

The V.R. News Letter

January, 1937

Issue No. 76

Hallade Track Recorder's Big Part In Track Improvement Plan

A VITAL yet unobtrusive part is being played by the Hallade Track Recorder in the widespread plan to improve railway tracks in this State. Better tracks, of course, mean enhanced riding conditions for rail travellers, especially in view of the modern trend towards faster trains.

Purchased by the Chairman of the Commissioners during his tour of investigation over two years ago, this small, ingenious instrument is recording with an amazing sensitiveness any imperfections in the tracks which are largely responsible for the lurching, oscillating and tilting of railway carriages.

OCCUPYING a small space on the floor of a compartment of a passenger carriage, the Hallade Track Recorder is revealing, by means of needles moving on a chart passing through the instrument, the

precise nature of the track faults—and, what is of equal importance, the exact place where those faults exist.

As the train speeds on its way, the instrument is simultaneously recording on a line on the chart any rolling of the train due to hard packed centres of sleepers, hanging ends of sleepers, or to seemingly immaterial kinks in the alignment of the rails. Another line on the chart indicates the extent of the thrust of the train to one side or the other of the track, caused by incorrect alignment, too quick an entry into a curve, irregularity in the shape of the curve, or incorrect super-elevation.

Vertical movements of a train are indicated on another line of the chart. It shows how low or high joints, overhanging sleepers or excessively sharp changes of gradient are causing discomfort to passengers.

With the chart accurately designating where any track defects are existent, the troubles can be readily corrected.

Now standard practice on the English, French and other European railway systems, the Hallade Track Recorder, which cost only a small sum, is proving of immense benefit to this Department.

Greater Care Needed at Level Crossings

INTERLOCKED gates, hand-operated gates and railway fencing in the vicinity of level crossings are being damaged by motor vehicles with a disturbing frequency clearly indicating that many motorists are indifferent to their own and other people's safety.

Returns submitted to the Commissioners for the period from December, 1935, to November, 1936 (the latest figures available), show that no fewer than 84 interlocked gates and 32 hand-operated gates were damaged by motorists. In 66 other instances, the fencing adjacent to the gates was damaged.

By far, the greater number of collisions occurred when motorists made last-minute attempts to pass over the crossings while the gates were being closed. The damage to fencing has been due mainly to motorists approaching the gates at high speed, and swerving and crashing into the fencing.

Overshadowing the damage to property is the grave danger to the lives of the gatekeepers. In a number of instances gatekeepers have been injured through a lack of care on the part of motorists.

Motorists who value their own and other people's safety cannot afford to "take a chance"—they should always drive carefully anywhere, but particularly when in the vicinity of a level crossing. Clearly what is required is the cultivation of a "safety sense" in road users.

Yachting Design Prize Won by Railwayman

A WORLD-WIDE quest conducted by the foremost English yachting journal for the best design of a family cruising yacht has been won by a Victorian Railwayman—Mr. E. B. Slater (Engineer, Way and Works Branch).

A lifelong yachting enthusiast, Mr. Slater is one of the State's leading ocean yachtsmen. He has completed several yachting journeys across Bass Strait to Tasmania.

Fine Safety Record of V.R. Road Drivers



PICTURED above is one of the silver medallions (with a bar) recently presented to 16 railway road motor drivers who completed six consecutive years of driving without being involved in or held blameworthy for an accident.

Eight other railwaymen received silver medallions—the award for five consecutive years of safe driving. Drivers who complete 10 consecutive years will be awarded gold medallions.

The medallions are awarded by the National Safety Council of Australia in connection with the "Freedom From Accidents Campaign" for which employe drivers may be entered by their employers.

He was awarded the first prize in competition with amateur and professional yacht designers. The merit of his achievement is emphasised by the fact that the second prize was won by a leading American professional yacht designer.

Mr. Slater's winning design provided for a cruising yacht 42 feet long and 32 feet at the waterline. Provision was made for the accommodation of two people, with room for two or three guests. As designed, the yacht would carry 850 feet of sail, powered with an auxiliary engine.

Already accorded "honourable mention" in the only other similar competition for which he entered, Mr. Slater attributes his notable success on this occasion to overcoming a complex designing difficulty—the yacht's draught was not to be more than 4 feet 6 inches.

THE MONTH'S TOPIC

Reducing Rail Capital Liability

WITH the recent passage through both Houses of Parliament of the Bill to transfer approximately £30,000,000 of railway loan indebtedness to the General Account of the State, an important step has been taken towards placing the railway finances on a proper footing.

A vital clause in the Bill made provision for the creation of a Renewals and Replacements Fund into which will be paid each year a minimum of £200,000 and such additional amount as may be appropriated by Parliament. To fully provide for depreciation £600,000 a year is required.

Although the Commissioners are naturally gratified that this much-needed railway financial reform is now on the Statute Books, it is necessary to dispel the widely held belief that, concurrently with the reduction in the railway capital account, fares and freights will be further reduced.

Absorbing Interest Relief

This will be readily apparent when it is remembered that on the basis of the present revenue, the relief in interest charges (approximately £1,300,000) will be largely absorbed in meeting the railway deficit (estimated at £478,000 in the current year) and the loss of the Treasury recoups (amounting to approximately £580,000 per annum) on non-paying lines and freight reductions on certain classes of agricultural produce, wool, live stock, etc.

In addition, the Department will in future require to pay the statutory contribution to the National Debt Sinking Fund in respect of the railway loan liability. This amounts to an estimated sum of £120,000 per annum. In the past, this payment has been made from the Consolidated Revenue of the State.

Although the reduction in the railway capital account will not make it practicable to further reduce fares and freights immediately, the Commissioners confidently anticipate that effective control of transport, and a continuance of the general improvement in business conditions will from time to time make possible further important concessions that otherwise could not be contemplated.

Trains Now Saving 520 Hours a Week

IMPROVED SERVICES THROUGHOUT STATE

A MILESTONE in the State-wide plan to accelerate train services was passed last month when the total reductions in weekly travelling time exceeded 500 hours; the actual total is 520 hours. This notable achievement is the result of an intensive overhaul of train services that was commenced early in 1934.

Reduced travelling time does not, however, represent the full measure of benefits made available to passengers. Ranking equally in importance with the faster schedules are the more convenient departure and arrival times and the results attained by the introduction of many additional trains,

some running express throughout a portion of the journey.

As demonstrating the measure of convenience to travellers by the altered departure and arrival times, it is significant to mention that only one important country train now leaves Melbourne before 8 a.m., and only one arrives in Melbourne after 10 p.m. The last country train to depart from Melbourne is the 7.20 p.m. daily train to Mildura.

Although much has been achieved in making railway travelling attractive, it must be stressed that these substantial improvements represent merely a part of the continuous campaign to raise the standard of train services throughout the State.

Railwaymen Being Taught Gas Attack Protection

THE Commissioners are actively co-operating in the Defence Department's plan to instruct members of all State Government Departments on the question of the protection of the civil population and of essential services against gas attacks.

As the first step, a representative railway group attended a series of classes conducted by Defence Department Officials last month. The group comprised 25 representatives from the principal railway sections in the Metropolitan Area and at Geelong.

The objective is to have, as early as possible, a trained nucleus, available and qualified to assist in extending the necessary knowledge among the staff in the most vulnerable localities.

Mr. Commissioner N. C. Harris, who represented the Department at the recent preliminary conference con-

vened by the Chief Secretary's Department, and Dr. R. St. Clair Steuart (Railways Medical Officer) were among those who attended the classes.

SERVICE

I AM writing to thank you for the wonderful and kind service rendered by Conductors E. O'Sullivan and Guard J. Cape on my brother who was transferred from the St. Vincent's Hospital to Albury Hospital on a stretcher by the 7.45 a.m. train recently.

My brother was a very old man and needed great care because his hip and pelvis broken. Mr. O'Sullivan, the Conductor, gave him every care equal to a man without neglecting his own duties.

So once again thanking your staff for their kind attention.

—Mr. A. R. Bakes, of Cheltenham, writing to the Chairman of Commissioners.

INTRODUCING —

MAURICE HARKINS, of the Victorian Government Tourist Bureau, who at the age of 31 ranks among the State's foremost authorities on hiking. During the past 12 years he has been out discovering the beauties



of Victoria, gathering with each stride a prodigious knowledge of his State that has made him the authoritative counsellor to thousands of hikers. As the leader of nine Mystery Hikes and 14 Skyline tours and many other similar tours, Maurice has literally blazed the trail for appreciative "open-rovers," often in some of the

most remote and inaccessible parts of the State. He has established an enviable reputation as an expert hiking organiser whose plans have successfully withstood the impact of the most unexpected emergencies. A good walker—he is, if anything, a better talker—a public speaker. Fluent and convincing, he has displayed a determination in many closely-contested debates that characterised his actions on some of the more exacting hiking ventures. He was the leader of the Victorian Railways Institute debating team which several years ago annexed the Victorian Championship. But hiking is his passion and if he eventually decides to make the subject of a book, hiking will, no doubt, give it the imprint of a "best seller."

Outstanding Railway Developments in 1936 Briefly Reviewed

ALL CAPITAL

TO BE

REDUCED

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DEPARTMENT'S

PRESTIGE

ENHANCED

ALL-STEEL

TRAIN

SOON

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OPTIMISTIC

OUTLOOK

FOR 1937

AS WE emerge from 1936 into 1937 it is opportune to pause momentarily and retrospectively review some of the major happenings that occurred in the Department. Above all, it is gratifying to record that another year has elapsed during which the entire service has exhibited a standard of service which has strengthened the prestige of the railways as an indispensable factor in the life of this community. Travelling around the system on their regular tours of inspection, the Commissioners have appreciatively observed a general keenness and enthusiasm on the part of railwaymen that foreshadows yet another year of earnest, efficient endeavour in the interests of the people of this State.

REVIEWING some of the important developments on the system during the year, it is appropriate that pride of place should be accorded the epoch-making work now in progress at the Newport Workshops: the construction of the all-steel train for the Sydney Limited service.

Destined to introduce a new era in train construction and, above all, in travelling comfort in Australia, this train is now approaching completion. From the outset the Department has declared that this train would embody the most modern concept of speed and convenience—and it can confidently reiterate that when this train emerges from the Newport Workshops, it will satisfy the most sanguine expectations of all who are privileged to experience its travelling comforts.

Conditioning Success

Completing on December 23 last its first 12 months in service, the air-conditioned passenger carriage has afforded many thousands of passengers a foretaste of the dramatic change that air-conditioning has brought about in railway travelling. A second car—an all-steel dining car—was also air-conditioned and placed in service on February 13 last. During the year, these carriages were in service in all kinds of climatic conditions but, due to the marvels of the air-conditioning mechanism, passengers travelled quite oblivious of wide temperatures and other discomforts.

From a maintenance point of view, these entirely new equipments have given exceptional service. No major troubles have arisen, while the standard of efficient operation has been very high.

* * *

Towards the end of the year, the Department directed its attention to a measure that is of significance to railwaymen: the transfer of £30,000,000 of railway loan indebtedness to the General Account of the State. The Act will become effective as from July 1, 1937. (Further reference to this matter is made in "The Month's Topic.")

In the sphere of train operation, many important developments were recorded. Conspicuous among these was the amalgamation of the Central and Eastern Train Control Divisions and their concentration in new and up-to-date quarters adjacent to the train timetabling section on the ground floor of the Head Office. Other sections closely associated with train operations were merged under the Train Control Division, thus paving the way for a much greater co-ordination of intimately-related sections, with consequent increased efficiency. Provision was also made for the introduction of a suburban selector telephone system.

During the year, many improved train services were introduced in both the country and suburban areas. Substantially faster trains are now providing a most attractive service. (This matter is referred to elsewhere in this issue.)

Many thousands of people are now enjoying the benefits of vastly improved suburban train services. The many extra trains scheduled includes a number of additional express trains. Particular attention was directed to the Sunday suburban train services, the earlier and extra Sunday morning and later Sunday evening trains meeting with widespread approval.

Brighter Colours

A significant development during the year was the introduction of new and distinctive colours for certain trains. Under this plan, the Boat Train was painted blue and silver; The Overland (which runs between Melbourne and Adelaide), green and cream; and a seven-car electric train, red and moonstone grey.

A further interesting extension of the colour scheme was the repainting of the Flinders Street station platforms in ivory and green. With the addition of a new lighting system, the platforms so far altered present a greatly enhanced appearance.

* * *

Unprecedentedly large reductions in country passenger return fares—from 33 to 60 per cent. below the previous rates—introduced experi-

mentally on March 1 last are to be continued until further notice. Since April 1 last, the innovation of reduced "off-peak" return fares for outer-suburban travel to Melbourne between 10 a.m. and 4.30 p.m. has been in operation.

* * *

Hitherto of a standard colour throughout the year, monthly tickets were for the first time issued in a different colour for each month. This innovation, which was introduced in January last, has already proved its effectiveness in countering the irregular use of monthly tickets beyond the date of expiry.

Rail Welding Machine

Foreshadowing an extension of the practice of welding rails into longer lengths, the Department recently purchased an automatic flash butt welding machine—one of the most modern of its type in the world. Now in operation at the Permanent Way Materials Depot, Spotswood, the machine has demonstrated its great value and the widespread influence it will exert on the future rail-welding plans of the Department. It is worthy of mention that tests have proved that rails welded by this process are practically equal to the full strength of the rail.

* * *

To improve the efficiency of the suburban electric railway system, a comprehensive scheme known as "supervisory control" has now been planned. Briefly, the scheme provides for the continuous and effective supervision of the numerous units comprising the electric power supply system. Any abnormal conditions that arise can be quickly observed and instant action taken to remedy the trouble.

* * *

A commencement was made during the year with the issue of more modern and attractive uniforms and caps to members of the service who come into contact with the travelling public. A feature of this plan was the reintroduction of the concession under which uniforms are issued to electric train drivers and shunters.

Personal Postscript

First Fitter

BRINGING to a close 36 years' service in the Department, Foreman Don. Rankin, of the Newport Power House, last month went on final leave prior to retirement. That the veteran was highly respected alike by senior officials and the men under his control was amply demonstrated by the many appropriate speeches delivered at his farewell functions. Don. leaves behind him a reputation for consistently splendid service. He was the first fitter on the railway staff to be appointed to the Newport Power House in 1918—when preparations were being made for the introduction of the suburban electrified train service. His ability soon marked him out for promotion, and a few years later he was appointed Foreman Artisan on the Mechanical Maintenance staff. Many railwaymen knew Don. when he was employed at the Newport Workshops from 1901 to 1918. Don. was the central figure at a pleasurable farewell smoke social at Newport on December 12.—G.S.

Newport Bandsman's Death

THERE was general regret throughout the Newport Workshops last month when it became known that Mr. George A. Baxter has succumbed to a stroke. Although he had been employed there for only a comparatively short period—12 years—he was well and popularly known.

Born at Sheffield, England, and a member of the Imperial Army during the Great War, Mr. Baxter was also an Imperial Bandsman. Soon after joining the service, he became an active and talented member of the Newport Workshops Brass Band. He was the first baritone player, and he was a big factor in the general all-round excellence of the Band's playing.

Consisting of 30 members under the Bandmaster (Mr. Hugh Niven) and the Drum-Major (Mr. N. W. Armstrong), the Band marched in front of the hearse, and the late Bandsman's uniform was carried on top of the casket.

Representatives of the Municipality, returned soldiers, lodge and workshops attended the funeral.

Railwayman Related to Royalty

FEW people in the Commonwealth have watched with closer interest the developments which have brought H.R.H. the Duchess of York to the Throne as Queen of England than a Victorian Railwayman—Dal Bernard, of the Betterment and Publicity Board. His family history shows that he is closely related to the Queen, who was originally Lady Elizabeth Bowes-Lyon. The present Earl of Strathmore (the Queen's father) and Dal's father (Mr. H. L. C. Bernard) were cousins. The latter's grandmother was Lady Mary Bowes-Lyon, who was born at Glamis Castle, Scotland, the birthplace of the present Queen. She married Colonel Peter Bernard, and one of their sons, Colonel Henry Lionel

Charles Bernard, together with his wife and family, amongst whom were Dal's father, came to Tasmania many years ago. Colonel H. L. C. Bernard was prominently associated with the Australian Military Forces in Hobart. One of Dal's cousins is the proud possessor of a letter she received from the present Queen after the birth of Princess Elizabeth, Heiress Apparent to the Throne. Apart from his relationship with the Royal Family, Dal, through his military ancestors, can claim other associations with the Crown of England. One of his cousins in Sydney has a levre sword—a family heirloom—which was presented to his grandfather by William IV. —E.S.

Big Review of V.R. Activities Issued

COVERING 72 pages, the recently issued "Annual Report Prospectus and Magazine 1936-1937" of the Victorian Railways Institute, presents an impressive survey of the Institute's wide spread activities throughout the State.

It is the first time that the operations of the Institute have been so comprehensively reviewed. It includes a surprising range of educational, sporting and social activities to cater for every member of the railway service—a special feature is the extensive references to the work of the country branches.

In a foreword, Mr. Donald Cameron (General President) expresses his pleasure at the continued increase in membership. During the year membership reached the highest figure (12,626) in the history of the Institute. A significant record when it is remembered that the total staff of the Department is now several thousand below that of the pre-depression years.

January Birthdays

FITTER and Turner R. G. Felton, Benalla, and Chairman F. C. Robinson of Way and Wks. Bch., Head Office, first; Repairer R. J. Rowe, of Mitiamo and Ticket Checker A. Hunter, of Frankston, on the second; B.M. Help J. F. Donald of Newport Wkshps, on the third; Engineer G. S. Luttrell, of Nth. Melbourne, on the fourth; B. Maker J. H. Thomas, of Nth. Melbourne, on the sixth; Asst. Chief Engineer C. G. H. McDonald, of Nth. Melbourne, on the seventh; Shift Electrician H. O. Kraft, of the Nth. Melbourne, on the eighth; Clerk A. R. Hall, of Melb. Goods, on the eighth; Clerk C. H. Henshaw, of Nth. Melbourne, on the eighth; Estate Agent (Asst.) A. H. Rogerson, on the eighth; Clerk J. L. Adams, of the Accty. Bch., on the tenth; Clerk C. L. Myers, of Nth. Melbourne, on the tenth; Branch, and Rail Motor Driver Fawkes, of Numurkah, on the 11th; of Road Transport C. G. Walker, on the 11th; Repairer W. S. Taylor, of Macedon, on the 12th; Clerk J. E. Mills, of Joimont, on the 13th; B.M. Help W. E. Dickerson, of Nth. Melbourne, on the 14th; Spotswood Wkshps, on the 15th; near Repr. J. H. Ennis, of Nth. Melbourne, on the 15th; Wkshps, and Shunter A. A. Hamilton, of Newport Goods, on the 17th; Clerk T. O'Reilly, of Donald, on the 18th; Clerk F. T. Haines, of Mitiamo, and Clerk Mullen, of Accty. Bch., on the 19th; H. C. Stanley, of H.O. Duplicating and Storeman J. J. Mackay, of Spotswood, on the 20th; Repairer C. Rogers, of Yarram, on the 21st; near Repr. H. V. Taylor, of Nth. Melb. on the 22nd; Clerk E. A. Pleydell, of Traffic Bch., on the 23rd; Fireman J. Minehan, of Melb. Loco., and Ganger P. D. McCallum, of Wodonga, on the 25th; Carpenter Stevenson, of Shepparton, on the 26th; B. & P. Board Member L. C. Brown, of Nth. Melbourne, on the 27th; Labr. P. J. Gurrie, of Colac, and Maker G. H. Oakley, of Printing Wkshps, on the 28th; Elec. Train Driver G. D. G. of Frankston, and Clerk G. A. Cameron, of Accty. Bch., on the 31st.

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The V.R. News Letter

February, 1937

Issue No. 77

Faster Timetable For Sydney Limited

NON-STOP RUNS

PREPARATIONS are now being made for reducing the travelling time of the Sydney Limited when running between Melbourne and Albury. Alterations to curves, points and crossings and the provision of larger locomotive tenders, providing for non-stop runs, will enable improvements to be made in the timetables.

Around curves of 40 chains radius, the permissible speed will be increased from 55 to 60 m.p.h.; over 40 chains radius, trains will be permitted to travel at the maximum permissible speed of 70 miles per hour.

A number of curves are being improved in alignment and strengthened. Greater strength is being obtained by laying the rails on bearing-plates, which afford a substantially firmer base for the rail and a greater bearing on the sleepers.

Due to the provision of heavier points and crossings, the permissible speed when running on the straight line points securely locked will be increased from 55 to 60 m.p.h. To permit smoother running at Wallan, Wangaratta, Kilmore East, Broadford, Violet Town and Bowser modifications are being made to the lay-out of the tracks through the stations.

Increased Water Capacity

To enable non-stop runs to be carried out between Melbourne and Albury, new, enlarged tenders will be constructed for the "S" class locomotives. The present tenders carry 9 tons of coal and 8,600 gallons of water; the new tenders will carry 7½ tons of coal and will have a capacity for 13,000 gallons of water.

The tenders will be 35 ft. 6 ins. long and 9 ft. 6 ins. wide, with six bogies of four-wheeled bogies. The weight of the tenders will conform with that of the carriages on the all-steel line now being constructed for the Sydney Limited service.

Incidentally, the non-stop run of 100 miles from Melbourne to Albury will further consolidate the unchallenged position of the "S" class locomotives in performing the longest non-stop runs on the Victorian Rail-

Australian Railways Gain From Five Tests

WITH estimated receipts of more than £3,000 directly resulting from the visit of the English cricket team to Australia, it is likely that, from an Australian Railways' viewpoint, the tour will be a record-breaking one.

Of the amount of £3,000, more than half will be represented by the fares, sleeping berths and meals of the English players (£810), Australian players (£355) and pressmen from overseas (£447).

From the travel of the Australian journalists, ex-cricketers acting as commentators, broadcasters and officials—easily the largest number on record—the remainder of the revenue will be derived.

During their tour on the Australian mainland, the English cricketers will travel 7,311 miles by rail: Perth to Brisbane (3,372 miles); Brisbane to Adelaide (1,686); Adelaide to Sydney (1,073) and Sydney to Melbourne and return (1,180).

Australian railway revenue also receives an impetus from the local and interstate travel of people attending the Test matches. Including the fifth Test in Melbourne, seven special interstate trains, at reduced fares, had been planned during the present series: one from Melbourne to Sydney; two from Sydney to Melbourne; two from Melbourne to Adelaide; and two from Adelaide to Melbourne.

Staff Office Merger In Transportation Branch

AN important amalgamation of sections of the Transportation Staff Division in the Head Office was completed last month. Under this plan, the activities previously carried out in Rooms 67 and 68 have been grouped, and the combined staffs now occupy Room 54 (formerly the Truck Supply Room), which has been equipped with modern office furniture and fittings.

This development represents yet another instance of the trend towards a grouping of closely-related activities hitherto operating apart, but now functioning in a manner making possible the maximum of co-operative effort.

Transportation Branch railwaymen who daily visit the Staff Office in large numbers are now enabled to transact their business with considerably greater expedition at a long counter beside which are seated the clerks, each independently dealing with sick and accident leave, officers acting in higher positions, leave passes and vision examination activities.

A feature of the new internal organisation will be the gradual elimination of a voluminous card recording system dealing with sick and accident leave. These records will eventually be merged with other existing card records, each card then revealing at a glance much essential information relating to each individual member of the Transportation Branch.

Improvements At Spencer Street

AN extensive plan of alterations now in progress will greatly improve the facilities available for passengers at the Spencer Street Station.

The remodelling of No. 1 platform includes the raising of the level of the platform and track. A cantilever verandah will replace the existing wooden structure on Nos. 1 and 2 platforms where the present verandah supports adjacent to the edge of the platforms hamper free movement. A cantilever verandah is also being erected on Nos. 7 and 8 platforms.

By the substitution of earth-filling for the present timber-decking on the main concourse and Nos. 1, 4 and 5 platforms, the surfaces will be considerably improved. In addition, the cloak room facilities are being re-arranged and the main concourse at

the cloak room end widened, while a covered footway is being provided through the yard from the main concourse to No. 1 platform.

New and up-to-date lavatory conveniences for men are to be established near the entrance to Nos. 7 and 8 platforms. A feature of this plan is the decision to include shower baths and dressing room which will be available to our patrons at nominal rates.

Plans have been prepared for the removal of the Inwards Parcels Office from its present site fronting Spencer Street to a location near the Bourke Street entrance to the station. This work will be commenced early next financial year. The space vacated will increase the existing yard accommodation and provide a much freer movement of road vehicles awaiting the arrival of trains.

THE MONTH'S TOPIC

Mr. Clapp's High Tribute to Railwaymen

RESPONDING to a recent invitation by the editor of an Interstate journal to discuss some of the outstanding plans of the Victorian Railways during 1937, the Chairman of Commissioners (Mr. H. W. Clapp) expressed himself as follows:—

New Era

" . . . Early this year, railroading in this country will enter a new era: our all-steel, semi-streamlined, air-conditioned train for the Sydney Limited service between Melbourne and Albury will make its eagerly-awaited appearance.

" This new train will unquestionably offer a standard of rail travelling comfort, convenience and safety that has never before been approached in Australian railway history.

" Engineers, architects and craftsmen are co-operating as a team; they are fully conscious of the epoch-making work on which they are engaged, and when the train eventually takes its place on the rails, Australians will have every reason to be immensely proud of the skilled Australian workmanship that has brought it into being . . ."

Teamwork Praised

Mr. Clapp's high tribute to the men associated with the construction of the train will be appreciated by railwaymen in all sections of the Department.

It is well-merited praise, for all the men are displaying that same high standard of teamwork which has characterised the State-wide operations of the Department.

Traffic Builder

Although interest in the train has spread throughout the Commonwealth and beyond, Victorian Railwaymen possess perhaps the greatest personal interest in this important development.

This train is not only a striking reminder of the modernity of railroading: it presents a foretaste of the measures being adopted to regain—and retain—rail traffic that has been lost to other forms of transport.

Big Locomotive Plans Announced

DURING the present year, the streamlining of two of the "S" class locomotives and the construction of a new type of locomotive—"Pocono"—will be undertaken at the Newport Workshops.

Representing the first occasion on which streamlining has been applied on the Victorian Railways, the modernised "S" class locomotives will be allotted for service on the all-steel train now approaching completion at the Newport Workshops.

The streamlining will conform broadly to the streamlined effects incorporated on overseas locomotives, and apart from its value in reducing wind resistance, the streamlining will considerably enhance the striking appearance of the train.

Plans are also being prepared for the building of the "Pocono" locomotive, which will have the greatest tractive power of any locomotive on the Victorian Railways. Because of its great hauling power, the new locomotive will eliminate double-heading and reduce operating expenses.

Specially adapted for running over heavy grades, this new locomotive, which will be of the 4-8-4 type (4-wheeled bogie in the front, 8-coupled wheels and a 4-wheeled trailing truck), will be used on the Melbourne-Ararat section of the Melbourne-Adelaide service. The locomotive will be known as the "H" class.

INTRODUCING—

MISS Dorothy Pettifer, who was recently appointed Photographic Colourist and Retoucher—the only position of its kind in the Department. Selected from 70 applicants, Miss Pettifer joins the service with a well-established reputation for her skill in this work.

For some years she was associated with one of Melbourne's leading photographic firms. She gained a valuable all-round experience, particularly in intricate colouring of photographs featuring the delicately-tinted frocks of bridal groups. From an

early age, Miss Pettifer has revealed a flair for painting, and after a period as a student at the National Art Gallery, Melbourne, she was successful on several occasions in having a number of her landscape and flower studies selected by prominent artists for inclusion in the Victorian Artists' Society's exhibitions. Many fine examples of her artistry now adorn the walls of her home.



Refreshment Services Busy Period

EXCEPTIONALLY hearty demands were made upon all sections of the Refreshment Service Branch during the four weeks period ended January 9.

Train loads of local and interstate Boy Scouts attending the South Australian Centenary Celebrations provided with meals during train-stopping periods at Seymour, Melbourne, Ballarat and Servat. On December 25 and January 9, a total of 1,568 Scouts for the two days were catered for at Spencer alone.

Both the Melbourne-Albury and Melbourne-Ararat dining cars were heavily patronised. For the two weeks ended January 9, nearly 200 breakfasts were served between Albury and Melbourne, the daily average of 100 being the highest for six months.

At The Chalet, Mt. Buller National Park, the average number of guests between Decem-

Service

"Travelling to Melbourne one last month, a young girl was wearing a new summer hat for the first time. Disaster came just after the train left Ormond. Another train passed, a gust of wind entered the carriage and the hat went underneath the train.

"At the next station (Glebe) the girl told the Stationmaster she had telephoned Ormond, where the Office-in-Charge recovered the hat and returned it on the next Melbourne-bound train.

"When the girl arrived in Melbourne she found the guard of the train she had been an express from Glebe waiting for her with the hat. The express had got in a minute before her.

"As for the hat, it was only two days' delay. It is a good thing to know just how efficient our railways are."

—The Melbourne Herald

25 and January 14 was 141: for the same period of 1935/36, the average was 132.

Recording its second highest production figures, the Department Bakery produced more than 2,000 meat pies during the 4 weeks period ended January 9. For the same period 2,988 lb. of cake were made—the largest quantity yet recorded.

And the Railways Nursery at Bakers Street station also participated in the rush of business. Between December 5 and January 9, 2,000 children attended the Nursery, compared with 1,554 for the same period of 1935/36, the average daily attendance being 90 compared with an average of 65 during the corresponding period of last year.

"Throughout this particularly busy period, all sections of the staff carried out their duties in the most worthy manner," said Mr. W. Bracher (Superintendent of Refreshment Services). "Our patrons greatly appreciated the splendid service they received."

New Accountancy Branch Chiefs

BOTH WELL-EQUIPPED FOR POSTS



Mr. Williams

IN 1912, an Accountancy Branch clerk passed the examination for appointment to the Commonwealth Public Service, but he was advised to remain in the Victorian Railways. That clerk was Mr. A. Williams, A.I.C.A., Licensed Companies' Auditor, who was last month appointed Comptroller of Accounts. He had been Assistant Comptroller for the past 15 years. Mr. L. J. Williamson, L.I.C.A., formerly Special Officer to the Comptroller, was promoted to the position of Assistant Comptroller of Accounts.



Mr. Williamson

BOTH these officials bring to their new offices a knowledge which will ensure a continuance of that administration so capably carried out by Mr. T. F. Brennan, who recently retired.

Mr. Williams is particularly well-equipped for his new post. A member of the Branch for more than 47 years, he has been for the greater portion of that time intimately associated with the ramifications of the Branch, and he has played leading roles in important Branch developments.

In 1929, he reorganised and improved the bookkeeping methods of the Branch. Two years later, he played a leading part in the amalgamation of the Accountancy and Audit Branches.

In 1932, Mr. Williams organised and introduced the system of District Accounting. Generally recognised as one of the most important developments of the Branch, the system has demonstrated its efficiency. Expensive duplication of work has been abolished and it is now possible for the multitudinous operations of the Department to be carried out and the results of working out much earlier than hitherto.

Mr. Williams' achievements in these and other notable developments have been warmly praised, but he told "News Letter" that they were commended only because of the support he had received from members of the Branch.

A.I.F. Service

LR. WILLIAMSON has been in the service (Accountancy Branch) since 1909. From 1910 to 1920, he was abroad in the service, holding a commission successively in the Light Horse, Camel Corps and Flying Corps. In 1922, he was appointed personal clerk to the Comptroller of Accounts. In that post he worked closely with Messrs. Brennan and A. Williams and later with Mr. H. G. Hamilton.

The training and inspiration he received under these gentlemen led to his appointment in 1931 as Special Officer, a position which he became actively associated with financial work of an important character. His outstanding services are eloquently testified by the Commissioners' decision to appoint him second in command of the Branch at the comparatively early age of 42.

A Mystery Is Solved

WHAT is ice? Where are the Departmental Ice Works? . . . Where do icemen go in the winter? . . . Half-a-dozen railwaymen pondered over these questions—and failed to answer any correctly.

Seasonal problems of this kind deserve to be solved, and the "News Letter" decided to tell railwaymen something of a little-known yet highly important adjunct of the Department.

What is Ice?—Ice is water that has been reduced in temperature to a degree where it has changed from a liquid to a solid. This change takes place at 32 deg. F. for pure water.

Where Are the Ice Works?—Situated at the north end of the Melbourne Goods Sheds, the Ice Works are now entering on their 43rd year of usefulness. They are the ever-ready source of supply of ice for insulated trucks, for refreshment rooms and for cooling drinking water on country passenger trains.

Ice Indispensable

Operating continuously each day over a period of about seven months, the works during that period produce an average of 3,500 tons of ice. Almost the whole of this output performs an important function in insulated goods trucks, carrying such highly perishable commodities as butter, export pears, apples from cool stores, cheese and cream.

Ice is indispensable for the proper transport of the first three mentioned products, and during certain months there is a constant daily stream of trucks entering the siding adjacent to the Ice Works. In 1932-33, a record number of 6,062 trucks was iced; the present volume of business indicates that the 1936-37 operating period will eclipse that figure.

Where Do Icemen Go in the Winter?—Two of the staff (Fitter-in-Charge T. A. Kneen and Stationary

WATCH FOR THESE IN DAILY PAPERS!

A RESTING display advertisements inserted by the Department in the Melbourne daily newspapers are attracting widespread attention.

Decorated by striking illustrations, the advertisements contain a minimum number of words, the straightforward simplicity of each message achieving the maximum of advertising effectiveness.

Salient points upon the fare bargains, safety, comfort, speed and dependability of the railway service are being featured. Emphasis is being placed upon the safety of travel on the Victorian Railways.

Here is an extract that railwaymen should remember: "In 10 years, 1,450 million passengers have been carried by rail without the loss of a single life. Official records show that on an average one person is killed on the high-ways of Victoria every day of the year."

By watching for these advertisements and assimilating the outstanding facts that will be featured from time to time, railwaymen can acquire information that will enable them to stress among their friends the all-round superiority of the railways as a passenger and goods transport service.

MORE PASSENGER-MAIL MOTORS IN SERVICE

FURTHER train service improvements are to be introduced on three country lines. From February 8, a passenger-mail motor with sedan seats for ten passengers will be operated on each of the Ararat-Maryborough, Birregurra-Forrest and Murchison-East-Girgarre-Colbinabbin lines.

Of the same type as the distinctively-painted vehicles recently placed in running on the Katamatite-Dookie-Shepparton and Horsham-Goroke lines, these passenger-mail motors will provide a much superior standard of passenger service than the existing mixed trains.

In addition to more frequent services and reduced travelling times, passengers will also have the benefit of more convenient departure times.

Engine Driver E. Jones) spend the winter at the Ice Works—and profitably, too! When production ceases, they commence a systematic overhaul and dismantling of the machinery, casting critical, expert eyes over every part. So well do they carry out this work that when the machinery resumes running, the production of ice proceeds with its customary smoothness.

After 43 years of service, the machinery itself is continuing to function with remarkable consistency. This is demonstrated by the fact that when it was installed it was rated to produce 12 tons of ice per day. At the present time, the maximum daily output is 20 tons.

Personal Postscript

MINISTER'S SECRETARY RETIRES

AFTER occupying the position of Secretary to the Minister for the past 21½ years, Mr. T. P. Lynch retired last month on his 66th birthday. At the request of the Minister (Hon. A. L. Bussau, M.L.A.) he had remained in the service for one year beyond the usual retiring age. Mr. Lynch has been the ideal Secretary to Ministers representing 15 different Governments, many of them being public men whose names are associated with historic landmarks in the State's progress. As Secretary, Mr. Lynch has been the repository of many official secrets, and his strict sense of duty won the admiration of Ministers representing different political parties. Above all, they have appreciated the extensive knowledge and advice which he has placed at their

disposal. Although appointed to the railway service as a junior porter in 1889, he immediately took up duty in the Engineer-in-Chief's office. He was one of the railway staff transferred to the Railway Construction Branch on its establishment in 1892. He was promoted Chief Clerk of the Branch in 1904; 12 years later he became Secretary to the Minister. His tenure of that office (21½ years) just exceeds by three months the record term of his predecessor, the late Mr. J. R. Patterson. Mr. Lynch's exceptional knowledge of the State, gained during tours with the various Ministers, is perhaps rivalled only by his familiarity with the laws of cricket. He is an enthusiast in all grades of the game and has seen every Test Match in Melbourne during the past 30 years. —W.M.

Successor

MR. T. S. Lingford, Chief Clerk of the Construction Branch, who has been appointed to succeed Mr. Lynch as Secretary to the Minister, is no stranger to the important duties he has now taken over. For many years past, he has acted as Secretary to the Minister during Mr. Lynch's absence on annual vacations. In addition, he has gained much invaluable experience of Cabinet and Parliamentary procedure during his term as Chief Clerk. Proposals for the construction of new lines were subject to investigation by the Parliamentary Standing Committee on Railways, and Mr. Lingford was intimately associated with these enquiries and the subsequent submission of legislation to Parliament. It is a coincidence that in becoming Chief Clerk of the Construction Branch and Secretary to the Minister, he has on each occasion succeeded Mr. Lynch. Mr. Lingford joined the Construction Branch in 1910. —R.M.

Railway Romance

TWO members of the service whose work has been the subject of much admiration by railway travellers—Joe Forster and Miss Marjorie Brown—were married last month. Joe is an assistant in the Photographic Division, and his ability is represented by the many fine tourist photographs that meet the appreciative eyes of passengers in railway carriages. The preparation of these prints is one of his many jobs in the studio. Ten years ago, Miss Brown became the first Photographic Colourist and Retoucher ever employed by the Department. From the inception of her Departmental career, she exhibited a versatility and capacity that made her one of the most valuable members of the studio staff. Possessing a more than average colour sense, Miss Brown excelled herself in featuring, with restraint, the natural beauties of innumerable scenic photographs. She was for a period a student at the National Art Gallery. —C.W.

Interstate Rail Cricket This Month

CRICKET teams representing the Victorian, New South Wales and Queensland railways will meet in the annual triangular competitions this month. With the "Mick Simmons" Challenge Cup as the coveted trophy, three two-day matches will be played at the St. Kilda Cricket Ground commencing on February 8.

Mr. Roy Kidd, Sports Secretary of the Victorian Railways Institute, who will be the manager of the Victorian team, expects form of a high standard to be displayed. Queensland, he said, now holds the Cup. Victoria's team is sure to make a bid for the honour of retaining the Cup during the following year.

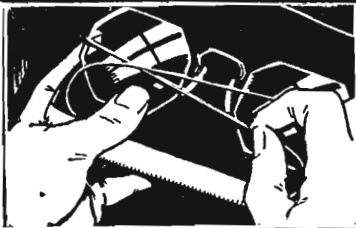
Included in the Victorian team are two well-known Collingwood cricketer-footballers—Len. Murray and Ron. Todd. Len. is a successful fast bowler in the Collingwood District Team, while Ron. is a fine all-rounder in the railways competition.

February Birthdays

CLERK J. R. Rowe, of Traffic Branch, the first; Storeman-in-Charge J. Maclean, of Bendigo, and Clerk S. A. Actey, of Accty. Bch., on the second; Labr. Elliott, of Train Light. Depot, and man-in-charge J. Hynes, of Nth. on the third; Sig. Porter A. F. Chappell, of Beac, on the fourth; Clerk R. J. Beac, of Melb. Goods, and Optg. Porter Clark, of North Port, on the fifth; Foreman A. Chapple, of Melb. Yd., on the sixth; Estate Officer R. F. Calcott, of Accty. Bch., on the seventh; Driver H. S. Reservoir, and B. Maker J. Spotswood Wkshops., on the eighth; & Turner C. Homewood, of Nth. Loco., and Storeman-in-Charge A. bound, of Spotswood, on the 10th; Wkshops Manager G. A. Curtis, of 11th; R.M.O.'s Clerk D. M. B. Maker S. W. Ellen, of Newport Wkshops on the 12th; Clerk A. C. Austin, of Accty. Bch., Repr. S. Ryan, of Echuca, and Rates Officer M. Ridgway, of Traffic on the 13th; Elec. Subn. Guard R. A. of Flinders St., on the 14th; Yd. R. W. Cecil, of Heidelberg, Asst. H. J. Harman, of Spotswood Wkshops and Spl. Inquiry Officer T. J. on the 15th; Fitter C. G. Hill, of St., and Shift Elec., of Jolm., on the 16th; Fencer F. A. Robertson, of St., on the 17th; Ganger J. H. Pimpinio, and Clerk E. C. Barnes, of Accty. Bch., on the 18th; Carpenter J. ming, of Nth. Melb., on the 19th; Pass. & Freight Agt. J. McClelland, on the 20th; Driver J. R. Morrison, of larat, and Repr. V. L. Williams, of sternwick, on the 21st; Elec. Mech. Self, of Spencer St., on the 22nd; J. K. Donald, of Room 1, and Clerk Boyd, of Accty. Bch., on the 24th; Labr. J. W. Scott, of Ballarat, on the 25th; Clerk J. W. McNamara, of Stores on the 26th; Supt. of Train Services Price, Fitter T. R. Edmunds, of and Ganger W. J. Russell, of on the 27th; Chief Elec. Engineer Colwell, and Appee. Sailsmaker A. J. of Newport Wkshops, on the 28th.

Wholly set up and printed in Australia by the Victorian Railways Printing Department, Laurens-street, North Melbourne. Publishers—The Victorian Railways Commissioners.

HEADACHES & EYESTRAIN



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The V.R. News Letter

March, 1937

Issue No. 78

Biggest Rail Radio Campaign Yet

CITY and COUNTRY PLAN

THE most comprehensive radio publicity campaign ever undertaken by the Department was launched last month when contracts were entered into with five city and five country "B" class broadcasting stations.

From Monday to Saturday of each week, there is a total of 38 day broadcasts from the city stations: there are also two broadcasts each day from selected country stations.

In addition to fare concessions, special trains and holiday travel by rail or road, broadcast features embrace an extensive field of railway operation, such as train operations, luggage facilities, air-conditioned travel, freight concessions to primary producers and other matters of railway interest.

Microphones for Selector Telephone System

BEHIND the decision to substitute microphones for the breast-telephones used by train dispatchers in the Central Train Control Section at Spencer Street is a story that demonstrates the resourcefulness and ingenuity of a Victorian Railwayman.

He is Mr. W. R. David, Assistant Engineer of the Telephone and Telegraph Division. His plan was to overcome the adverse effects and variations which the amplifier in the loud-speaker (receiving) apparatus exerted upon the transmitting medium—the breast telephone.

Conceiving the idea that a microphone would not only eliminate the trouble but enable the train dispatchers to work without the impeding breast-telephones, he began an experiment which ultimately proved an outstanding success.

Considerable amplification is necessary for the operation of both the train dispatcher's loud-speaker and microphone, and since these highly sensitive units are of necessity in close proximity, Mr. David's intricate problem was to control interference between one and the other.

He has found a complete solution, and now the desired maximum amplification can be obtained through the loud-speaker and the microphone—without any appreciable interference.

As a basis for manufacture, the results of Mr. David's experiments

WONTHAGGI

To all the relatives of the men who lost their lives in the appalling disaster at the State Coal Mine, Wonthaggi, last month, railwaymen extend their deepest sympathy.

For the men who, in the face of grave dangers, heroically attempted to rescue the entombed men, railwaymen express their warmest admiration.

Can You Answer These?

NEW FEATURE BEGINS

COMMENCING with this issue, six questions dealing with a variety of railway activities will be published each month. The answers will appear on page 4.

Intended as a medium for briefly revealing information on various phases of railway operation, this new feature should enable railwaymen to test their general knowledge of the Department's activities.

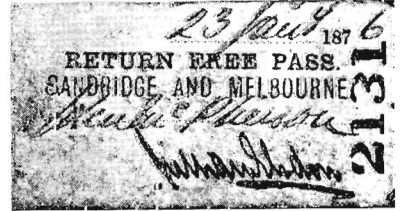
Watch for this informative feature regularly—and before turning to page four, ponder over the questions. Store the answers away in your mind: perhaps they will be of value at some time when you are discussing the Department with your friends.

1. (a) How many electric trains regularly cross the Flinders Street Viaduct each week day; (b) period of greatest density of traffic?
2. (a) Where is the Departmental Poultry Farm; (b) "population"; (c) output of eggs?
3. What is meant by "a 100-lb. rail"?
4. How many guest-houses are conducted by the Department?
5. What was the value of stores, materials, etc., purchased by the Department last financial year?
6. What is the longest rail journey that can be made across Victoria?

have been communicated to the contractors supplying the six microphones for Central Control.

It is worthy of mention that this development is a further instance of the Department's record in using the most modern appliances in the train control system. So far as is known, the Department is the first railway service in the world to employ microphones in the way described.

Interesting Link with State's Rail History



FOR the opportunity of reproducing this interesting link with the early railway history of Victoria, we are indebted to Mr. M. O'Doherty, a former Senior Clerk in the office of the Superintendent of Locomotive Running. He suggested to Mr. G. McPherson, of Footscray, to whose father the pass was issued, that railwaymen would welcome the chance of comparing the past with the present style of duty passes.

Sixty-one years old and printed on card only slightly lighter than present-day tickets, the pass has scarcely deteriorated. Bearing the *fac simile* signature of William Elsdon, Engineer of Works, the pass was issued to John McPherson, a workmaster whose district subsequently ranged from Melbourne to Bendigo.

He was one of the original members of the Hobson's Bay Railway Company who later transferred to the Victorian Railways.

* * * *

Genesis of Card Tickets

MENTION of this pass recalls the fact that a centenary which passed unnoticed last year was that of the inventor of the now familiar type of card railway ticket.

In 1836, Thomas Edmondson was stationmaster at Milton (Eng.), a small township on the then Newcastle and Carlisle railway. The tickets commonly employed were similar to those used by the old-stage coaches—rather clumsy and inept.

Mr. Edmondson had better ideas. He aimed at something smaller, more convenient to handle, bearing the names of stations, prices of specific journeys and, if possible, the dates of issue and expiry.

He accordingly constructed a hand-stamp with types that could be shifted at will, and printed a quantity of tickets for each station on the line. He numbered each ticket—at first with pen and ink—and then with a pair of scissors cut them apart. As a last device, he constructed a case to contain the tickets and invented an instrument which cleverly dated them.

THE MONTH'S TOPIC

Department's Big Publicity Activities

REFERENCE elsewhere in this issue to the radio publicity campaign now being undertaken by the Department is a reminder of the extensive nature of the general publicity activities of the Victorian Railways.

Fully recognising that to sell its principal product—travel—it was imperative that the attractions of that product should be widely publicised, the Administration has steadily created a publicity organisation which functions on a scale unsurpassed by any other railway system in Australia.

Media Employed

PRACTICALLY every modern publicity medium is employed: folders and posters (letterpress and pictorial); descriptive articles; Neon electric signs; calico signs; pictorial show cards in the windows of the Victorian Government Tourist Bureau and its branches; display and letterpress advertisements in newspapers and magazines; railway carriage space advertisements; screen slides, &c.

These media, supplemented by a series of sound films, are also used on a widespread scale in featuring Victoria's tourist resorts and the road, rail, sea and air transport services to those centres.

In addition, the Department has prepared and issued many thousands of posters and folders featuring a wide range of primary products.

1,500,000 Pieces Of Publicity

NOT the least important phase is the publicity directed towards inculcating in the minds of the people of Victoria a greater appreciation of the invaluable asset they possess in the national railway system.

Some idea of the comprehensive nature of the Department's publicity will be gained from the fact that approximately 1,500,000 pieces of publicity are now printed and distributed each year.

Earlier, Faster Newspaper Train

COUNTRY AND SUBURBAN SERVICES

"WE wish to express to you our very sincere thanks for the prompt manner in which you have again come to help in providing an earlier newspaper delivery to Warrnambool, the schedule being to arrive at that town at 8.30 a.m.—hours ahead of the previous service.

"Already we have received congratulatory notices from the news-agents and residents in Colac, Camperdown, Terang and Warrnambool, and we can assure you again that we very much appreciate your remarkable tenacity and singleness of purpose in getting things done."

—The Circulation Manager, "The Sun News-Pictorial," writing to Mr. M. A. Remfray, General Superintendent of Transportation.

THE service mentioned is the "Fast News-Goods" to Warrnambool which was introduced last month. Hauled by an improved "A2" locomotive, this train leaves Spencer Street at 2.5 a.m., and, running to a greatly accelerated schedule, it enables residents of the Western District to receive the Melbourne morning newspapers substantially earlier than previously. Consignees of goods are also aided materially.

In recent months, the Department has given special attention to faster running by "newspaper" trains in other parts of the State, notably on the Bendigo, Ballarat and Bairnsdale lines.

A comparison of typical present and former arrival times indicates the results achieved:—

	Former	Present
Colac ... Arr.	7.0 a.m.	5.26 a.m.
Camperdown ..	8.26 a.m.	6.28 a.m.
Terang	10.13 a.m.	7.13 a.m.
Warrnambool ..	12.45 p.m.	8.30 a.m.
Bendigo	6.40 a.m.	6.0 a.m.
Ballarat	6.8 a.m.	5.30 a.m.
Bairnsdale ..	2.25 p.m.	10.30 a.m.

Correspondingly earlier delivery of newspapers are also being effected at intermediate stations.

Suburban residents in a wide area are also being benefited by this plan of earlier newspaper deliveries. Instead of leaving Melbourne for Williamstown, Heidelberg, Ringingham and Broadmeadows by first electric trains, the newspapers are now conveyed in parcels coaches which are scheduled ahead of first trains.

On the Upper Ferntree Gully line the parcels coach now leaves Melbourne at 4.15 a.m., instead of 5 a.m. For some time past, a parcels coach has been serving the Colac line, departing from Melbourne at 3.10 a.m.

"ANYWHERE TO ANYWHERE" FARES—FIRST YEAR

FEBRUARY 28 marked the end of the first 12 months since the "Anywhere" country return fares were introduced.

Covering reductions of from 20 to 60 per cent. below the former return fares, these "Anywhere" fares have proved a most attractive inducement for people to experience the safety, comfort and dependability of railway travel.

To be continued until further notice, these fares have amply justified their introduction. The revenue passenger business has been maintained, thus indicating a substantial increase in the number of passenger journeys.

INTRODUCING—

ELECTRICAL Mechanic Albert Patterson, of Spencer Street, whose hobby must be unique among the 22,000 railwaymen—he is a shark fisherman! Purely as an incidental, he



might seek flathead, whiting, bream, etc., but his main objective every week-end during the summer is the shark. He has been fighting these monsters for over 30 years, and when asked to indicate the number he has caught he laconically answered: "Oh, it must be well over 200." Some exciting

experiences in shark-infested waters off the Queensland coast first gave him the idea "that there is no sport in the world like it." Now, he is Victoria's

best known and most successful shark catcher: he is profoundly disappointed if he does not triumph over at least one shark a month. Although he regards his penchant for shark fishing as affording the peak of excitement, others see it as an invaluable contribution towards making beaches safer for bathing. And here is a tip from him: Don't swim too far on days when there is a strong wind. The water is warmer on such days—and the sharks like their water that way. Albert is a returned seaman having served three years with the A.I.F.; three years of respite from sharks, anyway! Last month he was particularly prepared for his annual shark fishing. He said he was keen to get out to several places along the coast where the shark fishing prospects are to be particularly bright. By the way, he also has caught nearly 300 sharks.

New "Buffet" Car For Service Soon

OUTSTANDING FEATURES DESCRIBED

AN impressive decorative scheme has been planned for the new "Buffet" Car which will shortly make its appearance. This car, which is the first vehicle of its kind to be used on the Victorian Railways, will be fitted with air-conditioning equipment. It will make its debut on the Melbourne-Bendigo line, running two trips each day.

In placing a car of this type in service, the Department is making available refreshment facilities that will be novel to rail travellers in this State. Entrees, grills, sandwiches, fruit juice and milk drinks, ice cream, fruit and confectionery and other light refreshments will be on sale. Girls attired in attractive, distinctive uniforms will comprise the staff on the car.

STANDARD "AE" country passenger carriage is being converted into a composite Buffet and three-compartment first-class passenger car. The "Buffet" saloon occupy 42 feet of the total length of the vehicle.

A distinctive interior colour scheme has been planned for the "Buffet". It consists of a section in green, treated with a highly-polished finish, with a further section in a pastel shade of green, and the remainder finished with stainless steel trimmings. The ceiling is of an off-white shade, while the floor is covered with marbled green rubber.

Lighting Scheme

A feature of the saloon is the new lighting scheme. Electric lights are concealed behind an ornamental trough of chromium-plated framing and protected by opal glass extending along the ceiling for the whole length of the car. The soft light diffused will add to the general attractiveness of the interior.

The counter, which will measure 49 in. long, 3 ft. high and 1 ft. wide, is fitted with a black rubber surface, edged with stainless steel, thus harmonising with the general decorative scheme. For the convenience of patrons, 18 raised chairs of modern design will be placed along the front of the counter.

Facilities for cooking and heating are provided, including a water-boiling service for tea, coffee, and other essentials will be situated on a stainless steel service counter. There are two electrical heaters—one in the saloon for the service of ice cream, milk, etc., and the other in the kitchen for the heating of foodstuffs.

Occupying a length of eight feet, the kitchen incorporates all the necessary equipment for cooking and for serving dishes, etc. Plate glass is fitted along the corridor side of the kitchen, thus enabling patrons to observe the methods of the kitchen

Designed to isolate the saloon from heat and fumes and thus add materially to the general comfort of patrons, a special ventilation

TREE-PLANTING; STATION DECORATION

Competitions Widened

RAILWAYMEN throughout the State will be interested to learn of the Commissioners' decision to amend the conditions of all future Tree Planting and Station Decoration Competitions.

Previously, the prizes were awarded for the outstanding examples of new work and maintenance performed at either stations and station yards, locomotive depots or barracks.

Because of the absence of a piped water supply, the staff at certain stations found it difficult to achieve the results attained by other competing localities where a piped water supply was available.

To meet this situation and thus place the Competition on a basis where the opportunities for winning prizes are greater, and, further, to induce the staff at works depots and rest houses to manifest an interest in this beautification scheme, the Commissioners decided to constitute three divisions: Stations and Station Yards (with and without piped water supplies); Locomotive and Works Depots; and Barracks and Rest Houses.

Details of the new scheme are:

Stations and Station Yards: First, £5; second, £3; third, £1 10s. in each district for new works; and first, £2 10s.; second, £1 10s.; third, £1 for maintenance—where a piped water supply is available.

Similar prizes at locations where the latter facility is not available.

Locomotive and Works Depots: First, £5; second, £3; third, £1 10s. for new work; and first, £2 10s.; second, £1 10s.; third, £1 for maintenance. On a State-wide basis.

Barracks and Rest Houses: Same prizes as for Locomotive and Works Depots. On a State-wide basis.

A system has been adopted in the kitchen. Fresh, filtered air is discharged into the kitchen through an air duct. After circulation, the air, together with all fumes from the cooking equipment, is extracted through the roof by powerful exhaust fans.

Victorian Railman in Coronation Contingent

THE distinction of being the only Australian railwayman in the Australian Coronation Contingent which left for England last month belongs to Gunner W. W. Hook. Departmentally, he is a Running Gear Repairer at the North Melbourne Workshops.



At the first murmurings of war in 1914, Bill was in Mildura and he was one of the first to offer his services. Leaving Australia with the original 8th Battalion, he took part in the historic landing at Gallipoli. Receiving a severe wound in the head, he was subsequently an hospital inmate in England for 12 months.

In 1916, he resumed in the Department at the North Melbourne Car and Wagon Shops. Prior to enlisting, he had been located at Newport, Woome- lang, Ouyen and Mildura.

American Railroad's Big Rehabilitation Plans

FOLLOWING a spectacular revival of passenger and goods business, the North American railroads are showing confidence in the future by embarking upon extensive programs for the purchasing of new equipment. According to a recent overseas journal, orders calling for an outlay of more than £16,000,000 have been announced.

The largest improvement programme was outlined by the Great Northern Railroad which plans to spend £6,000,000 for air-conditioning passenger carriages, rebuilding more than 10,000 freight vehicles and purchasing new equipment valued at more than £1,000,000.

The Rock Island Railroad has placed with the Budd Manufacturing Company an order for six light-weight passenger trains for fast runs from Chicago. The Budd Manufacturing Company is now completing an order for two seven-car trains for the Chicago, Burlington and Quincy Railroad, and a nine-car train for the Santa Fe Railroad.

The Santa Fe Railroad contemplates the purchase of equipment aggregating over £4,000,000, including 3,025 freight cars, 27 locomotives and many thousands of tons of rails and fastenings.



Personal Postscript



Waged War on Wrinkles

WHEN Billposters Wally Crawford and Tom Skeggs retired last month, the V.R. Advertising Division was deprived of the services of two of its most popular and efficient men. Billposting on a day when a station platform is swept by a tornado-like wind appears an exasperating and difficult undertaking. Actually, it is very simple—if you are an expert like these two veterans. Relentlessly they waged war on the wrinkles that appear on an inexpertly displayed poster and disfigure it in much the same fashion as the wrinkles that appear on the human countenance. They were the beauty specialists who put the finishing touches upon the work of the poster artist and printer—and in doing so, they made an invaluable contribution towards maintaining the high reputation of V.R. station hoardings. Evidently the thoroughness of Wally and Tom has communicated itself to their colleagues in the Advertising Division for, as a farewell gesture last month, they presented them with a complete smokers' outfit: pipes, tobacco, pipe-cleaners—and matches, too. —M.G.

New Estate Officer—

IN becoming Estate Officer, Mr. E. Cappi also becomes the State's biggest "landlord": on behalf of the Department he controls property which yields a yearly rental of nearly £150,000. He is a Licensed Surveyor, a Member of the Victorian Institute of Surveyors and a Fellow of the Commonwealth Institute of Valuers. Supplementing these qualifications is a long and varied experience in all phases of land activities. A railwayman for 38 years, Mr. Cappi entered the Estate Office in 1910. Since then he has passed through the various grades, exhibiting in each a capacity that foreshadows a successful

term while presiding over this important section of the Department. Having attained that post, he still appreciatively recalls the advice and inspiration he received many years ago from the late Superintending Roadmaster C. T. Spencer, the father of Mr. W. G. C. Spencer, Officer-in-Charge, Geelong Goods. "Mr. Spencer was a gentleman," Mr. Cappi said. "His devotion to the Department's interests was unparalleled in my experience. He also took the keenest pleasure in imparting his wide railway knowledge to the juniors. Remembering his influence upon my career, I would say to the younger railwaymen: Listen; the cleverest man can still learn about his business." —A.R.D.

And Assistant

AS Assistant Estate Officer, Mr. A. H. Rogerson should prove invaluable in aiding Mr. Cappi to administer the widespread activities of the office. Entering the Estate Office 27 years ago, he is now the official with the longest period of service in that section. During that time, he has been closely connected with many of the most important land acquisitions for railway purposes. Before transfer

Rare Coincidence

MR. R. F. CALCUTT'S retirement last month from the position of Estate Officer recalls the unusual coincidence that four former occupants of a high Departmental post are still alive. The terms of the Estate Officers concerned are:

Mr. R. H. Taverner (1903-1916—the first Estate Officer); Mr. G. Roberts (1916-1927); Mr. R. A. Rankin (1927-1934); and Mr. Calcutt (1934-1937).

to the Head Office, he had a wide, practical experience of railroading in the Transportation Branch. Mr. Rogerson regards the 12 years he spent "outside" as affording him an invaluable background in handling the real estate affairs of the Department. He joined

the railway service in 1897, and progressed successively through the grades of junior clerk, telegraph operator, day and night officer, being located at varying terms at Ballarat, Koroit, Castlemaine, Warragul and Colac. Prior to appointment as Assistant Estate Officer, he was in charge of the professional staff of the office.

Here are the Answers

- (a) 568 in both directions. (b) Between 5 p.m. and 6 p.m.—47 in both directions. * * *
- (a) Noble Park. (b) There are more than 6,000 birds at the Park. (c) Last financial year. 230 dozen. * * *
- The weight per yard of the wire. Actually, however, the weight of a rail, according to Australian Standards, is 101.36 lb. per yard. * * *
- Three—The Chalet, Mt. Buffalo National Park; "Hotham Heights" Mt. Hotham; and "The Bungalow" Mt. Feathertop. * * *
- £1,677,000 — £1,494,000 Australian made; £183,000 imported. * * *
- From Morkalla to Cudgewa a distance of 663½ miles. * * *

March Birthdays

STATIONMASTER H. B. McArthur, Terang, on the first; Clerk G. W. Carns, of G. P. & F. A.'s Branch, second; Commissioner M. J. Carns, Board Member T. F. Brennan, and A. S. Steel, of W. & W. Beh., on the 3rd; Fireman T. Newton, of Nth. Melb., and Painter V. P. Lyons, of Nth. Melb., on the 4th; Shunter W. J. Lane, of Melb. Yd., Elec. Train Driver E. J. McArthur, of Jolimont, and Clerk V. P. McArthur, of Acctcy. Beh., on the 5th; Clerk L. F. Malcolm, of Bittern, on the 6th; Auditor of Expenditure N. J. Lester, on the 7th; Shunter A. B. Murray, of Yd., on the 8th; Fitter & Turner J. Shepherd, of Nth. Melb. Loco., A. Shirreff, of Geelong Loco., and W. H. Conroy, of G. P. & F. A.'s Branch, on the 10th; Clerk C. McGregor, of Services Engineer's Office, and Clerk O'Gorman, of Spotswood Wkshps., on the 11th; U'gear Repairer H. C. Pedder, of Geelong Loco., and Shunter H. T. Lester, of Flinders, on the 12th; Minor Machinist McAleese, of Newport Wkshps., Ldg. Hd. B'maker A. Fraser, of Melb., on the 14th; Architect E. J. W. & W. Beh., and Iron Master J. W. Brown, of Spotswood, on the 15th; Stationmaster J. J. Lewis, of Colac, on the 18th; Engine Cleaner H. M. T. of Toolamba, and Skld. Labr. R. A. of Caulfield, on the 19th; Labourer Ellis, of the Printing Works, on the 22nd; Staff Clerk J. A. Norris, of W. Beh., and Clerk E. M. Kavanagh, of Goods, on the 23rd; Skld. Labr. Frederickson, of Nth. Melb., on the 24th; Shift Elecn. J. C. Crosbie, of Newport House, on the 25th; Chief H. L. Dickinson, of R. S. Beh., on the 26th; Optg. Porter N. J. Keating, of Colford, Clerk A. R. Loveless, of Spotswood Storehouse, and Supt. Loco. Supt. Dillon, on the 28th; Ticket Checker Martin, of Spencer-st., and Clerk Dixon, of Acctcy. Beh., on the 29th; Stationman T. J. O'Connor, of Nth. Melb., on the 31st.

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The V.R. News Letter

April, 1937

Issue No. 79

Scholars to See Railways at Work

EDUCATIONAL TOURS PLANNED

WITH the approval of the Director of Education, preliminary arrangements are being made for organising a series of educational tours by school children to some of the outstanding railway undertakings in the suburban area.

Basically, the idea is to broaden general knowledge of the children and at the same time stimulate a keen interest in the activities of the Victorian Railways.

Itineraries have been prepared including tours to such railway activities as the Newport Workshops, the Spotswood General Storehouse, the flash welding operations at the Spotswood Permanent Way Materials Depot, Melbourne Goods Sheds, the Automatic Telephone Exchange, Central Train Control and other major activities within the suburban area.

In view of the objective of the tours, it is proposed to charge exceptionally

low return fares for rail travel from the home stations to the stations adjacent to the inspection points. The fares will be based on one-third of the ordinary mileage fare. Free travel will be granted for one teacher for every 24 scholars.

Generally speaking, three hours will be spent at each point of inspection. Parties will be limited to 48 children: for tours around the various activities at each place, the parties will be divided into groups of 12. Each group will be in charge of an experienced railwayman fully competent to explain appropriately the outstanding features.

If the tours prove the success anticipated, it is likely that a Railways Boys' and Girls' Club will be established. All scholars joining the proposed Club and undertaking any of the tours will be issued a badge and supplied from time to time with literature concerning various railway developments and activities.

Prizes Now For The "Most Improved" D.R.

FOLLOWING on the announcement in the March "News Letter" of the Commissioner's decision to liberalise the conditions of the Station Decoration and Tree Planting Competition, the Commissioners have decided to amend the Competition for the "Best Kept" departmental residences.

As a further inducement to railwaymen to improve the standard of housekeeping, both inside and outside, prizes will be awarded for the "Most Improved" departmental residences. Prizes will continue to be awarded for the "Best Kept" departmental residences.

Details of the new conditions for the current year are as follow:

Prizes of £2/10/- first, and £1 second, to the "Most Improved" departmental residences provided with a piped water supply in each Works Foreman's section.

Similar prizes at locations where no piped water supply is available.

In addition, prizes of £3/10/-, first, and £1/10/-, second, will be awarded to the "Best Kept" residences in each District Superintendent's district—the Metropolitan and Eastern Districts are to be regarded as separate districts for the purposes of the Competition.

The Railways Are On The Air!

HERE is the timetable for the railway broadcasts from city and country radio stations. Railwaymen should keep this information handy in their wireless sets—and tune in regularly. Tell your friends to listen too!

7Y—Every night (except Sunday) at 7 o'clock. A brilliant new entertainment feature: "The Radio News Reel." Service information every day (except Sundays) at 8.45 a.m. and 3.15 p.m.

7AW—Every Tuesday at 8 p.m.: Musical Presentation. Mondays, Wednesdays, Fridays at 5 p.m. (Children's Hour)—Feature Story. Tuesdays, Thursdays, Saturdays at 7.15 a.m., Breakfast Session.

7KZ—Tuesdays and Thursdays at 8.30 a.m., Breakfast Session.

7CB, 3LK—Tuesdays and Thursdays at 7.15 p.m.: Musical Presentation.

7UZ—Mondays to Fridays at 8.15 a.m.—Service Information. Mondays to Fridays at 9.45 a.m.—Women's Session.

Country Stations—3BA, 3BO, 3GL, 3HA and 3TR—Monday to Saturday—Twice Daily.

Test Your Knowledge

INCLUDED for the first time in the "News Letter" last month, the "Questions and Answers" feature on various phases of the Department's activities gained immediate popularity.

Many railwaymen have expressed the view that several of the questions, while seemingly of a simple character, yielded answers that were "really surprising."

Here are six further questions—and they are not so easy! The answers are on page 4.

(1) What is the longest length of "absolutely straight track" on the Victorian Railways system?

(2) What railways give the highest return on the Capital Investment: the British, Victorian or American?

(3) What is the seating capacity of a seven-car (sliding door) electric train?

(4) How many Victorian station names consist of only three letters?

(5) (a) How many tickets are issued on the Victorian Railways each year, and (b) the different types of tickets?

(6) Compared with three years ago, what is the total weekly reduction in travelling time on passenger trains throughout the State?

Big Success of New Sheep Loading Races

FOLLOWING a suggestion submitted to the Betterment and Publicity Board, an altered design of sheep loading race has been placed in service at Newmarket, Stony Point, Shepparton and Euroa.

Known as the "bulk loading type" and now adopted as standard for future replacements and new facilities, the altered design has quickly proved an outstanding success. It substantially accelerates the loading of sheep. There has been a minimum increase of 50 per cent. in the number of trucks loaded per hour.

The main feature of the alteration is that the "crush" yards are, in effect, now located at the loading front. Thus, the animals can be loaded two or three abreast direct from the "crush" yards, instead of moving in single file through narrow races up to 60 ft. in length—an undertaking that was always necessarily prolonged.

Other advantages include much less handling of the animals; better use of the site selected for the loading facility; reduced maintenance costs; and quicker discharge of the animals from the trucks.

Here are the Facts!

EVERY member of the service is urged to acquaint himself with the following facts taken from the Commissioners' statement regarding the Department's financial position consequent on the reduction of the Capital liability.

As from July 1 next, the railway interest bill will be reduced by approximately £1,300,000. But . . . Concurrently, the Treasury will discontinue the subsidies for freight reductions and non-paying lines (£577,000 for this year), while the Department will have to pay its contribution to the National Sinking Fund—hitherto paid by the Treasury—which amounts to £120,000. These two items total £697,000: thus the net gain through the reduction of the interest bill is £603,000.

After making provision for the deficit on the basis of the railway revenue and expenditure (£478,000), there would be a surplus in next year's railway accounts of £125,000.

Apart from other inescapable additional costs, however, the expenditure next year, compared with the Budget estimate of 1936/37, will be increased by nearly £200,000 on account of basic wage increases and increases recently granted to metal trades workers. These wages increases alone would convert the surplus shown above into a deficit of £75,000.

£400,000 for Depreciation

Moreover, if next year's accounts were to include proper provision for depreciation, approximately £400,000 more than was provided in this year's estimates should be included. If that were done, it would increase the deficit for next year by a corresponding amount and the figure so derived would truly represent the result of the year's operations.

As regards the question of a further reduction in fares and freights, the Commissioners clearly pointed out in their last annual report that the relief in interest charges through the Capital reduction would be almost absorbed in meeting the loss of the Treasury recoups, Sinking Fund payments and the railway deficit.

They also made it clear that further concessions could only be contemplated if the reduction in the Railway Capital Account were associated with a continuance of the general improvement in conditions and effective control of transport.

So long as it is necessary to make drastic reductions in goods rates, the revenue, although it will be conserved, cannot appreciably increase. This position, combined with heavy additional expenditure for wage in-

(Continued in Column 2)

"PAINTED LADIES"

INSPIRED by a recent cable message from Melbourne concerning the new and distinctive colors for trains, stations, signal boxes, etc., on the Victorian Railways system, a writer in the "Manchester Guardian" (England) produced the following verses:—

The puff-puffs of Down Under
Have gone exceeding gay;
I note with awe and wonder
Their elegant display.
Rose-red, dove-grey, and yellow,
Or striped like zebras' backs—
We have not got their fellow
On any British tracks.

Of streamlined locomotion
We hear much talk indeed,
But here's a braver notion
To back the craze for speed.
Trains ought to do their duty
By speeding fast and hard,
But are the claims of beauty
To pass without regard?

Ah, no—let us, too, follow
Australia's mauves and jades;
We might yet beat her hollow
In choice and arty shades.
The new year now emerging
Should bring us brighter yields,
With the pastel puff-puffs surging
Through bonny British fields!

INTRODUCING—

HALL Officer Wally Wedgwood, of the Administrative Offices, Spencer Street, whose replies to questions almost equal the Bradmanesque totals submitted yearly to The Man in Grey.



Twenty-six years in the Administrative Offices—10 as Hall Officer—have given Wally an encyclopaedic grip of the ramifications of the 200-odd rooms. People entering the building for the first time are dismayed by its huge bulk and elongated corridors, but Wally, with alertness and tact, soon facilitates their movements to the desired rooms. "My most amusing experience?" answered Wally. "Yes. Some years ago, a rather excitable man asked me to direct him quickly to Mr. Major. I told him there was no one of that name here. With obvious annoyance, he fiercely replied: 'Rubbish, my man, utter rubbish. Think, Mr. Major—Mr. M-a-j-o-r. He's prominent in the Stores Branch.' I began telling him some names—Messrs. Coleman, Morgan, Farrelly, Sergeant — — 'By, jove!' he exclaimed, 'that's the man. Sergeant! I thought his name was Sergeant-Major—and I must have given you the wrong half!'"

Increases already effective, and for replacements and renewals deferred during the depression years, must inevitably postpone any general reductions in the charges on the lower classes of traffic, which are not subject to competition by road transport.

Suburban Sunday Train Services Best Yet

WITH the introduction on the 7 last of later "last" suburban trains to and from Melbourne on Sunday nights, the comprehensive and frequent services ever scheduled on Sundays are available for train travellers.

Since December, 1935, there have been three important overhauls of Sunday suburban train services, from each there have emerged alterations and additions that have resulted in widespread improvements.

Prior to December 29, 1935, only one of the "last" trains from Melbourne on Sunday nights left as early as 10 p.m. The latest "last" train to Melbourne was the 10.55 p.m. to Oakleigh. On that date, 10 new trains were introduced and the departure times of three others were altered. These new services provided for the departure times of the "last" train on most lines, the last train to Melbourne being the 11.7 p.m. to Glenhuntly.

Trains at Midnight

Following a further investigation, 11 additional trains were scheduled as from October 4 last. In most cases provision was made for the "last" trains to leave Melbourne for the suburbs at or after 11 p.m.—at 11.12 p.m. in several cases. This development made the departure times of the "last" trains practically uniform.

Now the "last" trains leave Melbourne for the suburbs between 11.32 p.m. and 12 midnight. Eight trains depart from Melbourne at midnight.

For passengers from the suburbs to Melbourne, there are now 10 trains which leave the terminal stations after 12 midnight—the earliest inner-suburban train to Melbourne is the 11.36 p.m. from Essendon, and the last train is the 12.17 a.m. to Kew.

100 Extra Trains

In addition to these improvements in the Sunday night train services, notable alterations were effected in the convenience of travellers on Sunday mornings. On November 13 last, the services were completely reviewed, resulting in the trains to and from the suburbs leaving up to 20 minutes earlier. The departure times of the country express trains were similarly altered, thus enabling passengers to spend a longer period at country centres served by these trains.

An outstanding feature of this year was the introduction of more than 100 additional trains to and from Melbourne between 9.20 a.m. and 1 p.m.—a period when only a few trains were in running.

Main Features of All-steel Train

HIGH TRAVELLING COMFORT STANDARD

Details of the interior fittings of the first and second-class carriages of the all-steel train, now being constructed for the "Sydney Limited" service between Melbourne and Albury, reveal the high standard of travelling comfort that will be provided for passengers.

Leading architects have assisted in designing the interior decoration scheme, while the State Electricity Commission has cooperated in planning a special lighting system.

Veneered panels of Australian timber—walnut, jarrah, royal walnut, blackwood, silver silkwood, birchwood—are being fitted in the inside walls of the compartments.

Panels of flowery walnut are in the first class smoking compartments; in the next smoking compartment; royal walnut in the first class compartments; silver silkwood in the second class ladies' compartments; and ribbon walnut in the other compartments.

Chrome leather of the best quality is being used in the upholstery—and again variety is the keynote. Details are: red in the first class smoking compartments; grey in the first class compartments and blue in the second class compartments. In the first class vehicles, the color note is red in the smoking compartments; in the ladies' compartments and in the other compartments.

Specially designed arm rests, with flat tops to afford the maximum of comfort for passengers, are being fitted in the compartments. Each rest can be pushed up into a

skillfully designed cavity, thus enabling it to become part of the cushioned back of the seat. In addition to fixed arm rests at each end of the seats in the first class compartments, there will be two of these movable rests.

In each seat in the second class compartments, there will be three arm rests—one fixed at each end and the third in the middle.

A special type of semi-indirect lighting suspended from the roof of each compartment has been developed. In addition, a reading lamp will be provided for each passenger. There will be six lamps in each first class compartment and eight in each second class compartment, the lights being so placed that they will provide soft, sufficient direct illumination for reading, without interfering with the comfort of any passenger.

Particular attention is being given to the floor, which will have a sound-deadening foundation incomparably superior to anything previously achieved on an Australian train.

The foundation is of 1½ in. cork board, covered with ½ in. of wood fibre board, on top of which is secured a layer of ¾ in. sponge rubber, over which is laid ¼ in. rubber linoleum. Finally, the best quality carpet is being provided.

The walls and roof have also been effectively insulated against noise and heat transference. Cemented to the walls and roof is a layer of sound-proof felting. Against this felt layer are sheets of crinkled aluminium foil—"alfol." The crinkling provides air spaces which reduce the transference of sound and heat through the wall and roof.

In the roof there is a further layer of insulating material known as "turn-all," which consists of an asbestos core covered both sides with aluminium foil.

"FIGHTING WINTER—AND BEATING IT!"

HOW the American railroads, in the face of extremes in winter weather, triumphantly carry out their enormous task of transporting food and other necessities to communities, is graphically described in the following statement recently issued by the Association of American Railroads:

Times are warm, families are fed, trains keep running even in the dead of winter, because the American railroads whatever the weather see that the freight goes through!

These dependable carriers have the grave responsibility to meet, for less fortunate communities vitally depend on food, fuel, industrial materials and medical attention upon the safe arrival of the trains.

Neither cost nor effort is spared. At the first storm warning, the biggest locomotives swing into action behind great rotaries, or steel-winged snow plows, to hurl drifts off the tracks that link every city and hamlet with sources of vital supplies.

Extra track forces are marshalled to keep terminal switches clear of snow and ice. Repair crews stand by ready to throw new bridges across flood-swollen streams.

Sometimes the forces of nature temporarily prove too powerful even for the veteran skill and vast preparation of the railroads—but it is a proud boast of railroad men that their transportation is the last to quit and the first to resume in emergencies.

Faster Goods Trains

RAIL USERS BENEFIT

AN outstanding example of the highly beneficial results accruing to railway users from the present State-wide overhaul of goods train timetables is the recent substantial acceleration of the fast goods trains on the Melbourne-Wodonga section of the Melbourne-Sydney service.

Under a new timetable introduced on March 10, the running from Melbourne to Wodonga has been accelerated by seven hours.

Although now leaving Melbourne at 8.55 p.m., instead of 2.45 p.m., this goods train is scheduled to reach Wodonga at 3.55 a.m. the next day instead of 4.45 a.m. The train stops only at Seymour (engine purposes) and at Benalla (detaching roadside and attaching through tonnage). The average speed for the journey is 30½ miles per hour—an excellent performance for a goods train with a maximum load of 520 tons.

Later Receiving Time

Consignors of goods from Melbourne are thus being greatly convenience by the considerably later departure time. Formerly goods for Sydney were received up till 11.30 a.m.; now the receiving time has been extended to 5 p.m.

On the Up journey to Melbourne, the goods train now leaves Wodonga at 5 p.m. instead of 1.55 p.m. and reaches Melbourne at 1.45 a.m. instead of 4.10 a.m.—a reduction in the running time of approximately 5½ hours. This train stops only at Benalla (attaching urgent goods and live stock), Seymour (engine purposes) and Newmarket (detaching live stock). With a maximum load of 520 tons, the average speed of the train is 30½ miles per hour.

Live Stock, Too

This new schedule from Wodonga assures the delivery of perishable consignments for the early markets in Melbourne. In addition, it materially reduces the time the live stock are in the trucks—they are loaded later and delivered earlier at Newmarket.

Although the elimination of almost all the roadside work is a factor, the improved "X" and "A2" class locomotives (used on certain sections of the journey) and automatically-coupled trucks are largely responsible for the faster and smoother running that is being achieved.

Over lengthy sections of the journey, the trains, each hauled by one of these locomotives, travel at 45 miles per hour—the fastest speed attained by any goods train on the Victorian Railways.



Personal Postscript



S.O.S. From Queensland Quickly Answered

WHEN Queensland's Railway Commissioner recently asked Mr. Clapp to send an official urgently to Brisbane to overcome the baffling difficulties encountered at the Brisbane Central Station in operating ticket cabinets similar to the latest type used at a number of Victorian stations, the job naturally fell to Roy Rewell, of the Transportation Branch. Naturally, too, he was able quickly to solve the problems, and in doing so devised an attachment hitherto unused on these cabinets. With the late Mr. W. Thomas (former Assistant General Superintendent), Roy had been closely associated with the introduction of these modern ticket cabinets, and having always supervised their installation he is now the Department's re-

cognised expert. He is an expert, too, in the lay-out of offices at suburban stations. As a member of the Ticket Committee, he is taking a leading part in the inauguration of "Scheme" tickets at certain stations. For the past three years, he has been personal clerk to the Assistant General Superintendent (Mr. Fletcher). Previous lengthy associations with Mr. Canny and the late Mr. Thomas, combined with experience at Maryborough and St. Arnaud, have given him an invaluable insight into both the "outside" and administrative spheres of the Branch. Roy is just concluding a busy cricket season as a player and official. For the past five years he has been the energetic Secretary of the Eastern Suburbs' Cricket Association, which consists of over 30 clubs. —Q.B.

A 13,000-Mile Push

JUST before Gardener Walter Snell retired last month, he paused long enough to estimate that he trundled lawn mowers during the past 31 years a distance equal to 13,198 miles! No rounding-off figures: a preciseness that is reflected in the billiard-table surface of the sloping, green lawns at the rear of the Head Office. Cutting lawns on slopes was one of his specialities. One almost perpendicular section at the northern end was efficiently and economically trimmed only after Walter had evolved a special device. It consisted of an extension of the handle and the attachment of a lead weight on either side of the machine. For this device, he received an appropriate award from the Betterment and Publicity Board 10 years ago. He was—and is—a lawn mower specialist to whom all the not-so-sharp mowers were brought for attention. After his expert overhauls the machines virtually became razors. Hedge-trimming was also a further instance of his precise touch. "His technique was faultless; after Walter had been over a hedge

it looked as sleek and well-groomed as a bridegroom!" said a colleague. Years ago in Daylesford, the hedge around Walter's property was a series of lifelike representations of kangaroos and various animals. Throughout his career, he attended to the lawns, shrubs, trees and flower-plots behind the Head Office, and also looked after the gardens at the Spencer Street and Flinders Street stations. Whatever he touched seemed to respond and add a note of color—and preciseness to the surroundings. —O.W.

Bulls-Eyes

FOUR years ago at the age of 16, Claude Nye, of the Melbourne Goods Sheds, was rapidly forging ahead as a "star" lacrosse player. Suddenly, a series of injuries brought his lacrosse career to an abrupt termination—and he looked around for a more placid sporting pastime. Although he had never previously handled a rifle, he was attracted by the deeds of riflemen, and he decided to take up the sport. His potential skill as a lacrosse exponent was immediately emulated on the range, for in his first year he gained the eagerly-sought championship of the Scottish Battalion of the Senior Cadets. Winning a cup on that occasion was

merely the prelude to the acquisition of further cups during the following three years in competition with opponents considerably older than himself. If the aptitude he has displayed is the criterion, Claude should make a name for himself with the rifle. He is a member of Traffic Inspector C. Nye.

HERE ARE THE ANSWERS

- (1) 17½ miles—from Wal Wal to Melbourne on the Melbourne-Serviceton line. * * *
- (2) For the 12 months ended June 30, 1935 (the latest figures available) the Victorian Railways, 3.62 per cent.; the four principal State railways, 2.76 per cent., and Class I railroads of U.S.A., 1.5 per cent. * * *
- (3) 628—3 first class carriages (94 each), 3 second class carriages (84 each) and one composite first-and-second class carriage (94). * * *
- (4) Six—Edi, Emu, Kew, Lah. Mar. Yea. * * *
- (5) (a) Nearly 100,000,000. (b) Over 100,000,000. * * *
- (6) 559 hours per week. * * *

April Birthdays

CLERK W. L. McDowell, of Nth. Melbourne, and Turbine Driver A. E. Carr, of Newport Power House, on the first; Engineer G. N. Parker, of Head Office, on the second; Vanman W. H. Carr, of Head Office, and Skld. Labr. F. W. Elsum, of Flinders Street, on the third; Shunter R. A. James, of Dandenong, and Stn. Master A. J. Stone, of Williamstown, on the fourth; Porter L. Carey, of Mocrabool, and Shunter W. A. Keck, of Newport, on the fifth; Mechanic R. H. Coventry, of Newport, on the sixth; Plumber J. Hamilton, on the seventh; Night Foreman P. L. Edmunds, of Geelong, on the eighth; Stn. Master R. H. Carroll, of Staff Office, on the ninth; Comm. N. C. Harris on the 10th; Clerk Linden, of Secretary's Branch, Sec. Labr. A. Jones, of Korumburra, and A. E. Pettigrove, of Lake Bolac, on the 11th; Striker F. E. Schilling, of Bendigo, on the 12th; Fireman J. E. Edwards, of Gully, Clerk F. D. Beeching, of Sec. Branch, and Shunter W. H. Jackson, of Melb. Yd., on the 13th; Accounting P. Gleeson, of Head Office, on the 14th; Ldg. Hd. Elec. Fitter L. A. Elling, of Tri. Lightg. Depot, and U.G. Rep. Walton, of Nth. Melb. Workshops, on the 15th; Car & Wagon Builder F. Law, of Nth. Melb., and Sig. Ganger W. A. G. of Spencer St., on the 16th; Clerk Agg. of Stores Bch., Plumber H. James, of Ararat and Clerk R. P. Leitch, of Bch., on the 20th; Labr. L. J. Edwards, of Geelong, on the 21st; Clerk L. W. of Korumburra, on the 22nd; Labr. and Washer-out A. Warren, of T. on the 23rd; Fireman T. F. Law, of Nth. Melb. Loco., and Motor Bus N. H. Gladwin, of Belgrave, on the 24th; Machinist G. F. Saunders, of Newport, on the 25th; Driver J. A. Embling, of Elec. Train Driver H. V. Watson, of Bch., and Clerk H. T. Gale, of Accey. Bch., on the 26th; Goods Checker F. N. Forster, of on the 28th; Clerk A. H. Cadd, of Eng. Bch., and Repairer G. Taylor, of on the 30th.

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The V.R. "News Letter" is issued monthly by the Victorian Railways Commissioners for the benefit of railwaymen in the service. Personal papers and other brief succinct contributions should be addressed to the Editor, Betterment and Publicity Board, Head Office.

Wholly set up and printed in Australia by the Victorian Railways Printing Works, 100 Launceston-street, North Melbourne. Sole Publishers—The Victorian Railways Commissioners.

The V.R. News Letter



VICTORIA'S LATEST RAILWAY INNOVATION—the Buffet Car which commenced running on the Melbourne-Bendigo line on April 5. This picture shows a section of the saloon, notable for its pleasing colour scheme of pastel green, cream and black. Grills, entrees, soup, varied light refreshments, tea and coffee, fruit juice and milk drinks, sweets and tobacco are quickly served. A specially controlled air-conditioned system isolates the saloon from the fumes and heat of the kitchen, which is at the far end of the saloon. Through a plate-glass partition, patrons may see the staff preparing the food.

First Air-conditioned Train Soon

VICTORIA'S first fully air-conditioned train is expected to make its appearance on the Melbourne-Mildura line towards the end of the month. Normally, the train will consist of one sleeping car and two dining carriages—one first class and one second class.

Already, the two passenger carriages have been placed in running order for two days a week in each direction between Melbourne and Mildura. The two sleeping cars—the first to be air-conditioned in the British Empire—will be passing through the Newport Workshops.

When other vehicles are air-conditioned, a completely air-conditioned service will be available for the customer on a six-days-a-week service in each direction between Melbourne and Mildura.

Although an air-conditioned passenger carriage and a dining car have been in service in Victoria during the last few months, there still persists the illusion that the equipment provides travelling comfort only in winter weather.

The air-conditioning equipment functions regardless of outside weather conditions. Thus, in addition to enjoying a dustless, draught-free flow of pure air, passengers travelling during the cold weather are assured of a agreeable degree of warmth in the carriage.

Latest statistics from overseas strikingly demonstrate the widespread extent to which air-conditioning is being introduced.

According to the Association of American Railroads, there were 8,078 air-conditioned cars in operation as at January 1 last. One thousand three

TEST YOUR KNOWLEDGE

- (1) How many railway bridges cross the Yarra River?
- (2) (a) When was the first railway line opened for traffic in Victoria, and (b) when was the most recent line opened in Victoria?
- (3) Which are the three busiest suburban passenger stations?
- (4) Which are the three longest railway tunnels in Victoria?
- (5) What trains running on the Victorian Railways system are distinctively named?
- (6) How many passenger journeys were made on the Victorian Railways system during the last financial year?

(Answers on page 4)

hundred of these vehicles were equipped during the preceding seven months.

The passenger stock that has been air-conditioned includes sleeping cars, lounge cars, recreation cars, day coaches and other types of passenger equipment.

20th Anniversary Of Loss Of "Ballarat"

FOR over 200 Victorian Railwaymen there was more than usual significance in the Anzac Day Celebrations this year. It marked the 20th anniversary of the sinking on April 25, 1917, of the troopship "Ballarat" which was then conveying the 1st Railway Operating Company to England en route to France. Altogether, there were 1,800 troops on the ship.

At 2.5 p.m. on the fateful day when the soldiers on board were preparing to commemorate the historic landing at Gallipoli, a torpedo from an enemy submarine was seen $\frac{1}{2}$ mile away speeding straight for the ship. In vain, the captain strove to manoeuvre the ship out of the course of the deadly torpedo.

At that time, the ship was nearing the south end of the English Channel, 75 miles from Land's End. When the torpedo struck, the troops remained characteristically calm. The London Times described them as the "Anzac replicas of the Birkenhead heroes." Eventually, British destroyers and mine sweepers dashed to the stricken ship and every man was safely transferred—some from drifting life boats; others from the rapidly sinking Ballarat.

Railman's Story

A graphic description of the events on the "Ballarat," written by an eyewitness, Mr. J. K. Donald, of the General Superintendent's Office, now forms part of the Commonwealth War Museum at Canberra.

Amongst the other Victorian Railwaymen who were on the doomed Ballarat were Lieutenants W. R. Price, M.C. (Superintendent of Train Services), P. J. Maher and E. A. Rains (both of Room 2), and Sergeants M. Fraillon, Croix de Guerre and Palm Leaf, D.C.M., M.C. (Electric Train Driver), J. C. Dickson (Tourist Bureau), J. Dunn, M.S.M. (Driver), J. Noonan (Metropolitan District Rolling Stock Superintendent), H. A. Danks, M.M. (Electric Train Driver), and R. C. P. Wilson, D.C.M. (Traffic Inspector).

Out of the sinking of the Ballarat, a "Ballarat Survivors' Association" was formed. The annual reunion was held on April 25, when Colonel G. A. Gahan (now Commonwealth Railways Commissioner) who was Officer Commanding the 2nd Railway Operating Company, was the chief guest.

WHAT THINKING CAN ACCOMPLISH

TWO developments during the month were typical of the administration's consistent desire to improve, by every practical means, the standard of service for patrons of the railways.

The first was an invitation extended to the travelling public to submit their proposals for improvements in train services. It was pointed out that although the Department's timetabling staff was continually reviewing and improving the services, railway passengers themselves were frequently in a more favourable position to indicate ways of introducing better travelling conditions.

Secondly, the Commissioners decided that an award of 10/- will now be paid to railwaymen for each adopted suggestion, the value of which previously merited a commendatory entry only. (In cases of a minor character, the practice of forwarding a letter of thanks only will be continued.) The new plan will embrace all suggestions received on and after April 1, 1937.

Stimulating Effect

Big responses from these developments will obviously prove a stimulus to the comprehensive improvement plans which the Department has undertaken in recent years—and which are proceeding with unabated vigour.

These plans embrace the whole field of railway activity; substantial increases in the horsepower of locomotives; State-wide track betterment works, including the welding of rails into long lengths; and the spectacular accelerations of passenger and goods trains. These three features alone have combined to enhance the attractiveness of railway travelling and service.

Further notable innovations include air-conditioned travelling; a Buffet Car (air-conditioned) providing novel refreshment facilities while the train is speeding along—and the present work of constructing the all-steel, semi-streamlined, air-conditioned train for the Sydney Limited service between Melbourne and Albury.

Little imagination is required to visualise the powerful influence which a consistent flow of constructive ideas from railwaymen and the general public will exert in supplementing the progressive policy of the Commissioners.

Nursery Sister Back from Overseas Tour

HIGH praise for the "marvellous" comforts of air-conditioned train travel was voiced by Sister M. Northcott, Sister-in-Charge of the Railways Nursery, after her return last month from a seven months' tour overseas.

Sister Northcott, whose visit abroad was of a private nature, said her outstanding experience was the journey across the United States of America in a fully air-conditioned train. "The journey occupied four nights," she said, "but I reached my destination completely refreshed. It was wonderful! A rather bitter winter had no effect upon the enjoyment of the long trip.

"Everywhere I was told that, following their widespread introduction of air-conditioning and speeding up in comfortable streamlined trains, the railroads were regaining patronage in a spectacular fashion."

Sister Northcott explained that many child welfare leaders in America were astonished to learn that mere babes, as well as toddlers, were cared

A MILESTONE in the brief history of the Railways Nursery, Flinders Street Station, was passed on April 9 when the aggregate attendance of children since the opening in June, 1933, swept beyond the 50,000-mark.

When the total reached 49,999, the Nursery staff waited expectantly for the next patron—and in came chubby James Simpson, a very bright young Australian.

Asked to give his first impressions of the Nursery, James merely yawned. Then, nestling a little closer, a little more snugly to his mother, he was taken to one of the cots, where he slept and slept with not a care in the world—just like any other young man six weeks old.

for at the Victorian Railways Nursery. "They were greatly impressed," she said, "when told that our State Railways Nursery was available for the children of mothers who either went to business or desired a carefree day whilst visiting a crowded city."

Through the courtesy of the Mayor of New York, Sister Northcott visited the Columbia University, the Child Study Association and the Ethical Culture Kindergarten. These are three of the leading institutions in New York catering for children, and the authorities at each expressed amazement at the facilities offered at the Railways Nursery. Each asked for full details and photographs, which Sister Northcott is sending.

"There are children's nurseries attached to railway stations in Paris and Chicago, but from what I can gather our Nursery is superior in every respect. I am proud that Victoria was able to show the way," added Sister Northcott.

How Department Apprentices

OF the lads selected for apprenticeships in the Department two years ago, Apprentice Fitters Turner James Smith and Apprentice Electrical Fitters V. T. Hodgson and J. S. Larsen have quickly vindicated the judgment of the Board of Selection.

Apprentices Smith and Hodgson were recently chosen by the Commissioners for a Scholarship for a Diploma Course of Mechanical Engineering and Electrical Engineering respectively at the Melbourne Technical College; and Apprentice Larsen was allotted a Free Place at the Melbourne University.

Upon appointment to the Department in 1935, Apprentices Smith and Larsen commenced duty at the Wood Workshops, and Apprentice Hodgson at the Electrical Workshops, Spencer Street. They began a part-time course at the Victorian Railways Technical College, Newport, where they displayed remarkable ability.

Apprentices Smith and Hodgson were educated at country schools, the Sale Technical and Swan Hill High Schools respectively; Apprentice Larsen gained his Leaving Certificate at the Melbourne High School.

INTRODUCING—

HARRY HOMERSHAM, Car Builder-in-Charge, Shelter Shed, North Melbourne—

title that is in keeping with the important work at this little departmental activity. Every day



Spring cleaning for the scores of trolley line carriages leave Spencer Street. Harry's staff of builders, fitters, polishers, upholsterers, car cleaners, and others figure a swarm like ants on the vehicles. "How do you do it?" Harry in answer to a query. "They are responsible

that 'spic and span,' inviting appearance of all vehicles which greets passengers when they board the "Shelter Shed." Royal Train, Holiday Trains—all have come from the Shelter Shed ready for the little boy, all carefully washed, starched and ironed, proudly on his way to school. A railwayman for 37 years, Harry has been in charge of the Shelter Shed for the last 10 years. One of his first jobs there was responsible one of seeing that the appearance of the Royal Train measures up to the Department's reputation—did, too!

Looking Back To May 12, 1927

ROYAL TOUR LINK WITH CORONATION

MAY 12, 1927—Their Royal Highnesses The Duke and Duchess of York made their last journey on the Victorian Royal Train prior to departing on H.M.S. "Renown" at the end of their memorable tour in this State . . . May 12, 1937—exactly a decade later—the Coronation of Their Majesties The King and Queen of England . . .

A coincidence of this kind is worthy of a brief retrospective review to a period when hundreds of railwaymen, now scattered in all parts of the State, excelled themselves in successfully carrying out the most important task which had confronted them for some years.

In all respects, the Royal Train—in its equipment, appointments and safe, comfortable and punctual running—was a typical example of patient and careful railway planning. On his last journey through Victoria, the King personally thanked Mr. H. W. Clapp (Chairman of Commissioners), adding that "he had never travelled in more comfort by train." Supplementing this tribute, His Majesty presented treasured mementoes to many of the railwaymen directly associated with the train.

The Department also had the big task of transporting exceptionally heavy traffic to Melbourne and various country centres.

Of outstanding note was the record-breaking traffic handled on Anzac Day, 1927. On that occasion, nearly 1,000,000 passenger journeys were made on suburban lines—a figure that was only surpassed when H.R.H. The Duke of Gloucester arrived in Victoria on October 18, 1934.

On Anzac Day, 1927, suburban electric trains made nearly 2,450 trips : of these 86.25 per cent. arrived at or departed from Flinders Street strictly on time.

world-wide boom in ski-ing. Self-taught on barrel staves, he soon won a pair of real ski. He practised on his steep Alpine slopes a new form of ski-ing ; his friends stood upright ; they skied like Norwegians.

Schneider crouched low over his ski, bending his knees. It was easier, less dangerous. He began teaching others. During the Great War he coached Austrian army officers in his new style. The Arlberg crouch became popular.

After the war, Schneider opened a ski school at St. Anton in the Austrian Tyrol. By 1925, the Arlberg School was the Mecca of all European ski enthusiasts. Royalty followed him. 3,000 pupils passed through his hands in a year. He was called to Japan to teach the Imperial household his new methods.

The ski craze he started is still gathering momentum. Even outside Kabul in Afghanistan and in Santiago (Chili) there are regular week-end ski-ing excursions. New York has gone ski mad. Many stores have their own indoor practise slopes.

"TIE" STATION PLAN NEARING END

PLANS are in hand for the erection of a further five "tie" stations which are designed to reduce the possibility of damage to overhead wiring, rolling stock electrical equipment, and tracks during severe lightning storms and other abnormal occasions.

When these "tie" stations are erected at Box Hill, Ringwood, Darling, Alphington and Croxton, the scheme commenced more than 12 months ago will be nearing completion.

"Tie" stations are already situated at Clifton Hill, Burnley, Footscray, Toorak, North Melbourne, Hawthorn, Melbourne Yard (2), Princes Bridge, Flinders Street Viaduct, Balclava and Moorabbin.

High speed circuit breakers, which automatically "cut out" the faulty section when abnormal conditions arise, are installed in these "tie" stations. A number of automatic and manually-operated sub-stations already possess high speed circuit breakers.

The most usual cause of damage is lightning. A lightning flash charges the lines to a high voltage

"SERVICE"

"Dear Sir,
As a constant traveller on the Victorian Railways for many years between Hawksburn and the city—at least four times each day and sometimes oftener—I have no suggestions to make for the improvement of railway services, as I consider they are very efficient and ably managed, and I take this opportunity of congratulating the Commissioners on what they have done and are doing. I deprecate the sneering criticism that continually appears in the daily press."
—Mr. H. Ryland, 42 Cromwell Road, South Yarra, writing to the Commissioners.

which "spills over" the surface of the porcelain insulators in the form of a spark. The spark itself is harmless, but its passage through the air forms a conducting path along which the 1,500 volt. power current flows in the form of a fierce arc. If allowed to persist, this heat will crack the porcelain and the wires will fall, with a resultant dislocation of traffic.

"Tie" stations have amply demonstrated their great value on many occasions. Mishaps affecting the overhead equipment which, if allowed to spread, would involve much loss to the Department and inconvenience to train passengers, have been converted into minor maintenance work.

An outstanding example of the value of "tie" stations occurred some months ago at South Kensington where lightning flashed over an important insulator, but beyond burning the surface of the insulator no harm resulted. High speed circuit breakers in the Footscray "tie" station prevented a major break-down. Before the advent of the "tie" station, a lightning storm at South Kensington caused a serious stoppage of train services, single line working being in operation for several days.

Franz Skardarasy Returns Next Month

FOR the forthcoming winter snow sports season, the Commissioners have re-engaged Franz Skardarasy, noted Continental ski-ing instructor, to conduct a ski-ing school at Mt. Buffalo National Park. He will also appear, as he is practicable, at Mts. Hotham and Feathertop.

Franz Skardarasy's presence in Victoria last year gave a tremendous impetus to ski-ing. For the first time he demonstrated the famous Arlberg system of ski-ing to a variety of enthusiasts ranging from beginners to experienced skiers.

Franz graduated with honours from the Hannes Schneider School of Skiing Instruction, a world-famous institution in the Austrian Tyrol.

Hannes Schneider who, it is reputed, may become the first ski millionaire, is responsible for the



Personal Postscript



The Departure of a Gentleman

SELECTED in 1919 to occupy the newly-created position of Commissioners' Advocate before Industrial Courts and Judicial Tribunals and possessing not a vestige of previous experience of the work . . . Retired in 1937 with the long-established reputation as one of Australia's foremost Industrial Advocates . . . Such, in brief, conveys some idea of the outstanding capacity of Mr. P. J. Carolan (Special Staff Officer) whose retirement last month was a severe loss to the Department. In some of the most important and complex cases ever dealt with by the Commonwealth Arbitration Court, he had the onerous task of preparing with his staff and personally presenting the Administration's brief to the Court. In one instance, a case before the late Sir John Quick occupied four years; in another, two years. This work, combined with frequent appearances before the Railways Classification Board, gave Mr. Carolan a detailed knowledge of the

duties of railwaymen in over 600 grades! No other member of the service had such a unique grip of Departmental positions. Noted for his exactitude in preparing briefs, for his quiet, yet penetrating cross-examinations and conciseness in address, he gained the respect and keen attention of the Judges. He won, too, the friendliness and admiration of opposing Advocates. In 1932, Mr. Carolan was appointed Commissioners' Representative on the State Coal Mine Tribunal. Two years later, he was appointed to a similar position on the Railways Classification Board. Of his 49 years' service, Mr. Carolan was for 31 years in the Transportation Branch, being Officer-in-Charge of Room 1 from 1904 to 1919. Asked to define Mr. Carolan's outstanding attribute, a colleague answered unhesitatingly: "Above all, a gentleman." And all who had the pleasure of knowing and appreciating the qualities of Mr. Carolan will just as promptly agree with that tribute.—L.N.

Best Wishes to "J.M."

RAILWAYMEN — and particularly those in the Rolling Stock Branch — will be sorry to learn that continued ill-health was responsible for the recent retirement of District Rolling Stock Superintendent John McLeod, of Bendigo. That the popular veteran will soon be restored to robust health is the sincere hope of his numerous friends. Mr. McLeod can look back with pride upon nearly 50 years of active railroading, notable for a consistently high standard of service. He was one of the first railwaymen to be employed at the Newport Workshops, taking up duty there after two years' service at the original (and long since demolished) Williamstown Workshops. From apprentice fitter, he passed successively — and successfully — through the grades of Fitter, Leading Hand Fitter and Depot Foreman until he was appointed Chief Foreman of the North Melbourne Loco. Depot in 1920. —H.M.

Dual Expert

FEW railwaymen know that Mr. S. A. Long, Drainage Engineer, who retired last month, was a member of the Australian Rifle Team which, in competition with the cream of the Empire's riflemen, won the most important event—the Kolapore Cup—at Bisley many years

ago. Still fewer know that the Department reaped a substantial, direct benefit from his visit overseas. Applying for extra leave of absence, Mr. Long made a characteristically purposeful investigation into drainage questions in many parts of England. Returning to Victoria armed with all the latest data from the leading English authorities on drainage, Mr. Long had the satisfaction of seeing his recommendations for the treatment of sewage appreciatively adopted by the Department. For practically the whole of his railway career of 42 years, Mr. Long was associated with drainage works, and was recognised as the Department's expert in those matters. —J.P.O.

Station Directory Retires

MR. Fred. Fewster has retired . . . Judging by the trek of railwaymen to the Transportation Dispatch Room recently, it is scarcely news to the majority of railwaymen employed in and around Spencer Street to read that one of the best known identities there reached the retiring age last month. Mr Fewster has the unique record of being employed at Spencer Street for 53 years—the first four as a potential railwayman and the last 49 as a fully-fledged railwayman. As a boy he travelled each day for part of the journey between Melbourne and Bendigo as a successful and courteous newspaper vender. For 45 years, Mr. Fewster was in the Transportation

Branch Dispatch Room; the last three as Officer-in-Charge. He knew the location of all stations: hundreds of railwaymen know that, too. But few can tell you the proper sequence of every station on every line—Mr. Fewster did!...He was a human Directory.

May Birthdays

SKLD. Labr. I. J. Russell, of Nth. Melb., on the first; Painter A. M. Hutcheon of Bendigo, on the second; Skld. Labr. Lynch, of Nth. Melb., on the third; Atndt. T. E. Green, of Newport Workshops, on the fourth; Miss M. McCann of Secy's Bch., and Chargeman F. Hutson, of Bendigo, on the fifth; Repr. H. Helson, of Spencer St., on the sixth; Chairman L. R. Keys, of Head Office, on the seventh; Optg. Porter A. P. Rasmussen of Terang, on the ninth; Skld. Labr. Phillips, of Maryborough, on the tenth; Repr. E. L. Larcombe, of Tottenham, on the 11th; Clerk T. F. N. Gray, of Supt's Office, on the 13th; Clerk J. MacLean, of Bendigo Dist. Supt's Office, and Shift Elecn. J. R. Buss, of Albury, on the 14th; Clerk J. A. Narracott, of Secy's Bch., on the 15th; Engine Cleaner Martin, of Nth. Melb., and Labr. E. H. Wangaratta, on the 16th; Skld. Labr.

Here Are The Answers!

- (1) Five—At Flinders Street, Swan Yarra, Heyington, Hawthorn and Yarra Glen. * * *
- (2) (a) September 13, 1854—Flinders Street to Port Melbourne (now known as Sandridge); and June 16, 1931—Meringur Morkalla. * * *
- (3) For the last financial year: Kilda, 3,747,160 outward passenger journeys; Footscray, 3,267,412, and Essendon, 2,704,540. * * *
- (4) Geelong, 1,386 feet; Big Hill, Ravenswood, 1,276 feet; Elphinstone, 1,264 feet. * * *
- (5) The Albury Express, the Boro Ferry Farming Train, the Boat Train, the Flier, the Great North Train, Limited, the Holiday Train, the Overland, the Reso Train, and the Sydney Limited. * * *
- (6) Including country and suburban: 139,539,089.

Irwin, of Oakleigh, on the 19th; Repr. W. Durkin, of Nth. Melb., B'maker C. P. of Nth. Melb., and Tiav. Audit. G. C. Taylor, on the 20th; Labr. Hunter, of Newport Wkshops., Car C. C. Long, of Jolimont, and Goods J. S. Berryman, of Nyora, on the Powers Machine Mechanic F. J. Head Office, on the 22nd; Strifer Lane, of Newport, on the 23rd; Wkshops. Mgr. P. R. Leslie, and man C. W. Badger, of Newport House, on the 24th; Porter J. Dandenong, on the 25th; Comms. J. L. Timewell, on the 27th; Suptg. J. J. Montgomery, on the 28th; Supt. G. S. Scott, and Clerk L. Acctey. Bch., on the 29th; Clerk Wall, of Acctey. Bch., on the 30th; Asst. Stn. Master W. J. McCarter, Clarkefield, and Clerk C. H. Frey, of Bch., on the 31st.

The V.R. "News Letter" is issued monthly by the Victorian Railways Commissioners for the benefit of railwaymen in the service. Personal contributions and other brief succinct contributions should be addressed to the Editor, Betterment and Publicity Board, Head Office.

Wholly set up and printed in Australia by the Victorian Railways Printing Works, Launceston-street, North Melbourne, the Publishers—The Victorian Railways Commissioners.

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The V.R. News Letter

June, 1937

Issue No. 81

Scholars Tours To Rail Works Begin

HIGHLY satisfactory beginning with the plan of Scholars' Educational Tours around various rail-activities was made last month by a party of boys and girls from the University High School inspected the Locomotive Machines Division at the Head Office, Spencer Street.

Discussing the visit, an official of the Locomotive Machines Division described it as the most successful of the numerous inspections arranged there during the past few months. He was greatly impressed by the keen interest which the scholars maintained and, particularly, by the intelligent questions that were asked.

Although the scheme is only in its early stage, over 50 tours have already been scheduled, including visits to the Locomotive Workshops, Melbourne Goods Shed, Automatic Telephone Exchange, Locomotive Train Control and other important suburban railway activities.

Before each tour commences, the scholars will be supplied with a folder containing the main features of the works to be taken.

An interesting sequel is the formation of a "V.R. Scholars' Club," in which each boy and girl taking part in a tour will automatically become eligible for membership. An appropriate badge will be issued to each scholar, and in addition a bulletin of railway information will be forwarded to each member at regular intervals.

Fertiliser Tonnage Will Be Greatest Yet

FIGURES compiled by the Transportation Branch last month indicate that the quantity of fertilisers carried by rail during 1937 will be the greatest in the history of the Department.

From January 1 to May 25, 1937, 483,700 tons of fertilisers had been transported—an increase of 56,292 tons over the corresponding period of last year. During 1936, 369,029 tons were carried—the highest yearly tonnage so far recorded.

On March 31 of this year, 468 rail wagons, carrying a total of 6,560 tons of fertilisers, were loaded in one day, a record that has never been surpassed.

During the past few years a constantly growing tonnage of fertilisers has been hauled. This increase is attributed mainly to a substantial extension of the practice of applying fertilisers for the top-dressing of agricultural lands.

V.R. Poster Praised By Geneva Committee



**BE FIT -
INCLUDE IN YOUR
DAILY DIET THESE
PROTECTIVE FOODS**

1 LITRE MILK, 1 EGG, 1 POTATO AND FIVE OTHER VEGETABLES (ONE OF WHICH IS GREEN VEGETABLE) OR 2 SERVINGS OF PRODUCE (LETTUCE, CARROT), 1 SERVING OF MEAT OR FISH, 1 OZ. BUTTER.



HOW a Victorian Railways pictorial poster — "Protective Foods"—has achieved international prominence is revealed in a letter received last month by the Chairman of Commissioners (Mr. H. W. Clapp).

Writing from Geneva, Mr. F. L. McDougall (who represents the Australian High Commissioner on the International Committee on Nutrition) said:

"Dear Mr. Clapp,

You would be rather interested if you came into this room at the present time. The International Committee on Nutrition is sitting. The members come from U.S.A., U.K., France, Italy, Holland, Denmark, Poland, Spain (Government), Belgium, Czechoslovakia, Yugoslavia, Australia. Lord Astor is in the Chair.

"Behind him one poster hangs on the wall—The Protective Foods poster of the Victorian Railways. Everyone thinks it excellent. I am receiving requests for copies and have promised to write to you asking whether you would be good enough to send a copy of the poster to several members of the Committee. I am enclosing the names and addresses.

"This Australian initiative for improved nutrition has aroused very wide interest, and should ultimately result in increased European demand for meat, butter and fruit."

A significant feature of this letter is the reference to the possibility of increased European demand for meat, butter and fruit—three products which Australia exports overseas.

Passengers Send In 121 Suggestions

IN response to the Commissioners' recent invitation to submit suggestions for improvements in train services, suburban rail travellers have forwarded 121 proposals. These are under consideration.

One of several suggestions concerning the vexed question of train connections at junction stations is of interest: it reveals the factors which militate against the introduction of a seemingly minor alteration.

A correspondent suggested that an alteration be made to enable a connection to be effected at Richmond

TEST YOUR KNOWLEDGE !

- (1) What area of the State is within eight miles of a railway?
* * *
- (2) What railway branch in Victoria has the longest span?
* * *
- (3) How many Nurseries are controlled by the Department?
* * *
- (4) Expressed in tonnage, what are the three main classes of goods carried by the Victorian Railways?
* * *
- (5) For what kinds of passenger transport are tickets issued by the Department?
* * *
- (6) What Victorian Railway station is situated at the highest altitude above sea-level?

(Answers in page 4)

between the 7.24 a.m. "up" Sandringham train and the 7.44 a.m. "down" Kew train, which arrive at Richmond at 7.46 and 7.47 a.m. respectively.

Although one extra minute at Richmond would permit passengers to transfer, this amendment cannot be made for the reason that the "up" Sandringham train arrives at Flinders Street within three minutes of a preceding train, which is the minimum time allowable for the clearance of the line.

Alternatively, the Kew train cannot be run later as it is followed within two minutes by a Box Hill train. Moreover, the Kew train has only the minimum terminal time of three minutes to form the "up" train from Kew.

During the period under notice, trains are run at very frequent intervals, the line and platform facilities being so heavily taxed that variations of train running times are not usually practicable.

The Month's Topic

"TRAVEL IS AN EDUCATOR"

It is a truism that "Travel is an educator"—and only by travel will Australians gain a proper appreciation of the vast potentialities and scenic beauties of their own country. The stimulation of travel is an important national work, and the Victorian Railways Department, in association with the various railway and other transport services, will continue to provide every facility for Australians to travel, whether within their own State, or beyond.

Actually, the Victorian Railways Department can rightly claim to have given a greater stimulus to Australian travel than any other transport organisation. Ten years ago, the "Reso" Tour from Victoria to Central Australia was organised; later, "Reso" Tours were conducted from Victoria to other States, including Canberra. The "Holiday" Train recently made a tour of South Australia.

Big "Reso" Tour

Plans are now in hand for a "Reso" Tour covering 6,000 miles of travel and including an itinerary embracing visits to the plant of the Broken Hill Pty. Ltd., at Newcastle and various outstanding resorts in Queensland. Following Victoria's lead, other States arranged local "Reso" and "Holiday" Tours, and in addition "Reso" parties have visited Victoria.

A feature of the recent travel activities of the Victorian Railways—through the Victorian Government Tourist Bureau and its Branches in Sydney, Adelaide and Brisbane—has been the planning of scholars' tours from Victoria to other States and vice versa. These tours include travel by road, rail, sea and river steamer.

Railwaymen—particularly those who come in contact with the travelling public—are in a position to render assistance in stimulating travel. If they know of anyone contemplating a holiday, the name and address of the intending holidaymaker should be forwarded to the Victorian Government Tourist Bureau, Queen's Walk, Melbourne.

The Bureau will send tourist literature and suggestions which will be helpful to the prospective holidaymaker.

ATTRACTING TOURISTS FROM INDIA

THE appointment of Mr. H. R. Gollan as representative of the Australian National Travel Association in India is an indication of the Association's expanding activities abroad. With the selection of this popular newspaperman, the A.N.T.A. will have three representatives overseas, the other two being Mr. H. C. Fenton, in London, and Mr. A. H. O'Connor, in Los Angeles, U.S.A. The Association is also represented by the Australian Trade Commissioners in other countries.

The necessity for direct representation in India has long been felt by the Association, and the choice of Mr. Gollan is a particularly happy one. Mr. Gollan has exceptional qualifications. He has had the necessary press and tourist experience, and he possesses in addition that gift of approach which should make him an acceptable ambassador for Australia in an increasingly important tourist field.



A native of Gawler (S.A.), Mr. Gollan served first on the "Bendigo Advertiser" followed by periods on the "Hampden Spectator" and "Geelong Advertiser." War broke out during his career in Geelong, and he enlisted. He went through Gallipoli, then to France where he had a commission in the infantry. He emerged from the great conflict with the D.S.O., M.C., and the honour of being three times mentioned in despatches.

Returning to Australia, he resumed the "Geelong Advertiser" as Chief of-Staff, subsequently joining the literary staffs of the "Argus" and "Evening Sun."

Mr. Gollan had five years' experience in the Victorian Railways as Assistant Publicity Officer and three years' as Manager of the Victorian Government Tourist Bureau. During that period he gained a wide and valuable knowledge of tourist work. Later, he returned to the "Argus" as Assistant Manager. Then he was appointed to direct the early energies of the "Star" as Managing Editor, subsequently relinquishing that post to become Manager of the "Argus."

It is expected that Mr. Gollan will make his headquarters in Bombay. His plans include a regular survey of the tourist possibilities of various parts of India.

Service

"I wish to thank the Victorian Railways for the care they have given to me in the past with the handling of my honey. I send all my honey to Melbourne by rail.

"It runs into thousands of tins and in all the years that I have been sending I have had very, very little loss and I thank the staff and railways of Victoria generally for the care and promptness.

"I expect a big flow this year. I hope to get 4,000 or 5,000 tins. The road transports have been coming continually to me to give them a turn, but I do not intend leaving the railways."

—Mr. L. E. Brown, of Bordertown (S.A.) writing to the Commissioners.

Over 1,100 Scholars On Vacation Tours.

AN outstanding feature of the tourist traffic last month was the conveyance of large parties of scholars on May vacation tours to a number of Victorian holiday resorts.

A total of 1,109 boys and girls participated in these tours which were specially organised by the Victorian Government Tourist Bureau and its Branches at Sydney, Adelaide and Mildura.

From Melbourne, there were 533 scholars; from Adelaide, 377; from Mildura, 104; and from Sydney-Wagga-Albury, 95.

They were distributed over four resorts—844 went to Cowes (Phillip Island); 120 to The Gippsland Lakes; 90 to Lorne; and 55 to Point Lonsdale.

INTRODUCING—

MISS Olive Norman, whose intelligence and practical travel knowledge make her an invaluable member of the Victorian Government Tourist Bureau's staff. She has played a particular

flair for conducting large parties of scholars on vacation tours—an attribute probably developed by her experience as sports' mistress for six years at a leading Girls' Grammar School.

Miss Norman knows Victoria: she knows Australia too, and it was no surprise two years ago when she was selected to accompany and advise a Canadian visitor on an extended tour through three States. Possessing literary ability, she is an effective platform speaker on several occasions she has lectured on Australian travel experiences drawn from personal knowledge of various parts of Australia, except North Australia. Last year, she qualified as a skiing instructress, and this year she will again conduct a party of girls to the snow-capped heights of Mt. Feathertop. Miss Norman's presence in touring parties is an assurance that the social entertainment side will be featured. She has had considerable experience in stage work, and has produced a number of plays at the Grand and Comedy Theatres in Melbourne.



Road Advocate's Broadcast Answered Here

VITAL FACTS FOR RAILWAYMEN

RAILWAYMEN who listened to a recent broadcast debate on the subject "Railways or Motor Transport—which?" will not be misled by the specious contentions of the advocate of road transport. Comparisons of railway deficits with revenue collected from motor vehicles, or of the number of persons employed in this or that industry; or of the developmental parts played by railways or roads—have no bearing whatever upon the plain question whether it is necessary, from an economic point of view, to protect the railways.

COMMUNITY'S BIG RESPONSIBILITY

NO responsible railway official has ever suggested that there should be prohibition of motor transport. On the contrary, the railway management has consistently and persistently advocated its encouragement wherever its service will benefit the community as a whole. This is a very different matter, however, from encouraging road motors to provide a service for the benefit of a relatively small group of persons at the expense of the general community.

The contention of the supporter of road transport that "merchants and storekeepers in country centres have saved thousands of pounds by motor transport" is undoubtedly true. The fact remains that what goes into the pockets of the individual merchants and traders must come out of the pockets of the taxpayers, who are obliged, whether they like it or not, to bear the responsibility for railway losses.

Rail Freights

It is also a fact that "country storekeepers are enjoying the lowest railway freights ever known." This would be a virtue if the community could afford to concede them. The truth is they exist because it is cheaper to have the traffic at low rates than not to have it at all.

It is, however, the eventual responsibility of the community to determine whether it is reasonable that the merchant and storekeeper should pay for their valuable goods at rates sufficiently high to compensate for the exceedingly low rates at which the bulk of this country's traffic must of necessity be carried. The primary producer is dependent upon the low freight rates; the merchant and storekeeper are very largely dependent upon the primary producer.

If the rates on primary produce had to be raised, or alternatively, taxation drastically increased to make up for the revenue lost by the competitive reduction in the merchant and storekeeper's freight charges, the

question may well be asked: What is the benefit to the community?

The claim that road motors can do for the wheatgrowers what the railways are doing is so absurd that it is hardly worth discussing. Such a task has not been attempted anywhere in the world. It presupposes exclusive and tremendously costly rights of way for commercial motor transport, and the reconstruction of ports and even cities.

And, because wheat, if it is to compete in the world's markets, must be carried at rates much lower than motor transport can offer, it assumes also that there shall be compensatory higher rates for more valuable traffic.

In other words, it would be necessary for road transport to adopt a rating structure similar to that of the railways, and consequently to withdraw the "advantages to merchants and storekeepers" upon which its very operations are based.

Commissioners Praise Staff

IN a statement issued to the press last month, railwaymen employed on the extensive plan of alterations and improvements at Spencer Street Station were praised by the Commissioners for the manner in which they are carrying out the work.

* * *

"Much of the work involves the concourses and platforms where there is a constant flow of people," the Commissioners said. "However, each stage of the work has been carefully planned, with the result that there has been an almost complete absence of interference with the free movements of passengers."

* * *

"Moreover, despite the comprehensive nature of the work, the various alterations are being effected by the staff concerned with commendable expedition."

Selector System For Suburban Area

MANY NEW FEATURES

STEADY progress is being made with the preparations for the inauguration of the selector telephone system for controlling suburban train services. The installation will rank as one of the most modern of its kind in the world.

It is proposed to bring 220 stations, signal boxes and depots within the scope of the system, the central point being in the new Central Train Control Division on the ground floor of the Administrative Offices at Spencer Street. In this way, the suburban train services will be under the same efficient scheme of control as that governing the operations of the major portions of the country lines.

Area Served

Selector telephone facilities will be provided at practically all the stations between Melbourne and the following terminal points: Williamstown, St. Albans, Broadmeadows, Fawkner, Reservoir, Eltham, Lilydale, Upper Ferntree Gully, Eastmalvern, Dandenong, Frankston, Sandringham, St. Kilda and Port Melbourne.

In addition, by means of a newly-developed, ingenious device in the equipment, it will be possible immediately to establish telephone communication, whenever required, with stations which have code-ringing telephone facilities between Lilydale and Warburton, Frankston and Mornington, Dandenong and Warragul, Eltham and Hurstbridge and Newport and Altona.

A Train Despatcher's table, containing many important improvements upon the existing type, will be located in each of three rooms at the Central Train Control. An outstanding development is the facility under which each table will be interchangeable, one with the other: thus, if abnormal conditions occur on a particular line, the group of stations concerned can be immediately segregated to one of the tables.

All Can Hear

A further notable improvement enables the Train Despatcher to conduct a conversation that can be heard simultaneously by all of the 220 stations, signal boxes and depots linked with the system!

In making contact with a station, the Train Despatcher will merely operate a press-button, following which lights will automatically indicate whether the circuit is in order to the station concerned. The Train Despatcher's voice will be transmitted through a microphone fitted beneath the loud speaker.



Personal Postscript



Apprentice to Manager

APPRENTICE at Bendigo in 1887— and Manager of the Newport Workshops in 1919 . . . Those were two milestones in the Departmental career of Mr. E. W. Arthur. He retires this month, just two months short of completing 50 years of service. At Newport he filled with distinction the responsible position of presiding over one of the largest and most modern industrial establishments of its kind in the Southern Hemisphere. At one period of his administration, 4,000 men, representing hundreds of different occupations, were employed at the Newport Workshops. His appointment as Workshops Manager was the climax to 32 years of practical workshops experience, successively passing through the grades of Fitter, Leading Hand Fitter, Foreman-in-Charge of Mechanics, Shop Foreman, and Foreman Turner and Fitter. In 1918, Mr. Arthur who was accompanied by Messrs. F. J. Shea (now Chief Mechanical Engineer, South Australian Railways) and R. Boan (former Testing Engineer) carried out an important investigation of rolling stock branch activities in North America. On behalf of the Workshops staff, Mr. Commissioner N. C. Harris made a presentation to Mr. Arthur, who also received a farewell gift from the Workshops Sub-branch of the Returned Soldiers' League. —G.R.S.

On the Tee, Now

HEARING that Estate Officer R. F. Calcutt, upon his recent retirement from the service, had succumbed to the attractions of golf, the staff in the Way and Works Branch selected golf as the key-note of their farewell presentation. A set of golf sticks, a wallet of notes for the purchase of further golfing equipment and a gold wristlet watch for Mrs. Calcutt were intended to convey to Mr. Calcutt some idea of the esteem in which he was held by his former colleagues. He had completed almost 50 years of service; practically all his career he was associated with the Estate Division. Thus he became possessed of a comprehensive knowledge of all aspects of land dealings, his skill being emphasised when he represented the De-

partment in many Arbitration Court Cases under the Lands Compensation Act. Mr. Calcutt is a fellow of the Commonwealth Institute of Valuers. —W.H.

LAST MILE POST

ALTHOUGH employed in the Railway Offices at Spencer Street throughout his 37 years in the service, Mr. Charles Mullany, whose death was reported last month, was widely known to many hundreds of railwaymen scattered in all sections of the Department.

For more than 10 years, Mr. Mullany was the Railways Organising Officer on the "Better Farming" Train, and in that capacity he made numerous tours to all parts of the State as the representative of the Commissioners. As a result of his association with this train and his continuous contact with the experts of the Agricultural Department, he gained a wide knowledge of all primary industries which was invaluable to the Railways Department.

He was for some years the Department's representative on the Council of the Young Farmers' Clubs in which he manifested a deep and lasting interest.

Mr. Mullany was a gifted public speaker—fluent and impressive with a flair for quickly conveying to an audience a complete picture of the subject under discussion. In his position as Bioscope Officer of the Department, Mr. Mullany played a leading role in the production and exhibition of a film dealing comprehensively with the railway system. In that work he achieved a notable platform success in making known to the public many aspects of railway operation.

Amongst the many other positions he occupied in the Department were the Secretaryships of the Betterment and Publicity Board (upon its establishment in 1921) and the Board of Discipline.

Mr. Mullany's death is deeply mourned by a wide circle of his former colleagues who had a fine appreciation of his many excellent qualities.

MANY railwaymen—particularly those located in the Metropolitan and Seymour Districts—will regret to learn of the death of Mr. J. M. Barklamb (Officer-in-Charge, Transportation Stores Division). He was aged 45, with a record of 27 years' service in the Department.

Mr. Barklamb enlisted in the A.I.F. soon after the outbreak of war in 1914. He was severely wounded, and did not resume in the Department until 1921.

Despite the handicap of almost continuous ill-health, Mr. Barklamb applied himself enthusiastically and successfully to his various Depart-

mental positions. It was characteristic of him that he should be the possessor of a Gold Life Membership Medal—the highest award obtainable in the Department's first-aid organisation.

At Seymour, Mr. Barklamb devoted his energies to many aspects of public affairs, one of his offices being the Secretaryship of the Returned Soldiers' League.

Problems Solved

- (1) Sixty-two per cent. Excluded approximately 10,000,000 acres of mountainous country where railways are not a practical possibility. * * *
- (2) The bridge carrying the Melbourne Williamstown line over the Werribyng River—one span 200 feet length. * * *
- (3) Two—one (horticultural) at the Werribyng Bridge, and one (children) at the Flinders Street Station. * * *
- (4) For the financial year ended June 1936: Wheat, 986,291 tons; merchandise, 886,792 tons; firewood, 801,187 tons. * * *
- (5) Rail, road, sea and air—and back, the latter being for travel from Harrietteville to Mt. Featherston. * * *
- (6) Shelley, on the Cudgewa line—feet. * * *

June Birthdays

UNDERGEAR Repairer's Ass't. Johnson, of Ararat, and E. A. Clarke, of Spencer St. first; Clerk F. J. Rout, of Newport; and Ganger W. J. Saunders, of Victoria on the fifth; Wkshps. Foreman Lambert, of Jolimont, on the sixth; Ass't. R. G. Moore, of Spotswood; Clerk J. W. Kelly, of Acctcy. Bck. on the seventh; Elec. Train Driver M. J. of Jolimont, Clerk L. H. Barrett, of General Service Engineer A. K. on the eighth; Engine Cleaner A. F. of Nth. Melb., on the 10th; Fitter Semmell, of Spotswood, on the 11th; Repairer E. R. Parker, of West Footscray, on the 12th; Train Driver A. W. Gresham, of Warragul, on the 13th; Advtg. Sales Mgr. G. P. of Labr. W. Naylor, of Jolimont, and H. C. Anderson, of Flinders St. on the 14th; Chief Special Officer J. E. and Draughtsman K. F. Longden, of W. Head Office, on the 15th; Clerk Cleary, of Dimboola, on the 16th; Driver J. C. Rowe, of Maryborough, on the 17th; Guard J. J. De Forest, of St., and Guard A. C. Adams, of Bright Line, on the 19th; Ass't. Master P. J. Capper, of Nar-Nar-Goon, on the 20th; Clerk R. G. Renne, of Goods, on the 21st; Goods Checker Deam, of Tocumwal, and Painter B. of O'head Depot, on the 22nd; Labr. W. J. Duckett, of Spencer St. on the 23rd; Skld. Labr. A. G. Stott, of Footscray, on the 24th; Ganger T. of Swan Hill, on the 25th; Ass't. Bureau Mgr. R. T. Wotherspoon, and T. M. Mardling, of Acctcy. Bck., on the Gatekeeper N. Pascoe, of Guidford, on the 27th; Carpenter W. P. Dunne, of Melb., and Skld. Labr. A. J. Edmond, of Flinders St., on the 28th; Tram Mgr. G. C. Abbott, of Elwood, on the 29th; P. Board Member J. Fowler, and J. J. Ramsay, of Alphington, on the 30th.

Wholly set up and printed in Australia by the Victorian Railways Printing Department, Laurens-street, North Melbourne. Publishers—The Victorian Railways Commissioners.

● HEADACHES?

IT MAY BE YOUR EYES

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The V.R. News Letter

July, 1937

Issue No. 82

Reconditioning Fishplates

IMPROVED TRACKS ; BIG SAVINGS WILL RESULT

DESIGNED to effect substantial improvements in railway tracks with resulting reductions in expenditure, a highly important experiment in the reconditioning of fishplates has been brought to a successful conclusion by Way and Works Branch engineers. Under ordinary running conditions wear occurs at rail joints on the underside of the railhead and on the top of the bearing surfaces of the fishplates.

The wearing process results in a depression at the rail ends, eventually necessitating the withdrawal of the affected rails and fishplates from service. The reconditioning consists of three pieces of spring steel, each four inches long and of various thicknesses, welded to the top of the fishplate. With the steel plates slightly ground at the outer ends to form a taper, the reconditioned fishplate quickly adjusts itself to the worn surface of the rails, removes the depression at the rail ends, and restores the clearance between the web of the rail and the fishplate.

Moreover, as the bolts are tightened, the reconditioned fishplate maintains the strong wedging action so necessary in a rail joint, particularly at the extreme ends of the rails.

The cost of reconditioning fishplates is only 1/3d. per pair, and their use increases the service life of the rails, reduces maintenance expenditure and, with the levelling of the rail ends, promotes smoother riding conditions.

A further important feature is that valuable use will be found for the large stock of secondhand fishplates, which has been considerably augmented since the advent of long welded rails.

At present, 75, 80 and 100-lb. reconditioned fishplates are being used on the suburban electrified lines and 75-lb. fishplates on sections of the Goulburn Valley, Ballarat to St. Arnaud, Nyora to Wonthaggi and Traralgon to Sale lines.

APPLY NAMED !

HIKERS who took part in the Victorian Government Tourist Bureau's Mystery Hike on the King's Birthday holiday, June 14, promptly called it the "Riddle Hike."

Both the destination of the special train and the route of the hike remained an unsolved riddle until, approaching a station, the train suddenly slowed down. Peering from the train, the hikers with perfect unison shouted : " The riddle's solved : we're here—its Riddell ! "

And the "Riddle Hike" through the Riddell District was voted to be one of the most exhilarating yet planned by the Bureau.

Tours of Works Aid Scholars' Studies

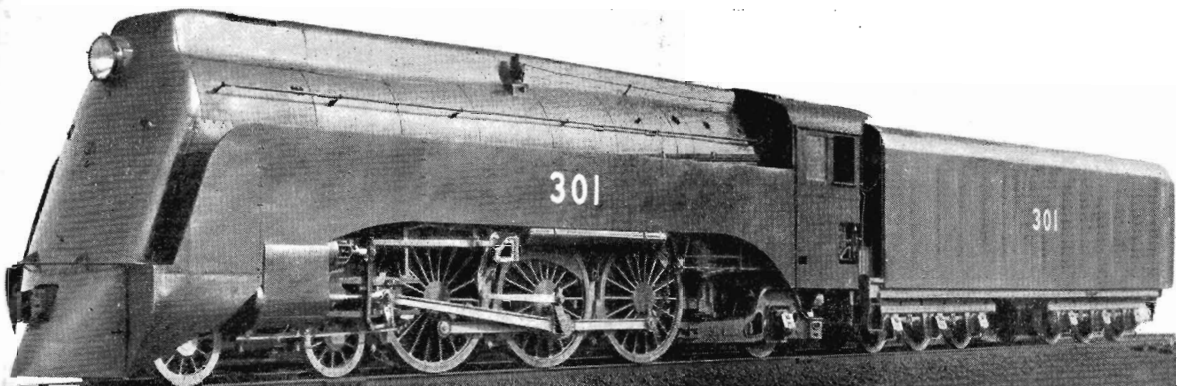
HOW the recently-introduced Scholars' Educational Tours around metropolitan railway activities are providing invaluable first-hand knowledge was revealed last month.

In booking a party of children for an inspectional tour of the Melbourne Goods Sheds, the authorities at one school were influenced by the fact that the opportunity of seeing the receipt and despatch of diversified primary products and general merchandise would prove of value in supplementing the children's geography lessons.

Students at the Domestic Arts School have booked for a tour to the Dining Car Depot, North Melbourne, where the various activities, particularly in the butchery and bakery, will be specially featured.

Boys who are attending classes, such as blacksmithing, tinsmithing, wood-working, etc., at Technical Schools are being specially catered for on tours around the various workshops. The time allotted to sections in which the boys are particularly interested is being prolonged.

Up to the present, 13,500 bookings have been made for 292 tours, which will be undertaken within the next five months. In one instance, the authorities at the Hyde Street State School, Footscray, arranged for parties of children to take part in each of the 10 tours scheduled. The tours were such an outstanding success that the authorities immediately arranged for other children to participate in two additional complete series of tours.



Victoria's first streamlined locomotive—Pacific "S" class 301. Steel sheathing produces the streamlined effect. Now painted red, it will be repainted to conform to the distinctive colour of the new Corten-steel train being built for the "Sydney Limited" service between Melbourne and Albury. The tender has been enlarged to 35½ feet long which permits a greater

quantity of water—13,000 instead of 8,600 gallons—to be carried, but the amount of coal has been reduced from 9 to 7½ tons. It is proposed that this locomotive will haul the train at a maximum speed of 70 miles per hour on non-stop runs in each direction between Melbourne and Albury. "S" 302 is now also being streamlined.

The Month's Topic

ACHIEVEMENTS OF "S" CLASS LOCOMOTIVES

It was appropriate that the first Victorian Railways locomotive to be streamlined should be one of the Pacific "S" class. The widespread interest—extending beyond Victoria—accorded the initial test runs last month reflected the manner in which these giant locomotives have captured the public's imagination.

Nearly 10 years ago the first of these four locomotives emerged from the Newport Workshops. It was the pride of the service; a monument to the skill of the designers and builders—all Victorian Railwaymen.

Following extensive trials, the first Pacific "S" class locomotive was allotted for service on the "Sydney Limited" between Melbourne and Albury, and it immediately exerted a profound influence upon the speed and economical operation of the train.

Travelling Time Less

In both directions between Melbourne and Albury, the travelling time was reduced by 30 minutes; a similar improvement was introduced two years ago when the Melbourne arrival and departure times were scheduled at 11.30 a.m. and 6 p.m. respectively.

In addition, because of the greater horse-power and hauling capacity of the "S" class locomotives, costly double-heading of the "Sydney Limited" was eliminated. Previously, the use of two "A2" class locomotives to haul the "Sydney Limited" was of frequent occurrence.

And now, with an enlarged tender permitting an increased quantity of water to be carried, the streamlined Pacific "S" class locomotive will be enabled to haul the "Sydney Limited" on non-stop runs between Melbourne and Albury (190½ miles)—thus further consolidating its unchallenged position in performing the longest and fastest non-stop run of any locomotive in the Victorian Railways service.

From the outset, these Pacific "S" class locomotives have proved of inestimable value to the Department, and with the trend towards even higher speeds they are destined to play a still greater part in raising the prestige of the Victorian Railways.

New Facilities At Flinders Street

A NEW country booking office, incorporating modern facilities for ticket purchasers, and a Branch office of the Victorian Government Tourist Bureau will be opened soon at the Centre Entrance (opposite Degraives Street) to the Flinders Street Station.

Instead of purchasing tickets at a series of windows, passengers will transact their business in a spacious enclosed hall notable for its new, distinctive lighting and modern flush-figured panelling in Queensland walnut. A modern counter in Queensland walnut, with an ornamental grille of the bank type, will be an outstanding feature.

To regulate the movements of passengers to and from the counter, an appropriate number of barriers will be provided.

Portion of the accommodation will be used as a Branch of the Victorian Government Tourist Bureau where holidaymakers and travellers generally will be afforded the same comprehensive travel facilities as those existing at the main Bureau in Queen's Walk.

A further feature of service for passengers at Flinders Street station is the provision of a public address system for announcing the arrival and departure of trains, etc. Microphones will be provided at two locations, and from either of these the Man-in-Grey will transmit announcements that will be heard through eight amplifiers located at "key" points around the station.

INTRODUCING—

STATION Director Harry Budge, of Flinders Street, or as he is more familiarly known—the Man-in-Grey. Harry typifies the general conception of what a Man-in-Grey should be: encyclopaedic on railway matters; courteous and tactful; bright and immensely proud of his position—and, to cope with the queer non-railway questions preferred, a man of the world. His four years' active service with the A.I.F. gave him an invaluable insight



into human problems. For 16 years, he roamed over the V.R. system as a special ticket checker—for a period as senior special checker—gathering in his stride a practical experience that gives the hallmark of authority to his replies to enquiries. In any case, a man who can tell you all about the 600 different types of railway tickets on issue—as Harry can do—possesses an essential attribute for the Man-in-Grey at one of the world's busiest single passenger stations—Flinders Street.

How £30,000,000 Was Transferred

DESPITE the fact that £30,000,000 are involved, no elaborate preparations are necessary for the transfer on July 1 of that huge sum from the railway loan liability to the General Account of the State.

This epoch-making event in the history of Victorian Railways finance will take place with a complete absence of fuss. The State Treasurer will merely open another page in the Public Ledger in which the transference of £30,000,000 will be recorded.

Although the railway interest bill will be reduced by approximately 1½ million pounds, this relief will be offset by the loss of the Treasury recoups for losses on non-paying lines and freight reductions, etc. (for 1936-37, the total amount of the subsidies is £670,000), and by the Department having to pay its own contribution (£120,000) to the National Debt Sinking Fund. Hitherto, this payment has been made by the Treasury.

The net relief—approximately £500,000—is little more than sufficient to meet the railway deficit in the financial year ended June 30, 1937.

A further important aspect of the transfer is that for the first time a "Renewals and Replacements Fund" will be established. Into this Fund will be paid each year such amount as Parliament appropriates for the purpose, subject to a minimum of £200,000 per annum, and the money available will be used for replacements and renewals other than those which are carried out in the ordinary course of maintenance. To fully meet the depreciation which occurs each year in earning the revenue at least £600,000 is required.

INSPIRING SERVICE!

A RECORD-BREAKING series of fogs last month, presenting hundreds of railwaymen with opportunities for rendering inspiring service under the most trying circumstances.

Fogs extending throughout the Metropolitan area—morning and evening on a number of days—imposed an extra strain upon motormen, drivers, firemen, guards, station staffs, signalmen, fog signalmen, etc. Despite the additional responsibility, however, every man rose splendidly to the occasion, ensuring the safety of passengers and at the same time reducing the unavoidable inconvenience to a minimum.

To provide the greatest possible transport service during fog, governed always by the strictest safe-working principles, was the Department's objective. This cost many thousands of pounds, not only in extra wages and essential refreshments for fog signalmen, but also in detonators: nearly 50,000 detonators were issued last month.

PROGRESS OF RAILWAY PLANS FOR BULK HANDLING OF WHEAT

ALTHOUGH the scheme for bulk handling of wheat, for which the work of installing the elevators is being carried out by the Grain Elevators Board, will not be in operation until the 1938-39 harvesting season, the Department is steadily progressing with its part of the arrangements: the wheat-proofing of trucks and the preparation of plans, etc., of the alterations and additions to sidings at the terminals and stations where grain elevators are to be erected.

Among the principal bulk handling schemes being incorporated in the plans are the installation of door sidings to provide for sealing the trucks; the abolition of peep-holes and covers in the doors; and the elimination of the slack between reliable stanchion and support.

The complete scheme provides for the erection of elevators at 139 sidings, together with terminal elevators at Geelong and Warrnambool. At many of these country stations, alterations to the sidings will be necessary and they will be carried out by the Department as construction proceeds.

The most extensive work of this kind, involving the construction of many sidings and approach tracks, will be undertaken at the Geelong and Warrnambool terminals where the elevators have capacities of 2½ and 2 million bushels of wheat respectively.

Each of these terminal elevators will be capable of receiving wheat in bulk from railway trucks at the rate of 20,000 bushels an hour and of discharging into the ships at the rate of 100 bushels per hour. This will enable a complete cargo to be loaded at each terminal in one day.

Salesmanship Chance Lost

In a *Weekly Notice* "Front Page Message to The Staff" last month, the Commissioners cited an instance of a railwayman who lost an opportunity for displaying salesmanship which, of course, should be a fundamental part of every railwayman's work.

As this happening is of such importance, the Commissioners desire that it should be emphasised again through the "News Letter." The message referred to reads as follows:—

Replying to a telephone enquiry concerning 'the return fare between Melbourne and Shepparton,' a railwayman said: 'Second class, 19/11d.'

But that was an incomplete answer. It should have quoted both the first and second class fares. As there is only a slight difference between these fares, an opportunity was obviously lost of possibly securing travel at the higher rate.

Think this matter over—and you will appreciate the need for educating railwaymen about the superior advantages and comforts of first class travel."

Although the message specifically refers to fares, it will be apparent that the principle involved has a general application to every phase of our business relations with patrons.

Acting Lord Mayor Thanks Railwaymen

By direction of the Commissioners, the following letter from the Acting Lord Mayor (Sir William Brunton) to the Secretary for Railways is published for the information of railwaymen who generously subscribed to the Fund created to relieve distress arising from the disaster at the State Coal Mine, Wonthaggi, in April last:—

"Dear Sir,
I desire to acknowledge with very sincere thanks the receipt of a cheque for £395/7/3d., being the amount contributed by the officers and employees of the Victorian Railways to the Lord Mayor's Coal Mining Accident Relief Fund.

"Will you kindly accept and convey to the contributors the appreciation of the Committee and myself for their generous contribution to this most deserving fund. The Treasurer's official receipt is forwarded herewith."

Yours faithfully,
(Signed) W. BRUNTON,
Acting Lord Mayor.

V.R. Officials Praised By Tasmanian Premier

AFTER carrying out a comprehensive reorganisation of many Branches of the Tasmanian Railways over a period of six months, Messrs. W. R. Price (Superintendent of Train Services) and E. H. Brownbill (Manager, Newport Workshops) recently resumed duty in the Department without even submitting a report to the Tasmanian Government . . . !

Explaining this rare sequel to such an important mission, Mr. Price stated that the Tasmanian Government clothed them with wide powers of reform, and with time as the all-important factor, both Mr. Brownbill and himself almost invariably gave directions for the immediate introduction of numerous far-reaching improvements as they moved from point to point around the system.

That Messrs. Price and Brownbill fulfilled the highest expectations of the Tasmanian Government is amply demonstrated by letters which they have received from the Premier of Tasmania and the Minister for Railways.

Warmly praising them for their work, the Premier (Hon. A. G. Ogilvie, K.C., M.H.A.) said: ". . . I consider we were extremely fortunate in having your services made available to us by the Commissioners of the Victorian Railways Department for the purpose of reorganising the railway activities in this State. The results of your work are very evident in the operation of the service today, and I thank you for the interest you have displayed in your undertaking. . ."

Mr. R. St. Clair Steuart's Death Last Month

NOTABLE among the many fine tributes paid to Mr. R. St. Clair Steuart, M.D., F.R.C.S.E., F.R.A.C.S., Railways Medical Officer, who died last month, were the visits to the Medical Division by railwaymen who expressed profound regret at the passing of such a skilful, kindly and friendly practitioner.

Mr. H. W. Clapp (Chairman of Commissioners), Mr. Commissioner N. C. Harris and Mr. D. Cameron (Chairman, Staff Board) represented the Department at the funeral.

Mr. Steuart, who had just completed two years as Railways Medical Officer, was a distinguished surgeon, soldier and athlete.



Born in New Zealand, he was educated at the Wanganui College. He was captain of the College rugby team and a champion amateur athlete and boxer.

Mr. Steuart had four years active service with the A.I.F., being attached to the Third Australian General Hospital at Lemnos Island, and later he served along the Western Front in France. After the war, he was a house surgeon in London and Edinburgh.

For eight years, Mr. Steuart was a general practitioner at St. Kilda, and for some years he was an Examiner in Clinical Surgery at the Melbourne University. He was also a member of the Assessment Appeal Board of the Repatriation Department. At the time of his appointment as Railways Medical Officer he was in practice in Collins Street and also a surgeon to In-Patients at the Alfred Hospital.

High Train Speeds In U.S.A.

THE great progress made in accelerating passenger trains in the United States is disclosed in an international survey of train speeds which was recently published by the Railway Gazette of London, England.

At the end of 1930, there were 25 runs in the United States averaging a-mile-a-minute from start to stop. They covered a total of 808 miles per day. By the summer of 1936 the number of mile-a-minute runs in the United States had increased to 568, and the total distance covered daily had increased to 30,047 miles.

In view of the attention that has been created by the Diesel-powered streamlined trains, it is of interest to mention that steam and electric trains also make large contributions to the American record. Of the 568 runs averaging a-mile-a-minute for 30,047 miles, there were 201 steam runs making 12,886 miles, 251 electric runs making 8,015 miles, and 116 Diesel runs making 9,146 miles.



Personal Postscript



Melb. Yard Expert Retires

LAST month, the Melbourne Yard lost one of its best known personalities when Acting Senior Superintendent M. F. Condoen reached the retiring age. For all but nine of his 47 years' service, Mr. Condoen had been connected with the Melbourne Yard, his ripe experience and skill, particularly during periods of rush traffic, having been an invaluable contribution towards the smooth working of this busy railway activity. To the uninitiated, the Melbourne Yard is just a conglomeration of railway tracks, but to Mr. Condoen . . . Prior to becoming Acting Senior Superintendent, he had passed through the grades of shunter, leading shunter, goods guard, yard foreman and assistant superintendent, deriving from each position a wealth of practical experience. A wallet of notes for himself and a handbag for Mrs. Condoen were intended to convey some idea of his colleagues' regret at the retirement of a popular railwayman—and a man noted for his loyal service to the Department. —J.S.

20 Years at Ascot Vale

"HE was wonderfully popular with railwaymen on this line—but even more so among the Ascot Vale station passengers, many of whom expressed to him their appreciation of his courtesy and helpfulness," said a colleague in referring to Assistant Stationmaster John Hanlon who recently retired. All railwaymen who had the pleasure of knowing the veteran will warmly agree with that tribute. Mr. Hanlon, who was located at the Ascot Vale station for nearly 20 years, had 47 years' service, beginning as a porter in 1890. For 16 years he was on the relieving staff in the Ballarat District, and before transfer to Ascot Vale was Assistant Stationmaster for varying periods at Burrumbeet, Lubeck and Williamstown. A group of Mr. Hanlon's admiring colleagues and other

personal friends recently "invaded" his home, when they presented him with a cosy armchair. Several speakers, including representatives from other Branches, made it quite clear that his retirement was greatly regretted. —A.J.D.

Dahlias and— Stores

ONE of the show places at Mitcham recently was a backyard—an ordinary looking one from outside. But inside, you feasted your eyes on more than 6,000 dahlias ablaze in marvellous hues and tints. The backyard and the dahlias belong to Jack Voutier, of the Stores Branch, Head Office, who ranks among the best dahlia growers in the State. In four years, he has won 140 prizes with his blooms, several silver cups and blue ribands testifying to his skill in competition with both professional and amateur gardeners. At Victoria's principal Show—The Royal Horticultural Show—in Melbourne recently, Jack's 10 entries scored six first prizes and four second prizes, including the Pomponne and the Champion Miniature Decorative. He has won the latter prize three years in succession. The Pomponne was a gorgeous cream and lilac; the Miniature Decorative, a gold rose. At suburban dahlia shows, he has won other championships. Next year . . . The stage seems set for Jack to exhibit the Champion of Champions.—A.C.C.

Chrysanthemums and—Trains

RAILWAYMEN who are aspiring to fame as amateur flower growers will gain some measure of encouragement from the results achieved by Operating Porter Tom Ray, of Traralgon. Wherever competitive growers of chrysanthemums gather, the prowess of this young railwayman is discussed. His outstanding successes have been gained at the Royal Horticultural Show, Melbourne, where the State's leading growers of chrysanthemums are represented by magnificent blooms. Tom's list of important prizes is prodigious: it is sufficient to mention that having won them three years in succession, he is now the proud possessor of the Dr. Inglis and James Millard Cups—two much-sought trophies that alone proclaim Tom as an

expert and one of Victoria's most prominent chrysanthemum growers. At the Royal Horticultural Show in Melbourne this year, his several successes included a cup for the 12 chrysanthemum blooms, and a special prize for the other blooms. And, now, just to demonstrate his versatility, he is winning prizes with dahlias!

Railway Ball at St. Kilda Wednesday, July 21

ONE of the outstanding events of Melbourne's dancing season—Railway Ball—will be held at the Palais de Danse, St. Kilda, on Wednesday, July 21. Dancing will be from 8.30 to 12.30 a.m. The inclusive subscription is 10/6d. per person.

A feature of the evening will be the attractive floor programme, which ranged, which includes exhibition by several of the leading dancing exponents in Melbourne. There will also be a midnight hot buffet.

The Ball will be conducted on cabaret lines, thus ensuring an accommodation for everyone attending. Last month, the number of bookings had exceeded the total attendance at the 1936 Ball, and the Committee, therefore, recommends early reservations.

Plans are on view at the Victorian Government Tourist Bureau, Queen's Walk, and the Victorian Railways Institute, Flinders Street Station.

July Birthdays

REPAIRER R. Farthing, of Nth. Melbourne and Stn. Master C. P. Marshall, of Hepetoun, on the second; Chief Despatcher F. D. Greene on the third; Clerk A. W. Eveson, of W. & W. Office, on the fourth; Skld. Labr. Beck, of Bendigo, and Ldg. Shunter Vonarx, of Benalla, on the fifth; Porter K. M. Owen, of Heidelberg, on the sixth; Overhead Sub-Inspector Cornell, of Flinders St., on the seventh; Tourist Bureau Manager W. T. McCall, and Clerk L. J. Miller, of Accty. Office, on the ninth; Clerk E. J. Burgess, of Accty. Bch., on the 10th; Fitter & Turner Schmidt, of R.S. Head Office, and Office Asst. F. E. Bettess, of Nth. Melbourne, on the 11th; Chemist W. S. Macarthur, of Newport Wkshops, and Striker H. G. Bennett, of Bendigo, on the 12th; B'maker Bryant, of Spotswood, and Signaller Hemley, of Flinders St., on the 13th; Photographer A. L. Reid, and Labr. Moore, of Ballarat, on the 14th; Shunter J. P. Paley, of Wodonga, on the 16th; B'maker L. A. Moon, of Bendigo, on the 17th; Clerk D. P. Dillon, of Accty. Bch., on the 18th; Ccmptroller of H. S. Sergeant, on the 19th; Foreman Fream, of Spotswood, on the 21st; Transport & Publicity Board Chairman V. Letcher, on the 22nd; Shunter N. J. of Melb. Yd., on the 23rd; Fireman Morgan, of Benalla, and Skld. Labr. Scanlon, of Nth. Melb., on the 24th; J. P. Wall, of Melb. Goods, on the 25th; Repr. G. A. Davis, of Rainbow, on the 26th; Asst. C. E. W. & W. C. H. Fethner, of Elec. Fitter W. F. Drew, of Newport House, on the 28th; Fireman W. T. of Echuca, and Plumber J. M. Earle, of Nth. Melb., on the 31st.

Wholly set up and printed in Australia at the Victorian Railways Printing Works, Laurs-street, North Melbourne, for the Publishers—The Victorian Railways Commissioners.



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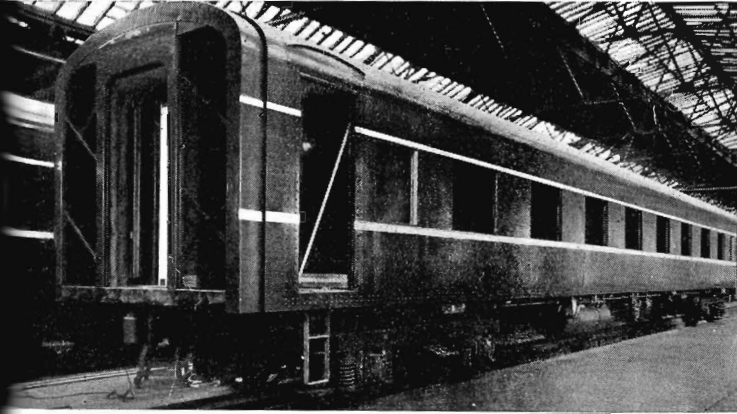
Pty. Ltd.

The V.R. News Letter

August, 1937

Issue No. 83

STRIKING COLOURS FOR NEW TRAIN



FORETASTE OF THE TREMENDOUS INTEREST which the new all-steel train for the "Sydney Limited" service will arouse was given when the colours of the train—royal blue with two gold stripes extending from end to end of the train—were announced last month. In this picture is one of the carriages which are nearing completion at the Newport Workshops.

BIG FEATURES OF KITCHEN IN ALL-STEEL TRAIN'S DINING CAR

WHILE every modern travelling comfort and convenience is being provided for passengers who will travel in the all-steel train now being constructed at the Newport Workshops for the "Sydney Limited" service, special attention is being directed to the Department towards enhancing the conditions under which the kitchen will work in the dining car of the train.

Plans in hand demonstrate that a new air-circulating system and an entirely new type of stove will provide ideal conditions in the kitchen. In the air-circulating system, the air will be drawn through filters and at the kitchen end of the dining car. The air will then be filtered *via* a duct formed between ceiling and roof above the carriage. The air will then enter the dining car *via* another duct which extends for the full width of the kitchen. This system will enable the staff to maintain the flow of air, thus providing pleasant, agreeable temperatures in the kitchen according to prevailing conditions.

Representing the only one of its kind to be used on an Australian train, the new stove incorporates many outstanding features which foreshadow not only greatly improved working conditions for the kitchen staff, but also greater heat within the stove; a substantial saving in fuel costs; and a standard of cooking even higher than that customarily offered patrons in the dining cars.

Rare Insulation

Although providing heat on the topplate approximating to 1,000 deg. Fahrenheit, this slow-combustion type of stove is so highly insulated that the heat is practically all confined within, leaving almost the whole of the exterior unaffected.

To generate the necessary heat within the stove, only very small quantities of coke will be required twice a day. As it is claimed by the manufacturers that the stove will require only from 10 to 15 lb. of anthracite (a slow burning coal) per 24 hours—1½ to 2½ tons per annum—it is obvious that fuel costs in the dining car will be exceptionally low.

The stove is also scientifically ventilated—a most important feature for fumeless, odourless cooking that will, it is stated, produce meals of the highest standard and at the same time retain the most delicate flavours hitherto lost.

Blind People Praise

Loud-speakers

A LETTER received from Mr. J. H. Murphy, Honorary Secretary of the Blind Workers' Association of Victoria, concerning the value of the loud-speakers on certain platforms at Flinders Street Station, has given the Commissioners considerable pleasure.

Writing to the Chairman of Commissioners recently, Mr. Murphy said:—

"I am directed by the Committee and members of this Association to write expressing the complete satisfaction of blind citizens at the introduction of loud-speakers announcing the arrival and departure of trains on the platforms at Flinders Street.

"This means to the blind what indicators mean to the sighted, and we trust that you will accept the grateful thanks of this Association."

Savings from Reversing Suburban Carriages

WHILE substantial progress is being made with the repainting of the 850 suburban passenger carriages in red and moonstone grey—approximately a complete train is being repainted each week—arrangements are in hand for reversing about 80 per cent. of the total suburban passenger stock.

For the past seven years, this seemingly unimportant operation has been regularly carried out during the winter months. Primarily, the carriages are reversed to enable the weather effect on the paintwork of the carriages to be more evenly distributed.

Experience has demonstrated that the paint on the northern exterior of a carriage deteriorates more rapidly than on the other side.

Under this plan, the repainting of carriages has been carried out at intervals of three instead of two-and-a-half years, resulting in a substantial reduction in maintenance costs.

On each week day (Saturdays excepted) a special train of eight suburban carriages will be run from Princes Bridge to North Fitzroy. The train will then return *via* the Northcote Loop to Northcote, thence to Clifton Hill and Princes Bridge, thus completely reversing all the carriages on the train.

A yellow cross on one of the channel bars of each carriage serves as an indication to the shunting staff. When the reversal plan is completed this year, the yellow cross will be on the northern side of each carriage.

The Month's Topic

VICTORIAN RESO TRAIN MADE HISTORY 10 YEARS AGO

TEN years ago this month, the Reso train steamed out of Spencer Street on its greatest mission: it carried on the first stage of their tour the widely-representative Reso party on a great trek through Central Australia.

This tour, which attracted nationwide attention, made Australian travel history and, at the passing of a decade, it is appropriate to look back to an achievement that set the seal upon the fame of the Department as a medium for organising tours.

Consisting of 87 persons—60 passengers, the remainder being officials, motor drivers, cooks—the Reso party was the largest organised group ever to visit Central Australia. It was unquestionably the prime factor in stimulating the flow of tourist traffic to an immense area of the Continent teeming with remarkable features.

Organising Triumph

The Reso train conveyed the party to Terowie (South Australia) from which point another train was joined for the journey to Oodnadatta. At Oodnadatta, motor cars, which had been sent in advance by rail from Melbourne, were joined for the overland tour to Alice Springs and the further northward journey to Barrow Creek.

Weeks before, petrol, oil, stores and other necessary equipment were sent forward and "dumped" at specified places. The tour was conducted on army lines; representative bankers, business magnates, pastoralists, farmers, etc., all had to wash their own dishes, roll their own sleeping bags . . . And they soon became adept, too!

Conducted between August 2 and 18, 1927, and covering more than 3,400 miles of travel, this historic Reso tour was a triumph of planned organisation extending over many months. In a letter of appreciation sent to the Commissioners, the party referred to the tour as being "of signal service to the Commonwealth . . . a party of Australians had been enabled to inform themselves on a part of the Continent that had been too long neglected."

HOW PULLMAN CO. NAMES RAIL CARS

IN the United States of America, streamlined trains have given a new significance to the names of sleeping, lounge and observation cars. Instead of choosing names at random, the Pullman Company has established a Nomenclature Committee to deal with a question which, according to recent overseas reports, had become "disturbing."

In the early days of Pullman sleeping cars, the vehicles were known by numbers. Conflict arose between the numbers of sleeping cars and other railroad vehicles, and after a brief attempt to use the alphabet, the adoption of a full name was decided upon.

Generally speaking, Pullman parlour cars are given feminine names and those of birds and flowers. Compartment and drawing room cars are named after poets, dramatists and authors.

Naming of more than 8,000 Pullman cars has presented many problems, but the biggest one was the renaming of 300 cars when the Pullman Company took over the Wagner Sleeping Car Company some years ago. Names on those vehicles duplicated Pullman names. The official in charge of Nomenclature took a staff of clerks to the Chicago Library, and out of histories of Greece and the early Roman Empire came 300 names for Pullman Cars!

RE-INTRODUCING

JOHN CARTER HOGAN, of the Spotswood Station staff, whose song composing abilities were referred to in the "News Letter" last year. Now, he has leapt into further prominence by having one of his latest ballads, "Tomorrow Will Be As Yesterday," included in the repertoire of



Tito Schipa, the noted Italian tenor whose recitals in Melbourne last month created a furore. Mr Hogan rightfully takes pride in the warm praise he has received from Schipa who will sing his song in overseas countries. Asked whether he would sing it in Sydney on Tuesday, Thursday or Saturday, Schipa volubly replied: "Saterdee! Saterdee!! Then there will be more people to hear and appreciate Signor Hogan's work!" "Tomorrow Will Be As Yesterday" is also to be published by a firm with International connections. Richard Crooks, the American tenor, was enthusiastic about the quality of Mr. Hogan's work. Although unable to include two of Mr. Hogan's songs in his concerts in Australia, Crooks took the manuscripts back to America in the belief that they would be published there. Mr. Hogan has also written several other ballads and waltzes, some of which have been published. All of which further demonstrates the versatility that one finds among a railway service of 22,000 employees.

RETIREMENT OF MR. A. WILLIAMS

AFTER a highly successful railway career extending over 48½ years, the Comptroller of Accounts (Mr. A. Williams, L.I.C.A., Licensed Companies' Auditor) will retire from the service on August 3. Assistant Comptroller of Accounts for years, Mr. Williams assumed the more responsible position of Comptroller of the Branch in January last.

Throughout his service, Mr. Williams was associated with the countancy Branch, and looking over the years there is an impressive series of major developments in which he played leading roles. Space permits reference to only three.

Eight years ago, he carried out a reorganisation of the whole of bookkeeping methods of the Branch. In 1931, he took a conspicuous part in the amalgamation of the Accounting and Audit Branches.

Perhaps one of Mr. Williams' outstanding achievements was the carried out in organising and introducing the system of District Accounting. Leading to the abolition of expensive duplication of work and the results of working to be achieved much earlier than formerly, the system of District Accounting is regarded as one of the most important innovations introduced in the Branch.

Having already visited Java, and New Zealand, Mr. Williams, accompanied by his wife and daughter, plans to tour Japan and China this month. Later, they may visit Europe and the Continent.

BOOKINGS FOR TOURS A YEAR AHEAD

ADVANCE bookings for holidays for tours are a feature at the Victorian Government Tourist Bureau but recently a record was achieved when definite bookings were completed for tours scheduled to be made in 1938—one during the May vacation and three in the August-September vacation.

During the May vacation a party of 24 girls from the Melbourne Church of England Girls' Grammar School will take part in a tour covering the many interesting features of Central Australia.

Two parties, each of 24, comprise boys from the Western Scotch Colleges who will also visit Central Australia during the August-September vacation. At the same time, 50 boys from the Scotch College will travel overland for a tour of Western Australia.

Expertly planned and coordinated with the educative aspect predominating throughout, these tours should prove invaluable in enabling the boys and girls to gain a greater appreciation of the beauty and resources of their own country.

V.R. Dietitian and Welfare Officer

UNIQUE POSITION IN RAILWAY SYSTEMS OF BRITISH EMPIRE

IN the railway service of 22,000 employes there are more than 600 occupations. Many are of a character which people do not usually associate with a railway undertaking. Yet all are vital in the successful operation of a modern railway. Because it is the only one of its kind on any railway system in the British Empire, the position of Dietitian and Welfare Officer in the Victorian Railways is appropriate for discussion in the "News Letter."

Miss B. Wilmot, B.Sc., Railways Dietitian and Welfare Officer, was therefore asked to give some idea of her duties. She has been connected with the Department since 1935, and in several spheres of the Refreshment Services Branch she has realised the benefit of her scientific training.

LABOUR-AIDING FEATURE OF DUTIES

IN a position like mine," Miss Wilmot said, "the number of different people with whom I work is surprising. Two examples come to mind: the Buffet Car and the modelled Main Fruit Juice and Milk Drink Stall at Flinders Street Station. In those cases there were numerous occupations represented, and to see the Buffet Car and the Drink Stall today is to gain a true appreciation of the skill of the men who designed and constructed them.

"In both instances, I was called to advise on the design of the interior equipment and its location, a special function being to simplify the service and thus provide easier working conditions for the girls employed on the car and at the stall."

Scientific Work

Explaining broadly her main duties, Miss Wilmot said that the major feature was the investigation from a scientific viewpoint of problems in food production, food storage, food transport and food service. Another duty is the examination of avenues for introducing improved methods of operation in connection with Departmental kitchens, refrigerators, drink stalls, etc. As Welfare Officer, she investigates the working conditions and requirements of the female members of the Refreshment Services Branch.

In recent years, the Department has purchased and sold through its refreshment rooms, dining cars, buffet and drink stalls a steadily increasing quantity of milk. For the 1936-37 financial year, more than 1,000 gallons of milk were used. In connection with the proper storage of milk and its handling in the face to the public is a highly important aspect of Miss Wilmot's duties.

Bacteriology formed a major part of her science course at the Melbourne University, and her skilled know-

ledge in that direction is exemplified in the testing work she carries out in the experimental kitchen and laboratory adjoining her office. Milk samples are collected from all the Departmental refreshment services and are tested for purity by the direct microscopic method. The quality of butter is also periodically tested.

From the viewpoint of menus, one of the most interesting innovations has been the introduction of the salad as a whole-course meal: over 30 different varieties of salads are now offered patrons at metropolitan refreshment rooms. Many other dishes, both sweet and savoury, are introduced from time to time. Wholemeal pastry was first made available last year and used in wholemeal apple and raisin slice and other sweets.

"Normal Nutrition"

"My mission is not to cater for special diets," Miss Wilmot explained. "The menus contain sufficient variety for almost all tastes and permit the choice of well-balanced meals. I wish to emphasise that rather than concentrate on particular diets, we endeavour to stress the essentials of normal nutrition. As part of this plan, the Department has produced a booklet 'Are You Interested in Food?' which gives the elementary principles of nutrition. An arresting poster on 'Protective Foods' has also been printed and widely distributed in Victoria—and even sent overseas where it has been highly praised." * * *

From this necessarily abridged summary of Miss Wilmot's varied service, it is apparent that she has taken her place in a team which is ever on the alert to maintain, and where possible, raise the standard of the Refreshment Services Branch to an even higher degree of efficiency and service.

Interstate Visitors For Mt. Buffalo National Park

HEAVY advance bookings for the winter snow sports season at The Chalet, Mt. Buffalo National Park, include a large number of Interstate visitors. Over 470 holidaymakers have booked from South Australia, Queensland and New South Wales on tours specially arranged by Branches of the Victorian Government Tourist Bureau. Of this number, more than 300 are coming from South Australia.

Visitors to The Chalet are now experiencing the many improvements which have been made in the past 12 months inside the house and on the roads, ski runs and huts in the National Park. In two new wings, 41 extra bedrooms have replaced the former bungalows. Several of these rooms are de-luxe bedrooms, each with a private bathroom attached. There are also two private sitting rooms, either with or without the attached bedroom suite.

Alongside the Cresta Run, a ski tow has been erected—the first to be provided in Australia. The ski tow consists of an ever-moving endless rope. Grasping this firmly, skiers are carried slowly up the Cresta Run for a distance of about 450 feet. The fatigue of climbing is obviated; beginners are enabled to learn more quickly; and the expert thus obtains more frequent downhill practice.

For the ski-ing season at Mt. Buffalo National Park, the Railways Commissioners have re-engaged Franz Skardarsay, the Continental ski-ing expert, who recently arrived at The Chalet from the Austrian Tyrol.

Some Unusual Facts About Newport Power House

MOST railwaymen know that the electric power for operating the suburban electrified train service is derived from the Newport "A" Power House. Not so many are aware that the Power House also supplies power for the Department's metropolitan electric trams, workshops, depots, etc.; automatic signalling on the Melbourne-North Geelong line, etc.

But very few know that—

For a very good reason, the Power House was built near the mouth of the River Yarra.

Every day, 55,000,000 gallons of salt water from Hobson's Bay passes through the condensers for condensing the steam from the turbines, thus increasing their power and providing pure water for use in the boilers.

Screens have to be used to ensure that the pumps which draw this water and the small tubes in the condensers do not become blocked by shell-fish and other marine life.

Mussels thrive in the in-take channel at the Power House, and as much as 190 tons of mussels has been removed from the screens in a period of 12 months.

To turn 650,000 gallons of fresh water into steam every day, there are 24 boilers which consume 460 tons of coal per day.



Personal Postscript



Newport Workshops Manager at 35 !

APPPOINTMENT to the responsible position of Manager of the Newport Workshops at the age of 35 is the latest distinction of Mr. E. H. Brownbill, M.M.E., B.E.E. He is the youngest Manager ever to control this huge industrial undertaking. Mr. Brownbill has taken over the Management during one of the most important periods in the history of the Workshops: the construction of the all-steel train for the "Sydney Limited" service is in itself an operation of the first magnitude. His short but brilliant record in the Department, however, justifies the highest expectations

of his future career in the Service. Mr. Brownbill joined the Department 12 years ago. For a 10,000-word thesis on "Improvements to Locomotives of the Victorian Railways" submitted last year to the Board of Examiners of the Melbourne University, he gained the degree of Master of Mechanical Engineering—the only one in the Department to possess such a degree. At the request of the Tasmanian Government, Mr. Brownbill, accompanied by Mr. W. R. Price (Superintendent of Train Services), recently carried out a comprehensive reorganisation of many Branches of the Tasmanian Railways. —J.G.

He Can Kick Goals !

ONLY unforeseen circumstances appear likely to prevent Geoff. McInnes, of the Accountancy Branch, from being the "star" goal-kicker of the Association this season. As full forward for Brunswick, he has already kicked 72 goals; his team is now leading and are assured of playing in the finals, hence Geoff. should maintain his position at the top of the list. Last year from the centre half forward position, he kicked 55 goals, finishing fourth on the list for the Association. Few senior players have had such a varied football experience. During the past 11 years he has played with Port Melbourne, Melbourne, St. Kilda and, for the past two years, Brunswick. Before transferring to Brunswick, he was captain and coach of the St. Kilda second eighteen. Over six feet in height and weighing 12 stone 8 lb., Geoff. is now having the best season of his career. His success, he says, is due to the co-operation of his 17 team-mates. Still, he is an outstanding high mark, an excellent position player and the possessor of more than average "goal-sense." Incidentally, the Brunswick team includes five other Victorian Railwaymen: Captain and Coach Roy McKay (Rolling Stock); Tom Clarke (Rolling Stock); Ray Quinn (Way and Works); Stan Vaughan (Way and Works); and Vern Lamprell (Transportation). —L.J.N.

John Brown of Newport Retires

SOMETHING like a record in farewell gatherings seems possible when Mr. John Brown retires from the position of Materials' Clerk at the Newport Workshops this month. Mr. Brown completes 49½ years of service—and all at the Newport Workshops! That is a

record unapproached by any other member of the clerical staff. Actually, he commenced at the old Williamstown Shops, and moved across at the opening of the Newport Workshops when its small size and relatively primitive machinery scarcely indicated that it would eventually be one of the largest and most modern industrial establishments in the Southern Hemisphere. Mr. Brown not only saw the Shops grow and increase in importance. He retained a unique amount of information about their progress, and for years he has been the source from which the details of all manner of precedents have been obtained—and accepted without demur. For a clerical officer, his grip of workshops practice is unequalled; his knowledge of the innumerable materials and the financial side of the Shops is likewise profound. At Newport, Mr. Brown is saluted as a kindly and courteous gentleman who now retires with what must be the supreme satisfaction of knowing that in every man there he has a lasting friend. —G.W.G.

V.R.I. Students' Successes

SUCCESSES gained by two students of the Victorian Railways Institute's accountancy classes at recent important examinations are a further tribute to the skilful and pains-taking coaching of the Instructor (Mr. G. F. Yates). Mr. W. L. Milne, of the Secretary's Branch, passed the final examination of the Federal Institute of Accountants, and Mr. W. K. Nevin, a member of the Victorian Public Service, was similarly successful at the examination conducted by the Association of Accountants' and Auditors' Institute. Mr. Nevin had the distinction of heading the lists in Victoria in Partnership Law and Mercantile Law. He was also second and fourth respectively in both subjects for the whole of Australia. Mr. Yates is a former Victorian Railwayman. He joined the Rolling Stock Branch in 1911,

transferring to the Stores Branch in 1912. He resigned from the Department in 1920. He is now in his fourteenth year as Instructor at the Institute. In addition to possessing the degrees of A.I.C.A. and A.F.I.A., he is a Licensed Companies' Auditor, Licensed Municipal Auditor and a member of the Chartered Accountants' Institute of Australia.

CHANCE FOR RAILWAYMEN TO BECOME PUBLIC SPEAKERS

LAST month the recently-formed "V.R.I. Debating Club" made an auspicious beginning when a "Hour" was conducted at the Club Room at Flinders Street.

On July 9, two leading Melbourne debaters—each a former winner at the State Street Competitions—debated the question "That the political salvation of the world lies in Democracy rather than in Dictatorships." The forceful speeches of the gentlemen, together with their skill in replying to a barrage of questions, proved highly instructive to members. Later in the month another prominent debater addressed the members on "The Art of Debating."

Railwaymen who join the Club at a minimum membership fee will have attractive opportunities for gaining experience in public speaking. Rather than concentrate on public speaking, the Club will draw up a syllabus providing for regular fortnightly meetings when various phases of the subject, such as the preparation of speeches on special occasions, impromptu speaking, general discussions, method of conducting meetings, etc., will be dealt with by experienced speakers.

Intending members of the Club should communicate at once with the General Secretary, V.R.I., Flinders Street.

August Birthdays

CAR & Wagon Blder. G. L. Tomlinson, Colimont, on the second; Painter W. Quirk, of Nth. Melb., and Car & Wagon Blder. J. E. Wright, of Bendigo, on the third; Metro. Supt. G. Rogers, and Signaller G. A. Hirt, of Newport, on the fourth; Fitter & Turner E. E. Tucker, of Ararat, on the fifth; Ldg. Shunter J. McEwen, of Melb. Yd., and Gds. Guard P. C. Holden, of Melb. Yd., on the eighth; Boilermaker J. Pyke, of Ironworks Dvsn., on the 9th; Actg. Road Foreman A. A. Ross, of Heathcote, on the 10th; Shunter F. B. Heathcote, of Melb. Yd., on the 11th; Springmaker J. Smith, of Newport Workshops, on the 12th; Clerk W. M. Houston, of Printing and Senior Timekeeper J. Dearden, of Melb., on the 14th; Fireman J. H. Quirk, of Nth. Melb. Loco., on the 15th; Checker J. Stark, of Melb. Goods, on the 16th; Water Supply Engineer W. Smith, on the 17th; Stationmaster W. McDonald, of Kensington, on the 18th; Ldg. Hand Porter J. J. Young, of Newport Workshops, on the 19th; Engineer W. P. Hambridge, of R.S. Branch, and Coppersmith J. McDonald, of Newport Workshops, on the 20th; Clerk J. E. McDonald, of Supt.'s Office, on the 21st; Fireman J. Trevelyan, of Ballarat, on the 22nd; District Supt. T. H. Maddern, of Seymour, on the 23rd; Blacksmith E. C. Bourke, of Spring Creek Workshops, on the 23rd; Clerk A. G. Carson, of Room 2, on the 25th; B'maker J. Smith, of Newport, on the 26th; Clerk W. Carson, of W. & W. Staff Office on the 27th; Skld. Labr. A. Box, of Maryborough, on the 28th; Carpenter G. R. Golding, of Oakleigh, on the 29th; Commr. Officer R. G. Wishart, The Chalet, on the 30th; L. McClelland, and Ganger A. B. Ganger, of Donnybrook, on the 30th; Water Porter G. E. Hill, of Flinders Street, on the 31st; Lineman W. H. Westerbeck, of Spring Street, on the 31st.

Wholly set up and printed in Australia by the Victorian Railways Printing Works, Launrens-street, North Melbourne, for the Publishers—The Victorian Railways Commissioners.



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The V.R. News Letter

September, 1937

Issue No. 84

Notable Features of New Dining and Parlor-observation Cars

IN previous issues of the "News Letter," railwaymen have been given descriptions of the interiors of the sitting carriages now being completed for the all-steel, semi-streamlined, completely air-conditioned train which will run on the Melbourne-Albury section of the Melbourne-Sydney route. In this article, the outstanding characteristics of the dining car and the parlor-observation car are described.

A notable feature of the saloon in the dining car will be the satin-finish walling of Queensland brown beech and the thin ebony beading around the walls, which harmonise with the colouring of the old-gold Axminster carpet. The beauty of the saloon will be enhanced by the ivory ceiling and the pastel green upholstery of the chairs which are constructed of brown beech to a modern design.

Representing an improvement upon the already high standard of lighting in the existing dining car on the "Sydney Limited," the lighting in the new dining car will consist of invisible lamps in a louvered trough extending on each side of the ceiling.

In the non-smoking saloon (observation end) of the parlor-observation car, there will be four large and smaller arm-chairs, three two-passenger settees and two two-passenger couches. The upholstery features a special type of moquette in

three different colours—pastel green, blue and fawn. There will be 14 lounge chairs, upholstered in dark green leather, in the smoking saloon. The lighting system will be the same as in the dining car.

Panelling of satin-finish blackwood (non-smoking saloon) and cedar (smoking saloon); a carpet featuring a rust shade; and the ivory white ceiling complete a tasteful decorative scheme in the parlor-observation car.

Instead of the conventional platform at the end of the parlor-observation car, the new car will have double-paned windows fitted with Venetian blinds around the semi-circular end of the vehicle and also in the smoking saloon.

And, above all, both the dining car and the parlor-observation car—as well as the remainder of the sitting carriages—will be air-conditioned. Thus, all passengers will be assured of a regulated temperature, with effectively controlled humidity in summer or winter, and free from smuts, flies, dust or draughts.

More Room for Motor Cars at Spencer Street

PREPARATIONS are now being made to carry out an extension of the yard accommodation at Spencer Street station where road vehicles await the arrival and departure of trains. This improvement which will facilitate the movements of vehicles, particularly during busy periods, is an important part of the comprehensive alterations now in progress at Spencer Street.

To enable the necessary extra room to be made available, the Inwards Parcels Office will be demolished and a new structure erected on a site on the north side of the Burke Street entrance to the Station. When the building and existing structures have been removed, new buildings of an ornamental type with side entrance and exit gates will be provided.

With a floor space approximately one-third in excess of that of the existing building, the new Inwards Parcels Office will enable the business of this busy activity to be conducted with greater efficiency.

AIR-CONDITIONING PRAISED BY MILDURA COUNCIL

"The Mildura Shire Council are pleased to note that your Commissioners have installed the first air-conditioned train in Australia and are operating it on the Mildura Line."

"This will give additional comfort for second class passengers, and also induce others to patronise the train instead of undertaking the journey to Melbourne by motor car now that the journey has been made more comfortable."

"This service will be appreciated during the hot and dusty summer."
—Mr. S. H. Semmens, Shire Secretary, Mildura, writing to the Secretary for Railways.

Acknowledging this letter of appreciation, the Secretary (Mr. E. C. Evers) explained that additional carriages were being air-conditioned for service on the Mildura line.

"The Commissioners confidently anticipate," added Mr. Evers, "that the enhanced comfort of railway travel will not only be an important factor in attracting additional passengers to the rail, but will still further increase Mildura's growing popularity as a holiday resort."

Faster, Extra Trains on North-West Lines

UNDER new schedules introduced last month, railway patrons in the distant towns on the North-western main and branch lines are being provided with greatly improved passenger and goods train services—faster and extra trains, and, for goods, later loading and earlier arrival times as well.

In each direction between Melbourne and Serviceton, the morning passenger train services have been substantially accelerated. The overall travelling time from Melbourne to Serviceton has been reduced by 3 hours 50 minutes; from Serviceton to Melbourne by 4 hours 20 minutes.

A new train now leaves Spencer Street at 9.5 a.m. and running express to Ballarat, stops at all stations thence to Dimboola. From Dimboola, a passenger-mail motor runs to Serviceton, providing a daily, instead of a four-days-a-week service. (The former 8.25 a.m. train from Melbourne to Serviceton now terminates at Ballarat.)

Passengers travelling from Melbourne to stations on the branch lines are also receiving benefits from these improved services.

Improved Goods Services

Goods which were formerly despatched by the 3.25 p.m. goods train from Melbourne, via Geelong and Cressy, necessitating their lodgment at the Melbourne Goods Sheds up to 11.30 a.m., are now being conveyed by a new, fast goods train running via Bacchus Marsh. It leaves Spencer Street at 8.15 p.m., with an extension of the loading time up till 5 p.m. Goods are now reaching Horsham and Dimboola before mid-day, representing earlier arrival times of 3 hours 50 minutes and 3 hours 5 minutes respectively.

Beyond Dimboola, residents at Nhill and Kaniva are receiving even greater benefits, including substantially earlier arrivals of goods and a daily, instead of a four-days-a-week service. These improvements have been achieved principally by the abolition of the former limited mixed train service beyond Dimboola and its replacement by separate goods and passenger services over that section.

A fast goods train service has been provided from Dimboola to Melbourne, with the additional advantage of later loading times—up to 5 hours 5 minutes at Dimboola and up to 4 hours 40 minutes at Horsham. This new train will be of particular benefit to district fruitgrowers during the busy season.

The Month's Topic

HISTORIC RAIL ANNIVERSARIES

TWO historic railway anniversaries occur this month. One is of significance to Australians generally; the other possesses world-wide interest.

On September 13, the Australian railways will celebrate their 83rd birthday. On that day in 1854, Australia's first railway—the line from Flinders Street to Port Melbourne (then known as Sandridge)—was opened for traffic.

On September 27, 1825, the Stockton-Darlington railway—the first public steam railway in the British Isles, and in the world—commenced railway history. It was the first line of the kind upon which steam locomotives were regularly used, and George Stephenson's "Locomotion No. 1" was the first steam engine introduced to work "public traffic."

Flagged by Horse-rider !

The spectators on that occasion viewed an extraordinary scene. The historic engine, hauling six wagons of coal, one passenger carriage (the world's first, though it was a mere box on wheels), 21 coal trucks fitted with seats, and six more loaded coal wagons, and preceded by a rider on horse-back carrying a flag, moved solemnly but surely at a speed of from six to eight miles an hour.

Although passengers were conveyed by steam train on the opening day, it was not until some years later that this became the general rule. The locomotives were reserved for the more valuable coal traffic, passengers travelling in a single coach on wheels drawn by horses.

However, in October, 1829, it was decided to test the suitability or otherwise of the steam locomotive as the motive power for the Liverpool and Manchester Railway, then nearing completion. So the historic Rainhill trials were conducted. Four locomotives were entered for the £500 prize, and George Stephenson's "Rocket," which can be said to have originated the essentials of locomotive design, proved conclusively the possibilities of steam traction.

The skill and courage of Stephenson was the foundation of the immense present-day edifice of railway enterprise with its tremendous continent-wide services and superb streamlined trains—a contribution to civilization that has been unparalleled in its benefits to the world.

SERVICE

"Dear Sir,

"At the conclusion of our festivities, I desire to convey to you the deep appreciation of my Committee for the services rendered throughout the Celebrations, and would ask you to kindly convey to all concerned the thanks of the Committee for the very able manner in which the comforts and needs of our homecomers and other visitors were attended to by the station staff and train personnel.

"I would like to especially thank the Stationmaster at Mildura and his staff for the co-operation and courtesies extended to me whilst in Mildura organising these Celebrations.

"There has not been one complaint of any description received by me, and the improved service to Mildura received high praise from nearly everyone who signed our visitors' book, the total number of which was 252.

"Trusting you will convey our appreciation and thanks to those concerned at your earliest convenience."
—Mr. R. Wylie, Organising Secretary, Mildura Golden Jubilee Celebrations Committee, writing to the Chairman of Commissioners who, in reply, said: "... My colleagues and I are very gratified indeed to receive such a commendatory communication from you"

Streamlined Locos. Have Historic Names

WHEN the new all-steel, semi-streamlined and completely air-conditioned train enters service on the Melbourne-Albury section of the Melbourne-Sydney route, it will be hauled by locomotives named after men associated with the early history of Victoria.

After seeking authoritative advice, the Commissioners adopted the following names for the four "Pacific" locomotives which will be available, singly, to haul the new train.—S. 300—"Matthew Flinders"; S. 301—"Sir Thomas Mitchell"; S. 302—"Edward Henty"; S. 303—"C. J. Latrobe."

When viewing the new train—one of the most modern in the world—Victorians will doubtless reflect upon the courage and enterprise of the four men who played such historic parts in setting the foundation for the State's remarkable progress.

By linking the new train closely with these pioneers, the Commissioners have given their names a commemorative significance which has won widespread appreciation.

INTRODUCING

DRIVER George Lynch, of Wodonga, who is one of the drivers of the streamlined "S" class locomotives, but . . . He is also a shorthand writer and typist; a roneo machine operator; a V.R.I. Instructor in Engine Working and Westinghouse Brake at Wodonga; a talented musician (he plays 14 or 15 instruments); a second cousin of the famous Lynch Family of Bell-ringers, and, finally, a ventriloquist!! To shorthand, George says he owes his knowledge of locomotives. While attending the V.R.I. Classes in Engine Working and Westinghouse Brake at Flinders Street 21 years ago, he simultaneously took on a course of shorthand—and soon he was taking



"MAKES AIR-TRAVEL OLD-FASHIONED"

IN view of the approaching completion of the new train for the Melbourne-Albury section of the Melbourne-Sydney route, there is interest in the following item from an English newspaper:—

"American railways have modernised themselves to such an extent that they make travel look almost old-fashioned. Yesterday I got today a letter from a man in Cleveland, Ohio, describing a run there from the new streamlined train, the Mercury."

"The trip," he writes, "was a great venture. We had seats in the rear part of the car, highly modernistic, with an observation section in the (streamlined) tail, all the double-glass windows carefully sealed, so that no dirt or smuts could enter. The air-conditioned interior was held at 70 degrees with humidity regulation.

"Trains like the Mercury," the letter goes on, "definitely place the automobile in discard, and mark the revival of train travel for all who can afford it. It is only a poor man who uses the automobile today, only for daily necessities.

"My greatest thrill was to stand in observation car watching the speedometer holding steady at 85 m.p.h., while the traffic fell behind as though it were standing still. Our train made the run at 68 mile an hour average, with all stops."

Refreshment Room Prices Now Higher

BECAUSE of the increased operating expenses in recent years, the Commissioners have been obliged to raise the prices in the Metropolitan Railway Refreshment Rooms. The new rates, which came into operation on August 1, is more in line with the rates prevailing in City cafes.

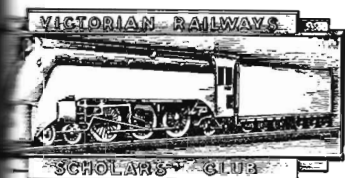
Light refreshments now cost 6d.; entrees, joints, and poultry have been advanced by 1d.

A departure is the introduction of the unit pricing system. Under this arrangement patrons pay only for what they eat. Previously, an entree with or without bread and butter, tea, coffee or milk, cost 1/-. Now the various items are priced separately: entree, 7d.; bread, 2d.; butter, 2d.; tea or coffee, 4d.; milk, 3d.

It will thus be seen that an entree with bread and butter or with coffee costs 11d. If milk be the beverage taken with the entree, the price is only 10d.

"precious notes of the Instructor's lectures." When, in 1925, he was appointed an Instructor, he recognized the value of his students possessing written explanations of his own lectures. Hence, typewriting lessons followed, then the purchase of a roneo duplicator, and ever since his class has had the benefit of "papers" dealing with all phases of the subjects he teaches—typed and run off on the duplicator by this very proud driver of the streamlined "S" class locomotive. At the Westinghouse Brake examinations, George has won gold medals for Engine Working and Westinghouse Brake; his pupils have also gained many successes. Known to hundreds of railwaymen who have chuckled at the highly diverting situations he has figured in as a ventriloquist, George has thrown his voice under and over all kinds of unexpected places. But the funniest he has projected his voice occurred last year when, in a 15-minute interview for work as a driver, he spoke into a microphone at 3UZ.

SCHOLARS' CLUB HAS OWN NEWSPAPER



ALTHOUGH the Scholars' Educational Tours around metropolitan railway activities have been temporarily suspended, a precautionary measure because of the cases of infantile paralysis that have occurred in the suburban area, the interest of the children in railway affairs is being maintained through the medium of "The Victorian Railways Scholars' Club Bulletin," which is being published every month.

A four-page publication slightly larger than the "News Letter," the "Bulletin" was first issued on August 1 and mailed to the individual members of over 3,600 members of the Club. Every child undertaking a tour automatically becomes eligible for membership in the Club.

Judging by the number of letters which the Department has received from the children, it is evident that the "Bulletin" has achieved immediate popularity and that each succeeding issue will be eagerly awaited. The nature of the letters has been a juvenile testimony of the knowledge they have gained on the tours.

"Bill Smith" Popular

In the August "Bulletin," a friendly letter to the children from "Bill Smith, Engine Driver," captured the imagination of young readers. There was a photograph of "Puffing Billy," a veteran locomotive which, after 61 years of service, and covering 1,257,136 miles, was finally scrapped in 1921. Many of the children who are electrically-minded praised the article and a gram which described the path of electric energy from the power house to the electric trains. A short story dealing with the earliest known railways attracted widespread interest, too.

The Club's attractive membership gram, which depicts a streamlined class locomotive, is now being distributed to all members of the Club who are attending schools which still open.

An interesting development last month was the enquiry from the South Australian Railways Department which has been impressed by the success attending the launching of the tours in Victoria. Full details of the organization for handling the tours have been supplied.

TRAINS NOW SAVING 618 HOURS WEEKLY

PURSUING its State-wide plan of progressively improving passenger train services, the Department introduced faster and extra trains on the south-eastern and north-western lines last month.

With the introduction of these new schedules, the total weekly reduction in travelling time for all passenger trains throughout the State soars above the 600-hour mark—actually the aggregate is 618 hours. The following table illustrates how the various districts have benefited under this comprehensive plan of better train services:—

District	Total Accelerations per week
Northern and Midland ...	219 hours
Western and South-western ...	158 "
North-eastern and Goulburn Valley ...	102 "
Eastern and South-eastern ...	100 "
Metropolitan ...	39 "
Aggregate for the State ...	618 hours

For comparative purposes, the above table includes only those trains which were in running early in 1934 or new services which have been

accelerated subsequent to their introduction.

In addition to faster services and numerous extra trains scheduled since 1934, railway patrons have received the benefit of such important improvements as extra express trains, running either for part or whole of the journey; the elimination of many mixed train services and the substitution of either purely passenger trains or modern comfortable passenger-mail motors (sedan coaches); and more convenient arrival and departure times.

Goods and livestock train services are also being subjected to continuous overhaul and many improvements are being introduced. Later departure times, combined with earlier arrivals

of goods and live stock for the early markets in Melbourne are proving of inestimable value to primary producers.

NEW MEMBERS OF STAFF BOARD AND BETTERMENT AND PUBLICITY BOARD

MR. J. FOWLER (*Engineering Member, Betterment and Publicity Board*) has been appointed a Member of the Staff Board, and Mr. R. M. Harvey (*Sub-station Plant Engineer, Electrical Engineering Branch*) has become the Engineering Member of the Betterment and Publicity Board.

Joining the service in 1905 as an apprentice fitter and turner, Mr. Fowler later served for 4½ years with the Australian Imperial Forces, returning to Australia as a Captain. He was awarded the Military Cross, and was twice mentioned in despatches.

Extensive experience in the Rolling Stock Branch, notably as a Technical Assistant at the North Melbourne Loco. Depot; Acting Westinghouse Brake Inspector; Assistant to the Superintendent of Locomotive Running, and District Rolling Stock Superintendent at Geelong, preceded his appointment to the Betterment and Publicity Board in 1926. For nearly 18 months he was Deputy Chairman of the Board.

In addition to his ordinary duties, Mr. Fowler was for varying periods Deputy Chairman of the Central Fuel Conservation Committee; a Member of the Centenary Celebrations Council's Publicity Committee and the Made-in-Australia Council, and Vice-President of the National Safety Council of Australia.

IN England for further engineering experience when the Great War broke out, Mr. Harvey joined the Royal Fusiliers, serving as Sergeant for four years. Returning to Australia, he entered the Electrical Engineering Branch in 1919. While in that Branch he was prominently associated with many of the outstanding electrification developments, including the present

OTHER important promotions in the Secretary's Branch which were approved last month were:—Mr. J. A. Baird (Classification Officer—Clerical, Foremen's, Storemen's and Merit Allowance); Mr. N. Quail (Member, Staff Board); and Mr. J. W. O'Donoghue (Industrial Advocate).

widespread scheme to increase the reliability of the Melbourne and suburban electrified railway system.

Mr. Harvey has taken a leading part in engineering questions generally, and last year he had the distinction of being elevated to the Chairmanship (Melbourne Division) of The Institution of Engineers, Australia. As Chairman he received a Coronation Medal. He is now a member of the Federal Council of the Institution.

EX-LEAGUE FOOTBALL "STARS" IN VICTORIAN RAILWAYS SERVICE

WITH the approach of the Football Grand Final for 1937, it is opportune to recall the names of former football "giants" who are Victorian Railwaymen. If grouped in a team, these brilliant exponents of Australia's most popular winter sport would, many will be inclined to agree, defeat any of the present-day League teams.

A "census" taken last month of ex-League players now in the Department revealed a galaxy of talent, any of whom, in his prime, would be assured of a place in any League team today. Visualise such a team as the following taking the field in this year's Grand Final:—

BACKS: Donaldson, Deas Grimshaw; **HALF-BACKS:** Johnson, P. O'Brien, Lilley; **CENTRES:** Kelly, Mullaly, Chandler; **HALF-FORWARDS:** Bacquie, J. O'Brien, Jory; **FORWARDS:** Cubbins, Mortimer, Millen; **FOLLOWERS:** Busbridge, D. Moffatt, Cameron; **EMERGENCIES:** Coy, H. Moffatt, Lord, Okey, Corbett, Outen.

Of the 24 players mentioned, 11 of them—Donaldson, Cubbins, Lilley, P. O'Brien, Chandler, Busbridge, Cameron, Johnson, Corbett, Outen and Kelly—were champions who gained selection either in Carnival or Interstate teams from Victoria.

To refresh the memories of football supporters during the past 30 years, the following are brief details of each player:—

BILL BUSBRIDGE—Follower, Essendon, 1903-11 (Geelong Loco Depot); **JACK BACQUIE**—Rover and Half-forward, Carlton and Melbourne, about 1912-22 (Melb. Yard); **BOB CORBETT**—Half-back and Centre, Melbourne, 1921-30 (Newport Wshops); **BILL CUBBINS**—Full-back and Forward, St. Kilda and Footscray, 1910-28 (Way and Works Bch., Nth. Melb.); **NEWTON CHANDLER**—Wing, Carlton, 1912-24 (Refreshment Services Bch.); **ERNIE CAMERON**—Rover, Essendon, 1905-12 (Rolling Stock Bch., Head Office); **HARRY COY**—Full-back, Melbourne, about 1922-27 (Jolimont Workshops); **CLYDE DONALDSON**—Back-pocket, Essendon, 1913-26 (Elec. Engineering Bch.); **BOB DEAS**—Full-back, South Melbourne, about 1908-11 (North Melb. Loco.); **TOM GRIMSHAW**—Back, South Melbourne, about 1908-11 (North Melb. Loco.); **WALLY JOHNSON**—Half-back, Fitzroy, about 1910-17 (Jolimont Workshops); **PERCY JORY**—Half-forward, St. Kilda, about 1912-17 (Printing Bch., Nth. Melb.); **JOE KELLY**—Wing, Carlton and Footscray Seconds, 1925-36 (Accountancy Bch.); **CHARLIE LILLEY**—Half-back and Centre, Melbourne, 1913-25 (Stores Bch., Spotswood Workshops); **JACK LORD**—Half-forward and Follower, Melbourne, St. Kilda and Association Teams, 1919-32 (Transportation Bch., Head Office); **DAVE MOFFATT**—Follower, Richmond, about 1920-25 (Accountancy Bch.); **HUGHIE MOFFATT**—Follower, Richmond, about 1922-25 (Accountancy Bch.); **DICK MULLALY**—Centre, South Melbourne, 1912-17 (Melb. Goods Sheds); **LEN. MORTIMER**—Full-forward, South Melbourne, about 1905-14 (Melbourne Goods Sheds); **JACK MILLEN**—Rover and Half-forward, Fitzroy, about 1917-26 (Melbourne Yd.); **PADDY O'BRIEN**—Centre Half-back, Carlton, 1912-25 (Newport Workshops); **JACK O'BRIEN**—Centre Half-forward, Essendon and Footscray, about 1914-20 (Rolling Stock Bch.); **HOWARD OKEY**—Forward and Centre, Essendon, about 1929-35 (Trans. Bch.); **BERT OUTEN**—Centre, Footscray, 1921-26 (Newport Workshops).

Dick Mullaly is now Secretary of the South Melbourne Football Club and an Interstate Team Secretary. Newton Chandler is the Secretary of Carlton; Joe Kelly is Coach of Footscray Second's; and Howard Okey was, until recently, a League umpire.

Ernie Cameron—probably one of the finest rovers ever seen in League football—gained further prominence overseas and in Australia as Manager of the famous A.I.F. Carlton Team from which so many outstanding players were recruited into Australian Test Teams.

Charlie Lilley, Clyde Donaldson and Percy Jory played in the Australian football match which was staged in London on October 28, 1916. It was the only occasion on which Australian Rules of Football has been played in England, and both the London team and public acclaimed "the skill of the 'Aussies.'" A sum of £1,000 was raised for the Red Cross and French Red Cross.

September Birthdays

CAR Painter A. T. Coward, of Jolimont, and Elec. Subn. Guard E. S. Fitter, of Flinders St., on the first; **CLYDE** J. Porter, of Yallow, and Telegraph Telegraph Maintenance Engr. E. G. Adams, of Acctcy. Bch., on the second; **CLERKS** J. E. M. Ellis, and Elec. Fitter C. Coutts, of Jolimont, on the fourth; **GATEKEEPER** F. Green, of Brunswick, on the sixth; **SECRETARY** W. E. C. Eyers, on the seventh; **K. C. GUINEA**, of Echuca, and **TELEPHONE** E. H. Dempster, of Bendigo, on the eighth; **MISS E. TOBE**, Supvr. of Secy.'s Bch. Bureau, and Shift Elec. A. S. Lewis, of Mid. Brighton, on the 10th; **STATION** H. M. Harries, of Sandringham, and Fitter T. R. Henderson, of Spencer St., on the 12th; **SUB-FORMAN** B'smith J. T. of Newport Wshops, on the 13th; **STATION** Master J. E. Hall, of Kensington, on the 14th; **CLERK** L. I. Whitby, of Acctcy. Bch., on the 16th; **Ldg. Lighter** Washer-out J. W. Sargeant, of Geelong, and Porter W. J. Crowe, of St. Kilda, on the 17th; **OFFICER-IN-CHARGE**, Passenger (Acctcy. Bch.), D. Christie, and B. J. Reardon, of W. & W. Staff Office, on the 18th; **Refresh. Bch. Staff Clerk** Chandler, and Ldg. Hd. Fitter W. R. of Newport Power House, on the 19th; **Ldg. Plateler** W. I. Godden, of Spencer St., and Clerk H. T. Davis, of Acctcy. Bch., on the 20th; **LABR.** V. H. Thompson, of Geelong, and Stn Master J. R. of Rosedale, on the 21st; **LABR.** A. L. of Nth. Melb. Loc., Skld Labr. W. of Korong Vale, and Engineer E. B. of Head Office, on the 22nd; **Ldg. Fumberger**, of Spencer St., and Clerk Jory, of W. & W. Bch., Train Examiner McNulty, of Jolimont, and B'naker Paterson, of Newport Wshops, on the 23rd; **Ldg. Hd Fitter** T. J. Corrigan, of Newport Wshops., Tram Conductor A. R. of Elwood, and Sig. & Tele. Engineer W. Forrest, on the 25th; **CAR** Steward D. Dunbar, and Signal A. J. Harrison, of Moorabool, on the 27th; **CLERK** G. W. Doherty, of Flinders St., on the 27th; **Engineering Asst.** A. S. of R.S. Head Office, and Ganger M. of Fern Hill, on the 29th; **LABR.** T. R. Mooney, of Erica, on the 30th.

Locomotive Surgeon

SINCE the Newport Workshops were opened in 1887, many thousands of apprentices have passed through the Shops. These include Locomotive Inspector Ted Short who begins his final leave this month prior to retiring with 50½ years' service to his credit. Ted had the distinction of being the first apprentice ever employed at Newport. When he began, the machinery was being transferred from the old Williamstown Shops—"there was no flooring at Newport like today; just terra firma," said Ted in a reminiscent mood the other day. In the turnery, there were half-a-dozen men employed; during the "peak" period a few years ago there were nearly 500 men in that section. His leading hand fitter in 1887 was Robert Ferguson, who subsequently rose to the position of Chief Mechanical Engineer. Discussing the machines of those far-off days, Ted remarked that one wheel was made per day; now, by way of contrast, as many as 23 wheels are produced in one day! From apprentice, he passed through the grades of fitter and turner and relieving fitter at various depots. —L.B.

Table Tennis Thriving

FEW sporting clubs launched by the Victorian Railways Institute have flourished so quickly as the Table Tennis Association. Formed only three months ago, the Association now has 60 playing members—and this month a strong team goes across to Adelaide to compete against railwaymen from the South Australian and New South Wales Departments. All members of the Association are 100 per cent. enthusiastic about a game which is gaining phenomenal popularity. The recent visit of the Hungarian players—both world's champions—has given a tremendous fillip to the game in Victoria. For the Adelaide match, the following have been selected to play.—**Dave Jones** (Elec. Eng. Bch.), **Captain**; **Laurie Lynch** (Secy.'s Bch.), **Vice-captain**; **Jack Conboy**, **Harry Whitford**, **Jack Cashman**, **Jack Penman** and **Len. Coulson** (all of the Acctcy Bch.); **Greville Montgomery** (Rolling Stock Bch.); **Ray Jackson** (Stores Bch.); **Mick Pearce**, **Jim Quinn**, **Keith McLennan** and **Bert Miller** (all of Transportation Bch.); **Jack Evans**, of the Transportation Bch., who is President of the Association, will be Manager of the team. —H.O.

Wholly set up and printed in Australia by the Victorian Railways Printing Works, Laurens-street, North Melbourne, for the Victorian Railways Commissioners.

The V.R. News Letter

October, 1937

Issue No. 85

Sydney Limited

AVERAGE OVERALL SPEED
MORE THAN 50 M.P.H.

AN outstanding feature of the greatly improved train services introduced last month on the North-Eastern and Goulburn Valley lines was the new schedule fixed for the "Sydney Limited" between Melbourne and Albury. Throughout the journey in both directions on that section, the train runs non-stop.

By leaving Spencer Street at 6.30 a.m.—30 minutes later than formerly—continuing to reach Albury at 10.20 p.m., the average overall speed of the "Sydney Limited" rises from 47.6 miles per hour to 49.7 miles per hour.

In the reverse direction, the "Sydney Limited" leaves Albury

Six Extra "Buffet Cars"

FOLLOWING on the success achieved by the first air-conditioned "Buffet Car" which was placed in running on the Melbourne-Bendigo line in April last, the Commissioners have decided to place six more of these cars in service.

In addition to popularising rail travel by the provision of a quick service of meals throughout the journey, these cars will be an important influence in further reducing the overall running times of passenger trains.

It is proposed to use Cor-ten steel in the construction of four new "Buffet Cars," while two main line country passenger carriages will be suitably converted. (The first "Buffet Car" was adapted from a main line country passenger carriage.)

The volume of passenger traffic and the nature of the passenger train timetables of the various trains will determine where the cars will ultimately be placed in running.

At 7.55 a.m.—25 minutes later than hitherto—and reaches Spencer Street at the former time—11.30 a.m. Under the new schedule, the average overall speed advances from 47.6 miles per hour to 53.2 miles per hour.

On the Seymour-Benalla section (60 miles), the "Sydney Limited" runs at a sustained speed of 60 miles per hour, though the maximum permissible speed over the whole route between Melbourne and Albury is 70 miles per hour.

It is interesting to record that in 1929, when the first "S" class motive entered service, the overall running times between Melbourne and Albury have been reduced by 89 minutes on the "down" journey and by 78 minutes on the "up" journey.

New Accountancy Branch Chiefs



Mr. Williamson

Appointed Special Officer to the Comptroller of Accounts in 1931, he was promoted to the position of Assistant Comptroller of Accounts at the beginning of 1937.

Mr. Williamson's highly successful career is of particular interest to former Moreland High School pupils. He was a pupil at Moreland where he had as companions in the same form three lads who now occupy prominent positions in Melbourne: Judge L. E. B. Stretton, of the County Court Bench, and Drs. C. S. Wood and A. V. Mathew. Lieut.-Colonel T. W. White (Minister for Customs) is also a former pupil of the same school.

MR. TREGONING has been associated continuously with accountancy work since joining the Department in 1889. For



Mr. Tregoning

many years he occupied a variety of important positions in the Bookkeeper's Division. He was Chief Clerk of the Branch between 1921 and 1928, when he was promoted to the position of Bookkeeper. In all these positions he has gathered an extensive practical knowledge which is of great value to the Department.

Other important appointments in the Accountancy Branch include those of Mr. A. A. Cameron, A.I.C.A. (Chief Clerk) as Bookkeeper and Mr. J. F. Timms, L.I.C.A. as Chief Clerk. Each of these officers has had an extensive experience of the operations of the Branch.

Improvements For Railways Nursery

TO cope with the growing patronage and at the same time provide a higher standard of accommodation and facilities, the Railways Nursery, Flinders Street Station, is now being extended. As the Nursery is temporarily closed as a precautionary measure in view of the number of cases of infantile paralysis that have occurred in the metropolitan and suburban area, the Department will be able to carry on the work without interruption.

A feature of the work is the elimination of the present indoor playground. It will be replaced by a playground (in a new location) roofed-in and surrounded by movable glass sashes. Light and airy at all times, the new area will be thrown open in suitable weather, becoming somewhat similar to the existing open-air playground. Portion of the new playground, which will measure 62 feet by 35 feet, can be screened off as the dining section for the children.

Under the new plan, the number of cotrooms will be increased from three to four. A "Cot Registration

Room," where the nursing staff will take particulars of the babies' feeding time, etc., will also be provided.

In addition to the existing room where Mothers feed their babies, a "Changing Room" will be provided where Mothers on entering the Nursery will be enabled to remove their children's street attire and replace it with temporary "romping" clothes.

Provision is also being made for an enlarged Reception Room where Mothers, on arriving with their children, will be received by the nursing staff more appropriately than is possible in the restricted space now available. In the centre of the Reception Room will be accommodation for the storage of perambulators, push-chairs, cloaks, toys, etc. From her new glassed-in office in the Reception Room, the Sister-in-Charge will obtain a more extensive view of the Nursery generally.

Arrangements are being made for the installation of sanitary accommodation designed in accordance with the most modern hospital standard of hygiene.

The Month's Topic

COMMISSIONERS' ANNUAL REPORT.

REFLECTING the improved economic conditions, the Commissioners' Annual Report for the year ended June 30, 1937, records a gratifying increase in revenue of £451,540. Although there was a deficit (£426,076), there was an improvement of £80,229 compared with the previous financial year.

Earnings from railway passengers increased by £93,447, goods and livestock revenue by £260,679 and refreshment services and dining car receipts by £19,944. The balance of the additional revenue consisted of an increase of £72,989 in the recoup by the Treasury in respect of the losses on certain non-paying lines, guarantees, etc.

Country passenger traffic was the principal medium for the advance in passenger revenue. This was largely due to the improvement in economic conditions generally, and the faster and more frequent passenger train services throughout the State. The substantial reductions in country return fares, which were introduced on March 1, 1936, were also a factor.

A satisfactory wheat yield formed the major influence in the considerable increase in the revenue from goods and livestock business. The increase in the volume of goods traffic is actually greater than is indicated by the difference in revenue, for the reason that, owing to the further reductions in rates which were made during the year under freight contract conditions, the revenue per unit of goods business is lower than formerly.

Depreciation

While welcoming the legislation which reduced, as from July 1 last, the railway loan liability by £30,000,000, representing accrued depreciation for which provision was not made in past years, the Commissioners emphasise that the stipulated minimum of £200,000 to be paid annually into the Railways Renewals and Replacements Fund, is only about one-third of the amount needed to provide adequately for the loss of value accruing each year in providing service.

"As previously pointed out," the Commissioners say in their Report, "this loss of value is as much a charge against the revenue as the direct cost of salaries, wages and materials. We again wish to emphasise that failure to make proper provision in future years for depreciation must inevitably lead to a recurrence of the unsatisfactory position which the legislation in question was designed to remedy."

NEW, ATTRACTIVE SERVICES OPEN FOR MEN AT SPENCER STREET STATION

TO further improve the facilities at Spencer Street station for interstate and country passengers, up-to-date accommodation for men has been provided in a brick building close to the entrance to the country platforms at the south end of the station. This consists of a waiting-room with hot and cold showers, conveniences and a hair-dressing saloon.

For a hot and cold shower bath, including bath and face towels, soap, hair brush and comb, the charge is 1/3d. There are also three wash basins which, with the necessary towels, soap, hair brush and comb, are available at a nominal fee.

In the hair-dressing saloon, special attention is given to the sterilisation of equipment and the maintenance of the highest standard of hygiene.

Both the waiting room and shower are available from Mondays to Saturdays inclusive from 6 a.m. to 11.30 p.m., and during certain hours on Sundays. The hair-dressing saloon is open from Mondays to Thursdays from 8.30 a.m. to 6 p.m., on Fridays until 8 p.m., and on Saturdays until 1 p.m.

Patrons using the waiting room are acquainted of the times of arrival and departure of trains by the Mar-in-Grey through the station annunciators, one of which is placed in the waiting room.

TOURIST ACTIVITIES STILL GROWING

A FURTHER instance of the expanding activities of the Victorian Government Tourist Bureau was the opening last month of a Branch of the Bureau at the Flinders Street railway station. The new Branch, which is situated at the Centre Entrance (Degraeves Street) to the station, is open from 9 a.m. to 10 p.m., Mondays to Saturdays inclusive, and from 8.30 a.m. to 10.30 a.m. on Sundays.

An experienced tourist official is in charge of the new Branch which is equipped to render a comprehensive service to all tourists whether travelling by rail, road, sea or air.

In addition to the newly-opened office, the Victorian Government Tourist Bureau has the following Branches: Spencer Street railway station; 11 Martin Place, Sydney; 131 King William Street, Adelaide; 204 Adelaide Street, Brisbane; and 8th Street, Mildura. The last-mentioned Branch is operated in conjunction with the Mildura and District Tourist Association.

"SAVE TO TRAVEL" IN NEW WAY

THE Australian Steamship Companies, Airways Companies, Victorian and Commonwealth Railways and the Pioneer Tourist Bureau are co-operating in a scheme designed to assist persons of limited means in saving for travel.

Commencing from the first week in October, "Save To Travel" stamps will be on sale at all Victorian post offices, railway stations, shipping and airways offices, the Pioneer Tourist Bureau (Collins Street, Melbourne) and the Victorian Government Tourist Bureau and Branches at Spencer Street and Flinders Street railway stations, and Sydney, Adelaide, Brisbane and Mildura.

Purchasers of 1/- and 5/- stamps will require to affix them to savings cards which will be supplied with the first purchase of stamps. The stamps will be accepted by railway booking offices, shipping and airways offices, the Pioneer Tourist Bureau and the Victorian Government Tourist Bureau in exchange for tickets for travel by rail, road, sea or air, subject to a minimum fare of 10/-.

INTRODUCING—

DR. A. W. BOWMAN, M.B., Ch.B. (Melbourne), F.R.C.S. (Edinburgh) who has been appointed Railways Medical Officer. Dr. Bowman has been a member of the honorary medical staff of the Royal Melbourne Hospital for many years. He was a medical officer in the Australian Imperial Forces in 1917-18, and prior to the Great War he practiced in the Riverina. In such a vast organisation as the Victorian Railways, the



general health of the staff, particularly those associated with train running, is of paramount importance, and in assuming control of the Medical Department he is well-equipped from a professional point of view. Piloted by Mr. D. Little (Clerk to four former Railways Medical Officers), Dr. Bowman is now making first hand inspections of metropolitan railway activities. In the future he will visit country districts. In this way, Dr. Bowman will gain an intimate insight into the nature of the work performed in many of the grades represented by railwaymen who are medically examined and treated by him.

Big Opportunities For Apprentices

EDUCATIONAL FACILITIES

STATE-WIDE advertisements last month featuring 152 vacancies for apprentices in the Rolling Stock Branch are a reminder of the excellent opportunities which the Department provides for the future advancement of apprentices imbued with the desire to improve their positions in the service. For many years past, the Department has trained the great majority of its own craftsmen, and it has long been recognised that the system of training apprentices has no superior in Australia.

During the first three years of apprenticeship, the lads are on part time technical instruction during working hours, either at the Department's own Technical College at Newport, or in the case of lads based at country workshops, at the local technical school. The cost of instruction is paid by the Department. (Most of the apprentices also attend evening technical classes, at their own expense). A Supervisor of Apprentices maintains close contact with the apprentices.

Apprentices in the higher trades obtain the best all-round results eligible each year for monetary prizes, and for one or more scholarships which entitle them to attend full four years' day-course at the Melbourne Technical College for the Diploma of Mechanical or Electrical Engineering.

A scholarship is also open each year for the best all-round apprentice to enter a course for the Degree of Bachelor of Mechanical or Electrical Engineering at the Melbourne University.

After graduating, scholarship winners are eligible for promotion to the junior professional staff and for future advancement to higher professional and executive positions.

At intervals, from 15 to 20 apprentices are selected to visit leading public and private engineering establishments in other States. They are provided with free transport and are paid their wages and expenses. On return, each lad is required to submit a report outlining his impressions of the enterprises inspected.

To further widen their general knowledge and experience, apprentices who have served their time are encouraged to travel abroad on extended leave without pay. They are guaranteed that their jobs and seniority will be conserved during their absence.

Branch Chief Was Former Apprentice

FOR apprentices generally—and particularly for the lads who will finally fill the present 152 vacant apprenticeships—there is inspiration in the career of Mr. H. P. Colwell (Chief Electrical Engineer) who left last month on an official tour to England, Europe and North America.

Many railway apprentices have advanced to high positions within the Department and in private engineering enterprises, but few progressed so rapidly in such a short period as Mr. Colwell.

He commenced at the Newport Workshops in 1905 as an apprentice fitter and turner. Simultaneously, he undertook a course at the Workingmen's College, where at examinations he went from success to success.

Completing his apprenticeship, Mr. Colwell soon demonstrated that his general knowledge foreshadowed early promotion. In 1920, he was appointed Chief of Electrical Engineer. He was only the youngest railwayman ever appointed to the position of Head of a Branch. He reached that administrative post after only 15 years in the service!

Incidentally, Mr. Colwell's present tour is the second occasion on which the Commissioners have deputed him to travel abroad on an important mission. Previously, he visited England, Europe and North America in 1924-25.

Service

"WE wish once more to record our appreciation of the wholehearted support which has been given by the staff during the year. The successful introduction of the many improvements in service and the more efficient operating results were due in a large measure to the spirit of co-operation, which has never been more in evidence than at present. The tributes which are continually being received from our patrons demonstrate a growing public consciousness of the higher standard of service which is being given." (From Commissioners' Annual Report).

* * *

*"DEAR Sir—It is the first anniversary of our inception into business as proprietors of 'Bonny Dell' guest-house, and a review of operations recalls that we owe much to the advice and wholehearted interest of your officers and staff; so that it does not seem out of place to ask you to convey to them our appreciation and thanks, especially for their unfailing courtesy and consideration, both to us and to our guests. "Our business slogan is 'Constant Improvement' and, without boasting, I think that we can claim progress in that regard. However, your advice at times has been very much valued, and has assisted to that end. May we also state that we welcome constructive criticism which would be to our advantage and to the public whom we serve. Thanking you once more."
—Mr. W. E. Brann, "Bonny Dell," Olinda, writing to the Manager of the Victorian Government Tourist Bureau.*

"War on Waste"

RECLAMATION DEPOT'S VALUABLE WORK

FIGURES released last month by the Comptroller of Stores show that the value of materials (£88,974) sold or issued for further departmental use from the Reclamation Depot, Spotswood, for the year ended June 30, 1937, was the second highest since the Depot commenced operations in 1926. In 1930, the record total of £93,000 was reached.

A contributory factor to the increased volume of business for 1936-37, as compared with recent years, was the keen demand for scrap metals, with consequent enhanced prices. Advantage was taken of these marketing conditions to dispose of scrap material which previously had been difficult to sell at reasonable rates.

Over the last 12 years, the value of materials sold or issued from the Reclamation Depot has reached the remarkable total of £773,564. The Depot has proved an outstanding success as the focal point for all departmental material and equipment withdrawn from ordinary use or discarded because of breakages, obsolescence or wear. In this way, unsightly scrap material is removed from departmental property to the Depot where it becomes revenue-producing.

In this war against waste, the objectives of the Depot are, firstly, to re-use scrap as raw material. Secondly, to ensure that, after 100 per cent. service has been obtained from plant and material, components are converted to some new form for re-use. Thirdly, to dispose of scrap on the most attractive basis.

Points From 1936-37 Annual Report

The total revenue, including a recoup for the loss resulting from the working of certain lines from March 1, 1936, to June 30, 1937, was £10,221,003. Interest charges and expenses (including loan conversion expenses) amounted to £3,019,222.

* * *

The return on the total property investment, including the investment in stores and materials, was 3.68.

* * *

The percentage of working expenses (exclusive of electric tramways, road motor public services, etc., and of expenses charged to Unemployment Relief Funds and to the Commonwealth Grant for Rehabilitation—Storms and Floods) to gross revenue was 66.65, as compared with 65.71 in 1935-36.

Country passenger journeys totalled 6,013,655 and suburban passenger journeys 135,329,598—a total of 141,343,253. The revenues were: Country, £1,485,346; Suburban, £2,321,512.

Railways opened for traffic at the end of the financial year totalled 4,721 route miles, or 5,054 track miles and 1038 miles of sidings. The Department also operated 7½ route miles, or 15 track miles of electric tramways.

Personal Postscript

Ballarat's New District Superintendent

RAILWAYMEN in all parts of the State will be interested to learn that Mr. J. S. O'Haire has been appointed District Superintendent at Ballarat. For many years he has occupied a succession of responsible positions throughout that area. Since joining the Department in 1905, he has roamed all over the system, gathering a wide practical knowledge which makes him well-equipped to direct the diverse activities of his important district. From a clerk at Prahran, he won promotion to Stationmaster; subsequently he was an R.S.M., Relieving Traffic Inspector and Train Running Officer in the suburban area, Traffic Inspector and Train Running Officer at Ballarat, Senior Train Despatcher at Ballarat and

Flinders Street, Assistant to the District Superintendent at Ararat and Acting District Superintendent at Ballarat, Bendigo, Seymour and Geelong. A highlight of his varied career was the work he carried out at Flinders Street during the record-breaking floods at the height of the Centenary Celebrations in December, 1934. An unprecedented dislocation of train services found Mr. O'Haire, in association with his staff and railwaymen throughout Gippsland, performing a standard of service which won the highest praise. Apart from railways, he is well-known as a former middle-weight champion boxer of Victoria. Incidentally, his son, Reg., of the Accountancy Branch, was three times Australian amateur welter-weight champion boxer. —T.F.

Unique Motor Boat

A RAILWAYMAN—Mr. E. B. Slater, Engineer of the Way and Works Branch—is responsible for one of the outstanding developments in Australian motor boat and yacht construction. An ocean-going motor boat of all-welded-steel construction—the first in Australian waters—which was designed by him is now nearing completion under his supervision. The use of mild steel and the substitution of welding for rivetting in the hull created many complexities, but with much skill and patience, he has successfully completed the job. With suitable timber for motor boats and yachts becoming increasingly rare in Australia, this development seems destined to open a new era in Australia for this class of work. By solving the problems of steel construction, Mr. Slater is producing a boat which possesses many advantages over the conventional timber-constructed boat: it is fire-resisting, it has considerably greater strength and it is much cheaper to build. This achievement further enhances the reputation which Mr. Slater has gained as a yacht-designer. Last year he won a world-wide quest for a design of a yacht which embodied many unique features. His competitors included many of the leading professional and amateur yacht designers in the world. —T.M.S.

Heidelberg's First Citizen

TWO years ago, the "News Letter" carried the story that Jack Sutton, of the Transportation Staff Office, had been elected opposed to the Heidelberg City Council. Now, it is a pleasure to record that he has attained the dignified office of Mayor of the City of Heidelberg—a tribute to his capacity in so quickly revealing the qualities of leadership in a thriving City. As well as being one of the youngest cities, Heidelberg can claim to be the largest in Australia. It is 42 square miles in extent, and a special Act of Parliament was necessary to overcome the limit of nine square miles. Mr. Sutton is congratulating himself upon becoming Mayor in the fourth year of the City's history. "Every

year, a link denoting each succeeding Mayor is added to the chain which is part of the Mayoral robes, and I can imagine," he says feelingly, "the Mayor 50 years hence groaning under the weight of that chain!" For some years past, he has been actively associated with the local Returned Soldiers' League (he is a member of the State Executive), the Ivanhoe Social Club, and various football and cricket clubs. —A.G.W.

OCTOBER BIRTHDAYS

ASST. Engineer S. H. Morris, of W. & W. Beh., Head Office, on the first; Metro. Dist. R.S. Supt. J. Noonan, on the second; Striker J. Tierney, of Newport Wkshops., on the third; Stn. Master H. J. Lennon, of Natimuk, on the fourth; Clerk H. M. Durston, of Acctcy. Bch., on the sixth; Genl. Supt. of Transpnt. M. A. Remfry, and Clerk V. M. Byrnes, of Acctcy. Bch., on the seventh; Clerk J. R. McLay, of Transpnt. Head Office, and Clerk J. C. Burton, of W. & W. Bch., on the eighth; Engineer G. Massey, of W. & W. Bch., on the ninth; Yd. Porter M. D. McIntosh, of Mid. Brighton, on the 10th; B. & P. Bd. Member R. M. Harvey, on the 11th; Repairer J. T. Brown, of Dennington, on the 12th; Supt. of Refreshment Services W. D. Bracher on the 13th; Engine Cleaner F. O. Wilson, of North Melb., on the 14th; Clerk P. W. Pearce, of Stores Bch., and Asst. Engineer D. W. Kennedy, of W. & W. H. Office, on the 15th; Tram Motorman B. E. Morse, of Elwood, and Shunter A. N. Pearce, of Melb. Yd., on the 16th; Repairer C. V. Geyer, of Spencer St., and Signalman H. T. Grant, of Ivanhoe, on the 17th; Sub-Foreman T. E. Ash, of Spotswood Wkshops, on the 18th; Acctg. Officer W. E. Gahan, of Nth. Melb. Loco., on the 19th; Clerk D. E. Connell, of W. & W. Head Office, on the 20th; Ldg. Hd. Fitter G. R. Dowsett, of Jolimont, on the 22nd; Hall Officer W. Wedgwood, and Elec. Trn. Driver W. J. Thompson, of Jolimont, on the 23rd; Clerk C. T. Drew, of W. & W. Staff Office, on the 24th; Shunter W. D. Le Behen, of Melb. Yd., on the 26th; Turner M. B. Conniff, of Spotswood Wkshops., and Stn. Master W. H. Barnes of Yarra Glen on the 29th; Clerk J. C. Wolff, of Newport Wkshops, and Goods Guard R. P. Greaves, of Geelong, on the 30th; Refreshment Services Bch. Chief Clerk F. C. Campbell and Fireman E. Lindsey, of Nth. Melb., on the 31st.—K.R.

CHAMPION NEXT YEAR?

ALTHOUGH defeated in the Australian Amateur Billiard Championship—the winner being chosen to represent the Commonwealth British Empire Championship—Cleary, of the Newport Workshops, has no doubt in the minds of spectators he is at least the second best amateur exponent of billiards in the Commonwealth. Few players have so consistently fine performances to their credit. For a little more than two years he has been a member of the Victorian Railways Institute's Billiard Club, and he has added immensely to the strength of that organisation. In his first year with the Club, he won the Amateur Championship of Victoria. Last year he was runner-up, and this year he again won the State title. From then on, Mr. Cleary competed against the cream of Australia's amateur billiardists in the Australian Championship, remaining the running until the final when the Western Australian Champion, playing superlative billiards, was the victor.

V.R.I. Debating Club

Early Success Shows

INCREASING membership and the desire of members to meet weekly instead of fortnightly are indications of the immediate success achieved by the Victorian Railways Institute's Debating Club. Railwaymen representing many different grades in the system are displaying an enthusiasm and aptitude for debating and public speaking which has won the praise of Melbourne debaters.

Instead of concentrating on debating alone, the Club is offering its members exceptional opportunities for gaining experience in all fields of public speaking and the conduct of meetings.

Most of the members were experienced but, under the guidance of skilled public speakers, their progress has been unusually rapid. An outstanding feature has been the valuable advice and constructive criticism received by each member.

In readiness for entry into the competitions conducted by the Victorian Debaters' Association in 1938, the Club this year will devote its energies towards learning the fundamentals of debating.

Already the New South Wales Railways Institute has suggested that Australian Railways Debating Championship, and it is likely that the V.R.I. Club will also enter a team at this event next year.

* * * *

Railwaymen who wish to join the Club should communicate with the General Secretary of the Institute at Flinders Street Station.

Wholly set up and printed in Australia by the Victorian Railways Printing Works, Lauren's-street, North Melbourne. Published by the Victorian Railways Commissioners.

The V.R. News Letter

November, 1937

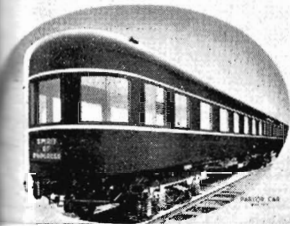
Issue No. 86

NEW TRAIN FEATURED IN STRIKINGLY-COLOURED POSTER

THE VICTORIAN RAILWAYS

present

"SPIRIT OF PROGRESS"



COMPLETELY AIR-CONDITIONED
CONSTRUCTED AT THE RAILWAY WORKSHOPS, NEWPORT
VICTORIA, AUSTRALIA



EXECUTED by a Melbourne poster artist (Mr. P. A. Trompf) and printed by a Melbourne firm, the poster reproduced above worthily brings to the travelling public a conception of the new all-steel, semi-streamlined and completely air-conditioned train now approaching completion at the Newport Workshops. Never before has such a striking poster depicted a railway station in Victoria. It conveys a vivid impression of the speed and sleekness of this beautiful train. The exterior colour scheme is royal blue, with two gold bands running from

end to end of the train. On the locomotive are printed in gold its name and number—Matthew Flinders : 300. The various sitting cars, dining car and parlor car are designated in gold lettering on the outside of each particular vehicle. Besides the rear view of the parlor car, there are included views of cross sections of the dining car (above) and the parlor car (below). Each presents an idea of the comfort which awaits passengers in these cars. Next are two interior views of the sitting cars—first class (left) and second class (right). Both reveal accommodation of

a quality that vies with the world's greatest trains. The first class compartment features blue upholstery; the second class, green, with an excellent idea of the roomy, restful seats. Clearly seen are the wide-topped arm-rests which can be pushed back and become part of the cushioned-back of the seat . . . the wide windows, surrounded by beautiful panelling of Australian timbers . . . the stainless steel luggage racks . . . all emphasising the outstanding Australian workmanship that is bringing the "Spirit of Progress" into being.

Combating Corrosion

TEN STEEL TRUCKS

An important development in the technique of truck building is the decision of the Commissioners to construct a number of sheep trucks from ten steel to an improved all-steel design.

Possessing from four to six times the life than ordinary mild steel, ten steel is being used in the construction of the sheep trucks primarily to overcome rust, which is particularly evident in the sides carrying sheep.

These new trucks are being considered as an experiment which, if successful, will provide an avenue to substantial economies. It is expected that the life of a sheep truck will be considerably prolonged.

All-welded construction is a further interesting feature. In addition to saving the weight of the vehicle, welding adds greater strength by eliminating possible points of fracture.

RECKLESSNESS AT LEVEL CROSSINGS

FIGURES prepared last month by the Way and Works Branch demonstrate that an ever-increasing number of interlocked gates, hand-operated gates and railway fencing adjacent to level crossings are being damaged by drivers of road vehicles.

During the past 12 months
101 interlocked gates, and
43 hand-operated gates
were damaged by motorists. In 69 other instances, railway fencing near level crossings had been crashed into. Of all these occurrences, about 50 per cent. had happened during daylight hours!

Apart from the substantial damage caused to railway property, a disquieting feature is that in some instances gatekeepers had been injured.

Emphasising the need for motorists exercising the utmost caution, particularly when in the vicinity of level crossings, the Commissioners declared that "motorists who value their own and other people's lives cannot afford to take a chance.

Flinders Street

IMPROVEMENTS PLAN

PREPARATIONS are now being made to carry out an important part of a plan for greatly improving the facilities and general appearance of the Swanston Street Concourse on the Flinders Street station.

As the first step, the emergency booking offices near the barrier gates under the dome will be remodelled at the north end by removing the top section of the building above the windows. The present external walls of weatherboard will be replaced by attractive mountain ash panelling matching the fruit stall.

A new flower stall, which the Department leases, will be replaced by a new structure with modern show cases, enabling the lessee to transact his business on both the concourse and the outside footpath.

A general improvement of the appearance of the Concourse will be achieved by repainting the verandah. Red will be featured on the columns above base level and roof members. The underside of the corrugated iron roof of the verandah will be painted in white.

The Month's Topic

THE "SPIRIT OF PROGRESS" WILL BE TRAFFIC-BUILDER

INTEREST extending far beyond Victoria was aroused last month when the Commissioners announced that the new all-steel, semi-streamlined and completely air-conditioned train had been named the "Spirit of Progress."

This selection has met with widespread approval. The consensus of opinion is that the name has been wisely chosen. It dramatically symbolises the step forward which this new train represents in the history of the Victorian Railways.

In conferring a special individuality on this train, the Commissioners have followed a practice commonly adopted in the Northern Hemisphere where the leading trains are distinctively named. The "Coronation," "Silver Jubilee," and "Flying Scotsman" in England; the "Flying Hamburger" in Germany; the "20th Century Limited," the "Broadway Limited," the "Zephyr," the "Hiawatha," and the "Green Diamond" in North America are some of the names which give a special significance to the trains concerned.

Builders' Skill

AS the day draws nearer for the appearance in service of the "Spirit of Progress" so the conviction is strengthened that its comfort and convenience will be appreciatively confirmed by all who have the pleasure of travelling in this masterpiece of Australian workmanship.

In constructing such a train the Department has been in the advantageous position of knowing precisely the characteristics of the latest and most modern trains now in running in other parts of the world. Of equal importance is the knowledge that the quality of travelling comfort and service, combined with the faster schedules, presented by these trains has witnessed an extraordinary revival of railway patronage.

What has followed the introduction of modern trains abroad will unquestionably be repeated on a comparable basis in Victoria.

Canadian Pacific Railway Company's Developments of Interest Here

A BIG construction programme of locomotives, air-conditioned passenger units and freight stock; comments upon unrestrained competition from other forms of transport; and a reduction of the capital liability of the Canadian National Railways System are interesting features of the latest annual report of the Canadian Pacific Railway Company. In his address to the shareholders of the Company, the Chairman (Sir Edward Beatty, G.B.E.), said "that the lightweight, air-conditioned trains of new design had proved both economical and popular."

In addition to 50 new locomotives (20 of a light, semi-streamlined type and 30 which can be used in either heavy passenger or fast freight services), the construction programme included two baggage, five mail and express, 22 coaches and one parlor car. The passenger carrying cars will be air-conditioned.

The year's programme also includes the air-conditioning of 141 additional passenger units. Tourist cars and coaches so equipped will be available for trans-continental service and will, it is hoped, increase the volume of long-distance travel across Canada.

The new freight units ordered consist of 100 gondola, 500 coal and 3,000 box cars.

"No effective steps" declared Sir Edward Beatty, "have yet been taken to eliminate the anomalies that exist to such a marked degree in the transport situation in this country."

"The Canadian railways, which are subject to strict regulation, are

still exposed to the unrestrained competition of other forms of transport both by highway and water. The commercial motor vehicle continues to be subsidised jointly by the taxpayers at large and the owners of private pleasure vehicles.

"To meet this competition, the Company has speeded-up its schedules, inaugurated pick-up and delivery services, increased the use of motor vehicles in conjunction with its rail services and made numerous rate adjustments."

Interest Reduction

Sir Edward Beatty also mentioned an Act passed during a recent session of Parliament "which is of interest to Canadian Pacific shareholders." He referred to the Canadian National Railways Revision Act. By this Act the Canadian National Railways system is to be relieved of the necessity for showing in its balance sheet the bulk of its liabilities to the Dominion Government, and annual interest charges of some £9,000,000 will be included in its income statement.

The investment of the Dominion in the System still represented assets, amounting at December 31, 1936, to approximately £166,500,000. It is in future to become a non-bearing "Proprietor's Equity."

Service

"DEAR Sir.—Please accept on behalf of every employe of the Department who contributed to the success of the Excursion last Saturday (September 25) my Council's thanks and convey them through the monthly 'News Letter' as per enclosed:

"To all employes of the railways who contributed to the success of the Altona Wimmera District Council's excursion on Saturday, September 25, the thanks and appreciation of the Council and the Organiser (Mr. W. H. Cox) are hereby recorded. Will all please accept this in the spirit it is offered."
—Mr. W. H. Cox, of Horsham, Secretary to the Superintendent of Train Services.

* * * *

Nearly 250 passengers travelled on the special train which originated at Nhill. Branch line special trains which were run from Jeparit, Nairne and Warracknabeal, connected with the main line train at Dimboola, Horsham and Murtoa respectively.

INTRODUCING—

MR. ALFREDO LUIZZI, of the Stores Branch (Printing Division) whose quality as an operatic baritone was emphasised last month when he won the Governor-General's Gold Medal and



thus became the Vocal Champion at the 1937 South Street Competitions. Later, he competed in the "Sun" Aria before a huge audience at the Melbourne Town Hall and gained third prize. In June last he won the Charles Tait Memorial Scholarship which carries a year's free tuition in singing. He is now studying

under Ivor Boustead—generally recognised as Melbourne's leading singing tutor—who has advised Mr. Luizzi to try his fortune on the London operatic stage during the next few years. Mr. Luizzi was "discovered" by another railwayman—Mr. Edwin Hooke, of the Stores Branch, himself a prominent singer in Melbourne. It was on the latter's recommendation that Mr. Luizzi undertook singing courses 4½ years ago with Mrs. Hooke. Besides singing, Mr. Luizzi has achieved success as a violinist, winning a gold medal 12 years ago at the age of 12. During the past few years, he has had extensive experience singing from one of Melbourne's leading "B" class broadcasting stations.

SUBURBAN SELECTOR SYSTEM ADVANCES

DESCRIBED as a striking tribute to Australian workmanship, the three Train Despatchers' tables for the suburban selector system arrived in Sydney last month. The equipment is the most modern of its kind used on any railway system in the world.

Although practically all the extensive network of cabling in the inner-suburban area has been completed, preparatory work still remains. It is therefore, not expected that the system will be in operation until early next year.

The new tables embody many outstanding improvements on the Train Despatcher's tables now in use in the country train control system. Each table is equipped with a microphone and a loud speaker apparatus. To call a station, the Train Despatcher merely operates a switch, and the lights then automatically indicate whether the circuit is in order to the station required.

A highly important feature of the equipment is the facility with which each table can be interchanged with the others. Thus, if abnormal conditions occur on a particular suburban line, the group of stations concerned can be immediately transferred to one of the other tables.

A further notable improvement enables the Train Despatcher to conduct a conversation either singly, in groups, or simultaneously with all the 230 stations, signal-boxes and depots linked with the system.

The tables will be located in rooms which form part of the amalgamated Central Train Control Division on the Ground Floor of the Administrative Offices at Spencer Street.

Hallade Recorders' Value Shown

HIGHLY satisfactory results are being obtained from the use of a second Hallade Recorder which was purchased to test the riding qualities of various passenger rolling stock. This Hallade Recorder, which is of the same type as the one that has been in use for some time in the Department, consists of sets of pendulums by means of which the rolling, lurching and bouncing of any vehicle are faithfully recorded on a chart.

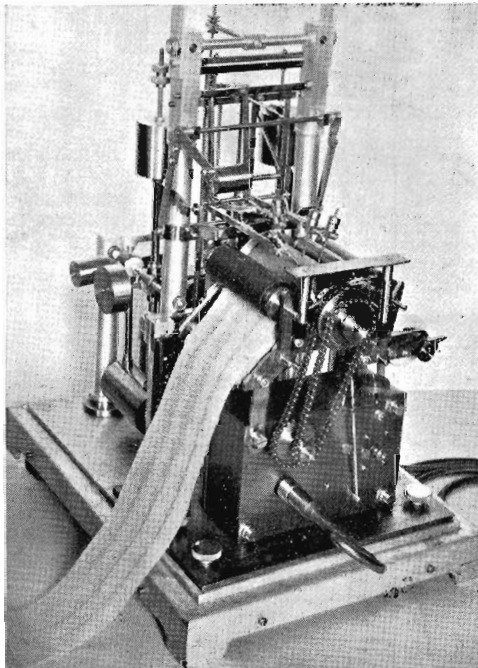
Of outstanding importance are the tests which have been carried out on the bogies fitted to the sitting cars constructed for the new all-steel train. The Hallade Recorder revealed that the riding qualities of these new vehicles were of the highest possible standard. A test run was made with an express passenger car fitted with standard six-wheel bogies which were then removed and the all-steel bogies substituted, and comparative runs were made with these bogies.

For testing purposes, the Hallade Recorder is placed inside the vehicle, preferably

over the centre of the trailing bogie. To ensure the maximum of recorded movements, the vehicle is placed as near as possible to the rear of the train. Successive runs are made over the same section of track, and to eliminate possible track variations the test runs of any one series are carried out in quick succession.

The Hallade Recorder has further exhibited its value in determining the riding qualities of certain freight vehicles—"UB" and "V" wagons, horse-boxes, and "Z" vans which are frequently attached to passenger trains. A series of tests was carried out under varying load conditions.

By indicating where improvements are necessary to track construction and alignment both on tangents and curves, the Hallade Recorders are exerting a profound influence upon the provision of smoother and more comfortable travelling conditions for passengers.



The Hallade Track Recorder

RAILWAYMAN'S VALUABLE SIGNALLING INVENTIONS

MR. F. W. HARVEY, Assistant Engineer of the Signals and Telegraph Division, is responsible for a noteworthy performance amongst Victorian railwaymen—he has just secured letters patent for an invention and has also obtained provisional patents in respect of two other inventions.

He has made a close study of the compensated double wire system of signalling which was first introduced on the Victorian Railways about 10 years ago. Since then several valuable improvements have been made in this system by Mr. Harvey. His success, which is due to his resourcefulness and initiative, emphasises the aggressiveness of the Department's engineering staff.

With the exception of four years spent with the Australian Imperial Forces, Mr. Harvey has had a con-

tinuous association with signalling since he joined the service as an apprentice in 1911.

Of the three ideas mentioned, the most important deals with a new type of double wire signal mechanism which, with the inclusion of an ingenious device, offers safety features far in advance of types of mechanism used in other parts of the world where this system is more generally used.

The second idea features a new machine for the operation of points by the double wire system. It will result in more economical maintenance and at the same time permit of adjustments being made to the machine with much greater ease than hitherto.

With the double wire system, crossing loops approximately one mile long and signals about two miles apart can be manually controlled from one central cabin, and with the improvements devised by Mr. Harvey opera-

tion is considerably facilitated. The Department is thus in a position to extend this system of remote control which will result in economies in operation and equipment.

Mr. Harvey's third idea concerns a new mechanical point detector embodying novel features designed to meet varying conditions of both double and single wire signal operation.

In seeking Letters Patent, Mr. Harvey has availed himself of the attractive facilities which the Commissioners offer suggestors whose ideas have been adopted on the recommendation of the Betterment and Publicity Board.

Provided the suggestor agrees to execute an agreement with the Commissioners, the Commissioners will direct the preparation of the application and the specification, arrange for their lodgment at the Patent Office and for the payment of the necessary fees.

Personal Postscript

Rose to Great Heights

"HE was one of the best road foremen the Department ever had" was the warm tribute paid by a senior engineer of the Way and Works Branch in referring to the retirement of Mr. William Ockenden, road foreman, at the conclusion of 37 years' service. As repairer, platelayer, ganger, special ganger and road foreman, he exhibited a versatility and efficiency that are imprinted upon many of the most important track works ever undertaken by the Department. Included in these is the comprehensive regrading work carried out between Ararat and Glenorchy where he was second in command with up to 800 men at work. Having been located in most parts of the State, he is, of course, widely known, but perhaps Gippsland railwaymen have the most vivid recollection of this

forceful personality. Five days after he quietly took over in 1934 as road foreman at Oakleigh, the major portion of Gippsland was inundated by flood waters. Devastation was caused, miles of track being torn up and many bridges seriously damaged. There was an unprecedented dislocation of railway traffic. Within two days, however, practically the whole of the main lines was ready for the safe passage of trains. Mr. Ockenden says his men were responsible for this achievement which attracted State-wide notice, but those who were on the scene throughout testify to the outstanding directional skill of the Road Foreman himself. Well above six feet in height, Mr. Ockenden was easily the tallest man in the Victorian Railways service.

—A.M.P.

Link with D. & M. Railway

FROM Bendigo comes news of the severance of yet another official link with the Denilquin and Moama Railway Company which formerly controlled the railway that penetrates into the heart of the Riverina District of New South Wales. Mr. John Lawson, a blacksmith at the Bendigo Workshops, retired last month, and he was for 25 years associated with the rolling stock construction and repair side of the Company's activities. For the past 14 years he has been located at the Bendigo Workshops. Mr. Lawson takes into

retirement two handsome reminders—a gold watch for himself and a handbag for Mrs. Lawson—of the wide popularity he enjoyed among his colleagues at Bendigo. "He had a splendid departmental record, rendering a high standard of service throughout—and he was the friend of all," said the shop foreman (Mr. J. Hogan) in the unavoidable absence of the Workshops Manager (Mr. R. Roach). Once again the Harmonica Band, comprising railwaymen employed at the Workshops, entertained the large gathering that farewelled Mr. Lawson.

—A.S.

V.R. Institute's Membership Record

IN the Report and Balance Sheet for the year ended June 30, presented last month to the members of the Victorian Railways Institute, the Council covered a field which illustrates the comprehensive activities of this progressive organisation.

Financially, the Institute experienced "another good year as, after providing for greatly increased expenditure in the Library and making provision for advances to Country Centres for buildings, furniture, etc., together with salary increases brought about by adjustments in the basic wage, the excess of expenditure over revenue was only £26."

Dealing with membership, the Report reveals that the total as at June 30—13,300—is the highest ever attained in the history of the Institute. The significance of this

figure lies in the fact that the total railway staff is now several thousands less than that of six or seven years ago.

In the sporting sphere, the various organisations affiliated with the Institute all experienced particularly good years. Interstate sporting carnivals in Melbourne and other capital cities were all highly successful.

The educational classes conducted by the Institute again rendered efficient service to a large body of railwaymen. The value of the instruction gained is shown by the large number of successful candidates at the annual examinations held last November. In addition, the enrolments for the 1937 class year so exceeded those of the previous year that a number of new classes had to be commenced in the Metropolitan area and at country centres.

Mr. W. Noonan's Death

RAILWAYMEN in many parts of the State will regret to learn of the death last month of Mr. William Noonan, a former Stationmaster and father of Messrs J. Noonan, Metropolitan District Rolling Stock Superintendent, and Walter Noonan, Stationmaster at Hawthorn.

Mr. Noonan, who was aged 70 at the time of his death, joined the railway service as a porter in 1880. His first appointment as a Stationmaster was at Toongabbie when the station was the transfer point from rail to road for all consignments proceeding to Walhalla, then a scene of much mining activity.

Other stations controlled by Mr. Noonan included Ballan, Swan Hill, Yea, Eaglehawk, Numurkah, Warrambungle, Korumburra, Echuca, and finally Bendigo from which he retired.

Many past and present railwaymen attended Mr. Noonan's funeral.

November Birthdays

DRIVER W. S. Cornelius, of Nth. Melb., on the first; Trav. Crane Attendant Morewood, of Newport, and Clerk G. Baker, of Newmarket, on the second; Cleaner G. H. Coomber, of Jolimong, the sixth; Chairman of Staff B. Cameron, and Engine Cleaner J. C. rapel, of Mildura, on the seventh; man J. A. Leo, of Spencer Street, Yd. H. B. Parker, of Tallarook, and Engineer A. P. Jacobs, of W. & W. the ninth; Conductor D. O'Mahoney, Spencer Street, Laborer W. R. M. Nth. Melb., and Asst. Stn. Master Banfield, of Nar Nar Goon, on the Fireman B. Sadtler, of Dimboola, 11th; Ganger G. J. Giles, of Kanang, the 12th; Goods Guard C. A. H. Bendigo, French Polisher G. F. Spotswood Workshops, and Elec. J. W. Henshaw, of Nth. Melb., on the Clerk P. J. Maher, of Room 2, and Labr. O. Smith, of Nth. Melb. 14th; Clerk L. M. Yole, of Traffic Clerk J. S. Morcombe, of R.S. Bch. Office, Asst. Stn. Master C. Metro. Supt's Office, and Asst. A. Brentnall, on the 15th; Clerk Hebden, of Swan Hill, and Rep. Robinson, of Carisbrook on the 16th; Supt. of Refresh. Services A. W. on the 18th; Messgr. T. Pedely, of Bch., and Train Despatcher H. Seymour, on the 19th; Goods Ganger Henderson, of Seymour, and Clerk Telford, of W. & W. Staff Office, 20th; Shed Labr. J. R. Oswald, of on the 22nd; B'maker R. J. Newport Workshops, on the 23rd; man D. Coutts, of Ararat, Repr. R. dlier, of Beaufort, and Optg. Power, of Sale, on the 24th; Repr. of Flinders Street, on the 25th; graphist W. S. Pope, of Head Office, Repr. W. H. Emanuelli, of St. James, the 26th; Lands Officers' Asst. W. on the 27th; Ganger W. T. Cobden, on the 28th; Goods Guard Little, of Melb. Yard, and Supv. A. Ravenscroft, of Elwood, on the Ganger W. R. Ritchie, of Glenab. Clerk G. R. Bird, of Accty. Bch. 30th.

Wholly set up and printed in Australia by the Victorian Railways Printing Works, Laurens-street, North Melbourne. Publishers—The Victorian Railways Commissioners.

The Victorian Railways NEWS LETTER

December, 1937

Issue No. 87

One of World's Finest Trains"— THE PREMIER

HIGH praise for the workmen who constructed "Spirit of Progress" was the predominant note in the speeches by the Premier (Hon. A. A. Dunstan, M.L.A.), the Federal Attorney-General (Right Hon. R. G. Menzies, M.C., M.H.R.) and the Chairman of Commissioners (Mr. H. W. Clapp) at the launching ceremony of the new train at Spencer Street station on November 17.

Representatives of many phases of professional, commercial and industrial life, as well as leading past and present railway officials, were the guests of the Commissioners on the inaugural run to Geelong and return.

Highlights of the speeches were:

MR. DUNSTAN :

"With the completion of this train, Victoria will possess one, if not absolutely the best, of the finest trains in the world. . . . I have never seen anything equal to this train. . . . A pleasing feature is that it has been constructed entirely in Australia and at the Newport Workshops. . . . It is a wonderful tribute to Australian workmanship. . . . Unlike road transport, this train belongs to the people and therefore we look to the people of this State for their patronage and support. . . . I trust it will continue for many years to be a striking advertisement for Victoria and for Australia. . . ."

MR. MENZIES :

"I believe this train is the living embodiment of the progress of this State. . . . This train represents a triumph for the work of Australians. . . . Those people—if there are any

COMMISSIONERS SAY "THANK YOU ALL!"

LAST month's triumphant appearance before the public of "Spirit of Progress" must have made every railwayman prouder than ever to belong to this great national railway system. Never before have the Victorian Railways been so impressively acclaimed. It was an inspiring demonstration of faith and goodwill which will remain an enduring memory.

In recalling the magnificent achievement represented by "Spirit of Progress," there must be due recognition of the railwaymen whose designing and constructional skill are responsible for the production of this beautiful train. Emphasising the railway reputation for teamwork and efficiency, these railwaymen in dozens of different grades, have successfully overcome numerous problems and have brought to a conclusion an undertaking which demanded the utmost in loyalty and patient endeavour.

We must place on record, too, our warmest appreciation of the invaluable advice and assistance which has been so freely tendered by the State Electricity Commission of Victoria and the well-known firm of Melbourne Architects, Stephenson and Meldrum. We know that everyone associated with the construction of "Spirit of Progress" feels conscious of the part he has played in making Australian railway history. With the utmost sincerity we say—THANK YOU ALL!

Harold W. Clapp Chairman
H. W. Clapp Commissioner
H. W. Clapp Commissioner

left—who have a tentative view of the capacity of the Australian people—must have their answer this morning. . . . I say for myself that this train is second to none in the world. . . . I have travelled on the world's great trains and I do not believe we will have to take second place. . . . For a great number of years this State has been very much better off for the driving genius of Harold Clapp. . . . This train embodies on behalf of Mr. Clapp, his colleagues and every man engaged in the Victorian Railways the whole ideal of service. . . ."

MR. CLAPP :

"This magnificent train has been produced entirely by Australians in your railway workshops at Newport. . . . The construction of this type of train is a very great step in pioneering in railroading in Australasia. . . . I wish to pay a very high tribute to the patient and loyal service of all those men and women in various ranks and occupations both inside and outside the railway service who have worked so earnestly with us in the construction of this great train. . . . In this age no main line train is regarded as approaching modernity unless it is completely air-conditioned. . . . It presents our complete answer and challenge to all other forms of transport. . . ."

GENESIS OF TRAIN

IT is clear that, if we are to hold our own against commercial road transport and the anticipated developments in commercial air services, it will be necessary to further improve the standard of our main line passenger services and, as a commencement, plans have been prepared for a modern air-conditioned train constructed of 'Cor-ten' steel for the Sydney Limited service."

—Extract from the comprehensive report submitted by the Chairman of Commissioners (Mr. H. W. Clapp) concerning his tour of investigation overseas.

PERHAPS the most impressive feature of the ceremony were the words spoken by Mr. Clapp when handing a gold key to the Premier: "I have much pleasure in presenting you with this key with which you will open the doors of this train to the citizens of Australia."

"SPIRIT OF PROGRESS" IS ACCLAIMED IN CONGRATULATORY MESSAGES

THAT "Spirit of Progress" commences in service with the warm approval and felicitations of many thousands of people is strikingly evident from the numerous congratulatory expressions and messages received by the Commissioners.

Space permits only the publication of some of the radio messages and telegrams from abroad and Australasia received by the Chairman of Commissioners:—

Sir Edward Beatty, G.B.E., Chairman Canadian Pacific Railway Company, Montreal, Canada.

Congratulations on your enterprise together with my best wishes for the successful operation of "Spirit of Progress."

Mr. George Stephen, Vice-President, Canadian Pacific Railway Company, Montreal, Canada.

Trust "Spirit of Progress" will be a welcome innovation your Melbourne-Albury service. Wish you every success.

Mr. H. W. Brodie, Overseas Passenger Traffic Manager, Canadian Pacific Railway Company, Montreal, Canada.

Heartily congratulate you and your associates on the launching of "Spirit of Progress." Trust it will completely fulfil your expectations.

Mr. W. H. Sawyer, Executive Engineer, New York.

Congratulations "Spirit of Progress" premier train Southern Hemisphere and another example your constructive initiative.

Mr. Daniel Willard, President, Baltimore and Ohio Railroad, Baltimore, U.S.A.

Cable received amidst annual stockholders meeting with much pride myself and pleasure them.

Mr. Kenneth Preston, a Director of J. Stone & Co., Train Lighting and Air-conditioning Experts, London.

Heartiest good wishes for successful launching of Cor-ten air-conditioned train aptly named "Spirit of Progress."

Mr. G. H. Mackley, General Manager, New Zealand Government Railways.

Much regret pressure Parliamentary session prevents attendance occasion representing great enterprise part Victorian Railways and such importance Australia as a whole. Feel sure you are setting standard most difficult follow and one that will be greatly appreciated by Australian travelling public. We here wish you successful and pleasant inauguration and congratulate you upon your enterprise.

Mr. T. Moroney, General President, Australian Railways Union, Brisbane.

I regret that pressure of business here prevents me accepting your kind invitation. On behalf of our members I desire to convey appreciation of your splendid contribution to the progressive policy of meeting other transport competition by developing rail services along lines of providing the public with comfortable, speedy and safe means of travel on the railways. Kindly accept our congratulations on the practical demonstration of that policy by your new train. I wish "Spirit of Progress" successful initiation into service and safe arrivals at her destinations on all future trips.

From Anglesmiths to Woodmachinists

60 NEWPORT GRADES

THERE must have been many occupations represented amongst the workmen engaged on the construction of this magnificent train," said a visitor last month while inspecting "Spirit of Progress."

Pursuing the matter further, the "News Letter" has discovered the interesting sidelight that, at the Newport Workshops alone, there were men in 60 grades—from anglesmithing to woodmachining—whose collective efforts are embraced in the completed "Spirit of Progress."

Details are:—

Anglesmiths, band sawyer, blacksmiths, block and tackle hand, boiler-makers, boiler-makers' helps, boiler-smiths, boltmakers, car builders, car builders (apprentice), carpenters, casting dressers, coater, colourman, copper-smiths, die sinkers, drillers, electrical fitters, electrical mechanics, electro-platers, fitters, fitters' assistants, fitters (apprentice), forgemen, french polishers, furnacemen, grainer, grinders, iron machinists, labourers and lad labourers, leather worker, metal polishers, minor machinists, moulders, padmaker, painters, paint mixers, patternmakers, puller-out, rope splicer, sailmaker, saw doctor, saw sharpener, screwers, seamstresses, sheet metal workers, sign-writers, spring buckler, spring makers, stenciller, strikers, tool grinders, tool machinists, travelling crane attendant, travelling crane floorman, turners, upholsterers, welders, woodmachinists.

In addition to the above, there were, of course, the designing and drawing staffs; also numerous professions and trades outside the Department engaged in the manufacture of the air-conditioning equipment, Cor-ten steel, lighting system, dining-car kitchen stove, etc.

HOW NEW TRAIN IMPRESSED ONE RAILWAYMAN

BEFORE "Spirit of Progress" had moved half a century length from Spencer Street on a run to Geelong last month I began casting aside all my previous notions of railway travel. As the journey proceeded, I had many dramatic reminders of the unapproached travelling comfort which awaits passengers on the beautiful train.

For instance, as the train glided almost imperceptibly from the station, I suddenly remembered that instead of the usually loud whistle of the locomotive, I had heard only a quiet, whispering tone.

Conversation Easy

Next, I noticed that I was able to relax in superlative comfort in the cushioned seats and converse in a normal voice with my companions opposite—and also with those who throughout the journey would make upon asking me my reactions from the corridor side of the carriage. The train seems to have sounded the death-knell of whispering about your fellow-passenger's absurd-looking behaviour.

A little later we passed a good train travelling on the adjacent line—and we experienced only the merest suggestion of the noise which in such circumstances is usually inseparable from travel in an everyday train. . . .

* * * *

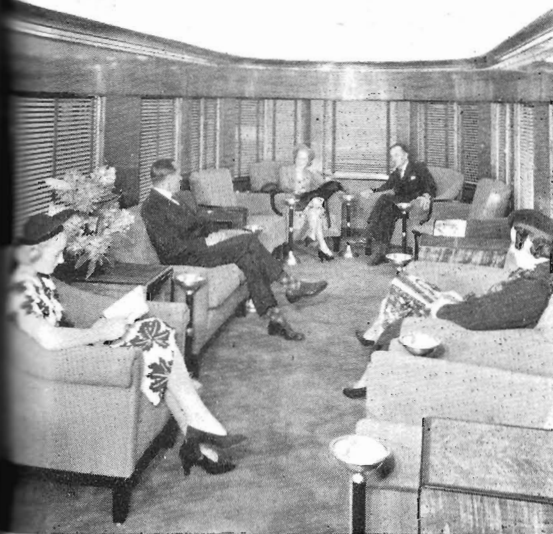
Further on, as we swept out into the open country beyond Newport South Junction, one of the train conductors nonchalantly informed us that "we are doing 78 miles an hour." It was only by confirmation from the driver on arrival at Geelong that I realised that this perhaps was the most arresting feature of a trip on "Spirit of Progress." Even in the region of top speed there was still that alluring gliding motion for which the deft springing, insulation and construction are responsible.

Excels Airplane Travel

A leading Melbourne architect made this rather significant comment: "My ride on 'Spirit of Progress' has illustrated to me that the comfort and quietness of rail travelling is more than favourably compare with travelling by air."

Summing up, therefore, one's impressions of "Spirit of Progress" merge into this: railway passengers have at their disposal what seems to be the ultimate in comfortable, congenial travelling—travelling which is peaceful and soothing beyond words.

HINT OF MODERN RAIL COMFORT



This picture strikingly demonstrates the restfulness and roominess of the observation saloon of the parlor-observation car on "Spirit of Progress"

How New Train was Built

STAFF MAKE RAIL HISTORY

VIEWING the completed "Spirit of Progress" with its gleaming exterior and its beautiful interior appointments, the onlooker will perhaps ponder the question: "How was this train constructed?" It is appropriate, therefore, to emphasise that in the construction of "Spirit of Progress," Departmental engineers and craftsmen adopted a technique which is unprecedented in the history of the Victorian Railways.

EACH car structure consists of the following longitudinal members—centre sill, side sills, belt cant rails—and these are joined by transverse floor members, posts and roof carlines, the whole forming a stiff structure. On to this structure are combined the Keystone flooring,

weight. Great attention has also been paid to the springing, the final design not being adopted until many experiments had been made.

The centre sills were placed on accurate jigs and then the transverse floor members were secured to them. Simultaneously the sides and roofs were fabricated. The side sills, belt rails and cant rails were laid on jigs and to them were secured the posts, after which the panels were finally riveted. The roof was similarly made.

When each set of the above components was finished the walls were first attached to the floor, after which the roof was placed in position. The ends were then attached and this completed the car body. The body was then placed on its bogies and transferred to another shop to receive the interior fittings.

The first operation was fixing the insulating materials to the inside of the steel sheets, after which the wood cleats were fixed, and this formed the structure to which the corridor and compartment partitions and interior

"Cor-ten Steel Chief Feature of Train," Says Former C.M.E

BECAUSE he was the designer of the "S" class locomotives, Mr. A. E. Smith, a former Chief Mechanical Engineer, who was among the guests on the inaugural run of "Spirit of Progress" to Geelong on November 17, was asked by the "News Letter" to give his impressions of the new train.

Still characteristically alert and active, Mr. Smith beamed when he replied: "Well, I was intensely proud of that beautiful locomotive—majestic I should say! Little did I realise a decade ago when the first 'S' class appeared that, resplendent in its garb of blue and gold, it would one day be hauling one of the world's finest trains."

But Mr. Smith's interest did not lie in the locomotive alone. In fact the locomotive was almost of secondary importance to him. Each step in the construction of the train was of profound interest to him.

"What really impressed me most? Why, cor-ten steel . . . cor-ten steel! When I was in America some years ago, they were building steel carriages weighing no less than 72 tons. Just imagine the uneconomic weight of a train of that sort!"

"But, cor-ten steel has revolutionised the whole situation: it is the answer to the railway executive's prayer. Its tremendous strength, its light weight . . . there you have the most significant feature of this train. It increases the safety of train travel beyond all recognition."

wall panels are fixed. At the same time the roof sticks, to which the ceiling is attached, were placed in position.

These operations were closely followed by the installation of the air-conditioning equipment and wiring for the lighting. Finally, interior fittings, such as the seats, hat racks, lights, doors, furnishings, corridor blinds, rubber linoleum, etc., were installed.

Each car was placed on a test road, where the gear box associated with the axle-driven generator was run in under load and air-conditioning equipment and lighting were tested so that the cars could leave the shops and be taken on a fast run in the shortest time.

The steel cars are designed to give longer and more economical service. A valuable factor is that the steel car with its additional equipment for air-conditioning is approximately three and a half tons lighter, and, of course, considerably stronger than the everyday car with a steel underframe and wooden body. By making the floor, sides, and roof of the new cars contribute their share in carrying the load, great strength with a minimum of weight is obtained.

CROWDS SEE TRAIN

SOME idea of the tremendous interest which "Spirit of Progress" aroused when the train was made available for public inspection is revealed by the following figures:—

Place	Number	Time Open
Geelong	12,678	10 hours
Ballarat	12,545	8 hours
Spencer Street	18,444	12 hours
Castlemaine	1,180	1 hour
Bendigo	10,800	7½ hours
	55,647	38 hours

panels, and the roof sheets. These, at the ends, form the complete body in the shape of a huge box under.

The bogies are of a welded design, thus providing a big reduction in

Eight Proud Railwaymen on First Run of New Train



PICTURED ABOVE ARE THE STAFF who were on duty on the inaugural run of "Spirit of Progress" to and from Geelong on November 17. From left to right: Driver F. Myers, Fireman W. H. Turner, Commissioners' Special Guard M. Dean, Dining Car Steward D. Dunbar, Parlor Car Conductor J. F. McCahery and Conductors C. H. Bacon, D. J. Freeland and M. C. ...

AIR-CONDITIONING "PLAYING STAR PART"

A PARAMOUNT feature of "Spirit of Progress" is the installation of air-conditioning equipment throughout the train. This innovation, which has revolutionised railway travel overseas, has already proved its intrinsic value in a number of passenger vehicles running over the Victorian lines.

On his tour of investigation overseas, Mr. H. W. Clapp (Chairman of Commissioners) was immensely impressed by his personal experience of air-conditioned railway travel, and railwaymen will read with great interest the following extracts from a broadcast address Mr. Clapp delivered over the national network two years ago.

Even Temperatures

"The most outstanding progress in the matter of comfort is the air-conditioned train," said Mr. Clapp. "I assure you that this new process of air purification combined with the regulation of temperature and humidity in railway carriages is now playing a star part in the drama of railway progress.

"Actually air-conditioning is firmly established on the North American Continent. Air-conditioning in some form or another has completely relegated to the past all forms of land transport that are not so equipped.

"Passengers who are sufferers from catarrh, asthma, hay fever and other similar troubles are now able to travel long distances in complete comfort. Moreover, invalids or elderly people who have been prevented from enjoying travel due to severe summer temperatures are now able to enjoy throughout the year train journeys in a mild, purified atmosphere not hitherto possible in any type of vehicle used in land transport.

"Another important advantage is that the insulation of the air-conditioned train practically eliminates the noise inseparable from ordinary train travel."

NEWPORT WORKSHOPS ONE OF BIGGEST OF KIND IN SOUTHERN HEMISPHERE

IN their fiftieth year of operation, the Newport Workshops have strikingly demonstrated their great value to the Department by producing one of the world's finest trains—"Spirit of Progress." From their inception, the Newport Workshops have throughout the years met every progressive step in railway rolling stock construction technique.

Now they are one of the largest and most modern establishments of their kind in the Southern Hemisphere, employing on an average 2,700 men.

The workshops extend over 130 acres. The buildings alone cover 22 acres, with a network of tracks covering 33 miles. Electricity is used to operate the 890 machines, many being fitted with individual drive.

Sections of the Workshops include the boiler shop, erecting shop, foundry, log mill, pattern-making shop with upholstering and nickel-plating divisions, coppersmiths' and blacksmiths' shops, forge, tarpaulin shop, turnery, Westinghouse brake shop. . . .

In Brief

Conspicuous features of the modern plant are four overhead cranes, each of 75-ton capacity, in the erecting shop. Included also in the machinery are a butt welding machine of 110 k.w. capacity capable of welding up to 2½ inch diameter stock; a drop hammer battery consisting of 20, 30 and 40 cwt. stamps; continuous heading plant which will produce seven tons of dog spikes or five tons of fishbolts per working day; 40 turret lathes, the largest taking 7½ inch diameter work through the spindles. . . .

Construction of almost everything connected with the rolling stock branch activities is undertaken—from nuts and bolts to the huge 221-ton "Pacific" class locomotives, and from hammer handles to "Spirit of Progress"

A modern testing and research Laboratory is a feature at the Newport Workshops. Here, all materials are tested and analyses made of coal, water, etc. The Laboratory main-

tains a close and invaluable association with practically every phase of the Workshops' manufacturing activities.

A well-equipped Ambulance Room and an excellent dining room service are important adjuncts of the Workshops.

Driver F. Myers Praises Roller Bearings

DRIVER of the Royal, *Revue des Commissioners' trains*—the driver of "Spirit of Progress" on all the preliminary runs prior to November 23. . . . He is Frank Wozzcho, after 27 years in the service, including 25 years as fireman and driver, possesses a background of extensive practical "footplate" experience.

Asked by the "News Letter" to give his chief impressions of the streamlined "Pacific" locomotive "Edward Henty," while hauling the new train, Frank said: "In my opinion the big feature is the fitting roller bearings in the wheels of the carriages, combined with the installation of automatic coupler equipment. As a result, the vehicles move so quickly when I give 'her' the shunt. And there is much quicker acceleration, too."

"This is the first time, he said, that roller bearings had been used on a train on the Victorian Railways and they were a very great improvement. "Would you believe that these roller bearings make it possible to 'shunt' any of the vehicles on 'Spirit of Progress'?" he said.

"Looking back from here at the train there is an absolutely smooth line. The usual swaying of the vehicle is entirely absent. It is a unique sight, the whole train moving in a compact unit."

Wholly set up and printed in Australia by the Victorian Railways Printing Works, Launceston-street, North Melbourne, for the Publishers—The Victorian Railways Commissioners.