast distances.

It would be wrong of me to infer that the Government is concentrating more efforts in upgrading transport services to one particular area of the State; the Government is vitally interested in improving rail freight and passenger services to the whole of the State.

## Fast turn-round

Three years ago the Victorian Railways opened the first "automatic hump yard" in Australia designed to speed up the freight wagons and the delivery of goods to and from country areas and inter-state centres.

The old Melbourne yard could handle up to 2,000 wagons a day. The new system is able to handle up to 3,500 a day. Freight trains which arrive late at night are awaiting consignees early in the morning. The same wagons are back on the job within a matter of hours.

Freight train running times between Melbourne and Sydney are

now around 16½ hours. Before standard gauge, transit times were around 36 hours for the 966 km (600 mile) journey.

Now goods loaded by noon at Dynon Terminal can be available at Darling Harbour (Sydney) the next morning.

## Reliable

This reliable transport service reduces the need for warehousing and stock-piling of goods in depots, and this obvious saving in time and money is of immense importance to any decentralised industry and community.

Containers have been in use on Australian railways for more than 20 years. The "Flexi-van" service (loading 75 ft. semi-trailers onto flat-top rail wagons in a matter of minutes) is among the more important of road-rail co-operation.

Previously, much of this traffic would have been carried on the Hume Highway, resulting in heavier congestion and damage to the road.

My Department is also looking into road transport regulations to meet cases where it could be shown that the cost of transporting goods directly from producing areas to the seaboard terminals is less than by rail or a combination of rail-road transport.

*Continued page 70*

## France tests TGV

French Railways (SNCF) are testing a 300 km/h high speed train, known as the TGV-Train a Grande Vitesse.

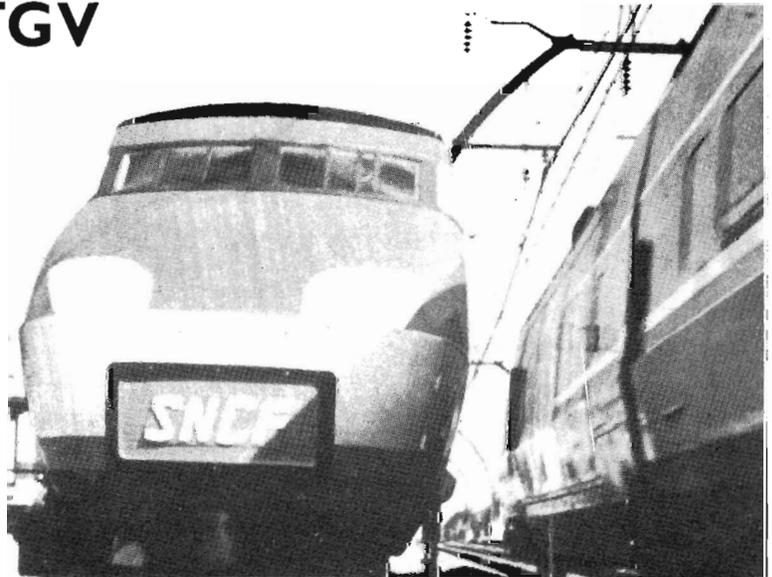
The train is designed to minimise wind resistance, but recent tests quoted in *La Vie du Rail* are to check the pressures on side walls and windows when the train crosses another, or travels through a tunnel at high speed.

A dummy motor unit has been installed alongside a stretch of track, and has been fitted with bogies permitting lateral movement.

This movement allows tests to be carried out with the two trains varying distances apart.

The problems of trains passing at high speeds were reported in *Railways News Letter*, May 1969, when the Pennsylvania Central Railroad (USA) ordered that only trains with aluminium window sashes could operate on tracks adjoining its high-speed *Metroliners*, because wooden-sashed windows were being sucked out of their frames by the 175 km/h expresses.

An interesting by-product of the



The dummy TGV motor unit (left) seems to lean towards another TGV passing at high speed.

French TGV tests is that the aerodynamic design is undoubtedly helping to cut noise, according to *La Vie du Rail*.

The magazine says the TGV transmits about the same volume of noise as a goods train travelling at 60 or 70 km/h.

## BIGGEST AUSTRALIAN SIGNALLING CONTRACT

Queensland Railways have awarded the largest ever signalling contract for an Australian system.

The contract covers the design, supply, installation, and commission of a combined power signalling and centralised traffic control system between Rockhampton and Gladstone.

Included in the \$2.7 million contract are:

- A unit lever relay interlocking at Port Curtis Junction, near Rockhampton;
- A centralised traffic control system between Port Curtis Junction and Callemondah;
- A remote route setting relay interlocking system in the Gladstone area.

During the project 350 km of cable will be trenched into the ground, and another 350 km of wire will be used in relay racks and apparatus cases.

When the system is completed, trains on the North Coast line between Gladstone and Rockhampton will be directed by remote controlled signalling from those cities.

## RAILWAYS HAVE VITAL ROLE

(continued)

A feature of the rail service to the western region is the four-hour parcel service from Melbourne, which operates six days a week.

Transport makes a major contribution to decentralisation. Not only is transport a major medium for enabling proper decentralisation, but transport operators, both Government and private enterprise, make a valuable contribution toward decentralisation because operators are themselves decentralised.

### Major employer

The Victorian Railways Board is a major employer of labour in provincial centres and country towns. Two of the main railway workshops of Victorian Railways, at Ballarat and Bendigo, were established many years ago and are among the principal industries in those cities.

Along with station staff throughout the State, Victorian Railways employ nearly 10,000 people outside the Melbourne metropolitan area.

The Country Roads Board also makes a valuable contribution toward decentralisation; more than 2,400 employees work in country areas.

More than 170 colour light signals and 60 electric point machines will be installed along the 112 km of track between Port Curtis and Toolooa,

Sixteen controlled stations, including 14 crossing loops, are involved.

A train controller at Rockhampton will direct main line movements.

## EXTRA TRACKS FOR SYDNEY

The N.S.W. State Public Transport Commission has started work on a \$17.2 million project to provide additional rail tracks to Sydney's outer western areas.

According to the Melbourne *Age*, the project involves building another two tracks between Granville and Penrith.

N.S.W. Minister for Transport, Mr. Lewis, said the first stage, between Rooty Hill and St. Marys, had been started, although the agreement for Federal assistance for urban transport had yet to be concluded.

The State Government had decided to wait no longer because of the project's importance to the huge and rapidly growing population in the outer western suburbs, he said.

It is generally accepted that for every job provided in country areas, this position generates employment opportunities in the town for another three or four persons.

There is no doubt that road transport operators are co-operating more and more with the Victorian Railways in the speedy transhipment of goods within the State and interstate as tonnages have increased considerably in recent years.

It will be appreciated that in any re-organisation of land transport operations—road and rail—many people are involved; transport operators, manufacturers, primary producers and the general public.

The Victorian Government has adopted a positive and active approach to the transport needs of the future. In the last financial year more than \$5 million in freight reductions were provided by the Victorian Railways to decentralised industries.

As the Government's programme decentralisation continues to evolve, the community must benefit by the better use of our total transport resources.

Balanced transport has been accepted as our objective in the metropolitan area; what we are now seeking to do is to move toward balanced transport for the whole of the State. It is vital for the success of any decentralisation policy.

## BROKE INTO STATION

Two Eaglehawk youths were fined a total of \$225 in the City Court last month for breaking, entering, and stealing from the Golden Square railway station.

One man, 22, was fined \$150, with the option of 30 days gaol, and ordered to pay \$9 compensation to the Railways.

The second man, 19, was fined \$75, or 15 days gaol.

## RELATIVE LOSSES

Among 1.74 million articles left on Japan National Railways trains last year were seven urns containing the ashes of dead people, according to the Melbourne *Herald*.

Fifty-six sets of false teeth also turned up in the lost property.

JNR itself recorded a loss last year—about \$3.8 million.

## DUBLIN LOOKS TO 1991

The Irish national transport organisation, Coras Iompair Eirann (CIE) has started work on a Dublin Rail Rapid Transit Study, to be completed this year, according to *Railway Gazette International*.

This follows a previous study recommending five miles of underground links between existing CIE lines, and the introduction of commuter services on two main lines to serve two new towns, Clondalkin and Blanchardstown, west of the city.

The detailed study aims to meet the needs of 1991, when Dublin's population is expected to be 1.3 million.

Announcing the study, CIE General Manager John Byrne said there had been a 7.5 per cent rise in Dublin rail commuter traffic since March 31, 1973, probably as a result of improved services and integrated fares.

## IGNORED WARNING

A Fern Tree Gully housewife has been fined \$40 on a charge of failing to stop at a railway crossing.

Giving evidence, a local policeman told Fern Tree Gully Court he saw the woman drive across the crossing at Alpine Street, Fern Tree Gully, when the flashing lights and warning bells were operating.

She pleaded not guilty to the charge, and said the warning system was not operating when she went across, as she had stopped at the approach and looked.

Mr. H. Bennett, SM, said he could not accept the fact that the police were mistaken, and felt the woman had perhaps been confused at the time.

## FROM JUNIOR CLERK TO GENERAL MANAGER

Victorian Railways' first General Manager, Mr. E. P. Rogan, retired on May 15.

He started a 49-year career with the Department as a junior clerk at Ballarat, following family tradition, for his father was a railwayman.

At one time, Mr. Rogan was Secretary to Mr. N. Harris—a Railway Commissioner. Little did he realise then that he would later occupy the very chair of his mentor.

Before the V.R. Board was introduced last year, Mr Rogan had been a Commissioner since 1961.

He says the future of the Railways has never been more promising. "In fact, I would say it is assured.

"This, of course, is based on restoration of competitive equality with road by replacing outmoded rolling stock and equipment—without being burdened with interest-bearing funds.

"However, indications in the political arena suggest the Railways have a receptive climate in this regard," he adds.

Mr. Rogan feels the Railways would never have been able to compete had it not been for the introduction of the diesel locomotive, which made rail superior to road.

As a result of his investigations overseas, the Department uses the most modern computerised equipment, not only for financial calculations, but also for forward planning.

He also initiated the Management Services Division, Development and Planning Division, Productivity and Safety Council, and a Central Education Office for internal management training.

## NEW DEPUTY GENERAL MANAGER

Mr. L. A. McCallum, formerly Assistant to the General Manager, has been appointed Deputy General Manager.

He began his railway career in 1938 as an apprentice fitter and turner at Newport Workshops.

Two years later he was awarded a scholarship by the Department to take a diploma in civil engineering at the Melbourne Technical College (now the Royal Melbourne Institute of Technology).

As a relieving District Engineer, Mr. McCallum worked at Geelong,

## MR HODGES IS NEW GENERAL MANAGER



Former Deputy General Manager of the Victorian Railways, Mr. I. G. Hodges, became General Manager and Board Member on May 16.

His appointment, together with that of Mr. L. A. McCallum as Deputy General Manager, was approved by the Executive Council on April 30.

Mr. Hodges joined the Railways in 1939, as an electrical fitter apprentice.

Two years later he won a Railways' scholarship, which took him through Melbourne University on an engineering course.

He also attended the Australian Administrative Staff College.

In July, 1967, he became Chief Electrical Engineer, and in his four years in that position he brought in a number of innovations.

They covered many areas, particularly in the field of power supply for electric trains, and included a system of preventive maintenance for overhead equipment which cut train delays caused by overhead faults by 30 per cent.

On September 1, 1971, he was appointed a Railways Commissioner—one of the youngest men ever to achieve this distinction.

As a Commissioner, and later, as Deputy General Manager—he was

Chairman of the Victorian Railways Board, Mr. A. G. Gibbs, new General Manager, Mr. I. G. Hodges, and new Deputy General Manager, Mr. L. A. McCallum, listen to retiring General Manager, Mr. E. P. Rogan.

appointed to this position in May last year—Mr. Hodges concentrated on improving Railway service to customers, whether passengers, business people, or anyone who rails their freight.

This involved major works to make rail services faster and more comfortable—track improvements, duplications, better marshalling, and freight handling facilities.

Each week, since he became a Commissioner Mr. Hodges has spent half a day inspecting metropolitan stations, and seeing the Railways from a commuter's point of view.

This has provided him with firsthand information to formulate realistic policies to improve services.

Last year Mr. Hodges made a 10 week overseas trip, and saw an increasing emphasis on the role of efficient public transport, moving people to and from work and during their leisure, in the world's major cities.

The Scout Association takes much of his spare time—he is now deputy chief commissioner for Victoria.

Seymour, and Ballarat, before becoming District Engineer at Bendigo for four years.

In 1956 he returned to Melbourne as Engineer (Special Duties), and was appointed Engineer-in Charge of the North-east Standardisation during the construction of the standard gauge line from Melbourne to Wodonga.

Later as Engineer of Special Works, he was responsible for the metropolitan works associated with this historic project.

They included the diesel depot and forwarding agents area at South Dynon and North Dynon, the threading of new tracks through the metropolitan area to Spencer Street, which involved grade separations and fly-overs at Jacana and North Mel-

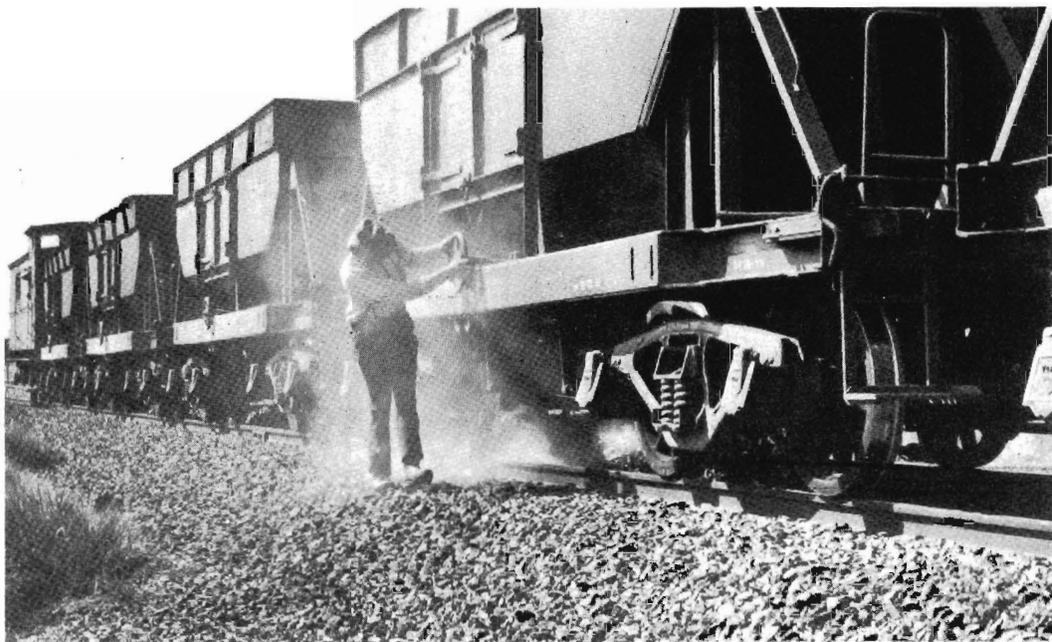
bourne, and re-arrangement of tracks and platforms at Spencer Street.

In 1963 Mr. McCallum rose to Engineer of Maintenance and, after a period as Assistant Chief Civil Engineer (during which he attended the Australian Administrative Staff College), he was appointed Assistant to the General Manager in October 1973, and assigned to special duties, including provision of Railway facilities for container shipping.

He has also been closely involved with the design and construction of railway works associated with the Melbourne Underground Loop.

In 1970 and 1973 he went overseas to study modern railway developments, such as rapid transit systems, and underground railways.

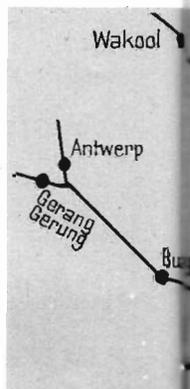
# KEEPING THE TRACK SAFE AND SURE



**GERANG GERUNG:** Ballast being discharged from hopper wagons. The ballast will be spread and tamped to complete the job.

Track maintenance  
safe and smooth

Various forms of  
ballasting, re-slee  
are being carried  
throughout the \$  
These are some e



**DENILQUIN - MATHOURA:** A mechanical adzing machine in use during track relaying operations. The machine is guided on one rail as it trims the other side of the sleepers before the second rail is spiked in place.

is a vital aspect of  
lway operation.

aintenance, including  
ring, and re-laying  
out continuously  
E.

mples.



**WAKOOL:** New timber sleepers being stockpiled beside a siding after delivery from the contractor. They will be used as necessary throughout the State.



**ANTWERP:** Track relaying. The dog-spiking machine in the foreground is used to fix the rails in position.



**BUANGOR:** Supports in place for sheeting a cutting as part of a stabilisation programme. Stabilisation is necessary in some areas to prevent tracks being covered by sand.

# A CENTURY FOR THE SLEEPING CAR

**One hundred and one years ago last month the North British Railway introduced the first regular sleeping car service on its Glasgow-Edinburgh-London run.**

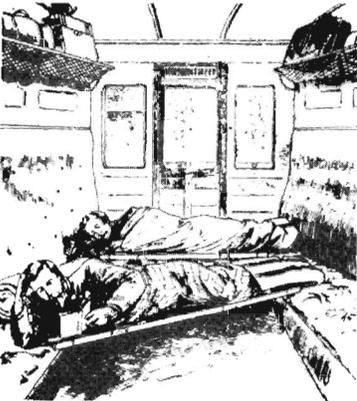
It was not an immediate success—in the height of that summer it averaged fewer than seven passengers a week.

In 1873, overnight train travel was far from the comfortable experience it is today.

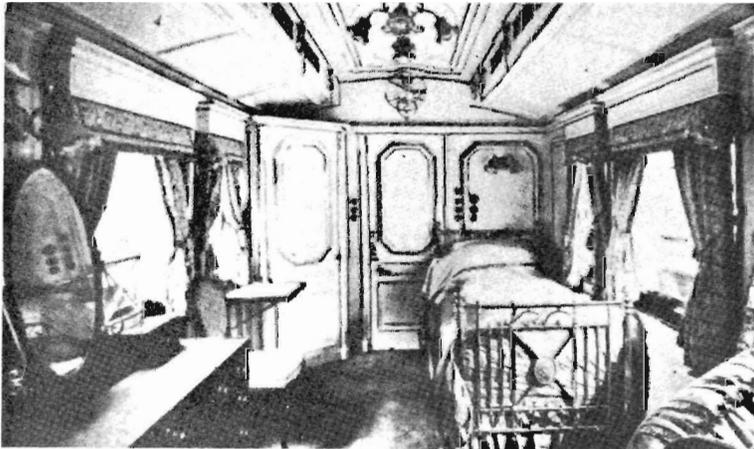
British Rail's pamphlet celebrating "A Hundred Years of the Sleeping Car" explains:

"'Bring your own bedding'; this was good advice if you were a passenger on a sleeping car about 100 years ago.

"In those days, the idea of going to bed on the train took a while to catch on. Many people were reluctant to remove their clothes, even in privacy, so the railway company provided the bed and if the passenger wanted to keep all his clothes on while he slept it didn't matter; sheets were not provided anyway."



Pre-sleeper comfort for long-distance passengers. This picture comes from an early Harrods Catalogue.



"As like a yacht as possible"—the 1903 Royal train built by the London and North Western Railway.

Before sleeping cars were introduced, one concession to comfort was available—two poles joined by strips of webbing, with a cushion for the head.

The contraption, which could be placed across the seats in a normal compartment, was available from the guard—who was usually tipped.

Regular long distance travellers could buy their own contraption, for four shillings and ninepence.

In 1842 a bed carriage was built for the Dowager Queen Adelaide—the South Australian capital is named after her—by the London and Birmingham Railway.

The door and commode handles were goldplated, the bodywork was a rich claret, with the arms emblazoned on the sides, hand painted.

Thirty-one years later a sleeping carriage became available for ordinary passengers. Although it was not as splendid as the royal sleeper, it was evidently for the "upper crust", because a normal day-time compartment was provided for the servants of the sleeping passengers to spend the night as best they could.

Three months after the North British sleeper was introduced, the Great Northern Railway introduced a similar carriage.

The Great Western Railway built the fore-runner of the modern British sleeper in 1881, six years before the first sleepers were introduced on Victorian Railways.

It had six double berth compartments, three lavatories, and an attendant's pantry. Surprisingly, there was no supplementary charge for the use of these sleepers.

VR's first sleepers, the Mann boudoir carriages, were imported from the US and started running between

Melbourne and Adelaide on January 19, 1887.

Early in 1903, the London and North Western Railway built a royal train for King Edward VII and his Queen, Alexandra, after who the Victorian town was named.

The King, on being consulted, said: "Make it as like a yacht as possible."

The Great Western brought new standards of luxury to regular sleeper services in 1908, with four first-class carriages including electric lighting and electric bells. The wash-basin lids could also be used as writing desks.

One year later, the London and South Western Railway produced four sleeping saloons fitted with removable brass bedsteads.

By 1914 sleeper services were established on all trunk routes from London to Scotland, the West Riding, Lancashire, South Wales, and the West of England.

All the latest sleepers had single or double berth compartments with full washing facilities, hot and cold water, electric lighting, and electric fans.

Passengers could order tea, coffee, or other refreshments from the attendant to be served in the sleeping compartment, or in the "smoker".

A minor social revolution occurred in September 1928, when the London, Midland and Scottish, London and North Eastern, and Great Western Railways introduced third-class sleepers.

During the day they had conventional third-class compartments, which converted to four berths for night use—on rather similar lines to today's "couchettes" on the Continent.

The next ten years brought many innovations—sliding shutters on berth windows instead of blinds or curtains, heating regulators at each bed-head, and so on—until the start of the Second World War.

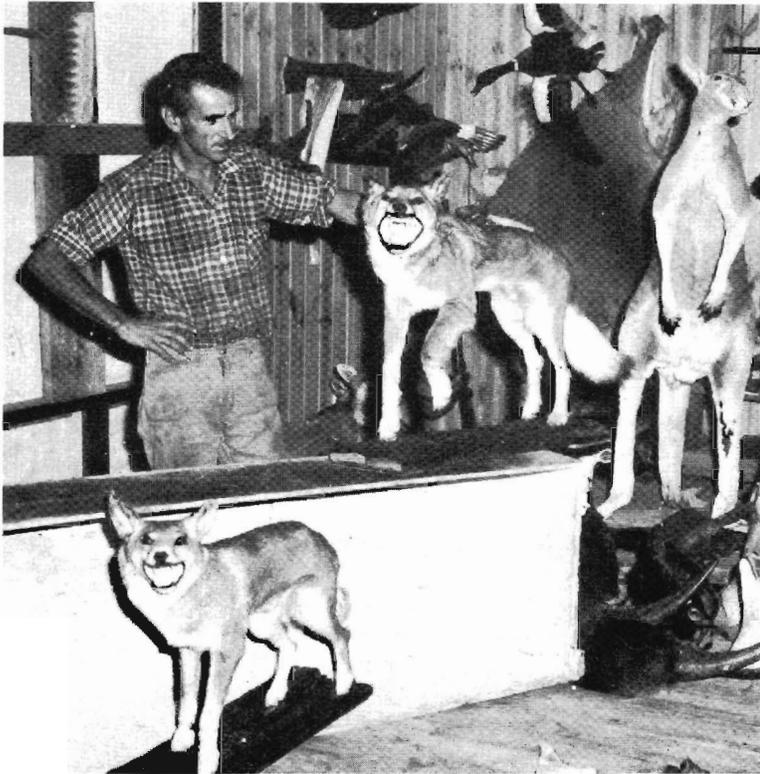
A major rolling stock replacement was a feature of the 1950's, and an increased demand for sleeper accommodation enabled BR to begin a vast modernisation programme and overhaul of the Inter-City sleeper services.

Today, about 900,000 passengers a year use Inter-City sleepers—a far cry from the North British service of 1873.

The sleeper passengers of 100 years ago did not have the luxury of night and morning room service, automatic ventilation, heating, or hot water.

And the pre-sleeper passenger? He could hardly picture a modern sleeper even in the wildest dreams of a fitful night spent on poles and webbing

# FISHY BUSINESS



St. Albans station is getting more business because of an unprecedented demand for taxidermic fish.

Consignments have been railed twice weekly to country farmers and sports clubs—and some have travelled as far as Western Australia and Northern Queensland.

They are the work of a local taxidermist, Mr. Albert Psaila, who came from Canada 10 years ago.

With the arrival of cooler weather, he expects fish to make way for certain birds, because their plumage is at its best at this time of year.

Mr. Psaila said he had preserved lions, zebras, sheep, giraffes, ducks, giant fish, sharks, crayfish, rabbits, crocodiles, tortoises, cows, and, of course, dogs and cats.

"In fact, the only animal I have not had the chance to stuff is a monkey," he said.

He recently preserved a kangaroo for a farmer who had a permit from the Fisheries and Wildlife Department.

The preserved birds, fishes, and animals are packed in special boxes for the journey by passenger train.

Mr. Psaila said his work was very hard, but rewarding.

**Taxidermist Mr. Albert Psaila at work in his St. Albans studio. The preserved birds, fish and animals are packed in special boxes, and sent by train.**

It was necessary to study bone and muscle of the various animals to retain natural beauty.

He recalled working on an old cocker spaniel which belonged to an old man who wanted his only companion preserved. It was difficult to make the dog look sad—so he gave him the impression he was about to wag his tail.

Sharks were most difficult, because of their type of skin.

Mounting an animal was time consuming. First it had to be measured, skinned, cured and an artificial body of wire made to contain the wood filling.

Glass eyes, a plastic tongue, and portrait clay finished the animal, and background scenery then "brought it to life".

"The finished job is quite fragile. That's why I rely on the railways to move them out of St. Albans, just as they bring in some raw materials."

"They have not failed," Mr. Psaila said.

## STATION STAFF COMMENDED

Members of the station staff at Ivanhoe and Macleod have been commended for their alert, prompt and efficient action, which contributed to the apprehension of a wanted man.

The man, who was later fined \$300, with the option of three months jail, for indecent assault, was recognised by Supernumerary Junior Station Assistant W. R. Monohan two days after the offence from a description.

Station Assistant Monohan immediately advised Ivanhoe Station that the offender was on the train from Macleod, and Assistant Stationmaster A. D. Carter and Supernumerary Station Assistant Mrs. J. Davis were able to detain the man until police arrived.

## WANTED 4000 WAGONS

Only Federal Government intervention will save the Canadian Wheat Board from an embarrassing shortage of box-cars to move grain for export, according to *International Railway Journal*.

The Wheat Board's Chief Commissioner has asked the Government to provide 4,000 new box-cars costing \$90 million (Canadian).

## COSTS GO UP

The National wage increase, and the recent flow-on from the metal trades award will add \$26 million to Victorian Railways' annual operating costs.

## 500 TRIPS FOR "THE VINELANDER"



"The Vinelander", on its 500th trip from Mildura to Melbourne, near Bacchus Marsh. The occasion marked its re-routing via Bacchus Marsh instead of North Geelong, to ease the congestion on the busy Geelong line. More than 72,000 passengers travelled on the first 500 trips from Mildura to Melbourne—with more than 73,000 in the opposite direction. The Motorail service, allowing passengers to take their cars on the train, has also proved most successful.

### Fast Parcels

"Wanted to send a parcel to my daughter, living in Dandenong, and suddenly realised it was Friday. With no postal deliveries on Saturday it meant she had no chance of getting it before Monday . . . and possibly not even then, judging by experience.

"So . . . to the railway station where I collected not one, but two bonuses. Firstly, the package would have cost me 45 cents to post . . . the Railways charged 40 cents. Secondly, though it wasn't taken over till 2 p.m., she had it the same afternoon . . . better service than the Post Office has given for many a year.

"Looks like the Railways will be getting a bit more of my business from now on."

—Mrs. L. Pattinson, East St. Kilda, writing to the Public Relations and Betterment Board.

### Lost wallet

" . . . caught the 8.25 train at Flinders Street for Ascot Vale. When I left the train, I left my wallet in the compartment. When I discovered my loss, I rang the Ascot Vale station.

They rang back shortly to say that it was at Glenroy station. I arranged to call in to the Ascot Vale station that afternoon to collect it.

"When I reclaimed the wallet, the officer at Ascot Vale rang Glenroy to enquire who had found the wallet, or handed it in. Apparently one of the staff at Glenroy had found it, and it was not possible for me to find out just who.

"As the wallet had contained some \$200, you can imagine my delight at getting it back, quite apart from the problems of loss of several papers.

"Since I am not able to ascertain the identity of the finder, I would ask you, through your Departmental channels, to pass on to the officer concerned, my most sincere thanks for his vigilance and care for property of travellers."

—Mr. D. Soupe, Richmond, writing to the Secretary.

### "Spirit of Progress"

" . . . I wish to compliment the staff of the buffet car of the Spirit of Progress on Tuesday morning, March 12.

"The Supervisor, which I learnt is normally the hostess, and her staff could not be more helpful and courteous and are a credit to the Railways."

—Mr. R. B. Rawlin, Canterbury, Vic., writing to the Chairman.

### East Coast tour

"My husband and I would like to thank you for your kindness on Sunday February 24, when "The Overland" from Adelaide was an hour late arriving and we missed our train to Sale, to connect with the five day tour up the East Coast, returning by the "Southern Aurora". Your kindness in providing transport for us to overtake the Sale train was very much appreciated. We enjoyed the tour very much and have already recommended it to our friends."

—Mrs. C. Turner, Rosslyn Park, South Australia, writing to stationmaster, Spencer Street.

### Walkathon to Wandong

"Last Friday (March 29—Ed.) we hired a train, for the Students' Walkathon, and travelled from Strathmore to Broadford and returned from Wandong, with approximately 600 students and staff.

"We wish to record our appreciation for the courtesy and consideration from your staff at all of these stations, together with Kilmore East, where the walkers stopped over for lunch. Our thanks also to the train crew."

—Mr. P. Tunchon, President Strathmore High School Parents' and Citizens' Association, writing to the Chairman.

### New broom sweeps clean

" . . . had occasion to travel from Port Melbourne to Flinders Street by train.

"This would be the first time I have travelled by train in Melbourne for many years, and the dirty and unkempt condition of trains at that time has long since stuck in my mind. However, when getting into the train yesterday I was amazed and delighted to be met with a scrupulously clean train with polished floors and a general neat and tidy appearance. It was a pleasure to travel in these conditions."

—Mr. K. G. G. Crossley, Melbourne, writing to the Chairman.

### Help at Essendon

"For some time I have wished to express appreciation of services performed by the ASM, Mr. McKeagney, and the staff of the late shift at Essendon railway station on February 7, 1974, and it now occurs to me that I could write to you regarding this far from isolated instance of the efficiency and courtesy of the staff at this station.

" . . . On the above date my brother, who is diabetic, suffered a severe insulin reaction when returning by train to Essendon. He collapsed on the station, on arrival, and nearly fell under the train. (Incidentally, at first sight, an insulin reaction resembles a drunken state, but is actually a coma, or the onset of one). The staff managed to get him to a seat, and made him comfortable; a friend who was on the train came to my home and told me of the circumstances, and, not being far from the station, I was able to come and quickly give him adequate sugar to counteract the insulin.

" . . . My thanks to the staff for their prompt and intelligent assistance seemed so inadequate at the time, and when I remember how no-one seems to have a good word for the railways lately, I feel the least I can do is sing the praises of the Essendon staff to as many people as possible—including you. It is staff like this who have been the backbone of the railways organisation during good and bad times, and their good deeds are so often unacknowledged."

—Mr. L. G. MacMahon, Essendon, writing to the Secretary.

## SUGGESTIONS ADOPTED

These awards were made for suggestions adopted during March:

- Variation in the make-up of fast goods trains from Mildura \$250
- Use of old parts in the manufacture of high pressure compressor hoses used on rail motors \$75
- Abolition of correction notices under \$1. \$20
- Station correction notice to clear excess debits. \$20
- Alteration of debit weigh-bridge ticket book (Form GF 115). \$5
- Supply of plastic bags for rubbish bins where Dumpmasters are used. \$5
- Replacement of shelves in Head Office ladies toilets. \$3
- Soundproofing for telephone booth at Electrical Workshops \$3

An unidentified bull recently damaged the Toolamba-Echuca rail motor.

The Echuca *Herald* said the fate of the bull remained a mystery.

The rail motor was disabled after colliding with the bull between Kyabram and Merri- gum, and passengers had to be ferried to their destinations by taxi.

When Railways employees returned to the scene the next morning there was no sign of the bull.

However, the rail motor had to be assisted to Echuca for repairs.

The *Herald* commented: "The bull apparently needed no tow, and left the scene under his own steam."

## "TRAVELLER" FOR TRAVELLERS

Railways of Australia have introduced a new travel magazine, "Traveller", designed to entertain sleeping berth passengers on main-line trains.

These include *The Indian Pacific*, *Southern Aurora*, *The Overland*, *Trans-Australian*, *Brisbane Limited*, *Spirit of Progress*, and *The Sunlander*.

"Traveller" will be a monthly publication, and its distribution of more than 30,000 places it in the top bracket of mass circulation travel magazines produced in Australia.

## NEW RAIL LINK FOR WA

The Western Australian Government has agreed, in principle, to build a narrow gauge line from Dongara to Eneabba.

It is planned to serve the growing mineral sands industry in the Eneabba area, and the State Railways have signed a contract to carry 250 000 tonnes of mineral sands a year by road to Dongara, and then by rail to Meru, near Geraldton.

The 91 km line is expected to cost \$6.1 million.

To allow for later conversion to standard gauge, if necessary, the line will be laid on 2.4 metre sleepers instead of the usual narrow gauge 2.1 metre sleepers.

## FREIGHT CENTRE FOR TAMWORTH

The Public Transport Commission of N.S.W. is to build its first major road-rail freight complex at Tamworth.

Work started on the \$1.5 million terminal last month, and is due for completion early next year.

# SECRETARIES SEE SOUTHERN AURORA



Seven top secretaries were guests of the Railways on *Southern Aurora* for an afternoon last month.

They were some of those who accepted an invitation in a Departmental newspaper advertisement aimed at the many secretaries who book their boss's travel.

After a brief tour of the Central Reservation Bureau at Head Office, they travelled to South Dynon for

It will be the first of a number of similar regional complexes to be built in N.S.W.

The terminal will replace two separate freight yards at Tamworth and West Tamworth, and will handle all freight traffic for the area.

## OPENING POSTPONED

The opening of Sydney's \$170 million Eastern Suburbs Railway has again been postponed, according to the *Financial Review*.

The first train will not use the new Edgecliff station until early 1976, and the opening date for Bondi Junction station is early 1977—a delay of 15 months for both.

## LATE MUSHROOMS

The *Sale Times* recently quoted this story, headed Railways Co-operation.

"Local man planned to send some mushrooms to a Melbourne relative recently. An official, obviously a New Australian by his voice, indicated on the phone that the time the consignor proposed to bring in the mushrooms on a Sunday would be a little late to handle. And officially the station was closed earlier.

"But he offered to come down at a time to suit the customer and open up. The sort of service that'll make people use the Railways."

Mr. R. Austin shows the group of secretaries how inter-state train reservations are processed.

a comprehensive inspection of the train, followed by light refreshments.

None had seen the train before, and most were impressed

One, however, was so enthralled that she decided to include a return rail trip to Sydney in her next holiday. Her boss, she said, was already a confirmed train traveller.

## MIRBOO NORTH CLOSURE

The Morwell-Mirboo North line (*Rail Ways*, February 1974) will close on June 24.

Scheduled goods train services, will be withdrawn after June 18.

Passenger services were withdrawn on September 7, 1968.

## NEW ZEALAND LOOKS FOR WAGONS

New Zealand Railways want 2,600 wagons, as part of a major re-equipment program.

One condition for tenders is that the wagons are supplied in completely knocked down condition for assembly in New Zealand workshops.

Rail goods tonnages in New Zealand have risen by about 10 per cent in the past year, and are already at a level not expected from past growth rates, to occur until 1978.

## CAN YOU HELP?

Norman Long, Equipment Examiner at Jolimont Yard, wants back numbers of *News Letter* prior to 1968.

In *News Letter*, April 1973, a story on his collection of beer labels brought him a number of calls, and new labels, to add to his existing collection of 700. However, more labels would be welcome.

# MORE MARCH ON ANZAC DAY

## people

### QUEEN'S MEDAL FOR RAILWAYMEN



Volunteer firemen Stan Price and Percy Terrill after the investiture.

Two Bendigo railwaymen were awarded the Queen's Medal for "Exemplary Fire Service" recently by the Governor of Victoria, Sir Rohan Delacombe.

They were Senior Production Assistant Percy Terrill, and Driver Stan Price, both from Bendigo North Workshops.

Both have been members of the Bendigo Fire Brigade for 37 years, and have competed as Brigade representatives at State Demonstrations.

The chevrons on Percy Terrill's arm indicate seven successes in A Grade Discipline Contests, six times as Commander. Stan Price teamed with him in all contests.

Both are Discipline Judges of Rural Fire Brigade Demonstrations, and have judged at State level.

### FIREMAN AND FOOTBALLER

Heading the staff of seven at Maryborough Goods Shed is Clerk John Boak, who began his Railways career at Ballarat.

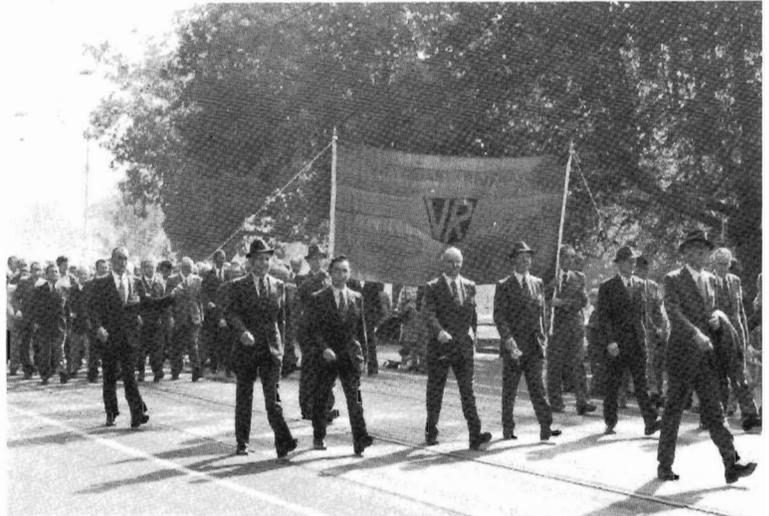
Maryborough is a manufacturing centre, and relies on the Railways to bring raw materials in and finished products out.

"At least one wagon load a day from the knitting mills, and three wagons of wire a week, are regular consignments," John said.

Another regular is the 10 or 15 wagons a week of gravel going to Mildura for pipe and road making.



Mr. Boak



About 110 railwaymen from the Victorian Railways Returned Servicemen's Section marched behind the V.R. house flag on Anzac Day.

Last year almost 100 men marched for the first time with the section.

This year the numbers were lifted by parties from Warrnambool, Geelong, Ararat, Warragul, and Ballarat.

Beer for all Maryborough's hotels, except one, comes by rail, and the local stores depend on the train service for groceries.

"A big boost came last August when a fork-lift was made available at Maryborough," John added.

"Since then much freight has been consigned on pallets, and our comparative figures have risen dramatically, with firms making more use of rail."

He is a volunteer member of the local fire brigade, and quite a handy ruckman on the football field.

In his first year of football, with Redan, he won the "best first year player" award, followed by "most improved player" next season.

On arrival at Maryborough he was greeted by a scout from the local team.

"Although I've signed I won't play this year, as I'm building a house in Maryborough, and this takes much of my spare time," he added.

### MANY CHANGES IN 47 YEARS

Sub Foreman Boilermaker Bob Holmes, who retired last month, spent most of his career at Bendigo Workshops.

Mr. R. M. Wright leads the Victorian Railways contingent in the Anzac Day March.

More than 150 members attended the re-union in the V.R.I. Ballroom, Flinders Street, after the march, where they were addressed by the leader of this year's march, Mr. Wright (Chairman, Staff Board), and State President, H. L. Wignall (Ambulance Officer).

He supervised the steel construction shop at the time of his retirement.

The most significant change in his 47 years as a boilermaker was the transition from steam to diesel.

Arc welding became prominent in the 1930's and, with the advent of welding machines, the Department began the G Y wagon building programme.

"Not only were they the first of their type in Australia, but one of the first all welded rail wagons of their type in the world," Mr. Holmes, who was greatly involved in the welding procedure, added.

This was a big change-over for the boilermaker, who had previously been handling smoke-box and similar work.

In retirement, Mr. Holmes plans to become "a better bowler", and see more of Australia, particularly the west.



Mr. Holmes

# RETIREMENTS...

## ROLLING STOCK BRANCH

Cummins, J., Jolimont, 13/3  
 Denham, J. A., Ballarat Loco, 4/6  
 Falla, R. J., Ballarat North, 5/6  
 Hahmeier, A., North Melbourne, 21/6  
 Higgins, J., Bendigo North, 30/6  
 Madjeric, L., Wodonga, 27/2  
 Mezzani, A., Geelong, 27/3  
 Miola, D., Newport, 8/6  
 Munro, J. H., Newport, 21/6  
 Murphy, M. G., Newport, 8/3  
 Nelson, J. W., Jolimont, 23/6  
 Nightingale, R., Ballarat North, 1/5  
 Pearce, H. D., Newport, 17/6  
 Rolfe, C. J. W., North Melbourne, 4/6  
 Rowlands, R. J. C., Newport, 14/6  
 Skepper, J. V., Wodonga, 20/2  
 Swale, J., Newport, 15/3  
 Tassone, A., North Melbourne, 15/6  
 Tellis, A., Newport, 8/3  
 Thomas, D. E., Ballarat North, 29/6  
 Williams, C. H., Ballarat North, 25/6  
 Wilson, S., Newport, 8/6  
 Yann, P., Shelter Shed, 22/3

## TRAFFIC BRANCH

Brown, D. J., Terang, 21/6  
 Coombs, L. H., Melbourne Yard, 13/3  
 Davern, P. W., Flinders Street, 30/3  
 Favarger, A., Hamilton, 13/3  
 Gilder, G. A., Traralgon, 28/6  
 McCormack, V. P., Lilydale, 27/6  
 McQualter, A., Bendigo, 29/6  
 Morgan, D. E., Thomastown, 6/4  
 Reynolds, D. J., Melbourne Yard, 25/2  
 Roy, G. G., Bandiana, 19/4  
 Russell, J. A., Warracknabeal, 13/4  
 Taig, F. A., Bayswater, 11/4  
 Taylor, Mrs. F. M., Tynong, 18/6  
 Thomas, C. J., Warragul, 17/4  
 Tuddenham, H. T., Bendigo, 13/4  
 Wallace, J. A., Numurkah, 20/6

## WAY AND WORKS BRANCH

Afflitto, G., East Melbourne, 5/4  
 Baird, A. H., Head Office, 2/6  
 Barbone, A. F., Spotswood, 31/5  
 Barlow, G. B., Spencer Street, 27/6  
 Bersey, W. J., Spotswood, 20/6  
 Biddick, S. A. W., North Melbourne, 27/6  
 Butera, P., Spotswood, 3/4  
 Clark, E. K., Spencer Street, 10/4  
 Cleary, J. F., Head Office, 15/6  
 Harrington, O. W., Wangaratta, 8/3  
 Jolly, G. W., Flinders Street, 22/3  
 Lander, A. T., North Melbourne, 15/3  
 Laycock, E. C., Wangaratta, 10/4  
 Lloyd, H. E., Geelong, 4/6  
 Luhowskyd, W., Flinders Street, 9/4  
 Manganaro, A., Spotswood, 9/4  
 Mathieson, D. G., Geelong, 21/2  
 Morse, H. P., Bendigo, 26/5  
 Muir, G. W., Bendigo, 27/6  
 Page, W. E., Ballarat, 10/4  
 Panuccio, V., Spotswood, 16/6  
 Sipione, V., North Melbourne, 11/4  
 Stone, V., Maryborough, 28/6  
 Vance, J. J., Benalla, 9/4  
 Williamson, R. T., Newport, 26/4  
 Zerbst, H. O., Nhill, 29/6

## RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

### ROLLING STOCK BRANCH TRAFFIC BRANCH

Cirvydas, V., Heatherdale, 17/3  
 Michel, K. M., Melbourne Yard, 16/4

### ROLLING STOCK BRANCH

Adams, T. J., Bendigo North, 31/3  
 Currie, A. J., Newport, 31/3  
 Genardini, L. J., Bendigo North, 17/3

Skec, I., Motor Garage, 11/3  
 Young, M., Newport, 17/3

### WAY AND WORKS BRANCH

Keeley, T., Echuca, 6/4  
 McInnes, G. L. N., Ballarat, 4/4

# Institute INews

This month three more councillors come "under the spotlight".

They are Mr. D. O'Donnell, Train Examiner, North Melbourne Workshops, Mr. G. E. G. Smith, Traffic Branch Accountant, Head Office, and Mr. E. J. Williamson, Driver, South Dynon Loco.

*Des O'Donnell*—joined the Institute in 1941 and was elected to Council in 1962. He has served on the Executive, House and Finance, Lectures and Classes, and Sports Committees, as well as several sub-committees, since his election.

As a train examiner Des worked at Seymour and Geelong, and was appointed a committeeman at both centres.

At Geelong he became Senior Vice-President, and also took an active interest in the VRI cricket teams as an administrator and player.

Returning to Melbourne, he continued his sporting interests, and was Secretary of the VRI Football League for a number of years. He managed several Institute sides in Intersystem Football Carnivals and was awarded Life Membership.

Des is also a Life Member, ex-Assistant Secretary, and Property Steward of the VRI Cricket Association, and has managed Cricket Carnival teams.

Now Vice-President of the VRI Social Bowling Club, which he join-

ed in 1953, his is a well known face at Country Bowls Weeks, where he assists in running the fixture.

He has also officiated as Institute representative at the last five Inter-system Bowls Carnivals, and is a regular member of Council parties attending country centre annual meetings.

*Graeme Smith* — became a VRI member in 1949, and was elected to Council in 1961. He has served on the Executive, House and



Mr. Smith

Finance, Library, Lectures and Classes, and Sports Committees, and has frequently attended country centre annual meetings as a member of Council parties.

In 1957 Graeme joined the VRI Table Tennis Association, was appointed Assistant Secretary in 1958 and Secretary in 1959—a position he held until 1971. He was awarded Life Membership for his services to the Association in 1961.

Graeme has attended many Inter-system Table Tennis Carnivals since 1958 as a player, manager, or Institute representative, and took on the responsibility of Carnival Secretary at the Melbourne Carnivals in 1960 and 1970.

*Jack Williamson* — joined the Institute in 1940, and was elected to Council in 1964.



Mr. Williamson

He has served on the Executive, House and Finance, and Sports Committees, as well as on a number of special sub-committees investigating proposals to increase the services offered to VRI members.

He is a regular member of Council parties at country centre annual meetings.

A past-President and Life Member of the VRI Cricket Association, Jack has captained a Carnival cricket team, while he is also a past-Vice-President of the VRI Golf Club, and was Institute Representative at the 1965 Adelaide and 1973 Hobart Golf Carnivals.

A keen bowler, he has been a member of the last four Intersystem Bowls Carnival teams.

Jack is one of the VRI representatives on the advisory panel which forms the policies and directs the running of the VPI Trading Company.

# INSTITUTE SPORT

## 1974 COUNTRY TENNIS WEEK

Grace Park Lawn Tennis Club, Hawthorn, was the venue for this year's fixture, and with one of the best entries received for a long time and good weather, it was no surprise the week was an outstanding success.

Ballarat, Geelong, Ouyen, Seymour-Dimboola, Shepparton, Sunshine, and Traralgon entered teams, while 32 players nominated for the singles and doubles Championships.

General Manager of the Victorian Railways, Mr. E. P. Rogan, officially declared the week open, after Institute General President, Mr. R. M. Wright, had welcomed the players.

The combined Seymour-Dimboola side proved to be the "dark horse", and showed early it would be hard to beat. Geelong, as usual, looked strong, while Traralgon and Ouyen were also expected to fare well.

The young Sunshine, Shepparton, and Ballarat teams will no doubt improve to contest many future country weeks.

It was a delight to watch the Captains ("Sampson" Booley, Geelong, Neville "The Lip" Joyce, Ouyen, Les "Stirrer" Cook, Traralgon, and John "Crooner" Eldridge, Dimboola) juggle their teams trying to gain a slight advantage.

By the end of the week, however, Geelong was the only unbeaten team, winning the Donald McIntosh Perpetual Trophy and the F. M. Mitchell Trophy. Seymour-Dimboola's great effort in its first country week earned second place.

The Railway Singles and Country Open Singles Championships were won by Russell Booley (Geelong), who beat newcomer Bill Matthews (Ouyen) in a very tight and exciting final which went to three sets.

Russell Booley and Mal Davey (Geelong) took the Open Doubles Championship, beating John Eldridge and Percy Clark (Dimboola). Mal, who has represented the VRI at Table Tennis Carnivals, proved he is no slouch with a tennis racquet during the week.

VRI General President, Mr. R. M. Wright, presented the trophies.

Councillors B. Connelly and R. Richards attended the week, and Councillors P. Dwyer and V. Andrew gave valuable help with the organisation.



The V.R.I. party at the 1974 Intersystem Bowls Carnival at Wellington, New Zealand. Ray Judd, winner of the Singles Title, is in the centre of the back row, without a hat.

## INTERSYSTEM BOWLS CARNIVAL

Wellington, New Zealand, hosted this year's Carnival from February 25 to March 7.

The Western Australian, Commonwealth, and South Australian teams managers, and wives were welcomed by VRI General President Mr. R. M. Wright before leaving Tullamarine on February 24, while the Victorian and Tasmanian teams travelled together later the same day.

February 25 was set aside for practice, and the official Welcome Dinner.

Victoria took a flying start after the official opening the next day, beating Tasmania by 32 shots in the first test.

Wednesday was another successful day, with Victoria winning in the Singles, Pairs, and Triples, and beating South Australia by 56 shots, with the Anderson four winning by a mammoth 62 shots to six.

Although Victoria won the third test against New Zealand by 20 shots, and Ray Judd won his Singles semi-final, the Pairs, Triples, and Anderson Four were all beaten on Thursday.

Friday brought Victoria's only test defeat, by 21 shots, to New South Wales. The Anderson Four, however, won its match by 13 shots.

The Singles, pairs, and Triples finals were on Monday, and Ray Judd continued in winning form, beating his Tasmanian opponent 33-29.

New Zealand beat NSW by two shots in the pairs, and repeated the result in the triples.

Victoria recorded another test win, over Commonwealth, by 47 shots. The Anderson Four was given a walk-over.

After Tuesday's scenic trip to Picton on the New Zealand Railways' Cook Strait ferry, Victoria beat Western Australia by 35 shots in the sixth test on Wednesday.

However, the Anderson Four went down by four shots.

The moment of truth came for Victoria on Thursday—if New Zea-

land beat the so far undefeated NSW team, and Victoria could beat Queensland, Victoria would win by the smallest of margins.

It happened, leaving Victoria with 47 points, New South Wales with 44 points, and New Zealand third with 41 points.

The Davey Paseman Trophy for Best Individual Skipper went to A. Simpson, N.S.W., and New Zealand won the Anderson Trophy.

The Carnival was most successful, both on and off the greens—with some worthwhile memories for those who took part in the tours of New Zealand as well.

## FOOTBALL

It's that time of the year again—and VRI footballers think of the annual match against the "Posties".

Applications are now invited from players (who must be VRI members) wishing to represent the Institute in this match.

All applicants should state: Name of league and team at present with; age; height; weight; usual playing position; name; Departmental grade; and location.

The match will be played on June 19, probably at the St. Kilda Cricket Ground (Junction Oval). Applications will close with the Assistant Manager, VRI, Flinders Street, on June 3.

Further information is available from the VRI on auto 2445.

## FRONT COVER

Members of the Victorian Railways Board study a model of a proposed design for future metropolitan stations.

They are: (from left) Mr. L. M. Perrott; Mr. R. W. Ellis; Mr. E. P. Rogan (retiring General Manager); Mr. N. G. Wilson; and Mr. J. G. Urbahns.

Mr. G. F. Brown was not present when the photograph was taken.

VICTORIAN



# RAILWAYS |

June

1974

10 CENTS



# GEELONG COMMUTERS WANT QUICKER JOURNEYS

Geelong line commuters have voted strongly for shorter journey times as their number one priority for the upgrading of rail services.

This was the outstanding result of a survey conducted on March 26, during which 1230 questionnaires were distributed to passengers on the line.

The second priority was greater reliability of on-time performance.

Increased frequency of service, and greater comfort with more modern rolling stock each received only moderate support.

Response to the survey—more than 67 per cent of the forms were returned—is regarded as outstanding for this type of survey, and shows the keen interest Geelong line commuters

are taking in the planning of their rail services.

Many took the opportunity to add further helpful comments or criticisms, and a number congratulated the Railways on conducting the survey.

The percentages of passengers voting on the four main aspects of the survey were:

- Greater comfort — 18 per cent;
- Increased frequency — 16 per cent;
- Reduced journey time — 41 per cent;
- Greater reliability — 25 per cent.

These preferences are being used by Railways planners to help draw up a detailed works programme for the Board's upgrading project.

Provided sufficient funds are available, it is hoped much of the project

will be implemented within five years.

Since April 1, seating on Geelong line trains has been increased by 410 a day.

The increases are on three morning peak trains from Geelong to Melbourne, and on two evening peak trains in the opposite direction.

## THREE NEW TOP POSITIONS

The Board's planned re-organisation of the Railways' top management structure has continued with the appointment of Mr. N. H. Rashleigh, Secretary for Railways, as Assistant General Manager (Finance and Administration).

This move follows the appointments, detailed in *Rail Ways*, May, of Mr. I. G. Hodges as Member of the Victorian Railways Board and General Manager, succeeding Mr. E. P. Rogan, who retired last month, and of Mr. L. A. McCallum as Deputy General Manager, succeeding Mr. Hodges.

The creation of two other new positions has also been approved by the Board—Assistant General Manager (Technical), and Assistant General Manager (Operations).

Until further notice the duties will be performed by Mr. Hodges and Mr. McCallum respectively.

## OLD UNIFORM RESTORED



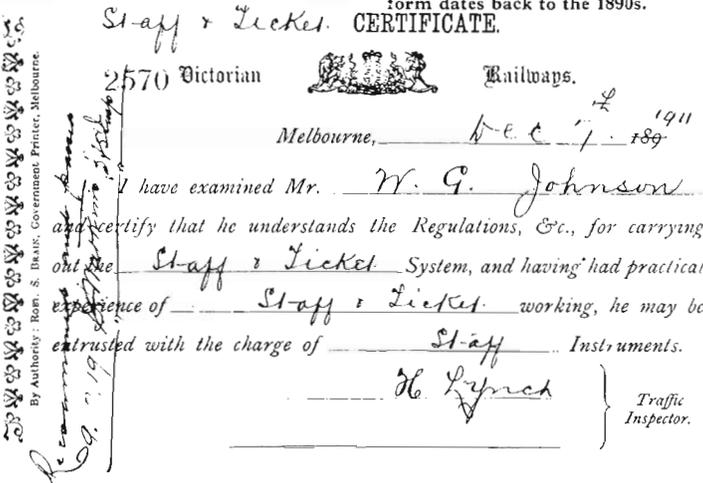
Left: Manager, Station Operations, Mr. P. Helbig, models a VR uniform dating back to the turn of the century.

The uniform belonged to Mr. W. G. Johnson, who started his Railways career as a lad porter at Victoria Park, in 1907. When he retired, in 1923, he was stationmaster at Kangaroo Flat.

Mr. Johnson's son, platform manager for Brambles at Dynon, found the uniform last year and kindly passed it on to Mr. M. Hearn, who was then Senior Goods Superintendent at Dynon.

The uniform passed to Mr. Helbig, who restored the cap and jacket. The waistcoat and trousers were re-produced from the original design.

Below: Another relic of Mr. Johnson's Railways career—a 1911 Staff and Ticket Certificate. The certificate form dates back to the 1890s.



## SWINGING SHOW EVE AT BALLARAT

Organisers of the first ever ball for railway men at Ballarat expect about 420 people to be at the Ballarat Civic Hall on Show Eve (September 25).

The idea of bringing local staff together started with District Superintendent, Ken Batchelor, and Workshops Manager, Frank Uhe, a few months ago, and the result—the Show Eve Ball—looks as if it will be a roaring success.

A railway atmosphere is planned for the evening, with tickets designed to look like first-class rail tickets, and ticket checker's badges for those on duty at the door. Railway posters will decorate the hall, and it is hoped to have model trains on display in the foyer.

The charge, including a smorgasbord meal, and pre-dinner drinks is \$8 a double—subsidised by a series of fund-raising efforts before the big night.

# NEWPORT BUILDS MULTI-PURPOSE HOPPER WAGONS



Fifty-five multi-purpose hopper wagons are being built at Newport Workshops. The wagons, designed by Victorian Railways' Rolling Stock Engineer's section, are for four types of traffic, but the specialised equipment for each type is readily interchangeable.

All are top-load, bottom discharge, hoppers. Fifteen will carry cement, 10 dolomite and limestone, 10 quarry products, and 20 glass-making sand.

They are identical in design, but have removable tops and two forms of discharge doors.

The JQX wagons, for quarry products, are open at the top, while the JSX (sand), JCX (cement), and JDX (dolomite), have a standard top with interchangeable loading equipment.

The standard top can be fitted to the JQX wagons, if required.

Although the series looks similar to the GJX and GJF wheat wagons, the new design is original. Because the tops are removable, much of the strength in the under-frameless wagons had to be concentrated in the sides, while the wheat hoppers were able to carry some strength in the top.

Inside, the new JX series has four hoppers, served by one load and one discharge point each. In a recent test, sand was discharged from one hopper in only two minutes, meaning that the actual discharge of all sand from the 54 tonne capacity wagon could be accomplished within 10 minutes.

The JSX wagons have epoxy coated interiors, to avoid any possible contamination of the glass-making sand by iron from the wagon sides.

No waste material will be left in the hoppers after discharge—sloping sides, and "valley plates", which cover awkward 90 degree corners,

## TRANSPORT WAS TOO PUBLIC

After the recent floods, the Melbourne *Herald* quoted the story of a St. Albans man who rang his wife to say he couldn't drive home.

"O dear," she said. "You'd better leave the car and take the train."

"I can't do that," he said.

"Why not?" she asked.

"Well," he said, "my zipper's broken and I can't do my fly up."

eliminate this problem.

Sand and quarry products are discharged through hinged doors, while sliding doors are fitted beneath the cement and dolomite wagons.

The discharge doors are interchangeable.

All the wagons are 7 metres long, and can be bogie exchanged.

However, most are unlikely to be seen interstate at present, as there is sufficient traffic within Victoria to keep the dolomite, cement, and sand wagons fully occupied on regular routes.

No specific traffic awaits the quarry wagons, although there is a variety of demand for them throughout the State. They are also able to carry industrial briquettes.

The quarry wagons have a capacity

The four prototype general purpose hopper wagons outside Newport Workshops. The JQX wagon, nearest the camera, is for quarry products, with an open top for loading, and swinging doors underneath for discharge. Next to it is a JCX wagon, with a covered top, and sliding discharge doors. Loading and discharge equipment on the otherwise identical wagons is interchangeable.

of 56 tonnes, while the other three types can carry 54 tonnes.

Tests are being carried out on the four prototypes, and have been most successful so far.

A number of JDX wagons have been produced, and some are already in service, and the JCX wagons are entering production.

The series was planned as a universal design to suit varying traffic needs, and is the only one of its kind in Australia. Although many other special-purpose hopper wagons have been built, the JX series is the most adaptable.

## CREWLESS TRAINS AND UNMANNED STATIONS

Northern France could have the world's first fully automated public transport system within two years, according to *Railway Gazette International*.

The 8-km system is designed to link the new town of Lille-Est with the main line station in central Lille.

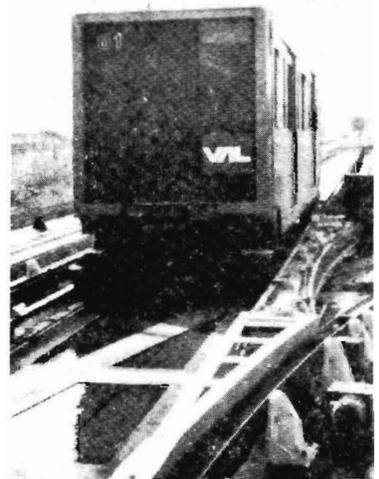
Full automation was chosen for the line, which is expected to carry up to 6,000 passengers an hour, after studies showed the saving in wages would pay for equipment development very quickly.

Thirty staff will be needed to operate the system for 20 hours a day—and will be in the control centre, or in roving teams for security, cleaning, and maintenance.

It features rubber-tired trains, mostly travelling on overhead structures, automatic ticketing on a standard-fare system, and train control based on time intervals regulated by a master clock.

Closed circuit television will link controllers with each station—and, in emergency, the controller will be able to talk to on-train passengers.

If all goes well, the system, known as VAL, could be in operation in 1976.



A prototype VAL (Villeneuve d'Ascq-Lille) automatic train. Switching necessitates the slewing of a section of double-sided guide-rail by electro-hydraulic power, which takes about 10 seconds.

# IT STARTED FIFTY YEARS AGO

Victoria's take-over of the Deniliquin-Moama railway, and seven-car electric trains to cope with increasing traffic on the Essendon and Sandringham lines—these were two of the top news stories in the first issue of the *Victorian Railways Magazine* (*Rail Ways'* forerunner) 50 years ago.

The *V.R. Magazine* was born in January 1924. *News Letter*, which became *Rail Ways* one year ago, took over from the *V.R. Magazine* in 1930.

Contents of the *V.R. Magazine* were varied. Other news stories in the first issue featured the Border Railways Agreement, including the V.R. line to Balranald, in N.S.W.; completion of the original Melbourne metropolitan electrification plan the previous April; and commissioning of 18 C and 10 K class steam locomotives, as well as two electric locomotives.

There was a short story—beginning: "Wot's the good of worrying, Maria? If yer 'ad a pianner, it would be no good to you". There were book reviews, personal pages, a ladies section, a children's page, gardening, first-aid and safety features, and, of course, VRI news.

'Wit and Humour' occupied one page ("The New Porter: 'Could you let's have the red and green oil for the signal lamps, Sir?'"), and there were a number of advertisements.

Kodak, for instance, offered a "Box Brownie" camera for 14 shillings and sixpence.

February 1924 brought news of the

completion of almost all the work on re-arranging tracks, and the provision of new suburban lines between the Spencer Street viaduct and North Melbourne, including the fly-over beyond North Melbourne.

## Traffic up

The May issue reported a 314,799 upsurge in passenger traffic to Port Melbourne, and a 71,971 rise to St. Kilda in one week, while the British fleet visited Melbourne.

Other lines handled extra traffic, too, and the problems presented by the crowds were highlighted by the magazine's postscript: "The heavy traffic was most satisfactorily handled by every railway man concerned, and no injury was sustained by any passenger during the whole period".

"Customer's Say" was a regular feature in 1924, just as it is today. Only the title—it started as "Good Service Brings Appreciation"—has changed.

August 1924 brought a hint of problems that still linger. Reporting \$12 million revenue earnings for the 1923-24 financial year, the magazine continued: "The raising of the basic wage on January 1 last entailed an increase for the half-year of not less

than \$14,000 in the salaries and wages bill alone, and there has been a marked increase in the interest bill because of loans . . . At present it may be said that we pay one quarter of our earnings away in interest."

Advertisements in September 1924 featured "Plume Motor Spirit", and "Gargoyle Mobiloil", as well as a record player with the imposing title of "Singola Disc Phonograph". The disc phonograph was available on easy terms.

## Electric Locomotive

That issue also carried a report of the first time an electric locomotive had been used on metropolitan goods services.

The journey was from Flinders Street to Sandringham, normally, with some 50 shunting movements, a 4½ hour trip in charge of a steam engine.

The electric locomotive was an instant success, cutting the journey time to 3½ hours.

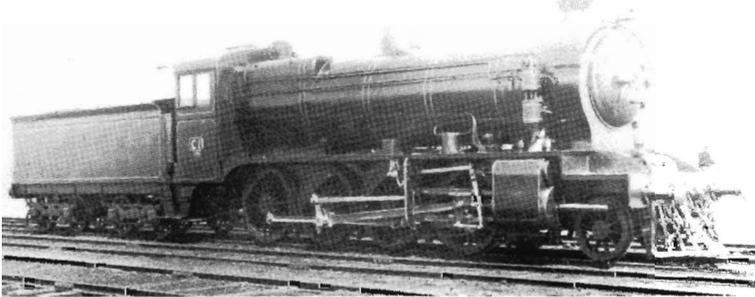
The "Better Farming Train" was greeted with "a chorus of admiration and approval" on its October tour, which included Bunyip, Neerim South, Warragul, Yarragon, Mirboo North, Bairnsdale, Kilmany, and Drouin.

The magazine had "something to write home about" in November—*The Herald* had included this comment in a leader: "We (Victoria—Ed.) have the best railway service of any State in the Commonwealth".

At that time St. Kilda was Melbourne's busiest suburban station, with more than 4½ million passenger journeys the previous financial year.

Footscray, with almost 4 million passengers, was second, followed by Elsternwick, Ascot Vale, Essendon, Moonee Ponds, and Balaclava.

A check at the Flinders Street station barriers showed 210,000 passengers passing in and out on one day—which, the magazine said, would give a yearly total of more than 76½ million.



The first of the C class steam locomotives—its commissioning was reported in the first *V.R. Magazine*.



"Name of a railway station in Wales. It lies on the Anglesey side of the Menai tabular bridge—if it were in Victoria there'd be some work doing before Mr. Clapp's visit of inspection."—from *V.R. Magazine*, October 1924.

## Safety

Safety was a prime concern of the *V.R. Magazine*—each issue carried a page or more of warnings and advice. Brief quotations appeared on other pages, such as this, from the USA: "A sign on the highway near a Western town reads: '4076 people died last year of gas—39 inhaled it, 37 put a lighted match to it, 4,000 stepped on it'".

The Reso train was popular in 1924, and it was a front page story in the first issue of *News Letter* for 1934, as part of the Victorian and Melbourne Centenary Celebrations.

*News Letter* then was a slim 4-page publication, but it still managed to carry some varied and unusual stories.

The February issue told the story of "genial Mick Hayes", officer-in-charge of the Ticket Checking Division, who had just retired. He had a reputation for high-speed mental arithmetic, and, when it was planned to instal comptometers in the Audit Branch, he took on the machine in a protracted test.

One hour later Mick had the correct totals—ten minutes before the machine.

## Turning Carriages

That year brought its problems. Most metropolitan carriages were reversed, to counter the effects of the Melbourne weather. Apparently carriage sides most often facing north deteriorated faster than other sides.

Other troubles equally beyond the Railway's control were detailed: a magpie, hoarding nesting material, dropped a length of copper wire across an overhead line, delaying more than 400 commuters one morning; while circuit breakers at Caulfield opened when a metal stake, used to tether an elephant, was driven through a 200,000 volt cable. Both the elephant and the magpie seem to have survived.

*News Letter* opened on an optimistic note in war-bound 1944, announcing \$14½ million plans for post-war works. One aspect, amplified in the February issue, was the idea of unifying Australian railway gauges.

The idea was put forward as "an urgent national job", and recommended the standard 4 ft 8½ in. gauge—but, in retrospect, it was too ambitious, however worthy.

A series of major bush fires, affecting lines in Gippsland and the Western, Midland, and North-Eastern areas, was featured in March 1944.

Fire damage at Yallourn resulted in a major revision of metropolitan electrified services for a time—because the Newport Power Station had to supply a large amount of power to the SEC for other uses.

"A brand new spectacle" at New-

port Workshops was a feature of the May issue, with the building of a tug boat for the Commonwealth Government.

War news of former railway men was a constant feature, as was the effect of the war at home. The railways were hit by a manpower shortage, and coal was in short supply too.

Despite these problems, *News Letter* was still able to quote letters of appreciation from the travelling public—and, in November, report a gross revenue for the previous financial year as the then second highest in V.R.'s history.

By 1954, *News Letter* was a 16 page magazine, not unlike today's *Rail Ways*.

The Royal tour was big news then, as was the first delivery of J class steam locomotives. A major step that year was electrification between Dandenong and Warragul, as work on the Degraves Street subway from Flinders Street station.

## Centenary

In September, 1954, came the centenary of railways in Victoria. The Melbourne and Hobson's Bay Railway Company started it all, with a line from Flinders Street to Sandridge (now Port Melbourne).

Although the line was officially opened on September 12, a steam engine of sorts had run on the line on June 2 that year, and reached a speed of 18 mph.

It was hardly a conventional engine but the lack of motive power for ballasting work encouraged Engineer, James Moore, to devise a machine from a 4 h.p. pile driver mounted on a ballast truck.

The makeshift device was even used on normal services later in the year, as a relief locomotive.

Incidentally, another railway publication, the *Weekly Notice*, celebrated its 60th birthday in 1954.

October *News Letter* reported that 25 T class general purpose diesel



The Department's Oversight.

"We'll change into another carriage at the next station, Martha. The last carriage is dangerous in case of a collision." "Well, William, isn't it a wonder they put it on?"  
—from *V.R. Magazine*, November 1924.

locomotives were to be built for the Department, while the December issue farewellled the first of the A2 class of steam locomotives.

One decade later, January 1964, *News Letter*, described work on installing a third track between Hawthorn and Camberwell, which was within a few months of completion.

The new Spencer Street terminal building had been opened, one month before.

Work was then under way putting down test bores for the underground loop, and, in May, work began on the Princes Gate development.

Plans for the Melbourne hump yard were announced in August, and that year's annual report recorded a new record of revenue earnings—almost \$46½ million.

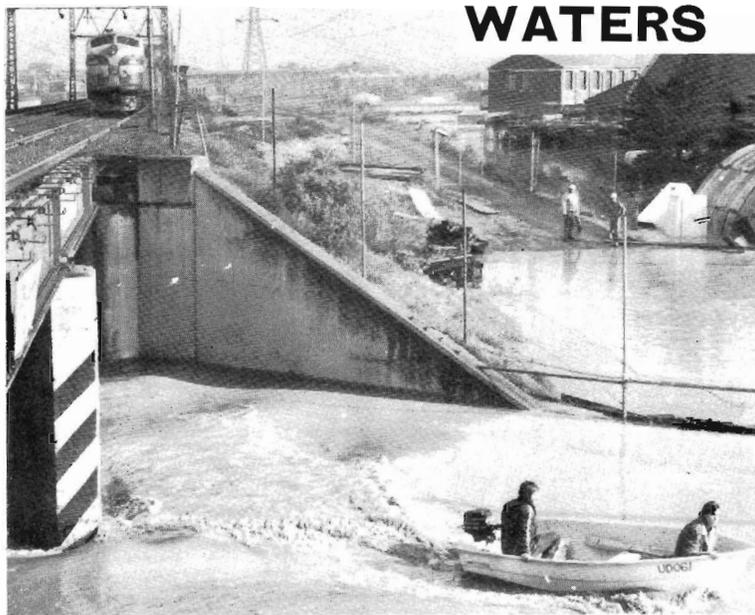
The *V.R. Magazine*, *News Letter*, and *Rail Ways* have recorded many years of history so far, and will doubtless continue to do so.

Future generations will look back on 1974 with as much interest as we look back on 1924—and *Rail Ways* will be the chronicle.



Flinders Street station illuminated for the centenary of railways in Victoria, September, 1954.

# BRIDGE OVER TROUBLED WATERS



"Wet Wednesday", May 15, brought floods to many parts of Victoria—but that did not prevent the Railways getting about 375,000 passengers to their destinations.

Only one line was completely cut, between Tallarook and Mansfield, although *Southern Aurora* and *Spirit of Progress* had to negotiate the floods which engulfed Seymour.

"The Gippslander" hit a fallen tree across the track near Warragul, but

**A Geelong-Melbourne train approaching South Kensington station on "Wet Wednesday". The bridge crosses Kensington Road, despite appearances to the contrary.**

did get through, and a landslide had to be quickly removed to restore normal rail services between Upper Fern Tree Gully and Belgrave.

There was a touch of irony about the day, too. The "chit-chat" advertisement in Melbourne daily papers that day was headlined: "By train you go—weather or no".

## ROAD SAFETY RECORDS

One hundred and twenty-four V.R. road motor drivers qualified for awards under the Department's "freedom from accidents" campaign last year.

The campaign is conducted in co-operation with the National Safety Council.

It operates each year from September 3.

Drivers who have a safe driving record for up to four years receive certificates, while those who drive for five years or more without a blame-worthy accident are presented with medallions.

Sixteen VR employees have driven Departmental vehicles for 15 or more years without a blameworthy accident. They are:

- W. J. O. Wallis—Deepline Bus Depot—37 years
- J. W. E. Green—Melbourne Goods—33 years
- D. S. Howard—Motor Garage—30 years

- C. C. H. Pownall—Spotswood General Storehouse—29 years
- J. S. Milner—Melbourne Goods—28 years
- R. D. Potts—Special Works—27 years
- T. Hoare—Head Office—21 years
- R. A. C. Nugent—Deepline Bus Depot—21 years
- G. Barnes—Laurens Street—20 years
- H. J. Waight—Ballarat—19 years
- K. A. Wallace—Melbourne Goods—19 years
- F. C. Barnett—Spotswood—18 years
- J. S. Sammut—Melbourne Goods—17 years
- A. L. Landy—Melbourne Goods—16 years
- J. E. McAndrew—Spotswood—15 years
- F. Salvatore—Deepline Bus Depot—15 years.

## In June...

1857 — June 25 — Victoria's first country railway, Geelong to Greenwich (Newport) opened by the Geelong and Melbourne Railway Co.

1858 — June 7 — work began on Melbourne—Bendigo railway.

1865 — June 30 — Melbourne and Hobson's Bay and Melbourne and Suburban Railway companies amalgamated as Melbourne and Hobson's Bay United Railway Company.

1883 — June 14 — Wodonga—Albury connection. Melbourne—Sydney services, with break of gauge, were inaugurated on August 21.

1893 — June 30 — First locomotive built at Newport Workshops went into service. From 1893 to 1962, 560 locomotives were built at Newport.

1906 — June 17 — Prahran—Malvern bus service abandoned. It was inaugurated on December 1, 1905, and was the first Victorian use of self-propelled vehicles for public passenger traffic. They were steam powered.

1948 — June 28 — Ashburton—Alamein electrification.

1951 — June 27 — First R class steam locomotive, built by North British Locomotive Co., Scotland, in service.

1964 — June 28 — East Malvern—Glen Waverley line duplication completed.

1968 — June 29 — New Portland station opened.

1971 — June 22 — Official start of work on Melbourne's Underground Rail Loop.

## DAMAGES FOR PENSIONER

A 63-year old woman who was knocked down by a youth as she was opening a railway carriage door has been awarded \$6,244 damages in the Supreme Court.

The accident was at Ivanhoe station on June 20, 1970, and the youth, then 16, was said to have been running.

Mr. Justice Adam said the law governing accidents between pedestrians was the same as that for motor cars—a pedestrian had a duty in law to take reasonable care for the safety of others.

The youth had not looked where he was going just before the accident, and this amounted to negligence, the judge said.

## PR CHIEF RETIRES

Chairman of Victorian Railways Public Relations and Betterment Board, Mr. H. R. Hauptmann, will retire early, on July 1, after 18 years heading advertising, public relations, and promotions for V.R.

Mr. Hauptmann joined the Railways in 1956 after 22 years on Sydney's afternoon paper, *The Sun*, and after seeing through three Royal Easter Shows as head of the Royal Agricultural Society of N.S.W.'s public relations department.

He administered the Victorian Government Tourist Bureau until it was taken over by the newly established Tourist Development Authority in 1959.

Although he's a well known member of the Victorian Travel League, and has been the Department's representative at the Australian Federation of Travel Agents' conventions for many years, few knew that he chaired the Railways Committee which recommended that travel agents be authorised to sell rail travel on commission.

The main pre-requisite for this was the establishment of the Central Reservations Bureau.

Mr. Hauptmann was also closely associated with the Avis negotiations for exclusive car rental rights at V.R. stations—granted in 1961.

When Victour was taken over by the T.D.A., He greatly expanded the Railways' advertising.



Mr. Hauptmann

This led to blanket cover on country radio, regular Wednesday same-position appearances in Melbourne's four daily papers, interchangeable signs at the main entrances to Flinders Street and Spencer Street stations, a wide and ever-increasing range of "Know your

Railways" pamphlets, a vandal-resistant pamphlet dispenser for stations, 1/120th scale working model trains, and, for display by travel agents, 1/12th scale model locomotives and cut-away carriages.

A fellow of the Public Relations Institute of Australia, Mr. Hauptmann has been a member of the Institute's Victorian Council for the past 13 years and is a Victorian past president.

## MURAL'S OFFICIAL UNVEILING

The first stage of Harold Freedman's mural for Spencer Street station, commissioned by the State Government, is expected to be unveiled in an official ceremony early next month.

*Rail Ways*, April, 1974, gave details of the mural, which consists of five stages. It will eventually form a complete wall in the Spencer Street station building.

Members of the public will be invited to attend the unveiling.

## TASMANIA EXPECTS FREIGHT RECORD

Tasmanian Railways are expecting a record amount of freight traffic for the 1973/4 financial year.

As woodchip log traffic gets into full gear, estimates suggest an overall increase over last year's record of up to 44 per cent.

In addition to the increasing woodchip log traffic, there has been a noticeable growth trend in other types of traffic.

## RAILPASS FOR OVERSEAS VISITORS

Tourists visiting Australia on Qantas package holidays can travel through the country on a first-class all-lines rail ticket.

The all-lines pass, now being marketed by Qantas in the Far East as part of an inclusive tour programme, is the first Australian step towards an "Austrailpass"—similar to the well-established and successful "Eurailpass".

"Eurailpass" is a first-class ticket, available from 21 days to three months, covering unlimited rail travel throughout most of Western Europe, excluding Britain and Ireland.

It is only available to overseas visitors.

Australian Railways Commissioners have already agreed to establish an "Austrailpass", and details are now being worked out.

## NEW PUBLIC RELATIONS MANAGER NAMED

Mr. Alan Brook will become Manager, Public Relations, on July 1, when Mr. H. R. Hauptmann retires.

The appointment of Mr. Brook is another step in the VR Board's planned re-organisation of the Railways' management structure.

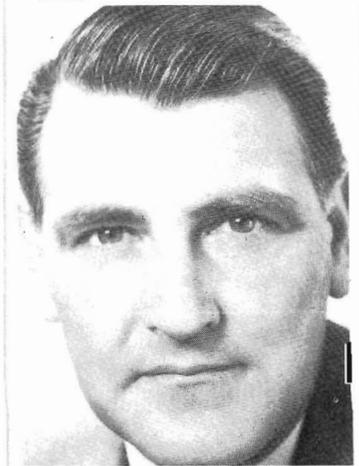
He will be responsible for the Department's public relations and media advertising.

Mr. Brook leaves the position of Manager of Overseas Public Relations Associates Pty. Ltd., Sydney, to join the Railways, and brings with him a wealth of experience gained as a journalist and publisher in a career which has embraced all facets of public relations and advertising.

He is not new to the transport industry, as a large part of his career has been associated with travel and transport, both within Australia and overseas.

The VR Board has also approved the creation of another position, Assistant Manager, Public Relations.

Mr. Kevin Baker has been appointed to this position. He joined the Railways in 1948, and has been with the Public Relations section since 1960.



Mr. Brook

The Qantas package tours offer a 14-day all-lines rail pass as part of a tour featuring air travel to and from Australia, as well as 14 nights accommodation. Meals, seat reservations, and sleepers are not covered.

At present the tours are available from Taipei, Manila, Bangkok, Hong Kong, Jakarta, Kuala Lumpur, and Singapore.

HEAVY MOTOR TYRES go by rail — a consignment of 2.9 metre diameter tyres after loading at the Trans-Ocean Terminal, Melbourne. The tyres, which are 0.76 metres wide, are bound for Kewdale, Western Australia, after being shipped to Melbourne.

## VIEWS OF NEWS

MR. A. G. GIBBS (Chairman of the Victorian Railways Board) points to the site for a stone to commemorate the centenary of the opening of the Castlemaine-Maryborough line. The Board will visit Maryborough on July 6 as part of a tour of inspection. With Mr. Gibbs are (*from left*): Mr. K. Baker (VR Public Relations); Mr. D. Baxter (Maryborough Works Foreman); Mr. K. Batchelor (District Superintendent); and Mr. R. Carr (Maryborough Stationmaster).



ROLLS OF bulk paper b



g loaded at Number 4 Shed, Melbourne Goods, for Maryborough.



VICTORIA'S NEW Governor (Sir Henry Winneke) is greeted by Spencer Street Stationmaster (Mr. W. Crichton) before making his first official rail trip. Sir Henry, then Governor-elect, was travelling to Chiltern to take part in the Shire's centenary celebrations.



SIR HENRY and Lady Winneke aboard the State carriage before the journey to Chiltern.

## POST OFFICE MUSEUM

A Post Office Museum has been opened in the old South Richmond Post Office building, diagonally opposite Richmond station.

Built in 1905, the old Post Office houses exhibits telling the story of postal services over one-and-a-half centuries.

The museum will be open from 10 a.m. to 4 p.m. on Mondays, Wednesdays, Thursdays, and Fridays; 9 a.m. to 12 p.m. on Saturdays; and 1 p.m. to 5 p.m. on Sundays. It will not open on Tuesdays.

## FUEL CRISIS HITS THAILAND

The State Railway of Thailand (RSR) is re-habilitating steam engines already withdrawn from service to help overcome increases in the cost of diesel fuel.

*Railway Gazette International* says RSR has shelved its programme of replacing steam with diesel, and has already overhauled 20 steam locomotives to join the 201 still in service.

Almost all the system's steam locomotives are wood-burning.

RSR is now considering buying more steam locomotives, despite original plans to buy 50 diesels for delivery in 1976.

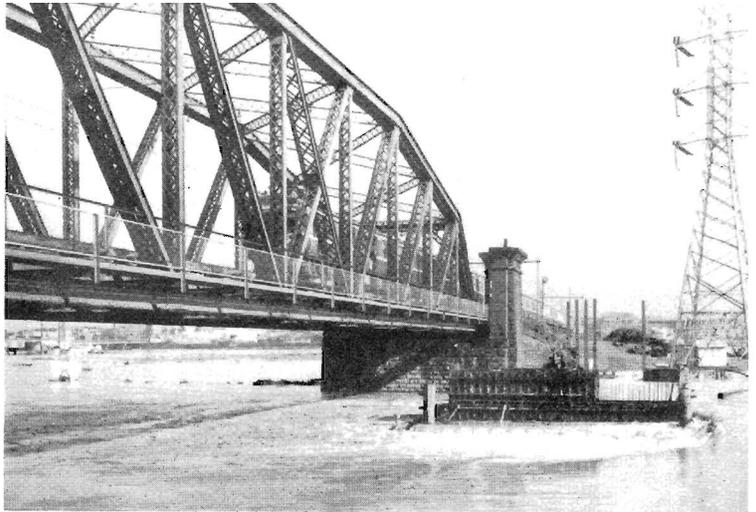
## TOP CARS GO BY TRAIN



Two Italian made Lamborghini luxury cars, worth \$58,160, wait on board a Southern Aurora MotoRail wagon before their journey to Sydney.

The two cars, a "Urraco S" and an "Espada", were on their way to a N.S.W. distributor from the Melbourne-based importers.

## KEEPING ITS HEAD ABOVE WATER



Flood waters race around the coffer beside the Maribrnyong River bridge on "wet Wednesday" (May 15)—contrasting with the conditions when the front cover picture was taken.

Beneath the bridge, the water level has risen to the cabin of a mobile crane standing on the river bank.

## FINAL RESCUE ATTEMPT

What *Railway Transportation* describes as "a final attempt to save seven US railroad companies in the east and mid-west from being nationalised" was ratified by US President, R. M. Nixon, recently.

The Rail Re-organisation Act provides for the Penn Central, Lehigh Valley, Reading, Erie Lackawanna, Boston and Maine, Ann Arbor, and

Central of New Jersey Railroads to be consolidated into a single system planned and financed by a non-profit US government organisation, until it is taken over by the privately owned Consolidated Rail Corporation.

The Act allows \$US1.5 billion in loans towards the initial financing, and more than \$US 500 million in direct federal payments to the railroads.

## VR ORDERS 10 DIESEL LOCOMOTIVES

Victorian Railways have ordered 10 main line 2,200 h.p. diesel-electric locomotives, at a total cost of \$4 million.

First of the new locomotives is due to enter service by October 1975.

To be built in South Australia by the Clyde Engineering Co. Pty. Ltd., the diesels are urgently needed for main-line use, to cope with present traffic needs, and to meet predictions which show interstate traffic will continue to increase.

In addition, they will enable lower h.p. locomotives, now used in multiple, to be released for more advantageous use.

Older units of the existing fleet will also be realised for major overhaul some have already attained mileages of more than 2½ million each.

Finance has not been available for some years to provide for sufficient main line locomotives to meet traffic needs.

# RAILWAY REUNION FOR RESCUER AND RESCUED

**Eighteen-months old Eric Christie was rescued by Electric Train Driver Harry Evans in January 1959—and the story was front-page news.**

Last month the story was related on the *Herald's* front page when Eric, now a Junior Station Assistant, met Harry Evans again.

Eric joined the Railways in April, and, when he started work at Newport station, tried to find out if Harry Evans was still a Driver.

His enquiries led him to an Assistant Engineer in the Chief Mechanical Engineer's Department—Barry Evans, son of his rescuer. And, when Harry Evans stabled a train at Newport, the two were re-united.

Harry Evans has been with the Railways for 38 years, and remembers January 7, 1959, clearly.

He was driving a *Harris* (Blue) train to Broadmeadows, and first saw Eric Christie about 200 metres out of Moonee Ponds station.

"He was on the opposite track, and I thought he was a bit young to be on the line.

"By the time I'd stopped half the train was past him, so I walked back. When he saw me he was crawling, but he got up and tried to run away. He fell over, and I picked him up, and brought him back to the cab."

According to *The Age* next day, passengers on the crowded train craned to watch.

At first Harry Evans stood young Eric beside him in the cab, but put the child on his knee moments later when the tears started.

"It was then I noticed his wet nappy," Harry said.



**Junior Station Assistant Eric Christie and Driver Harry Evans re-united after 15 years.**

Driver Evans handed the baby to station staff at Essendon, and completed his shift before going home to relax.

"Then the papers started calling. The story even put Ava Gardner—who was filming in Australia—off the front page."

Harry Evans joined the Railways as a cleaner in 1938, and became a fireman about a year later. His 10 years as a fireman included plenty of hard work during the war—long shifts, delays while urgent loads were cleared and so on, were part and parcel of the job.

On being accepted as a driver, he transferred immediately to drive metropolitan electric trains.

Eric Christie does not remember January 1959, and the incident played no part in his decision to join the Railways. But he agrees the re-union highlighted "one of those incredible co-incidences".

Just how Eric ever came to be on the Melbourne-Broadmeadows line in January 1959 is still a mystery, for he was rescued about half-a-kilometre from his home.

Whatever the circumstances, the toddler rescued by a railwayman is now a railwayman himself.



**Flashback to 1959—Eighteen month old Eric Christie with his mother and Driver Harry Evans after the rescue.**

# CUSTOMER'S SAY

## IMPORTANT PAPERS

"... between Moorabbin and the City I lost an envelope containing important papers. It appears the envelope was swept into the yards at Dandenong where it was found by Mr. Alan Stock, who is employed as a fireman at Dandenong.

"In his own time and at his own expense, Mr. Stock returned the papers to me at my home and refused reward or compensation for his trouble.

"I wish to express my appreciation of the integrity of this young man and his action which has saved me considerable time and trouble."

—Mr. J. R. Guest, Moorabbin, writing to the Secretary.

## HEAD OF THE RIVER

"I write to thank you for the excellent arrangements made for the transport of pupils of various schools concerned from Kooyong to South Geelong on Saturday, April 6, for the annual Head of the River races.

"Mr. Bond, Vice-Principal of Scotch College, was in charge of our party which was probably the largest, and he particularly wished me to thank you on behalf of Scotch College; I owe my thanks on behalf of my colleagues who are headmasters of the other schools concerned.

"Particularly good were the arrangements and help given at South Geelong station both before and after the races."

—Mr. C. O. Healey, Chairman, Associated Public Schools, writing to the Manager, Passenger Operations.

## TRAVEL CONCESSION

"For many years it has been the practice of your Department to grant our members free travel. Each year at our Annual Meeting a resolution is passed stating our appreciation for this kindness. Since coming to office, I have learned that this resolution has not, in the past, been conveyed to you. May I therefore request your Department accept the most grateful thanks of this Association for their generous treatment of our members, and, if possible, convey to train crews and station staff our appreciation of the courteous assistance they gave us."

—Mr. P. R. Longden, Secretary, Victorian Blinded Soldiers Association, writing to the Secretary.

## CROSSMATES

"In mentioning the train trips we feel we would like Crossmates to know about the wonderful co-operation we receive from the staff of the Victorian Railways.

"These trips are arranged entirely by the Railways—train travel, accommodation, meals, entertainment, and in some cases bus tours from the train.

"In each case the expense is kept to a minimum and, realising as we do how much work goes into the organisation of these trips, we are truly appreciative of their help and effort."

—From the Crossmates column in the Southern Cross newspaper.

## SHOW PRIZE

"I thought you would like to know how much I enjoyed my Show prize: "10 day trip to the Gold Coast".

"My friend Mrs. Robinson and myself left on the *Southern Aurora* on Monday March 18, had the half day tour of Sydney beaches, and was on the *Brisbane Limited* Tuesday 6.30 p.m.

"On arrival at the Brisbane interstate terminal we caught our Greyhound coach to the El Dorado Motel, Surfer's Paradise.

"We cannot speak too highly of the sleeping accommodation on both trains and the excellent attention given to every detail by the Conductors on both the forward and return journeys.

"... I wish to convey to Mr. Moore our sincere thanks for the courtesy he extended to me when I went to make arrangements for the trip.

"Thank you again, and the Department, for making this trip possible."

—Mrs. L. C. Bell, Burwood, writing to the Chairman.

## MITCHAM STATION

"I am writing to commend to you the kindness and courtesy of the Stationmaster and attendants of the Mitcham railway station.

"I was unfortunate enough to have an accident on the station yesterday (March 21—Ed.), resulting was a badly fractured arm at the wrist.

"The station attendants were extremely kind, helpful and courteous. I am an old lady over 70 years, and a pensioner, and I appreciate so much the attention extended to me.

"It is very gratifying to know that such courtesy still exists in this modern fast-moving world.

"I congratulate the Railways on having such officers on the staff."

—Mrs. G. Bell, Sawtell, NSW, writing to the Chairman.

## "HUMP" VISIT

The committee of the Physical Distribution Management Group of A. I. M. (Victoria) has asked me to thank the Victorian Railways for their kindness in having allowed the group

to visit the Melbourne "hump" installation on March 21.

"We appreciated the efforts made by your staff, and in particular by Mr. P. Helbig who organised the evening to make this an interesting and valuable activity which was much enjoyed by our participating members."

—Mr. C. D. E. Spence, Chairman, Physical Distribution Management Group, writing to the Secretary.

## ALBURY-MELBOURNE

"I would like to express my praise and thanks to the N.S.W. and Victorian Railways Departments for the wonderful kindness and help shown to me on my trips from Albury to Melbourne and return.

"I attend the Royal Melbourne Hospital for kidney treatment twice a week. I have been doing this for five months.

"I have been very sick on several occasions when I have got on the *Spirit of Progress* but the girls and conductors all are wonderful the way they look after me and care for me until I reach Albury—also the staff on the *Intercapital Daylight*.

"I want to say a big thank you to everyone of the staff on both trains."

—Mrs. J. Mildren, Lavington, in a letter published by the *Border Morning Mail, Albury*.

## COURTESY AT GEELONG

"I would like to say thank you for the service and courtesy shown to me by one of your employees.

"My sister and I travelled to Geelong by train—then on to Pt. Lonsdale by bus. We booked our cases at Spencer Street. I've always found the men very courteous—but on this occasion when we arrived at Geelong, I went to the end of the train to collect the two cases (it was a long walk back to get out of the station) and I said to the lad porter would I have to carry them from there, and he very graciously said: 'I can carry them for you as far as the stairs'. I was very pleased—but when we got to the stairs he said: 'I will take them to the bus stop for you'."

"Outside the gate he even found out what time the bus went... my sister was minding an overnight bag and three string bags... he promptly said: 'I'll bring them down for you'."

"I was so astounded at the courtesy shown, and from a lad no more than 18, I proceeded to say thank you with some money—he said very nicely: 'No thank you—we are not allowed to take money.'"

"... P.S. ... I spoke on Norman Banks' session on 3AW about the courtesy shown to my sister and I by the young lad."

—Miss I. Dodd, Surrey Hills, writing to the Chairman.

# people

## A MILLION MILES ON "TAGGERTY"

After more than 24 years and a million miles on the Melbourne-Bendigo buffet car, "Taggerty", Supervisor Mrs. Heather Lahm, has retired.

Mrs. Lahm worked as a car cleaner at Bendigo for about two years during the war, re-joining the Railways in 1950, at the Bendigo Refreshment Rooms.

A few months later she became Assistant Supervisor, and, within a year, Supervisor, as she began clocking up the miles on "Taggerty".



Mrs. Lahm

The buffet car became her "second home"—"Taggerty" has been on the run, with a few interruptions for routine maintenance, since before Mrs. Lahm joined the Refreshment Services Branch.

"I only joined the Railways at my sister-in-law's suggestion, but I've never regretted the decision for a moment," she said.

"The travelling public has been extra good—really nice and co-operative. I'll miss them all," she added.

Among her many memories was the bushfire near Castlemaine in 1969—one of a series of fires which affected the Railways that year.

"We had to halt at Castlemaine on the return trip, and all the passengers on the train had to be fed. We'd run out of food, and, after scouring Castlemaine, all I could get was some bread from the supply at the fire-fighters' head-quarters."

First-aid has been an asset to Mrs. Lahm—she has been qualified for 20 years, and holds Bronze, Silver, and Gold medals, as well as an Efficiency medal.

In retirement, Mrs. Lahm will make a trip to Perth, otherwise, gardening and sewing will take up most of her time.

Her example of long service on the Melbourne-Bendigo run will be continued, for Mrs. Lahm's job has been taken over by her former assistant supervisor, Mrs. Mary Swift, who has been on "Taggerty" for 21 years.

## ROTARY AWARD FOR CLAYTON STAFF



Rotary Club of Clayton President, Mr. S. Smith, presents Clayton Stationmaster, Mr. W. Batch, with a citation for exemplary service to the community. A commemorative plaque will be erected at the station. The citation was made under a section of the Rotary Club's Vocational Service Programme, and is believed to be the first of its type ever given to a Victorian station. A personal award was also made to each of the seven staff members.

## JUDO COACH

The VRI Judo Class at Sunshine is going from strength to strength under its coach, Goods Guard Fred Simcock.

Fred started the class in February 1971, and this year it has a total of 68 members, aged from nine to 47.

The Under 9-Stone Team won the last Victorian Championship at that weight, and Delwynn Tarrant, daughter of Footscray Ganger Frank Tarrant, won the Individual Lightweight Championship.

Delwynn's brother, Wayne, was a member of the under 9-Stone team, and another brother, Robert, is also a member of the class.

Fred Simcock joined the Railways



Mr. Simcock

in 1964, starting at the Murtoa Goods shed, before moving to Yarrowonga as a yard assistant three years later.

He had always been interested in judo, and, after reading "a lot of books about it", joined the Yarrowonga Judo Club.

In 1969 he transferred to Melbourne, and his present position.

Most of the VRI judo class are from railway families—only six are outsiders—and Fred hopes they will be able to repeat last year's Queen's Birthday weekend trip to Yarrowonga, which was the springboard for its present run of success.

Will he coach any winners in the next Victorian Championships?

"Could be," he says. "We'll just have to wait and see."

## FIRST WOMAN TO HOLD DEPARTMENTAL LICENCE

On May 7 Head Office Programmer Mrs. Maureen Gardner became the first woman to hold a Departmental driving licence.

She is also the Department's first—and only—female programmer.

It is often necessary for programmers to take magnetic tapes or punch cards to other computer operators, so Mrs. Gardner took her Departmental driving test. She has held a Victorian licence for six years.

After starting her Railways career as a junior clerk at Melbourne Goods, Mrs. Gardner transferred six months later to Head Office, where she has been for the last four and a half years.

Programming involves preparing the complex instructions to a computer to produce whatever answers are needed from the information available. The Railways computer provides a wide variety of material, including freight and claims statistics, passenger fares, stores inventories, locomotive mileages, and payroll deductions, as well as producing the group certificates required every year for tax returns.

Despite her record of Railways "firsts", Mrs. Gardner says she is not a women's lib type.



Mrs. Gardner

## FISHING AND FOOTBALL

Gijsbert Lucken, Road Foreman's Clerk at Murtoa, has not allowed a 10 year old back injury keep him away from his sporting interests.

He has been President of the local angling club for the last three years, and is a committee member of the Murtoa football Club, as well as being a goal umpire.

Gijsbert, commonly known as George, joined the Railways in 1956, as a labourer at Oaklands. After transferring to Trawool, he became Acting Ganger at Winglee in 1960, then Ganger at Locksley in 1962.

He injured his back assisting to lift a quadricycle in 1964, and, after eight months, returned as Acting Special Ganger at Wallan. Unfortunately, the injury persisted, and George transferred to the Way and Works Staff Office.

In 1970 he moved to Murtoa, and his present position, dealing with payrolls and other clerical work for



Mr. Lucken

the 46 people on the Road Foreman's staff. The Murtoa Road Foreman's area runs from Murtoa to Patchewollock, and from Wal Wal to Carpolac.

Throughout his Railways career George has lived in Departmental residences—and has an impressive record of awards. At Fern Tree Gully in 1965 he won an award for "most improved Departmental residence", and his Murtoa residence was named "second best kept" in 1972, and "best kept" in 1973.

A son—George—also known as George—is maintaining his father's railway tradition. George, Junior, is now a Junior Station Assistant at Rainbow.

## LOCO GOLFER?

When the 25th annual VRI Golf Tournament at Dimboola is played in August, the local Locomotive Superintendent, David Melton, will be very much in evidence.

He was President of the Dimboola Golf Club for three years, and obviously enjoys the leisure time he spends on the sand green course.

David joined the Railways 20 years ago, as an apprentice fitter and turner at Newport Workshops. He finished his apprenticeship at Bendigo North, before spending two wheat seasons as District Fitter at Korong Vale.

After passing the Foreman's examination in 1965, he was Relief Foreman at Bendigo North, Hamilton, and South Dynon, and in 1966 became Foreman at Dimboola Loco.

Many of the Rolling Stock staff—totalling about 100 people—are golfers, and the Branch will be well represented at the August tournament.

Dimboola hosted the first VRI golf tournament 25 years ago.



Mr. Melton

## LUCKY ESCAPE

A Jeparit woman had a lucky escape last month while fishing from the railway bridge over the Wimmera River at Jeparit.

The Jeparit *Leader* said the woman made a dash to the safety staging as the train bore down on her—and she just made it.

It is an offence for any unauthorised person to trespass on the bridge.

## OUTSTANDING PRINTING APPRENTICE

Victorian Railways Letterpress Machinist Danny Rigby has won two awards at the Melbourne College of Printing and Graphic Arts.

Danny, who joined the VR Printing Works, North Melbourne, as an apprentice in January, 1970, was selected as the best fourth-year apprentice in his class. He also won the Toohey Memorial Prize as the outstanding apprentice of the four-year course.

## BAY LINK PLANNED

The N.S.W. Public Transport Commission is planning a rail link for container facilities to be developed at Botany Bay.

Development at Botany Bay will include five berths capable of handling the world's largest container vessels.

The N.S.W. P.T.C. recently took delivery of the first part of an order for 100 flat top container wagons. This, in turn, was part of an order for 413 similar wagons from various contractors.

## SUGGESTIONS ADOPTED

These awards were made for suggestions adopted during April:

- Erection of fire door in new depot at Laurens St. \$15
- Additional rubbish bins at Flinders Street station \$10
- Short sleeve uniforms for female office staff during summer \$10
- No "Special Train Notices" to be duplicated for stations and depots due to paper shortage \$3
- Removal of directional arrow at Flinders Street station \$3
- Combine drawings of brakevan flue \$3
- Coat hooks to be put up at hump cabin \$3
- Re-design of indicator boards at Essendon \$3
- Supply of correct hanger boards for stations involved \$3

## BOUND FOR SOUTH AFRICA

Victorian Railways Photographic Assistant John Phillips will lead rail enthusiasts on a tour of South Africa later this year.

The group tour is one of three organised by the Association of Railway Enthusiasts to see what they describe as "the world's last example of big-steam railroading".

One tour has already left, another is full—and bookings for John's tour leaving on August 10, are going well.

The 29 day tour will cover most of South Africa's network, as well as the Swaziland Railway, which was opened as late as 1964.

The Swaziland Railway uses only steam traction, and carries iron ore to Lourenco Marques, in neighbouring Mozambique.

## RETIREMENTS...

### ACCOUNTANCY BRANCH

Burgess, E. J., Head Office, 9 7  
Howe, T. E., Head Office, 31 7  
Kakalis, C., Head Office, 4 6

### ELECTRICAL ENGINEERING BRANCH

Blackburn, E., Batman Ave., 6 2  
Childe, G. R. T., Batman Ave., 12 1  
Kane, S. G., Head Office, 5 6  
Peterson, F. H., Batman Ave., 17 1  
Roach, J. W., Batman Ave., 27 2  
Thiemeyer, M. E., 20 5  
Traeger, V. O. S., 7 1

### ROLLING STOCK BRANCH

Berger, H., Jolimont, 14 7  
Blytheway, T. W., Newport, 10 4  
Cartledge, K. T., Mt. Gambier, 17 5  
Charalambidis, C., Newport, 3 4  
Comeadow, R., South Dynon, 9 4  
Dean, J. H., Bendigo North, 5 7  
Donnelly, F. B., Geelong, 27 7  
Drozd, M., Bendigo North, 1 4  
Hourigan, E., Bendigo North, 11 7  
Johanson, A. H., Newport, 30 7  
Kenny, M. J., Newport, 17 7  
Moon, L. A., Bendigo North, 16 7  
Petrucelli, G., Newport, 10 7  
Plotecki, B., Ballarat North, 11 4  
Ryan, J. S., Geelong, 1 7  
Schaefer, J. C., Jolimont, 24 4  
Thomas, C. W., Bendigo North, 25 3  
Turnbull, E. K., Newport, 17 5  
Vairo, L., Newport, 1 7

### SECRETARY'S BRANCH

Hauptmann, H. R., 1 7

### STORES BRANCH

Lancuba, N., Newport, 29 4  
Nikolaïdis, L., Spotswood, 11 4

### TRAFFIC BRANCH

Bowen, L. J., Head Office, 24 4  
Bronner, R. C., Glenhuntingly, 1 3  
Coyne, J. P., Dimboola, 30 4  
Crute, J. C., Head Office, 1 7  
Knight, C. T., Bendigo, 9 7  
Lyle, D. M., Caulfield, 20 5

Maddox, G. A., Ballarat, 22 5  
McPherson, A. D., U.F.T. Gully, 22 3  
Meehan, R. J., Ballarat, 24 7  
Payne, F. W., Melbourne Goods, 1 7  
Stuart, Mrs. M. J., Clyde, 4 7  
Tighe, T. K., North Melbourne, 9 7  
Whitwell, G. E., Dandenong, 18 7

### WAY AND WORKS BRANCH

Baker, A. C. E., Bendigo, 19 7  
Baulch, H. A. H., Head Office, 5 7  
Esam, A. E., Sheppard, 28 7  
Haigh, B., Laurens St., 24 7  
Haughton, N. R., Korumburra, 27 7  
Jones, A. M., Flinders Street, 10 5  
Lowndes, T., Geelong, 23 4  
Punturere, G., Caulfield, 27 3  
Sroka, W., Spotswood, 22 7  
Thompson, F. D., Korumburra, 15 7

## RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

### ROLLING STOCK BRANCH

Allen, G. A., Ballarat North, 11 4  
Azzopardi, F., Newport, 15 4  
May, W. H., Jolimont, 10 4  
Romano, G., Nth. Melbourne, 9 5

### STORES BRANCH

Davies, R., Bendigo, 21 4

### TRAFFIC BRANCH

Barrett, G. J., Melb. Goods, 23 4  
Tankink, F. M. B., Melb. Goods, 29 4

### WAY AND WORKS BRANCH

Biszko, T., Nth. Melbourne, 25 4  
Taylor, N. L., Benalla, 16 4

# Institute IN News

## COUNCIL ELECTIONS

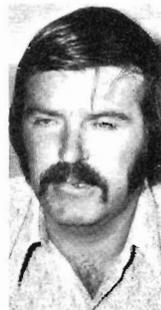
As 1974 is election year, members are advised that nominations for Council will close on Monday, July 8.

Members are also advised, that, in accordance with the VRI Constitution "Any two financial Active members may nominate as a candidate for election to the Council any financial Active member by giving notice thereof in writing of the candidate not later than the date for the reception of such nominations as fixed by the Council". Such nominations, and consent, are to be made on the form provided for this purpose, which can be obtained from the Manager's office, Third Floor, VRI, Flinders Street.

Since February, this column has featured profiles of Councillors. The last of these features will be next month.

This month, the two sitting Councillors featured are I. Adcock, Traffic Branch Clerk, Head Office; and P. Dwyer, Clerical Assistant, Footscray.

Ian Adcock joined the Institute in 1948, and served on Council for a time in 1970.



Mr. Adcock

In July 1972 a vacancy occurred on Council, and Ian accepted this position.

He is a member of the Library, Lectures and Classes Committee, and has also served on the Sports Committee.

Ian has a background of country centre participation—he was on the Warragul and Traralgon Centre Committees while stationed at these locations.

While there, he held various executive positions in the Institute Tennis and Badminton Clubs, and represented the Centres at Country Tennis and Golf Weeks.

He is a familiar figure at Country Centre Golf Tournaments, Annual Meetings, and Christmas functions.

Peter Dwyer is one of the new faces on Council after staff transfers in the last year.

He joined the Institute in 1958, and was elected to Council in June 1973. Currently a member of the Sports Committee, he is Secretary of the Codon Social Club, and manages their Cricket and Tennis teams in the midweek and Sunday internal competitions.

Peter is President of the VRI Football League, and will be the Institute representative at the Interstate match against South Australia in Adelaide.



Mr. Dwyer

He is President of the Ten-Pin Bowling Club, Public Relations Officer for the newly-formed VRI Social Group, and a member of the VRI Tennis Association's Finance Committee.

His, too, is a familiar face at VRI Country Tennis and Cricket Weeks.

# INSTITUTE SPORT

## CRICKET

Codon and Loco contested the final of the VRI Cricket Association's midweek competition at Royal Park on March 26.

Loco batted first, but their batsmen except for Paul Sibraa, could not handle the tight Codon bowling and the pacy pitch. This, and some superb fielding, held Loco to a total of 87 all out—of which Paul Sibraa contributed an excellent 48.

Codon, with Dave Hopkins scoring a fine 56, overcame the hard-working Loco attack to win the Commissioners' Cup.

Keith Hopkinson, hard-working Secretary of the VRI Cricket Association, and Captain of the Codon team, received the Cup from Secretary for Railways, Mr. N. H. Rashleigh.

## VOLLEYBALL

Volley Ball has become accepted as one of the visually most exciting Olympic Games sports—and there is a successful team of railway men in a Volley Ball competition at Wangaratta.

The team, which is keen enough to practice twice a week, has been beaten only once in its six games so far, and is in second place on the ladder.

Coach Graeme Montgomery and his team are making a name for themselves in this sporting sphere, it seems.

## TENNIS

Excellent weather accompanied the Intersystem Tennis Carnival in Adelaide from March 26 to April 4.

The South Australian Institute, as usual, proffered excellent hospitality, and the Victorian party was full of praise for the conduct of the Carnival.

From the outset it was obvious N.S.W. would again be the team to beat, with Commonwealth and South Australia providing the most opposition.

This proved to be the final order, although Victoria, slightly undermanned after several good players elected not to make the trip, battled hard.

Queensland took fourth place, with Victoria fifth and Western Australia sixth. Third, fourth, and fifth positions were decided on the number of games and sets won, after all three teams won two matches each.

As well as winning the Blanch Cup and Commissioners' Shield for the teams event, N.S.W. also won the McAndrew Cup, for doubles, through John McCallum and Steve LeRoy. This trophy has been won by N.S.W. pairs since it was presented in 1949.

A Carnival highlight was a trip to the Barossa Valley and Seppeltsfield, where an excellent lunch was provided. Everyone took the opportunity to "sample the local product". This did not improve the tennis—but at least put everyone in a happier frame of mind.

Next year's Carnival will be held in Melbourne, and tennis-playing railway men should watch future issues of *Rail Ways* for details.

Maurie Barker (auto 2495) or Bruce Pearce (auto 2445) will answer any enquiries about the standard of play, and would also like to hear from any VRI Tennis Association members who would like to help in running the Carnival.

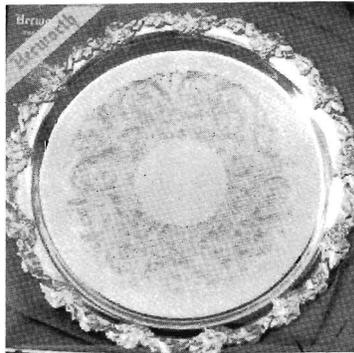
## COUNTRY INDOOR BIAS BOWLS TOURNAMENT

This year's tournament will be at the Glenroy Bowling Club on Sunday July 28, starting at 10 a.m.

All team entries must be with the Assistant Manager, VRI, by Friday July 12. There are four players to a team.

Lunch will be provided for all competitors, and further details are available from the Institute (auto 2445) or your nearest Centre Secretary.

## MARYBOROUGH GOLF TOURNAMENT



The Victorian Railways Board's special individual trophy to be presented to the Central Championship winner on July 7.

Golfers, take note!

The fourth annual Maryborough VRI Golf Tournament will be held on Sunday July 7. Hit-off time is 11 a.m., and entries close with the Secretary (C/- Stationmaster, Maryborough) on June 22.

A, B, and C grade Scratch and Handicap events, Ladies and Gentlemen's team events are on the programme, as well as the feature event, the Central Championship.

As this is the centenary of rail services to Maryborough, the V.R. Board has donated a special individual trophy to commemorate the occasion, and it will be presented to the Central Championship winner on the day.

Another trophy to be presented for the first time is the R. B. Carr Perpetual Trophy for the golfer with the best net score.

The entry fee is \$3.50, which includes a three-course meal at 5 p.m.

## THE BULL THAT MET ITS MATCH

On Monday, June 3, the Kororoit Creek bridge—on the single track Altona line—became the venue for one of history's classical confrontations.

As the 8.20 a.m. train from Newport to Altona approached the bridge, driver Kevin Costin saw ambling towards him a big black bull.

Now everyone knows that a confrontation between a train and a bull is somewhat of a mismatch; the only problem was that no-one told the bull.

Mr. Costin said: "I pulled up and gave a few blasts of the whistle but he was reluctant to reverse.

"I even got down from the cab and tried to shoo him away with a stick but this also had no effect."

Returning to his cab, Mr. Costin renewed his whistle barrage which the bull managed to endure for a few more minutes before finally submitting.

But not to be beaten outright, the bull took his own time in going back the way he had come and in getting off the track.

## FRONT COVER

Concrete being poured into the coffer beside the Maribyrnong River bridge. The bridge is being re-built as part of the quadruplication project between South Kensington and Footscray.

The coffer enables work to be carried out on the river bed, more than 3 metres below the normal water level. Quadruplication will ease congestion for Williamstown, Altona, St. Albans, Ballarat, and Geelong line trains.

VICTORIAN



# RAILWAYS I

July

1974

10 CENTS



Despite appearances, The Victorian Railways Board's plans for upgrading the Geelong-Melbourne line are not "progress in reverse".

Chairman of the Board, Mr. A. G. Gibbs, told the Geelong Chamber of Commerce and manufacture that duplication of the present single track between Little River and Corio was not the first priority because a long-term study of train running showed that most delays occurred between Newport and Melbourne.

Mr. Gibbs was addressing a luncheon on the 117th anniversary of the opening of the Geelong-Melbourne line. He took the title for his talk—"A model railway tied by a single track—progress in reverse"—from three recent editorials in the *Geelong Advertiser*.

However, he emphasised this was no reflection on the newspaper—there were no complaints about the content of the editorials, which highlighted important matters concerning the Railways.

This is a summary of some of the points raised by Mr. Gibbs.

On December 17, 1973, one *Geelong Advertiser* editorial quoted the ceremonial opening of the Geelong-Melbourne line on June 25, 1857, and continued: "The schedule called for two trains to run to Williamstown and back, arriving on the return journey for the luncheon banquet scheduled to begin at 1 p.m.

"At 10.30 a.m. the first train moved off on the outward journey — 30 minutes late. The trains returned to the Geelong terminus at 2.20 p.m.

"There, the first journeys undertaken on the Geelong-Melbourne line, outward and inward—failed to keep to schedule."

With a population of about 100,000 people, Geelong is, perhaps more than any other city in Victoria, dependent on the Railways for its progress and prosperity, and its larger industries and harbour facilities are on integral part of the rail network.

Currently, about 2½ million tons of freight move in and out of Geelong annually.

Between Geelong and Melbourne some 253 freight trains operate each week, as well as 161 passenger trains.

Passenger journeys totalled 783,000 last year.

Major local industries, including the Ford Motor Company and International Harvester, are good Railway customers.



Mr. Gibbs

Also, a large number of Geelong's industries—particularly wheat, oats, superphosphate, cement, coal and oil—are vitally concerned with materials handling. This means large tonnages must be handled on a strict schedule, and only the Railways can provide such a service.

Victorian Railways are also large employers in the area, with a staff of about 640, and an annual payroll of

\$11½ million.

Formation of the V.R. Board last year provides a new basis for the formation of future policy, and one of the Chairman's duties is to provide an input to the Board, at its fortnightly meetings, from the Minister for Transport, and various committees.

The work of these outside committees, of which I am a member, has a direct bearing on the future development of Geelong.

One is the State Planning Council, concerned with Victoria's transportation, services, town planning, and so on, while another is the Melbourne Transportation Committee, which, although its authority covers a limited area, does include an important section of the Geelong-Melbourne line.

Improvements effected to this sector have an important bearing on the whole Melbourne-Geelong corridor.

I am a member of the Melbourne Underground Rail Loop Authority, together with Mr. G. F. Brown, the previous V.R. Chairman. The loop's planning must be integrated with the suburban rail system—and all V.R. improvements planned towards this end.

Strangely I have been a member of M.U.R.L.A. for 2½ years, having been appointed while Managing Director of G.M.H.

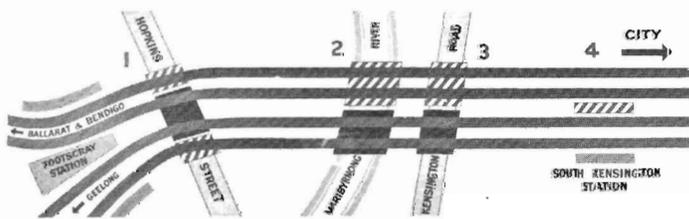
Also, I am a member of L.U.T. S.A.N.C., an advisory committee appointed by the Cities Commission in Canberra, concerned with long-range land use and transportation studies associated with planning for all new cities and growth areas in Australia.

The Town and Country Planning Board has initiated investigations with the Cities Commission into future land use in the Geelong-Melbourne corridor, together with its inter-relationship with the two major centres.

Consultant services will be used, and the V.R. has a representative on the steering committee.

From this, a pattern for a model railway, in terms of meeting future growth predictions, could ultimately

## CONSTRUCTION OF TWO EXTRA RAIL TRACKS FROM STH. KENSINGTON TO FOOTSCRAY TO REDUCE TRAIN DELAYS



- ① HOPKINS ST BRIDGE WIDENING
- ② MARIBYRNONG RIVER BRIDGE
- ③ KENSINGTON ROAD BRIDGE
- ④ SOUTH KENSINGTON STATION

A notice near Footscray station explains work now going on to improve rail services from Geelong, as well as Williamstown, Altona, St. Albans, and Ballarat.

be developed.

In 1950 the Parliamentary Public Works Committee recommended electrification and partial duplication of the line between Newport and North Geelong.

Duplication work began in 1958, and various sections have been brought into operation as they were completed. Restricted finance and priorities throughout the State caused much delay to this work.

However, the Railways Board has spent some time reviewing this line, and is fully alive to the past plans which could not be completed because of the lack of funds.

The Board arranged for a commuter survey on the Geelong line in April this year to ascertain preferences for improvements to passenger services.

The outcome was a strong vote in favour of shorter journey times as the first priority.

Second priority was greater reliability of ontime performance. Both are being applied by Railways planners to the task of drawing up a detailed works programme to implement the upgrading plan for the line.

This, of course, is subject to the availability of funds from both the Federal and State Governments.

The Geelong line has already been selected by the Board to become the "Glen Waverley" of inter-urban lines, as a result of the Board's confidence in the future growth pattern of the Geelong corridor.

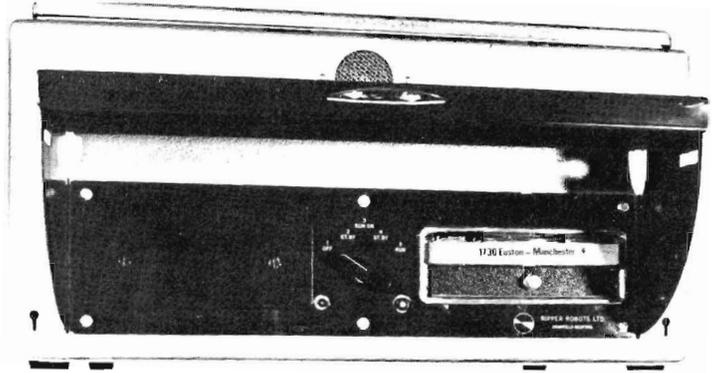
Also, V.R. would be able to capitalise on work already done.

#### Submission

Considerations concerning the preparation of a submission to the Government for upgrading funds will be:

- The strong preference expressed by passengers for reduced journey times, and increased reliability, means track improvements should have a higher priority than rolling stock replacement;
- As raising the present 70 m.p.h. maximum speed between Newport and Corio involves a major upgrading of track, signalling, motive power, and rolling stock, short-term improvements must be sought at the "slow" sections at each end of the line;
- The section of the line offering most potential for improvement in both speed and reliability is between Melbourne and Newport—raising the need for studying the benefits to be gained from a third track laid between Footscray and Newport, after completion of the present

## BR ROBOT TALKS TO PASSENGERS



Latest British Rail carriages feature an automatic on-board public address system to give passengers journey information at key, pre-selected points en route.

The system, known as the Ripper Robot Audio Navigator, took six years to perfect. Although it normally uses pre-recorded messages, it is flexible enough to cope with any changes in routine that may occur during the journey.

Information broadcast also includes a welcome to passengers at the start of the journey, details of services available, announcement of meals, information on places of interest as they are passed, as well as

A "Ripper Robot Auto Navigator" unit, now being installed in the British Rail Inter-City carriages. The cassette recording for the particular journey can be easily seen.

basic journey information.

It can even provide background music, and can be used for live messages from the train's crew if necessary.

Broadcasts are triggered automatically by an electronic method of measuring the distance travelled by the train.

The Robot system can also be used for crew training.

quadruplication project between Footscray and South Kensington;

- If sufficient funds were available, there is no reason why the Little River—Corio duplication could not be carried out at the same time as the extra Footscray—Newport track—all pointing to the need for proposals reflecting the overall improvement as each particular item is completed;
- Electrification through to Geelong has to be studied as part of any overall upgrading project. This would greatly depend on the Melbourne—Geelong corridor studies. It is a costly project, and would need to be reviewed in the light of other factors, which may help the economic comparison:
  - 1) Only multiple unit electric trains can be properly integrated into the Melbourne terminal system, both underground and non-u n d e rground;
  - 2) The most effective way to reduce running times over the "slow" section between Geelong and South Geelong, where even fast trains must make a number of stops, is to substitute high accelera-

tion multiple-unit sets for diesel locomotive hauled trains.

#### Study

A study of train running over a long period shows the main delays on the line happen between Newport and Melbourne, and the Railways see the ultimate development of this line resting on this sequence of improvements.

The Geelong line stands out as the one line to be used to develop the inter-urban model railway—it is the only main line outside a suburban area in Australia signalled for running in both directions on each track, which capitalises on the full capacity of the line.

An important factor which could influence future proposals is the expected growth in freight traffic—both inter and intra-state—on this line. An extra track could be used for this traffic, and the separation of freight and passenger tracks could permit 90 m.p.h. passenger running in the not too distant future.

This depends on the amount of money available to match the growth of the Geelong—Melbourne corridor.

The Railways Board realises that all things cannot be corrected at once, and priorities must be established for the allocation of funds as they become available.

# INTERSTATE RAIL FARES GO UP— air fares to follow

Interstate rail fares went up by 10 per cent on July 1, and the Federal Government is to raise air fares between Melbourne, Sydney, and Brisbane to make rail travel more attractive.

There will be no increase in Victorian country or suburban fares.

Since the last interstate fare increase in August 1971, Victorian Railways have absorbed a \$31 million increase in wages.

Another alteration, affecting interstate rail travel only, is the lifting of the age qualification for child concession fares from 15 to 16.

Age qualifications for student travel have also been dropped, and all authorised students may now travel interstate by rail for half-fare. Pensioners will retain their half-fare privileges.

Group travel between Adelaide, Melbourne, Sydney, and Brisbane will be available at a 20 per cent discount, and Victorian groups travelling to Western Australia on the *Indian Pacific* and the *Trans-Australian* will qualify for a 10 per cent discount.

Announcing Federal Government plans to lift some interstate air fares, Minister for Transport, Mr. C. K. Jones, said he felt air fares on high-density routes had been adjusted to make them more competitive with rail travel.

Long-distance air travellers were being charged more than was necessary because of this policy.

He said air fares between Melbourne, Sydney, and Brisbane would be raised to make rail travel more attractive, and this adjustment would be additional to a 10 to 15 per cent air fare increase due later this year.

Travel industry sources expect the present \$37.90 Melbourne-Sydney first-class single air fare to increase to about \$45 when the rises come into effect compared with the recently increased first-class rail fare, including sleeper, of \$47.50 return.

Mr. Jones said there would be increases in domestic air fares annually for the next four years, as charges rose. The Government would continue its policy of recovering 80 per cent of its aviation costs from the industry.

This means the Government subsidises 20 per cent of the cost of building, maintaining, and operating airports, navigational facilities, and so on.

Last year this expenditure was about \$156 million.

New interstate rail fares from Melbourne include:

Economy-class return to Sydney, with seats—\$27.50;

First-class return to Adelaide, with sleepers—\$42.50;

Economy-class return to Adelaide, with seats—\$23.50;

First-class return to Perth, with sleepers—\$197.50;

Economy-class return to Perth, with sleepers on *Trans-Australian* or *Indian Pacific*—\$143.

On the buffet car on the *Intercapital Daylight*, waitress Vera Vognovic serves two New Zealand visitors.



## NEW LOW PARCELS RATE

A new low rate for overnight parcels by rail from Melbourne to Sydney—20c per kilogram—was introduced on July 1.

Parcels up to 150 kg will be carried, and there is a minimum charge of 80c.

Overnight rail parcels can be accepted at the Outwards Parcels Office at Spencer Street up to 6.15 p.m., Monday to Friday, and up to 1 p.m. on Saturday.

Alternatively, they could be consigned earlier in the day from any Melbourne metropolitan station to any city or suburban station in Sydney.

The new low rate will also benefit some country people sending parcels from stations on the main Melbourne-Sydney line.

## GOODS SERVICE FOR MIRBOO NORTH

A co-ordinated rail-road service now operates for freight to Mirboo North.

The Mirboo North railway line was closed last month.

The co-ordinated service will operate via Leongatha, and a local carrier, L. & R. Milner of Mirboo North, will carry goods consignments and passenger rail parcels between Mirboo North and Leongatha.

Consignments to Mirboo North township will be delivered, but those for outlying areas, and goods and parcels to be sent from the area, will have to be delivered to and collected from the carrier's depot at 43, Baromi Road.

The new service will not cover superphosphate consignments, which can be railed to the new public siding at Maryvale, or to any station.

It is hoped to arrange a similar service for Yinnar, with a carrier working through the Morwell area.

## HONG KONG AWAITS GO-AHEAD

The first four stages of Hong Kong's planned 52.6 km metro are ready for the initial "go-ahead", according to *Railway Transportation*.

An international consortium will build the first 20 km at an estimated cost of \$HK\$4,000 million.

# ANTI-VANDAL CAMPAIGN WELCOMED

A recent editorial in the Footscray Mail has commended the Railways for its latest anti-vandal campaign. The paper said: "They have already taken quick and effective action. And they promise sudden raids on all lines by strong flying squads. Citizens who use the trains welcome this campaign . . . keep it up . . ."

One move to help curb vandalism is the offer of a reward of up to \$100 for information leading to the arrest and conviction of vandals.

The amount of the reward will be in proportion to the cost of repairing damage.

Another step is to make raids on different lines at times when offences are most frequent.

A four hour raid by a combined squad of police and Railways Investigation Officers on the night of June 8 between Mordialloc and Frankston led to the apprehension of 40 people.

The offences included brawls, offensive behaviour, indecent language, and fare evasion.

Chief Inspector Gething, of the Victoria Police, led the raid, and was supported by 30 police, and 11 Railways Investigation Officers under Assistant Inspector McMahon.

Giving details of the raid afterwards, Victorian Railways General Manager, Mr. I. G. Hodges, said the raids would continue on all lines until "we win what the public has a right to expect—comfortable travel without inconvenience or offence resulting from undesirable behaviour."

## UNRULY PASSENGERS

The same night police and Railways employees removed unruly passengers from the "midnight" Melbourne-Williamstown train at Spotswood. It was alleged the passengers had smashed windows and slashed seats.

The next weekend the attack was switched to the Geelong line, when seven youths and girls were taken from a train.

This raid was in response to many complaints from passengers about gangs of louts who picked fights with other passengers and fought, jostled and swore among themselves.

The senseless destruction of Railway property was dramatically highlighted in *Rail Ways*, April, after almost \$½ million damage was done in one night.

Since then, a gang of youths smashed eight fittings and 234 windows on a Frankston train in a wild rampage, which included extensive damage

to the ladies waiting room at Seaford station.

Seven youths were detained in connection with these incidents.

Although the new initiative from the Railways Investigation Division is a positive move to combat the problem, it is still vital that anyone who hears or sees anything suspicious on trains or Railways property should report the matter immediately.

Information can be given, in the strictest confidence, to police, or to the Railways' Chief Inspector of Investigations on 61 001, extension 2025.

## ELECTRIFICATION IN CEYLON

Suburban rail lines in the Ceylonese capital, Colombo, are to be electrified by 1977 to cope with an expected daily traffic of 370,000 travellers, according to *La Vie du Rail*.

Diesel traction does not offer sufficient acceleration to allow the necessary frequency of service.

## RETIRED - AT THE SECOND ATTEMPT

Chief Inspector of the Railways Investigation Division, Mr. C. W. A. Pilgrim, retired on June 2—for the second time.

He first retired in 1968, from the Victoria Police. During his 30 years with the police, he was seconded to the Railways Investigation Division on January 1, 1945.

He then joined the Victorian Railways, still heading its Investigation Division.

The Division's Chief Inspector is always recruited from the police.

Mr. Pilgrim graduated dux of his police recruit squad in 1939, and was awarded the Chief Commissioner's Certificate "for efficient and devoted service, leadership, and outstanding work as an investigator for many years" on November 29, 1968.

On his second retirement he had completed 30 years Railways service, 21 of these in charge of a 127-man force which patrols goods yards, investigates accidents, and generally maintains Railways security.

## INSPECTOR AINLEY IS NEW C.I.

The new Chief Inspector of the Railways Investigation Division is Inspector C. G. Ainley.

He sees his first priority as the curbing of vandalism and theft.

"The cost is too much. Railway finances are already stretched to the limit in an all-out effort to give the public more seats on trains and greater comfort.

"We're not going to have minority gangs destroy what the Railways are trying to build," he said.

Inspector Ainley started his police career in 1947, and worked his way through most branches of the force, as wharf patrolman, CIB detective, uniformed police on the beat, wireless patrol, breaking and consorting squads, and in charge of the CIB Administration Office.

During his CIB career, he received 16 commendations and three Chief Commissioner's Certificates.

In June, 1970, he was put in charge of investigations into the armed robbery of \$289,233 from Metropolitan Security Services.



Mr. Ainley  
"The Railways are trying to build," he said.



Mr. Pilgrim will be active in his retirement: he has been appointed Deputy Secretary of the State Relief Committee—the organisation which co-ordinates relief activities in emergencies such as the recent flooding in suburban and country areas.

## NOT SO GREEN

This is not an advertisement, but is an unsolicited editorial comment from a Melbourne suburban newspaper, the *Green Place, Toorak*:

"Driving bumper to bumper on a road beside the railway line I notice train travellers reading or gazing thoughtfully skywards. How relaxing compared to our intense concentration on the car in front, inhaling petrol fumes, watching the clock. A friend of mine, mature of years, and a senior executive with a big company, travelled for 10 years from Frankston to the city.

He spent commuting time studying, got through matric, and took off a couple of degrees. 'Train travelling broadened my life,' he said. 'And saved my nerves. By the time I arrived home I was completely at ease and captured by some thought far from my office problems.'

An authentic railway station of about 100 years ago—resembling Flinders Street—will be built at Knox, in the foothills of the Dandenongs. It will be part of a \$1.6 million project, to be known as the Melbourne Historical Tourist Centre, and will feature a two-block re-creation of Bourke Street, according to the *Melbourne Herald*.

Visitors will be able to join a steam train to travel around the site—even crossing a reproduction of the Yarra River, "with any appropriate pollution added that historical research uncovers".

The first station on the line will be Bourke Street; the second will be a re-creation of the Police Black-trackers' Barracks. Next will be a mini-version of the Exhibition Buildings, and the train will finally return to the front gate.

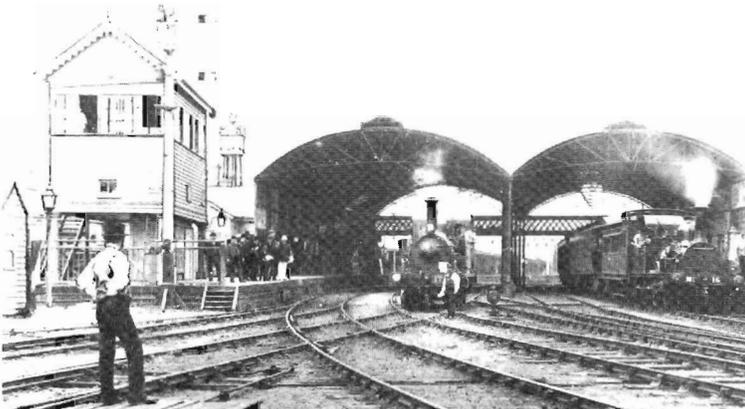
State Government approval has

been given for the project, and \$10,000 was given through the Ministry of Tourism for a detailed study.

The study has been completed by the town planning firm of Perrott Lyon Timlock Kesa and Associates Pty. Ltd.

Detailed plans are now before the State Government.

Flinders Street station—outside and inside—in the mid-1880's. The station is to be re-created as part of the Melbourne Historical Tourist Centre at Knox.



## YOUTH STOLE STEAM ENGINE

A 17 year old unemployed youth was fined \$100, or, in default, 20 days, in Ferntree Gully Court on a charge of stealing a steam locomotive from the Belgrave loco sheds.

Police said the youth made a statement at Ferntree Gully police station that he had been a member of the Puffing Billy Preservation Society for about two years, but had a disagreement about the Society's policies and had left two weeks before he stole the locomotive.

He said he drove the engine to the trestle bridge near Selby, and became afraid that the pressure was building up. He backed the engine along the line for some distance before leaving it.

He pleaded guilty to the charge.

## PUBLIC TRANSPORT

When the licensee of the Jingellic Hotel retired recently, he wrote to the Stationmaster, Wodonga, to thank him and his staff for "the many kindnesses bestowed in he years past."

Victorian Railways has carried the Hotel's beer supplies for a number of years—and the new licensee is also getting his beer by rail.

A sure sign that the Railways are making local life bearable.

# RE-STRUCTURING POLICY ALTERS SECRETARY'S BRANCH

1861-July 8—Government railway extended from Sunbury to Wood-end.

1864-July 1—Melbourne and Essendon Co.'s line closed, four years after it was opened. The line was re-opened after being sold to the Government in 1867.

1867-July 4—The Deniliquin and Moama Railway Co. (N.S.W.) line opened, and connected to Echuca.

1878-July 1—Government purchase of Melbourne and Hobson's Bay United Railway Co. authorised.

1915-July 29—Murrayville (Vic.) and Pinnaroo (S.A.) line opened.

1923-July 20—First electric locomotive (goods class, bo-bo type) built at Newport Workshops, and electrically equipped at Jolimott workshops, entered service.

1933-July 21—First all-welded goods wagon in the world built at Newport Workshops.

1952—First B class 1,600 h.p. main line diesel locomotive (B60—"Harold W. Clapp"—Co-Co type) entered service.

1957-July 1—Elwood—Middle Brighton section of electric street railway closed. The Middle Brighton-Brighton Beach section was closed on January 1. Opened on May 7, 1906, it was the first permanent electric tramway in Victoria.

1960-July 4—New V.R. Technical College opened at Newport Workshops.

1961-July 2—New Diesel Shop, South Dynon, in full operation.

1964-July 13—Melbourne Goods Yard \$14 million hump shunting plan announced.

1965-July 28—Longest freight train (40 vehicles, about 1420 tonnes, almost 1420 tonnes, almost 0.8 km long) to run in Victoria on Melbourne-Adelaide service.

1966-July 28—New FX wagon—first of four bulk flour wagons—built at Newport Workshops.

1967-July 17—Mini-buffet service introduced on Melbourne-Albury trains.

1972-July—V.R. appointed its first Environment Control Officer.

1973-July 1—V.R. adopted the metric measurement system for weights, measures, distances, and mass.

1973-July 1—Mr. A. G. Gibbs appointed Chairman of Victorian Railways Board.

1973-July 1—Joint V.R. and P.T.C. of N.S.W. MotoRail service between Melbourne and Sydney began.

1973-July—First stage of tunnelling beneath city buildings started by Melbourne Underground Rail Loop Authority.

## The Victorian Railways Board's re-structuring policy is continuing, bringing changes in the Secretary's Branch.

Following Mr. N. H. Rashleigh's appointment as Assistant General Manager (Finance and Administration), Mr. C. W. Miller, formerly Officer-in-Charge of the Railways Secretariat, has been appointed Secretary for Railways.

The Staff Board, which was part of the Secretary's Branch, is now a separate section, headed by a Manager, Personnel.

He is Mr. R. M. Wright, formerly Chairman of the Staff Board.

This change recognises the importance of goods staff relations in running and improving Railways.

Mr. Miller joined the Secretary's Branch in January, 1933, and has been with the Secretariat for the last 15 years.

He served with the R.A.A.F. in the South Pacific theatre during the war, and was awarded the Distinguished Medal in 1942.

As Officer-in-Charge of the Secretariat, Mr. Miller's responsibilities included making arrangements for the Commissioners' (and later the Board's) inspection tours of Victoria.

In the course of these tours he travelled on all lines, and met Railways staff, local government officials, and media representatives throughout the State.

This was valuable as an aid to visualising problems that came up in deliberations at Head Office.

Mr. R. M. Wright, ED, FASA, ACIS, JP, started his Railways career in 1925.

From 1939 he served six years in the 2nd A.I.F., rising to the rank of Lieutenant Colonel.

Returning from the war, he managed the Mount Buffalo Chalet until, in 1952, he was appointed Assistant to the Staff Board, with the task of recruiting Victorian Railways employees overseas.

Mr. Wright was away from Australia for most of the period between 1952 and 1955.

His career has allowed him to accumulate a wide variety of experience in Railways administration—he has worked with four Branches; Rolling Stock, Refreshment Services; Way and Works; and, more recently, the Secretary's Branch.

He was appointed Chairman, Staff Board, on February 7, 1972, and has been General President of the Victorian Railways Institute for the last three years.



Above: Mr. Miller  
Below: Mr. Wright



These awards have been made for suggestions adopted during May:

- Reduction of printouts in Workshops labour tabulations. \$35
- Improvement of pedestrian access to Newport car park. \$25
- Later first-day starting time for classes in guards duties and safeworking \$25
- Conditions relating to granting long service leave to certain females on marriage circulated to all branches \$5
- *Spirit of Progress* public address announcement about availability of card tables \$3
- Further publicity in *Weekly Notice* about penalty for railing diseased poultry \$3

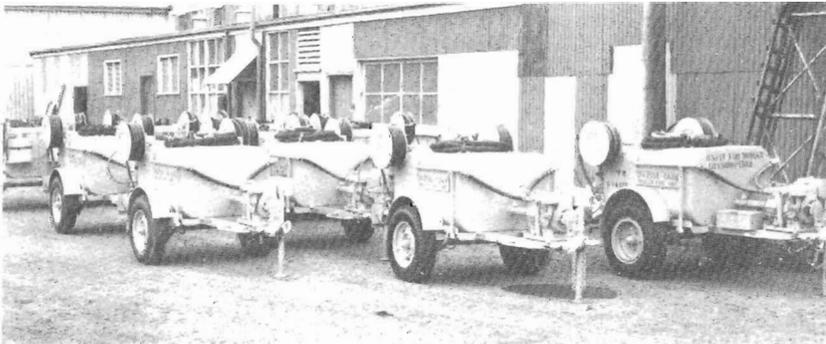
## VIEWS OF NEWS

*Rail Ways, May*, featured some of the machines used to keep Victoria's railway tracks safe and sure.

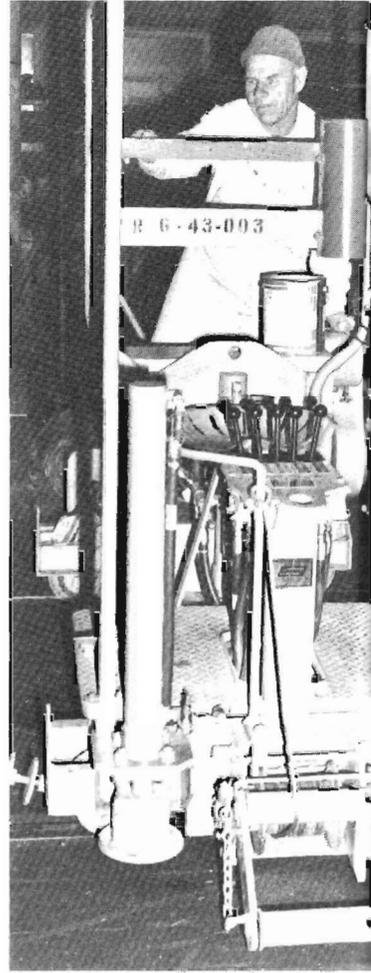
These machines, like the track, must be regularly maintained. This work is carried out by the Plant Division at Laurs Street, North Melbourne.



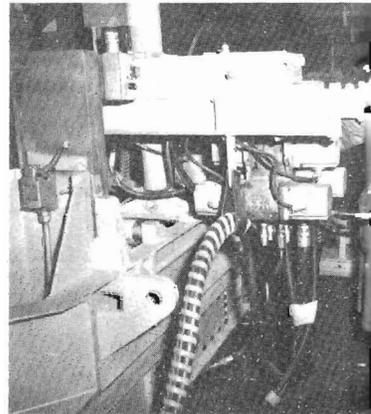
A tie crane, used to position ties beside the track ready for insertion, gets attention from Fitter Peter Kowalczyk.



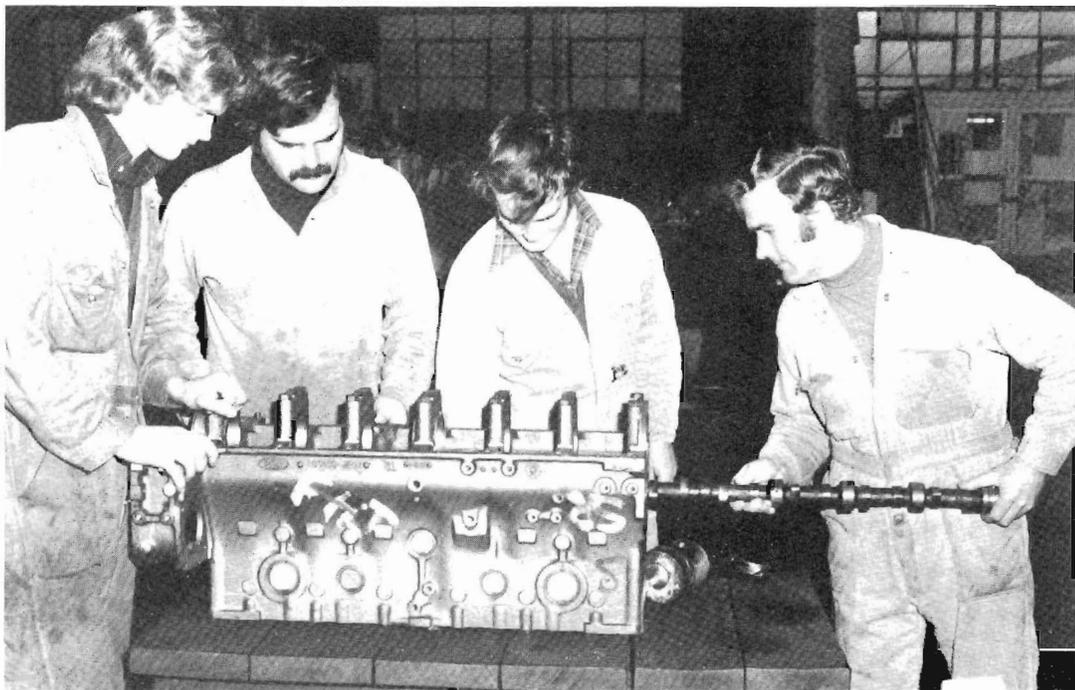
Freshly painted water pumps, used in burning-off operations, stand outside the workshops.



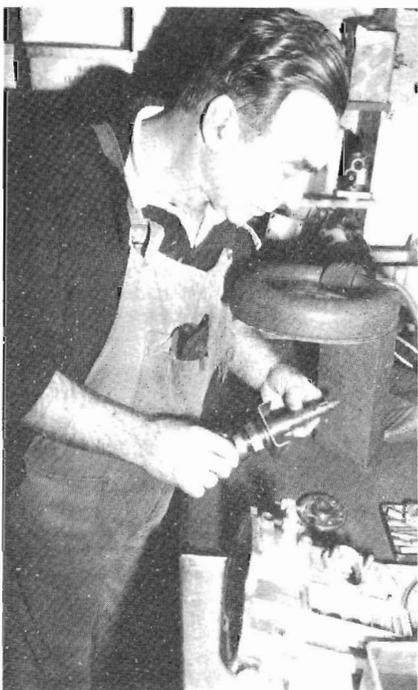
Painter Wally Wirowski puts the touches to a tie inserter.



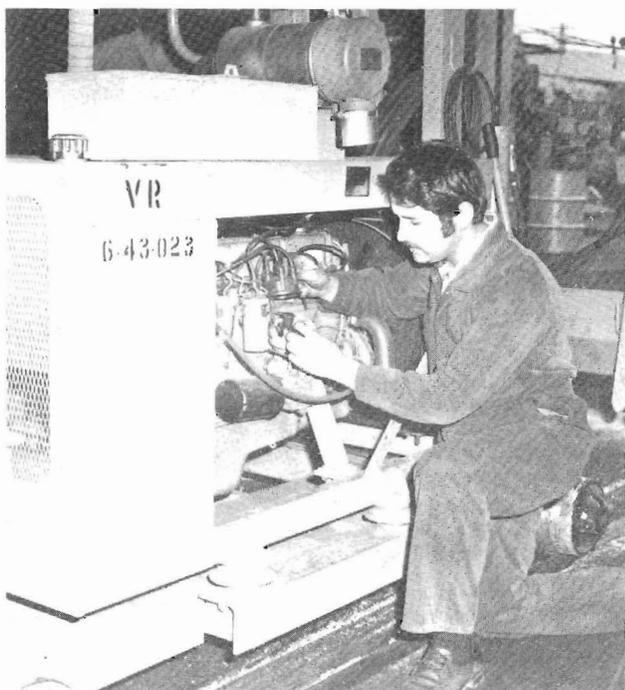
Fitter Leo McNamara tests press auto-jack system of an electromag



There is a knack in inserting a crankshaft in a diesel engine – plant Fitter Fred Kalowsky shows how it is done.



Plant fitter Carl Klissner examines a tractor part under an illuminated magnifier. He works on setting and adjusting fuel pumps most of the time.



Making minor adjustments to a scarifier engine is Fitter Bill Colosimo.



finishing



e in the  
tamper.

**On Melbourne Cup Day last year more than 33,000 racegoers travelled to Flemington Racecourse by train—on a line that was once a failure.**

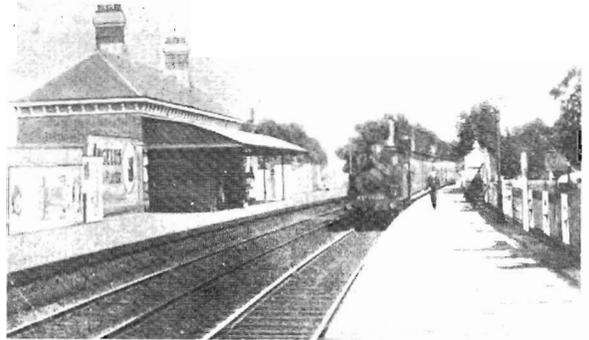
**One hundred and ten years ago, on July 1, 1864, faced with financial problems, the Melbourne and Essendon Railway Company's directors closed their four-year-old line.**

Only Government intervention, some years later, saw the line re-opened.

The Company was formed in 1858 with a capital of \$150,000 to build a railway from Essendon Junction (now North Melbourne Junction) to Essendon.

On February 24, 1859, the necessary Act of Parliament was passed to authorise the line, and a contract for the earthworks was let to George Holmes and Co. for \$60,000, of which \$14,000 would be paid in shares.

Sir Henry Barkly inaugurated work on July 23, 1859, turning the first sod, and shovelling the earth into a specially made cedar barrow. Labourers due to work on the line complimented the Governor on his ability with a shovel, and offered him a job.



**An Essendon train arrives at Moonee Ponds station in 1906.**

At the magnificent luncheon afterwards, the company directors announced plans to continue the railway to the River Murray, eventually connecting with Sydney.

The single track line to Essendon was officially opened on November 1, 1860, working to a limited timetable. Full running began on November 8 with 11 trains a day, at hourly intervals. There were seven trains a day on Sundays.

Fares from Melbourne were:

	First		Second	
	Single	Return	Single	Return
Kensington	9d	1/3d	6d	9d
Newmarket	1/-	1/6d	9d	1/3d
Ascot Vale	1/2d	1/9d	9d	1/3d
Moonee Ponds	1/4d	2/-	9d	1/3d
Essendon	1/6 d	2/3d	1/-	1/6d

Unusually, the station names and sequence have not changed since inception.

The Melbourne and Essendon Company did not have any rolling stock at the time, so two locomotives, two first-class and four second-class carriages, one brake van, and two wagons, were hired from the Victorian Railways.

Also running rights over the Government railway from Spencer Street to Essendon Junction, as well as office facilities at Spencer Street, had to be paid for.

Immediately after the Essendon line was opened, work began on building the branch line from Newmarket to Essendon Racecourse.

It was first used for the three-day Victoria Jockey Club meeting on February 28, March 1 and 2, 1861, when through "race specials" ran from Spencer Street at hourly intervals.

Return fares were 3/- first-class and 2/- second-class.

Many of the crowd who watched Archer win the first Melbourne Cup that November travelled on similar special trains.

In December, 1861, two locomotives for the Company arrived from England. But one was sold immediately to the South Australian Railways, and a third, arriving late in 1862 was sold to the New Zealand Government Railways as traffic did not warrant its use.

The remaining 2-4-OT type locomotive was named "Essendon", and entered service in January 1862.

Financially, the line's results from its opening day had been disappointing and the daily profit for the half-year to June 30, 1861, was \$2.20.

This rose to \$8.70 in 1862, and stayed at the same level through 1863, leaving no chance to pay shareholders any dividends.

As well as the capital outlay of \$150,000 there was a \$54,000 mortgage.

Early in 1864 the Company asked the Government to buy the line for \$60,000, but the request was declined because the price was felt to be excessive.

The failure of this proposal caused the directors to close the line on July 1 that year.

For the next three years shareholders and influential citizens held public meetings, and petitioned Parliament for the Government purchase and re-opening of the line.



**Racegoers arrive at Flemington Racecourse station for the 1885 Melbourne Cup.**

Eventually, on August 27, 1867, the sale was effected for \$45,000, and necessary repairs were made to make the Racecourse line to be available for special trains for the 1867 Melbourne Cup meeting.

The Newmarket-Essendon section was re-opened on January 9, 1871, with a time-table of seven trains daily each way.

Contracts had been let in 1870 for constructing a line from Essendon to Wodonga, and the first stage of the extension, from Essendon to Schoolhouse Lane (4 km from Seymour) was opened on April 18, 1872.

The Essendon line, after a slow start, proved successful, and later featured in another important phase of Australian railway history.

On October 6, 1918, the first electric train made trial runs between Newmarket and Flemington Racecourse, and this section became the instruction track for electric train drivers.

On the afternoon of May 28, 1919, electric traction was officially inaugurated with a special train from Flinders Street to Essendon.

Despite the opening of the Tullamarine Freeway, traffic on the line is continuing to increase today—a reversal of form for the line which once, almost, bombed out.

## “DOGSPIKE” ENTERS PRESERVATION SCENE

A new quarterly magazine, *Dogspike*, aims to cover the Australian railway preservation scene.

Published by the Geelong Steam Preservation Society, the magazine's first issue features 11 preservation societies and museums throughout the country.

According to the editorial, volunteers working on preservation projects come into contact with a wide variety of objects—the most numerous being dogspikes.

Therefore, the publishers hope *Dogspike* will become synonymous with the railway preservation scene in Australia.

## WHATEVER NEXT?

Around the world, railway carriages seem to collect a wide variety of lost property.

Last year, in Japan, passengers even managed to lose a number of funeral urns containing cremated human remains.

The Victorian talent for forgetting umbrellas and other knick-knacks seemed insignificant—until last month.

A Dandenong-Melbourne train was delayed for eight minutes between Springvale and Westall after a lady omitted to remove her property when alighting at Springvale.

The property? One pram, containing one baby.



1972—Flemington Racecourse—Melbourne Cup crowds leave a special train.

# VITAL PAPER IS RAILED FROM PORTLAND

Two large consignments of newsprint, which have helped to alleviate the serious nationwide shortage, have been railed from Portland to Melbourne.

The paper was shipped to Portland from Canada, and a labour shortage and port congestion prevented it from being discharged in Melbourne.

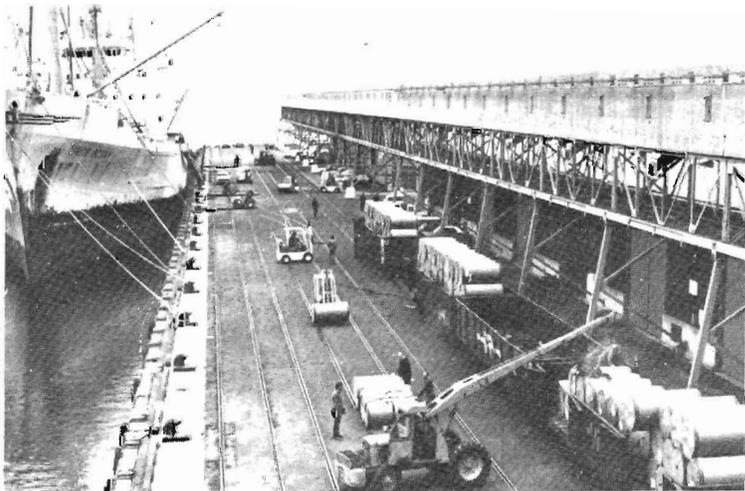
A last minute decision to divert the first ship, the “White Ocean”, with 6064 tonnes of paper, to Portland, presented no problems—and the Portland Harbour Trust Commissioners believe there is little doubt

that the speedy handling of the cargo had a bearing on the decision to divert a second ship to Portland two weeks later.

This vessel, the “Columbia”, discharged 2990 reels of newsprint and 6,500 bales of paper pulp to be railed to Melbourne.

After the success of these two rail movements from Portland to Melbourne it is expected that more shipments may be diverted to Portland in the near future.

Rolls of newsprint, each weighing between 200 and 700 kilos, being discharged from the “White Ocean” into rail wagons at Portland.



# CUSTOMER'S SAY

## Brightening a Sunday

"... congratulate you on the running of the combined rail-bus tour to Bright on Sunday April 28.

"The whole thing went off with, if we can borrow a phrase, 'a minimum of fuss'. The meals were good, and the picnic atmosphere of the tea meal was nice."

—*Mr. and Mrs. L. Lowley, Croydon, writing to the Secretary.*

"... went on the excursion to Bright on Sunday April 28, and as this was our first excursion with the Railways, I felt that I should say something about how much we enjoyed it.

"The weather on the day left much to be desired but the way the excursion was arranged and organised and carried out was a pure joy.

"... we will certainly be looking for future ones."

—*Mr. A. E. Beckwith, North Clayton, writing to the Secretary.*

A number of other letters praising the one-day tour to Bright have also been received—Ed.

## Through the floods

"I have just returned from N.S.W. being on a tour with my wife and daughter, with Pioneer Tours.

"On our way back we were forced to stop at Albury because of severe flooding at Seymour.

"As it was most important that we reach Melbourne that night, we came by train through the floods, and I would like you to know we were most impressed with the courtesy of your staff and the work of your gangers in replacing ballast, sleepers, so the train could get through.

"In particular may I mention the guard of the train, the 3.25 mail train, from Albury. He kept everybody informed as to the reasons why the train was delayed and was most pleasant and courteous the whole trip.

"In future, we travel by train."

—*Mr. K. R. Moore, Preston, writing to the Secretary.*

## Picking traffic

"I am directed to extend to you the very keen appreciation of my committee for your efforts in connection with the transport of labour for the 1974 dried fruit harvest.

"The season in this regard was unusual in as much as there was insufficient labour to fill more than one special train, and the Committee well understands your difficulties in arranging for special carriages on "The Vinelander".

The committee has also appreciated the courtesy and co-operation of your Principal Fares Officer, Mr. Paul Donohue . . ."

—*Mr. L. H. N. Hollick, Secretary, Growers' Conciliation and Labour League, Mildura, writing to the Secretary.*

## School Excursions

"... I wish to express appreciation of the co-operation and efficiency of the Railways staff on the three occasions when students from Avila College were taken on an excursion to Geelong.

"The Stationmasters of Mt. Waverley and Spencer Street, also of Geelong, all helped to transport the groups smoothly. . ."

—*Sister Mary Paul Warren, Avila College, Mt. Waverley, writing to the Manager, Passenger Operations.*

## Lord Mayor's Camp

"... concluded our 1973/4 series of camps at Portsea, and on behalf of the Lord Mayor's Children's Camp I would like to thank you most sincerely for the very able co-operation we received from the Victorian Railways and its officers.

"Our Camp Manager has informed the Board of the very excellent co-operation he receives from the Manager, Passenger Operations (Traffic Branch), Chief Marketing Manager, Mr. Feltscheer of the Refreshment Services Branch, Mr. G. Pappas, the Stationmasters, and Lost Property Officers, all of whom rendered invaluable service to our organisation. It is pleasing to know that throughout the season 3,246 children and leaders attended the various camps and, although many of the children and leaders travelled long distances, not one untoward incident occurred.

"... We do trust that the happy liason that exists between the Victorian Railways and the Camp will continue for the benefit of the many thousands of children who will attend the Camp in future years."

—*Cr. A. D. Whalley, Lord Mayor of Melbourne, writing to the Chairman.*

## Mornington ride

"... congratulate and thank personally (and I'm sure on behalf of many train travellers) the efficient team of four happy and conscientious workers of the Mornington train and station.

"The drivers smiling (in spite of the nerve-racking crossings), the conductor, with his old-world courtesy and charm (Vanman D. Hannah—Ed.), and last, but not least, our cheery Scottish lass at the office window, selling tickets (Caretaker, Mrs. M. Stewart—Ed).

"I have travelled many thousands of miles in trains all over the world but without a single doubt I would give the "Logie" to our clean, shining spotless, warm, Mornington train."

—*Mrs. R. Millwood, in a letter published by the Mornington Leader.*

## YOU JUST CAN'T WIN

During the cinema projectionists' strike in Melbourne, an anonymous (at his request) member of Head Office, Traffic Branch, staff travelled on the 6.20 p.m. train from Geelong to Melbourne.

The train, often known as the "theatre special", was delayed for a few minutes at Lara, much to the annoyance of one vocal passenger. Eventually he proclaimed: "If this train doesn't get moving I'll miss the cinema show."

Whereupon the railwayman explained that all Melbourne cinemas were closed because of the industrial dispute.

The passenger was furious. "Bloody Railways—they never tell you anything!"

## ROTARY AWARDS

Although the Rotary Club of Clayton's award to the local Stationmaster, Mr. W. G. Batch, and his staff (*Rail Ways*, June), was probably the first of its kind made to a Victorian station, it was not the first Rotary award to a Railwayman.

Mr. R. H. Travers, a retired Stationmaster, of Morwell, points out that the Rotary Club of Horsham named Senior Goods Clerk, J. L. Wilson, as outstanding public official of the year, in 1968.

Mr. Wilson, who has now retired, was thanked at a presentation dinner for his extreme courtesy, attention to duty, and fine public relations.

As a past Rotarian, Mr. Travers points out that presentations of this kind are rare, and then only for extreme and outstanding reasons.

## NEW CHIEF TRAFFIC MANAGER

Mr. M. Ronald has succeeded Mr. J. Crute as Chief Traffic Manager.

He was previously Assistant Chief Traffic Manager.

Mr. Ronald started his Railways career in January 1945, as a Supernumerary Lad Porter, and worked at various suburban locations, including Brighton Beach, Belgrave, and Flemington Bridge, before passing the Assistant Stationmaster's Certificate.

He started as a Relieving A.S.M. in March 1948, passed the Stationmaster's examination shortly afterwards, and became a Relieving Stationmaster in May 1951.

He later became a Train Controller at Head Office, and, in 1958, a Traffic Inspector in the Metropolitan Superintendent's area, before transferring to Head Office, still as a Traffic Inspector.

In August 1965, Mr. Ronald became Assistant Superintendent of the Freight Office, and Relieving District Superintendent in 1968.

He was appointed the first Superintendent of Metropolitan Train Running in December 1969, Manager, Freight Operations in June, 1970, and Assistant Chief Traffic Manager, in December the same year.

Together with the new Assistant Chief Traffic Manager, Mr. R. Barden, Mr. Ronald heads a team of about 7,500 Traffic Branch employees throughout the State.

He feels the future will be exciting, with the growing public interest in, and increasing demand for, Railway services.

There is a greater public appreciation of the role played by the Railways in the community, and also an increasing public awareness of the role the Railways will be called upon to perform in the future expansion of the State in the industrial, urban, and rural sectors.

# RAILWAYS FACE AN UPSURGE



The retiring Chief Traffic Manager, Mr. J. C. Crute, with his successor, Mr. M. Ronald, at his presentation ceremony at Head Office.

Railways are facing a revival of both status and traffic, according to the recently retired Chief Traffic Manager, Mr. J. C. Crute.

Mr. Crute, who retired on July 1, after 50 years with the Railways, said he was sorry to leave the Department at a time when there was such an upsurge of new developments on all sides.

He was involved with the commissioning of the Melbourne Hump Yard, which expedited the throughput of traffic, and, beside providing better service to clients, greatly improved the current availability of freight wagons.

During his Railways career, Mr. Crute was stationed at more than 20 locations throughout the State.

He joined the Railways in 1924, aged 14½. Over the next 20 years he worked at East Camberwell, Kyabram, Irymple, Albert Park, Melbourne Goods, Shepparton, Ripponlea, Windsor, Prahran, Cullgoa, Lockington, Woomelang, Redcliffs, Ouyen, Cressy, Parwan, and Numurkah.

By 1947 he was Assistant Stationmaster at Cobram, and, three years later, Stationmaster at Lockington.

Mr. Crute became a Traffic Inspector at Albury in 1954, and his experience there subsequently commended him for a later appointment as the first Officer-in-Charge when the Standard Gauge Freight Terminal opened at Dynon in 1962.

From Albury, he continued as a Freight Inspector in the Eastern and Metropolitan Districts, before being appointed Assistant Melbourne Goods Superintendent in 1961.

In 1967, Mr. Crute became Manager, Melbourne Freight Terminal, and, in 1969, Manager Station Operations.

He was appointed Assistant Chief Traffic Manager in July, 1970, and became Chief Traffic Manager on December 30 that year, when Mr. T. A. James retired.

One of his first moves on retiring will be to take an overseas trip, visiting some of the places he saw briefly on an earlier study tour.

He will return in time for the bowls season, and plans to pursue his two other favourite hobbies; reading and writing.

## TOO YOUNG FOR PROMOTION

Fifty years permanent service—that's the impressive record of Way and Works Branch Staff Office Clerk, Jack Cleary, who retired last month.

He was 14 when he joined the Railways in February 1924 as a junior clerk with the then Transportation Branch, and was appointed to the permanent staff in May that year, at a salary of \$88 a year.

Never a man lost for words, Jack recalls how his youth brought the occasional problem: when he was put up for promotion to the next division, he found the system did not allow for staff joining before their 16th. birthdays. He had to wait for promotion until his age and the system matched up.

## YOUTH FINED \$90

A Mount Waverley youth has been fined \$90, with \$9.50 costs, in Oakleigh Court, after incidents on a train in February.

He was charged with behaving in a dangerous and offensive manner, protruding outside the train, and giving a false name and address.

A Railways Investigation Officer told the Court the youth had been swinging on the straps commonly used by standing passengers, and had been behaving in an offensive manner.

He added the youth had behaved in a dangerous manner by protruding his body from a moving train.

The court was told the youth had given a false name after the Railways Investigation Officer had identified himself. This was later rectified.

The S.M. fined the youth \$40 each on the offensive behaviour and false name charges, and \$10 for protruding his body, and said he believed the \$10 fine was too low—but was the maximum stipulated in the by-law.

## LUCKY TO BE ALIVE

An Ararat district schoolteacher was told she was "an extremely lucky young lady to be alive" by an S.M. recently.

The woman had been charged with failing to stop her car when a train was approaching a level crossing.

She pleaded not guilty, because, she said, she had taken all necessary precautions.

The court was told the train whistle had been sounded, but the car did not appear to lose speed.

The train—the Portland rail motor—was estimated to have been travelling at 40 m.p.h. when it collided with the car, and the train driver estimated the car's speed at 60 m.p.h.

Police said the woman said she had not noticed the train until it was too late to do anything. She said she was travelling at 25 to 30 m.p.h.

She was found guilty.

## FUEL COSTS LEAD TO FREIGHT RISE

Despite a 1973 increase of 12.5 per cent over the previous year in freight loaded by Canadian railways, CN and CP Rail are proposing a 3.4 per cent rise in freight rates to cover increased fuel costs.

*International Railway Journal* reports the 1973 freight total as 245 million tonnes.



Mr. and Mrs. Jack Cleary (centre) surrounded by friends from the Way and Works Staff Office.

He soon transferred to the Way and Works Branch, and worked his way through the grades in various sections—staff office, accounts, North Melbourne, and Spotswood.

After four years on loan to the Labour Department and the Police Department (Motor Registration Branch), he spent some months relieving at Ballarat before transferring to Dimboola in 1935.

From 1942 to 1946 Jack served in

the Army, followed by nine years with the Senior Timekeeper at North Melbourne. Then came a spell at Spotswood Workshops, a year with the Estate Office (then under the Way and Works Branch), before his transfer in 1961 to the Way and Works Staff Office.

The highlights of his long career? "They're on the back of my record card," he said, "and you can't quote them!"

In retirement he plans a trip to Western Australia, and possibly a journey to England. Otherwise, nothing—or words to that effect.

## JUST BEAT TRAIN

A man who ignored warning signals beat a train over a level crossing by just three seconds, police told Frankston Court recently.

A police witness said the warning bells and flashing lights had been operating at the crossing for about 20 seconds when the car drove in front of the train—which was only about 65 metres away.

The motorist pleaded guilty, and said he had been talking to his wife and listening to the car radio.

"When I saw the train I was on the rails and I didn't stop then", he said.

He was fined \$40 for failing to obey a warning signal at a level crossing.

## THE RAIL WAY IS THE SAFE WAY

Two British burglars found their plans were off the rails recently, according to the Melbourne *Sun*.

After trying to open a stolen safe with spades and picks, the two de-

cidated to try a power tool—the 100 m.p.h. London-Glasgow express train.

They rolled the safe onto the main line from Euston near Hemel Hempstead, and waited for the north-bound train.

It opened the safe—but scattered the money in all directions. Some caught in the train's undergear, and travelled on to Glasgow.

With a final profit of only about \$10 each, the two finished up in court, charged with stealing the safe, and endangering the lives of the train's 6123 passengers. Both were convicted.

## GERMAN MOTORAIL IMPROVES

German Federal Railways (DB) carried about eight per cent more private cars on its 1973 MotoRail services, compared with 1972, according to *International Railway Journal*.

The 1973 total was almost 200,000 vehicles.

## WOMAN FINED AFTER CRASH

A 26 year old woman was fined \$20, with \$67.93 costs, in the City Court recently for having failed to give way to a train at a level crossing.

The woman was in hospital for six weeks after the accident, which happened at the Reserve Road level crossing, Grovedale, on January 10 this year.

Police said the woman had told them she had not seen the train.

She said she had approached the crossing at a slow speed, and looked to the left and the right without seeing a train.

The crossing is protected by warning signs.

## CAR HIT TRAIN— DRIVER FINED

A motorist was fined \$25, with \$22 costs, in Hastings Court last month, after his car grazed a train at a Stony Point level crossing last year.

In evidence, the train driver said he sounded the train's whistle as he approached the crossing. Flashing light warnings were operating.

The defendant said he had not seen the flashing lights until he came round a turn near the crossing. The road was wet, and he was unable to stop in time.

The magistrate suggested the motorist had either a lapse of concentration, or was driving too fast.

He said, in imposing the fine, that he was taking the defendant's previous good driving record into account.

## ERR—WE WERE WRONG

The gremlins were at work last month.

On pages 94 and 95 of *Rail Ways*, June, the pictures of VRI Councillor Ian Adcock, and Locomotive Superintendent, Dimboola, David Melton, were accidentally transposed.

We offer our apologies to both gentlemen, and our thanks to the number of readers who rang to point out the error.

## RETIREMENTS...

**REFRESHMENT SERVICES BRANCH**  
Betram, Mrs. L., North Melbourne, 25/6

Devereaux, Miss C., Flinders St., 5/6  
Henderson, Mrs. D., Ballarat, 26/4  
Hollway, J., Advertising Division, 14/6  
Kenny, Mrs., E., Spencer Street, 27/7  
Kvedar, Mrs. M., North Dynon, 22/6  
Lahn, Mrs. H., Bendigo Buffet Car, 22/5

McDougall, Mrs. R., Melbourne Goods, 9/5

Petrovic, Mrs. G., Dining Car Depot, 10/5

### ROLLING STOCK BRANCH

Astill, C. L., E. R. Depot, 20/5  
Baker, A. J., Newport, 16/8  
Ballingall, D. W., South Dynon, 2/8  
Buck, E.W.L., Head Office, 7/8  
Chrul, L., Newport, 14/8  
Coward, A.T., Newport, 31/8  
Graham, R.C., Bendigo North, 14/8  
Hagi, G., Jolimont, 16/11/73  
Herrgesell, W., Jolimont, 10/8  
Holroyd, H.B., Newport, 27/8  
Lazzaro, R., Newport, 2/8  
Mann, A.D., Jolimont, 16/8  
Mercieca, J., Newport, 4/8  
Moran, W.H., North Melbourne, 31/5  
Nielsen, R.A., Bendigo North, 7/6  
O'Brien, J., North Melbourne, 7/8  
Pattison, E., Newport, 18/8  
Phillips, W.J., Newport, 31/8  
Sawetz, E., Jolimont, 29/5  
Smith, E.R., Ballarat North, 4/8  
Smith, W.T., Bendigo North, 30/4  
Tyler, A., Jolimont, 7/8  
Vasilopoulos, S., Jolimont, 9/8  
Versace, F., North Melbourne, 11/8  
Webb, G. F., Jolimont, 12/8

### SECRETARY'S BRANCH

Don. G. L., Head Office, 5/7

### TRAFFIC BRANCH

Cole, R. J., Geelong, 18/8  
Fiddes, J. T., Ripponlea, 2/8  
Gregory, M. D., Seaford, 10/5  
Harcoan, C.L.G., Mildura, 2/8  
Harry, A. N., Melbourne Goods, 23/8  
Hopkins, L., Melbourne Goods, 15/6  
Kennedy, J. M., Melbourne Yard, 31/5  
McTaggart, H. W., Geelong, 1/5  
O'Neill, G. W., Dynon, 14/6  
Penrose, R.W.H., Bendigo, 24/4  
Ryan, C. A., Melbourne Goods, 31/5  
Spencer, R. M., Melbourne Yard, 22/5  
Taylor, E. D., Oakleigh, 17/5  
Traeger, H. R. H., St. Kilda, 5/6  
Varasso, R., Melbourne Goods, 29/5  
Walters, R. B., Tongala, 21/5

### WAY AND WORKS BRANCH

Affeld, L. V., Seymour, 24/8  
Clark, J., North Melbourne, 25/8  
Daffy, F., Geelong, 2/5  
Duggan, J. C., Spotswood, 16/8  
Foley, W. M., Caulfield, 26/8  
Hare, F., Glenroy, 3/5  
Hillyer, W. R. J., Caulfield, 11/5  
Hodge, R. K., Newport, 25/8  
Hoppen, H. H., Bendigo, 29/4  
Iannotti, V., Overhead Division, 20/8  
Janetzki, N. W., Ararat, 3/6  
Jankowski, S., Flinders Street, 4/5  
Jones, A. M., Flinders Street, 10/5  
Lavery, H. J. A., Ballarat, 15/8  
Lowndes, T., Geelong, 23/4  
Lynam, M. J., Spotswood, 1/5  
Orr, E., Wycheproof, 30/8  
Porter, E. B. H., Caulfield, 9/5  
Quaife, N. A., Maryborough, 8/8  
Runnalls, F., Korong Vale, 7/5  
Russell, A., Spencer Street, 17/6  
Templeton, I., Ballarat, 10/5  
Tighe, M. J., Spotswood, 8/5  
Wowczak, W., Seymour, 2/8

## RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

**ROLLING STOCK BRANCH**  
El Zeeni, G. Jolimont, 29/5  
Homa, I., Bendigo North, 6/6  
Luke, J. B., Bendigo North, 1/6

### TRAFFIC BRANCH

Andrew, V. J., Flinders Street, 1/6  
Hadkowski, Spencer Street, 19/6  
Holden, W., Horsham, 19/5

### WAY AND WORKS BRANCH

Byron, F. H., Warrnambool, 31/5  
Henderson, A. E., Werribee, 25/5

# Institute IN News COUNCIL ELECTIONS

The last in the series of "get to know your councillor" articles, featured in *Rail Ways* since February, is presented this month.

Regardless of whether or not an election is held, it is hoped these insights into the backgrounds and experience of VRI Councillors will have been of interest to you, particularly if you are called upon to vote.

The ballot papers should be received around August, and it is imperative that care be taken when completing these—as only 17 Councillors are to be elected; and any extra votes would make the paper informal.

The two Councillors featured this month are Mr. J. Kennedy, Central Reservation Bureau, Head Office, and Mr. R. I. Wastell, Metro Superintendent's Office, Flinders Street, both of whom have only recently accepted positions on Council.

Jack Kennedy joined the Institute in 1949. In January, 1974, a vacancy occurred on Council, Jack accepted an offer of this position, and is now a member of the Sports Committee.

He is a keen golfer, and a member of the VRI Golf Club, has participated at the last five Intersystem Golf Carnivals, and plays in many of the country centre tournaments.



Mr. Kennedy

Jack is a familiar face among the metropolitan players at Railway Golf Week, and last year he won the State Open Railway Championship.

Robert Wastell joined the Institute in 1965, and Council in May 1974, as a result of another Councillor's transfer to the country.



Mr. Wastell

He also is a member of the Sports Committee.

Robert played football with the Traffic Branch team in the VRI Football League's competition, and like to play a quiet game of billiards in the Institute Billiard Room. He is also a frequent user of the Sauna Bath at the Institute, which helps him keep fit for his many games of squash.

## INSTITUTE SPORT

### CHESS CLUB

The Institute Chess Club has three teams taking part in the Victorian Chess Association's Winter Competitions this year, and so far all have acquitted themselves well.

These games are played fortnightly on Tuesdays, Wednesdays, and Thursdays at the Melbourne Chess Club, 2nd. Floor, 483 Elizabeth Street.

If you play chess, but do not belong to a club, or even if you would like to learn how to play this fascinating game, why not go along to Room 2, 3rd. Floor, VRI, any Wednesday evening, and make yourself known to the club members?

If you feel a little shy, give Bill Hutchieson a ring on auto 1205 or 2334, and he will be able to arrange an introduction for you.

The club conducts "lightning tournaments", provides opportunities for inter-club play, holds its own VRI chess championships, and offers tutoring from scratch for the beginners.

It is a friendly group, and anyone who is interested in chess is immediately made most welcome.

## FOOTBALL—A P I v V R I

Chocolates to boiled lollies! You've all heard that statement at one time or another, and it sums up VRI football in the last 12 months.

Last year we defeated the "posties" in a game which aptly illustrated what 18 triers could do. This time we had a better side, but just could not put our game together for four quarters.

In blustery conditions at the Junction Oval, St. Kilda, on Wednesday June 19, coach Jack Sharp sent our boys out eager to carry on where they left off last year.

Captain Graham Grose won the toss, and elected to kick with the "gale" (worth four goals at least).

It was at this point the rot set in.

If our forwards were signalmen we would have *Southern Aurora* going to Bairnsdale, the *Spirit of Progress* to Adelaide, and *The Vinlander* to Albury. Although they won many kicks, inaccuracy proved costly.

The first quarter ended with VRI, 1 goal 8 behinds, leading API, 1 behind.

Despite the news of the "posties" recent "go slow", there was nothing slow about their game in the second quarter. Our defence, well led by Jimmy Ryan, tried hard to stem the API onslaught, but to no avail.

While the Railway boys had trouble finding the goals, the API had no such problems, and at half-time the "posties" led 5-9 to VRI 1-9.

Coach Jack Sharp made positional changes, pleas, and, as a last resort, threats, but although the VRI boys went out with more purpose and devil in their game, the API had their tails well and truly in the air.

Despite the strong headwind, they outscored our boys with 4-4 to 2-7 for the quarter.

The last term saw perhaps the best Railways football of the day. However, by this time even the greatest optimists were conceding defeat, and the final scores were: API 11-16; VRI 5-18.

VRI best players were J. Ryan, M. Powell, T. Tarrant, and W. Fogiel.

Full credit to API, who played well as a team and kept the pressure on all the way. Similarly, the Railway boys stuck to their guns, and, had they kicked more accurately in the first quarter it could have been a different story—but they didn't.

After the game, Mr. R. M. Wright welcomed the API on behalf of the Institute, and called on Graham Grose, captain of the Railway team to present the trophy to his opposite number, Terry Allen.

During his welcome, Mr. Wright introduced Mr. C. W. Miller, newly appointed Secretary for Railways, Mr. D. O'Donnell, Chairman, Sports Committee, and Mr. Oss Keating, Acting Manager of the Institute.

Mr. Jim Carroll, API President, replied, and Mr. I. Gunn, Director Posts and Telegraphs, who retired last month, also said a few words.

Thanks are due to the honorary workers; the trainers; goal umpire; and, of course, Jack Sharp; George Peters; and two retired personalities in Ern Tomlinson and Tom O'Neill.

## BENDIGO GOLF

The Bendigo VRI Golf Club held its fourth Annual Golf Tournament at Eaglehawk on Sunday, June 9, 1974.

Attendances were down, and the weather was not very kind, although the rain did hold off until the golfing was over. However, some good scores were recorded, and those who attended enjoyed a well conducted tournament.

The feature "Goldfields Championship" event for the best scratch score went to "Alby" Jack (Bendigo) for the second year in a row. Alby shot a 75 off the stick.

The "A. S. Dix" trophy for the best nett score was won by Jack Marsh (Bendigo), who finished with a nett 61.

Trevor O'Shea and Keith Jack (both from Bendigo) won the A grade scratch and A grade handicap events respectively, and these four players also joined up to win the team event.

The Ladies scratch event went to B. Henkel, with a 91, the handicap to V. Martin, with a nett 71, and the team event to M. Storey, E. Smith, and L. Hutchinson.

Council was represented at the tournament by I. Adcock.

A fine contrast of sunlight and shadow highlights a *Harris* train as it approaches a tunnel near Jolimont.

Railways photographer John Phillips was quick to realise the potential of the scene, and produced this dramatically lit photograph.

John has had a number of pictures published in *Rail Ways*, as well as a number of railway magazines, and he took the front cover photograph for *Rail Ways*, January 1974.

VICTORIAN



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# THE BOARD IN THE LAST SIX MONTHS

In January this year, *Rail Ways* carried a report from Chairman of the Victorian Railways Board, Mr. A. G. Gibbs, on the activities of the Board since his appointment six months earlier.

This month *Rail Ways* presents a summary of the next six months' activities, from January to June.

During the first half of the year the Board fortnightly meetings covered many subjects—some of which are briefly covered here.

## Eastern Railway

The Board's submission to the Parliamentary Public Works Committee's second Inquiry into plans for the Eastern Railway were detailed in *Rail Ways*, April.

Basically, the Board felt the Railway, if built, should extend as far as Blackburn Road—the plan known as "Scheme One".

The other plans offered access to the Railway at the fringe of the area it was designed to serve, and, among other problems, forced the Railway to compete directly with the alternative of a potential passenger driving to the city, instead of offering sufficient well-designed interchange points to help cut the total door-to-door travelling time.

## New rail cars

Two new diesel rail cars bought from N.S.W. Railways have been delivered to Newport Workshops and are expected to be in service between Melbourne, Ararat, and Portland early next year.

After work at Newport the rail cars will be almost identical to those already in service on the Portland line, and the new cars will permit through services from Melbourne.

## Management appointments

Following the appointments of Mr. I. G. Hodges as General Manager and Board Member, succeeding Mr. E. P. Rogan, and Mr. L. A. McCallum, succeeding Mr. Hodges as Deputy General Manager, three new Assistant General Managers positions were created.

Mr. N. H. Rashleigh, formerly Secretary for Railways, became Assistant General Manager (Finance and Administration), while Mr. Hodges and Mr. McCallum respectively will perform the duties of Assistant General Manager (Technical) and Assistant General Manager (Operations) until further notice.

To succeed Mr. Rashleigh, Mr. C. W. Miller was appointed Secretary for Railways.

On the retirement of Mr. H. R.

Hauptmann on July 1, the Public Relations and Betterment Board was abolished, and Mr. A. Brook became Public Relations Manager.

The Staff Board has also been abolished, and the former Chairman of the Staff Board, Mr. R. M. Wright, is now Manager, Personnel.

The changes are part of the Board's continuing policy of restructuring the Railways top management organisation.

## Reward

With an upsurge in vandalism—\$½ million damage was done in one night on March 6—the Board decided to offer a reward of up to \$100 for information leading to the arrest and conviction of the vandals.

Details of the reward, and other moves in the campaign against vandalism, were given in *Rail Ways*, July.

## Accounting

An accounting and costing system has been designed as an integral part of the Management Information System to meet the needs of management at various levels.

Accounting, costing, and statistical data is needed at all levels for cost control and planning, as well as the collection of financial results.

The new system, which is being planned in stages because of the extensive changes needed, will develop the concept of accountability for results by a detailed analysis of all costs and receipts, with prompt reporting, particularly where there are significant changes.

It is planned to be in full operation by July 1 next year.

## Inquiry

Victorian Railways' submission to the State Development Committee's Inquiry into the Development and Promotion of Tourism in Victoria explained that, for the tourist, the main deficiency in Victorian rail services was the lack of high quality air conditioned rolling stock. This means some peak trains have to be augmented with older rolling stock,

leading to passenger dissatisfaction.

This situation can only be overcome by the provision of funds for additional high-quality rolling stock—but full use of this can not always be guaranteed.

Railways Travel Promotion Officers are being incorporated in the Marketing Division, and will include, for the first time, a woman to concentrate on promoting women's group travel.

It was suggested that Mount Buffalo Chalet, at the Mount Buffalo National Park, should be considered for assistance as a "key point", forming an integral part of the State's tourist attractions.

Also, in increase in funds available for advertising and promotion could be expected to bring a commensurate return in revenue.

## Mt. Buffalo Chalet

The Board has agreed the future of the Chalet lies in accepting its essential period character, and in fostering a market for this style of resort.

It would probably be necessary to seek expert assistance in determining where this market is.

The importance of ensuring the operations of the Chalet do not cause deterioration of the environment was also stressed.

## Non-paying lines

The ex-Chairman of the Country Roads Board, Mr. I. J. O'Donnell, has been appointed as an independent authority to look into proposals for closing non-paying lines, in line with the recommendations of the Bland Report.

## New locomotives

Ten new 2,200 hp main line diesel-electric locomotives, at a total of \$4 million, have been ordered from the Clyde Engineering Co., South Australia.

They are urgently needed to cope with present traffic needs, and to meet expected future traffic increases. The first locomotive is expected to enter service by October, 1975.

Full details were given in *Rail Ways*, June.

Finance had not been available for some years to provide sufficient main-line locomotives.

# GLEN WAVERLEY PROJECT GOES AHEAD

Work on the Glen Waverley line upgrading project (*Rail Ways*, November 1973) is continuing, and the first rebuilt station buildings, at Mount Waverley, are due to be in service this month.

The new buildings will feature standard modular furniture, and booking windows designed to obviate the need for the booking clerk to turn away from the passenger at any time.

Some advertising hoardings along the line are being removed wherever contracts allow as part of the beautification plans.

Winter has slowed other beautification plans, but these, including some landscaping, will continue as weather permits.

It is envisaged that only stainless steel and *Harris* trains will be used on the line when the new time-tables are introduced.

Tests with *Harris* and stainless steel trains are being conducted as a guide for future high-speed running and new time-tables, with some express running and featuring a general 15 minute interval off-peak service, are due to be introduced early next year.

The current uncertainty in the building industry has caused a reluctance to tender for new station buildings, and invitations to tender will be re-advertised in September, when it is hoped the situation will have improved.

Car parking facilities are being extended wherever practical but further study of multi-storey car parks is still needed.

The heavy expense in building multi-storey parks may not be economically justifiable.

## NOW THERE'S HAMPTON'S RULE

In a recent *National Times* article praising the Eurailpass—the European all-lines first-class ticket—John Hampton quoted an invaluable rule for anyone packing a suitcase:

“The distance your carriage stops from the terminal is directly proportional to the weight of your bags”.



## MURAL UNVEILED

General Manager (Mr. I. G. Hodges), talks with Acting Premier of Victoria (Mr. L. Thompson) and Mrs. Thompson at Spencer Street Station. Mr. Thompson had just unveiled the first stage of Mr. Harold Freedman's transport mural, which will eventually cover the wall above the main concourse. *Rail Ways* April, and *News Letter*, March 1973, featured details of the mural.

## ALMOST HALF THE LINE GOES UNDER OR OVER

China has recently published details of a 1085 km railway through rugged country in south-western China.

Although details have only recently been released Chinese authorities say the line has been open for traffic since July 1, 1970.

The line has 427 tunnels and 653 bridges—a total of more than 400 km.

It runs from Chengtu to Kunming, where it links with a line direct to the North Vietnamese capital of Hanoi.

An official report, saying the line has proved reliable, continues: “Spurred on by the movement to criticise Lin Piao and Confucius, the railway workers are striving to raise transport efficiency and quality.”

## FREIGHT RATES UP

Railways of Australia have increased most freight rates from August 1.

A 20 per cent rise affects certain forwarding agents, van, wagon, and container traffic, as well as motor vehicles and other special traffic in the eastern States.

However, on some eastern States routes the increase is only 10 per cent.

Rates from eastern States to Western Australia have risen by an average 15 per cent, while rates from W.A. have increased by a lesser amount.

Railways of Australia classified rates and incidental charges are up 20 per cent.

The last increase in intersystem rates was effective from September 1 last year, while R.O.A. classified rates have not risen since their introduction in 1968.

Substantial cost increases have brought the latest increases.

## IN YOUR OWN INTERESTS

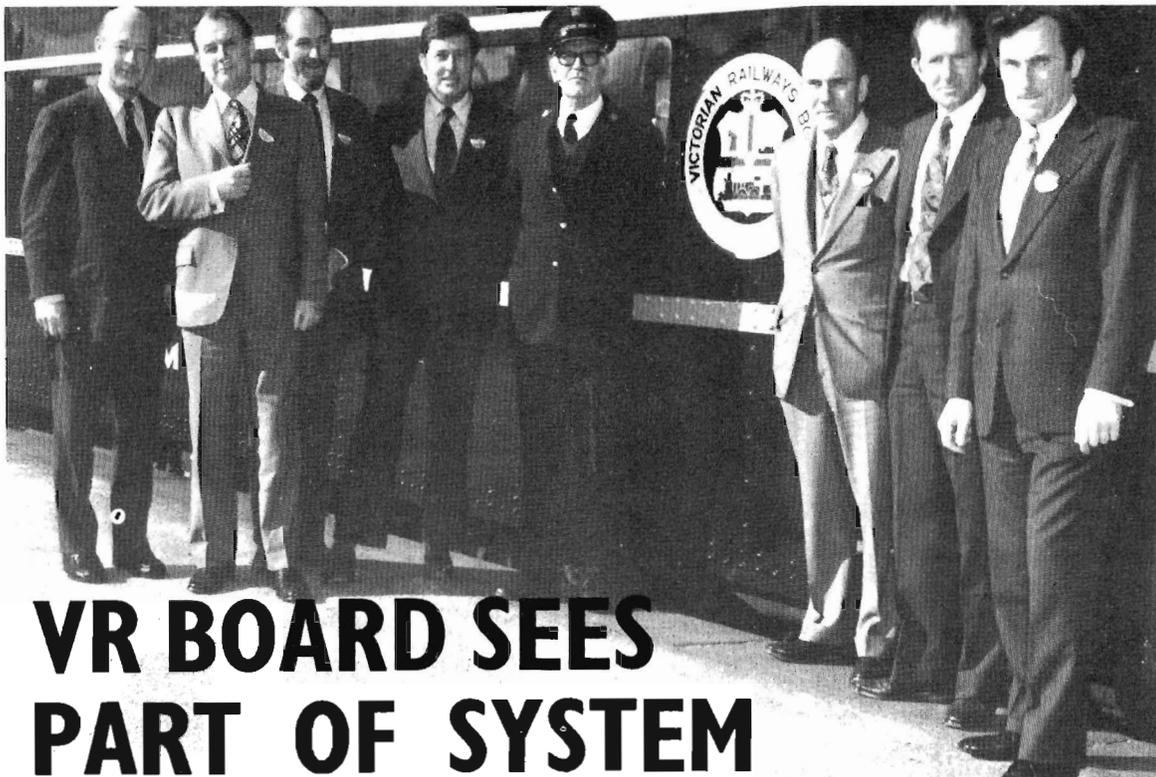
This month, we are surveying all *Rail Ways* readers, to help us plan future issues.

*Rail Ways* has always welcomed constructive criticism and comments, but we feel the silent majority of our readers should have a say in what they would like to see.

This issue should contain a survey form.

We ask you to complete and return this form as soon as possible, either direct to *Rail Ways* Editor, Room 97, Victorian Railways Head Office, or to your nearest station.

It is important for every reader to complete a survey form—please do so now.



# VR BOARD SEES PART OF SYSTEM

On July 7, 1874, the first train ran from Melbourne to Maryborough, via Castlemaine. The same day, the train service between Melbourne and Ballarat, via Geelong, was extended to Creswick. Exactly one hundred years later, the V.R. Board took time off from its week-end inspection tour (July 6-7) to take part in celebrations at both Creswick and Maryborough. A special train travelled from Melbourne to Bendigo, back to Castlemaine, then to Maryborough, Creswick, Ballarat, and Geelong.

At Bendigo, the Board inspected the station complex which was rebuilt in 1968, after a fire three years earlier.

At Maryborough, the train was joined by a steam hauled special that had earlier brought rail enthusiasts from Melbourne, and the two broke simultaneously through a paper banner held by the Mayor of Maryborough, Cr. A. G. Leech, and 76 year old Mrs. M. Upton.

Her father, John Asmus, held the Union Jack for schoolchildren when the first train arrived at Maryborough a century earlier.

A crowd of almost 2,000 gave the Board a rousing welcome, and a combined band of pupils from the Maryborough High and Technical schools provided a fine musical reception.

Before laying a commemoration stone at the station entrance, V. R. Board Chairman, Mr. A. G. Gibbs, placed minutes of special meetings of the Board, Maryborough City Council, the Shire of Tullaroop, and the Australian Railway Historical Society in a special niche.

The trowel used in the ceremony was then presented to the Midlands Historical Society.

Later, Mr. Gibbs, A.R.H.S. President Mr. W. Rapley, and Cr. Leech unveiled a plaque in the station foyer.

## Special displays

Keen interest was paid to displays arranged by local industries, to an art exhibition, and a selection of old-time railway photographs displayed on the railway station.

The previous night, debutantes at the annual Anglican Ball had walked through the doorway of a mock-up carriage from *The Vinlander*, built by the V.R. Public Relations Section—which was still in position on the Town Hall stage for the civic reception on July 6.

Both the Mayor, and the Shire President, Cr. A. J. Freemantle, congratulated the Railways on a century of service.

In reply, Mr. Gibbs said his Board looked forward to further development of the Railways, and spoke of the service rendered by Railways staff. He said they were dedicated people, and it was they who made the Railways.



Opposite page: Top

Members of the Victorian Railways Board stand beside the special train at Bendigo station (L. to R.) Mr. N. G. Wilson; Mr. I. G. Hodges; Mr. L. M. Perrott; Mr. J. G. Urbahns; Mr. W. Surridge (Stationmaster); Mr. M. Ronald (Chief Traffic Manager); Mr. R. W. Ellis (right).

Bottom

Mrs. A. G. Gibbs is officially welcomed to Maryborough by the Lady Mayoress, Mrs. A. G. Leech.

This page: Top

Mr. A. G. Gibbs puts the finishing touches to the commemorative stone at Maryborough station. Stationmaster, Mr. R. G. Carr (left), Mayor Cr. A. G. Leech, and Shire President, Cr. A. J. Freemantle, both behind Mr. Gibbs) watch.

Bottom

The Board's train and the steam-hauled special break through a banner at Maryborough station.



He went on to say: "I regard these celebrations in Maryborough, and Creswick, as the event of the year for the V.R. Board".

### Centenary Dinner

That night, in the renovated station refreshment rooms, more than 200 guests attended a centenary dinner.

A place of honour was reserved for 91 year old Mr. Jack Rogan, father of V.R.'s recently retired General Manager, Mr. E. P. Rogan.

Next morning, the present General Manager, Mr. I. G. Hodges, presented a special trophy to Maryborough VRI Golf Association President, Mr. R. Evans. The trophy, a silver tray, was the main prize at that day's centenary golf tournament, and was won by Mr. A. Jacks, of Bendigo North Workshops.

A second special trophy, presented by Maryborough Stationmaster, Mr. R. Carr, was won by VRI Councillor, Mr. I. Adcock.

Another large crowd was at Creswick station for the arrival of the V.R. Board's train. A distinctive figure on the station was Stationmaster Mr. E. Hubbard, dressed in an 1874 uniform.

Immediately the train arrived, Mr. Hodges, in the absence of Board Chairman Mr. Gibbs, who had been forced to return to Melbourne because of illness, planted a centenary tree—a claret ash—from the local Forests Commission nursery. He then raised the V.R. flag for the first time at Creswick.

With Creswick Shire President, Cr. S. Geddes, riding "shotgun", Mr. Hodges joined Melbourne *Sun* columnist, Mr. Keith Dunstan, and Coach Driver Mr. E. Stubbs on a Cobb & Co. coach headed for the Shire Offices. The procession was led by a mounted policeman and the Creswick Municipal Band.

The remainder of the official party followed in a bus.

### Influence

In an address of welcome, Cr. Geddes said the Railways had a big influence on Creswick in its early days.

Although the Railways had met with keen competition from road transport in recent years, they continued to perform an invaluable service to the community, he said.

Mr. Hodges presented a 14 day all-lines rail ticket, won by Shire Engineer, Mr. B. Schreenan, at the previous night's Centenary Ball.

In a re-creation of a "miners' happening", Mr. Hodges and Cr. Geddes were accosted with demands on miners' rights, and refused admission to the Town Hall.





*Top left:*  
Mr. A. G. Gibbs presents the Mayor of Maryborough, Cr. A. G. Leech with a photograph of the Maryborough Shire Council meeting which approved the minutes sealed behind the commemorative stone at the station. Behind is a mock-up of a "Vinlander" door-way made for the Debutante Ball.



*Right:*  
Mr. A. G. Gibbs is interviewed by a representative of Bendigo TV station BCV 8, who travelled on the Board's train.

*Below:*  
Mr. J. Rogan, father of the recently retired General Manager, Mr. E. P. Rogan, is presented with a bottle of vintage wine at the Centenary Dinner by Mrs. A. G. Gibbs.

*Bottom:*  
General Manager, Mr. I. G. Hodges, is welcomed at Creswick by Stationmaster Mr. E. Hubbard, who is wearing a period uniform.



However, Mr. Hodges managed to "pay off" the renegades, and he then went on to open a rail display in the Historical Museum, and presented the spade, used earlier to plant the centenary tree, to the Museum Trustees.

### Workshops

It was "down to business" as the train made a brief stop outside Ballarat North Workshops, where a rake of rail wagons made at the workshops was on display.

Chief Mechanical Engineer, Mr. S. Keane, explained the type of work now being carried out at the Workshops to the Board.

The Workshops, built in 1917, have a staff of 607, and are currently building general purpose (VSX) louvre vans.

The Board then inspected the stations and surrounds at Ballarat and Geelong, before starting on the last leg of the journey back to Melbourne.

Board Members took a keen interest in the future potential of the Geelong-Melbourne line, and noted thermit welding operations in progress between Lara and Little River, and Werribee and Hoppers Crossing.

They also saw Newport Workshops, where it was explained the staff of 1979 were currently building stainless steel suburban trailer carriages, and multi-purpose hopper wagons (*Rail Ways*, June).

### Press coverage

All media gave the tour extensive coverage—it was front page news next day in the *Ballarat Courier*, *Geelong Advertiser*, and *Bendigo Advertiser*.

The *Ballarat Courier* and *Maryborough Advertiser* both ran special supplements, using material supplied by V.R. Public Relations, on the preceding Friday, and pictures and stories appeared in both papers for some days after the event.

Country television stations, including BCV8 (Bendigo), BTV6 (Ballarat), and STV8 (Mildura), as well as Melbourne's HSV7 and ABV2, covered the tour. Some of the film used was supplied by V.R. Film Officer, Mr. Ted Davis.

Melbourne *Sun* columnist, Mr. Keith Dunstan, travelled on the Board's train, and devoted his entire column to the trip next day.

Later articles have appeared in a variety of magazines and periodicals.

## THE WHOLE TRUTH

Ballarat District Engineer, Mr. K. Brennan, received one most unusual requisition during preparations for the Creswick celebrations.

He was required to provide a hole at Creswick station for the centenary tree.

Recent materials shortages had meant that part supplies were often received, Mr. Brennan said. However, in this case, it had not been necessary to reduce the order to "half a hole".

## History nearly repeated

When the present Maryborough station buildings were built in 1890, Victorian Premier of the day, Mr. D. Gillies, was to have laid a foundation stone.

Just after the stone had been cut, and shortly before it was due to be laid, Mr. Gillies was defeated in a snap election and, according to legend, the stone was laid in reverse.

Despite an intensive search beneath the station, the original stone could not be located, and it was decided to quell the legend by laying a commemoration stone, including the name of Victorian Railways Board Chairman, Mr. A. G. Gibbs, during the Centenary celebrations on Saturday, July 6.

However, that morning, Mr. Gibbs was ill following his return from Darwin the previous evening. He was unable to join the special train from Melbourne—but pain-killing injections enabled the Chairman to travel by car to Castlemaine.

There were anxious moments in case the new stone would have to be laid in reverse, but Mr. Gibbs was able to satisfy the requirements of the inscription, and history.

Historians of the future could, however, generate some heated discussion over who planted the commemorative tree at Creswick on July 7.

A special spade, engraved to show Mr. Gibbs as the "gardener", was used, but the Chairman's illness had forced his return to Melbourne before the planting ceremony.

General Manager, Mr. I. G. Hodges, performed the ceremony, and the spade, unaltered, is now in the Creswick Historical Museum.

So—this story could hold the key to one historical puzzle for our descendants. Unless of course, the tree dies.

Mr. I. G. Hodges finishes planting a tree, supplied by the Forestry Commission, at Creswick, watched by the Shire President, Cr. S. Geddes.

"Bandits" hold up the Cobb and Co. coach carrying Cr. Geddes, Mr. Hodges and "Sun" columnist Mr. K. Dunstan, at Creswick.



## EVEN THE MARBLES HAVE A HISTORY

Bottles of special centenary vintage wine were given to 10 lucky guests at the Maryborough centenary dinner.

Guests had numbers printed on the reverse of their name tags, and the deciding numbers were drawn by Mrs. A. G. Gibbs, using leaden marbles.

Victorian Railways have had the marbles since about 1880: they have decided seniority—and still do—and have been used when ballots were necessary for guests at Mount Buffalo Chalet and Wilsons Promontory.

## OPPORTUNITY PASSED UP

When "bushrangers" held up the Cobb & Co. coach on which a frozen V.R. General Manager, Mr. I. G. Hodges, was travelling, they "stole" the mail bags containing gold.

The bandits must have been satisfied with their haul—they neglected to demand the General Manager's gold pass.



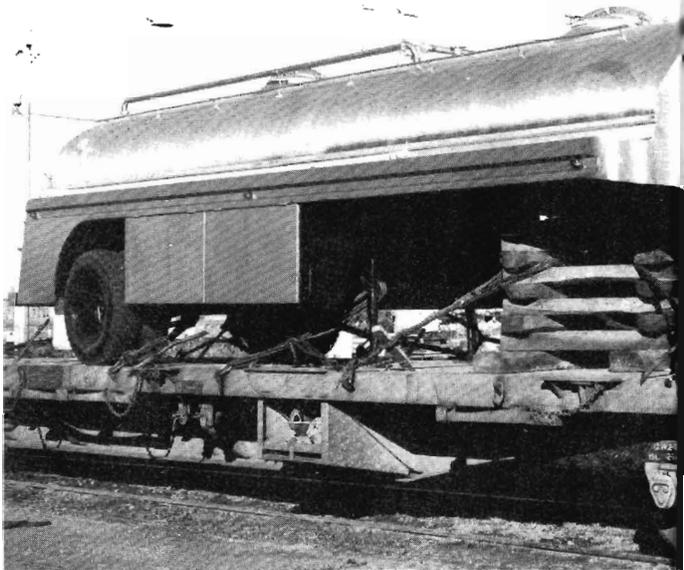
# SPECIAL LOADINGS



An anchor chain, more than 1200 metres long, being unloaded at Appleton Dock before being railed to Barry Beach.



A bus, ready to start its journey to Kewdale, W.A. To carry the bus on the flat wagon to cope with the overhang beyond the wheels the Australian Railways SFWX wagon is the only type of wagon in Australia.



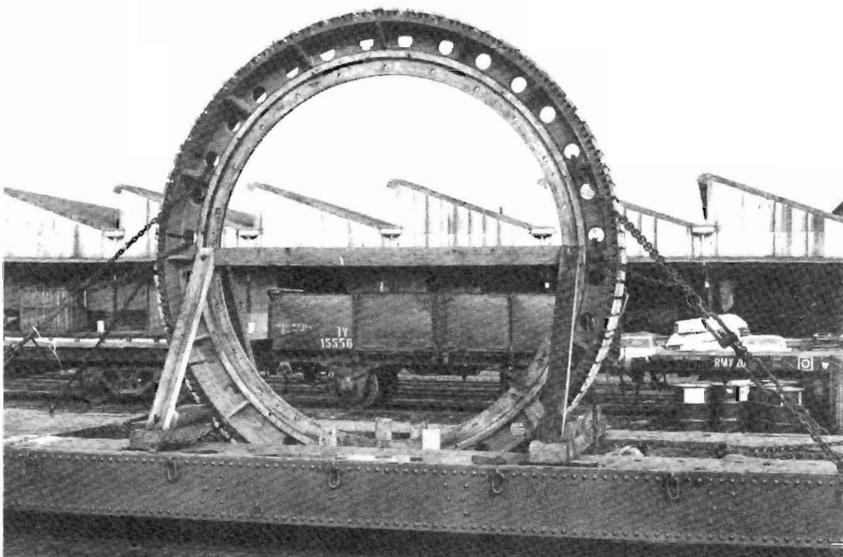
Also bound for Kewdale is this milk tanker, pictured at Dynon.



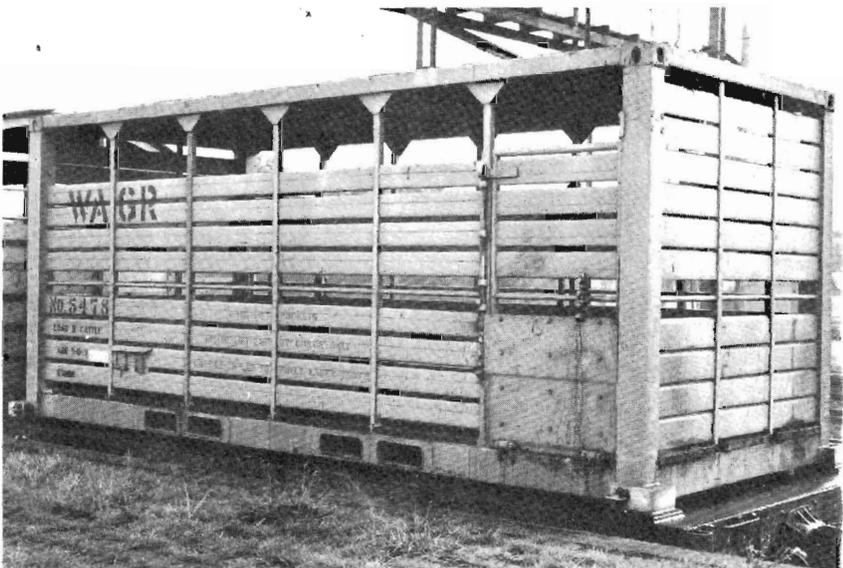
a wooden bolster has been placed  
 either end of the bus. The South  
 Australia capable of carrying the bus.



before crossing Australia.

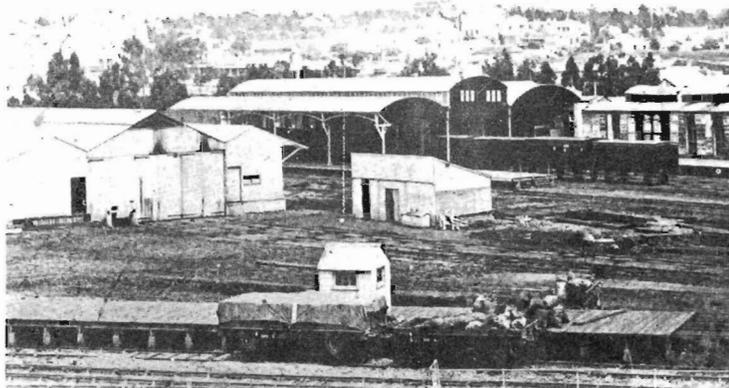


A 3912 mm diameter cast steel gear ring bound for Chareon, N.S.W. The ring is 508 mm wide, and weighs 5.5 tonnes.



Victorian Railways will have special cattle containers, similar to this Western Australian version, produced to overcome a shortage of cattle wagons. The containers, which fit onto flat wagons, will have roofs, doors, and bars altered slightly to suit local conditions. Although containers are not in normal use for livestock at present – the containers will serve as wagon tops for the time being – the possibility of future developments in this field could mean that Victoria will be ready for cattle container traffic whenever the need arises.

# WHILE THE WORKMEN HUNTED GOLD . . .



Left: The original Geelong station in 1860.

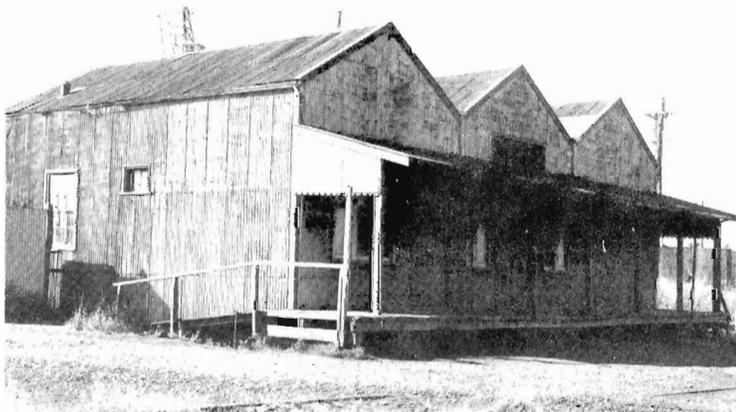
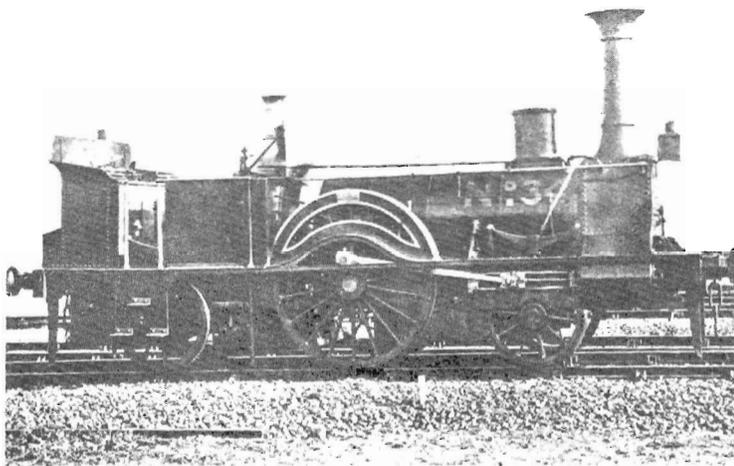
Centre: "Titania"—one of the first locomotives used on the Geelong line.

Below: The first station buildings at Williamstown, built in 1857. Williamstown had V.R.'s first stationmaster, John Harvey.

The labour shortage is nothing new.

In June, 1854, the Victorian Government had to hire 100 prisoners, at 50d. a day, to work on the Melbourne-Geelong railway—because so many workmen had rushed to the goldfields.

The Geelong line was Victoria's first country railway, and, aptly, some of Geelong's residents had proposed the first railway scheme in the State, in 1846.



This would have been a 322 km wooden railway, worked by horses, from Geelong to the Western District.

To help finance the scheme, they suggested selling cheap settlement blocks along the line to recruited immigrants—but the scheme, ahead of its time, lapsed.

After Victoria separated from New South Wales in 1851, Geelong's population was 8,227, and Melbourne's 23,149. Five years later, however, Geelong had rocketed to 23,000 people.

In June, 1852, after the discovery of gold, the Geelong and Melbourne, Mount Alexander and Murray River Railway Company announced plans to build lines to places named in its title.

Plans were quickly altered—two months later the prospectus for The Geelong and Melbourne Railway Company appeared, seeking \$700,000 capital.

An Act of Incorporation for the new company was approved by the Legislative Council on February 8, 1853. The Government gave the Company \$2,000 for preliminary expenses, and guaranteed to pay interest at 5 per cent on the paid-up capital for 21 years.

Seven of the Company's executive committee were members of the Legislative Council.

The Company's estimate of a \$181,600 yearly profit from the line would easily have returned the maximum 25 per cent dividend on shareholders' capital allowed by the legislation—but time soon wrecked these hopes, and the guaranteed interest

payments had to be used to balance the budget.

On September 20, 1853, Governor La Trobe travelled by steamer from Melbourne to ceremonially cut the railway's first turf, and lay the Geelong Station foundation stone.

A sumptuous dinner followed, and the Company also provided a roasted bullock and a barrel or two of beer for anyone who had not received tickets for the official meal.

Some thousands accepted the less formal invitation, and the caterer's bill was \$1969.

Contracts were let for the line's construction, and 100 prisoners, housed in a penal hulk brought from Williamstown to Corio Bay, eased the labour shortage of the gold-rush days.

Construction was completed on June 8, 1857, and the last rail was fastened near Laverton by the Company's President, Charles Nuttall Thorne.

The official opening was on June 25 that year, and started with a grand procession through the streets of Geelong.

A special train carried the Governor to Greenwich, now part of Newport. Here 500 more guests, who had travelled down the Yarra by steamer, were waiting to join several hundred already on the train.

There was no room for them, and, despite the efforts of a band to cheer them with "God Save The Queen", they stood uncomfortably in the rain.

They then had to help push the train—the rails were wet and slippery—as it started its return journey.

Two hours later another train arrived to bring the bedraggled guests to Geelong, where they arrived cold, wet, and hungry—to discover there was hardly any food left from the earlier celebrations.

The final celebration that night was a Ball, attended by 200 people paying two guineas (\$4.20) each.

Later the Geelong railway was connected to the first completed Victorian Railways line from Williamstown to Greenwich.

From October 3, 1857, trains ran through to a temporary Government station, supervised by V.R.'s first stationmaster, John Harvey, at Williamstown Pier.

Passengers travelled from Williamstown to Melbourne on the steamer "Citizen", and, in December that year the service was altered to allow a connection at Sandridge (Port Melbourne) with the Hobson's Bay Company's line, using the steamer "Comet" for the Bay crossing.

Working losses for the line eventually became so heavy that the Company sold out to the Government—the official transfer to the Board of Land and Works was on October 3, 1860.



# CHAOS IN THE QUEUE

This undated magazine cartoon has been given to Victorian Railways by Mr. F. A. Liebmann, of Leba Advertising Pty. Ltd., Melbourne.

The cartoon, which comes from Mr. Liebmann's historical collection, is captioned; "Grandma tenders a fiver for a second single to Jolimont."

In a letter Mr. Liebmann said the Railways were "doing an excellent job under very difficult conditions".

# SURPRISE RAIDS NET OFFENDERS

One hundred and fifty-six people have been charged with 287 offences after surprise raids by the Railways Investigation Division over a five week period.

The raids, on various lines, are in addition to the Division's regular day-to-day surveillance programme.

They have been made by the Vandal Squad, which has recently stepped up its activities in a major effort to stamp out undesirable behaviour on trains and Railways property, as reported in *Rail Ways*, July.

Some have been supported by police re-inforcements, led by high-ranking officers and equipped with the latest communications equipment—allowing offenders to be detected, and detained at the next station.

Most of the offenders charged during the five-week period were between 15 and 23 years of age, and offences ranged from smoking in no-smoking compartments to more serious matters—offensive behaviour, wilful damage carrying offensive weapons, and so on.

Courts have supported the Railways' efforts to clean up behaviour on trains.

On July 15, a 19-year-old was fined \$150 in the Melbourne Magistrates Court for unscrewing light globes and throwing them out of the carriage. Another young man was also fined \$150 for breaking the window in a carriage door.

The same court fined a 35-year-old man \$25 on indecent language and offensive behaviour charges, and \$40 for assault.

On July 17 three young men who broke windows on a train at Jordaville were fined \$100 each, and a further \$25 each for throwing stones at trains and trespassing.

In Box Hill Court, on July 22, a young man arrested after a local "skinheads convention" was fined \$50 for using indecent language, \$20 for travelling without a ticket, and \$20 for drinking intoxicating liquor on a train.

The Vandal Squad will continue to supplement day-to-day patrols on all lines with massive surprise raids, following up reports from Railways staff and the public.

Most raids so far have been on Saturday nights—but could be at any time. One raid was made on a Thursday afternoon, after complaints about students misbehaving on a Melbourne-Warragul train.

## New role for Commissioners

**Australian Railways Commissioners have decided to form an Advisory Committee on Railway Policy.**

**The Commissioners first met in this role before the Australian and State Ministers for Transport meeting as the Australian Transport Advisory Council in Darwin last Month.**

The newly formed A.C.R.P. will advise the Ministers before A.T.A.C. meetings.

Renewed interest in rail matters generally, and more particularly as the Railways of Australia have stepped up the growth in inter-system traffic, encouraged the Commissioners to hold more frequent meetings.

They have met nine times in the last 12 months, whereas previous meetings had been on an annual basis. This indicates how the Commissioners have been working together on common problems.

The Australian and State Transport Ministers have agreed A.C.R.P. should be responsible for:

● Provision of top level advice on

Railway matters referred to it by A.T.A.C.; and

● Recommendations to A.T.A.C. on railway matters the Committee feels should be brought to Ministers attention.

A.T.A.C.'s next meeting will be its 43rd.—it first met in Melbourne on January 7, 1947, and is the oldest Ministerial Council still in existence.

The Ministers said the establishment of the Committee would considerably improve the consolidated approach being taken in planning and implementing improvements to the Australian railways system, whether they belonged to the States or the Australian Government.

# CHAIRMAN SPEAKS TO MANY GROUPS

In the past year Chairman of the Victorian Railways Board, Mr. A. G. Gibbs, has given talks at meetings arranged by the Victorian Railways Institute at Melbourne, Geelong, Seymour, Ballarat, Bendigo, Traralgon, and Echuca.

All were illustrated with slides, and covered three different subjects, with the prime purpose of meeting VRI members, and providing some entertainment.

However, the Chairman has also addressed a number of outside groups, to let the public know something of the work and plans of Victorian Railways.

These outside groups include: Industrial Relations Society of Victoria; Management Services Group of Victoria; Chartered Institute of Transport; Council of City of Malvern; Institute of Sales and Marketing; Institution of Engineers, Australia; Christian Men's Fellowship Group; Meeting of managers of commercial broadcasting stations; Melbourne Rotary Club; Town and Country Planning Association; Melbourne Legacy Club; Australian Electrical Manufacturers Association; and Geelong Chamber of Commerce and Manufacturers (see *Rail Ways*, July).

## RAILWAYS COMMEND FRANKSTON MAN

Victorian Railways have sent a letter of commendation to a security firm patrolman who helped detain a group of vandals at Frankston in May.

The patrolman, who works for Wormald International Security, wishes to remain anonymous.

He caught and detained four youths until police arrived, after a Frankston-bound train had been damaged on May 18.

The letter, from Secretary for Railways, Mr. C. W. Miller, said it was understood this had not been the only instance in which the man had similarly assisted Frankston staff.

# people

## ELBOW OUTED UMPIRE

Transport Foreman at Newport Workshops, Allan Coward, was elbowed out of the first VFL grand final he umpired.

The incident—the only one of its kind on VFL records—happened in the 1939 grand final, when Melbourne beat Collingwood.

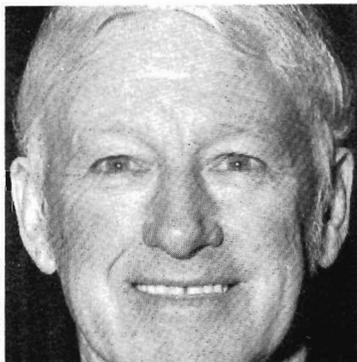
Allan was caught between the two ruckmen contesting a bounce, and fell out of the hefty sandwich, breaking his elbow.

At the end of the second quarter he was replaced by the reserve umpire—the late Bill Blackburn, who, ironically, was the Railways' Ambulance Officer.

Allan retires at the end of this month, after more than 49 years with the Department.

He started in May 1925 as a Lad Labourer in the Carpenters Shop at Newport. He wanted to serve his apprenticeship as a carpenter, but eventually had to settle for his second choice, car painting.

After completing his apprenticeship at Newport he went to Elwood and Sandringham, painting the trains then operated by the Railways, before transferring to Jolimont Workshops, and becoming a Sign-writer.



Mr. Coward

In 1942 he joined the RAAF as a drill and PT instructor, and, three and a half years later, returned to Jolimont.

Allan returned to Newport in 1959, becoming Leading Hand Painter, Sub-Foreman Painter, and, finally, Transport Foreman.

His football umpiring career started in 1930, with the Metropolitan Junior League, and he joined the VFL umpires list in 1933. That year he umpired country games, but, next season, had two or three games in Melbourne.

# BONUS GOES UP

Railways staff will now be able to earn \$25 for introducing an employee from outside the Department to any one of a number of grades.

Ten dollars will be paid when the nominee starts his Railways service, and \$15 when he has completed six months satisfactory service.

Previously a \$20 award was made when the nominee had completed six months service.

He continued as a top umpire for 11 years, with a tally of 115 League games to his credit, until he retired in 1943, because he was unable to travel from his RAAF station at Cootamundra, NSW.

Allan's 1939 misfortune was tempered the next year, when he umpired the grand final between Richmond and Melbourne.

Melbourne—perhaps a better team than now—won again.

His umpiring colleagues of the day included Jack McMurray Senior and Junior, and Reg "Puffer" Sawyer, who was featured in *Rail Ways*, January.

One player of note, too, was VRI Manager, Ron Baggott.

He doesn't follow football closely now—"I just tune in a bit every week", he says.

Until about five years ago he followed Essendon, when his nephew, Ken Fraser, was captain.

Allan recalls a country match, many years ago at St. James. During the first quarter, one captain remarked: "Hey, ump, this is a long quarter".

He agreed, and discovered the timekeepers had departed for "a quick one"—and hadn't timed their absence.

Local officials agreed to re-start the entire match—after a 40 minute first quarter. One exhausted umpire and 36 equally exhausted players were glad to hear the final siren in the failing light.

For Alan, retirement means a chance to paint his house, and, possibly, take up bowls.

Nominations of suitable employees by Railways staff must be made to the Employment Officer in writing either before or at the time of a personal application, or accompanying a written application, for employment.

The grades involved are: Boiler-maker; Counterhand; Electrical Fitter; Electrical Fitter's Assistant; Electrical Mechanic's Assistant; Fitter; Fitter and Turner, Goods Shed Grades (19-55 years); Labourer; Lineman's Assistant (High and Low Tension); Shunter (19-40 years); Skilled Labourer; Stall Attendant; Station Assistant (Male 15-45 years, Female 21-45 years); Storeman; Telephone Technician; and Trainee Engineman.

## DON'T LOSE TOUCH WHEN YOU RETIRE

Retired railway men and women can have copies of *Rail Ways* sent every month, without charge.

Anyone wishing to take advantage of this should contact the Public Relations Department, Head Office.

## RETIREMENTS...

### STORES BRANCH

Bryan, L. G., Printing Works, 9/8  
Saraceno, V., Newport, 14/6  
Swalwell, A. E., Printing Works, 22/8

### ACCOUNTANCY BRANCH

Mollison, H. R., Ticket Supply, 22/8

### ELECTRICAL ENGINEERING BRANCH

Chaloupek, J., Distribution Division, 21/9  
Michalopoulos, A., Overhead Division, 14/6

### ROLLING STOCK BRANCH

Andrew, D., Ararat, 21/5  
Balos, O., Newport, 19/8  
Basso, E., Jolimont, 29/9  
Berginc, M., Geelong, 10/6  
Box, J. R., Jolimont, 5/7  
Bruton, W., Dandenong, 7/6  
Cairns, C., Newport, 12/9  
Cheyne, L. H., Bendigo North, 21/5  
Christidou, P., Jolimont, 13/9  
Di Benedetto, V., Jolimont, 29/9  
Durose, A. I., Ballarat North, 29/9  
Furlan, A., Newport, 23/9  
Giurini, G., T. L. Depot., 14/9  
Gough, S. M., Newport, 9/9  
Guarneri, F., South Dynon, 23/9  
Hollis, W. H., Newport, 21/6  
Lacuone, G., Jolimont, 30/9  
Iwaniuk, E., North Melbourne, 28/5  
Joore, C. J., Ballarat North., 3/9

cont. p. 127



# Apprentices Awards

Prizes have been awarded to top V.R. apprentices. The awards are made after results for final examinations for 1973 at the V.R. Technical College, Ballarat School of Mines, Bendigo Technical College, Royal Melbourne Institute of Technology, and other metropolitan training schools, have been obtained.

Prizewinners at last month's presentation ceremony at the VRI Ballroom, Flinders Street, were:

## Boilermakers—1st. year.

1st. — L. J. Britton, Newport, 2nd. — M. Ferrari, Newport.

## Boilermakers — 2nd. year.

1st. — R. Groves, Newport, 2nd. — J. Young, Newport.

## Boilermakers — 3rd. year.

1st — J. Redfern, Ballarat, 2nd. — D. Potter, Newport, 3rd. — G. Bovell, Newport.

## Electrical Fitters — 1st. year.

1st. equal — A. Armstrong, Jolimont, 1st. equal — P. Levy, Sig. and Communications, 2nd. — M. Cox, Newport, 3rd. — P. Vegter, Electrical.

## Electrical Fitters — 2nd. year.

1st — W. Wilson, Electrical, 2nd. — K. O'Dea, Electrical, 3rd. — G. Leighton, Sig. and Communications.

## Electrical Fitters — 3rd. year.

1st. — D. Johnstone, Electrical, 2nd. — R. Smith, Electrical, 3rd. — W. McStay, Electrical.

## Electrical Mechanics — 1st. year.

1st. — S. Hudson, Electrical, 2nd. — J. Anderson, Electrical, 3rd. — A. Slee, Electrical.

## Electrical Mechanics — 2nd. year.

1st. equal — G. Bryce, Electrical, 1st. — equal A. Loriggo, Electrical, 2nd. — I. Hames, Electrical, 3rd. — P. Kendall, Electrical.

After being presented with their awards, the V.R. Apprentices face the camera, behind the official presentation party.

The official party (front row, left to right) is: P. Gibb (Manager Spotswood Workshops); A. Nicholson (Assistant Chief Mechanical Engineer); E. Rudolph (Assistant Chief Electrical Engineer); R. Gallacher (Assistant Chief Civil Engineer); R. Wright (Manager, Personnel); R. Kain (Principal, V.R. Technical College); J. Baillie (Supervisor of Apprentices); L. Rolls (Manager, Newport Workshops); R. Jones (Industrial Chaplain); R. Hannam (Lighting & Power).

## Fitters and Turners — 1st. year.

1st. — D. Ryan, Newport, 2nd. — I. Thompson, Newport, 3rd. — S. Maiolo, Spotswood.

## Fitters and Turners — 2nd. year.

1st. — K. MacKenzie, North Melbourne, 2nd. — N. Brinsmead, Spotswood, 3rd. — S. Mattievich, Newport.

## Fitters and Turners — 3rd. year.

1st. — P. Redding, North Melbourne, 2nd. — G. Watts, Newport, 3rd. — D. Hedges, North Melbourne.

## Carpenters and Joiners — all years.

1st. — K. Clarke Spotswood 2nd. equal — R. Bowen, Spotswood, 2nd. equal — G. Jurey Spotswood.

## Motor Mechanics, Coppersmiths, Moulders, Watchmakers, Instrument Makers — all years.

1st. — F. Cini Jolimont, 2nd. — K. Black Newport, 3rd. — P. Roberts Jolimont.

## Car and Wagon Builders and Upholsterers — all years.

1st. — D. Morton Newport, 2nd. — R. Clarke, Newport, 3rd. — G. Smith, Newport.

## Painters, Carpainters, Signwriters — all years.

1st. — J. Murphy, Newport, 2nd. — D. Thorpe, Newport.

## Plumbers and Gasfitters — all years.

1st. — K. Nolan, Way and Works, 2nd. — R. Kinney, Way and Works, 3rd. — G. Tullett, Way and Works.

## T/S and S/M Workers — all years.

2nd. — N. Ford, Newport, 3rd. — G. O'Brien, Spotswood.

## Telecom Tradesmen — 1st. & 2nd. years.

1st. — A. Grech, Sig. and Communications, 2nd. — P. Lawrie, Sig. and Communications, 3rd. — G. Douglas, Sig. and Communications.

## Bendigo — All Grades — all years.

2nd. equal — C. Kennedy 2nd. equal — A. Phillips 3rd. — D. Hall.

## Ballarat — Boilermakers — all years.

1st. — I. Harris, 2nd. — N. Rose, 3rd. — D. Drew.

## Ballarat — all other trades — all years.

1st. — M. Petrie 2nd. — P. Roberts 3rd. — P. Geddes.

Kimber, M. S., Newport, 20 9  
 Lacey, L. N., Wodonga, 24 5  
 Lightfoot, L. H., Bendigo North, 29 5  
 Mikaelian, V.D., North Melbourne, 18 9  
 Mitsios, I., Jolimont, 12 6  
 Morrow, P. F., Yarrowonga, 3 6  
 Parkinson, A. H. P., South Dynon, 9 8  
 Rees, I. C., Newport, 1 7  
 Scarpino, G., Nth. Melbourne, 6 6  
 Seymour, T. M., 20 8  
 Solomano, A. P., Newport, 27 9  
 Starkey, L., Jolimont, 12 9  
 Tamburro, P., North Melbourne, 4 9  
 Torma, J., Newport, 1 9  
 Trabucco, C., Jolimont, 29 9  
 Trengrove, F. K., Bendigo North, 12 9  
 Van Emmerik, H. J., Bendigo Nth., 6 9

**TRAFFIC BRANCH**

Campbell, T. A., Sth. Kensington, 18 7  
 Daly, J. J., Reservoir, 5 7  
 De Lorenzo, F., Ballarat, 6 6  
 Fitzpatrick, J., Spencer Street, 27 7  
 Harvey, S. L., Parwan, 28 9  
 O'Connor, D. J., Newport, 13 6  
 Quinton, A. J. H., Echuca, 14 6  
 Valentine, L. S., Spencer Street, 15 9  
 Vyner, A., Wangaratta, 25 6  
 Welsh, W. M. F., Bacchus Marsh, 2 8

**WAY AND WORKS BRANCH**

Carolan, A., Bendigo, 10 9  
 De Petro, V., Spotswood, 3 9  
 Diamantis, A., Metro. Dist. Engineer, 2 9  
 Kalogiannis, P., Caulfield, 8 9  
 Malvisto, G., Spotswood, 25 9  
 McClure, R. C., Dandenong, 29 9  
 Rowe, N. W., Ballarat, 25 9  
 Skehan, P. E., Plant Engineer, 12 9  
 Williamson, G. E., Power Sigs., 22 9  
 Wills, J. P., Caulfield, 12 7

**RAILWAYS REGRETS  
 TO RECORD THE  
 FOLLOWING DEATHS**

**ROLLING STOCK BRANCH**

Jones, R., Newport, 1 7  
 Sharp, J. W., Newport, 23 6

**TRAFFIC BRANCH**

Friday, A. L. B., Nth. Geelong, 30 6  
 Hatley, K. R., Dimboola, 12 7  
 O'Donoghue, D. J., Melbourne Goods, 10 7  
 Ritchie, R. G., Spencer Street, 24 6

**WAY AND WORKS BRANCH**

Maloney, M. J., Sunshine, 16 6

We are happy to say the investigations are complete, and we have appointed a world-wide travel agent, recognised as the most go-ahead travel organisation in Australia today, as our travel advisors.

Services offered by the agents include a complete range of ethnic divisions, with staff speaking the languages involved. Almost all European languages are covered, including Greek, Italian, Turkish, Yugoslav, and Polish.

Because of the Institute's involvement in the travel plan, and the holiday packages, there will be benefits that can be passed back to members, and these benefits will be outlined in a travel booklet which is now being prepared.

All travel arrangements made for you will be with scheduled airlines and major shipping companies. At no time will you be booked with unknown travel operators—so you will never be stranded, and, despite the benefits you will get by booking through the VRI agents, you will be travelling under absolutely normal conditions.

Further details are available from the VRI on auto. 1642.

Council feels this service will be of great benefit to our migrant members planning overseas trips, as well as any member planning an overseas holiday.

The travel agent's head office is only a block away from the VRI offices, and is open on Saturday mornings, so you will be able to make an appointment to suit yourself. If you cannot visit the city office a consultant may be able to call at your home, or bookings can be made by mail.

Council is constantly investigating new avenues of service for members, and the possible benefits have already been proved by the introduction of the Trading Company and Licensed Club.

With travel, a new and worthwhile benefit is available to members.

At this point we can ask the question once again: *Can you afford not to be a member.*

The bitterly disappointed organisers, who spent many hours arranging the tournament, were forced to cancel a number of events because of the apparent lack of interest.

For the second year the Country Singles Championship could not be held—with only two entries—and, once again, all ladies events had to be cancelled.

After two hard-fought semi finals, Wal Laurie and Mal Davey met in the Open Singles Championship final. Playing very steady table tennis, Mal Davey won the title for the second successive year, 21-10, 26-24, 21-15.

Wal Laurie later took his revenge, joining L. Curson to beat Mal Davey and G. Roiter (Horsham) in the Open Doubles final.

In the restricted Singles, L. Curson beat T. Donnerborg in a close-fought game—20-22, 21-11, 21-18, while the B Grade Singles went to John Parsons (Warragul), who beat R. Lewis.

John, who played for VRI just after the war, has been a leading player in the Warragul Association over the last 20 years, and still shows he can match it with his "metro mates".

He was not so lucky in the Restricted Doubles, where he and Wal Laurie were runners up to L. Curson and J. Falzon.

Mal Davey received the "L. J. Evans Memorial Shield", as winner of the Open Singles from VRI Councillor Graeme Smith, who also presented trophies to the other winners.

Bearing in mind the forthcoming Intersystem Table Tennis Carnival, to be held in Sydney during October, several visitors attended the Championships including Sports Committee Chairman, Mr. D. O'Donnell, Institute Manager, Mr. R. Baggott, and VRI Councillor Jack Crouch. Jack is President of the Table Tennis Association, and his help in running the Championship was greatly appreciated.

**GOLF**

Despite the beautiful weather, entries for the 1974 Maryborough VRI Golf Tournament were down on last year, probably because Dimboola was also hosting a tournament that day.

To celebrate the centenary of rail services to Maryborough, the VRI donated a silver tray to be presented to the winner of the feature event, the Central Championship.

Some 54 men and nine ladies took part, and some excellent cards were returned. Alby Jack (Bendigo),

**INSTITUTE  
 SPORT**

**TABLE TENNIS**

Entries for the VRI Table Tennis Championships, held at the Albert Park Table Tennis Centre on Sunday July 14, were down on previous years.



From time to time the Institute has looked into the possibility of becoming involved in travel—for the benefit of members and their families.



Mr. I. G. Hodges presents the Victorian Railways Board's special trophy to Maryborough VRI Golf Association President Mr. R. Evans.

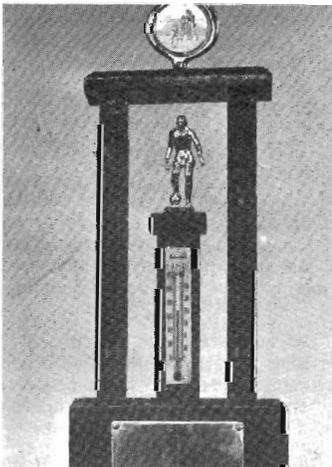
always a keen competitor, scored 77 off the stick, to win the Central Championship and the Board's Trophy.

The A Grade Handicap event went to L. Petch, with a net 67, while other winners were: B Grade Scratch—M. Nieman; and B Grade Handicap—W. Wilson.

Mr. Reg Carr, Maryborough Stationmaster and Vice-President of the local VRI centre, donated a new perpetual trophy, to be awarded each year to the player with the best net score. The honour of having the first name on the trophy went to VRI Councillor Ian Adcock, with a net 61. Another VRI Councillor Jack Williamson, also competed, but failed to match Ian's form.

Immediately the competition finished, the heavens opened with a deluge of rain—but too late to spoil a great day's golf.

## FOOTBALL



The trophy, provided by the VRI, for football matches against the South Australian Railways Institute.

On Sunday, June 9, a VRI Football League team played what it hoped to become an annual match against the South Australian Railways Institute.

Both sides looked forward eagerly to the game, and a great deal of work went into getting the VRI team organised and on the way.

The team left Melbourne on the Friday night, and was met in Adelaide on arrival by members of the SARI Council, and officials of their football club, who conducted the Victorian party to its hotels.

An official welcome at the Institute followed, after which the VRI side went for a training run under the watchful eye of captain-coach George Crick.

The game started at 12.30 p.m. on Sunday with a stiff breeze blowing straight up the ground.

Although the Vics lost the toss, and had to face the gate, they settled down quickly to outscore S.A. for the quarter. The second quarter was a see-saw affair, with scoring honours almost even.

The half time score was VRI 4 goals 4 to SARI 3 goals 3.

After half-time it was a different story.

South Australia lifted its game to apply heavy pressure, and VRI had no real answer to the new determination of its hosts, trailing by two goals at three-quarter time.

Umpire for the day was popular SARI Sports Secretary Don Patching, and it has been rumoured that during the third quarter, he resembled that famous Admiral, Lord Nelson.

(Reporter Bruce Pearce describes the last paragraph as a joke, which apparently relates to Nelson's loss of sight in one eye—Ed.)

Soon after the start of the final quarter, SARI scored another goal, and the VRI future looked grim. However, a number of players who had not been "firing", gradually began to dominate, and the Vics started to get back into the game.

With Max Powell in control at centre half forward, and Mick Jolley on top in the ruck, VRI at last took the upper hand, and brought the siren score to 10-16, against SARI's 9-8.

Best VRI players were M. Jolley, M. Powell (five goals), and D. Cross.

At the after-game presentation function, a trophy made available by the VRI was presented to captain-coach George Crick, and congratulations extended to his team on a fine performance.

On its return to Melbourne the team was loud in its praise of the South Australian hospitality, and all are looking forward to hosting the South Australians next year.

Thanks, and congratulations for a successful and well conducted trip are due to a number of people who took much time and trouble to organise the Victorian team, including Ron Howes Peter Dwyer, George Peters, Jock Griffin, George Crick, Ern Tomlinson, and Kevin Beard.

## CRICKET

The VRI Cricket Club's Annual Meeting will be held on Wednesday, September 11—and all cricketers should make every effort to attend.

One important item for discussion will be the future of the Midweek Competition, and the possibility of Sunday play.

The Intersystem Cricket Carnival will be at Hobart in February next year, and anyone wanting details of the Carnival—or with any other cricket queries—should contact the Secretary, Keith Hopkinson, on 459 5749, or call the VRI on Auto. 2445.

A Glen Waverley train on the fly-over beside Brunton Avenue, near the Melbourne Cricket Ground.

The fly-over, part of the construction of two extra tracks serving the Burnley group of lines, has helped to remove a major bottleneck.

Landscaping along Brunton Avenue was done by the Melbourne City Council in co-operation with the Way and Works Branch of Victorian Railways.

VICTORIAN



# RAILWAYS

September

1974

10 CENTS



# RAILWAYS

Rail Ways is published by the Victorian Railways Board for the information of our customers and staff.

It is printed at the VR Printing Works, Laurens Street, North Melbourne.

Editors may feel free to reproduce any material with or without acknowledgement.

Contributions are invited from Railways employees or other readers—either in writing, or by 'phone—and a fee is paid according to the nature and amount of material published. Pictures are especially welcome.

Editorial offices: Room 97, Railways Administrative Offices, 67 Spencer Street, Melbourne, 3000. Telephone 6 1001 (internal auto & extension 1181).

## FRONT COVER

An *Aresco* ballast regulator — a component of the Cyclic Track Surfacing Gang — at work on the main Melbourne-Adelaide line, between Dimboola and Gerang Gerang.

It is used to distribute ballast after discharge, and to regulate ballast to the desired profile after the surfacing and lining operation.

## LUCKY—LOSES LICENCE, FINED

A magistrate told a Maidstone man he was "lucky to be here today to face this charge", according to the *Altona Star*.

The man was charged with driving into a level crossing when warning signals were operating.

His car collided with a Geelong-bound rail motor on February 26.

He said the sun was in his eyes, and he had his window up—he had not seen the flashing lights or heard the bells.

The rail motor driver told the court he had sounded the train's siren twice on approaching the crossing.

Finding the car driver guilty, the S.M. said he could have been charged with dangerous driving.

The Magistrate cancelled his licence for four months, and fined him \$100, with \$43 costs.

# LANGUAGE OF THE ROAD

||||| BE A BRAIN |||||



||||| GO BY TRAIN |||||

Recently Victorian Railways four centimetre advertisements (above and below) have featured a problem-bound motorist, and advised him to "be a brain by train".

The same moral could be drawn from a list of phrases published by *Mobil News, Australia*, "in the interests of greater understanding in the freight haulage business".

*Puncture*—das Phlatmitdammenblasten

*Air horn*—Vatderhellvosdatklaxonfanfaren

*Indicators*—die Blinkenlightmitticken fur turnen

*Bonnet*—der Fingerpinscherundkopfchoppen

*Exhaust*—das Spitzenpoppenbangentube

*Gear lever*—das Kangaroochoppenpickenstick

*Power brakes*—der Stoppenwerks mit Endbängen

*Wipers*—die Flippenpoppenmucksprede

*Front-engined*—die Wasserinderpetroltankputten

*Rear-engined*—die Petrolinderwassertankputten

*Parking meter*—das Tannerpinschenklockenwerk

*Learner driver*—der Dumkopf mit Elplatz

*Mini car*—der trafficveering Buzzbox mit Fistshakenundfingerrazzen.

||||| BE A BRAIN |||||



||||| GO BY TRAIN |||||

||||| BE A BRAIN |||||



||||| GO BY TRAIN |||||

## Chalet in the bag

The Victorian Government Tourist Bureau's North-East promotion featured the Mount Buffalo Chalet.

A colour folder describing the Chalet, as well as details of time-tables and facilities are included in a "handy-bag" being mailed to inquirers answering newspaper advertisements featuring the area.

Radio and television advertisements were also used to promote the area.

Mount Buffalo Chalet is also featured in a colour brochure produced specially for the promotion—"North-Eastern—Wealth of Riches". The brochure includes photographs of the Chalet, a view from the mountain, and refers to Lake Buffalo and Lake Catani.

Victour mailed about 4,000 handy-bags during the promotion.

# STATION DESIGN CONTEST ANNOUNCED

Victorian Railways will hold an architectural contest to design a new station for Heyington.

It is hoped entries will feature new concepts in station design thinking.

Heyington has been chosen because it is the gateway to the Glen Waverley line—chosen by the VR Board to be the first metropolitan line to be upgraded.

The contest is open to registered architects, and a total of \$1750 will be awarded for the top three designs.

The judges will be VR Board member, and architect and town planner, Mr. L. M. Perrott, architect Mr. P. Staughton, and landscape artist Mr. E. Stones.

Entrants will have ample scope, as the Railways will spend up to \$90,000 on the new station.

The existing platforms and foot-bridge will remain, but the foot-bridge approaches could be either steps or ramps.

Present station buildings, however, will be demolished.

The competition will open on September 2, when pamphlets detailing guidelines for entrants will become available.

A closing date for entries will be announced later.

## MotoRail traffic doubles

Twice as many cars now travel with their owners on trains to Sydney and Murwillumbah, compared with last year.

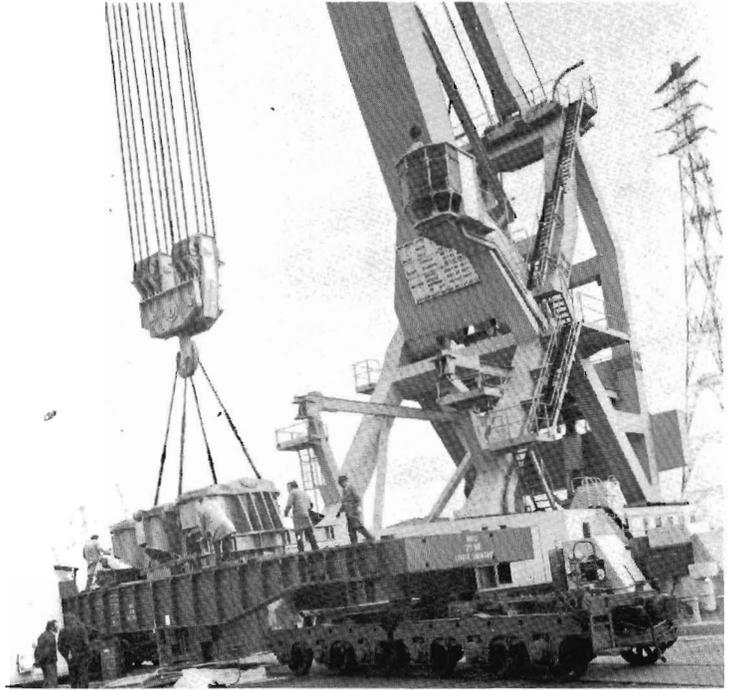
This July, MotoRail carried 124 per cent more cars than during the same period 12 months ago, when the service started.

Passenger cars are driven on to special MotoRail wagons, each carrying eight cars, attached to *Southern Aurora*.

On arrival, the cars are washed, and available for collection about half-an-hour later.

MotoRail service is also available on *The Vinlander* between Melbourne and Mildura.

## The power to move



An 80-tonne transformer is unloaded on to a special QS wagon at Appleton Dock, before being railed to Redcliffs.

The huge transformer, consigned to the SEC to help continue power supply improvements in the Redcliffs area, was hauled to Ballarat by a low-g geared H class locomotive, and on to Redcliffs by a T class.

The train was restricted to 20 mph—and to 5 mph in some places—and took more than 32 hours to reach Redcliffs.

## COMBINED TRAIN BREAKS RECORD

The longest passenger train to N.S.W. left Spencer Street on August 22.

It was an 18 carriage combination of *Spirit of Progress* and *Southern Aurora*.

The trains were combined in a special effort to ease effects of an acute shortage of travel accommodation between Melbourne and Sydney—caused by diesel fuel restrictions in N.S.W.

Fourteen of the combined train's carriages seated 764 passengers, two were buffet cars, and two more supplied power for cooking, lighting, and air-conditioning.

Normally the train would have had 14 carriages.

## FAMILY TICKETS GO FURTHER

Family tickets are now available for all suburban rail travel.

Until last month, the tickets covered only holidays, and specific destinations such as the Zoo, beaches, and *Puffing Billy*.

Although family tickets cost the same as two adult fares, they cover travel by two adults and four children, or one adult and five children.



Mr. Cocks & "Tilly" leave Kerang station with the day's deliveries.

## FUEL FOR THOUGHT

Recent fuel shortages have been no problem for Mr. Ian Cocks of Kerang—he is Victoria's last remaining mail contract carrier using the original horse power.

Each morning he delivers mail to Kerang station for despatch by rail, and returns later in the day to collect incoming mail.

The unique carrying service also delivers beer from the station to two hotels, groceries to local stores, yeast to bakeries—in fact, almost anything that arrives by rail for local delivery.

"Tilly", the four year old mare who hauls loads of up to two tonnes at a time, is well trained for the job, and is known by almost every local.

Two other horses are being trained to take over when "Tilly" has to be retired.

Mr. Cocks came into the business when his father, who pioneered it in 1938, became ill.

"That was 25 years ago. I took a few days off school to help out, and haven't been back since," he said.

"My Contemporaries in motor vehicles might think I'm old fashioned, but I have the last laugh, with no registration, petrol, and the other costs motorists have to pay."

Mr. Cocks said he would bet on the horse every time.

"Though they're slower, they're more reliable—and so handy for parking. It's almost impossible to write a ticket for a horse."

Every six weeks Mr. Cocks reshoes his horse with 1 kg iron.

"I learnt the art from my father—there is no farrier in Kerang," he said.

Every time it rains he plans to retire, but decides to continue as soon as he dries out.

So chances are parcels railed to Kerang for local delivery will be entrusted to Ian Cocks and "Tilly" for some time to come.

Short  lines

## "The Gippslander" is 20

Twenty years ago the morning Melbourne-Bairnsdale, and afternoon Bairnsdale-Melbourne trains were named *The Gippslander*.

*News Letter*, October 1954, said the name accorded due recognition to the growing economic importance of Gippsland and the La Trobe Valley.

The train was once known unofficially to war-time servicemen at Sale as the *Bairnsdale Bomber*.

## Mirboo North history published

"The Morwell and Mirboo Railway" is the title of the Australian Railway Historical Society's latest publication.

Written by Head Office Train Controller, Mr. R. K. (Bob) Whitehead, the 66 page, soft cover book details the full history of the 33 km line, which was closed to all traffic in June.

Considerable research has evidently gone into the well-illustrated history, which also features a number of maps and track diagrams.

The book offers a fascinating glimpse not only of a piece of railway history, but of the State's early development.

## Transport driver fined after Bungaree collision

A Ballan transport driver has been fined \$30 for failing to stop at a level crossing when an approaching train had emitted an audible warning signal.

The transport collided with an air-conditioned rail motor at a crossing near Bungaree on February 21.

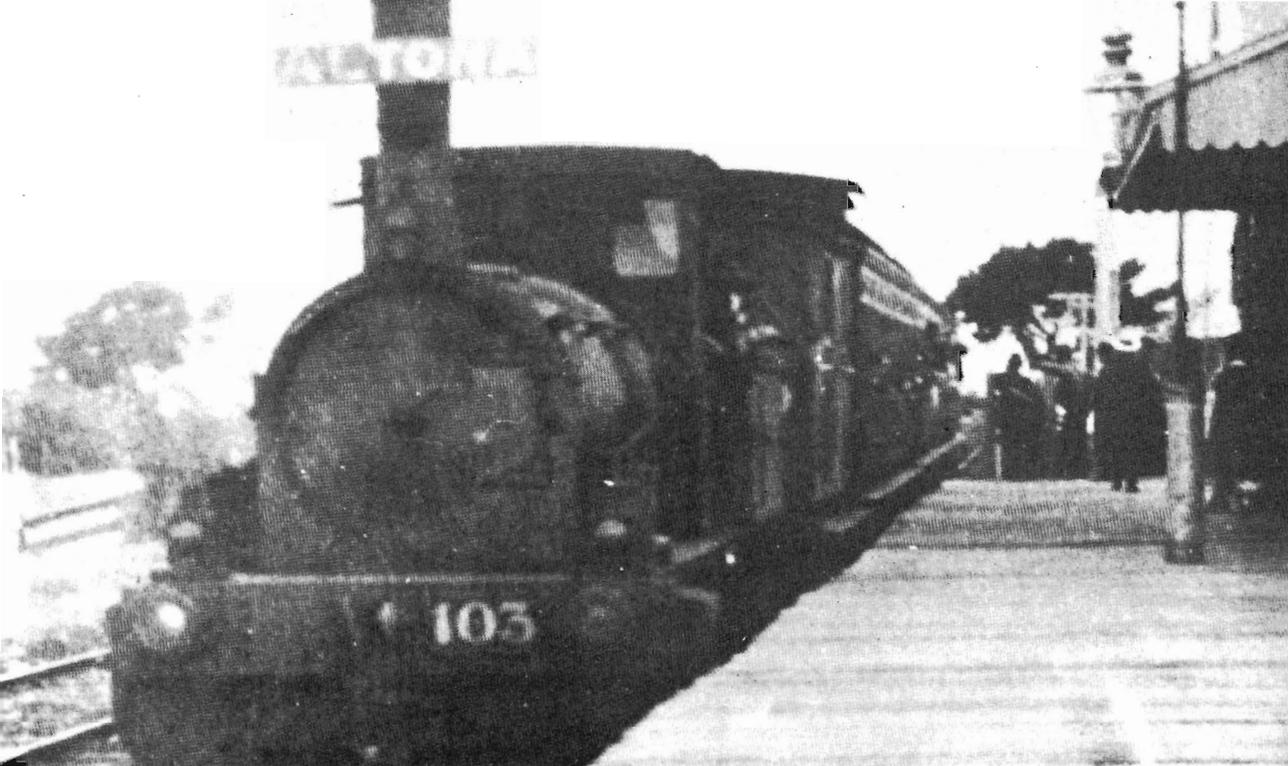
The court was told the rail motor's whistle had been sounded three times on approaching the crossing, but the truck did not appear to slow down.

## Police say "Well done" too

The efforts of Junior Station Assistant W. R. Monohan (Ivanhoe), and Assistant Stationmaster A. D. Carter (Macleod) in detecting and detaining a wanted man have been commended by the Chief Commissioner of Police, Mr. R. Jackson.

*Rail Ways*, May, reported the incident, and the Railways commendation.

Mr. Jackson, in a letter to the Secretary for Railways, said: "There is no doubt that the two members of your staff mentioned were responsible for the arrest of the assailant, and are to be commended on the way they acted."



One of the last steam trains to enter Altona Station before the line was electrified (picture from the collection of the late Mr. L. J. Harrigan, courtesy Mr. A. V. Lyell)

## HAY BURNERS BUILT THE ALTONA LINE

The Golden Jubilee of the acquisition of the Altona railway by the Railways is on October 1, 1974.

The four-km Altona line, branching off the Melbourne-Geelong railway at about 13 km, was built in three sections, two government-owned and the third a private line.

The Williamstown Racecourse was established south of the Geelong railway in 1874. Mr. A. T. Clark, M.P. for Williamstown, suggested to the then Railway Commissioner, Mr. Richard Speight, that a branch line be built to the racecourse.

On April 6, 1885, a quarter-km line opened to Kororoit Creek Road. On November 26, 1887, it was extended to Kororoit Creek to allow for further extension to Laverton, Altona, Beach. The works were estimated to have cost \$21,172.

Mr. Clark formed a private company and designed Altona for subdivision and sale. He sold out in March, 1888, to the Altona Bay Estate Co. which spent a reputed \$32,000 of the company's \$600,000 capital to build the railway from the racecourse to Pier Street and beyond.

by Allan J. Clark, a diesel maintainer at South Dynon Loco, who has been with VR for more than 15 years.

On August 22, 1888, the first train ran to Altona. In October that year the line was extended from Pier Street west to Beach Station and earthworks began for extension to the Geelong line, however this never eventuated.

A steam railcar service operated between March and August, 1890, but was cancelled because of lack of patronage.

Four years later a mine shaft was sunk near Beach Station but after extracting an unknown amount of brown coal the venture failed and the Altona Railways was used mainly for the storage of race trains.

Mining operations began again in 1906 and coal trains ran until 1919.

About 1913 interest was again kindled in developing Altona as a suburb. The township at this time had a population of 50-100.

Eventually the Altona Beach Estates Company was formed about 1916.

The company, realising that little land could be sold until the railway was re-opened, negotiated an agreement with the Railways to operate a steam passenger service—under guarantee conditions.

### Trial trips

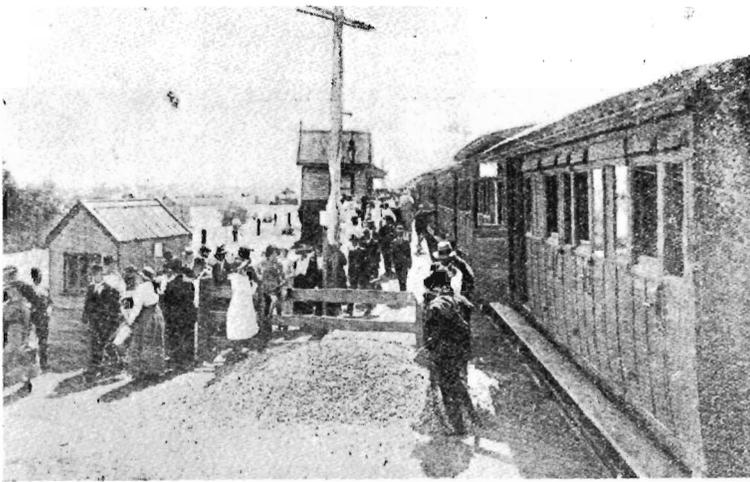
After trial trips on Cup Day, 1917, a regular service—10 return trips week days, nine on Saturdays and five on Sundays—was introduced in December, 1917.

The company, operating at a loss, petitioned the Railways to take over the line free of charge.

It was found it cost about \$16,000 a year to operate the steam service and about \$42,000 to electrify the line.

As revenue was only \$6,480 a year the Commissioners decided not to acquire the railway.

Another scheme, to convert the railway into a tramway, was then put forward but was rejected on economic



Picnickers arriving at Altona Beach Station on a Saturday afternoon in 1921.

and other grounds.

The Altona line traffic continued to increase—Seaholme Station opened in 1921—but so did the company's losses. After meeting the then Minister for Railways twice during 1922 and again in 1923 the company still could not convince the Railways to take over

#### Losses

About May, 1924, the Railways served a demand on Altona Beach Estates to pay losses amounting to \$15,800 owing on the railway or face legal action.

A further appraisal of working the railway with electric trains in June, 1924, indicated that for a 12 train a day service a profit of \$918 a year could be expected.

This did not work out in practice. Chairman of Commissioners H. Clapp visited Altona in July, 1924, to investigate.

Events moved steadily on. A deputation of Altona residents met Mr. Hogan, Minister for Railways, in August to urge the taking over of the Railway.

He replied that if the company paid the debt it would be considered.

That evening the Premier, Mr. Prendergast, announced that the Government would acquire the line.

The fall of the Prendergast Ministry in November, 1924, stalled proceedings and negotiations with the new Government began.

In October, 1925, agreement appeared near and the company agreed to pay its debt in instalments.

Finally a two-year option was obtained by the Railways on the foreshore routes, the company being relieved of any obligation to hold the Laverton route, and the agreement was signed in March 1926, after nearly two years of negotiation.

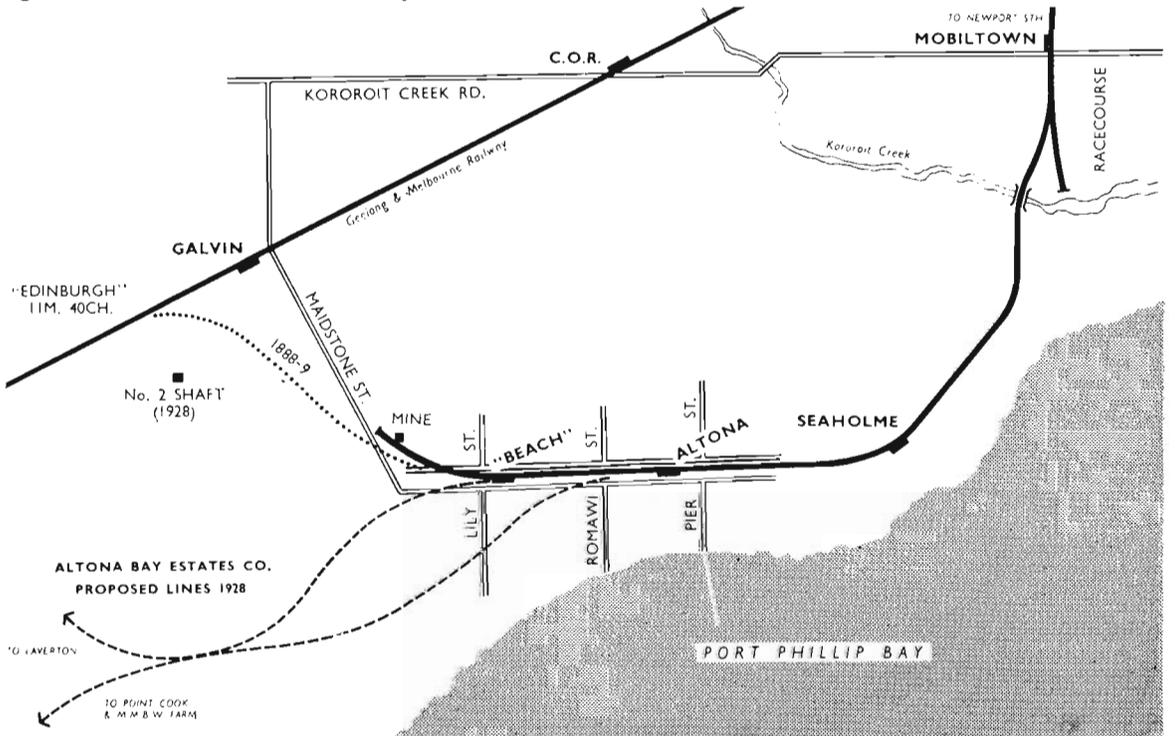
#### Electrification

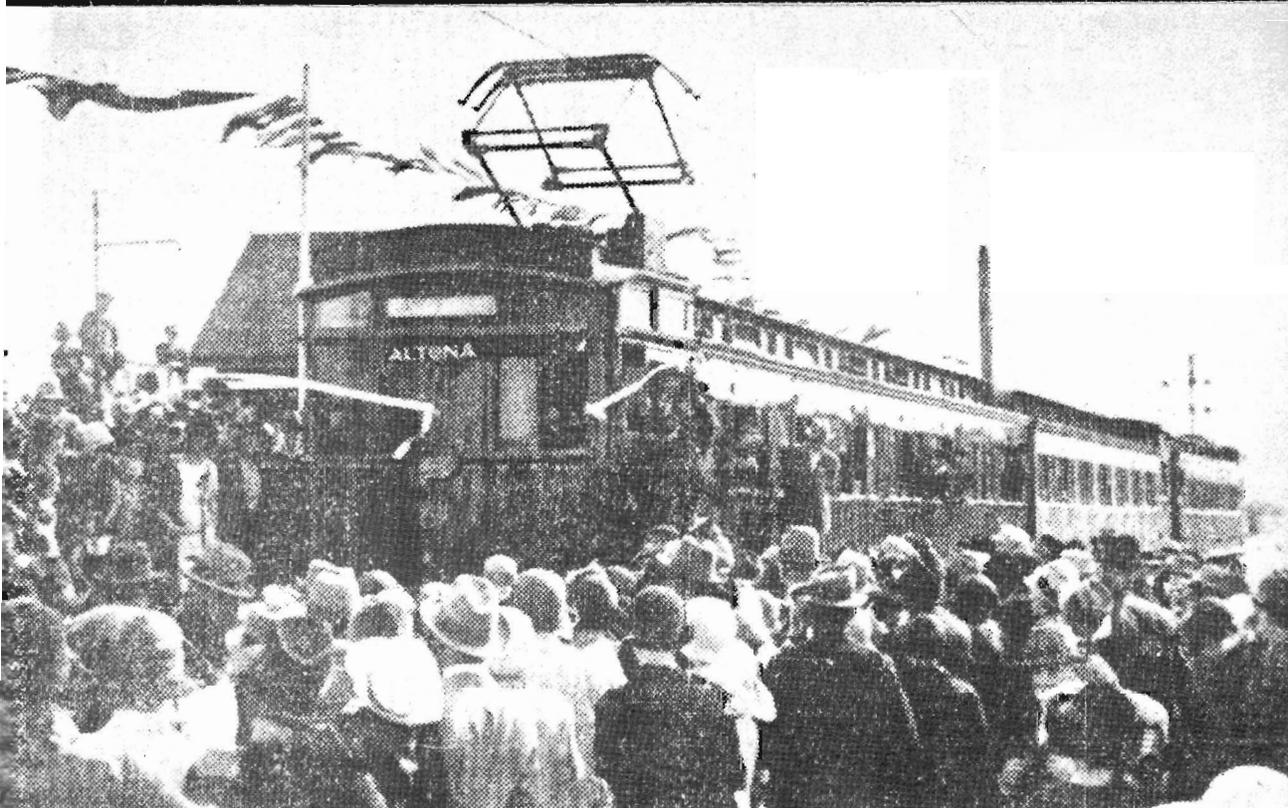
Electrification of the line began in April, 1926, and the first electric train ran on October 2 1926.

To obtain the railway for the Victorian Railways, the Prendergast Government initiated the formalities in 1924, the Allen Government signed the agreement in 1926 and the Hogan Ministry legalised the dealings in 1927.

Since those days, the service has gradually improved and the line has been upgraded so that today 33 return week-day trips are run including a number of through trains to and from Melbourne during peak periods.

Much of the information in this article has come from the Railways Special Files now housed in the La Trobe Library, Melbourne.





"There was much enthusiasm at Altona on Saturday afternoon when the first electric train was dispatched from the railway station after a ribbon had been cut by Mrs. J. Murphy, wife of the president of the Altona Progress Association . . ." caption and picture from the Melbourne Sun, October 4, 1926 (picture by courtesy La Trobe Library).

## Suggestion Awards

A total of \$245 has been paid for suggestions adopted during June and July.

The awards were:

- Relocation of safety valve on JX wagons \$100
- Use of "Araldite" on bus bars \$30
- Additional lighting at Longwarry goods shed \$20
- Revised layout for form G272 \$15
- Exhibition of instructions for station time switches \$15
- Provision of cradle and blinds at Porta Gas centre, Spencer Street \$10
- Manufacture of weld repair plates \$10
- Expediting Cobram parcels on Thursdays \$10
- Marking and lighting of Frankston car park \$5
- Fitting metal protection plates on MM wagons \$5
- Abolition of Form G280 duplicate \$5
- Retiring staff advised of eligibility to receive *Rail Ways* \$5
- Improvements to female rest room at Flinders Street \$5
- Self attaching plastic clips for car control sign posts \$5
- Covering drain at Thornbury \$5

## A LITTLE BIT OF IRELAND

Maryborough, whose Railway centenary was featured in last month's *Rail Ways*, no longer shares its name with the town it was originally named after.

Sounds Irish? It is.

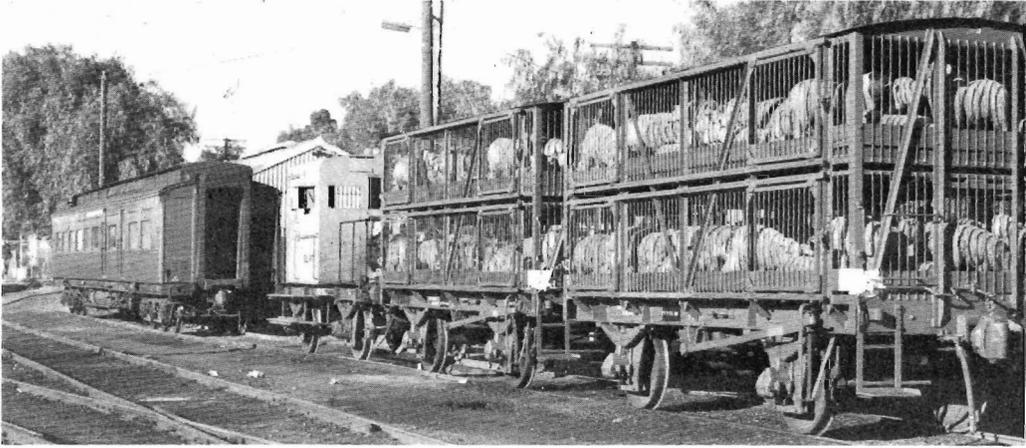
Maryborough, Victoria, was named in 1854 by Mr. J. Daly, the Assistant Gold Commissioner, after his Irish birthplace, in Queens County, west of Dublin.

But, after most of Ireland became a republic, all names connected with English royalty were changed.

Queens County became County Laois, and Maryborough, the county town, became Port Laoise—Gaelic for "gate of Laois".

And, while the Railway centenary celebrations continued in Maryborough, Port Laoise hit the headlines too—when 19 alleged IRA prisoners escaped from the local prison.

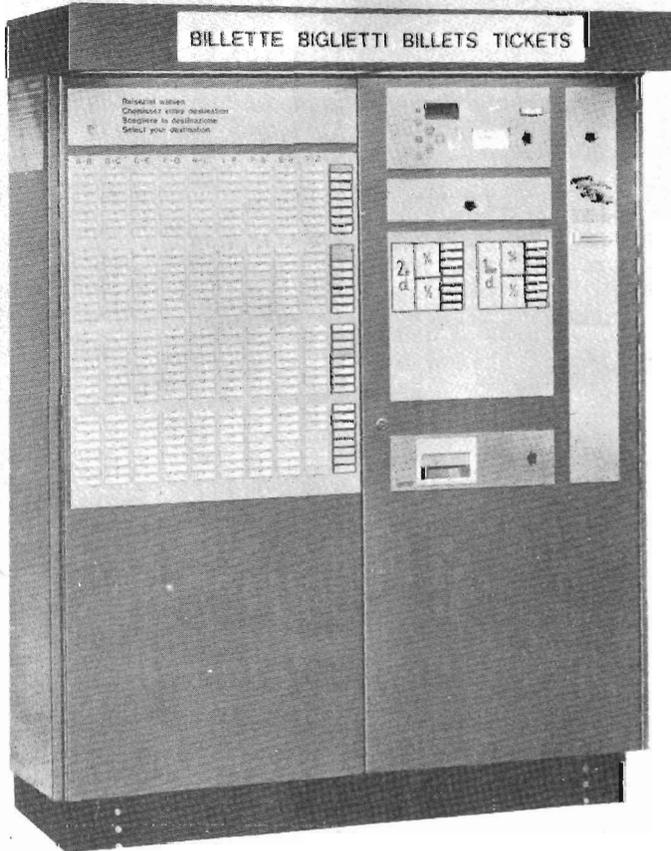
# VIEWS OF NEWS



The Medical Train at Swan Hill – apparently with a waiting room full of patients. In fact the livestock wagons were on the same track as part of a separate shunting movement. Each year the Medical train, which is fully self contained, and includes cooking facilities, showers, waiting room, and a surgery, covers all areas of the State. A doctor and a clerk travel with the train, conducting routine vision and physical examinations.



Doctor R. W.

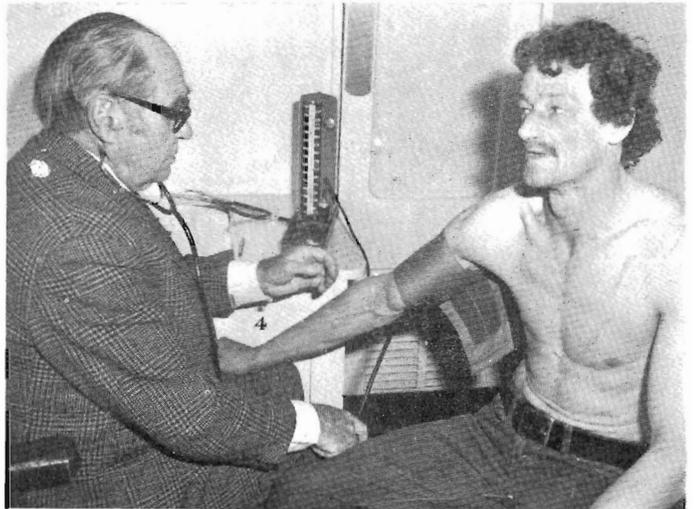


Viticulturist, Mr. Peter Smith, pa at his Gol Gol Sunraysia Nurs million rootlings, for wineries and will be railed from Mildura this s of Australia, except South

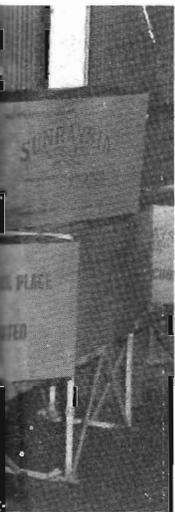
Five self-service ticket machines at selected stations next year. the world's latest—will accept 5 coins, and give change. The large at Flinders Street, will issue fou to any of 200 destinations. Oth be at Princes Bridge, St. Kilda Heidelberg.



...ce makes an electro-cardiograph test on Driver Lindsay Robertson of Ultima.



A blood pressure test is part of Goods Trucker John Brown's permanency examination by Doctor Wallace.



...vine rootlings Almost half-a-...me gardeners, ...n, to all parts ...ustralia.

...to be tested ...e machines- ...otes as well as ...to be installed ...pes of tickets ...machines will ...Reservoir and



Two visitors study details of apprenticeship opportunities with the Railways. The display was held at the Melbourne Town Hall last month during Apprenticeship Week.

# PACKAGE PACKS FOR RAILWAYS RACE

Capacity for the Railways package tour to Mildura Races last month for the V.R. sponsored "The Vinelander" Plate had to be doubled—and there was still a waiting list for cancellations.

The race commemorated the second anniversary of *The Vinelander*, the overnight Melbourne-Mildura train.

Plans for the package tour originally allowed for 40 people, but this

had to be doubled because of the excellent response.

*The Vinelander* was featured on the front cover of the Mildura Racing Club's official programme, and a picture of the train's inaugural trip

appeared opposite the list of horses.

Eight runners competed in the 1700 metre feature race—Silo Court, Pamson, Lara Prince, Demon Spirit, Cliff Hanger, Desert Angel, Outstay, and Zintry.

Demon Spirit strides away to win *The Vinelander* Plate at Mildura.



Demon Spirit, ridden by A. Pegus, won from Cliff Hanger and Pamson, and VR Deputy General Manager, Mr. L. A. McCallum, who travelled to Mildura for the event, presented the trophy to part-owner, Mr. W. R. Lanyon.

One favourable comment on the promotion came from Mr. F. J. Granter, MLA—Minister of Water Supply and Minister of Forests—who acted as Minister for Transport recently, and who attended the unveiling of the first stage of the Spencer Street mural.

The VR flag was being displayed for the first time at a race meeting.

For two weeks before the race a window display in Maples' Mildura store featured *The Vinelander Plate*, appropriately engraved with vines and grapes, between scale models of the train's roomette and sitting carriages.

Local radio station 3MA broadcast the race live, and film, not only of the race, but also of the headboarded train and tourists at the races, was shown on STV8.

The film proved so popular it was repeated twice on later days.

Melbourne *Herald* sports editor, Terry Vine, attended the meeting, and devoted two columns to the VR promotion.

Each of the 1,004 racegoers entering the course was given a numbered pamphlet publicising *The Vinelander*, and a lucky number was later drawn by Mrs. L. McCallum.

Twelve-year old Daryl Hayter, of Haven, via Horsham, won the prize—a trip for two on *The Vinelander*.

To whet the tourists' appetite for the district, Sunraysia industries gave samples of local products, including dried fruit, citrus, and beer, to the 80 Railway tourists.

Because of the package tour, two trains ran from Melbourne to Mildura on Friday, August 16, and the Sunday return trip, when both trains were combined, is believed to be the biggest ever single train between the two cities.

\* Two locomotives hauled the two vans, seven sleepers, and five sitting carriages.

The race meeting itself was eventful.

One horse ran in the wrong direction, another horse fell, a jockey departed his saddle the hard way, while another horse, Stormy Devil, won two races.

The VR contingent boosted the bookies takings by backing Crash.

Crash's breeding—Gala Performance—Level Crossing—was a poor omen. It ran a sound last.



Above:  
Mr. L. A. McCallum presents *The Vinelander Plate* to part-owner of Demon Spirit Mr. W. R. Lanyon. Mrs. McCallum watches.



Right:  
Twelve year old Darryl Hayter poses happily with members of his family after winning a trip for two on *The Vinelander*.

Below:  
*The Vinelander* proudly bears its second anniversary headboard at Mildura.



# CUSTOMER'S SAY

## Careful handling

"... appreciation of the careful handling of luggage by your men attending the interstate trains. A particular suitcase of mine has made return trips to Sydney and Perth in addition to several rides to Adelaide, and has returned undamaged. The same case was thoroughly squashed by Canadian Pacific Railways, and later by Qantas..."

—Mr. A. Vigner, Coburg, writing to the Secretary.

## Pleasant trip

"... first experience of this excellent train (*Southern Aurora*—Ed.)—we were surprised to find it so pleasant. "We found the service all that could be expected both in the carriage and the dining car, where the service was very good..."

"We would like to make special mention of the two conductors going and returning. (Mr. N. Parry and Mr. R. Monk—Ed.)

"Both were most attentive and courteous, and we are thinking of travelling on the train in future instead of our usual habit of using the airways. We were surprised at the saving in fares."

—Mr. C. Robinson, Glen Iris, writing to the Secretary.

## Lost wallet

"I very much appreciate the speed and courtesy with which Mr. Angry Livaditis of your staff picked up the wallet I unknowingly dropped when hurrying to board a train at Mont Albert..."

"Of course, I am much indebted for his honesty."

—Mr. W. M. McKerracher, Mont Albert, writing to the Secretary.

## Reservations

"... just confirmed some reservations for my family and myself on the *Southern Aurora* for May, 1975. The arrangements were a little complicated, and included the transport of my car.

"... bring to your attention the most friendly, courteous, and efficient service I received from your interstate booking office. The gentleman (and I use that word advisedly) involved was a Mr. Iliadis."

—Mr. M. J. Samuelson, East Burwood, writing to the Chairman.

## School excursions

"On behalf of the teachers and boys who participated in the Trinity Grammar School excursion to Woodend. I would like to thank you and your staff, especially Mr. N. Hallworth, for your co-operation in the planning of what was a most successful outing.

"This was greatly assisted by the cheerful co-operation of Mr. L. Haining, our driver, and the Stationmasters at Gisborne, Macedon, and Woodend..."

—Mr. J. V. Johnson, Trinity Grammar School, writing to the Manager, Passenger Operations.

## Norman car

"On behalf of the Victoria Conservation Trust I should like... to express our appreciation to you and the officers concerned for the excellent arrangements... for the visit of the Trust to Bendigo..."

"The members of the Trust thoroughly enjoyed the trip in the *Norman Car*, and the catering and service both en route and during the reception at the Bendigo railway station was certainly first class..."

"Please accept our thanks for a fine job."

—Mr. H. L. Race, Secretary, Victoria Conservation Trust, writing to the Manager, Passenger Operations.

## Retrieved purse

"I would like to thank you and all concerned (Oakleigh Stationmaster, Mr. H. Gillard, and Station Assistant Miss P. Montague—Ed.) for helping me out when I dropped my purse as I got on the train to Dandenong. I can't tell you how grateful I am in receiving it so promptly."

—Mrs. E. M. Chatting, South Oakleigh, writing to the Stationmaster, O'Leigh.

## Lost property

"... left my bag, containing private papers, money, cheque books, and other articles... I discovered this as soon as I got off the station at Mordialloc..."

"The people at Mordialloc were most helpful, and I eventually got it back from Frankston, and they would not take any reward. It is nice to think such people are still with us."

—Mr. K. Tuohy, Cheltenham, writing to the Chairman.

## Dynon No. 2

"... compliment a section of your staff for their efficiency and co-operation... to my staff and myself..."

"The section is No. 2, Dynon Rail, and the gentlemen there, particularly one of your goods checkers, Mr. Herbert Lewis, has enabled us to dispatch a very important consignment to Adelaide.

"He, together with the other staff, has shown infinite patience with my numerous telephone enquiries and has extended help to us beyond what I would have expected to receive considering the pressure they are under continually."

—Mr. G. Brooks, Bryant and May Pty. Ltd., writing to the Chairman.

**Unfortunately,** space does not allow *Rail Ways* to print many of the encouraging letters of praise now on hand.

Recent letters include:

Return of property lost on *Southern Aurora*—Mrs. J. E. Harrison, Waverley, N.S.W.;

Sunday rail trips—Mrs. G. A. Palmer, Eaglemont, Mrs. H. Jannese, Murrumbidgee;

Driver R. Robinson, for assistance on a school excursion—Mrs. P. M. Hipworth, Vice-principal, Sunshine Technical School;

Service on *Spirit of Progress*—Mrs. M. Randle, Moorabbin;

Steam train excursion from Blackburn to Bacchus Marsh—Mr. K. Groves, Secretary, Burwood Heights Primary School Committee;

Mount Buffalo Chalet—Mr. R. McUtchen, Ringwood. Staff at Redcliffs and Spencer Street—Mrs. N. Kinnia, Redcliffs;

Unidentified Station Assistant at Flinders Street—Mr. J. Shaw, Heidelberg;

Inspection tour, with assistance of Assistant Chief Civil Engineer, Mr. R. Gallacher; Assistant Engineer, Machinery and Water Supply, Mr. G. Edney; Engineer of Special Works, Mr. A. Johns; District Superintendent, Mr. J. Draper; and Chief Safety Officer Mr. W. Cox—Mr. J. Lewis, Chairman, Public Utilities Safety Coordinating Committee;

Railways of Australia magazine *Traveller*—Mrs. J. Lamb, Mitcham;

Hostess service on *Intercapital Daylight*—Mr. R. J. Benson, Smithfield, N.S.W.;

Stationmasters at Springhurst and Wahgunyah—Mr. W. M. Johnson, Corowa, N.S.W.

# Institute News

## A healthy mind in a healthy body

To appreciate life, and be able to enjoy it to the fullest, it is vital to be in good health.

It has been proved that, as fitness improves so does the capacity for, attitude to, and awareness of work-day duties, providing a mutual advantage to employer and employee.

The Institute has a Gymnasium and a Sauna Bath which members may use for a small monthly fee.

The *Gymnasium* is available for personal exercise on Monday to Friday inclusive from 7.30 a.m. to 5.30 p.m. for \$1 a month (active members) or \$1.30 (associate members). Instruction in Boxing, Weight-lifting, Wrestling, Judo or Physical Culture, is available in weekly classes held after 5.30 p.m. Fees are \$5 a term

(active members) and \$6 a term (associate members). A term is 12 weekly periods from date of enrolment.

Dependants of active members may join the classes for \$4 a term.

At present, however, the Judo Class has lapsed due to lack of an instructor and Council would like to hear from any person interested in filling this position.

Applicants should state name, grade, and location together with qualifications and experience, and forward their application to the Manager V.R. Institute, Flinders Street.

Further inquiries from the Institute on auto 2445.

The *Sauna Bath* is open Monday to Friday from 10 a.m. to 4.30 p.m. (9 p.m. each Wednesday and Friday.) Charges are 60 cents for members and \$1 for their friends.

It is one of the most popular health innovations to come out of Europe in recent years and beneficial in the promotion of clean skin, relaxation of the body, and said to be an aid to warding off colds, and so on.

The Bath can accommodate up to six persons, and by making prior bookings, husband and wife may also use the facility.

In any case, bookings should be made before attending the Bath by phone (auto 1642).

## Derby Eve Dinner Dance is on again

The 1974 Derby Eve Dinner Dance will be held in the beautiful Lincoln Village Banquet Room, 445 Toorak Road, Toorak, on Friday November 1, starting at 6.30 p.m.

Catering arrangements will be handled by the extremely capable Chevron staff, as at past functions, and all who attend are guaranteed a good night.

All kinds of people attend. Last year we had a NEW STATESMAN, a CRAFTSMAN, a KHALIF, and one chap who said he was the PRIDE OF EGYPT; we had our doubts!

Now, don't forget. Make this night your CLASSIC MISSION. If you don't like the music, sit there and watch DARYL'S JOY because she is ALWAYS THERE and MAGNIFICENT.

Entry fee is \$25 per double (all inclusive), and you don't need an ADVOCATE named ALISTER to tell you what good value that is in these days of inflation.

What a "Double"—the VRI Derby Eve Dinner Dance on Friday night and the Derby on the Saturday.

Why not be a "first leg" winner and attend this year's VRI Dinner Dance? Phone your entries through on Auto 1642.

SEE YOU THERE.

## RETIREMENTS ...

### REFRESHMENT SERVICES BRANCH

Anderson, J. Head Office, 5/9  
Eslick, S., Dining Car Depot, 17/9  
O'Sullivan, E., Flinders St., 17/7  
Usher, A., Central Store, 6/8

### ROLLING STOCK BRANCH

Barlow, L. F. Daylesford, 31/7  
Bawden, T. H., Bendigo North, 8/10  
Boadle, F. E., Head Office, 26/7  
Booth, W. A., Ballarat Loco., 15/7  
Cully, C., South Dynon, 10/7  
Duncan, S. C., Camperdown, 21/6  
Godfrey, J. G., South Dynon, 25/6  
Gurciullo, A., Newport, 30/10  
Hinchlize, W. W., E. R. Depot, 26/6  
Karavarsamis, J., South Dynon, 31/10  
Kotschet, N., T. L. Depot, 5/7  
La Russa, S., Newport, 24/7  
Leonidas, S., Newport, 6/6  
Marr, S. P., E. R. Depot, 18/7  
Mercuri, F., Jolimont, 22/10  
Purvies, B. T., Newport, 5/10  
Reilly, C. R., Bendigo North, 6/10  
Simpson, R. J., North Melb., 8/7  
Stanton, G. E. B., Newport, 24/10  
Tainsh, A. J., Newport, 1/7  
Welsh, C. V., Ballarat Loco., 31/7  
Welshe, M. R., Jolimont, 8/10  
Weybury, A., Ballarat Loco., 7/10

### STORES BRANCH

Kovaliv, I., North Melb., 24/9

### TRAFFIC BRANCH

Berry, J. J., Birregurra, 7/6  
Bravo, K. J., Melbourne Goods, 5/8  
Brewis, W., Wangaratta, 26/10  
Buckley, J. M., Mooroopna, 12/10  
Eddy, R. A., Coburg, 8/10  
Machnyk, W., Geelong, 1/7  
Morrish, R. E., Mooroopna, 16/10  
Murfett, H. A., Ballarat East, 22/10  
Murray, C. V., Sunshine, 3/10  
Pamp, H. H. F., Dynon, 14/8  
Thomas, J. L., Ballarat, 28/8  
Walsh, R. G., Flinders Street, 30/9  
White, W. F., Dynon, 11/7  
Williams, W. K., Tatura, 19/7  
Winter, B. A., Melbourne Goods, 26/7  
Wright, R. R., Seymour, 29/7

### WAY AND WORKS

Aird, W. A., Dandenong, 19/10  
Barclay, W. A., Heywood, 8/7  
Beggs, J. J., Sale, 16/7  
Bull, A. J., Wallan, 27/7  
Busana, P., Kardella, 14/6  
Carter, G. H., Power Signals, 30/10  
Connor, E. C., Spotswood, 23/10  
Culhance, M. K., Seymour, 16/7  
Dackiewicz, T., Sale, 12/7  
Davis, S. G., North Melbourne, 30/9  
Flynn, A., Spotswood, 17/6  
Graham, G. V. M., Seymour, 12/6  
Harley, A., Special Works, 14/10  
Holt, I. Mc., Spencer Street, 24/10  
Karmirczuk, S., Spotswood, 28/6  
Klosinski, W., Flinders Street, 2/7

Lockwood, W. A., Head Office, 3/10  
Metaxas, S., Sunshine, 26/6  
Murrihy, W., Ballarat, 24/7  
McDonald, E. A. C., Springvale, 28/6  
Paddick, F. G., Linton, 30/10  
Sudero, R. L., Spotswood, 17/10  
Whitburn, E. H. A., Newport, 4/10  
Williams, L. G., Plant Engineer, 14/10  
Wills, J. P., Caulfield, 12/7  
Wilson, J. H., Engr. Spl. Duties, 2/8  
Woodruff, J. J. P., Ballarat, 30/7

## RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

### ROLLING STOCK BRANCH

Davey, A. T., Newport, 19/7  
Giuridis, S., North Melbourne, 2/8  
Iliczyk, J., North Melbourne, 18/7

### TRAFFIC BRANCH

Daly, V.R., Metro. Sup't, 30/7  
O'Connor, J. C., Melbourne Goods, 5/8  
Sewell, J. H., Laverton, 13/8

### WAY AND WORKS BRANCH

Begley, W. J., Power Signals, 23/7  
Dawkins, I. J., Seymour, 26/7  
McGrath, P. B., Meeniyah, 23/6

# INSTITUTE SPORT

## BIAS CARPET BOWLS BRINGS NEW ENTRY

This very popular fixture was held once again at the Glenroy Bowling Club, and Ballarat, Colac, Echuca, Hamilton, Serviceton, Shepparton, and Sunshine were represented.

Echuca entered for the first time, and we hope they will participate in many more such events.

Colac, who won the two previous tournaments, failed to make it three in a row, and Sunshine No. 1 team went through undefeated to win the Perpetual Trophy, donated by the Institute Council.

Ballarat No. 1 were runners-up, only one point behind Sunshine, with Hamilton in third position.

At the official luncheon, the teams and guests were welcomed by the Chairman of the Sports Committee, Mr. D. O'Donnell. Messrs. L. Bennett, Councillor, R. I. Baggott, Manager, and O. J. Keating, Assistant Manager, also attended.

After the matches all teams partook of refreshments and headed home, except for certain members of the Ballarat teams, who were apparently "forced" to call in a certain "place of good cheer" at Ballan, where they "warmed their hands"!

## BENALLA GOLF TOURNAMENT COMING UP

The 18th Annual North Eastern VRI Golf Championships will be held at the Golden Vale Golf Course on Sunday, October 6, 1974; first hit off time will be at 11.30 a.m.

Those golfers who have not experienced the hospitality of the Benalla VRI Golf Club, should make use of that pleasure this year.

Events include the North Eastern Championship, J. H. Jupp Memorial Trophy, A. B. and C. grade Handicap events, and an 18-hole Handicap event for associates.

Entries are to be forwarded to Mr. P. Hale, Hon. Secretary, Benalla VRI (Phone 62 1652) by September 25, 1974.

## BENALLA WINS UNBIASSED CARPET BOWLS

One Sunday each year the VRI Ballroom becomes a hive of activity as teams from centres throughout Victoria meet to contest the Annual Unbiased Carpet Bowls Tournament.

This year, on Sunday August 18, sides from Ballarat, Benalla, Bendigo and Geelong took part in the 1974 Tournament.

This time the fixture was on a "round robin" basis, which meant teams were assured of at least three games during the day.

The tournament proved kind to the Benalla teams, which won the Men's and the Ladies' Championships. Runners up in both events were two Bendigo sides.

There was some excellent bowling during the day. The skill and determination shown by the competitors' whether young or old, is really something.

The games are all played in good spirit, although nothing is given away by either side.

Mr. D. O'Donnell, Chairman, Sports Committee, presented the trophies to the winning teams, while Mr. H. J. Crouch, Councillor, presented the runners up with their awards, Councillor, Mr. P. Coates gave valuable help in the running the tournament.

## EAST GIPPSLAND HOSTS GOLF TOURNAMENT

Each year the Newry Golf Course is the venue for the VRI Eastern Gippsland Annual Golf Tournament.

Played over two days, it attracts VRI golfers from near and far, and, judging from some of the stories that filter back, not all the playing is confined to the golf course.

This year 78 players entered for the various events held on August 10-11, and many good scores were recorded.

The "A" Grade Scratch event was won by Barry Williams from Traralgon. Barry is a very consistent golfer and a frequent entrant at VRI Country Golf Weeks. The "B" Grade Scratch event went to P. Colvin (Maffra), and the "C" Grade Scratch to J. Astley (Bairnsdale).

Institute Councillors Bob Richards, Ian Adcock and Jack Kennedy attended, and an ex-Councillor, and now retired railway man, Norm Roberts, competed.

The tournament was so popular that despite petrol restrictions, Bob Richards borrowed a bike for the occasion just to make sure he would get there.

## WIMMERA BOWLS TOURNAMENT PLANNED

This event will be held at Hamilton on January 19, 1975. The newly formed Hamilton VRI Bowling Club will be hosts, and every effort is being made to offer all competitors a wonderful tournament.

Bowlers should mark their calendars with a large red circle around this date, because only full support from the bowling fraternity can ensure the fixture's success.

For further information, contact Graham Willingham, Way and Works Clerk, Hamilton.

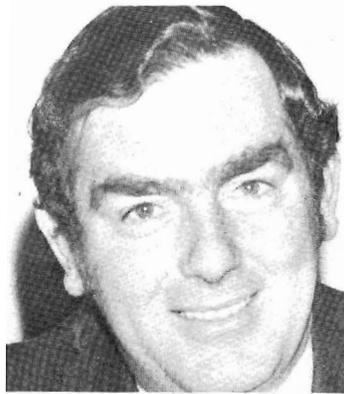
## WORTH RETIRING FOR?

Every month, *Rail Ways* can be sent to retired railway men and women free of charge.

It's a great way of keeping in touch. Just contact Public Relations Department, Head Office.

people

# A RAY OF HOPE



**There is every chance of promotion for even the most junior Railways employee, according to recently appointed Assistant Chief Traffic Manager Ray Barden.**

Mr. Barden joined the Department in 1952 as a junior porter at Essendon, aged 17, and qualified for his stationmaster's certificate just four years later.

**Between 1957 and 1960 he travelled to every corner of the State—from Nowa Nowa to Wahgunyah, and Port Fairy to Goroka—as a relieving stationmaster, before becoming a train controller at Head Office.**

Although he left school at eighth grade, primary, level, he decided to start part time studies in 1963, and passed his Leaving Certificate the next year.

He then obtained four matriculation passes, and qualified in the transport administration course at the Royal Melbourne Institute of Technology in 1968.

Since then Mr. Barden has attended a number of other courses.

Study, guidance from his superiors, and his wide experience throughout the State, have been largely responsible for his rapid rise through the ranks, Mr. Barden says.

After five years as a train controller his experience was widened further by his transfer as a traffic inspector in the Metropolitan Superintendent's office.

In 1967 he returned to Head Office, on relieving duties, and was appointed Superintendent of Country Train Running in 1969.

After another relieving spell, when his acting positions included Manager, Station Operations, Manager, Freight Operations, and Assistant Chief Traffic manager, he became Manager, Passenger Operations in January, 1973.

He was appointed Assistant Chief Traffic Manager on July 2 this year—just 22 years after he joined the Department.

Mr. Barden feels study is most important for operating staff.

"While engineers and so on in other branches have technical qualifications, many operating staff rely on experience alone," he says.

Proper guidance for young staff from supervising officers is vital, too—and he gives particular credit to his first two stationmasters, as well as former Chief Train Controller Arthur Kenny, and recently retired Chief Traffic Manager Jack Crute for help in his career.

"Supervisors can also help young staff understand the changing government and public attitudes towards railways," Mr Barden says.

"As more finance becomes available the image of the Railways, and therefore its staff, will continue to lift".

Mr Barden comes from a railway family—his father was a repairer, and later a yard porter in his home town of Nyora.

His wife's father was a relieving operating porter, and goods guard, while his grandfather was a stationmaster.

With many friends throughout the Department—he likes the feeling of comradeship—Mr Barden says there is great satisfaction in doing the job, and knowing it is done well.

"Every Railways job is a challenge—but the biggest challenge is ahead of me now," he says.

One important job, Mr. Barden says, will be to help lift the image of Railways staff.

He has been a VRI Councillor since 1971, and is on the Sports and Library, Lectures, and Classes committees.

## Retiring for refreshment

**Superintendent of Refreshment Services since 1970, Mr. Jack Anderson, has retired.**

He now looks forward to the fresh air life—fishing, some touring "around and about", and the chance to work on his house.

Mr. Anderson joined the Railways in March 1926, in what was the Auditor of Receipts' Branch.

He transferred to Refreshment Services in December that year, and worked in every administrative section of the Branch.

This included five years in accounting—he is a qualified accountant—and 13 years at the Dining Car Depot.

Mr. Anderson became Manager of the Dining Car Depot in 1956, two years after his appointment as an inspector, which had brought him into contact with all the branches' State-wide activities.

In 1961 he became Metropolitan Stalls Manager, Provedore in 1964, and assistant head of the branch a year later.

He was appointed Superintendent Refreshment Services in 1970.

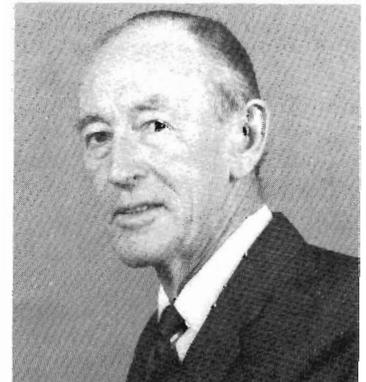
Railway refreshment services around the world are often the butt of unjustified criticism and biting humour, but Mr. Anderson is quick to defend his branch against complaints.

"We get our share of knocks—there's always someone who won't be satisfied—but no more than any other section of the Railways," he says.

He estimates almost 90 per cent of complaints originate on the *Inter-capital Daylight* where a shortage of rolling stock means buffet car facilities are sometimes unable to cope with the heavy demand.

He looks forward to the increase of on-train catering—citing the success of Club Cars on *Southern Aurora* and *The Overland* as justification.

Mr. Anderson says on-train catering is the only way to attract more people to long-distance train travel, and feels its extension would give Victorian Country services a boost.





Letterpress Machinist Danny Rigbye (left) and Coppersmith Michael Petrie (right) with VR General Manager Mr. I. G. Hodges, after being presented with apprentices awards.

Danny, who works at the VR Printing Works, North Melbourne, and Michael, from Ballarat North Workshops, topped their trades for the State for 1973. Mr. Hodges received the employer's certificate at the ceremony last month at the Melbourne Town Hall, from the Governor of Victoria, Sir Henry Winneke.

The awards are conducted on a State basis by the Apprenticeship Commission of Victoria.

Miss L. Cox at her retirement presentation, with Secretary for Railways, Mr. Clive Miller.

For most of her career Miss Cox was in charge of the Head Office telephone exchange, and many railwaymen will know "the voice on the phone". She later transferred to the Public Relations and Betterment Board until her retirement last month.



Mr. and Mrs. R. Woodham after their wedding at Mildura last month.

Both are from Railway families—the bride, Andrea, is the daughter of Mildura Stationmaster Mr. Ken Bailey (left—with Mrs. Bailey). Rod Woodham is the son of Conductor Mr. Neil Woodham (right—with Mrs. Woodham).

Mr. and Mrs. Arthur Swalwell and Mr. and Mrs. Les Bryan at a function organised by VR Printing Works staff.

The function, held at the VRI, Flinders Street, on August 9, celebrated the double retirement of Messrs. Bryan and Swalwell.



VICTORIAN



# RAILWAYS |

OCTOBER

1974

10 CENTS



# Signals

Welcome to your world!

*Signals* is new to *Rail Ways*, but we hope it will soon be an established column of bits and pieces—humour and news.

It's part of the changing face of *Rail Ways*, and we look forward to receiving your contributions.

The formula is short and snappy.



Ivanhoe station master A. W. Hastings, and C. Henshaw, of Murrumbidgee have identified the cartoon (*Chaos in the queue*) on page 123 of *Rail Ways*, August.

The artist was Percy Leason, and Mr. Hastings says it was published in *The Bulletin* in the early thirties.



Flinders Street ticket examiner Mike Guiney was confronted by a woman unable to find her weekly ticket recently.

Normally, she said, it was attached to her car keys, which were also missing.

Mike took her name and address, and, after the morning peak, rang her local station in case she'd left the keys in her car, parked nearby.

She had, and the weekly ticket was still attached—leaving only one problem.

The engine was still running, and the car was locked.

Mike rang a grateful lady back—but he's still wondering how much petrol she saves travelling by train.



All the morning peak passengers at Spencer Street station stopped recently for a moment, fascinated by the PA call.

It asked the Girl-in-green to come to the Man-in-grey.



Many respondents to the survey (see page three) said they would like to contribute news tips, stories, or photographs to *Rail Ways*.

Unfortunately, most didn't give their names.

*Rail Ways* editor Mike White had hoped to contact all prospective contributors—so, if he hasn't contacted you, please call him.

And don't forget—all contributions will be paid for.



MURLA Chairman Mr. R. Roscoe, Minister for Transport, Mr. R. Meagher, and VR Board Chairman Mr. A. G. Gibbs at the MURLA exhibition.

## PICTURES HIGHLIGHT DISPLAY

Giant colour pictures, taken by Victorian Railways staff photographers, were the highlight of a display depicting Melbourne's underground rail loop now under construction.

The display, which ran for three weeks, was in the Australian Industrial Design Council's showroom in Princes Gate, Melbourne.

It was the first of many designed by the Council to attract the public to the centre, and more than 1,000 people passed through during the first week.

They saw pictures, models and plans of the Melbourne Underground Rail Loop Authority's activities.

The display was opened by the Victorian Minister of Transport, The Hon. E. R. Meagher.

## PLEASE COME BACK TO WAITCHIE

Today Waitchie is a no-one in charge station 20 km north of Ultima, on the Robinvale line.

But many railwaymen will know or remember Waitchie—and the organisers of a *Back to Waitchie* weekend next month would like to hear from them.

The celebrations will be on Saturday and Sunday November 2-3, and Mrs. Alison Bennett, c/- Post Office, Waitchie, has details.

Mrs. Bennett would particularly appreciate any pictures or information on the township's history.

## RAILWAYS

*Rail Ways* is published by the Victorian Railways Board for the information of our customers and staff.

It is printed at the VR Printing Works, Laurens Street, North Melbourne.

Editors may feel free to reproduce any material with or without acknowledgement.

Contributions are invited from Railways employees or other readers—either in writing, or by 'phone—and

a fee is paid according to the nature and amount of material published. Pictures are especially welcome.

Editorial offices: Room 97, Railways Administrative Offices, 67 Spencer Street, Melbourne, 3000. Telephone 6 1001 (internal auto & extension 1181).

### FRONT COVER

A fitter and turner cuts down an old axle so the material can be re-used.

It will be used in the manufacture of axle collars and buttons for journal restoration.

# RAILWAYS VITAL —town planner

The motor car in the environment was the greatest threat to mankind's survival—second only to a third world war or an accidentally detonated offensive nuclear explosion.

The only effective way of moving masses of people in congested areas is by attractive fixed rail transportation. These points were made by noted town planner Mr. Robert McAlpine in a recent address to the United Melbourne Freeway Action Group.

**Mr. McAlpine is City Planning Committee chairman of the Town and Country Planning Association of Victoria.**

"This 20th century phenomena of city growth and mass motorization over the world today is a catastrophe of environment that is concerning increasing numbers of thoughtful people.

"With examples of the road traffic congestion of Rome, the air pollution of Los Angeles and Tokyo and the overt lawlessness of some American cities, Australian people, including those of Melbourne, are wondering whether their city will follow some of these undesirable overseas trends," he said.

Mr. McAlpine said it was time for corrective and visionary planning—to realise that cities were people; not just bricks and mortar; not economic areas or stabling areas for motor vehicles.

"And to plan cities properly we need to adhere to the town planning principle which says that the only effective way of moving masses of people in congested areas is by attractive fixed rail public transportation."

Mr. McAlpine said the freeway through the National Park at Yarra Bend was one of the saddest acts of vandalism in Melbourne's history.

The same applied to the planned F2 freeway—and the desecration involved in both projects was compounded by the fact that the freeways would not solve the problem but, rather, add additional ones.

In 1974 the world would produce 35 million motor vehicles, he said.

About four million would go out of mobile circulation leaving 31 additional vehicles on world roads.

Mr. McAlpine quoted the following statistics:

- One rail track can carry (normal signalling) 300,000 persons per hour.
- One freeway lane can carry 2000 persons/hr.

*Continued page 148*

## Ballarat leads first-aid ladder



Ballarat teams, with three firsts, two seconds, and two thirds, were outstanding in the Victorian Railways' 64th First Aid Challenge Shield competitions at Mount Evelyn last month.

The Ballarat North Workshops No. 3 team (above) comes under the adjudicator's eye during the transport event. The team won the senior team event, and E. M. Sternberg (beside tree), won the senior individual title.

Other winners were: Novice individual—G. B. Collins, Ballarat North; and novice team—Bendigo Loco No. 1.

## BOUNTY REMOVAL CREATES TRANSPORT PROBLEM

**Removal of the superphosphate bounty has created a major transportation problem for primary industry.**

Superphosphate usually starts to move out to properties each January, with consignments reaching a peak in April.

Wheat traffic starts moving in mid November, and peak traffic is during December and January.

This distributed the traffic load for two of the principal rural commodities over six months.

But this year farmers will want their superphosphate moved before the bounty cut-off date—December 31.

As a result peak loads of wheat and superphosphate will be concentrated on November, December, and January—and there will not be enough rail wagons to cope.

Unless superphosphate deliveries are made before mid November the supply of rail wagons for both commodities, will have to be restricted to well below the level needed.

Top executives of the Grain Elevators Board, the Phosphate Cooperative of Australia Ltd., and VR met in Melbourne last month to find ways to relieve what promises to be immense pressure on the State's transport system.

Farmers will have to order early to help ease the situation.

Another step is to speed up unloading at destination stations.

More meetings will be held to map out detailed plans to move the biggest combined tonnage of rural products in little more than half the normal time.

## Big response to reader survey

Rail Ways readers have shown an extraordinary and most heartening response to our request for their views made via the questionnaire issued with the August issue. Our editorial offices have been swamped with completed forms arriving in large bundles daily—some from as far away as Perth and the U.S.

Most noteworthy is that every second respondent has taken the trouble to write, some at length, constructive comments suggesting additional features to be published.

Detailed results will be published next issue. In the interim, here are some of the major points which have emerged:

- All respondents said they liked the present format and content style of Rail Ways.
- Less than one per cent of the total said they would not miss the journal.
- The number of readers per copy averages about four, giving a total readership of 100,000 people.
- Every fourth reader was effusive in praise for the full-colour front covers.
- At least two thirds of respondents asked for more full-colour pictures—perhaps in the centre spread and on the back cover.

Among suggestions regarding content the following emerged as particularly popular:

- More historical articles, particularly the history of individual stations and lines.
- Much more about VR Plans for the future so that staff could keep the public informed.
- Additional articles about Railways people and their hobbies.
- More articles about works in progress and MURLA in particular.
- Features about locos and rolling stock, old and new.
- More balance in "Customers Say", i.e. that we

## RAILWAYS VITAL—from page 147

- One 8-car peak loaded suburban Harris train carries 1400 passengers.
- One private car when commuting carries 1.4 passengers.
- Therefore, passengers from one train, if in their own vehicles would need 1000 cars.

Mr. McAlpine said there were signs that the motor car system was breaking down in big cities.

Man was no longer enjoying the

initial mobility of the motor vehicle which had now turned to collective immobility.

Since the advent of the motor car, cities had become places to get out of quickly rather than centres for people to stay and enjoy, he said.

The attractions and obvious advantages that only big cities could offer were not utilised.

"Cities must again turn to fixed rail transport," Mr. McAlpine added.

## COSTS ROCKET—SO FREIGHT RATES RISE

**In an effort to match charges more closely with the cost of handling freight, Victorian Railways' freight rates have increased by up to 22.5 per cent.**

The last rise, of five per cent, was almost a year ago.

Costs have increased by more than 37 per cent over the last two years.

In the past year alone costs directly attributable to wages and salaries have risen by more than \$31 million.

However, the increase on wool rates will be offset by a 10 per cent discount for single consignments for 20-bale lots.

Parcels of perishable goods, pre-

viously carried at half the ordinary parcel rates, will now be carried at two-thirds the ordinary parcel rates—still a big discount.

MotoRail charges to Mildura were also increased from October 7.

The single rate for an accompanied car has risen by \$5 to \$15, while the unaccompanied rate has increased by the same amount, to \$20.

Passenger fares on *The Vineland*, to which the MotoRail wagons are attached, have not been increased.

## NEW DESIGN IMPROVES POWER DOORS

**Power closing doors on silver trains are being modified to eliminate occasional operating problems.**

Some floor door guides become blocked with rubbish, and have been redesigned with clearance to allow the rubbish to pass through.

Modifications have been made to pneumatic door closing cylinders and guides to allow easier alignment, and trials on one carriage using a re-

arrangement of the cylinder to provide more force on the door have already proved satisfactory.

Door cylinders are being modified on all carriages, including trailer carriages which are being built at the Railways' Newport Workshops, and the new cylinder arrangement is being incorporated.

Carriages already in use are being modified progressively, as soon as traffic requirements allow them to be released from service.

should publish not only letters of praise but some that are critical, and explain what action was taken.

- Features on loco sheds, signals centres, workshops, train control etc. which most employees and the general public never get to see.

and many, many more.

We have all these suggestions under active consideration and will endeavour to oblige where possible.





# NEW TRACKS WILL BE READY NEXT YEAR

Despite some materials shortages, two new rail tracks between South Kensington and Footscray are expected to be in service next August.

The project will ease congestion on the Geelong, Bendigo, Ballarat, Williamstown, Altona, and St. Albans lines.

**The Geelong line is being upgraded as part of the V.R. Board's plan to demonstrate the effectiveness of a model interurban line.**

A similar, but more intensive, scheme is under way on the Glen

Waverley line.

The quadruplication project is an important step in the overall improvement of V.R. services, as well as in the Geelong line upgrading.

Much of the work, which involved

blasting through solid rock, is now completed.

However, two new bridges, over the Maribyrnong River, and Kensington Road, need a considerable quantity of steel, which is now in short supply.

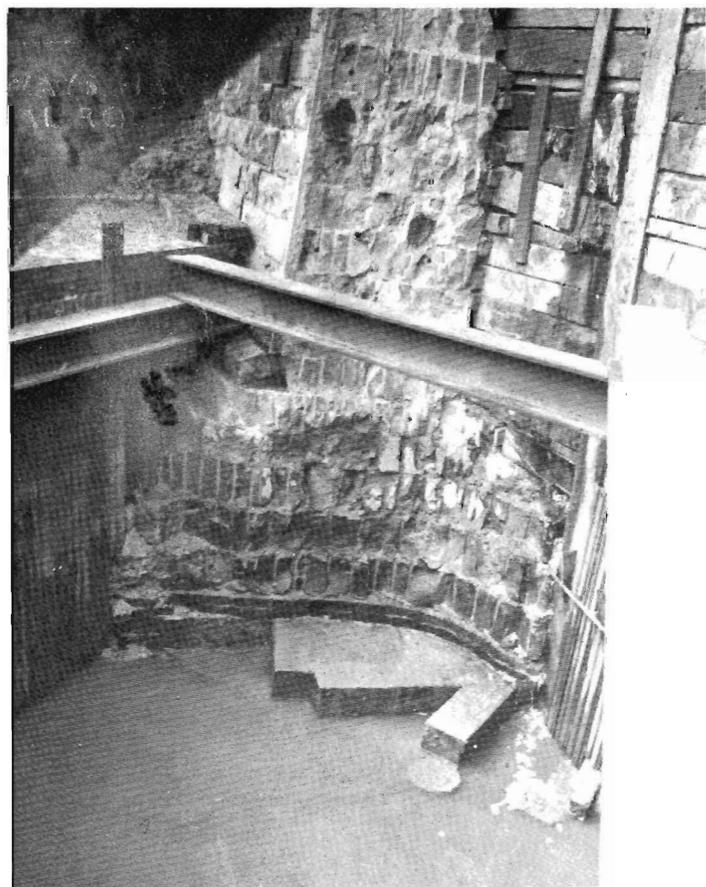
Widening the Hopkins Street road bridge, near Footscray station, is proceeding well, despite the difficulties of keeping both road and rail traffic moving while bridgework is under way.

If steel is supplied as expected, the quadruplication will be completed within 12 months.



*Above:* Trains about to cross between Footscray and South Kensington. Tracks are in temporary positions while work continues on the nearby Hopkins Street bridge.

*Left:* South Kensington station, showing the temporary booking office. The embankment for the two new tracks is being extended towards Melbourne from behind the temporary building, and a new street level office will be built.



The entire project will have taken about two and a half years.

While steel supplies are delayed, Railways staff now working on the project will probably be temporarily transferred to other major works.

These include the Macleod-Greensborough duplication, and the North Melbourne entry to the underground loop.

Other materials shortages have not had any major effect on the Footscray-South Kensington project.

Much of the filling used for embankments near the Maribyrnong River bridge, for example, comes from underground loop excavations.

The \$1½ million Maribyrnong River Bridge, a major part of the \$5½ million project, has almost 200 piles sunk about 30 metres into the river bed.

Victorian Railways now have their own pile driving and removing equipment—Engineer of Special Works, Mr. A. Johns, says his staff can use the

*Above:* Re-inforcing grids are positioned for the west pier of the Maribyrnong River bridge.

*Left:* Behind the grid in the top picture, the original timber piles for the first bridge built are still in perfect condition.



equipment as efficiently, and far more cheaply, than outside contractors.

During excavations for new bridge piers, the original timber piers for the first bluestone bridge over the river were uncovered.

All the piles which had remained under water for almost a century were still in perfect condition.

The centre pier of the 40 metre span new bridge alone needed about 415 cu metres of concrete.

The Hopkins Street bridge is being widened from about 10 m to almost 25m, while work on a new bridge over Kensington Road has started, and part of South Kensington station is being rebuilt.

Temporary shoring and staging, allowing work to continue without closing the busy Hopkins Street bridge, has been another important feature of the project.

South Kensington will have a new street level booking office as well as a new platform.

A temporary station building—one of two specially built to a Railways design to facilitate rebuilding of permanent structures—is already in position at the station.

It will be removed for use elsewhere when the new facilities are completed.

The two extra tracks will bypass South Kensington station, and work is already under way to beautify the new embankment facing Holland Park.

Other beautification work will be carried out along the rock cutting near Footscray.

*Above: Widening the Hopkins Street road bridge, looking towards Footscray station. At left, a new pier is completed, while temporary shoring and staging is being used at right to keep the bridge open while work continues. Tracks are being lowered to allow extra clearance.*

*Right: Local site foreman Bruce Johnson, and senior foreman on the project, Geoff Aldridge, who retires in March after more than 49 years Railways service, on the new embankment at South Kensington.*



## What the project will mean...

**The immediate benefit of the Footscray-South Kensington quadruplication will be to ease congestion where the Geelong, Bendigo, Ballarat, Williamstown, Altona, and St. Albans lines now enter a two-track bottleneck.**

This bottleneck has led to delays because of conflicting movements of trains.

At present, if the timetable for one train is altered, other trains are also affected because of the tight schedules they have to keep running through the area.

The extra tracks will allow flexibility in re-arranging timetables.

With proposed housing development in the western suburbs electric train services will eventually be increased, which will need new timetables.

As well as swifter suburban electric train services, longer distance country trains will also be able to maintain strict schedules by avoiding unnecessary delays.

Although many people believe Geelong line trains are delayed by the single track line between Little River and Corio, most problems on that line are caused by the present bottleneck in the South Kensington-Footscray area.

**RAILWAYS**

# Sandridge Line opened 120 years ago

One hundred and twenty years ago last month Australia's first train ran from Flinders Street to Sandridge, now Port Melbourne.

Victorian Railways celebrated the occasion by offering free train travel on the line, and VR Board Chairman, Mr. A. G. Gibbs unveiled a memorial plaque, as well as cutting a special birthday cake.

Mr. Gibbs travelled to Port Melbourne—re-named Sandridge for the day—by silver train, in contrast with the first train, which, according to an *Argus* reporter "startled cattle, and instilled terror into the hearts of the blackfellow and dingo."

At Sandridge he met Mrs. J. Erridge—great grand-daughter of Mr. William Young, who drove that first train, on September 12, 1854.

The Sandridge line was just 5 km long, but it was the parent of the 40 620 km of railway in Australia today.

For Melbourne, the official opening was a gala occasion.

Thousands assembled at Flinders Street station, and along the line to Sandridge.

The *Argus* said: "The Company's guests were resplendent in their best clothes: the gentlemen with frock coats, flowered waistcoats, stove-pipe hats, and carefully trimmed whiskers; the ladies in gay dresses with bonnets, veils, and parasols."

Copies of the timetable, and the railway by-laws, printed on silk, were presented to the Lieutenant Governor Sir Charles Hotham, and Lady Hotham.

The first train, with an engine, two carriages, and a regimental band in an open wagon, moved off at 12.20 p.m., and reached Sandridge in just under 10 minutes.

After two more trips to convey the remaining guests, a "sumptuous banquet" in the engine shed, near the beach, completed the inauguration ceremony.

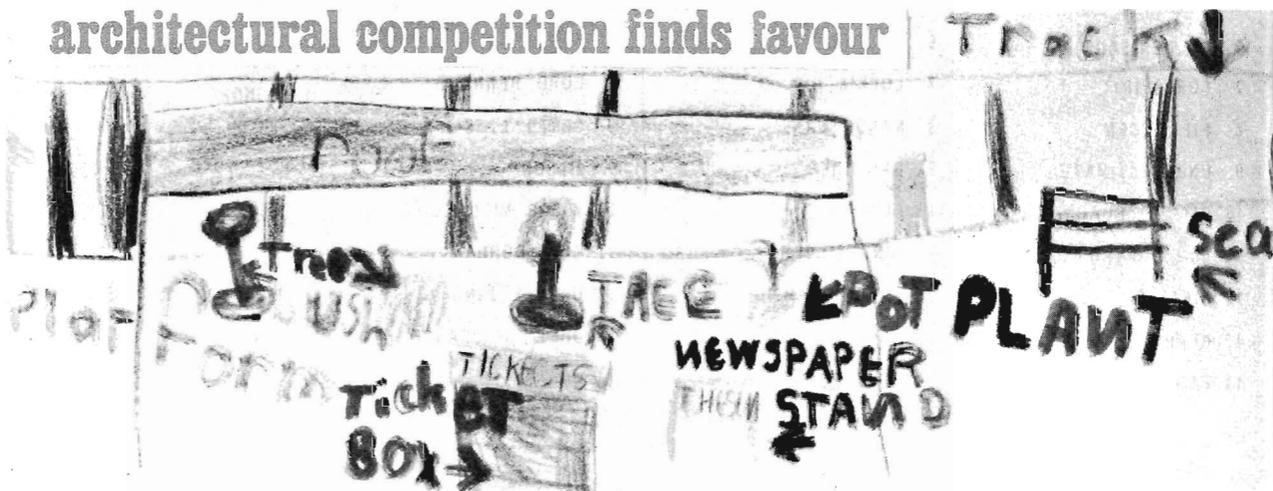
The line was built by the Melbourne and Hobson's Bay Railway Company, which amalgamated with the Melbourne Railway Company in 1855, and later built lines to St. Kilda, Cremorne, Richmond, North Brighton, Pic-Nic, Windsor, Hawthorn, and Brighton Beach.

Victorian Railways bought the company in July 1878, although separate management continued for another three years.



Mr. Gibbs prepares to wave off Mrs. J. Erridge, great-granddaughter of Mr. William Young, who drove the first train.

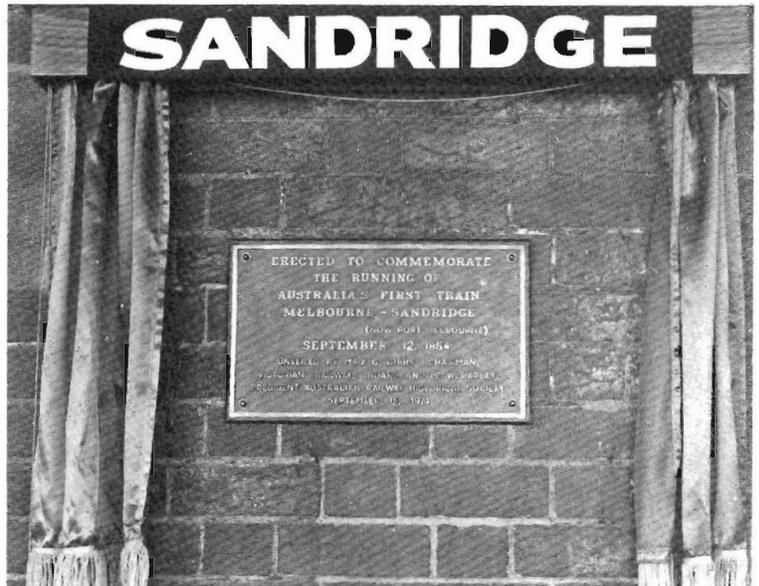
## architectural competition finds favour



The first entry received for the Heyington station architectural competition came from five year old Jamie Shaw.



train from Port Melbourne.  
granddaughter of Mr. William  
Hall's first train.



The plaque at Port Melbourne to celebrate the 120th anniversary of Australian trains. V.R. Board Chairman, Mr. A. G. Gibbs unveiled the plaque on September 12.



One of the silver trains carrying "free trip" passengers during the birthday celebrations carries a special "Sandridge" headboard.

The Victorian Chapter of the Royal Australian Institute of Architects' magazine, *Architect*, has praised Victorian Railways' competition for a design for Heyington station.

*Rail Ways* September featured the competition.

*Architect* described the VR plan as "a plain, good old one stage, simple national competition of the kind we see all too infrequently in Australia.

"*Architect* thanks and congratulates the VR Board and its senior architect (chapter member Gus Eberhart) for its enlightenment in proposing such a competition.

"Conditions . . . are excellent, and should encourage a wide response . . .

"So leave your cars at home—think rail—it might be worth the fare."



Victorian Railways staff make urgent track repairs after a truck has hit and damaged a bridge at Wantirna. Immediately above the displaced girder, signal cables have only just escaped damage.

# ROAD TRANSPORT REQUEST COULD BE DANGEROUS

**The Victorian Road Transport Association's pending application for higher load limits is potentially dangerous for rail passengers.**

Victorian Railways Board Chairman Mr. A. G. Gibbs recently told industry newspaper *Transportweek* he was worried by the number of incidents where road vehicles had jammed beneath rail bridges.

**These incidents often damaged the bridges as well as delaying rail passengers.**

He said the VRTA was not only asking for higher axle loadings and longer loads, but for higher load limits.

"I am going to oppose this with all the strength I can until bridges are improved," he said.

*News Letter*, September 1969, quoted Chairman of VR Commissioners, Mr. G. F. Brown, in a story "Must this tragedy happen?"

"Victoria could face a serious accident if drastic action is not taken to police road vehicles carrying over-height loads, and bring home a sense of responsibility to drivers of all road vehicles, even though their loads may be within the legal height limit."

With loads too high to clear many rail bridges, vehicles were causing serious structural damage.

Some irresponsible drivers failed to report these accidents—even though hundreds of lives could be in danger, Mr. Gibbs said.

Whenever a bridge is hit, there is an ever-present danger of girders being moved, and a train being derailed.

As a result, engineers have to thoroughly examine both bridge and tracks after an accident, causing serious train delays and much inconvenience to passengers.

All VR bridges with limited clearances have warning signs.

One Railways problem was to keep replacing signs damaged by drivers attempting to pass under bridges with insufficient clearance, Mr. Gibbs said.

"This responsibility is on the drivers of all road vehicles to ensure they can safely pass under bridges.

"The frequency of these accidents is alarming.

"We cannot emphasise too strongly that, if more care is not taken by drivers of road vehicles, a major accident could occur.

"For many in this community, it is literally a matter of life and death" Mr. Brown said.

Mr. Gibbs said there was now almost one case a week where Melbourne metropolitan rail bridges were struck.

Discussions with Country Roads Board officials on improving the clearance of bridges below about 4 metres (13 ft) were still being held.

"However, while the risk is still present, it is still vital to warn transport drivers of the risks involved when they ignore bridge clearance signs, or carry loads above the legal limit," Mr. Gibbs said.

# SAY THAT AGAIN

Residents of the Melbourne suburb of Lalor, and Irishmen around the world have at least one common bond—they pronounce the name *Lawler*.

Some years ago *News Letter* featured this apparent anomaly.

Lalor is indeed pronounced—correctly, at any rate—the Irish way, and a Melbourne railwayman quoted *News Letter* as an authority on a talk-back radio programme recently.

The suburb was named after Peter Lalor, the Irish-born leader of the Eureka Stockade rising.

In 1918 ex-Commissioner of Police, Thomas O'Callaghan, J.P. published a book listing the origin and meanings of Victorian Railways stations names.

The book, which included some interstate stations, was compiled for the VR Commissioners and the Historical Society of Victoria, and includes many interesting explanations in the authoritative list.

Many names are detailed in the 100 page book—and some will be featured in *Rail Ways* during the next few months.

This is the first part of the series.

*Adelaide, South Australia*—after Queen Adelaide, Consort of King William IV. The name was given by Surveyor-General Col. William Light, in 1836.

*Albion*—after the then Albion Quarrying Company, whose quarry was nearby.

*Albury, NSW*—named by Surveyor Townsend because its surroundings reminded him of Albury, in Kent, England.

*Almurta, between Nyora and Wonthaggi*—from the local Aboriginal word for mistletoe. However, another authority gives a South Australian dialect translation as "sweet".

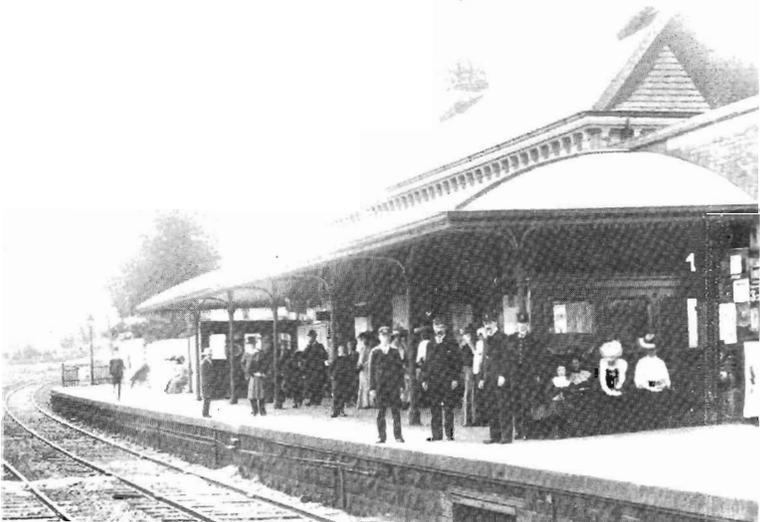
*Antwerp, between Dimboola and Yapeet*—after a local sheep station owned by Mr. H. G. Ellerman, who was born in the Belgian capital of Antwerp.

*Arapiles, between Horsham and Goroke*—after nearby Mount Arapiles. The



*Above:* Ararat station in the early part of the century.

*Below:* Station platform at Ascot Vale, before signalling was introduced on Victorian Railways.



mountain was named by Major Mitchell in 1836 after a village overlooking the Peninsular War battlefield of Salamanca. Major Mitchell climbed the mountain on July 22—the anniversary of the battle, which was fought in 1812. Salamanca, incidentally, later became the centre of north-western Spain's rail network.

*Ararat*—also named after a nearby mountain, which in turn took its name from the biblical mountain.

*Arnold, between Maryborough and Inglewood*—formerly Arnold's Rush. The name came from brothers William and David Arnold, who discovered gold there.

*Ascot Vale*—its nearness to Flemington Racecourse apparently inspired a reminder of Ascot, the famous English course.

*Ashburton*—ex-Councillor Dillon gave the name when the Outer Circle line was opened in 1890, after his beauti-

fully situated former home, Ashburton Terrace, near Cork, Ireland.

*Aspendale*—Mr. J. R. Crook and a Mr. Whittingham owned a successful racehorse—Aspen—in about 1882, and Mr. Crook called the then new local racecourse Aspendale. The name stuck as the settlement developed.

*Avoca, between Maryborough and Ararat*—Major Mitchell, inspired by the local scenery, took the name from the Irish Valley, made famous in song by Thomas Moore. ("There is not in the wide world a valley so sweet as that Vale of Avoca, where the clear waters meet.")

*Avonmore, between Bendigo and Echuca*—formerly called South Elmore. A new name was given because of confusion with nearby Elmore, and a local farmer suggested Avon. A compromise was reached, giving the present name.

# Institute News

## CHRISTMAS BARGAINS

What are you going to give that "very special person" for Christmas this year?

Whatever it is, buy it at the API-VRI Trading Store where the price will also be "very special".

This year's Christmas catalogue will be available early in November.

Read it, pick your bargains, and buy immediately, as the Christmas stock has been ordered well in advance to get the best possible prices.

Once the original stocks are exhausted there is no guarantee that these can be replenished at the favourable prices listed in the catalogue.

For the first time "gift vouchers" for any amount are available to members.

Gift Vouchers are rapidly gaining in popularity as they allow your friends or relations to visit the store to pick a present of their own choice.

Members are also advised, where practicable, to avoid the peak shopping period of noon to 3 p.m.

By doing so they can move around the store with more comfort and receive personal attention from the staff.

The store is at 664 Bourke Street, (near Spencer Street), and normal trading hours are 9 a.m. to 5.30 p.m., Mondays to Thursdays, and 9 a.m. to 9 p.m. Fridays.

From November 30 to December 21 the store will open from 9 a.m. to noon on Saturdays.

It will close at 1 p.m. on Tuesday, December 24 and re-open for business at 9 a.m. on Monday, December 30.

To non-Institute members reading this article—"GET THE MESSAGE"—join up immediately and save many dollars when you buy this year's Christmas presents.

## VRI IS GOOD VALUE

Today a common problem is inflation, and, no matter where you look, it is apparent the value of the dollar is ever diminishing.

It is no surprise, therefore, that people are keeping their eyes open for bargains, and, in this particular field, Railway staff have access to the biggest bargain of them all—the Victorian Railways Institute.

Where for example, for a maximum membership fee of 47c a fortnight, can you obtain "these benefits"?

● *Trading Company*—The use of a trading company dealing in everyday needs such as manchester, sporting goods, clothing, children's wear, electrical goods, jewellery, furniture, optical supplies, motor car tyres, batteries, spare parts and accessories, nursery equipment, and toys, as well as a hundred other items, all at the

lowest possible prices. Operating as a non profit organisation it can supply quality articles at the best value in Melbourne. This store also operates a daily rail dispatch service to Country members who order by mail or 'phone.

● *Overseas and Interstate Travel*—the baby of the team. The Institute can now get concessions on Overseas and Interstate Travel for its members. All bookings are made through a highly reputable travel firm at the lowest cost to the traveller. Trips can be arranged to anywhere in the world.

● *Insurance*—By using the VRI insurance service, we can help you obtain considerable rebates on home building, home contents, personal liability, fire burglary, all risks cover, motor vehicle insurance (including caravans), personal accident, travel, and pleasure craft. Assistance can also be given to individual members wishing to take out life assurance.

● *Theatre concessions*—concession prices on an individual basis to shows at the Comedy, Her Majesty's, Princess Theatres, and so on, and to a number of other live shows in Melbourne. Already shows have included "Jesus Christ Superstar", "Pippin", "Man of La Mancha" as well as concession seats for the Moscow Circus.

— *Library*—containing over 60,000 books in various categories—fiction, non fiction, technical, childrens, hobbies and handicraft, travel, history, social studies, Australiana and many more. There is a carton service so a member anywhere in Victoria can have his or her books forwarded to the nearest railway station free of charge.

## RETIREMENTS ...

### WAY AND WORKS BRANCH

Affeld, L. V., Seymour, 24 8  
Burton, E. J., Bendigo, 7 8  
Clark, J., Clifton Hill, 25 8  
Connellan, A. J., Geelong, 23/11  
Czajkowski, S., Ballarat, 21 8  
Dragicevic, M., Eng., Special Works, 15/11  
Dugan, L. R., Spotswood, 3 11  
Ferguson, L. G., Ararat, 7 8  
Foley, W. M., Caulfield, 26 8  
Gelumbickis J., Seymour, 28 8  
Hardy, L. H., Flinders Street, 12 11  
Hodge, R. K., Newport, 25 8  
Iannotti, V., North Melbourne 20 8  
Issell, E. W., Spotswood, 25 11  
Kostoulas, M., Sunshine, 9 8  
Marr, W. E., Warrnambool, 21 11  
Muscroft, T. H., Spotswood, 9 8  
Norris, W. V., Korong Vale, 23 8  
Orr, E., Korong Vale, 30 8  
Petkovic, D., Bendigo, 27/8  
Rhook, A. J., Hamilton, 19 8  
Robinson, T. B., Geelong, 4/11  
Rowell, A. V., K'Burra, 8/11  
Talbot, J. J., North Melbourne, 20/8

### ROLLING STOCK BRANCH

Agresta, R., Newport, 25 7  
Bernon, L. R., Newport  
Bertuna, J., Newport, 29 8

Brindal, T. J., Newport, 6 9  
Cambieras, P. M., Newport, 3 9  
Cassar, G., Newport, 26 8  
Currie, R. L., Sth. Dynon, 7 8  
Czerwinski, S., South Dynon, 1/11  
De San Finoriano, L., Newport, 21 8  
Gergely, E., Newport, 17/11  
Heeps, F. G., Bendigo Loco, 16/7  
James, A. W., Shepparton, 31 7  
Kamal, G., Newport, 21 8  
Keay, L. A., Shltr. Shed, 30 11  
Knights, R. W., Newport, 3 9  
Middleton, K. R. J., Newport, 23 8  
Mundra, P., Newport, 24 7  
O'Brien, J. W., Newport, 24 11  
O'Shannassy, N. L., E. R. Depot, 4/10  
Peverill, A. G., Ballt. Nth., 21 8  
Sheehan, C. J., Shltr. Shed, 2 11  
Vocale, M., Shltr. Shed, 5 11

### STORES BRANCH

Bryan, L., Printing Works, 9 8  
Swalwell, A., Printing Works, 22 8

### TRAFFIC BRANCH

Allen, E., Melbourne Goods, 29/11  
Andrews, N., Horsham, 3 9  
Court, Melbourne Goods, 5 9  
Fitzgerald, W. T., Deepene, 7 9  
Frazzetto, P., Melbourne Goods, 22 8  
Hardingham, C. J., Jung, 29 8  
Holyoak, S., Flinders Street, 23 11  
Jankus, Geelong, 31/10  
Kenally, C., Melbourne Goods 12/11  
Perry, F. J., Coburg, 13/9  
Plumer, C. M., Dynon, 19/8

Sutherland, J. A., Flinders Street, 1/8  
Tarrantino, A., Melbourne Goods, 12/11  
Wallis, W. J. O., East Camberwell, 29/11

## RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

### WAY AND WORKS BRANCH

Coulter, L. T., Bendigo, 13 8  
Evans, D. M., Prog. Engineers, 11 8  
Rhook A. J., Hamilton, 19 8  
Talbot, J. J., Nth Melbourne, 20 8

### ROLLING STOCK BRANCH

Foster, J. O., Newport, 31/8  
O'Brien, W. H. L., Head Office, 11 9  
O'Donnell, T. M., Ball. Loco, 30 8  
Ruff, A. R. J., Bendigo North, 11 8

### STORES BRANCH

D'Rozaio, A., Spotswood General Store 11 8

### TRAFFIC BRANCH

Bullman, E. T., Bairnsdale, 20 8  
Nosal, J., Melbourne Goods, 9 8  
Moore, R. R., Morwell, 28 8  
Wallace, K. A., Melb. Goods, 7 9

(Institute News continued).

● *Gymnasium* — where a member may improve his physical fitness or be instructed in such activities as boxing, weight lifting, wrestling, judo or physical culture.

● *Billiard Room*—containing five full size tables available for use between noon until 9.30 p.m.

● *Sporting and Social Clubs*—many clubs covering activities in almost all spheres, including football, cricket, tennis, soccer, mens and ladies basketball, photography, trail riding (horses) chess, wireless, angling, ten pin bowling and a social group.

● *Licensed Club*— for an additional Club fee, Institute members may gain access to an old established Licensed Club in Flinders Lane, within three minutes of Flinders Street Station.

Each service is available to every member, and can be worth much

## INSTITUTE SPORT

### TABLE TENNIS GOES WELL

The VRI Table Tennis Association has had an extremely active winter season with seven teams entered in the VTTA Winter Pennant Competition, plus a side participating in the Victorian Public Service Associations' Competition.

With one exception, all played off in the finals of their respective grades.

Pennant success however, went to only one team, in E6 grade of the VTTA Winter Competition and congratulations are extended to E. Wilson, R. Lewis and U. Carmody.

In the VPSTTA the VRI team acquitted itself well, reaching the grand final.

The Public Works side proved too good in this match, and beat our boys 6 rubbers to two.

On the internal competition scene eight teams took part in the VRTTA Winter Competition and, after a keen season, the final four was South Dynon 3, Electrical, Testing Division and South Dynon 1.

more than the annual Institute subscription.

For a long time Council has been, conscious of the fact that many members, and more particularly non members, are not fully aware of the services provided by the Institute. To rectify this, a special officer, David Catchpool is now circulating throughout Victoria liaising between all Railway personnel and the VRI.

If you have an idea, a query, or perhaps know of someone who is not an Institute member and would like to be, contact David as soon as he enters your area.

The Institute exists for the benefit of Railways staff and, to ensure it can operate to its full potential, it is important that every Railwayman and woman show support by becoming a member.

Once again consider the slogan—“Can you afford *not* to be a member of the VRI”.

The new team, Testing Division, swept all before them, and beat South Dynon 3, 6 rubbers to 1 in the Grand Final.

The Testing Division team had three new faces R. Turner, R. Hunt and N. Gillies. If their effort in this competition is any guide, they will win many more.

Eight teams have nominated for the Summer Competition which starts on September 24, 1974, and any members interested in joining the Table Tennis Association and taking part in these competitions should contact the Hon. Secretary, Wal Lawrie, on auto 1855.

### NOTE THESE DATES

Institute members should note these sporting events and dates:

*Bowls* API-VRI, Sunday February 9, 1975; VRI Country Week—February 17-21, 1975.

*Cricket* API-VRI Wednesday February 12, 1974; VRI Country Week—March 3-7, 1975.

*Tennis* API-VRI—Thursday December 5, 1974; VRI Country Week—March 17-21, 1975.

To see off duty, retired etc., railway staff at the Australian Postal and Victorian Railways Institute, games to spur the VRI representatives on to better efforts.

## MADE FINALS — THEN DOWN

Up Warragul way they are extremely proud of their VRI Under Age Football Club.

The under 12's played well all year but, unfortunately, were beaten in the semi-final. In the under 14's the VRI side reached the Grand Final, but went down to a team undefeated this season.

After the finals a barbecue was held at which A. Ross (U-12's) and R. Golding (U-14's) were presented with trophies for winning their club's best and fairest awards.

Everyone enjoyed this function immensely and thanks are extended to the donors of all the trophies presented at this function.

Who knows, we may get a John Nicholls or an Alex Jesaulenko from this Club one day and then sit back and watch Carlton go!

## CRICKET STARTS AGAIN

The VRI Cricket Association will start its internal midweek competition on Tuesday October 15, 1974 at Royal Park. The draw for the first round is Codon v Loco, and Melbourne Yard v Spotswood.

The annual Australian Postal Institute-Victorian Railways Institute cricket match will be on Wednesday February 12, 1975 at the St. Kilda Cricket Ground.

All interested VRI cricketers should forward their applications to the Hon. Secretary, Mr. K. Hopkinson, C/- VRI, Flinders Street no later than November 29, 1974.

Applications closing on November 29, are also being called for positions in the VRI team for the Intersystem Cricket Carnival in Hobart from February 16-28 next year.

When submitting applications for these fixtures please include name, grade and location, as well as details of present team and whether batsman or bowler.

## Full circle

Parcels assistant Charles Harcoan has retired after 34 years with Victorian Railways.

He started and finished his career at Mildura.

After joining the Department in 1939, he was transferred to Woodend, where he was unfortunate enough to lose a leg.

In 1946 he returned to Mildura, where he remained.



"I've seen many parcels go through this office," he said, "and business is really booming now."

Charles has seen a wide variety of consignments over the years, but he says the most unusual regular traffic was in corpses.

"You know they're not going to be returned unclaimed," he said.

Until a couple of years ago he was a cricket umpire, following a life-long interest in the game.

Once he was an all-rounder, playing mostly for Lascelles.

"When the temperature reached 43.3° (110° Fahrenheit) in the water-bag, it was time to give it away," Charles said.

In retirement he plans trips to Townsville and Perth before finding time to fish the Murray River.

"That is, of course, if I finish the jobs my wife has lined up," he added.

# THE GOOD TASTE

There's more to trains than just the ride when the Trading and Catering Services—formerly the Refreshment Services Branch—get into action.

Ken Feltscheer and his 630 strong department provides service with food, drinks, and so on—on trains and at refreshment rooms, snack bars, and cafeterias.

Mr. Feltscheer is the Railways first Manager of Trading and Catering Services.

The name changes came into effect on September 5 following the retirement of Mr. J. L. Anderson. (see *Rail Ways* Sept.)

Sitting in his office above the hustle and bustle of Flinders St. Station, Mr. Feltscheer explained he was indeed no stranger to the department he is now managing.

Beginning his career in the branch in 1933, Mr. Feltscheer worked in the Staff Office, at the Dining Car Depot, Central Store, the Bookstalls Division and in 1952 became a Refreshment Services Inspector.

## people

For five years from 1957 he was Manager of the Mt. Buffalo Chalet, which is operated by his section.

He was quick to add that railway workers are entitled to a 20 per cent accommodation discount when they holiday at the Chalet outside peak tariff periods.

Mr. Feltscheer later became Manager Metropolitan Stalls, Chief Clerk and now Manager.

A youthful looking 59, Mr. Feltscheer is married with four children.

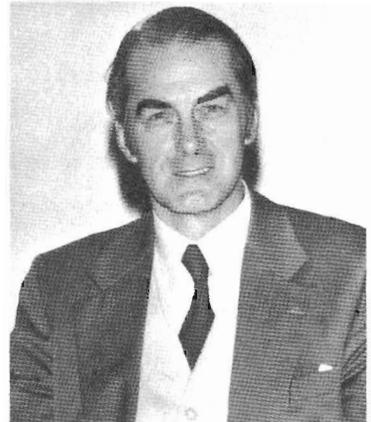
## A WANDERER PAUSES

Relieving Stationmaster at Mitiamo is Bob Widdison, right.

Bob has been stationed in every district since starting his Railways career as a signal assistant at Gordon.

He progressed to Assistant Stationmaster, before becoming a relieving stationmaster three and a half years ago.

Off the job Bob tries to find time to indulge his keen interest in trotting, but, although he says he can generally



He speaks of his Trading and Catering Services with great pride, telling of the significant part it contributes in the retention of existing passenger traffic and winning new traffic.

"We regard ourselves in the situation of providing those services and facilities that train travellers have a right to expect," he said.

These facilities include: snack bars at each of the city stations, bookstalls at some suburban stations, dining, club and buffet cars on interstate and intrastate trains, refreshment rooms on some country stations, a dining room and cafe at Spencer St. and a cafe at Flinders St.

Special services include: buffet cars on package tours, dining cars on some race trains and educational tours, catering on the State car for the Governor's Vice-Regal tours and on the Norman car for VR Board tours.

The section also runs Workshop Canteens and has a Departmental Laundry.



"read the form", he admits he has been "behind the line" this season—a problem he shares with many of us.

# FOUR FIRSTS FOR THE GIRLS

For the first time, Victorian Railways has female conductors and female sales representatives.

The sales representatives, Mrs. Jean Lindner and Mrs. Margot Morel have joined the Railways' 20 strong Marketing Division sales team to concentrate on selling passenger train travel for groups.

Mrs. Lindner was a nursing sister, then an air hostess, before joining the Railways last month, while Mrs. Morel had been a sales representative in manufacturing industry.

Their duties will involve contact with many organisations, including schools, women's clubs, and pensioner associations.

The first female conductress, Mrs. Eileen O'Connor, won the 3UZ Nicest Listener Award on September 9, only weeks after she took up her new position.

The awards are made in recog-



Mrs. Morel, Mrs. O'Connor, and Mrs. Lindner meet VR Board Chairman Mr. A. G. Gibbs.

*Inset: Mrs. Michailides.*

nition of extra-ordinary achievements, acts of heroism, kindness, and service in the public interest.

Mrs. O'Connor's citation said she was the first women chosen as a VR train conductress, and the first woman ever to hold such a job in the history of Australian Railways.

She comes from a Railway family—her father and sister both worked for the Railways, and her brother Ray is a rail motor driver.



She has been with the Railways for 15 years.

The second female conductress is Helene Michaelides, who has been with the Railways for 10 years.

For the past three years she has been station assistant in charge at Seaholme.

## He'd do it all again

If Bert Hiddleston had his way he would start in the Victorian Railways Institute all over again.

On Saturday September 21, Mr. Hiddleston retired—the following day was his 65th. birthday.

In 1934 he joined the railways as a casual laborer, and started with the VRI in 1941.



He began as a steward, later became senior steward, and for the past nine years he has been the supervisor of the VRI gymnasium.

He said he thought "young fellows" today were bigger, but did a lot less exercise than in his younger days.

"As soon as they are 18 they buy a car. I had a pushbike at that age," he said.

"They're not taking enough part in sport and exercise."

To make sure he keeps his exercise up Mr. Hiddleston plans to play a lot of golf and get the hard work around his Preston home done.

His other favourite pastime is watching football—he is an avid Richmond supporter and a member of that club.

He said his years with the VRI had been "very happy times."

## RETIRED RAILWAYMEN PLAN SOCIALS

The Retired Railwaymen's Association of Victoria is planning a series of social events over the next few months.

They include a Christmas Reunion Dinner, and a Picnic Day at Mornington.

Association Secretary Mr. M. J. Feehan, of 19, Estella Street, Glen Iris, 3146 (tel. 25 1561) says all retired railwaymen will be welcomed as members—to meet old friends and enjoy the various functions.

Future events include:

December 3—Geelong social;

December 5—Club meeting;

December 12—Christmas reunion dinner;

February 6, 1975—Club meeting social;

March 6—Club meeting ladies day;

March 12—Mornington picnic day;

April 3—Club meeting, social;

May 1—Club meeting, nomination of officers;

June 5—Club meeting, election of officers.

# THEY HAD A BALL



Railways staff and their guests enjoyed themselves at the recent Railways Ball.

These pictures show that, as always the event was a great success.

*Left: Mr. C. Cox, Mrs. Cox, Mrs. R. Hall and Mr. Hall.*



*Mr. and Mrs. Hickox.*



*Above: Mr. V. Winter, Mrs. Winter, Mr. V. Mansbridge, Mrs. F. Neyland, Mr. K. Box, Mrs. Mansbridge.*



*Above: Mr. J. Cregan, Mr. J. Moore, Mrs. Cregan,*

*Right—Mrs. L. A. McCallum, Mr. R. Meagher (Minister for Transport), Mrs. Meagher, Mr. S. F. Keane (Chief Mechanical Engineer), Mr. I. G. Hodges (General Manager and VR Board Member), Mrs. Keane, and Mr. L. A. McCallum (Assistant General Manager, Operations).*



VICTORIAN



# RAILWAYS

NOVEMBER

1974

10 CENTS



The decision to hold VR passenger fares at the present level should delight the travelling public. A recent issue of *International Railway Journal* says British Rail passenger fares went up by an average 12.5 per cent in June. The same magazine also forecasts a fare rise on Japan National Railways and private lines to cover an average 29 per cent wage increase for railway staff.

Portland stationmaster Alan Cleland is always keen to emphasise the town's good points. The local water supply comes up almost boiling from a deep bore, and is a local tourist attraction. But then Alan becomes a little disenchanted. The water is then cooled, and piped—"and I have to pay to heat it up again", he says.

*Rail Ways* editor Mike White, and publicity officer Paul Doherty stopped briefly in Warrnambool en route for Portland recently. With acting publicity photographer John Phillips, they toured the local aquarium. Sharks, huge eels and giant crabs held no fears for the intrepid three, so why worry about a school of small leatherjackets? Maybe it was the notice on the tank: "Diet—anything, even fingers."

Our resident wit, who has spent some time overseas—he says his time in Hong Kong flu—claims Tait carriages are painted red for international reasons. Seems they're always rushing in'. (Sorry.)

More than 50 retired railwaymen and women have taken advantage of the free *Rail Ways* subscriptions advertised in recent months. About 650 copies a month are being sent under this scheme. If you're retiring soon, or know anyone who is, and would like to receive *Rail Ways*, just contact Public Relations, Head Office (auto. 1367).



Bev Tarrant, pictured aboard a Sunday excursion train to the Grampians, with sash, certificate, and trophy won by her shaded chinchilla cat, Misty Lea.

## Misty Lea wins for Bev

Buffet car stewardess, Bev Tarrant, won at the Royal Melbourne Show this year. Her shaded Chinchilla cat, which is a double grand champion, brought back another sash: a special award as the best shaded silver Chinchilla.

Misty Lea, age 4, was a Mother's Day present from her family—Beverly has two grown-up sons and daughter. She has been working for the railways for three years in October, as stewardess on the Bairnsdale run, and Sunday excursion trains.

## RAILWAYS

*Rail Ways* is published by the Victorian Railways Board for the information of our customers and staff.

It is printed at the VR Printing Works, Laurens Street, North Melbourne.

Editors may feel free to reproduce any material with or without acknowledgement.

Contributions are invited from Railways employees or other readers—either in writing, or by phone—and a fee is paid according to the nature and

amount of material published. Pictures are especially welcome.

Editorial offices: Room 97, Railways Administrative Offices, 67 Spencer St., Melbourne, 3000. Telephone 61 001 (internal auto and extension 1181).

### FRONT COVER

The Mount Buffalo Chalet in its magnificent national park setting.

The Chalet, and a VR submission to the Victorian State Development Committee of Enquiry, are featured on pages 167 to 170 in this issue.

More pictures are on the centre spread.

## SURVEY IS ANALYSED

"Rail Ways" is read by about 124,000 people each month—and photographs are the most popular single item.

These are two of the results of the readership survey carried out in conjunction with the magazine's August issue.

"Rail Ways" has a circulation of 26,701, and more than five per cent of readers completed the survey form—the maximum expected for this type of survey.

Replies have come from all parts of Australia, as well as the US and Britain.

One came from Boggo Road Jail, Brisbane.

Eighty-eight per cent of readers liked the photographs, and 87 per cent liked stories on works in progress.

Other items, in order of popularity, were: Centre spread; country centres; historical stories; new rolling stock; suggestions adopted; overseas news; personal news; policy news; VRI news; customer's say; sport; retirements; head office news; and index.

Whenever possible, the balance of *Rail Ways* contents will reflect these survey results.

*Rail Ways* October carried some details of early results, and further details are available from Rail Ways editor Mike White (auto. 1176 or 1181).

## VR ENCOURAGES TRAVEL AGENTS

Travel agents will get 10 per cent commission on Victorian Railways package tours from January 1, 1975.

Chairman of the Railways Board Mr. A.G. Gibbs, announced this at a special function for travel industry representatives at Spencer Street.

"The Railways started packaging rail and rail-coach tours two years ago" Mr. Gibbs said.

"Today there are week-end tours to Sydney, Adelaide, Mildura, Gippsland Lakes, Portland-Mt. Gambier and the Hamilton district.

"Extended rail and rail-coach tours go regularly to Sydney, Adelaide, Mildura, Canberra and the Snowy Mountains, Mt. Buffalo, Gold Coast, Coffs Harbour, Cairns and the Coral Islands."

VR Board Chairman, Mr. A. G. Gibbs, at the travel agents' function, where he announced the payment of 10 per cent commission on package tours.

# MORE VR EVIDENCE FOR EASTERN RAILWAY INQUIRY

The Victorian Railways Board has presented further evidence to the Parliamentary Public Works Committee's second Eastern Railway Inquiry.

Assistant General Manager (Finance and Administration), Mr. N. H. Rashleigh, told the Inquiry the evidence did not offer comment on proposals for alternative transport stations, but detailed information—except for capital cost—to enable the Committee to compare a railway with possible alternatives.

**He said the Board accepted that the objective of the Eastern Railway, if built, was not to make a profit, but to provide an essential public transport service.**

To be successful, the Railway must be capable of being operated to exacting standards of speed, frequency, and reliability to win and hold traffic in the high income Doncaster area.

Necessary specifications would include:

- a double track electrified link from Victoria Park to Blackburn Road, East Doncaster;

- stations at Balwyn Road, Williamson's Road, and Blackburn Road, (the Board also feels a station at Burke Road would be desirable, but difficulties in siting a station with suitable road access led to its omission from the submission);

- automatic signalling for maximum speeds of 115 kmh;

- connection with the city underground loop;

- a third track for express running from Victoria Park to the city (this track would also allow express running for other lines via Clifton Hill);

- convenient intermodal interchange facilities and maximum possible ground level car parking at all stations.

Mr. Rashleigh said running times

on such a line, built to the route specified in the 1971 Act, to Museum station would be:

from—Blackburn Road—23 minutes;

Balwyn Rd.—16 minutes.

Williamson's Rd.—20 minutes;

The line would initially have an average peak period service of 7.5 trains an hour, with a maximum capacity of 12 trains an hour.

Mr. Rashleigh told the Inquiry the initial capacity, 4,800 passengers an hour, would easily meet the predicted traffic load for 1985.

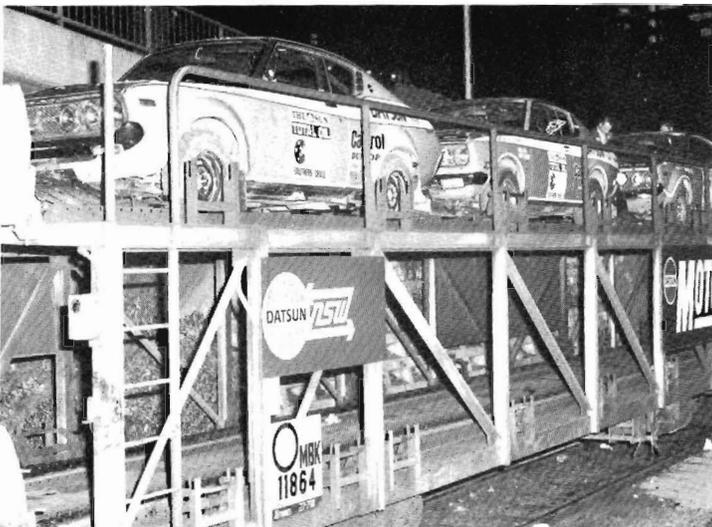
Seven six-car silver trains would be needed to operate the initial service, at a cost of \$7,000,000 at current values.

The Board has already told the Inquiry the Railway should not be built short of Blackburn Road, and should follow what is known as Route A.

However, the proposal included in the Committee's terms of reference for an alternative route along the Eastern Freeway alignment as far as Doncaster Road raised the possibility of providing for the eventual construction of two routes, Mr. Rashleigh said.

The Board therefore recommended that consideration be given to providing for a double track railway in any extension of the Eastern Freeway east of Bulleen.





## RALLY TEAM GOES MOTORAIL

The entire Datsun rally team recently travelled from Melbourne to Sydney by the "Southern Aurora" to take part in the Southern Cross Rally.

Cars, drivers, navigators, mechanics, service personnel, Team Manager Bruce Wilkinson and Nissan Motor Company (Australia) Vice-President, Mr. H. Sasamoto, made up the group.

The four Datsun rally cars and the service vehicles had a MotoRail wagon to themselves.

It was attached to an air-conditioned sleeping carriage with separate roomettes—complete with shower and toilet facilities—for each of the 20-strong Datsun contingent.

Drivers included international rally expert Harry Kallstrom, from Sweden and Japanese champion Iwashita Yoshio.

They teamed to drive the Datsun 710, chosen by Nissan Motor Company to contest international rally events in 1974.

Another Australian, George Fury, drove the Datsun 180 B SSS to complete the manufacturer's team.

## MR. GIBBS HAS NEW POSITION

Chairman of the Victorian Railways Board, Mr. A. G. Gibbs, has been appointed Chairman of the interim Board for the Telecommunications Corporation.

The Telecommunications Corporation is one of two independent bodies recommended by a Commission of Inquiry to take control of Australia's Postal and Telecommunications services.

Postmaster General Senator R. Bishop, announcing the appointment, said the Government had accepted the Commission of Inquiry's report, and was establishing two interim Boards of part time Commissioners, independent of the Public Service, to guide in a consultative role the planning and preparatory work necessary to establish the two Corporations.

## MINISTRY SURVEYS WESTERN SUBURBS COMMUTERS

The Ministry of Transport has appointed Wilbur Smith and Associates to carry out a public transport and passenger survey involving about 10,000 households in Melbourne's western suburbs.

Areas involved are Footscray, Williamstown, Altona, Werribee, Melton, Bacchus Marsh, Sunshine, Keilor, and Essendon.

The survey will gather information on the communities' travel needs for future transport planning.

Australian Government finance will meet the estimated \$30,000 cost of the survey.

## ROMEO AND JULIET TOGETHER AGAIN

Victorian Railways has adopted the standard NATO phonetic alphabet as a result of an employees suggestion.

The NATO alphabet, which is used by international airlines, is already in use by many other organisations throughout the world.

It is:

- A—Alpha
- B—Bravo
- C—Charlie
- D—Delta
- E—Echo
- F—Fox-trot
- G—Golf
- H—Hotel
- I—India
- J—Juliet
- K—Kilo
- L—Lima
- M—Mike
- N—November
- O—Oscar
- P—Papa
- Q—Quebec
- R—Romeo
- S—Sierra
- T—Tango
- U—Uniform
- V—Victor
- W—Whisky
- X—X-ray
- Y—Yankee
- Z—Zulu

## CAN YOU CAP THIS?

Artist Harold Freedman has struck a problem with the Spencer Street station mural—and you could have the solution.

Many old photographs, which Mr. Freedman uses to ensure historical accuracy in his work, were specially posed for the photographer, and the Railways staff pictured often changed from their everyday working clothes into Sunday best for the occasion.

But the mural will show the working clothes of the period, and Mr. Freedman wants to borrow as many old caps as possible.

Already many Railwaymen have helped with research for the mural—Mr. Freedman mentioned rolling stock engineer Norm Cave as one.

If you have a Railways cap which could help Mr. Freedman re-create history, please contact *Rail Ways* editor Mike White (auto. 1176 or 1181).

# EXTRACT FROM RAILWAY ACT. 1863.

## THROWING STONES AT RAILWAY TRAIN A FELONY.

*XLV. If any person wilfully and maliciously cast, throw, or cause to fall or strike against, into or upon any Engine, Tender, Carriage, or Truck, used upon any Railway, any wood, stone, or other article, matter, or thing with intent to endanger the safety of any person being in or upon such Engine, Tender, Carriage, or Truck every such person shall be guilty of felony*

*XLVI. Every person convicted of a felony under this Act shall be liable to be sentenced to IMPRISONMENT WITH HARD LABOR for any term not exceeding TEN YEARS.*

## RAILWAYS INVESTIGATION DIVISION DETECTS AND PROTECTS

### Defrauding the Railways seems to be about as old as the Railways itself.

Like a householder who cares for and guards his property, money, and other interests, the Railways also had to do the same.

Until about 1894 the security of railway property and detection of its defrauders seems to have been left in the hands of the employees generally, the porters especially.

Annual reports before 1894 failed to make mention of the Railways safeguards—possibly because offences were few and the rail system in Victoria was relatively small.

However, in 1892 the September Railway Gazette brought the fact that the Railways were being cheated to public light.

#### No Tickets

It reported a number of passengers had been caught travelling without tickets on suburban lines.

About this time a full time staff was engaged in supervision and inspection of Railway property.

Available records suggest today's Railways Investigation Division had its officially organised beginnings about 1893.

Although annual reports of this time make no mention of the investigation officers, or their branch by name, a letter of the period indicates

it was called the Special Inquiry Branch.

The letter shows this title was in common use from at least 1897.

In 1913 the annual report mentioned employment of conductors on country trains. It said this had "...facilitated the running of trains, and has rendered it possible to maintain greater efficiency in the checking of tickets and the detection of fraud, and thus tends to prevent irregularities..."

#### Flying gang

Under the heading 'Ticket Checking and Irregularities' the 1914 annual report said: "Until comparatively recent years the only names adopted for checking tickets held by passengers beyond the ordinary systematic checks, was the utilization from time to time of a 'Flying Gang' at one or other of the suburban stations"

"But the disarrangement of traffic which was thus occasioned rendered it necessary to devise other means of providing for surprise checks, and it was accordingly decided to supplement the ordinary safeguards by utilizing two employees continuously on

suburban trains or at suburban barriers, although a 'Flying Gang' is still employed intermittently and to a limited extent."

In 1916 'Pilfering of Goods' made the headlines in the annual report. "Continued efforts have been made to minimise the loss and inconvenience arising from the pilfering of goods, and a large staff of employees is engaged in the endeavour to detect offenders and prevent theft," the report stated.

In 1916 the "Flying Gang" and ticket checkers detected 8,162 ticket offenders.

In 1915-16 the number of claims for goods alleged to have been pilfered or lost was 5,947.

#### Claims down

In 1916-17 there was a marked reduction in claims to 4,179. "Every effort was made to keep down the pilfering of goods and we are pleased to be able to record the fact that a considerable improvement had been effected in this direction," the 1917 annual report stated.

Throughout this period the Special

# PLAYING POSSUM

"Wally the Wombat" is a victim of culture and language; he is really a possum.

Lilydale assistant stationmaster, Mr. K. W. Bittner, said he believed "Wally the Wombat" got his name from a new Australian who had his animals mixed up. "The name just stayed," Mr. Bittner said.

Wally first lived in a local signal box, later in a toilet block, which is now demolished, and is presently boarding in the roof of the Lilydale refreshment room.

Some say Wally has been around about 15 years.

Apart from moving house, Wally's life had been pretty mundane until Friday, September 13, when he made headlines in The Herald by catching the 4.32 a.m. train from Lilydale to Flinders St.—perched on the roof.

"We tried to get him off before the train left, but he just ran along the carriages," Mr. Bittner said.

## A FLOOD OF TRAFFIC

An enterprising stationmaster helped people go late-night-shopping at Wodonga, when roads were cut by floods.

He is Doug Simpson, SM at Wodonga station.

Doug was home, having lunch, at midday on Friday October 18 when he heard over the radio that water released from Hume Weir would flood the Hume Highway—there had been 10 inches of rain!

By 3.30 p.m. he had arranged with District Superintendent Dave Watson and Chief Traffic Manager, Mike Ronald, to allow him a free hand in organizing a shuttle service between

"We thought he had jumped off on the other side and let the train go, but all 13.6 kg (30 lbs.) of Wally headed for town."

For a while he kept his big beady eyes on the driver, Brian Walsh, by peeping through the observation window, then he dashed to the back of the train to check on the guard Mr. W. Kuzeff.

Reports of Wally's antics on the train came from Mont Albert and Mooroolbark stations.

After one look at the city, Wally thought better, and returned by train roof to Lilydale.

The train was stationed and Wally was coaxed off.

His excitement over, Wally got back to enjoying his plentiful natural food supplies and frolics about as usual in the early morning.



"I don't care if you DO work as a team . . . Every man has gotta have his own safety helmet!"

## THE NAME-DROPPING GAME

District Superintendent, Bendigo, Mr. M. J. Hearn, has become a victim of name-dropping.

The guilty party was *Rail Ways*, which omitted his name from the title picture on page 116 of the August issue.

Mr. Hearn was second from right in the picture.

We regret the error.

### Investigation Division - Contd.

Inquiry Branch was headed by Inspector F. O. Borsum—a member of the Victoria Police Force.

Work in the Inquiry Branch at this time included obtaining evidence and compiling briefs for prosecutions, accidents and bush fire claims for the Crown. They were also involved in detecting offenders for larceny, and against the Railways By-Laws.

On February 4, 1921 the Railways Commissioners approved new titles for the Special Inquiry Branch officers. At this time the top three officers were Chief Inspector Borsum, Chief Assistant Inspector Mr. N. Olholm, and Assistant Inspector Mr. Dowling.

In 1914 the Special Inquiry Branch staff totalled 30 at an annual cost of \$4292.19.6. In 1920 staff was at 37 at a cost of \$8523.4.0 and in 1921 staff had risen to 40 at a cost of \$10133.11.0.

### Officers convicted

On the retirement of Borsum,

Olholm became Chief Inspector and the Chief Assistant Inspector was a Mr. O'Sullivan. However their controlling reigns were cut short when both were convicted and dismissed from the Police Department and had their names written off the books of the Railways Department early in 1925.

In October 1925 Senior Detective T. J. Clugston was appointed Chief Inspector.

### Present name

On September 2, 1929 Detective Sergeant J. Grieve took up the post of Chief Inspector and in 1943 Det. Sgt. Friedrich Wilhelm Sickerdick became head of the re-named Railways Investigation Division.

In 1953 Mr. Sickerdick retired and his Outdoor Assistant Inspector, Mr. C.W.J. Pilgrim, became Chief Inspector.

Following the Mr. Pilgrim's retirement on June 2 this year Mr. C. G. Ainley was appointed Chief Inspector.

For many years the Ticket Examination Division and the Investigation

Division have been separate entities in the Railways Department. But on October 13 this year both divisions have come under the responsibility of Chief Inspector Ainley, and are now a part of the Secretary's Branch.

At present there are 89 full time investigation officers in the Railways. Including the Chief Inspector and two members of the Victorian Police Force assigned to the department the division has a strength of 92 officers.

There are also 38 watchmen and 36 ticket examiners.

At different times the Special Inquiry Branch has come under the Railways department of Transportation, general passenger and Freight Agent Claims Agent Commercial Branch and Marketing Branch.

### Hot line

In an effort to give the public quicker access to the RIO's a 'hotline' telephone has been installed on the Chief Inspector's desk.

The phone number is 62 2126.

# CHALET PLANS EARN PRAISE

Victorian Railways has made a major submission to the State Government for financial assistance to improve and promote Mt. Buffalo Chalet.

The submission was made to the Parliamentary State Development Committee's inquiry into the development and promotion of tourism in Victoria.

VR's case was put to the Committee by Mr. Lindsay McCallum, Deputy General Manager, assisted by Mr. Ken Feltscheer, Manager, Trading and Catering Services.

A total of \$231,000 was sought to be spent over a five-year programme of improvements to amenities at the Chalet, including provision of a liquor licence and associated facilities.

The Chairman of the Committee, Mr. T.W. Templeton, M.P., said:

"I congratulate you both on the magnificent submission you have furnished."

Committee member the Hon. A. W. Knight, M.L.C.: "I would like to congratulate the witnesses on the way the evidence has been presented."

## Document

The VR submission took the form of a lavishly illustrated, spiral bound document and the Committee members asked questions of Mr. McCallum as its contents were read.

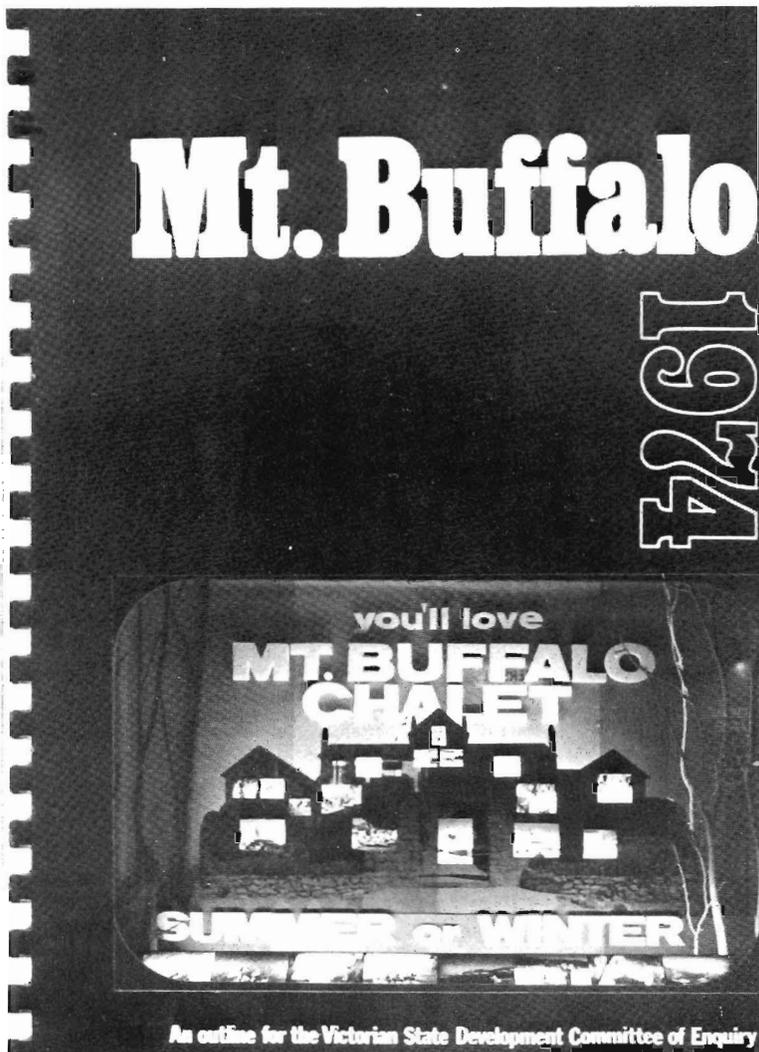
The document detailed the Chalet's history and attractions, its unique National Park location, existing conditions and desirable improvements.

It also detailed the manner in which these improvements would add to its tourist potential—both summer and winter—and attract inter-State as well as local tourists.

Most VR people will be aware that Mt. Buffalo is operated by the railways (since 1924, in fact) and that concessional rates are available for employees.

However many, particularly newcomers to the staff, may not be aware of its attraction.

Therefore we have included these in the following extracts from the VR submission:—



Black and white version of the cover of VR's submission on development of Mt. Buffalo Chalet presented to the Parliamentary State Development Committee's inquiry into the development and promotion of tourism in Victoria. The illustration is a colour picture of the Mt. Buffalo Chalet display at VR's Royal Show exhibit.

## Description of Chalet

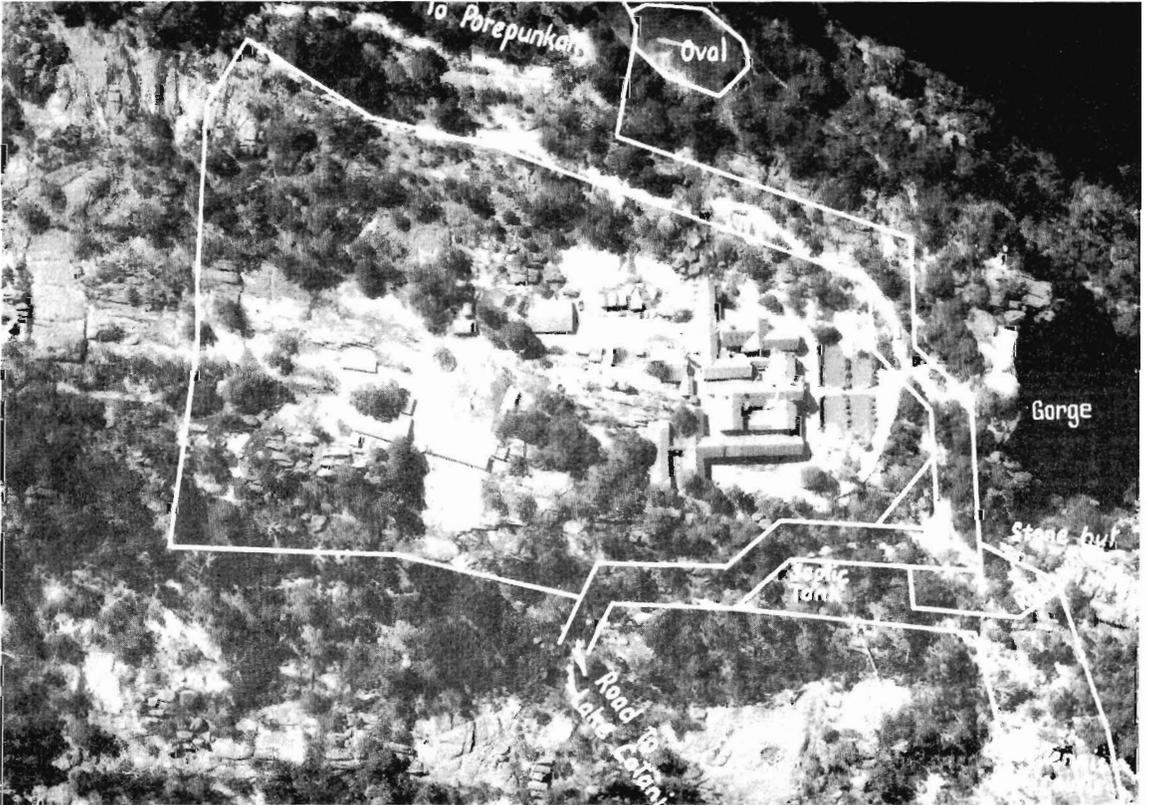
The centrally-heated Mt. Buffalo Chalet is an all-timber building blending ideally with its alpine setting. It accommodates 173 guests in 112 rooms. There are:—

- Eighteen single rooms with facilities.
- Thirty-five standard single rooms.
- Twenty-six twin rooms with facilities.
- Two twin bed sitters.
- Seven doubles with facilities.
- Two standard double rooms.
- Two rooms with three beds each.

# A CHALET FOR ALL SEASONS



In winter, the Chalet wears a bridal veil.



Aerial view of the Chalet taken during summer. Lines depict actual Chalet grounds.

In sun

In win

Spec



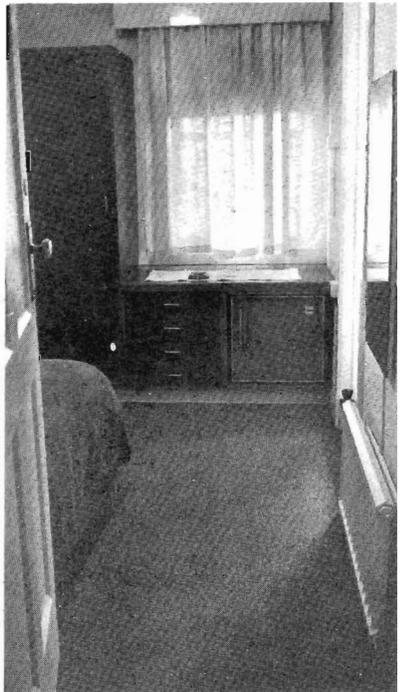
er, the pool...



Bedroom facilities.



, the snow...



than walking, horse riding is a popular activity.

All bedrooms have hot and cold water. There is wall-to-wall carpet throughout the building.

Accommodation on a weekly basis is fully inclusive, while dinner, bed and breakfast or bed and breakfast tariffs apply for overnight visitors and week-end visitors.

Amenities, apart from normal winter ski-ing, include horse riding, trail walking, billiards, putting green, current movies, tennis, croquet, television and other forms of relaxation.

Buses from the Chalet take guests to the nearby picturesque Dingo Dell ski run, which is equipped with learner slopes and Poma lifts to the main slopes—plus a restaurant operated by the Railways, and associated facilities.

The Chalet itself has accommodation and facilities for a staff of 70, its own power supply, water storage and sewerage.

#### Patronage

Mt. Buffalo Chalet's average occupancy over the last 10 years has been 60·5 per cent.

The Chalet shares the problem common to all Alpine resorts in that occupancy is very sensitive to the snow season.

However, we believe one important feature is the Chalet's popularity during summer.

This is no doubt due to the magnificent climate and scenic attractions, as well as the facilities for family groups.

It is interesting to compare the average occupancy figure with the results of a recent Australian National Travel Association survey:

- Hotels—62 per cent
- Motels—74 per cent
- Caravan Parks—64 per cent
- Resorts—45 per cent

The Chalet, with its 60·5 per cent occupancy, thus compares very favourably with similar establishments with their 45 per cent rate.



Long before the Chalet was built in the early 1900's pioneers had established their own accommodations.

#### Attractions of Chalet and National Park

**Internationally respected journalist Douglas Wilkie said in *The Sun* on October 27, 1970:**

**“As for Victoria's scenic hinterland, only the Victorian Railways, with its Mt. Buffalo Chalet, has attempted to provide a luxury resort for young and old on a scale approaching that of the big chalets and chateau-hotels in North America and Europe.”**

Located 1350 metres above sea level, the Chalet enjoys a unique position in the Mt. Buffalo National Park.

Almost from the Chalet's entrance there is a magnificent panoramic view of the Ovens Valley and the Australian Alps.

The Chalet has its own charm and offers comfort, fine food, accommodation and service (see amenities listed earlier).

Outdoors, the Mt. Buffalo National Park offers something for everyone.

The area attracts ice skaters, skiers, horse riders, hikers, rock climbers, photographers, anglers, swimmers, ornithologists and botanists, and those just wishing to relax.

During winter, Lake Catani sometimes freezes over while there is often good snow at Dingo Dell and Cresta.

The Chalet's ski instructors, Ernst and Roman Kopp, fly out each year after teaching at Arlberg, Austria, and often answer queries in a delightful apres-ski chat by the log fires.

Climbers, photographers, walkers and horse riders alike are intrigued by the area's unique rock formations.

Visitors can see an unusually wide variety of flora and fauna at all times of the year—including lyre birds dancing within metres of the Chalet and about 300 different wild flowers.

#### Sky Riding

Beautiful trails wind around the plateau to delight the horse riders. Locally, horse riding is known as “sky riding”.

There is excellent trout fishing in well-stocked Lake Catani and Crystal Brook.

The clear mountain air, and a temperate summer climate, as well as the spectacular views, attract many visitors seeking relaxation.

Visitors may travel to the Chalet by car or by a combination of rail and road via Wangaratta.

Victorian Railways also operate a number of package tours, many of which are planned to include the Chalet.

\* \* \*

**The submission was well received by the Committee, which will now report to the State Government.**

**VR is hoping for a favourable report and appropriate action.**

RAILWAYS



Berwick railway station, on the main Gippsland line, in 1877.

# NOMINALLY YOURS...

**Bandiana station, between Wodonga and Shelley, must have had its share of allegedly humorous comments.**

After all, the name lends itself to that kind of thing.

**But do you know how the name was really given?**

It was named after the nearby Bandiana Ranges—and, incredibly enough, they were really called after a bandy legged native woman called Anna.

Many Victorian station names have unusual origins.

This is the second part of a series, taken from a book by Mr. Thos. J. O'Callaghan, J. P., published in 1910.

*Baddaginnie* (between *Melbourne* and *Albury*)—from the Ceylonese (Sri Lankan) for "hungry belly". Surveyor J. G. W. Wilmott and his party reached Baddaginnie when provisions were short, and they were close to starvation.

*Bairnsdale*—a corruption of "Bernisdale", a pastoral station named by its occupier, Mr. McLeod. Bernisdale, a small hamlet on the Isle of Skye, was the home of Mr. McLeod's grandfather. However, another authority suggests the name came because local children—"bairns" in Scottish dialect—were fond of playing in a dell, or dale. The native name is Wy Yung—a kind of duck.

*Ballan*—named after a nearby pastoral station owned by Mr. Robert von Steiglitz. Ballan is a place in Ireland.

*Balwyn*—called after Mr. Andrew Murray's vineyard, on what was later called Balwyn Road. According to Mr. Murray, Balwyn is Gaelic for "wine house".

*Bamockburn* (*Geelong* to *Ballarat*)—after the battlefield in Stirlingshire, Scotland, where Robert the Bruce beat Edward II of England. It was earlier known as Leigh Road.

*Beaufort*—named after Admiral Sir F. Beaufort, C. B.

*Beechworth*—formerly known as May Day Hills. The present name was given by a Government surveyor after his home town in Leicestershire, England.

*Bendigo*—said to be named after the nickname of an English prize fighter. The story tells of a fight on Fenton's Station between two diggers to settle an argument over a mining claim. The winner was greeted with shouts of "Brave Bendigo". In December, 1852, the name was officially declared to be Castleton, but in January, 1853, was changed to Sandhurst. The name reverted to Bendigo in 1891.

*Berwick*—called after Berwick-on-Tweed, Scotland. Berewic is the old

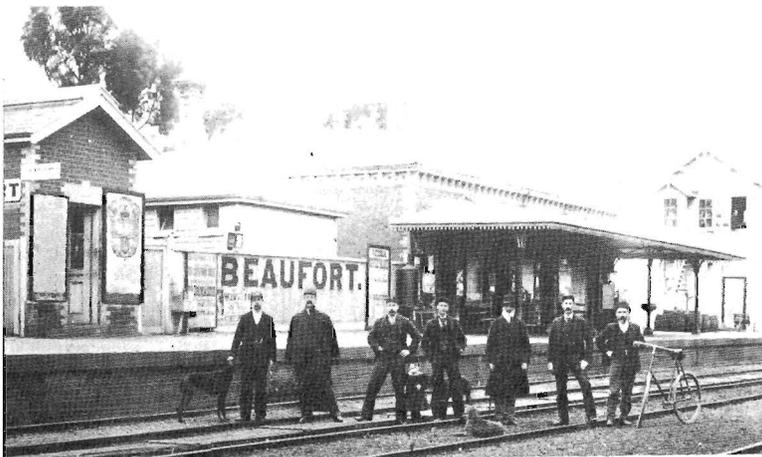
English for demesne, or farm.

*Bochara* (*Hamilton* to *Coleraine*)—after a local pastoral station. The name probably comes from Bokhara, a Khanate in central Asia. Native dialects in South Australia have "bookara" (very hot) and "bokara" (dry), but another name of Asian origin—Cashmere—is used nearby, so the first origin is most likely.

*Branxholme*—after Branxholm, a magnificent feudal castle in the Teviot Valley, Roxburgh, Scotland, owned by the Barons of Buccleugh.

*Buckrabanyule* (*Bendigo* to *Nandaly*)—from the native, meaning the middle of three hills.

*Bungaree*—native "Bungarie", meaning hut, or tent. It was also the name of the last of the chiefs of the Sydney tribe.



Beaufort station between Ballarat and Ararat, in 1910.

# Institute INews

## SMORGASBORD

Once again the President and Councillors of the VR Institute acted as hosts to representatives from country centres, affiliated clubs and distinguished guests at the annual VRI Smorgasbord in the ballroom, Flinders Street.

This function is held so that Council can say "thank you" to the many people, particularly those in the country, who have assisted the Institute throughout the year.

It was therefore with pleasure that Mr. R.M. Wright, General President, and his wife, welcomed guests to this year's dinner.

In his reply to the address of wel-

come Mr. A.G. Gibbs, Chairman, V.R. Board, made mention of the table centre piece, arranged by the Trading and Catering Service, which depicted all the various Clubs within the Institute, from the large brass tuba from the VRI Band to the fishing rod of the Angling Club.

The Council feels the informal atmosphere that prevails at this function where Board Members, Heads of Branches, and others can mingle with Country Centre representatives and their wives as well as members chosen at random from the metropolitan area, is one of the main reasons for the continuing popularity of the function.

## CLUB IS GOOD VALUE

Have you joined our licensed club yet?

VRI members now have the opportunity of joining a well established club, in the heart of Melbourne.

It is in Flinders Lane, giving easy

access to shops, theatres, trains, etc., offering a ladies lounge, dining room (luncheon only) and normal bar facilities—an excellent place to meet friends before "stepping out".

Members are also reminded that after the initial joining fee of \$10.00 has been paid, the annual fee of \$18.00 can be paid as an increased VRI deduction from his or her payroll.

## NEW HOURS FOR SAUNA & GYM

The Gymnasium is now available for personal exercise until 7.30 p.m. on a Tuesday evening. This means that the hours are now Monday, 7.30 a.m. to 5.30 p.m., Tuesday, 7.30 a.m. to 7.30 p.m., Wednesday, Thursday and Friday, 7.30 a.m. to 5.30 p.m.

The sauna bath, through lack of patronage, will only remain open to 9.0 p.m. on a Wednesday night, and not Friday night as stated.

## INSTITUTE SPORT

### GOOD START FOR GOLF WEEK

After a fortnight of rain the "Gods" smiled and the beautiful Rosssdale Golf Course, Aspendale, was bathed in glorious sunshine as our golfers gathered for the start of Country Week.

The players were welcomed at lunch on Monday 30th September by Mr. R.M. Wright, General President of the Institute, who called on Mr. J.G.W. Urbahns, member of the V.R. Board, to declare the week officially open.

To start the week, Mr. Urbahns, after a lot of coaxing, proceeded to hit a "screamer" which travelled 180 metres down the first fairway and all 86 Railway golfers tried to emulate the feat.

The opening events were a 18 hole stroke handicap and the first round of the teams championship—Minor Division.

The "A" Grade Division (18 hole handicap) was won by Joe De Araugo (Bendigo), after a count back from L. Barlow (Daylesford), with a net score of 69 after an 81 off the stick.

The "B" Grade also saw a count back and in this case Peter Panita (Bendigo), nosed out Jack Marsh

(Bendigo) with a net 67 after a 91 off the stick.

The teams event saw victory going to Ballarat who defeated Wodonga, 3 and 2 whilst Bendigo 3 defeated Hamilton, 4 and 1.

Tuesday's events showed just how close the handicaps were when, in the morning, after 18 holes of stableford the "A" Grade event saw a 4 way count back with Barry Williams (Traralgon) winning from Geoff Williams (Wodonga), Joe and Wayne De Araugo (Bendigo) all on 39.

The "B" Grade also resulted in a count back with Eric Mill (Ararat) defeating Peter Pianta (Bendigo) with a score of 40.

The teams events saw Bendigo (1) defeating Benalla/Seymour in the Major Division, whilst in the Minor Division, Dimboola defeated Ballarat, Bendigo 2 defeated Benalla/Seymour, Traralgon defeated Ararat and Bendigo 3 defeated Geelong.

After a glorious lunch in the Rosssdale Club House it was back again for another 9 holes stableford competition in the afternoon.

Joe De Araugo (Bendigo) made certain of the "A" Grade with a score of 21 whilst Richard Day (Benalla) took off the "B" Grade with a score of 19.

The minor division of the teams saw Dimboola defeating Bendigo 2 and Traralgon defeating Bendigo 3.

Wednesday saw the 18 holes bogie event, in which the "A" Grade was won by Bob Morris (Seymour) with a score of +3 and the "B" Grade by Dennis Passey (Dimboola), all square.

The Major teams event was once again won by Bendigo, who defeated their old rivals Geelong and the Minor

Division was won by Traralgon from Bendigo (2).

Thursday was Championship day—a fitting climax to a great week of golf.

The State open and Country Railways singles championships played over 27 holes, were won by Len Prior (Bendigo) with a score of 111 off the stick.

In the Country Open Singles Bob Morris (Seymour), with a score of 121 off the stick was the winner.

The Country Minor singles and the "B" Grade handicap were won by Dennis Cromer (Geelong) with a score of 129.

The "A" handicap was won by Ian Patterson (Geelong) 124.

The Presentation Dinner concluded the week and Mr. L.A. McCallum, Deputy General Manager, presented the trophies to the various winners.

The Chairman for the evening, Des O'Donnell, kept the official side of the night flowing and so made it most enjoyable.

Len Barlow (Daylesford) thanked the Rosssdale Club for the use of their facilities and complimented them on the excellence of their Golf Course.

To Allen Collins, who is the Hon. Secretary of the VRI Golf Club, we wish to say thank you for his help and assistance throughout the week.

## MORE FENCING WINS

At the National Selection Tournament, held recently in Canberra the VRI Fencing Club once again ran up a list of impressive wins with Miss C. McDougall winning the ladies foils from Miss H. Smith, with

Miss Eakaly finishing third.

Miss G. Farkashazy finished 5th, although she is only 14 years old.

Mr. E. Simon won the men's foil, and also finished 2nd in the men's sabre event.

The men's epee was won by Mr. G. Scott.

At the John Fethers foils competition, sponsored, by the VRI Fencing Club, but open to all junior fencers in Australia, the results speak for themselves:—Boys under 20 years 1st—A. Drew; under 15 years 1st—S. Gal; under 12 years 1st—M. Elliot.

The girls records show: Under 20 years, 3rd—G. Moody; under 15 years, 1st—G. Farkashazy; under 12 years, 2nd—C. Gal.

If you are interested in this fast growing sport remember the VRI Fencing Club runs a beginners class on Tuesday nights from 5.30 p.m. to 7.0 p.m. and Saturdays 9.30 a.m. to 11.0 a.m.

Normal fencing nights are Monday and Wednesday from 5.30 p.m. to 7.30 p.m., and all visitors are welcome.

## SOCCER TEAM WINS

After a successful recruiting drive, the VRI Soccer Club has recorded some victories over the last few months and in fact, at the time of writing, had reached the semi-finals of the Adidas Cup elimination competition.

In the league competition we are placed fifth after being in second position.

This club has persevered over the last couple of seasons even though they were virtually chopping blocks for other teams.

Now they are becoming a force to be reckoned with.

Any Railwayman interested in Soccer should get in touch with the Secretary, Paul Webster, postal phone 630 7460 or the President, Michael Christy, Electric Train Driver, Electric Running Depot, Jolimont.



Mr. J. G.W. Urbahns, Member V.R. Board, watched by players and officials, hits a "Screamer" from the 1st Tee, Rossdale Golf Club, to officially open the VRI Country Golf Week.

## BENALLA HOLDS GOLF DAY

The North Eastern Golf Championships were held at the Golden Vale Course, Benalla on Sunday October 5 and, while the course was wet and heavy, this did nothing to dampen the enthusiasm of the 31 male and three female golfers who attended.

The Championship was won by Alby Jack (Bendigo) after a play off from Jack Manning (Benalla).

The "J.H. Jupp Memorial Trophy" for the lowest net score was won by Stan Green (Benalla) who carded and 83 for a net 67.

The Annual Benalla Institute

versus Postal Institute grudge match saw the Institute team winning 696 to 752.

Central Council was represented by Allan Collins and Ian Adcock.

The Chalambar Golf Course, Ararat was the venue for the Grampians Championship held on Sunday October 13 and 65 golfers from all parts of the state hit off in excellent conditions.

Arthur Wall (Ararat) with a 74 off the stick took off the Grampians Championship and the "A" Grade handicap.

These and other prizes were presented by the charming Miss Roslyn Milloy who is the Institute entrant in the Golden Gate Festival Queen Quest.

### ELECTRICAL ENGINEERING BRANCH

Farrelly, G.H., Lighting & Power Div., 4/11  
Mair, R., Overhead Division, 18/10

### STORES BRANCH

Eaton, L. J., Newport Workshops, 15/11  
Kovaliv, I., Laurens Street, 24/9  
Lettieri, M., Dynon, 30/8  
MacBain, G., Spotswood, 25/9  
Pitcher, F., Newport Workshops, 10/9

### ROLLING STOCK BRANCH

Baker, H. H., Jolimont, 15/10  
Bawden, T. H., Bendigo Nth., 28/8  
Carey, C.G.H., Newport, 5/12  
Cianci, N., Newport, 7/12  
Cutajar, V.J.J., Nth. Melbourne, 14/12  
Dimitriadis, A., Jolimont, 14/12  
Gill, J.E., Jolimont, 1/12  
Holod, W., Newport, 16/8  
Lapsley, K.M., E.R. Depot, 19/8

Murcutt, R.A.J., S'ter Shed, 1/11  
McTaggart, D. J. L., Depot, 27/8  
Peake, A. B., Bendigo Nth., 9/12  
Pywell, J. F., Sth. Dynon, 19/8  
Regan, J., E. R., Depot, 6/9  
Spiliotis, G., S'ter Shed, 2/12  
Venier, A., Ballarat Nth., 22/12  
Wallis, S. R., Seymour, 9/8  
Zeigler, F. C., South Dynon, 1/10

### ACCOUNTANCY BRANCH

Jones, H. D., Head Office, 6/11

### WAY AND WORKS BRANCH

Almond, G. R., Spotswood, 20/8  
Beasy, W. R., Spencer St., 4/10  
Carolan, A., Bendigo, 10/9  
De Petro, V., Spotswood, 3/9  
Diamantis, A., Metro. Dist. Engr., 2/9  
Gillespie, H. E., R. F. Bendigo, 12/9  
Kalogiannis, P., Caulfield, 7/9  
McIvor, W. T., Flinders Street, 2/10  
McKay, A. K., Seymour, 14/12  
McPhillips, J. F., Geelong, 8/10  
Robinson, G. G., Ballarat, 13/12  
Skehan, P. E., North Melbourne, 12/9  
Spring, W. J., Hamilton, 13/9

Stevens, H., Warragul, 12/9  
Toohey, V., Eng., Spl. Works, 25/10  
Warnock, K. W., Eng. Struct. Dsgen, 20/9  
White, C. C., Newport, 5/10  
Williams, D. G., Ballarat, 17/12

### RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

#### ROLLING STOCK BRANCH

Georiadis, T., Jolimont, 25/9  
Morffew, D. R., E. R. Depot, 24/9  
O'Dea, B. A., Jolimont, 23/9  
Stevenson, W. B., Bendigo Nth., 10/9

#### WAY & WORKS BRANCH

Hinchcliffe, W., Hamilton, 13/10  
McGregor, G. R., Ouyen, 23/9  
Wishart, S. T., Korong Vale, 6/8



## STEAM LIVES ON FOR CHARLIE

Charlie Cully thought he was coming into South Dynon Loco to clean out his locker following his recent retirement at 60 because of ill health.

His workmates had different plans for the nuggety man who is one of the last of the hostlers in Victorian Railways.

The hostlers were the men who used to run the steam engines through the fire pits, clean out the ash pans and so on, examine the engines for safety, fuel and water them, fill the sand boxes and put them out again for service.

(Charlie recalls that at the height of the steam era, his team once hostled 100 locos in an eight-hour shift!)

When Charlie had cleaned out his

locker, he was led out onto the lawn where a crowd of his workmates was waiting.

They gave him an engraved silver tray and a wallet of notes and E.T. Driver Neil Tate, whose late father had been one of Charlie's workmates, presented a steam loco number plate.

● **Picture shows, from left, Neil Tate, Charlie Cully, Chief Foreman Jack Irons and Foreman Marshall Gerald Dee. Puffing in the background is the steam crane—based on the first loco built at Newport.**

## Speeding Stationmaster



Meet Kevin Crockett, (left) stationmaster at Glenrowan for the past two years, who's as game as Ned Kelly when he takes to the water!

He's pictured readying his 50 kmh hydroplane for rocketing over nearby Lake Mokoan.

The 2.5 metre hydroplane has a 15 hp outboard and is designed for sheltered water.

Kevin, 26, has already built three hydroplanes—the one shown, one for a neighbour, and one when he was assistant stationmaster at Manangatang.

The plywood hydroplanes cost about \$80 each and carry 1-2 passengers.

## people

### TWO DOWN AND ONE TO GO

After a total of 98 years service two of the last three car builders who joined the Railways before the depression years have retired.

Con Sheehan (left) and Ralph Murcutt (right) retired from the Shelter Shed on November 1, leaving Ken Stephenson, who has 48 years service, to carry the long service car builders' banner.

Ralph joined the Railways as an apprentice carriage and wagon builder in 1927, and later became leading hand.

In 1970 he became a sub-foreman, and worked for 26 of the last 30 years on car and wagon maintenance at Jolimont.

Con joined VR as a lad labourer in 1924, and worked at Spencer Street for the last 21 years.

He played VFA football for Yarraville and Williamstown, with eight years of senior football.

In 1931 he represented Victoria against NSW, and was vice-captain of the VFA side against the VFL in 1934.

One of the players in the NSW game was Pastor Doug Nicholls, Con recalled.

Greyhounds are another of his sporting interests—he is a founder member of the Melbourne Greyhound Racing Association, with its headquarters at Olympic Park, and has trained almost 70 winners.



Ralph has been involved with administration of the Diamond Valley Football League for 15 years.

However, football will not be the only feature of his retirement—he plans to "wet a line" as often as possible.

## TRAVELLING FOREMAN



A man who was involved with some of Melbourne's largest Railway construction works retired on October 25, after nearly 50 years Railways service.

He is Vincent Toohey, who began his career as an apprentice carpenter in 1925 at the age of 15.

During the depression he worked in a plate-laying gang for a few months and later in a telephone line gang at Ballarat.

At that time his family was kept constantly on the move as Mr. Toohey's job took him to many Victorian towns.

In 1958 he became Works Foreman at Spencer Street and three years later, rejoined the special works division where he has since remained.

When Spencer Street platforms and subways were being constructed, Mr. Toohey was in charge. He was also in charge of the rail duplication from East Malvern - Mt. Waverley, construction of two extra tracks between Richmond-Burnley, the re-arrangement of the Melbourne Yard, under third commissioner L.A. Reynolds, and later the Richmond fly-over, which was the initial work on the present Melbourne underground loop project.

Recently he has been senior foreman to the special works division.

"No doubt the re-arrangement of the Melbourne Yard was one of the highlights of my experiences with the railways," Mr. Toohey said.

Mr. Toohey's carpentry skills also overflowed to his private life. He said he had built a lot of his own furniture and had extended his home.

## TROUBLESHOOTER IS HERE TO HELP

In his first floor office at Spencer Street Headquarters, "Troubleshooter" John Nolan's day begins and ends with complaints.

He tries to answer them immediately, but if more investigation is called for, the department involved helps John with the answers.

John is part of the Public Relations Section in the Secretary's Branch.

He began his Railways career in 1965 as a clerical assistant in the Traffic Branch, stationed at Malvern and Elsternwick.

He later joined Head Office as a clerk in the Staff Section, on the classification committee, and next with the Development and Planning Section.



He also spent time with the Ministry of Transport.

John said that quite often people complaining had their facts back to front or otherwise exaggerated, but if the complaint was genuine it would be answered quickly and the matter rectified.

John said that many of the people who called were "up-tight" at first but calmed down after the situation had been explained.

He said initial complaints often resulted in inquiries on package tours or other railway benefits.

"If there is a need to call back, people are generally very appreciative that we did," John said.

He said he felt the service gave people a valuable outlet for any grievance they may hold against Railways.

When not at work John studies part-time at RMIT doing a transport administrative course.

He is interested in old cars having owned a Wolseley and now an early Holden FJ.

He also plays a part in the chorus of the Savoy Opera Company's Gilbert and Sullivan productions.

## From rabbits to the Royal Show

Jack Lewis (pictured below with hostess Ivy Greer and display officer Alex Topp) retires in January.

He has worked at the Railways Royal Show exhibit for the past nine years, and Mrs. Greer baked a special cake to celebrate his last day at the Show.

Jack joined VR 23 years ago, at Laurens Street, North Melbourne, where he has been based for his entire Railways career.

He has worked on asphaltting railway stations, and on major jobs at Newport and South Dynon Loco.

Now he assists plumbers mainly on station work on the Broadmeadows and Upfield lines.

Jack comes from Tallarook, and he found work so hard to come by during the depression years he became a full time rabbit catcher.

"I earned threepence a pair in those days," he said.

On good nights he trapped 70 pairs, and it only took 2 - 3 months after trapping out an area before he could return to that spot.

He found North Melbourne's grand final performance a disappointment—he is one of their staunchest supporters.

Jack was once a wingman for Seymour, but a broken collarbone brought his promising football career to an

unexpectedly early close.

Now his sporting interests are confined to punting—strictly on the "gallopers".

"I once picked up a dollar note, and foolishly put it on a dog," he said.

The dog came last, so, even though he says he is just a 10 bob investor with reasonable success, he sticks to the horses.





# THE WERRIBEE DISASTER.

## A SAD MISTAKE.

With a throbbing heart, and stifled breath;  
The poet would record how the "Angel of Death"  
Rode stealthily onward, his thirst to slake,  
On the fleeting wing of a sad mistake.

At Werribee Station, with vain delight,  
A maid was in charge one cold murky night;  
Her father's command was her sole desire,  
As she placed her hand on the fluttering wire.

"Angel of Mercy" breathe into her ear,  
"The Special is gone, the line is *not* clear."  
One word would suffice ere the mischief is done,  
Alas! her hand trembles, the message is gone.

Gone! swift as a ray from the orb of light;  
Gone! like a thief 'neath the mantle of night;  
Gone! like the lightning that darts from the cloud;  
Gone! to envelop brave men in a shroud.

The message is read, and given to Craik,  
Who glanced at the words of the fatal mistake;  
And swift, without pause, at the signal "all right"  
He blew the shrill whistle, and took to his flight.

That some one had blundered, he thought not at all,  
But, like a good servant, obeyed duty's call;  
And hurried along, through the cold drizzling rain,  
To clear the line for the "Special Goods Train."

Brave Kitchen was also impelled with the thought  
Of clearing the line, so he skilfully wrought  
To reach "Little River" in time for Craik's train,  
But Death's stream he crossed ere he reached it again.

My life blood runs cold, my heart fails within,  
When I picture the trains, their speed, and their din,  
As on the same line with uttermost might,  
They near each other through the darkness of night.

As the eye of the tiger is hid by the way,  
In the thick ambuscade till he jumps on his prey,  
So the glare of the lamp in front of each train,  
Was hid by the darkness, the mist, and the rain.

At last it is seen, but alas! 'tis too late,  
To avert a collision, a horrible fate;  
Force drives against force in a wild rushing pace,  
And the engines plunge into each other's embrace.

They staggered, and rocked, and thundered away,  
The steam hissed and foamed, as it rose in wild spray,  
And the frail splitting cars mixed the noise of their  
With the groans of the dying departing this life. [strife

By the light of a lamp, outstretched on the ground,  
The mortal remains of a mother were found;  
Craik also, with death-wounds, unable to stand,  
And Kitchen at rest, with the "staff" in his hand.

That hand, once so skilful, and which is to-day  
In the cold, silent grave, mouldering away,  
To our vision still clenches that sign of command,  
And we whisper, "He died with the staff in his hand."

Yes! two of the best of the sons of our land  
Were stricken, though each held a staff in his hand;  
And we'll mourn for the loss in our homes evermore,  
Till we meet them again on eternity's shore.

But yet, while we grieve for the loss thus sustained,  
We know that by death they eternally gained;  
Bright angels received them to that better land,  
They lived in the faith, with God's staff in their hand.

Take lesson, each person in life's busy throng  
Bears with him a signal for right or for wrong;  
So comrades be true to the right, and beware!  
Lest you may lead others to death and despair.

On April 2, 1884, two train drivers were killed after "an extraordinary incident" at Werribee station—and, in the tradition of the day, the accident was commemorated in a broadsheet.

The broadsheet poem, titled *The Werribee Disaster*, and sub-titled *A Sad Mistake*, was published over the signature of Wm. Pascoe, "Railway Poet".

In "Victorian Railways to '62", Leo J. Harrigan explains that the accident, a head-on collision between a passenger and a goods train, happened because the 17-year-old daughter of the Werribee stationmaster telegraphed an incorrect "line clear" message.

The stationmaster was absent, unauthorised, on choir practice.

VICTORIAN



# RAILWAYS

DECEMBER

1974

10 CENTS





There are times when it is easy to believe a politician's job includes regular criticism of Victorian Railways. However, it's not so. *Hansard* recently quoted State Opposition leader Clyde Holding during a Legislative Assembly debate: "As I move around Victoria I am impressed with the dedication of the people who work on the Railways, whether they are gangers, drivers, or station-masters; they are a particular and interesting breed of people; whoever one speaks to the railways seem to be in their blood and they are dedicated to improving the system. Right across the board, wherever I have travelled in the State, that has been my experience."

Two colleagues feel the walk from Newport station to Newport Workshops is strictly for the birds. It seems a magpie waits in ambush in a gum tree above the path—beak and claws sharpened ready to attack the unwary pedestrian. The reports suggest he (or she) is not known as a "feathered friend".

They don't miss a trick in Train Control. Recently a colleague rang that operations nerve-centre to relay a query from a Sydney newspaper—was *Southern Aurora* late that morning, and, if so, why? The response was immediate: "*Southern Aurora* was on time, and we don't know why."

Like politicians, newspapers sometimes seem to enjoy knocking the Railways. Again, there's another side to the story—this time from the *Age*: "A colleague wanting to freight a lounge suite to Canberra had difficulty in finding a removalist willing to do the job but finally got a quote from one for \$75. Yesterday he sent the suite by rail—for \$6.05."



A. G. GIBBS  
Chairman

OFFICE OF THE BOARD,  
67 SPENCER STREET,  
MELBOURNE, VIC. 3000

#### A CHRISTMAS MESSAGE

I would like to extend on behalf of the Victorian Railways Board and Management a happy Christmas to all our staff and their families as well as a prosperous new year.

The approach of Christmas provides the opportunity to not only extend season's greetings to our people, but also to review the progress we are making, and the future outlook for our employees.

The first six months of the new Board's work in 1973 was mainly a period of informing themselves about the organisation, and the needs as well as looking at objectives and priorities.

In 1974 the Board reviewed a wide ranging number of matters related to our future operating which have been reported upon in *Rail Ways*.

The essential catalyst to match this planning was the availability of funds, and in 1973-4 the Victorian Railways had the first substantial increase for many years in the amount allocated for capital purposes.

Throughout Australia, there is growing interest in and emphasis on greater use of public transport, as well as the hauling of bulk loads by rail.

The climate is therefore better than it has been for many years for the Railways to accept the challenge.

The Board therefore sees the future as one encouraging optimism and satisfaction for the Victorian Railways staff.

The Board also appreciates the co-operation and dedication that has motivated the whole organisation throughout the year, which has enabled us to respond to the new role for the Railways.

A.G. Gibbs.



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Editors may feel free to reproduce any material with or without acknowledgement.

Contributions are invited from Railways employees or other readers—either in writing, or by 'phone—and a fee is paid according to the nature and

amount of material published. Pictures are especially welcome.

Editorial offices: Room 59, Railways Administrative Offices, 67 Spencer St., Melbourne, 3000. Telephone 61 001 (internal auto and extension 1181).

#### FRONT COVER

Rice is loaded into hopper wagons at Burraboi, on the Balranald line.

Some 64,000 tonnes of rice are expected to be loaded at stations on the Balranald line during this season for processing at Echuca.

The season started in April this year, and is expected to continue until mid-March.

# BOARD WILL JOIN ARARAT CENTENARY CELEBRATIONS

The Victorian Railways Board's 1975 inspection tour next April will co-incide with the centenary of the rail link to Ararat.

VR Board Chairman, Mr. A. G. Gibbs, made an informal check of preliminary plans last month, during an inspection of the Avoca-Maryborough line.

He travelled via North Geelong, Cressy, and Maroona, which is expected to be part of the route to be inspected in April.

Guests during the recent trip included 84 year old Miss Lorna Banfield, noted Ararat historian and author, as well as Ararat Mayoress Mrs. D. L. MacLennan, and Mrs. J. Grenfell, wife of the Town Clerk.

Details of the April 1975 inspection tour are still to be finalised.

However, Beaufort will be included to celebrate the rail centenary which has just passed.

The Australian Railway Historical Society also plans to take part in the Ararat centenary celebrations, and at least one steam train is expected to travel to Ararat, timed to co-incide with the Board's visit.

It is customary for the VR Board to see first-hand part of the State's rail system once a year.

## MARKETING BRANCH MOVES

Victorian Railways' Marketing Branch, including the Claims Section, has moved to a new address.

The Stores Branch, Estate Office, and Management Services Division have also moved.

The new address is Australia Netherlands House, 470, Collins Street, Melbourne, 3000, and the telephone number is 62 0061.



## VICTORIA HAS DOUBLE FIRST-AID WIN

Victoria has won the individual and team shields at the Australian Railways First-Aid Championships held in Brisbane recently.

It is the first double for Victoria since 1953, and it is the first time a Victorian team leader has won the individual title, and led his team to success.

The leader, Ballarat North Workshops first aid attendant Max Sternberg, is the first winner of the Championship Shield, which was introduced this year.

Active in competitions since 1960, and a team leader for five years, he won the State individual title this year, and in 1972.

Other members of the successful Ballarat North No. 3 team are: Mal Willis (fitter); Fred Harris (fitter); Bert Richardson (fitter); and the casualty is Alf. Armstrong (striker).

The team won the State Novice team final in 1970, and was second twice, and third once in the State Senior event before winning the Victorian title this year.

The interstate results were: *Team*—Victoria 459½, South Australia 456, Queensland 440½, Commonwealth 424½, Tas. 419, NSW 412, WA 409; *Individual*—Vic. 147, Qld. 142, Tas. 134, Commonwealth 123, SA 117, WA 100, NSW 98.

Victoria has now won seven team championships and six individual championships.

(Above) The Australian Railways Team Championship Shield. Team members: (from left) Alf. Armstrong; Fred Harris; Max Sternberg; Bert Richardson; and Mal Willis.

## CHAIRMAN TO GUIDE OTC

VR Board Chairman Mr. A. G. Gibbs, recently appointed Chairman of the Australian Telecommunications Commission, has been appointed Chairman of the Overseas Telecommunications Commission (Australia).

The appointment comes after the death of the OTC's previous Chairman, Sir Arthur Petfield.

Postmaster-General, Senator R. Bishop, said it was expected Mr. Gibbs' OTC appointment would expire on June 30 next year, when OTC was due to merge with the Australian Telecommunications Commission.

He said the Government had decided to appoint Mr. Gibbs to ensure a smooth and effective merging of the two bodies.

# A LINK WITH HISTORY AT NEWPORT



A lavishly decorated and illustrated book dating back to 1905 is on display in an illuminated cabinet at Newport Workshops.

(Above) Newport Workshops Manager Mr. L. Rolls, former Victorian Divisional Secretary of the AFULE, Mr. F. Carey, VR Board Chairman Mr. A. G. Gibbs, and Chief Mechanical Engineer, Mr. S. F. Keane, admire the book.

It was presented to the then Deputy Chief Mechanical Engineer, Mr. W. Stinton, on July 21, 1905, to celebrate his retirement.

The book passed to Mr. Stinton's son, and on to Mr. Carey, via the late Secretary of the Retired Railwaymen's Association, Mr. W. Banner.

Mr. Carey said he felt there was only one place to display the book—at Newport Workshops—and he presented the book to VR Board Member and former Chairman of Commissioners, Mr. G. F. Brown.

## VR STRENGTHENS TRAVEL INDUSTRY LINKS

Victorian Railways will take an active part in the 1975 Australian Federation of Travel Agents annual convention, to be held in Melbourne.

One day, Wednesday July 23, of the week-long event will be "Victoria Day", free of business sessions, featuring a special rail tour for delegates taking in one or more major attractions away from the city.

The convention is one of the most important events in the Australian travel industry calendar, and is attended by delegates from all States, as well as overseas.

Recently, tourist-minded VR announced it would pay 10 per cent commission to travel agents on package tours from January 1, 1975.

From its Board, AFTA has formed five sub-committees to handle the social programme for the Melbourne convention. Alan Brook, VR Manager, Public Relations, is a member of the transportation sub-committee. Other members are Brian Milnes (Ansett-Pioneer), and Don Hamence (Avis Rent-a-Car).

## FINANCIAL RESULTS 1973-1974

	1973-4	1972-3
GROSS INCOME	\$114,211,966	\$110,410,116
WORKING EXPENSES CHARGED AGAINST REVENUE	\$188,906,167	\$156,326,972
LOSS ON CURRENT OPERATIONS	\$ 74,694,201	\$ 45,916,856
Interest charges and expenses	\$ 10,893,013	\$ 10,020,511
Exchange on interest payments	\$ 44,326	\$ 65,982
Contribution to National Debt. and Sinking Fund	\$ 454,821	\$ 419,291
TOTAL INTEREST, EXCHANGE, ETC.	\$ 11,392,160	\$ 10,505,784
"DEFICIT"	\$ 86,086,361	\$ 56,422,640

## HIGHLIGHTS OF THE YEAR

**REVENUE** \$115,727,409

Of each \$1 earned:

- 53 cents came from goods and livestock
- 37 cents came from passengers, parcels and mails
- 5 cents came from refreshments and advertising
- 5 cents came from miscellaneous

**WORKING EXPENSES:** \$188,906,167

Of each \$1 spent:

- 79 cents went on wages and payroll tax
- 1 cent went on coal, oil, etc. for locomotives
- 2 cents went on electrical energy for traction
- 10 cents went on other materials and services
- 6 cents went on pensions and long service leave
- 2 cents went on other expenditure

Route kilometres open for traffic	6,685
Average number of staff employed	25,243
Total capital invested	\$567,000,000
Tonnage of goods and livestock carried	11,370,162
Passenger journeys—country	3,880,492
—metropolitan	110,140,832

### Principal commodities carried:

	Tonnes	
Wheat	1,430,505	
Forwarding agents	1,311,156	
Fuels (solid)	1,036,446	
Cement	917,933	
Manures	908,441	
Iron, steel and metals (unfabricated)	758,670	
Manufactured products	744,885	
Foodstuffs	494,500	
Petroleum products	422,920	
Mining and quarry products	376,148	
Containers	372,592	
Motor vehicles and accessories	298,328	
Timber	276,820	
Barley	237,329	

# REVENUE RISES BY \$3.8 MILLION

— 1973-4 Annual Report

**A \$2.4 million rise in passenger revenue, compared with 1972/3, is the principal factor in Victorian Railways overall \$3.8 million revenue increase, according to the 1973/4 Annual Report.**

Passenger revenue was up despite a cut in certain country and outer suburban fares in September, 1973.

**The Report says the encouraging increase in passenger travel during the last financial year represents a reversal of the trend which has persisted since 1957-58.**

Freight income was lifted by a general five per cent increase in freight rates from October 29, 1973, but this was partly offset by a sharp reduction in wheat traffic after poor seasonal conditions.

But for this, it would have been a record year for freight movement.

Operating expenses rose by \$32.6 million—but, of this, \$28.3 million was in increased wages.

*The Report says it is abundantly clear that, if the Railways are to win and hold their rightful place in the community as a viable undertaking, the present system of finance, which labels the community payment to the Railways for socially necessary but unprofitable services as a deficit, must be abandoned as soon as possible.*

Under this system the 1973/4 Annual Report shows a deficit of \$86,086,361.

**The principle of meeting the cost of such social objectives by deficit financing is described as stultifying initiative, clouding objectives, and inhibiting efficient planning.**

Its effect on staff morale and on the Railways' ability to attract high-class recruits are obvious, the Report says.

*Rail Ways* presents a summary of the 1973/74 Annual Report.

## The first year

**The Report covers the Railways' first full year under Board control.**

The Board had the chance to learn the extent and condition of the Railways' resources, both physical and human; to clarify its objectives and analyse the plans prepared to achieve those objectives; to establish priorities; and to take the first steps towards reorganising the Railways into a commercially orientated undertaking.

## The Board's charter

**The Board had its genesis in the Bland Report, and its charter from the Government is to implement that Report's philosophy.**

As the Board sees it, this means:

- that the Railways should operate as a commercial undertaking, performing that part of the total transport task for which they have an inherent advantage, and managing their affairs in such a way that the objective should be for their total revenues to cover their total costs, including capital charges and full provisions for replacement of assets;

- without completely excluding the principle of cross-subsidisation, the Railways should seek to operate

only those services which are capable of meeting this financial criterion from self-generated income. This presupposes that the Railways will be operating in a competitive environment in which road operators have to make a realistic contribution towards the cost of roads and other State-provided facilities;

- where the Government, for reasons of social policy

- a) requires the Board to operate services which are not capable of meeting the financial criterion, or

- b) requires the Board to take or refrain from taking any other course of action contrary to the judgement of the Board viewing the Railways as a viable commercial enterprise,

the Board shall comply but shall be recompensed by the Government for any loss of income or increase in expenditure involved.

**It is abundantly clear to the Board that the Railways cannot be viewed as a commercial enterprise in the strictly business sense of one seeking to cover all costs with a margin of profit generated directly from the users of rail services.**

There will always be a substantial gap, representing the cost of services performed for social reasons, which must be met from the State's general revenues.

*Deficit financing*, as already explained, must be abandoned.

All these objections can be overcome by a system of specific subsidies—direct payments to Railways revenue calculated at the beginning of each year.

These would cover the net cost of social services, and would allow the Board to pursue other objectives in a business-like way, and also show the community the cost of social objectives, and what it is getting for its money.

To allow specific subsidies to be calculated, VR is already planning a new accounting system which will accurately segregate these costs, and assist in preparing a suitable yearly budget.

## A year of review

**With numerous presentations from staff at varying top and middle levels of management, the Board has learned the market for rail services, and the nature and condition of the assets available to meet the market.**

Even more important, it has been able to assess the management resources available.

The Board concedes that, at first, it was apprehensive of this task, after Sir Henry Bland's assertion of a "deep malaise" within the Railways.

However, although it has observed some sense of frustration, the Board records that its apprehensions were unfounded.

# 1973-4 Annual Report—the first full

**It found professionalism, with an understanding of the obstacles that have hindered the organisation.**

**Modern management techniques and aids are understood and applied, while the dedication traditional in a "career industry" is combined in the Railways with a confidence for the future.**

Also, there is the ability to view the solution to today's problems in the context of a time span that reflects that confidence.

This does not imply that the Board has found no need for change.

The traditional nine-branch structure is not suited to a commercial enterprise, and steps have been taken to make the necessary changes.

The accounting system, used for many years by all Australian and New Zealand railways, is designed to meet Treasury rather than management needs, and is also being altered to allow proper budgeting and control.

*In line with the Bland Report, more accent is being placed on marketing.*

**The Board has inherited formidable physical problems.**

**Past absence of all but token finance to replace assets has forced the Railways to continue operating huge fleets of obsolete suburban carriages and freight wagons that should have been replaced many years ago.**

The cost of maintaining this fleet puts an intolerable burden on current finances.

While main line tracks have been raised to a standard permitting efficient mechanised maintenance, there is a massive backlog of bridge and building replacement which will impose a heavy financial drain for years to come.

Also, the progressive reduction in the spending power of the annual capital expenditure allocation since 1962 has severely limited the Railways' ability to expand and improve services to meet market growth—particularly with freight traffic.

The results of this financial starvation have only too apparent in the year under review, with millions of dollars of lost revenue due to lack of rolling stock, motive power, and terminal facilities.

*There are also serious problems involving competition with road transport.*

Although the Land Transport Act (1973) implemented Sir Henry Bland's recommendation for "as right" licences within an 80 km radius of Melbourne and Portland, the Government did not entirely adopt the Report's recommendations on licence fees and road user charges—opening the way in many instances for stronger competition from road operators.

"Border hopping" road operations, under the protection of Section 92 of the Constitution, are still a serious concern, and result in a heavy loss of revenue, both for the Railways and the State Government.

It is particularly serious because Victoria's State boundaries are closer to principal cities than in other States.

## Charting a course

**The indispensable economic role of railways in a total transport system is now recognised at Government and community level**

Capitalising on its wide background and experience, the Board has charted its course—changes in organisation and systems to allow this have already been implemented or initiated.

*Rail Ways* has already reported details of the Glen

Waverley and Geelong lines upgrading projects, as well as the Regional Freight Centre to be built at Horsham.

These are vital steps towards the future.

**Social and economic forces at work in the community will result in increased dependence is placed on rail transport in the future.**

Socially, the role electrified fixed rail transport can play in lowering total transport costs and improving the quality of life in big cities is being recognised in the form of Commonwealth grants.

These grants, for suburban improvements and expansion works, when backed by adequate matching State contributions, and re-inforced by completion of the underground rail loop, will revolutionise Melbourne's rail services in years to come.

Economically, the demand for future rail transport will be fostered by industrial growth, combined with the trend towards cutting costs by containerisation, and the trend towards using transport as part of the production line process.

Several major developments, now being negotiated, involve substantial bulk movements that only rail transport is equipped to handle.

Financial problems imposed on the Board by inflation cannot be minimised.

Fundamentally, the community must reach these decisions:

- to what extent should unavoidable railway costs be recovered directly from users, and to what extent from the community at large?
- to what extent is the community justified in subsidising rail services that cannot be made viable from self-generated earnings?
- is the Government prepared to make capital available to update the system to meet consumer needs, reduce operating costs, and to optimise resource utilisation?

Here the Board looks to the Government for guidance, and the appointment of Mr. I. J. O'Donnell as an independent investigating authority on the future of uneconomic branch lines is encouraging.

While the course to be followed is becoming clear, it is also clear the major problems facing the Board are not going to be solved overnight.

The Board is preparing a five year plan covering 1975-76 to 1979-80, setting out what should be done, and the resources needed to do it, and this plan will be submitted in a separate report.

**However, without full Government support—financial and otherwise—the Board's task will be impossible.**

It will be equally impossible unless the Government implements the full Bland Report recommendations on fixing road maintenance charges at the same time as regulations governing road competition are phased out.

## Planning and development

**The Development and Planning Division's function is to estimate the impact of both social and economic forces on VR; to advise the Board on strategies to meet growing demand; and to ensure short term resources make their greatest possible contribution to long term needs.**

With its links with outside organisations, the Division also relates Railways planning with community planning on a two way basis.

The Division has been heavily committed in some specific areas:

- the Glen Waverley line upgrading project;

# Year of the Victorian Railways Board

- the Horsham Regional Freight Centre;
- proposals for upgrading passenger services in the Geelong corridor;
- long range projects for upgrading main trunk routes and acquiring additional motive power;
- the freight wagon replacement programme;
- preparing information to submit to the Commonwealth Department of Transport for financial assistance under the Commonwealth's urban transport programme.

## Works and services programme

The year's works and services expenditure was \$21.5 million, including almost \$9 million in capital works, and about \$12 million in renewals and replacements.

Of the total, it is expected \$5.1 million will be reimbursed under the urban transport programme, leaving \$16.4 million to come from State funds.

**The Board was extremely disturbed that virtually no additional State loan funds were made available, compared with the previous year, to match the Commonwealth grants for urban works.**

If this policy is maintained, the accelerating urban programme will have to be financed by diverting funds from non-urban works—and the effects on the Board's plans to provide facilities to handle both intra and inter-State traffic growth would be serious in the extreme.

Power signalling was brought into use between Ringwood and Croydon, and Ringwood and Bayswater during the year, and works in hand included the Glen Waverley upgrading, quadruplication between South Kensington and Footscray, and third track between Caulfield and Mordialloc, duplication Macleod-Greensborough, duplication Sunshine-Deer Park West, two new stations, and signal boxes and power signalling at Oakleigh.

Railways staff are also working in close liaison with MURLA and its contractors on projects linking the underground loop with existing lines.

Other works included track and bridge renewals and replacements while, on the rolling stock side, contractors building the stainless steel trains have been given notice of the need to increase delivery rate to 10 a year.

Departmental wagon construction continues to the limit imposed by availability of funds, and 238 new bogie vehicles went into service during the year.

Ten main-line 2,200 hp diesel-electric locomotives have been ordered, with an option for five or 10 2,200 hp or 3,300 hp additional locomotives.

Two new diesel rail cars have been bought from the NSW Public Transport Commission, and are being converted for local use at Newport Workshops.

## Operating expenses

**Unfortunately railways, although a most economical user of labour per passenger—kilometre, or tonne-kilometre are at the same time highly labour intensive in terms of wages as a proportion of total costs.**

*This makes the Railways highly vulnerable to the effects of inflationary wage increases.*

There is no short term solution to this, except to apply frequent, relatively small, price adjustments to match cost increases as they occur.

In the long term, the answer is to use rail only for those activities where it has an inherent cost advantage, in terms of resources used, over other modes.

## Freight operations

**Freight rates generally were increased on Oc-**

**tober 29 1973, and both inter and intra-State contract rates rose during that year.**

The total freight traffic task fell by 1.2 per cent compared with the 1972/3 figure of 3,165 million tonne kilometres.

Steel traffic from NSW fell sharply after the BHP decision to divert about half the traffic to sea transport.

However, the growth in bulk cement traffic continued. Special purpose wagons for this, and other traffic were introduced, and cattle containers, for use on flat wagons, have been ordered.

These will allow more flexible and economical use of wagons.

## Commuter passenger operations

**For the first time since 1957-8 the decline in suburban passenger journeys was halted.**

A 1.1 per cent increase over the previous year was recorded.

Some suburban and country periodical fares were reduced from September 30 1973, by Government direction.

Although still small, the growth trend does tend to support the policy of bringing passengers back to public transport by holding fares down and subsidising the services.

*If this is combined with a steady flow of Commonwealth and State funds for improvements and expansion, this trend will probably continue.*

## Intersystem and country passenger operations

**Compared with 1972/3, country passenger journeys rose seven per cent, and intersystem journeys 13.2 per cent.**

Day return discount fares, and the growth in VR sponsored group travel both played a part in the increase.

Intersystem traffic, and package tours, are being vigorously promoted, and the Melbourne-Sydney MotoRail service, connecting to Murwillumbah, was an important innovation.

## Public relations, promotion and advertising

**In addition to regular advertising, and promotion, through the media, the use of static displays, and visits by the mobile advisory centre to country shows and trade fairs, Board members took the opportunity to take part in celebrations for the north-east line centenary.**

These activities generate great local interstate and demonstrate the close ties between the Railways and local communities.

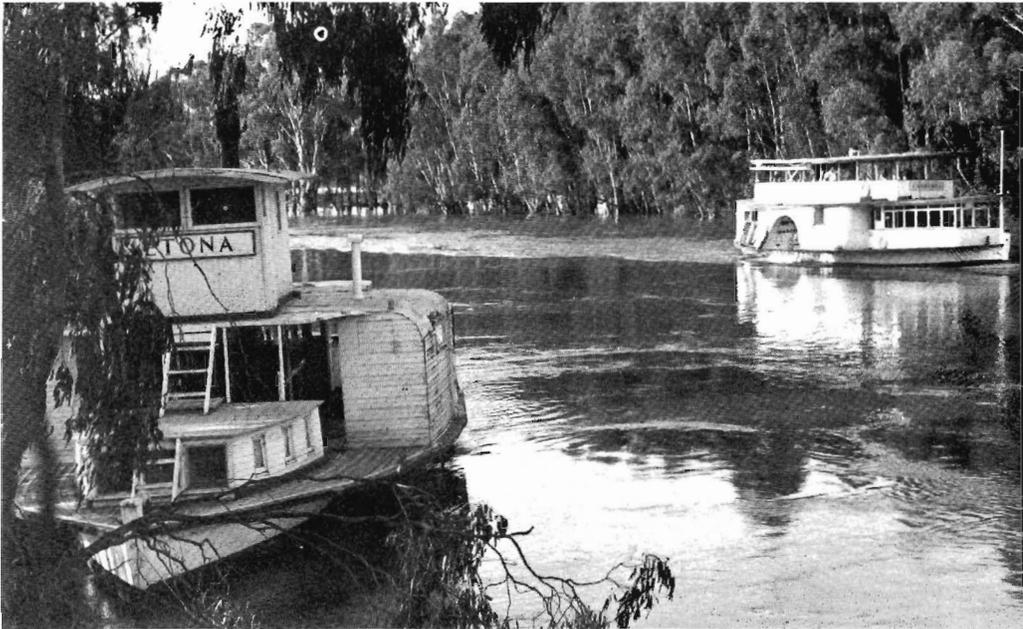
A number of surveys to determine passengers' views on particular services and rolling stock have proved valuable, as has the telephone *trouble shooter* position introduced in 1972.

## Special Investigation Division

**This division, controlled by a Detective Inspector seconded from the Victoria Police, devoted particular attention to the problems of pilferage in freight terminals and yards, and vandalism and misbehaviour on trains and at stations.**

Special patrols have been particularly successful, and there has been a sharp decline in the number of vandalism and misbehaviour offences reported.

*RW*



# AWAY FOR THE DAY

Hundreds of new customers are filling Victorian Railways' unique one day rail package tours.

The first one-day tour—to Ballarat in March—attracted 30 passengers, but 391 people travelled to Echuca to watch the great paddle steamer race in October.

Eight air-conditioned carriages carried the one-day tourists, who told Railways staff some of the reasons behind the tour's success.

Many were travelling for the third or fourth time—already impressed with the high standard and low cost.

The buffet car is a big hit—no other form of land transport has all the facilities of a cafe, sweet shop, and licenced hotel.

Passengers can reach far away places without

the tension of high-speed road travel. They can get up, stretch their legs, chat with other passengers and have lunch and “a cuppa” before they arrive.

Coaches meet the trains to continue the local tours at each destination.

The “personal touch” is much appreciated too—buffet car staff, and escorts from the Marketing Branch all play a vital part in the tours.

Tour destinations this year have included Maryborough, Wodonga, Echuca, Stawell, Beechworth, and Port Fairy—and the one-day tour network will spread further still next year.



◀ Some of the coaches carrying rail tour passengers around the Grampians pause for sightseeing at Lake Belfield.

▶ Steam locomotive A2 996 dominates the display at Echuca Wharf station.



◀ The paddle steamer race near Echuca was a big success. VR staff and passengers watched the race against a paddle steamer.

▶ A young VR customer enjoys a display at Echuca Wharf station.



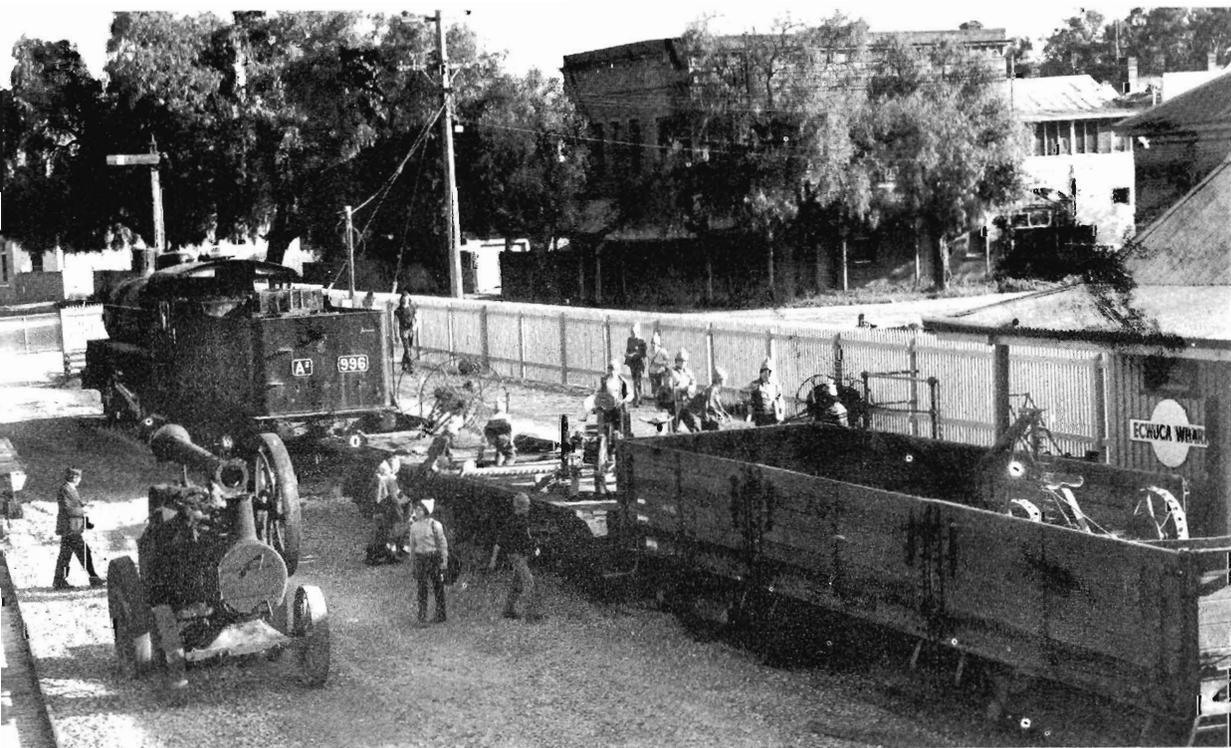


er Etona rests  
arf before her  
uth Australian  
tour passengers  
ne race.

▲  
VR Marketing Branch sales representative Margot Morel looks after passengers on the Sunday package tour to the Grampians.



▶  
tour passenger takes a close look at a stationary engine – part of the Echuca Wharf station. The engine was once used on farms to power machinery.



# CUSTOMERS SAY

## Cool and calm

"... I should like to highly commend some of your employees.

First the booking clerk at Benalla, who kept his patience and civility when faced by a very large crowd of would-be passengers all demanding seats on the rapidly approaching *Spirit of Progress*.

"Secondly, the two girls who coped so well with the large number of people on the 4.45 p.m. Albury train. Why they didn't start to lose their tempers I'll never know...they kept cool and friendly."

—Mrs. F. Hassell, Benalla,  
writing to the Secretary.

## Girl-in-Green

"We would sincerely like to thank you for giving up your time to show us round the station. We also had a fantastic time in Melbourne. Thank you for explaining to us about the different platforms and different trains. Many thanks again."

—Susan Eldridge and Andrea Fitzpatrick,  
—Sacred Heart School, Mildura,  
writing to Miss J. Bell  
(the Girl-in-Green).

## SEC Commissioners' tour

"My fellow commissioners, senior staff, and I have just returned from our visit to north-eastern Victoria, and once again it is my pleasure to write and thank your Department for the contribution made towards the success of that visit. This is the third successive year we have used the train when visiting our country branches, and we have welcomed the relaxation the train travel helped us to enjoy..."

"I cannot speak too highly of the work of your staff both during the planning of the tour and during the tour itself.

"... The train crew were courteous and attentive at all times. Even though we have given our personal thanks to everyone concerned I would like you to convey our appreciation to them officially."

—Mr. N. R. White,  
Chairman of Commissioners, SEC,  
writing to the Chairman.

## Interstate from Frankston

"May I compliment Frankston stationmaster Mr. Tom Yates... through your paper.

"I recently booked to Sydney through Frankston, and was most agreeably surprised to find that all the booking could be done from Frankston together with understanding and cheerful service.

"I wish Mr. Tom Yates the same pleasure he has given others. A smile and good wishes are like an air cushion: there may be nothing in it, but it eases the bumps wonderfully."

—"Your traveller",  
writing to the "Frankston Standard".

## Echuca and Seymour

"On behalf of the group of students that travelled through Echuca... I would like to thank yourself, your station assistants, and all other staff for the excellent service.

"Could you also carry our thanks to the driver and guard of the rail motor between Echuca and Bendigo (Messrs. Crisp and Gunn—Ed.)."

—Mr. A. Hine, Royal Melbourne  
Institute of Technology,  
writing to the Stationmaster, Echuca.  
He also wrote a similar letter to  
the Stationmaster, Seymour.

## Spencer Street showers

"... Thank you very much on behalf of the other teacher and the girls for being so helpful and going out of your way when we came in very early one morning to have a shower.

"... It is not very often these days that people are so considerate and we would like you to know we were grateful, and that it helped to make our holiday enjoyable."

Mrs. R. Dawn,  
Stuart High School,  
Whyalla Stuart, South Australia,  
writing to station assistant  
Mrs. A. Knight.

## Show Day tour

"A short letter to praise your staff on Show Day on our tour to Swan Hill. I wanted you to know how well we were looked after by all concerned including the hostess and the girls in the dining car.

"The meals were beautiful and the whole trip was delightful."

—Mrs. E. Murdoch, West Preston,  
writing to the Chairman.

## Luggage locker

"... Thank the gentleman in your Spencer Street office (Mr. Buchstedt—Ed.)

"... Having lost the key to my luggage locker 10 minutes before the Bendigo train was due to leave I was experiencing much difficulty... I was extremely grateful for the help received through your office."

—Mrs. L. Phosture, Mitiama,  
writing to the stationmaster,  
Spencer Street.

"Customer's Say" is published as an occasional feature in *Rail Ways* to help illustrate the many instances of railwaymen and women's efficiency noticed and appreciated by the public.

All VR locations receive a wide variety of mail, and "Customer's Say" does not claim to be fully representative of this.

However, it offers a positive view, and it is worth recording that more than 40 letters of appreciation could not be published this month due to lack of space.



Castlemaine station during the last century. Locomotive number 41 was built by Robert Stephenson, Newcastle, England, in 1862, and later became known as "Q Class".

# An admirable name

What has Collingwood to do with Admiral Nelson?

It was named after Admiral Cuthbert Collingwood, who took charge of the victorious British fleet after Nelson had been killed at the battle of Trafalgar.

According to *Names of Victorian Railway Stations*, Surveyor Robert Hoddle gave the name, on the request of Governor LaTrobe.

This month, *Rail Ways* features another selection of Victorian station name histories as part of a series.

*Camperdown*—while surveying the area, a surveyor asked who was the oldest inhabitant. "Duncan McNicol", came the reply. "Duncan!" said the surveyor, "Admiral Duncan won the battle of Camperdown."

*Carnegie*—after the American-Scottish millionaire.

*Carrum*—from the native Karum—boomerang. For some years the name was spelt Carrum Carrum, but was eventually abbreviated.

*Castlemaine*—named by Chief Goldfields Commissioner W. H. Wright in honour of his uncle, Viscount Castlemaine. Mr Wright spent part of his early life on his uncle's estate, which was on the banks of the River Shannon, near Athlone, Ireland.

*Cathkin*—the station site was originally part of a pastoral station named "Cathkin Braes", after part of Lanarkshire, Scotland.

*Cheviot*—after "Cheviot Hills", the original name of the sheep station which included the railway site. The

hills, in turn, were called after the southern Scottish range.

*Chillingollah*, between *Ultima* and *Robinvale*—a corruption of Chillianwalla, name of a town in India.

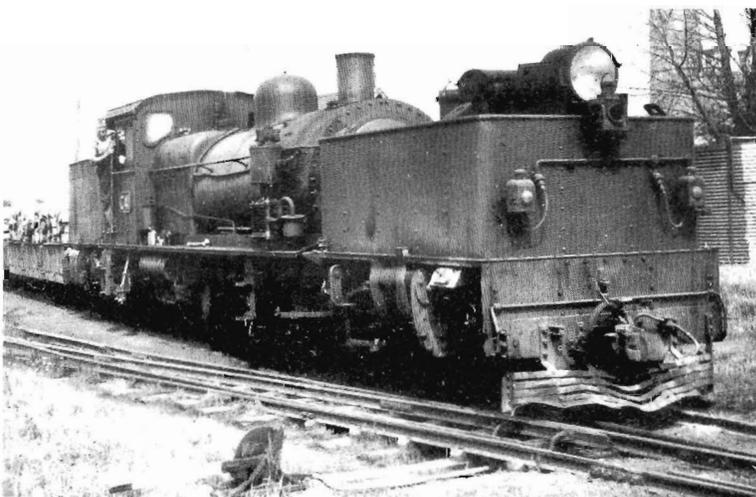
*Coburg*—originally known as Pentridge, but, because local residents felt the well-known prison nearby reflected unfavourably on the suburb Coburg was adopted. The present name comes from the then Duke of Edinburgh, who was also Duke of

Saxe-Coburg and Gotha.

*Colac*—from the native Kolak—sand.

*Coleraine*—named by a surveyor, after Coleraine, County Derry, Ireland. The Gaelic version of Coleraine is Cuil-rathain, meaning "a ferny corner".

*Craigieburn*—after a place in Dumfriesshire, Scotland. Craigie is Gaelic for "craggy" or "rocky", while burn means "river" or "stream".



A Garratt articulated locomotive hauls a narrow gauge pulp-wood train near Colac in 1960. The Colac-Crowes narrow gauge line was finally closed in 1962.

# TABLE TENNIS TEAM SECOND AT CARNIVAL



The VRI team that won the Glick Shield at the 1974 ANZRI table tennis carnival. Back row (left to right): L. Curson; A. Tabone; E. Wilson; G. Speldewinde; J. Dabkowski; T. Findling. Front row: J. Falzon; J. Crouch (Institute representative); M. Davey (captain); W. Lawrie (manager); E. Martin.

## New South Wales edged out Victoria for the Commissioners' Shield at the 1974 ANZRI Table Tennis Carnival in Sydney.

Victoria's only success was in winning the runners up trophy for the team event—the Glick Shield.

These events brought the closest ever results in the history of the competition—Queensland beat NSW 17 rubbers to 16, Victoria beat Queensland 20-13, and NSW beat Victoria 17-16.

Final Commissioners' Shield results were:

NSW	6 points	94 rubbers won
Victoria	6 "	87 "
Qld.	6 "	81 "
S.A.	2 "	53 "
W.A.	0 "	15 "

VRI's Angelo Tabone reached the singles semi-finals before losing to E. Bennies of NSW, while the Victorian number one combination of

Lew Curson and Mal Davey lost to NSW's E. Bennies and H. Weststeyn in the doubles semi-final.

The Institute gave a social function for the W. Australian and South

## INSTITUTE SPORT

Australian teams during their transit stop in Melbourne, and the VRI team travelled to Sydney with its western neighbours.

# Institute INews

## ESSAY COMPETITION FOR BOYS AND GIRLS

In August this year the VRI Social Group organised an essay competition for boys and girls who were dependents of VRI railway members.

The number of entries was most encouraging, but, due to the unfortunate set of circumstances over which the committee has no control, none can be located.

Instead, there will be an identical competition over the Christmas-New Year holidays.

The essay topics are:

**Boys** — *My Railway Family*;  
**Girls** — *My Railway Family*, or  
*Fashions of Today*.

Winners in both sections will get, in the 8-10 age group, a gold or silver pen set, and, in the 11-13 age group, a gold watch.

Entries must reach The Manager, VRI, 3rd Floor, Flinders Street, by Friday February 14, 1975.

All entries must show the competitor's name, age, and private address, as well as the name, grade, and Departmental address of the VRI member parent.

Further information is available from Mr. R. Burns, ASM, Burnley (auto 1784), or from the Institute (auto 2445).

## NEW ITALIAN CLASSES PLANNED

If there are enough students, the VRI will run a course of instruction in Italian starting next February.

The Institute has organised similar courses for the past three years.

All financial VRI members and their dependents are eligible, and the course will have three 13-week terms.

Fees will be \$7 a term, and the classes will be on Wednesday evenings, from 5.30 to 7.30, at the VRI, Flinders Street.

If you wish to enrol, contact The Manager, VRI, Flinders Street (auto 2446).

## Newport wins football final

Newport proved to be the superior side, beating Waysec in the VRI Football League grand final in windy conditions at Little River.

After winning the toss, Newport captain George Crick chose to start with the prevailing gale, and Newport were first to settle into the game.

They scored with systematic football to lead 4-6 to 2-2 at quarter time.

Newport had great drive from Jim R. an, Peter Taylor, and Ken Hardy, while Waysec's early best were Peter Crawford and T. Grassham.

The second quarter began at a hectic pace, with both sides throwing themselves hard into the game.

Two players were ordered off for unduly rough play.

Waysec seemed to falter, kicking four behinds straight, while Newport added three goals, leaving a half time score of 7-6 to 2-7.

Defences dominated the third

quarter, but Waysec produced its best effort in the last term.

Trevor Thomas moved to ruck rover, and good forward handball brought three goals.

However, Waysec could not catch Newport's lead, and Newport ran out winners with 9-14 (68) to 6-11 (47).

Best players were:

**Newport**—P. Taylor, T. Tarrent, K. Hardy, and J. Young;

**Waysec**—P. Crawford (best on ground), K. Mason, and T. Thomas.

The 1974 Best and Fairest Trophy was presented by Mr. D. O'Donnell to M. Powell, of the Traffic Branch side, while VRI General President, Mr. R. M. Wright, presented the Commissioners' Cup to Newport's captain, George Crick.

# people

## HELPING MAKE NEW CAREERS

In the 18 years since he joined VR as a lad porter, Dick Mills (below) has seen most facets of life in the service. Which qualifies him very well for his unusual duties in his position as rehabilitation officer at 67 Spencer Street.



The duties are unusual in that they show a management enlightenment rare in Australian industry.

Dick Mills' job is to help railways people who have been disabled to return to the service in a new position with a career.

As well, where an employee's chosen job has just not worked out, Dick does his utmost to find another spot with a future for the benefit of both the employee and the service.

This applies particularly to people who may have failed examinations but have obvious talents which should not be wasted.

Dick Mills joined VR at North Geelong and after a spell as lad porter became a number taker.

He transferred to Melbourne to head office as a lad messenger in the despatch office.

The next posting was a clerical assistant in the Way and Works Staff Office after which he became an ambulance organiser in the Ambulance Office.

Dick then became a junior clerk in the Medical Section, rising to senior clerk of the section before being appointed rehabilitation officer.

He is married with four children and lives in the Melbourne suburb of Croydon.

Until recently he had been active in the CMF for 16 years, retiring with the rank of WO II.

## GRANDMOTHER OF THE YEAR

Mrs. Thelma Pevitt, manager-ess of the South Dynon locomotive depot kiosk, has been named Victorian Grandmother of the Year.

The contest is organised by the Yulunga Society.

Mrs. Pevitt, who has been with VR for 13 years, said she came from a "real Railways family".

Her husband, Joe, is a motor driver with the Way and Works Branch at Laurens Street, North Melbourne, and five of her seven children have worked for VR, in the former Refreshment Services Branch (now Trading and Catering Services).

"Even my daughter-in-law has worked for the Railways," she said.

Mrs. Pevitt has three granddaughters and one grandson so far—but doesn't know yet if they will join the Department.

She said she was surprised when she won the title: "I just went along—I didn't expect anything like that."



## Two first-aid firsts

Chief Electrical Engineer Alan Firth is the first Victorian Railways Branch head to successfully complete a Departmental first-aid course.

VR General Manager, Mr. I. G. Hodges (above) presents Mr. Firth with the certificate.

Another first-aid "first" this year was the presentation of special plaques to K. J. Stevenson (Newport Workshops) and E. J. Groves (Ballarat North Workshops) to commemorate their 40th annual pass in first aid examinations.

VR is one of the few organisations requiring first aiders to sit and pass examinations every year.

Railways first aid courses are held at most country locations as well as in the metropolitan area, and a provisional schedule of 1975 courses will be published in *Weekly Notice* early

in the new year.

The courses are free, with no charges for equipment or books, and free rail passes are available for staff travelling to attend the courses.

A \$5 bonus is paid to staff successful in the examinations.

Further information is available from VR Ambulance officer Les Wignall (auto 1320 or 1845).

Both have been associated with competitions for many years, and Mr. Grove was a member of a successful team in the 1958 State senior competitions.

Mr. Stevenson became a Life Governor of the Victorian Civil Ambulance Service in 1972.

## FATHER CHRISTMAS AND THE GREASY PIG



Percy the greasy pig was a slippery customer for Jim Fletcher (left) and Ray King at the Annual Shunters' Picnic.

Catching Percy was one of the afternoon's events, and Ray featured in another—as Father Christmas (above).

It was the Australian Railways Union's 46th. Grand Annual Picnic, and was well attended, as always.

Apart from a variety of childrens



events, ladies were invited to catch the bantam rooster, and it is reported competitors in the egg throwing contest had a smashing time.

Former guard Dan Hourigan was one of the older picnickers—attending his 32nd. Shunters' Picnic.

## \$50 FINE AFTER CROSSING SMASH

A man who ran into a train near Shepparton has been fined \$50 with \$16 costs, and has his licence cancelled for careless driving.

In evidence, the train driver said he had given a long whistle blast about 200 m short of the crossing.

He said flashing light warning signals were operating at the time.

He thought the car had been going to stop, but, at the last moment, realised the car was coming onto the crossing, and threw the emergency brake.

The car driver, according to the

*Shepparton News*, claimed the lights were not working, and said he had not heard the train whistle.

He had the heater in his car going, and the radio on.

The Stipendary Magistrate said he was satisfied the lights were working, and that the train crew had done everything possible to warn the car driver.

## RETIREMENTS...

### STORES BRANCH

Papadopoulos, Spotswood, 9/12  
Snyde, W., Spotswood, 4/10

### TRAFFIC BRANCH

Daffy, M. P., Geelong, 27/9  
D'Alton, J. R., Stawell, 27/12  
Dyer, N. P., Melb. Yard, 28/9  
Edmunds, D. F., Flinders St., 28/12  
Fraccard, G., Melb. Goods, 18/12  
Haack, A. W., Tottenham Yard, 9/10  
King, W. G., Wangaratta, 26/11  
Liparata, P., Melbourne Goods, 5/9  
McCrohan, D. E., Melb. Goods, 19/8  
McDonald, D. Melb. Goods, 2/10  
Pirota, S., Melb. Goods, 21/12  
Trotman, H. J., Heidelberg, 30/12  
Wilson, F. A., Stores, 10/12  
Worrall, I. W., Central Dispatch, 22/8

### WAY AND WORKS BRANCH

Corboy, L., Spotswood, 2/1  
Coyle, P. H., Seymour, 17/10  
Dewar, F. T., North Melbourne, 16/10  
Hartland, J. K., Bendigo, 29/10

Jaensch, J. W., Fmn. Painters, 8/11  
Mandrou, A., North Melbourne, 14/10  
Meers, T. T., Warragul, 13/1  
Minett, J. T., Caulfield, 29/1  
Munro, J. S., Flinders Street, 4/10  
McInnes, C., North Melbourne, 24/1  
Neighbour, R. J., Bendigo, 5/1  
Rodgers, E. A., Korong Vale, 2/11  
Stevenson, J. K., Wangaratta, 7/1  
Taylor, J. W., Warragul, 17/1  
Zappula, F., Metro. D. E., 2/1

### RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

#### TRAFFIC BRANCH

Wilson, H., Melb. Goods, 12/10

#### WAY AND WORKS

Andison, S., Hamilton, 18/10  
Ferguson, L. A., Ouyen, 18/10  
Roszczyk, S., Newport, 23/10

## Suggestions adopted...

These awards have been made for suggestions adopted during August, September, and October.

- Elimination of damage to butter railed from Leongatha to Mildura \$50
- Prevention of damage to equipment at train lighting depot \$25
- Use of employees' private cars at country workshops in an emergency \$20
- Abolition of pink copy of form PF 192 \$15
- Use of canopy and marker lights on Dandenong line trains \$10
- Free rail travel for children extended to inspection parties \$10
- Book FS36A be abolished at Flinders Street, wherever possible \$10
- Raised height of barrier seats Flinders Street station \$10
- Modification of signal hood to facilitate lens changing \$10
- Relocation of signal equipment at Sunshine \$10
- Installation of exhaust fan in men's toilet at Flinders Street \$5
- Available Nar Nar Goon loading be attached to pipe train \$5
- Instructions to staff concerning raiiling of automatic gear boxes \$5
- Additional exit signs at Spencer Street car park \$5
- Endorsement of duty passes held by traffic inspectors \$5
- Power point in gents toilet of 600 hp rail cars \$5
- VRI speaker at supervisors' course \$5
- Departure platforms to be shown on certain Flinders Street station wallsheet timetables \$5
- Departmental use of NATO alphabet (see *Rail Ways* November) \$5
- Seating to be provided at Flinders Street station interstate booking office \$5
- Signs outside head office rooms where first aid equipment is located \$5

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# 1975

Terminating dates of Pay Fortnights shown in **Blue**

Public Holidays shown thus—**○**

(Good Friday 1976 — April 16)

# 1975

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