

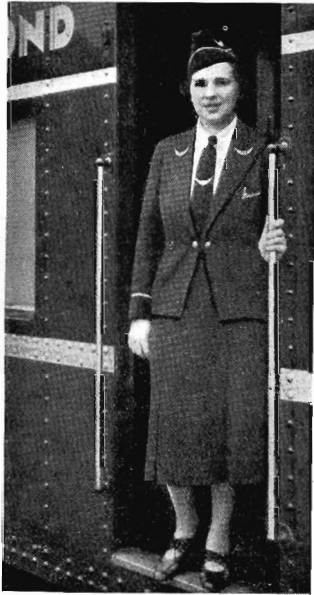
The Victorian Railways NEWS LETTER

January, 1938

Issue No. 88

Australia's First Train Stewardess

PICTURED here is Miss Monica Hillman, Stewardess on "Spirit of Progress" who had the distinction of being the first occupant of such a position on any Australian train. Stewardesses have been appointed, one of whom travels in each direction between Melbourne and Albury. Miss Hillman together with her colleagues—Miss Edna Gaynor and Kathleen Brooker—have been members of Refreshment Services Branch for some



of royal blue venetian cloth, the uniform of the Stewardess is a neatly tailored costume. The coat is designed with an action back to give freedom of movement. On each lapel is embroidered in gold bullion "wings of progress" similar to those on the front of the streamlined locomotives. The Glengarry cap is edged with gold with the badge "Spirit of Progress" fastened to the left side. Matching the costume, the shoes are of blue suede. They have comfortable heels especially suited for anyone whose duties involve much walking.

In discussing her work, Miss Hillman explained that she performs all comfort services for women and children passengers, especially mothers with babies, travelling in the first and second class sitting carriages. She orders any food or refreshments that may require to be served in the compartments by the dining car waiters. She also maintains the interiors of the compartments in a neat and pleasing condition.

"Yes," Miss Hillman said, "I like my work very much indeed. It is very pleasing to hear the comments of passengers upon the thoughtfulness of the Department in providing the services which my duties include."

Fine Performances Of "S" Class Locos. On Fast, Non-Stop Runs

A N analysis of the timekeeping of the "Sydney Limited" (from September 27 to November 22) and of "Spirit of Progress" (from November 23 to December 8) since the present schedules were introduced on September 27 reveals the remarkable capacity of the "S" class locomotives in maintaining the fastest and longest non-stop schedules of any train running on the Victorian Railways.

It demonstrates, too, the marked judgment of the drivers and men concerned in piloting Victoria's most important passenger train. From September 27 to December 8 the "up" and "down" trains, covering an aggregate of 26,289 miles, made a total of 138 trips. On three occasions, representing 13 minutes, were the locomotives responsible for any late-running.

It is worthy of mention, too, that from November 23 (when "Spirit of Progress" commenced in service) until December 8, the locomotives have brought the train into Spencer Street punctually at the appointed time every day. On the "down" journey the train reached Albury late (two minutes) only once.

Under these schedules, the train leaves Melbourne at 6.30 p.m. (6.15 p.m. on Sundays) and reaches Albury at 10.20 p.m.—an average overall speed of 49.7 miles per hour. In the reverse direction, the train departs from Albury at 7.55 a.m. and arrives in Melbourne at 11.30 a.m. (11.45 a.m. on Sundays)—an average overall speed of 53.2 miles per hour.

On the Benalla-Seymour section (60 miles) the train runs at a sustained speed of 60 miles per hour, the maximum permissible speed for the whole route—70 miles per hour—being attained over certain sections.

LINK WITH EARLY HISTORY OF RAILWAYS

AN almost unnoticed event of interest to railway systems throughout the world was the amalgamation of Robert Stephenson & Co. Ltd., of Darlington, and Messrs. R. & W. Hawthorn, Leslie & Co. Ltd., of Newcastle-upon-Tyne, two firms that were both intimately associated with the early history of locomotives.

When in 1823 the firm of Robert Stephenson & Co. was formed, with Edward Pease, the "Father of Railways" as one of the partners, the site chosen on the River Tyne adjoined the marine engine building works of R. & W. Hawthorn which were founded in 1817.

It was here in 1825 that the first locomotive used on a public railway was produced: the historic Locomotive No. 1 of the Stockton and Darlington Railway, now standing on the platform of the L.N.E.R. railway station at Darlington.

The "Rocket" Appears

Four years later the "Rocket," the prototype and parent of the present-day locomotive appeared, followed by many other engines now of absorbing interest.

In 1901 the works of Robert Stephenson & Co., who had been close neighbors of the Hawthorn Brothers for nearly 80 years, were moved to Darlington. Recently, the Company acquired the construction rights of the "Kitson" type of articulated locomotive for use on railways where trains are long and heavy and the road bed and bridges relatively light, or otherwise unsuitable for powerful engines having a rigid wheel-base.

The Hawthorn Brothers entered the locomotive-building business in 1831 when they delivered their first engine—the "Coronation," so named probably in honor of King William IV—to the Stockton & Darlington railway. In 1835, they built the celebrated "Comet" for the Newcastle and Carlisle railway.

A striking feature of this locomotive was the employment of four fixed eccentrics instead of two loose eccentrics, hitherto in general use with the old "gab" reverse motion. It is probable that this invention paved the way leading finally to the "Link of Motion" introduced by Stephenson seven years later and in use to the present day.

The Month's Topic

FOR BETTER SERVICE

NINETEEN hundred and thirty-seven was an eventful year in the history of the Department. That fact is plainly evident in the review of the year's activities published on the opposite page.

Space limitations alone precluded a more extended survey of numerous other developments which contributed towards that high standard of service and efficiency which is the constant aim of the Victorian Railways.

* * *

TRADITIONALLY, the beginning of a new year is the time when most people, taking stock of the past, declare themselves on the future. Their mistakes must not be repeated; their achievements must be surpassed. . .

While considering this question from a personal viewpoint, every railwayman should remember that his position as a member of the great railway team should be submitted to the same critical review.

In such a vast State-wide organisation as the Victorian Railways the human element is, of course, paramount. Therefore at this juncture when "good resolutions" are fashionable, each member of the service should resolve to excel in 1938 the individual contribution which he made in 1937 towards the general welfare of the Department.

INTRODUCING—

PASSENGER Yard Supervisor Albert McCullough, of Spencer Street, who, as this photograph was taken, was "on his toes" in preparation for his heaviest job of the year. In association with his "100 per cent. team of shunters" he



is responsible for marshalling and placing at the platforms all the country trains departing from Spencer Street station. To the uninitiated this is a seemingly prosaic sort of job, but a few minutes' talk with Mr. McCullough is sufficient to demonstrate that he has raised to perfection a complicated daily undertaking which is all-important in "on time" passenger train performances. For 28 years he has been in the Spencer Street passenger yard, and thus he is on "speaking terms" with the scores of tracks and sidings. It is just as well that he is, for on Christmas Eve there were scheduled nearly 120 trains going in and out of the platforms at Spencer Street. Hundreds of movements over a maze of tracks were involved in such circumstances, but years of experience, combined with expert planning, leave Mr. McCullough characteristically serene—and efficient.

Geelong Track Finest Of All

LONG WELDED RAILS BIG FACTOR

WITH the completion of the relaying of the line between Newport Junction and Geelong the Victorian Railways now possess the finest stretch of railway track in Australia. All who have travelled over the line appreciatively testify to the smoothness of the running and the marked reduction in noise.

A major factor in achieving this high standard of track has been the welding of the rails into longer lengths. New 90 lb. rails have been laid in welded lengths of 225 feet. (Two experimental sections between Newport Junction and Laverton comprise rails welded into lengths of 4,748 feet and 4,321 feet—lengths which approach the longest in use on any railway system in the world.)

Rail welding is one of the most arresting developments in railway track work. By effecting a reduction in the number of joints, the longer rails provide smoother and quieter riding for passengers; they also lessen track maintenance costs, increase the life of rails and reduce the wear on rolling stock.

For the first time in Victoria sleepers plates have been provided between rails and sleepers throughout the line from Newport Junction to Geelong. These plates, of which approximately 190,000 have been used, afford a substantially improved base for the rails and a greater bearing area on the sleeper.

In the reconstruction of the line nearly 100,000 hardwood sleepers and about 80,000 yards of bluestone were used, whilst about 2,000 brass plates were installed at the joints. Throughout the line new 90 lb. rails and crossings, with 12 in. x 6 in. timbering, have been laid. The formation width of the line is 20 feet.

On the trial runs of "Spring Progress," hauled by the heavy locomotive in the service (221 tons), speeds approximating 80 miles per hour were attained on this track.

V.R.I. TEAMS' INTERSTATE SUCCESSES

REVIEWING the sporting activities of the Victorian Railways Institute during the past year, officials are justifiably proud of the splendid performances registered by their members.

Victoria won three Interstate trophies in competition with teams representing the New South Wales, Queensland and South Australian railway departments. The trophies were: "Mick Simmons" Cup (cricket); "Denniss" Cup (bowls) and "Tintara Cup" (golf). Having won the golfing championship on three occasions, the trophy now becomes the permanent possession of the Victorian Railways Institute.

Bearing in mind the keen competition and the fact that the opposing teams always included several first-grade players, the Victorians fully merited their successes. All railwaymen will heartily congratulate them on their victories.

These annual Interstate sporting events are eagerly awaited, and judging by the large number of nominations being received for inclusion in the various teams, the selectors are sure to have a difficult task in choosing teams.

To defend their titles against New South Wales, Queensland and South Australia, teams of cricketers and bowlers will leave for Sydney early this year. With the entry of a team from Western Australia, additional interest will be created in the cricket matches.

Following on these games, the annual tennis matches for the "Blanch" Cup will be played in Melbourne at the end of March, while

the competitions in football, golf and table tennis will be staged in Sydney later in the year.

N.S. WALES AMBULANCE CHAMPIONS FOR 1937

ALTHOUGH unsuccessful in the Australian Railways Ambulance Competitions held in New South Wales recently, the Victorian Ambulance and officials returned to Melbourne warmly praising the work of the New South Wales railwaymen who won the championship.

Railwaymen from each of the Victorian way systems competed, the final results being:—New South Wales, 41 points; Western Australia, 43; Commonwealth Railways, 42½; Victoria, 40¾; South Australia, 40; Queensland, 36½; and Tasmania, 32.

The work performed by the competing Corps was generally of a high standard, that displayed by the Victorian Corps in the Improved Stretcher, Supplied Material, and Transport events being quite exceptional. The Victorians chiefly failed in the Improved Material event. Like the majority of the Corps they lost points because they failed to diagnose correctly the cause responsible for the patient's unnatural physical condition.

Following the Competitions, the New South Wales Railways Commissioners arranged a series of entertainments which were greatly enjoyed and appreciated by all the visitors.

CHIEF RAILWAY DEVELOPMENTS OF 1937 BRIEFLY SURVEYED

IN a retrospective review of railway achievements during 1937, the construction and introduction of "Spirit of Progress" obviously overshadow many other developments. Nevertheless the whole year's work again emphasises the major part which the Victorian Railways play in the life of the community. The many outstanding qualities of "Spirit of Progress"—beautiful appointments, smooth riding, absence

of noise and vibration—are continuing to excite the admiration of all who travel in this completely air-conditioned, all-steel train. From numerous commendations, it is appropriate to quote two opinions—one from a prominent overseas visitor who has travelled on the world's most modern trains; the other from an Australian who has travelled extensively in the Commonwealth.

DONALD BUDGE, the American tennis player who is the world's champion singles player, recently stepped onto the Spencer Street station platform after travelling "Spirit of Progress" from Albury, and almost his first words to a friend were: "That's a magnificent train! It is the equal of anything I have seen in the world. Certainly no train runs smoother; no train is more comfortable."

The other appreciative comment was: "Although the day was warm, the temperature in our compartment was delightfully cool and refreshing. The train itself ran very smoothly, and the absence of noise enabled conversation to be carried on with perfect ease and enjoyment."

Railwaymen will be quick to perceive that the two comments quoted are remarkably high tributes to hundreds of their colleagues who, in association with other men outside the Department, were responsible for the construction of "Spirit of Progress."

Improved Train Services

Commenced early in 1934 and as continued at the time "to be pushed forward with unabated vigor," the overhaul of train services throughout the State was continued during the year, with marked beneficial results. Since January 1 last, the total reduction in travelling time by passenger trains rose from 520 hours to 657 hours per week. Embracing both country and suburban lines, these improved services are offering a standard of travel which is unapproached in the history of the Victorian Railways.

Side by side with the passenger facilities, the Department has introduced many notable improvements in the goods and livestock train services. Faster goods trains, commenced with later and more convenient running times and earlier arrival times at city markets and country destination stations, are proving of immense benefit to our patrons. What these mean to primary producers and country businessmen generally is strikingly demonstrated by the many expressions of appreciation which the Department continually receives. Equipped for meeting all the requirements of the primary producer, the Department continues to offer unrivalled service.

In the track improvements work an increasingly-important part is being played by the automatic flash-butt welding machine located at the Permanent Way Materials Depot, Spotswood. During the year, approximately 15,500 welds, representing about 50 miles of single track, were made by the machine. The machine, which is one of the most modern and efficient of its kind in the world, completes a weld, generally equal to the strength of the rail, in less than 2½ minutes.

First Buffet Car

In April last, the first buffet car of a modern type ever placed in commission on any Australian railway system commenced running on the Melbourne-Bendigo line. Air-conditioned and providing a diversity of meals and refreshments, this buffet car is proving remarkably popular. Apart from providing novel and attractive refreshment facilities while the train is travelling, the buffet car eliminates stoppages at refreshment stations *en route*, thus enabling a faster time-table to be maintained. A buffet service is also available on the Albury express.

In addition to the air-conditioned carriages on "Spirit of Progress" and the buffet car, the Department now possesses six other vehicles equipped with this outstanding feature of modern railway comfort. The last-mentioned vehicles comprise one dining car, three passenger carriages (two first-class and one second-class), and two sleeping cars. A completely air-conditioned train runs three times weekly in each direction between Melbourne and Mildura.

Loco. Plans

Reflecting the modern trend towards locomotives capable of hauling heavier goods trains, the Department proceeded during the year with the construction of seven "X" class locomotives. This locomotive construction program is the biggest the Department has undertaken since 1930-31. In addition, progress was made with the preparation of plans for the construction of a new type of locomotive to be known as the "H" class. It will have the greatest tractive power of any locomotive on the Victorian Railways. Specially adapted for running over heavy grades with maximum passenger loads, the

new locomotive will eliminate costly double-heading on the Melbourne-Ararat section of the Melbourne-Adelaide service.

Financial Results

The financial year 1936/37 closed with a deficit of £426,076—an improvement of £80,000 compared with the financial year for 1935/36.

In submitting the Budget for 1937-38 the Honourable the Treasurer provided for a State surplus for the year of £11,000, which included, for the first time for many years, a railway surplus estimated at £1,025.

The 1937/38 financial year commenced with expectations of increased railway revenue. These hopes were confirmed by the early revenue returns which showed that both passenger and goods revenues were in advance of the estimate. Unfortunately a most unexpected factor, in the form of the infantile paralysis outbreak, manifested itself in the traffic returns towards the end of July.

From that point there has been a serious decline in passenger revenue since July 1 last is nearly £80,000 less than for the corresponding period of the previous year.

Transfer of Capital

An important financial development during the year was the passing of the Railways (Finances Adjustment) Act, under which £30,000,000 of loan liability was transferred from the Railway Accounts to the General Account of the State. The financial position of the railways has, of course, been assisted by this transfer, but the general effect seems to have been misapprehended in various quarters.

Under the transfer the interest bill of the railways will be reduced by £1,268,000 per annum, but we will lose approximately £670,000 per annum in subsidies from the Treasury for losses on certain non-paying lines and freight reductions made at the direction of various Governments, and we will now have to contribute the annual payment (£118,000) to the National Debt Sinking Fund which has hitherto been paid by the Treasury.

The deficit for the year ended June 30, 1937, viz.:—£426,076 has also to be taken into account and the net benefit to the Department in 1937/38 is therefore not £1,268,000, as is widely believed, but only £55,000.

Personal Postscript

BENDIGO RAILWAYMEN'S ACHIEVEMENT

Champion
Debaters

Trophies
Presented



Vincent Kelly (Bendigo)—Photo

IN spite of stern opposition from many skilled debaters representing varied organisations, the debating team of the Bendigo Branch (Victorian Railways Institute) succeeded in winning the "A" Grade Championship of the Bendigo Debating Association. In this picture are the three railwaymen responsible for this achievement in the year's activities of the Branch. Reading from left to right: Messrs. J. E. Blackall, L.W. Galvin (Captain), and A. H. De Grandi. Also displayed are the three handsome trophies presented by Mr. J. H. Lienhop, M.L.C. Arguing the affirmative case in the subject: "That chain stores are in the best interests of the community," these railwaymen registered one of the best performances in the history of the Association. Their side was noted for the patient preparation and forceful presentation of the facts. Mr. Blackall is stationmaster at Goornong; Mr. Galvin is a fitter and turner at the Bendigo North workshops; and Mr. De Grandi is a goods guard stationed at Bendigo. Amid much enthusiasm Mr. D. Cameron (President, Victorian Railways Institute and Chairman of the Staff Board) presented the three proud railwaymen with their trophies at the annual meeting of the Branch last month.

Red and White

AT his first attempt to become a South Melbourne Football Club Committeeman last month, Mr. P. Farnan (Commissioners' Representative on the Board of Discipline) was successful. And in opposition to five other candidates he topped the poll. Having already proudly worn the red and white colours as a player, he thus realised the second of his boyhood ambitions. As he possesses a practical knowledge of the game, plus executive ability, Mr. Farnan's many friends predict that he will materially strengthen the Club. He has also played cricket with the South Melbourne second eleven. Before transfer to his present important Departmental position, he was for 27 years in the Rolling Stock Branch. After experience at Newport, Port Melbourne and other locations he was transferred to the Staff Office where his capacity for dealing with staff questions gained him rapid promotion. For a time he was Clerk to the District Rolling Stock Superintendent at Ballarat. For three years he played there with the Golden Point football team; he

was captain and coach of the local Victoria cricket team; and he was a member of the Ballarat cricket team which, competing in the first Country Cricket Week in Melbourne, became the country champions of the State.

—L.J.N.

Popular Steward Retires

MANY regular Interstate rail travellers have heard with great regret of the retirement from the service of Dining Car Steward Percy Woolcock. Ill-health is responsible for prematurely closing a useful railway career extending over 28 years. Both as a waiter and subsequently as a steward, Mr. Woolcock did much to enhance the reputation for prompt and efficient service which the Department's dining car services possess amongst cultivated travellers. Of a cheery personality, he had a smiling greeting for all patrons—and their many enquiries concerning his whereabouts are proof of the impression he made upon them. Mr. Woolcock was popular, too, with the passengers on the Reso. Train when it was making

regular tours a few years ago. On his retirement, his colleagues at the Dining Car Depot presented him with a gold cigarette case filled, not with cigarettes, but with notes!

—C.S.

FIFTY YEARS AT BALLARAT LOCO!

LOCATED at Ballarat East Locomotive Depot for 50 years—and of the half-century, 40 years on the night shift. . . . That, in brief, is the unique record of Mr. Harry Baker, Fitter, who retired last month with 50 years 3 months and 2 days service to his credit. Specialising throughout his long career on locomotive running and repairs, Mr. Baker became one of the most competent tradesmen of his kind in the Department. "Harry knew what was wrong with a locomotive before it came into the Depot. I really believe he could smell the trouble" was the descriptive way in which one railwayman referred to the capacity of the veteran. Mr. Baker was extremely popular with all his colleagues, and judging by the preliminary farewell preparations he will receive more than the usual parting gift. With Mr. Baker's retirement, the family link with the Ballarat East Locomotive Depot will not be broken. A month before he retired, his son commenced duty there as an engine cleaner.

January Birthdays

OPTG. Porter R. L. Patterson, of the Chester, Repairer D. Fogarty, of the stall, and Clerk R. E. Williams, of the first; Labr. E. C. Coster, of the Workshops, and Blacksmith H. M. Vance of Ballarat Wkshps, on the second; Porter L. D. Free, of Wedderburn Wkshps on the third; Engineer G. S. Lumley, of Head Office, and Painter A. L. Chalmers, of Korumburra, on the fourth; Boiler H. Meikle, of Nth. Melb. and Skld. Labr. Vance of Nth. Melb. on the fifth; Actg. Elec. Engineer C. G. H. McDonald, of Platelayer J. Parker of Flinders Street, on the seventh; Asst. Estate Officer A. H. Jones, and Ldg. Skld. Labr. A. E. Jones, of Melbourne, on the ninth; Clerk L. C. Footscray, on the 10th; Clerk C. L. Footscray, on the 11th; Supvr. of Traffic Bch., and Striker F. H. Footscray, on the 11th; Supvr. of Transport C. G. Walker and Roadman F. J. O'Brien, of Nth. Melb. on the 12th; Skld. Labr. B. E. Golding, of Seymour, on the 13th; Tram Conductor K. E. Saddington, Sandringham, on the 16th; Asst. Engineer V. A. Ryan, of Head Office, on the 17th; Spl. Ganger C. P. Deutscher, of Newport St., and Elec. Ftr.-in-Chge. J. J. Gange, of South Yarra, on the 18th; Repairer Allen, of Ballarat, on the 19th; Transport F. Johnston, of Newport Wkshps, and Porter P. Van, of Korong Vale, on the 20th; Fitter and Turner J. T. Cooney, of Traralgon, on the 22nd; Ircn Machinist E. A. Cooney, of Spotswood Wkshps on the 23rd; R.A.S.M. W. J. Olson on the 25th; Cleaner C. E. Sainsbery, of Nth. Melb. on the 26th; Clerk R. D. Gale, of Ballarat, on the 27th; Betterment & Publication Member L. C. Bromilow, Train Examiner G. R. Miller, of Wangaratta, and Clerk Lyons, of Head Office, on the 28th; J. Thompson, of Newport Wkshps, on the 29th; Tkt. Checker F. V. O'Connor, of Flinders Street, on the 29th; Striker R. G. Footscray, of Nth. Melb. and Shunter R. P. Footscray, of Nth. Melb. Yd.

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The Victorian Railways NEWS LETTER

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Department's Big Plans For 1938

IMPROVED TRAVELLING CONDITIONS

BETTER and faster trains" is again the Department's aim for 1938. The policy of improvements in both passenger and goods train services will be continued with the same highly beneficial results as have rewarded the Department's efforts since the inception of the scheme early in 1934.

Covering the two main factors of improved tracks and an extensive rolling stock building program, the works planned foreshadow further highlights in railway travel.

The work of relaying tracks and welding rails into longer lengths will be continued during the year. Early attention will be given to sections between Riddell and Macedon and between Woodend and Redesdale section—totalling 30 miles—and to 10 miles of track between Murtoa and Warracknabeal. Portions of the North-Eastern line will also be welded.

In the suburban area, welding operations are being continued on the Caulfield and Williamstown lines. To provide greater clearances on the curve at the Royal Park station, tracks through the station are to be rearranged also.

Plans have been made for the installation of track-locking equipment at Mangalore and a rearrangement and extension of the station and yard at Violet Town will give ample facilities for crossing long goods and live stock trains.

Water Trains

The recent relaying and welding of the track on the Geelong line has made scope for faster schedules in this section, and tests are being carried out with a view to reducing running times.

The Melbourne-Mildura service will also be accelerated at an early date and in addition another set of air-conditioned carriages is being completed. With the introduction of this set, an air-conditioned service will be provided in both directions on the six days a week of the current schedule.

The Department is co-operating with the Commonwealth, South Australian and Western Australian Railway Systems in the saving of one day for rail travellers between the Eastern States and Western Australia and vice versa. The prospective reductions in running

time for "The Overland" between Melbourne and Serviceton are 15 minutes on the "down" journey and 26 minutes on the "up" journey. These savings will bring the total acceleration on the Victorian section of this line since October, 1934, to 145 minutes and 113 minutes respectively.

Goods Train Services

And, as circumstances permit, faster schedules will be introduced on other lines during the year.

The most recent improvement came into operation on January 17, when the service for the carriage of fruit from the Goulburn Valley District (Kyabram, Merrigum, Tatura, Shepparton and Mooroopna) was altered to permit of later loading of fruit (from 30 to 95 minutes) and was also speeded up to maintain the existing early morning arrival in Melbourne.

Rolling Stock Construction

The construction of Corten steel air-conditioned sleeping cars for "The Overland" express between Melbourne and Adelaide is proposed.

The construction of four air-conditioned Corten steel buffet cars—two being complete buffet cars and two composite buffet and sitting cars is being proceeded with. Two AE cars are also to be converted into air-conditioned buffet cars. They are to run on the North-Eastern, North-Western, South-Western, Eastern and Mildura lines.

Eighty "L" class sheep trucks (of welded Corten steel to minimise corrosion), 300 wheatproof "GZ" welded open trucks, and 50 louvre "U" wagons are also to be constructed.

Other notable works for the present year include additional siding accommodation and weighing facilities

Death Of Mr. T.B. Molomby

RAILWAYMEN throughout the State—and numerous retired railwaymen—learned with profound regret last month of the death of Mr. Thomas Barry Molomby, a former Commissioner. He was 70 years of age. High tributes



to Mr. Molomby's outstanding capacity as a railway executive were voiced not only by members of the service, but by prominent businessmen with whom Mr. Molomby had come in close contact as General Superintendent of Transportation and later as Commissioner. He entered the service at Geelong as a junior clerk in 1883. In 1908 he was appointed Superintendent of Passenger Train Services; in 1915, General Superintendent of Transportation and in 1924, Commissioner.

In company with the late Mr. Commissioner E. B. Jones, Mr. Molomby went overseas on behalf of the Department in 1914. Their mission was associated with the introduction of the Melbourne and suburban electrified system.

At the funeral, the Department was represented by Mr. H. W. Clapp (Chairman of Commissioners), Mr. Commissioner N. C. Harris, Mr. Commissioner M. J. Canny, Mr. E. C. Evers (Secretary for Railways) and several Heads of Branches.

for coal traffic at North Melbourne and Victoria Dock. At Redcliffs, the railway station is to be relocated on a new site opposite the public square.

More efficient handling of heavy goods and live stock traffic on the North-Eastern line will be made possible with the completion of the Western Electric telephone system between Benalla and Albury connecting up with all intermediate stations and depots. The suburban selector system (embodied in the general scheme of Central Train Control) will also be completed during the year.

Power automatic signalling is to be installed on the Carnegie-Oakleigh and Glenhuntly-Moorabbin sections. This will enable a greater frequency of service during peak periods and a reduction to be made in the overall travelling time to the outer suburbs.

The Month's Topic

ACHIEVEMENT

THE issue last month of "Achievement" an attractive sequel to "A Record of Achievement" is a reminder of the progress of the Department since the original brochure was produced.

The new booklet surveys the various developments which have enhanced the Department's reputation for service during the last few years.

Quite properly, pride of place is given to the completion of Australia's first air-conditioned, streamlined, all-steel train "Spirit of Progress."

Apart from this performance, the new record emphasises the major improvements which have been made—the introduction of air-conditioning, the reconditioning and resleepering of miles of track, the welding of rails, the alteration of locomotives, the continuous policy of accelerating services, the reduction in fares, the train control developments and the installation of "tie stations" on the suburban electrified system—each improvement demonstrating the ceaseless activity of the administration and the co-operative spirit of the staff.

Minister's Tribute

This comprehensive result thoroughly justifies the commendatory Foreword by the Hon. A. L. Bussau (Minister of Transport) that "any unprejudiced observer reading the story of the improvements made during the last four years, culminating in the completion of the air-conditioned, streamlined express, 'Spirit of Progress,' must admit the high degree of professional skill and imaginative enterprise which has been exhibited in the management of Victoria's largest industry.

"Not only that, however," the Minister continues, "the story is a silent tribute to the mass performance of the great army of railway workers whose loyalty, energy and faith in the system which they serve has made the whole achievement possible.

"Much has been written, and will continue to be written, about the virtue of team-work, but I think that this little book is the most striking testimony of the value of that indefatigable, co-operative spirit which I have yet perused."

New Apprentices Begin Duty

"GREAT OPPORTUNITY PRESENTED"

LAST month the 152 apprentices, selected from 1,956 applicants, commenced their duties in the Department. "You have a great opportunity presented to you," said Mr. Commissioner N. C. Harris at the V.R. Institute, Melbourne, when welcoming the lads. "There is probably no better apprenticeship than that in the Victorian Railways. Railway apprentices have become not only leading officers in their own department, but have also been appointed to high positions in other railway systems. They rank highly, too, in the estimation of outside engineering employers."

He warmly welcomed the lads and congratulated them on successfully surmounting the first obstacle—that of selection for appointment.

"The main thing now," said Mr. Harris, "is to get on with the job. And the only way to get on is by hard work combined with loyalty."

He stressed the need for certain salient qualities for success—health, ambition, honesty, education, and a sense of humour, and appealed to the lads to carry the principles of sportsmanship into their work.

"I would ask you all not to feel lost and not to get the impression that nobody is interested in you," said Mr. Harris. "We are tremendously interested in you, so much so that we have a Supervisor of Apprentices to look after your special needs and to give you helpful advice on all matters."

Mr. D. Cameron, Chairman of the Staff Board and President of the V.R. Institute, also welcomed the lads and explained to them the various activities of the Institute.

Of the applicants 1,088 were from the Metropolitan area and 868 from the country. To interview country youths, the Board of Selectors (Messrs.

A. J. Letham, Member of Staff Board Chairman; K. F. Wood, Assistant Manager, Spotswood Workshops; W. O. Galletly, Engineer, Ballarat Stock Branch) visited Ararat, Ballarat, Bendigo, Geelong, Maryborough, Mildura, Seymour, Traralgon and Wangaratta.

An analysis of the applications shows that 922 were received for 53 positions as Apprentice Fitters and Turner, 449 for 9 Apprentice Electrical Fitters, and 195 for Apprentice Carpenters and Joiners. Other trades for which apprentices were appointed were those of Apprentice Winder, Blacksmith, Boiler-maker, Coppersmith, Moulder, Car Patternmaker, Springmaker, Upholsterer, Welder, and Wood Machinist.

Educational qualifications submitted by candidates covered 89 Technical School Intermediate Certificates, 54 University Intermediate and University Leaving Certificates. When applications closed, other applicants have received similar certificates.

After selection, candidates who did not have these certificates were called upon to undergo an educational examination to determine their fitness for the positions.

INTRODUCING—

APPRENTICE Fitter and Turner Frank E. Parker of Newport Workshops, who has achieved further



scholastic distinction. In the examinations for the First Year Intermediate Course at Newport Technical College Frank made a record for the College—gaining 94 per cent. in four subjects! At the South Melbourne Technical School Frank secured his Junior Technical Certificate following up with evening classes at the same school. He started in the Department on January 28, 1937, as an Apprentice Fitter and Turner in the New Erecting Shop. In addition to his work at Newport College, Frank took five evening subjects at South Melbourne Tech. and made the top of his class. Keen on drawing, his ambition is to become a draftsman, a position for which he is rapidly equipping himself.

Service

Extract from private letter from a visitor from Sydney.

"HATS off to the Victorian Railways for the 'Spirit of Progress' train. It was luxurious."

"At Albury we see a vision waiting, and think it's only for first class passengers; but NO—we are shown into beautifully padded second class carriages with separate light behind each seat almost noiseless and no great wide windows, a charming Stewardess eager to help, clean and smart with trays of toast and tea—real tea—also dining saloon and inexpensive."

"It was a real joy. At Albury they said there was only a short wait, so I flew along hoping to get my seat and out again for a cup of tea, but I just sat in comfort and waited on for only one shilling. At 8.30 and also at 10.30 the evening tea was served in Saloon. Again one shilling and anything you liked with it, besides being brought to carriages any and all the latest newspapers, and so on in Spencer Street. It was a wonderful ride."

Effect Of Modern High Train Speeds On Tracks

(By J. M. Ashworth, Chief Engineer of Way and Works)

THE ever-increasing demand for heavier locomotives and higher speed has intensified the problems associated with the design and maintenance of railway tracks. The maximum permissible speeds have been determined by experience rather than by calculation and depend on the weight and type of the rolling stock in relation to the various parts of the track structure comprising the rails, sleepers, ballast and roadbed.

In early years 50 to 60 miles per hour was the maximum speed of passenger trains on any system. Today to 75 m.p.h. is the rule although to 90 m.p.h. is allowed on several lines whilst on a few spectacular runs speeds exceeding 100 m.p.h. are attained mostly by light railcars such as the famous "Flying Hamburger" and "Michelines."

Very heavy passenger locomotives are run at these great speeds and to withstand the loads imposed and ensure safe and comfortable travel a strong track and high standard of maintenance are essential.

Maximum Axle Load

The maximum axle load affords a criterion of the loads imposed by the locomotives. In the case of passenger locomotives, this has been progressively increased to about 23½ tons. This is the heaviest axle load in Victoria, and is the heaviest in use anywhere outside America where it runs to 33 tons.

No fundamental changes in track design are taking place but to keep pace with the continually increasing loads and speeds a number of improvements in the details of the track structure and a greater degree of skill and care in upkeep have been found necessary.

Increased Sleeper Program

Heavier and longer rails of improved quality are being used, but the tendency towards increasing the number of the sleepers rather than the weight of rail is becoming more marked. Stronger ballast in greater quantity is being provided, the roadbed is being improved and drained, whilst the track is being realigned. In some instances, the maintenance staff has been increased to ensure that regularities in the level and alignment of the rails are kept within safe and comfortable limits.

In Victoria, many of the main lines over which high speed trains are now run were originally constructed as developmental railways with narrow gauges and cuttings, and were laid with 12-foot length rails, weighing 60 or 70 lb. per yard, on sleepers spaced 3 feet centres and ballasted with gravel.

These lines are being strengthened in the manner described. The weight of rail has risen progressively to 92 lb.

on main country lines and to 110 lb. on suburban lines, whilst the rail length has increased to 45 feet, and since the introduction of welded joints to 225 feet.

The spacing of the sleepers has been reduced to 2 feet 2 inches. Broken stone ballast to a minimum depth of 10 inches under the sleepers and well shouldered outside the sleeper ends, is being provided and the roadbed is being widened, whilst the importance of adequate surface and sub-soil drainage is now recognised.

(Mr. Ashworth's second article will appear next month)

Big Reso Tour To New Zealand

A COMPREHENSIVE Reso Tour from Victoria through the North and South Islands of New Zealand between March 9 and April 9 . . . a travel development of great significance for the reason that this will be the first occasion upon which a Reso party has travelled outside the Commonwealth.

First introduced in 1922 to provide a means for representative city businessmen, bankers, farmers and graziers to visit the State's primary industries and important national undertakings, Reso Tours were subsequently extended to embrace Interstate tours with the same objectives. Since then, 27 tours have been made in Victoria, and 13 to other parts of the Commonwealth, including Central Australia.

The forthcoming tour, which has been planned in co-operation with the New Zealand Government Tourist Department, will, it is hoped, be the forerunner of many reciprocal tours.

One of the most important features of a Reso Tour is the exceptional opportunity presented for an interchange of views between representative men whose business interests are identical. On the tour to New Zealand, the itinerary has been arranged so that ample scope will be provided for discussions which must inevitably be of great educational value in both New Zealand and Victoria.

Other States Adopt V. R. Graphs

AN interesting development is the adoption by the New South Wales, South Australian and Tasmanian Railways Commissioners of the various types of graphs and production methods designed by Engineer Gordon Massey and now in use on the Victorian Railways system.

One of the principal advantages of the new system of production is the flexibility and speed whereby graphs can be produced in quantity. An outstanding innovation is the provision for making amendments to the master graphs, an important facility which hitherto had been impracticable.

Further improvements have been made in this direction, and extended use is now being made of the system as applied to graphs used by the time-tabling staffs.



Mr. Massey

A Graph Production Bureau now established at the Central Station, Sydney, is unique in that it is entirely self-contained. In addition to the design and preparation of graphs for the train control and time-tabling divisions, the printing of the graphs is undertaken by means of a special plant installed in the Bureau.

The Bureau comprises two sections, i.e., graph designing and printing units. The equipment includes an air compressor, air brushes for spraying lacquers and inks, powerful arc lamps, vacuum printing frame, paper sensitising machine, paper conditioning cabinets, developing plant and other features.

FINE AMBULANCE EFFORT BY NOVICE CORPS

ENTERING for the first time in the Novice Corps section, held in the various districts throughout the State, in which 32 corps competed, the Electrical Engineering Branch Corps was successful in being included among the seven corps selected for the Final Novice Corps Event.

In this big test, they captured third place, displaying a high standard of work. They were awarded 239 points, only four points behind Jolimont Guards' Corps who were placed second. The winners were North Melbourne Loco. Corps who gained 294 points.

In addition, two members of the Electrical Engineering Branch Corps—Assistant Engineers J. M. Frawley and H. D. Manton—were awarded first and second places respectively in their section of the preliminary individual events, thus enabling them to compete in the Final Novice Section. In this event, Mr. Manton gained third place.

Personal Postscript

Public Service

OFFICER-IN-CHARGE W. J. Jordan of the Spencer Street Tourist Bureau figures well in public life. Appointed a Justice of the Peace in 1929, he is now in his second consecutive term of office as a member of the State Council of the Honorary Justices' Association of Victoria. He is also a member of the Journal and Library Committee of the same body. Keenly interested in public affairs and in the welfare of the younger generation, Mr. Jordan was a foundation member of the Caulfield Vocational Guidance Centre and is now also a member of the Boys' Employment Movement. Having successfully completed the course of Modern Business conducted by the Alexander Hamilton Institute, he was awarded the Diploma of Proficiency in 1934. Three years active service with the Australian Light Horse, including special service during the Egyptian rebellion, broke in on his service with the Transportation Branch. Since 1919, with the exception of a short return to the Transportation Branch, he has been planning itineraries and making arrangements for countless holidaymakers. —A.C.L.

* * *

New Secretary to Chairman

JUST before Christmas, Mr. J. A. Pretty relinquished his position as Personal Secretary to the Chairman of Commissioners to become senior relieving officer in the Secretary's Branch.

Mr. Pretty has been succeeded in the Chairman's room by Mr. E. L. Cook who joined the Service in the District Superintendent's Office (Ballarat) in 1920, and in 1925 was attached to the personal staff of Mr. Commissioner M. J. Canny, who was then General Superintendent of Transportation.

Temporarily transferred to the Public Service, Mr. Cook has held the positions of Secretary to the Chairman of the Development and Migration Commission (Sir Herbert Gepp), and Secretary to the Minister for Public Works (the Honorable G. L. Goudie, M.L.C.), and of the Motor Omnibus Advisory Committee.

* * *

Ambulance Corps at The Chalet

ON his recent visit to Mt. Buffalo National Park, Ambulance Officer Vic. Southwood formed a new Ambulance Corps among members of The Chalet staff.

The new corps, of which the Superintendent is A. E. Berger (Mechanic) comprises J. M. Dixon (Driver), V. Toohey (Carpenter), A. R. C. Allen (Cook), W. H. Moir (Head Porter), and C. D. Stewart (Assistant Mechanic).

The corps will hold fortnightly

Assisting Aborigines

THE unique distinction of being the only white person in the Australian Aborigines' League belongs to Mr. A. P. A. Burdeu of the Train Running Room. Because of his knowledge of their problems and his work on their behalf, the aborigines conferred on him the signal honour of electing him President of the League, a post which he has now occupied for three or four years. The aims of the League are the removal of disabilities and the advancement of the social and economic life of the Australian native. Its work has received the appreciation of both the Prime Minister and the Minister for the Interior. Not content to leave the aborigines to look after themselves, Mr. Burdeu recently formed the Aborigines Uplift Society of which he is the Secretary. Designed to render social service to deserving cases, the Society takes care of natives visiting Melbourne, arranges for hospital services for natives in stations and camps, and cares for those living privately in Victoria. An enormous amount of good has been accomplished by Mr. Burdeu who spends most of his leisure time in the work. The remainder of his spare time he devotes to his duties as President of the Federation of Salaried Officers of Railways Commissioners (Victorian Division). —J.M.N.

practice nights which, with the Ambulance Officer's series of lectures, will enable them to gain expert knowledge of first-aid methods and appliances.

The need for competent Ambulance workers scattered throughout the State cannot be too greatly stressed, and it is hoped that not only will the new corps at Mt. Buffalo flourish, but also that others will be stimulated to follow their example.

* * *

February Birthdays

CARPTR & Joiner C. Christman of Spotswood Wkshops, and Eng. Assistant J. R. Howard of W. & W. Bch. on the third; Engine Clnr. J. Anderson of Wodonga on the fourth; Elect. Sub-foreman L. McCarthy of Jolimont and Goods Checker S. F. McLaren of Melb. Goods on the fifth; Cloak Room Prt. A. C. Barber of Spencer St. on the sixth; Works Sub-foreman A. E. Ford of Sale on the seventh; Patternmaker A. J. Upton of Newport Wkshops., Boilermaker J. George of Spotswood Wkshops., and Fitter's Assistant H. O. Cooper of Flinders St. on the eighth; Telephone and Telegraph Supervisor N. H. McDonald of Head Office on the ninth; Clerk L. D. Wells of Jolimont Garage on the 10th; Storeman P. G. Waterman of O'head Mtce. Store on the 11th; Eng. Assistant P. S. Maslin of O'head Depot on the 12th; Elect. Fitter T. W. Wain of South Yarra and Signalman T. W. Treloar of Bendigo on the 14th; Car & Wagon Bldr. E. P. R. McKay of Jolimont Wkshops, and Clerk V. R. Sundberg of South Melbourne on the 15th; Telephone Attendnt. N. W. Armstrong of Newport Wkshops, on the 16th; Fireman J. P. Ryan of Nth. Melb. Loco. and Stationmaster A. S. Mawdsley of Berwick on the 17th; Shunter R. G. Lewis of Ballarat and Labourer J. W. Fitzjohn of Jolimont Wkshops.

on the 18th; Goods Guard T. H. Weston of Melb. Yard and Clerk H. Moffatt of Goods Acctg. Office on the 19th; Genl. Passenger Freight Agent J. McClelland, Chief Clerk W. H. Swaney of W. & W. Bch. and Eng. Driver I. L. P. Johns of Bendigo on the 20th; Labourer E. W. Cody of Ballarat on the 21st; Fitter A. D. Warren of Insp. of Ironwork and Ganger J. A. McConville of Westport on the 22nd; Ganger C. H. Grant of Goods Huntly on the 23rd; Clerk J. W. Bostock of Acty. Bch. on the 24th; Fitter & Patternmaker C. J. Gant of Newport Wkshops, on the 25th; Supt. of Train Services W. R. Price and Foreman J. P. O'Loughlin of North Melbourne on the 27th; Chief Electrical Engineer H. P. Colwell and Elect. Fitter J. E. Loughlin of North Melb. on the 28th.

Newport Workshops Band Notable Successes

IN the Victorian State Championships held last November, the Newport Workshops Brass Band secured the following honours—

- 1st place "C" Grade Victorian Championship.
- 2nd place "B" Grade Victorian Championship.
- 1st place "C" Grade Queensland Step Contest.
- 3rd place "B" Grade Queensland Step Contest.
- Highest aggregate of the 19 competing Bands, and £65 in prize money.

In 1934, the Band won the "C" Grade Centenary Competitions at Ballarat and came fourth in the Melbourne Centenary "B" Grade Championships.

Comprising 38 members the Band has for the past nine years been under the capable leadership of Bandmaster Hugh Niven, who is also Bandmaster of the Brunswick City Band and the Royal Australian Air Force Band at Point Cook.

After a hard season's preparation the Band is now competing in Sydney for the "B" and "C" Grade Championships in connection with the 150th Anniversary Celebrations. Bandmaster Niven wishes them success.

MT. FEATHERTOP GUEST HOUSE OPEN ALL YEAR ROUND

HITHERTO staffed and open to visitors from June to September only, "The Bungalow," Mt. Feathertop, will now remain open throughout the year.

Popular as a skiing resort, Mt. Feathertop should become, under the new scheme, just as popular for all-the-year mountain holidays.

"The Bungalow" lies at an altitude of over 5,000 feet, and is reached by a well-graded track of about 10 miles from Harrierville. Mt. Feathertop is the second highest mountain in Victoria and is connected to Hotham by the sharp ridge known as The Razorback.

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

The Victorian Railways NEWS LETTER

March, 1938

Issue No. 90

Big Suburban Rail Traffic Survey in Progress

UNDERGROUND RAILWAYS?

IMPRESSED by the need for more efficiently coping with the traffic on certain suburban lines at peak periods, the Commissioners have appointed a Committee of Departmental Officers to make a comprehensive survey of every aspect of traffic operation in the suburban area.

Mr. J. M. Ashworth (Chief Engineer of Way and Works), Mr. S. P. Jones (Signal and Telegraph Engineer), and Mr. W. Rogers (Metropolitan Superintendent) comprise the Committee.

A long range view is to be taken by the Committee, which will plan the progressive steps considered necessary to meet immediate and future needs.

Committee's Task

Some of the more important questions which will engage the Committee's attention include:—

Should underground city railways be provided, connecting with the main system in the vicinity of, say, Richmond and North Melbourne, with stations at suitable points in the city area?

Can the capacity of the Flinders Street station be appreciably increased by changing the present routing of trains, re-arranging the present layout of tracks, and signalling?

What, if any, extensions of subways will be required at Flinders Street?

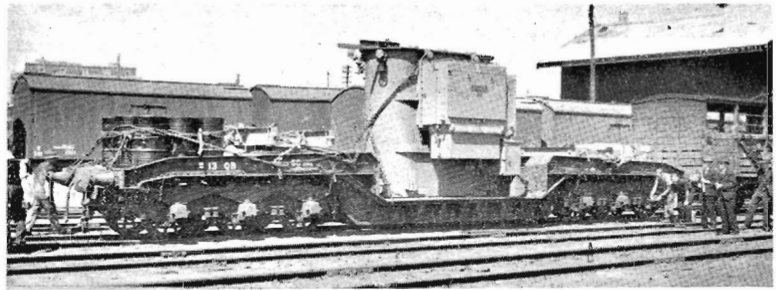
Would a re-arrangement and/or extension of automatic signalling on any sections enable necessary improvements to be made in train frequency?

What additional rolling stock will be necessary?

What additional track facilities should be provided between various points?

These matters, in association with numerous other relevant subjects, obviously necessitate a great deal of research and consideration and occupy a considerable time. The coming out of any comprehensive scheme will, of course, be spread over a period of years.

Meanwhile, the Commissioners believe that action should be taken to overcome the difficulties at present experienced on certain lines.



A FURTHER instance of the Department's capacity to handle, with complete safety, unusually heavy and costly consignments was given recently when two transformers, each weighing 34 tons, were carried by rail from Melbourne to Shepparton in a special 60-ton capacity flat truck on behalf of the State Electricity Commission.

Because the abnormal weight was beyond the lifting limit of the "Goliath" electric crane at the Melbourne Goods Sheds, the Departmental "wrecking" crane, ordinarily used in derailments, etc., was pressed into service.

Practically the whole of each transformer was made in Melbourne;

a few vital parts came from overseas. If any damage had occurred it would have been necessary to return the transformers for re-testing by a special apparatus available only in Melbourne, and perhaps re-import parts of the equipment.

Each transformer contained approximately 1,500 gallons or six tons of oil.

Special precautions were taken while loading and particular care was observed with the transport en route with the result that the two transformers reached Shepparton without the slightest hitch or damage.

DISTINGUISHED VISITORS PRAISE NEW TRAIN

TWO significant developments arising from the recent brief visit of Sir Josiah Stamp, Chairman of the London, Midland and Scottish Railway Company, are—

The despatch to Sir Josiah of detailed drawings of many of the interior features of "Spirit of Progress":

The possibility of a representative of the L.M.S. railway visiting Victoria later on.

Highly praising "Spirit of Progress," Sir Josiah Stamp also closely studied the constructional features of the train. That the train made a deep impression upon him is illustrated by his request for detailed drawings of the following fittings:—

Venetian blind details and arrangement—parlor-observation car.

Aluminium window frames; section through ceiling; wall sections corridor side; compartment lamp details and arrangements and reading lamp; parcels rack—sitting carriage.

Lighting details and arrangement—dining car.

The Commissioners are eagerly awaiting the projected visit of Sir Josiah Stamp's representative. The visitor will be accorded every facility for investigating all phases of the Department's operations.

Apart from the compliment of his visit his appearance here should result in an interchange of ideas which will be of substantial benefit to both railway systems.

* * *

STATING that, within his experience, "Spirit of Progress" was superior to any train in England or Europe, Lord Craigmyle, Chairman of Directors of the P. & O. Steam Navigation Co., England, in a letter to the Commissioners last month paid a striking tribute to the new train.

His letter follows:—

"Lady Craigmyle and I travelled with great enjoyment and interest in your wonderful train, 'Spirit of Progress,' to Albury and back. We are glad to have had this interesting experience.

"Within my experience the nearest train in Europe to yours in point of comfort is the 'Rheingold' which, as you know, goes from Freiburg and Basle to the Hook of Holland. But I think your train is superior in many respects. There is nothing in the Old Country to touch it. The freshness, cleanliness and silence, as well as the smooth running and general comfort, impressed us very much. The design of the whole train from the aesthetic point of view strikes a very pleasant note, and I think contributes to the restful feeling which the train gives. It is a testimony to the alertness and enterprise of Victoria."

The Month's Topic

ROAD COMPETITION

AN illuminating feature of the effect of road competition upon railways revenue for 1936-37 was revealed by the Chairman (Mr. Clapp) last month in a review of the financial situation.

Compared with 1935-1936, goods and live stock revenue increased by £261,000. But an analysis of the higher-class traffic, compared with the year 1933-34, showed that whereas the increase in tonnage carried was 20.73 per cent., the increase in revenue was only 3.83 per cent.

That comparison discloses the serious extent to which the average revenue per ton of high-class goods has been effected by the substantial reduction in rates under freight contracts. Obviously, if the business could have been obtained at standard rates, the revenue would have been very substantially higher.

Retaining Business

But, in view of the lower charges offered by road transport, the traffic was not obtainable on the basis of those rates, and the Commissioners, in their energetic and untiring contest with the competitors, have taken the view that it is better to hold the business by freight reductions than to lose it altogether. Unquestionably, a much more serious position would have developed if this expedient had not been adopted.

It is inevitable that anomalies in rates and, indeed, serious disturbances of the railway rating structure on which the business and industry of this country has been largely developed, must exist in such circumstances; but the alternative is a huge and unjustifiable sacrifice of revenue.

The solution lies in a wise rationalisation of the whole transport position. By that means the railways—the comprehensive, indispensable public utility—would be enabled to achieve a position of sound, economic stability, from which it could confidently proceed to meet, with increasing efficiency and at the same time lower costs per unit of traffic, the ever-growing transport demands of the community.

FASTER MILDURA AND GEELONG LINE TRAINS

WITH the introduction last month of faster passenger trains on the Mildura line, the total reduction in travelling time since the continuous train service improvement plan was commenced early in 1934 is now—

2 hours 24 minutes from Melbourne to Mildura;

2 hours 5 minutes from Mildura to Melbourne.

During the same period, the service frequency has been increased from four to six trains a week in each direction. Earlier arrival and later departure times have also been provided, each offering a greater convenience for passengers.

Besides these attractive schedules, Mildura line passengers have had, for some time past, the benefit of air-conditioned travel. The air-conditioned service was augmented on January 31 when first and second class air-conditioned sitting carriages and a first class air-conditioned sleeping car became available on all trains in each direction between Melbourne and Mildura.

ON the Geelong line new schedules provide for three trains running at average overall speeds of nearly 50 miles an hour. (Only one other Victorian train—"Spirit of Progress"—is faster.)

The trains concerned are the 8.22 a.m. "Flier" (previously 8.20 a.m.) and the 5.12 p.m. express (5.5 p.m.) from Melbourne to Geelong; and the 5.8 p.m. "Flier" (5.5 p.m.) from Geelong to Melbourne.

INTRODUCING—

GEORGE Podesta, of the Melbourne Goods Sheds, who each week effortlessly performs the Herculean task of lifting an average of 700 tons. Admittedly, as driver of one of the "Goliath" electric cranes at the Sheds, George merely operates the levers.



But, after talking with him, one quickly discovers that it is a job involving much more than that. It is a responsible one, demanding delicacy of touch and unerring judgment on all occasions. Each day, he operates the 15-ton crane, lifting, carrying and depositing all manner of heavy consignments with paternal-like care. Experience as a goods stower, combined with 14 years as a crane driver, have given George that keen sense of balance and skill in handling sensitive, costly machines which continue to win the complete confidence of his supervising officers. Maybe, it is only a coincidence that he is much sought after at picnic tug-of-war contests . . . He weighs over 14 stone.

The two trains from Melbourne complete the 45-mile express run in 55 minutes at average overall speeds of 49.1 miles per hour, and the train from Geelong in 57 minutes at 47 miles per hour.

Rail passengers on the Geelong line are appreciating the additional advantage exhibited in the increased comfort of travelling over the new railway track in Australia.

Quicker Travel From Mildura To Gippsland

A FEATURE of the new accelerated schedule for the train from Mildura to Melbourne is the facility provided for passengers from the North Western part of the State to travel through to Gippsland with only a brief interval in Melbourne.

Reaching Spencer Street at 6 a.m. daily, such passengers now have time to transfer to Flinders Street

CORONATION ROBES MAKE RAIL HISTORY

VICTORIAN railway freight history was made last month when the Coronation Robes of Their Majesties the King and Queen were carried from Serviceton to Melbourne, thence to Albury. Valued at £50,000, the Robes represented one of the most costly single consignments ever carried by the Department in one vehicle.

Packed in four cases—one measuring 18 ft. 5 in. x 5 ft. 11 in. x 5 ft. 9 in. and weighing 2 tons 3 cwt.—the consignment weighed 4 tons 8 cwt. A special vehicle was attached to "The Overland" express to Melbourne and then to the 5 p.m. Albury express en route to Sydney.

and connect with the morning train to Wonthaggi, Yarram and Bairnsdale reaching there respectively at 11 a.m.; 1.10 p.m.; and at 2.25 p.m.

Under the previous time-table providing for the Mildura line to reach Spencer Street at 8.50 a.m. (8.55 a.m. on Mondays), the provision for passengers travelling through Gippsland was briefly as follows—

To Wonthaggi: Wait in Melbourne 6 p.m. (6.20 p.m. on Saturdays); Wonthaggi at 9.10 p.m.—24 hours after leaving Mildura; now 9 hours 55 minutes earlier.

To Yarram: Wait in Melbourne 6 p.m. and travel to Leongatha, then co-ordinated road motor service to Yarram at 11.20 p.m.—26 hours 35 minutes after leaving Mildura; now 10 hours 15 minutes earlier.

To Bairnsdale: Wait in Melbourne 6.15 p.m.; arrive Bairnsdale at 11.45 p.m.—27 hours after leaving Mildura; now 26 hours 20 minutes earlier.

Effect of High Train Speeds on Tracks

(By J. M. Ashworth, Chief Engineer of Way and Works)

IN last month's "News Letter," Mr. Ashworth discussed the influence of higher train speeds upon railway tracks. He mentioned heavier and longer rails; reduced spacing of sleepers; additional ballast; adequate surface and sub-soil drainage. . . These were mentioned as trends in modern track construction to meet the situation.

In this concluding article, he emphasises the value of the Hallade Track Recorders in ensuring a high degree of track efficiency.

MOST of the main lines in Victoria were not built for high speed running. With the introduction of maximum speeds up to 70 and 80 miles per hour, however, a study was made of the speed restrictions at curves and over points and crossings which cause loss of time between terminals, and limit the advantages of more powerful locomotives. To ensure increased speed

and smooth riding, it has been necessary to re-align all curves.

For many years, the speed over points and crossings was restricted to 40 miles per hour. By the use of heavier rails, improvements in design and close attention to maintenance, it has been possible to progressively raise this speed to 60 miles per hour with perfect safety.

The increase in speed at curves and over points and crossings has been an important factor in shortening the train running schedules. On the North-Eastern line, the curves are flat, and excepting at a few special junctions, the speed is nowhere restricted to less than 60 miles per hour, the maximum being 70 miles per hour.

Hallade Track Recorder

Many ingenious instruments have been designed for testing the riding qualities of vehicles and detecting irregularities in the level and alignment of the rails. Small portable types known as Hallade Track Recorders are in use in Victoria.

They consist of sets of pendulums by means of which the rolling, lurching, and bouncing of any vehicle are recorded on charts on which are marked the speed, mileage, location of curves, etc. The exact locations at which the track needs attention by the section gangs or where engineering improvements are required, are faithfully detected.

These instruments have proved of the utmost value not only in preparing and maintaining the tracks for higher speeds, but in fixing the maximum permissible speeds for passenger, mixed and goods trains over different types of track, having due regard to safety and comfort.

COR-TEN STEEL IN NEW BUFFET CARS

PRELIMINARY details so far available show that in the construction of two new Buffet Cars the advanced methods adopted in building "Spirit of Progress" will be very largely followed.

Corten steel will be used, and the cars will have the same contour as those on "Spirit of Progress." The new cars will be air-conditioned and will also be substantially insulated against the transference of noise and heat, thus providing ideally comfortable conditions for patrons taking meals while travelling.

Differing from the existing Buffet Cars on the Bendigo line which has three passenger compartments, the space in each of the new vehicles will be wholly occupied by the saloon and the kitchen.

In these cars, the saloons will be 52 feet long, providing individual cafeteria chairs at the counters for 27 people, instead of 18 in the present Buffet Cars. Larger kitchens will be equipped with low combustion coke-burning ranges and will resemble on a smaller scale the kitchen in the dining car of "Spirit of Progress."

It is also planned to construct two composite buffet and sitting cars, and two "AE" cars are to be converted to air-conditioned Buffet Cars.

SIR JOSIAH STAMP ON RAILWAYS' FASCINATION

MENTION of Sir Josiah Stamp elsewhere in this issue recalls an article which he wrote recently for an overseas railway journal. He stated that the railways have a hold on the imagination of the people that is unshakable. He has no fear of their demise.

"What," Sir Josiah asks, "is it about railways that makes them 'get' us, young and old, so that a long journey by train to a new place is still an adventure?"

"The Iron Road, now more than a century old—or perhaps I should say a century young—still retains its romance and its fascination for people of all generations, despite the keen competition of interest in mighty ships, racing motor cars, and soaring aircraft.

"Railways keep their hold on the public mind because they are vitally alive, not only as commercial undertakings but as engineers of great works, gigantic viaducts, deep tunnels, and huge locomotives.

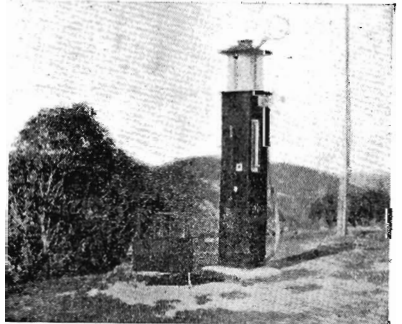
"We of the railways have welcomed and assisted the development of air travel, but the drone of the airplane engine cannot still the fascination of the locomotive whistle; one hundred years after its advent, the steam locomotive remains industrially essential and humanly thrilling."

Improvements At "Hotham Heights"

FURTHER alterations and extensions are being made to "Hotham Heights."

A new living room on the ground floor and a new dormitory above, greatly enhancing the sleeping comfort, though only increasing the capacity by one bed, are in course of construction.

Improved types of bunks and individual cupboard accommodation for guests are being installed.



A recent innovation is the erection of a petrol bowser at "Hotham Heights." This will prove a boon to motorists who, after the low gear work necessary in reaching the highest permanently inhabited house in Australia, may find themselves with less petrol than anticipated.

SERVICE

"FIRST of all, let me say that 'Spirit of Progress' reflects great credit on all concerned in its construction. I have ridden in the best trains in the world, but there is nothing better anywhere than 'Spirit of Progress.'

"On a recent Sunday I was travelling to Sydney. When the train reached Seymour, I received an urgent telegram that our producer was seriously ill and asking me to return immediately. Being in a quandary I consulted the conductor.

"He immediately suggested that they would drop a staff with a message attached at the next station instructing them to telephone through to Benalla to have a trunk-line call to Melbourne waiting for me. The call was waiting for me, and I received reassuring news, which allowed me to proceed on my way.

"This was fine service, and I think it is a great tribute to the type of men employed as your conductors. If a service functions so splendidly, it naturally means that the executive heads are right on the job."

—Mr. Frank Neil, Managing Director, Tivoli Circuit (Australia) Pty. Ltd., writing to Mr. Commissioner Canny.

Personal Postscript

He Knew His Rates

"MR. McCoppin's retirement last month was a big loss to the Department. Like many others I was in a position to know and appreciate him as an authority on goods rating." That tribute from a prominent official epitomises the general view regarding Mr. James McCoppin (Officer-in-Charge, Revision Bureau, Powers Machine Division) who has severed a railway career of nearly 50 years. Twenty years at the Melbourne Goods Sheds had gained for him an enviable reputation as a goods rates calculator and checker. In 1928, he was specially chosen for the responsible position—involving

the supervision of analyses and adjustments of goods train way-bills—which he has just vacated. Always courteous and eager to pass on to others the benefit of his deep knowledge of rates intricacies, Mr. McCoppin won the gratitude of many railwaymen now scattered in all parts of the system. Preceding a Branch farewell presentation, his immediate associates entertained him at a dinner in the city, followed by a party at a suburban home. Incidentally, Mr. McCoppin's goods rates book was a model of accuracy—every "G.R." amendment was precisely pasted in. It was an example to all railwaymen engaged on that work. —F.V.T.

From The Ranks

FROM lad labourer at Newport Workshops in 1898 to Manager of the North Melbourne Workshops in 1938 . . . In between those entries on Mr. W. J. Grimshaw's history sheet are numerous records of promotions and moves from depots to workshops to head office which give a striking picture of the wide, practical experience he brings to his new position. He was senior leading hand at Bendigo when the workshops were opened; later he was Acting Manager. Foreman at the Ballarat workshops, he was subsequently Acting Manager there. While Workshops Foreman at Newport in 1925, Mr. Grimshaw's ability so impressed the Commissioners that he was selected to visit the United States of America on behalf of the Department. He was away for many months, gathering much knowledge that was invaluable to the Rolling Stock Branch. Later he was attached for 12 months to the staff of the Superintendent of Locomotive Running. Mr. Grimshaw's boyhood ambition to be a railwayman—especially at the Newport Workshops—was stimulated by the fact that his father was a Foreman Boilermaker there many years ago. —J.C.

March Birthdays

DRIVER J. P. Hannon, of Warracknabeal, on the first; Clerk W. R. Morley, of Flinders Street, on the second; Commissioner M. J. Canny, Special Staff Officer T. F. Brennan, Architect S. Steel, and Fitters' Asst. G. A. Doyle, of Nth. Melbourne Workshops, on the third; Elec. Fitter C. F. Krahnert, of Flinders Street, on the fourth; Slater J. McCarthy, of Newport Workshops, on the fifth; Carpenter J. H. Falkingham, of Nth. Melbourne, on the sixth; Auditor of Expenditure N. J. Lester, Driver J. A. Carmichael, of Bairnsdale, and Blacksmith C. Howell, of Geelong, on the seventh; Fitter W. G. Quick, of Ballarat Workshops, Shunter A. A. Rogash, of Benalla, and Carpenter C. Walmsley, of Flinders Street, on the eighth; Clerk W. H. Conroy, of G.P. & F.A.'s Office, Works Ganger A. E.

Murphy, and Optg. Porter H. J. Brown, of Westgarth, on the 10th; Clerk C. McGregor, of W. & W. Bch., Labcurer A. H. Eddy, of Nth. Melbourne Workshops, and Skld. Labourer C. C. Hillyard, of Seymour, on the 11th; Repairer J. O'Brien, of Carnegie, and Labourer J. M. Herrin, of Glenbervie, on the 12th; Train Examiner J. P. Quinlan, of Nth. Melbourne Workshops, on the 13th; Clerk A. W. O'Meara, of W. & W. Staff Office, on the 14th; Car Cleaner E. T. Proctor, of Jolimont Workshops, and Ganger C. B. Weeks, of St. James, on the 15th; Architect L. E. May, on the 16th; Skld. Labourer J. H. Hall, of Nth. Melbourne, on the 17th; Shunter L. Hendrikson, of Ballarat, on the 18th; Stn. Master M. W. Robinson, of Preston, on the 20th; Elec. Train Driver L. R. Hall, of Jolimont, and Ganger E. Wright, of Craigieburn, on the 21st; Upholsterer D. M. McDonald, of Newport Workshops, on the 22nd; W. & W. Staff Clerk J. A. Norris, and Repairer S. C. Young, of Somerton, on the 23rd; Clerk R. T. Hill, of Room 9, on the 24th; R.S. Bch. Chief Clerk H. L. Dickinson, Road Foreman E. R. Stott, of Dimbocla, and R.A.S.M. H. Jones, on the 26th; Driller C. Kingsbury, of Newport Workshops, on the 27th; Supt. of Loco. Supplies E. Dillon, on the 28th; Clerk W. A. Neilson, of Spencer Street, on the 29th; and Clerk J. J. Brophy, of Melb. Yards, on the 30th. —D.G.M.

Still Carrying On

THOSE who knew him well will not be surprised to hear that the assemblage of railwaymen at Mr. M. J. Nolan's recent farewell was easily a record for the North Melbourne Locomotive Depot. Included in the crowd were nearly 50 clerical men from head office and elsewhere who attended to pay a tribute to the man who had given them as junior clerks invaluable "running shed" experience. For 38 of his 49 years' service in the Rolling Stock Branch, Mr. Nolan was located at the Depot, and as a parting testimony of their appreciation, his former colleagues presented him with a fountain pen and a pencil—and a wallet crammed with notes. He has been elected to the Secretaryship

of the Victorian Railways Mutual Benefit Society, obtaining an absolute majority over the votes registered for the 13 other candidates. For 35 years he has been an active and enthusiastic member of the Society, serving 20 years on the committee of management and 10 years on the executive sub-committee.

DINING CAR DEPOTS IMPORTANT WORK

COMPRISING a bakery, butchery and a laundry, the Dining Car Depot at North Melbourne is the hub of the State-wide refreshment rooms, dining car and buffet car services of the Department.

Sixteen years ago, the baking of raisin bread in Victoria was commenced at the Depot. That innovation was one of the biggest factors in stimulating a demand for dried vine produce. During 1936-37, nearly 120,000 loaves of raisin bread were made at the Depot.

Fruit cake, meat and raisin pies and scones are baked at the Depot and are distributed to refreshment rooms throughout the State. In the year 1936-37, more than 40,000 dozen meat pies were made.

There are two dining cars at present in regular service—one on "Spirit of Progress" and the other on "The Overland." During 1936-37 the meals served on these two cars totalled more than 93,000. Competent chefs at the Depot cook all the poultry, game, vegetables and sweets which are heated and served appetisingly in the dining cars. Since September last, buffet service has been provided on the Albury express.

Butchery and Laundry

From the butchery, huge annual quantities of meat are supplied to all refreshment rooms and dining cars, nearly 20 tons of meat being distributed during 1936-37.

Consisting of the most modern machinery, the laundry deals with a huge volume of Departmental equipment. Day after day, large bags containing sheets, pillow slips, table cloths, serviettes, towels, etc., arrive at the laundry—and emerge spotless. During a recent four weeks' period, more than 12,000 dozen items were dealt with at the laundry.

One of the most important functions of the Depot concerns the equipment of all sleeping cars. The closest attention is paid to hygienic cleansing. After every journey by a sleeping car, the mattresses, rugs and pillows are removed from the vehicles and subjected to exhaustive hygienic treatment. At the same time, the other bedding is thoroughly washed.

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The Victorian Railways NEWS LETTER

April, 1938

Issue No. 91

What First Aid Knowledge Can Mean to You!

Mystery "Hold-Up" of Trains Solved

WHEN the 12.35 p.m. and 12.37 p.m. special race trains to Flemington on March 5 were delayed 11 and 6 minutes respectively at an automatic signal, hundreds of racegoers anxiously peered outside, speculating on their chance of being in time for the first race. The signal was definitely at "danger" . . . all attempts at moving it proved futile . . . the section was fully protected. Minutes that seemed like hours wearily passed, conjecture being rife as to who—or what—was conspiring to delay the passengers.

Eventually, the trains moved onward, investigation revealing that ants had staged a hold-up of two heavily-laden seven-car electric trains! The ants had entered through two 1-16th inch holes in the steel casing surrounding the sensitive track relay mechanism, and were swarming between the relay contacts.

While the ants were thus busily engaged, the signal could not, of course, be moved from the "danger" position.

"Spirit of Progress"

DINING CAR'S RECORD

RECORD-BREAKING business in the dining car of "Spirit of Progress" is revealed in figures made available last month by the Manager of the Dining Car Spot (Mr. C. J. Ramsay).

During a recent four-weekly period, covering 28 trips, a total of 2,940 dinners were served on "Spirit of Progress," the daily average being 105. Both the number of dinners and the revenue were the highest recorded since 1930.

In the same period, 3,137 breakfasts (a daily average of 112) were served. Also a record since 1930, the figures were, however, surpassed afterwards when 3,346 breakfasts (daily average of 189) were served. The lastmentioned figures are the best for all time.

Finally, the revenue earned on seven trips between February 13 and 19 swept past the greatest weekly figure ever recorded on the dining car running between Melbourne and Albany.

Striking Article by a Railwayman

MR. W. J. Blackburn, of the Accountancy Branch, is the writer of this article. Known widely as a leading League football umpire, Mr. Blackburn is a skilled first aid man. For nearly 20 years he has been closely associated with the work, being for varying periods the Captain of the Accounts Branch No. 1 Corps and of the Victorian Corps in Inter-state Competitions.



EVERY railwayman should learn first aid. With the knowledge thus gained he can act promptly and efficiently in an emergency, whether in the community at large or in his own home. Unnecessary pain and suffering can be prevented by a qualified first aid man.

To men engaged in sport, first aid has always been of tremendous assistance. In country football matches I have on several occasions rendered treatment to injured players. In one case a player suffering from broken ribs was playing on quite ignorant of the serious nature of his injury.

Lasting or even fatal complications may have resulted had he not been told to cease playing.

In a cricket match a few months ago a player sustained a badly lacerated eyebrow. First aid treatment by me enabled this man to have the eyebrow drawn together immediately. Today, his eyebrow is without a blemish.

An explosion which occurred on railway premises a few years ago affords, I think, a concrete example of the value of first aid. Several men were burned; one very severely. On the scene immediately, first aid men treated the man in such a way that his life was saved. The Hospital authorities later highly praised the Department's Ambulance officials for their work.

DEATH OF MR. F. W. SEAR

THE death last month of Mr. F. W. Sear, State Secretary of the Australian Railways Union, removes one of the best known members of the industrial movement in Victoria. Railwaymen throughout the service will mourn the loss of one who was indefatigable on their behalf in staff representations to the Railways Classification Board, the Commissioners, Heads of Branches and the Staff Board.

Before becoming Secretary of the Union in 1925, Mr. Sear was employed in the Railways Printing Branch where he showed a deep interest in union affairs. At that time he represented the Branch on the Victorian Executive of the Union. His capacity and skill as an advocate for the employees were greatly respected by the Commissioners and officers with whom he was in almost continuous contact.

Mr. H. W. Clapp (Chairman of Commissioners), who was in Sydney on official business, telegraphed his condolences to Mrs. Sear and family, while the funeral was attended by Messrs. N. C. Harris and M. J. Canny (Commissioners) and representative railwaymen from all parts of the State.

Self Help

Another case comes to mind where a man was run over by a truck. Having a knowledge of first aid, he was able to indicate to those attending him the correct position in which to place the tourniquet. Although he lost his leg, his life was saved.

I consider that Corps men form the backbone of our Ambulance organisation. At all times they endeavour to keep their practical and theoretical knowledge up to a very high standard. They are giving service to the Department and to individuals by attending to injuries on the spot. Undue suffering and loss of time are thus being avoided.

Training along these lines enables them to produce team work which is so essential where a number of persons are injured.

What better contribution to life can a man offer than that of trained assistance in time of need? Any man is amply repaid if he saves a life or relieves suffering.

I STRONGLY URGE ALL RAILWAYMEN TO LEARN FIRST AID—AND TO INDUCE THEIR FRIENDS TO DO LIKEWISE.

The Month's Topics

LEARNING WHAT THE OTHER FELLOW DOES

WHEN asked if a certain operating method he was following was in use on a nearby line in an adjoining district, a railwayman made this surprising reply: "I couldn't say. As a matter of fact I never worry about what is happening outside my own particular job."

To become efficient in one's own immediate work is, of course, a basic requirement. But to ignore the numerous interesting aspects of the 600 other grades of occupations in the service is to pursue a negative course.

Each railwayman possesses the opportunity of at least learning about some of these interesting occupations. In doing so, he is broadening his general railway knowledge and, what is of obvious importance, he is able to discuss intelligently the various aspects of railway working, and thus fit himself to remove any misconceptions which may exist in the minds of our patrons.

"The cleverest man can still learn more" is an impressive axiom, particularly in its application to the world just beyond our own immediate door step.

BECOME A PUBLIC SPEAKER!

THOSE railwaymen who are connected with the V.R.I. Public Speaking and Debating Club are acquiring experience of great potential value.

To rise before an audience—no matter how small—and to speak coherently and fluently demands training. Most of us can recall embarrassing moments when called on to speak at even minor social gatherings.

Association with a Club of this kind necessarily involves research into a great variety of matters. It trains the mind to select the essential points of each subject. Not the least attractive feature of the Club's activities is the scope offered to become proficient in impromptu speaking.

In the Institute's Public Speaking and Debating Club, railwaymen have a virile and imaginative body which has already proved of value to members, particularly those who had no previous experience of addressing an audience.

Lord Huntingfield and Railwayman Talk of Trout

AFTER His Excellency the Governor (Lord Huntingfield) had opened the Ballarat Centenary Celebrations last month he took the opportunity of learning something more about the breeding and habits of trout. An ardent angler, His Excellency had read in a leading English fishing journal a comprehensive scientific article on the fish written by a Ballarat resident.

And so Lord Huntingfield "spent a most interesting hour or so" with the writer of that article—a Victorian Railwayman, Mr. David S. Quayle, of the Ballarat Goods Sheds clerical staff.

Since 1932, Mr. Quayle has been the Honorary Secretary and Research

Officer of the Ballarat Fish Acclimatisation Society, which is the foremost body of its kind in Australia. In company with Professor F. W. Jones, he is also a Vice-President of The Victorian Fresh Water Resources Committee.

Further, Mr. Quayle is an Honorary Member of the principal Angling Club of Victoria and New South Wales and is the only recognised Australian authority on the Scale of Trout receiving enquiries on the subject from many parts of the world.

Following the success of his scientific investigations and experiments on "The Disappearance of Rainbow Trout in Land-locked Waters, Lakes and Rivers throughout the World," he carries a world-wide reputation as one of the leading authorities on Fisheries Research.

Longer Life for Trout

His thesis provided the proof of reasons for the species dying at 10 years. The value of Mr. Quayle's discovery lies in the fact that a more suitable species of trout, which will live for at least 10 or 12 years, is used to replace the rainbow trout. As a result, it is impossible to estimate the expenditure saved in restocking and providing good fishing in land-locked waters.

Mr. Quayle possesses his own experimental hatchery; also a laboratory fully equipped for the chemical treatment of water, fish, fish disease scale reading, micro-photography, etc.

He is a Fellow of the British Institute of Secretaries.

SERVICE

"NOW that the rebuilding of the Ballarat East Goods Sheds has been practically completed, I feel that I would like to express to you the appreciation of the firms we represent (as well as our own) for the splendid manner in which that work has been carried out.

"I realise the help you gave us all, and I assure you that your efforts are a practical demonstration of your motto 'Help Us To Help You.'

"I also wish to bring under your notice the help and consideration these clients received from the whole of the staff of the Ballarat West Goods Sheds during the rebuilding operations. We can surely say that they met every request with a feeling of hearty co-operation, thus making the inconvenience very much easier."

—Darling-Smith Pty. Ltd., of Ballarat, writing to Mr. Commissioner Canny.

* * *

With the exception of the walls, the Ballarat East Goods Sheds building, measuring 124 feet long and 76 feet wide, was destroyed by fire.

Ordinarily, reconstruction would have occupied at least three months. Due, however, to careful planning, staff co-ordination, and a brisk delivery of materials, the work was commenced early in December and the building was ready for use by patrons during the third week in January.

INTRODUCING—

MR. Arthur Gange, of the Victorian Government Tourist Bureau, who is anxiously—and smilingly—awaiting the snow sports season at Mt. Buffalo National Park. As a saxophonist and trumpet and clarinet player—also the conductor of The Chalet orchestra of six railwaymen—he provides music for guests in the evenings. By day, Mr. Gange is the very efficient skiing instructor spreading a practical knowledge of the famed Arlberg



skiing technique. Although he has been a skier for only two seasons, he is the first assistant to the Continental skiing instructor at The Chalet. At Christmas and Easter he is the one who is responsible for the round of sports and social entertainment which is a feature at The Chalet. In between visits there, he is busy conducting tourist parties to other leading resorts in Victoria—and beyond. Last month he piloted for the third time a week-end Holiday Train from Melbourne Knowing Victoria from end to end. Mr. Gange is thus making an invaluable contribution to the all-embracing service which the Victorian Government Tourist Bureau offers all holidaymakers.

The Chalet Donkeys To Go—Off Payroll

WOULD you like to buy a donkey: in fact four of them, named Poitrel, Mel, Marmaduke and Nurmi? Partly because of the advent of the horse and the motor car, tourists at The Chalet, Mt. Buffalo National Park, have banished the donkeys as travelling aids.

They have the eager, fast-moving characteristics of their race, and at times have displayed a flair for quietly appearing into the dense bush when required.

So complete has been their effacement as a means of transport for seeing that nowadays they never are enough to pay for their agistment at Porepunkah during the winter months. So they are going off the department's payrolls.

Each donkey is over 20 years of age, having come from the McDonnell ranges in far-off Central Australia. Porepunkah residents still chuckle when they recall the donkeys' triumphant arrival by rail from Oodnadatta.

Visitors to The Chalet during the Mick Dockerty's reign as coach driver will long remember his inimitable sallies when conducting over the head parties of solemn-faced tourists comfortably astride the donkeys.

Mr. L. McClelland, Manager of The Chalet, will gladly consider any reasonable offer for the donkeys—he can find them! It is seriously hoped that the donkeys, having heard his plans, have gone into "smoke."

Train's Leaving Time Stood for 72 Years

NO one is watching with closer interest the Department's continuous rate-wide accelerations and improvements to train services than Mr. Arthur Rogers, the well-known Special Class Conductor who retired some years ago.

A Council Member of the Historical Society of Victoria, he possesses a deep knowledge of the early days of Victorian railways. Some years ago he presented the Department with railway maps and photographs of great historical value.

Last month, while keenly discussing improved train services, Mr. Rogers revealed an interesting fact connected with the 6.30 a.m. train from Spencer Street to Geelong. Since December 1, 1865, that train's departure time remained unaltered until recently when it was put forward to 6.40 a.m.

When one thinks of all the faster services, involving altered departure times for hundreds of trains," remarked Mr. Rogers, "it is of interest to recall that the 6.30 a.m. train's departure time remained undisturbed for over 72 years."

"Remember, too," he said, "that the Geelong line was the third railway line to be constructed in Victoria."

BALLARAT RAILWAYMEN PLAY THEIR PART IN CENTENARY

CONGRATULATIONS to everyone associated with the Ballarat Centenary Celebrations are continuing to pour in—and railwaymen will take pride in the knowledge that the voluntary work of their colleagues at Ballarat has evoked the warmest admiration.

Although erected over 70 years ago, the stations buildings in their garb of flowers are among the outstanding features. The approach-way is gaily be-flagged, with flowers blooming in a riot of colour.

Inside, a huge golden floral bowl is suspended from the dome; a floral "Welcome" conveys the greetings of railwaymen to the public; and the pillars are festooned with green forest treasures and flowers.

In the office of the Stationmaster (Mr. C. S. Jones) was a doll's house—

described as "the dream of every little girl"—covering an area of about 30 square feet. It was replete with every modern household convenience, including electric light. The surrounding gardens of live flowers were planned with charming artistry.

Constructed by Mr. Jones for his little grand-daughter, the doll's house is now on exhibition in Sturt Street on behalf of the Crippled Children's Fund. More than £30 has already been received from the public.

At the northern gateway to Ballarat, an ornate floral archway, made by railwaymen at the Ballarat North Workshops, was erected. The offices of the District Transportation, Way and Works, Rolling Stock and Accounts staffs have been colourfully decorated, a special attraction being a presentation of "Spirit of Progress" with floral "V.R." embellishments.

Big First Aid Drive Planned

Join Now—Induce Others, Too!

ACTIVE steps are to be taken to awaken the practical interest of all railwaymen in first aid. As the first move, a folder containing a message from the Commissioners will soon be circulated. Aspects of first aid which are seldom thought of are presented in a way that must inspire every railwayman with a realisation of the importance of first aid—and of the need for active participation in the organisation.

Apart from the purely humanitarian features of this work and the service which first aid enables an individual to render, the folder emphasises a point which will, it is hoped, remove a widespread misunderstanding.

FIRST AID IS NOT THE CONCERN ONLY OF MEN ENGAGED IN THE OPERATION OF TRAINS!

To a railwayman, irrespective of grade, branch or location, a knowledge of first aid is vital. In an arresting way that aspect is fully elaborated in the folder.

Away from his work, a railwayman qualified in first aid can be of supreme importance in an emergency in which members of his own family, his friends or others may be involved. Read your copy of the folder right through! Read it again . . . talk it over with your fellow-railwaymen . . . decide at once to learn first aid . . . persuade others to do likewise . . .

WHEAT BULK HANDLING PLAN PROGRESS

A FURTHER important stage in the introduction of bulk handling of wheat will be entered on next month by the Grain Elevators Board. The construction of the first of the 81 silos to serve the terminal at Geelong will be commenced on the "up" side of Ouyen.

The 81 silos will be located on the following lines:—

Horsham to Natimuk, 2 silos; Horsham to Serviceton, 11; Dimboola to Yaapeet, 9; Jeparit to Yanac, 4; Murtoa to Patchewollock, 13; Murtoa to Horsham, 2; Lubeck to Bolangum, 6; Willaura and Westmere, 1 each; Redcliffs to Morkalla, 5; Ouyen to Murrayville, 10; and St. Arnaud to Ouyen 17.

At the Williamstown terminal (with a capacity of two million bushels of wheat) the foundations are completed, while substantial progress has been made with the erection of the Geelong terminal silo (2½ million bushels).

It is the intention of the Grain Elevators Board to have a big portion of the scheme serving the Geelong terminal in operation for the 1938-39 harvest.

Meanwhile, the Department is steadily proceeding with its part of the work—the wheat-proofing of trucks and the preparation of plans, etc., of the alterations and additions to sidings at the terminals and stations where silos will be erected.

Variety is Keynote of V.R.I. Debating Club

MAINTAINING its policy of providing variety of opportunity for members to obtain valued experience, the Victorian Railways Institute's Public Speaking and Debating Club last month conducted a novel competition to discover the "perfect" broadcasting voice.

With the co-operation of the V.R.I. Wireless Club (VK 3RI), a microphone was installed, and in an adjoining room members heard the voices transmitted through a conventional radio set.

Each member had to assume the role of a radio announcer: give the station call and the time; read the news of the day and a humorous story, and finally "hand over" the microphone in the traditional style.

In the final series, the "broadcast" consisted of an extract from a book written by an overseas authority on public speaking.

At the Club's next meeting, a debate was held, followed later in the month by a five-minute speech from each member on "What I would do if left £50,000."

The Club's syllabus for the remainder of the year covers a comprehensive field, including a dramatic playlet and a "murder trial," in which all the members will take part.

Few similar Clubs in Melbourne are achieving their principal objective—the gathering of experience to speak fluently and confidently before an audience—in such an interesting way as this progressive Club of the Victorian Railways Institute.

Stage, Radio, Voice Production . . .

"TALKIE fans" who were thrilled by Charles Laughton when he appeared in the leading role in "The Barretts of Wimpole Street" will have the opportunity of seeing a railwayman playing the same part on April 5 at the King's Theatre. He is Mr. Harold Millane, of the Photography Division. Appearing under the direction of the National Theatre Movement, he will undertake his most important role in 12 years of versatile stage experience. Drama, musical comedy, revue . . . he has appeared in numerous productions with amateur companies all over Victoria, including Melbourne's leading theatres. Successes in theatrical companies at Ballarat, Bendigo and other provincial musical and dramatic

competitions were followed by an outstanding performance in the "Fresh Fields" company which won the blue riband at the National Dramatic Festival. In between times, Mr. Millane has had extensive radio experience. Manifesting a deep interest in voice production, he is now the possessor of a voice which would grace any microphone. From hundreds of entrants, he has on three occasions appeared in the final series of radio announcers' competitions at the Melbourne Radio Show. He is now a prominent member of the V.R.I. Public Speaking and Debating Club where his wide experience and hints are proving of potent value to his fellow-members.

—J.V.

Round The World

CARRYING with him the best wishes of his many friends—and armed with an impressive array of potentially-valuable letters of introduction, Mr. William S. Bengtsson, of the Staff Board, left Melbourne last month on the first stage of his 30,000-mile world tour. Although intending primarily to complete his Diploma of Commerce at the London University, he plans to inform himself on the staff organisations of the various English railways. Before he left, Mr. Bengtsson made a whirlwind tour of leading suburban railway activities. He has secured at least 12 months' leave of absence, and if his present plans mature, he will cross the Atlantic to the United States of America, returning to Australia via New Zealand.

—C.M.

April Birthdays

REPAIRER P. J. Bowyer, of Nth. Melb., Clerk W. V. Nolan, of Newport, and Signalmen A. G. Mouldley, of Nth. Port, on the first; Asst. Engineer G. N. Parker, and Upholsterer G. D. Dickinson, of Newport

Wkshps., on the second; Ganger M. A. Gibb, of Nyora, and Flagman P. J. Maughan, of Flinders St., on the fourth; Ganger A. McCallum, of Nth. Geelong, and Elec. Mechanic V. H. Malone, of Ballarat, on the fifth; Asst. Sig. Adjuster H. Newton, of Ballarat, on the sixth; Skld. Labr. J. H. Morton, of Dandenong, on the seventh; Die Sinker R. J. Waters, of Newport, on the eighth; Relyg. Clerk C. E. Murphy, of Metro. Supt.'s Staff, on the ninth; Commissioner N. C. Harris, and Repr. H. J. Glenister, of Sth. Kensington, on the 10th; Clerk E. P. Linden, of Secretary's Bch., and Clerk R. L. Nicoll, of Room 2, on the 11th; Carpenter C. T. McAuliffe, of Spotswood, on the 12th; Clerk F. D. Beechning, of Secretary's Bch., Fitters' Asst. T. W. Payton, of Nth. Melb. Loco., and Shunter W. L. Loudon, of Seymour, on the 13th; C. & W. Blder. C. A. Youdan, of Nth. Melb. Wkshps., and Ganger J. C. Stewart, of Violet Town, on the 14th; Elec. Trn. Dver. J. Wyllie, of Jolimont, on the 15th; Acctg. Officer P. Gleeson, on the 16th; Ganger H. F. Sumison, of Tallangatta, and Goods Gd. E. W. Pratt, of Melb. Yd., on the 17th; Wks. Ganger A. F. Strauss, of Bendigo, on the 18th; Clerk H. D. Agg. of Stores Bch., and Fitters' Asst. A. P. Larson, of Newport, on the 20th; Ganger J. M. Bowden, of Springhurst, on the 21st; Labr. W. A. Lambie, of Newport, and S.M. J. Quirk, of Cobram, on the 22nd; Fireman T. F. Lambert, of Nth. Melb. Loco., and Asst. S.M. N. H. Morris, of Box Hill, on the 24th; Gatekeeper A. J. Blume, of Glenhuntly, on the 27th; Elec. Trn. Dver. T. P. Passmore, of Carrum, on the 29th; and Dogger-up J. L. Davey, of Newport, on the 30th.

—D.G.M.

ADVERTISING DIVISION IMPORTANT WORK

AS part of the general improvement plan at the Spencer Street Station, the Advertising Division has moved to the building facing Spencer Street opposite the General Post Office.

While the exterior of the building is little changed, the interior has been remodelled and transformed into a modern, well-lighted series of rooms all designed to facilitate the efficient control of this important phase of the Department's work.

Formed in 1923, the Advertising Division took over from private contractors the rights of advertising on railway premises, and since that time the Division has earned a very considerable revenue.

A long-range policy of standardisation of platform hoardings has substantially raised the quality of outdoor advertising. As a result the Department possesses the largest bill-posting establishment in the Commonwealth, and is regarded as leading in the methods of display and orderly appearance of hoardings.

In addition to preparing and displaying posters for advertising, the Advertising Division's art department prepares the designs and arrangements for the printing of posters and other kinds of outdoor advertising media.

FIRST RESO TOUR OUTSIDE AUSTRALIA

LEAVING on what is confidently expected to be the first of many reciprocal tours, 62 members of the Reso party last week journeyed across the Tasman Sea to New Zealand. The first Reso tour to be conducted outside the Commonwealth, it was organised by the Commissioners and the New Zealand Government Tourist Department.

More than 20 cities and towns will be visited, covering the primary and secondary industries as well as outstanding scenic features. The party will reach Melbourne on return on April 9.

Each member of the party is appointed ambassador for Australia. While learning at first hand the attractions of New Zealand, the Australians will also be stressing the advantages to be gained by a party of New Zealanders visiting Australia on a similar tour.

In expectation of such a tour, an itinerary has been prepared for a Reso Tour from New Zealand to Victoria in 1939. Sightseeing will also be made in New South Wales and South Australia.

Details of this tour are being distributed in New Zealand by the office of the Victorian Reso party.

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

The Victorian Railways NEWS LETTER

May, 1938

Issue No. 92

Microphone, Amplifier Help Signalmen and Shunters

SIGNALMEN and shunters working at and in the vicinity of the North Melbourne Gravitation Yard Signal-box are appreciating the value of the amplifier equipment which was recently installed there.



By pressing a button and speaking into a microphone in the signal-box, the signalman can transmit his voice through two powerful "loud speakers" mounted upon standards between the tracks outside the signal-box. In this way, shunters working many hundreds of yards away can clearly distinguish the numerous instructions given by the signalman at a particularly busy and noisy centre of the yard.

Best of Kind

It is believed that this is the first occasion on which such equipment has been used for this purpose.

In addition to relieving the strain on the voice of the signalman, the equipment is obviating the frequent need for shunters to walk to within short distance of the signal-box.

At night time the value of the equipment is emphasised. As many as 59 goods trains arrive in the Gravitation Yard from which point the trucks are allotted to all parts of the Yard and the Melbourne Goods Shed—entirely by gravity.

Trucks move without steam power far distant as the Perishable Shed, which is half-a-mile away from the Gravitation Yard.

V. R. CHILDREN'S NURSERY RE-OPENED

Enlarged—Modernised

TRIBUTES to the Department in making available such a facility as the Children's Nursery were paid by Mrs. A. A. Dunstan (wife of the Premier and Treasurer) at the official reopening ceremony on April 21. A representative gathering included the Commissioners and leaders in Public Health and Infant Welfare. On the following day, the Nursery was opened to the public.

Enlarged and further modernised, the Nursery now offers an even higher standard of service than that which previously won the confidence of mothers temporarily leaving their children in the care of the staff.

From the time it was opened in June, 1933, until it was closed last year, over 55,000 children were cared for at the Nursery.

Experts Help

In replanning the Nursery the Department has again had the valued advice and assistance of Public Health and Infant Welfare authorities.

New features of the Nursery include a spacious Reception Room—from which point the children pass through to the various sections; sound-proofed cotrooms ensuring quiet, restful sleep for the very young babies; a special lighting system; and a large open-air playground in which are two aviaries and a goldfish pond. (A second playground is also available.)

Overlooking the Flinders Street railway station and St. Kilda Road, the new playground provides a healthy setting for the children. Fully protected by unbreakable glass and wire netting, the playground can be enclosed by blinds whenever the weather is unfavourable. On the colder days, a heating system maintains a cosy, warm atmosphere in the playground.

The Nursery is under the care of a Sister-in-Charge and a properly qualified staff—all capable of attending to every infant requirement. The Nursery is open from 9 a.m. to 6 p.m. on Mondays to Saturdays and all public holidays (Good Friday and Christmas Day excepted).

Congratulations!

MR. WILLIAM FITZPATRICK'S DIAMOND WEDDING

PAST and present railwaymen will warmly congratulate and extend best wishes to Mr. William Fitzpatrick (a former Chairman of Commissioners) and Mrs. Fitzpatrick on their diamond wedding anniversary last month.

MR. FITZPATRICK was delighted by the visit to his home of many of his friends, including Mr. H. W. Clapp (Chairman of Commissioners) and Messrs. N. C. Harris and M. J. Canny (Commissioners), E. C. Evers (Secretary for Railways), C. Miscamble (ex-Commissioner), G. H. Sutton (ex-Secretary for Railways), T. F. Brennan (ex-Comptroller of Accounts), H. T. Robertson (ex-District Superintendent) and P. T. Meares (ex-Transportation Staff Officer).

TARPAULINS

CAREFUL HANDLING NEEDED AT ALL TIMES

BECAUSE of its State-wide application, the following message from the Commissioners to the staff on the front page of a recent "Weekly Notice" is reprinted:—

Owing to a recent sharp rise in the price of canvas, tarpaulins are now costing the Department more than £10 each.

As the annual wastage is in the region of 3,000, it is imperative that greater care than ever be exercised in obtaining the maximum use of each tarpaulin.

Tarpaulins are frequently severely torn when forced over the sharp corners of such loading as machinery, cases and seasoned timber. Never fail to use plenty of packing in such circumstances.

In other words, treat tarpaulins as your own property!

Experience has demonstrated that carelessness on the part of the staff concerned is responsible for much of the damage to tarpaulins. Prolonged and unnecessary exposure to weather and insufficient protection with padding at sharp, projecting angles on consignments are the most prevalent causes of damage.

The Commissioners again emphasise the vital need for the co-operation of every railwayman handling tarpaulins. Above all, never allow a damaged tarpaulin to remain in service. Withdraw the tarpaulin immediately—and send it to the Goods Superintendent, Melbourne, for repairs before it is useless for further service.

The Month's Topic

IMPORTANCE OF TRAVEL BUSINESS

LAST month's memorable visit to Melbourne of two round-the-world cruise ships was an impressive reminder to the Victorian public of the great potentialities of the overseas tourist traffic in relation to Australia as a whole.

Although the visitors were only here for a brief period, it is significant to notice that Australia was considered worthy of inclusion in a program that embraced some of the most interesting countries in the world.

400 Visitors

Nearly 400 influential people discovered that Australia was a land vastly different from what they had imagined . . . that it possesses beauties and qualities making it rank high with the other countries visited on the cruise.

These tourists hailed from many different parts of the Northern Hemisphere—a part of the world in which Australia is actively striving with ever-growing success to foster tourist traffic. It is beyond question that these visitors will speak very favourably of Australia among their travel-minded friends.

Each year the value of the tourist industry becomes of greater importance. Last year England had more than 15 million tourists; Canada and France 15 million; and the United States of America 12 million.

Australia's Attractions

Australia was visited by 25,000 overseas tourists. Australia's quota was, of course, relatively small; nevertheless it represented an increase of 13 per cent. over the total of the previous 12 months.

Australia possesses everything—climate, scenic beauty, unusual fauna and flora, arresting national undertakings, great primary and secondary industries—to attract the tourist. Visits by ships of the importance of the "Empress of Britain" and the "Reliance" must inevitably prove invaluable in enabling Australia to take its rightful place in the world's travel sphere.

Combating Mallee Sand Drift With Wind-Chute Fencing

ENCOURAGED by the satisfactory results obtained from the experimental wind chute fences erected to minimise the effects of sand drift on three Mallee railway lines, the Department is planning to extend its operations in that sphere.

To prevent the sand carried by strong westerly winds from banking up on the rails, open bottom wind chute fences have been erected on the Sea Lake-Kulwin line (1,660 feet of fencing), the Ultima-Robinvale line (1,518 feet); and the Nyahwest-Yungera line (1,308 feet).

Sections of the fencing range from 90 feet to 580 feet in length.

Old sleepers and serviceable timber or corrugated iron are used in the construction of the fences. It is estimated that these fences, which cost only £4/10/- per chain have saved the Department about 50 per cent. of the total time previously occupied by the track forces in removing sand from the rails.

Delays to passenger and goods trains have been greatly minimised.

Each section of fencing, which averages 9 feet high and is placed 8 feet from the track centre, slopes

away from the line on the westward side. The slopes of cuttings on the leeward side have been flattened thus providing an uninterrupted passage for the sand.

A space of from 3 to 3½ feet is left at the bottom of the fence. The air currents strike the upper portion of the fence and are deflected downwards. The sand is gathered in the currents of air travelling at an accelerated rate through the opening in the fence and is carried right across the rails well down of the track.

Each year the incidence of sand varies according to the farming operations on land adjacent to the lines. It thus becomes necessary to transfer the fencing to different locations. Improvements in the construction of the fencing enable it to be dismantled, transferred and re-erected without disturbing the structure.

"DAYLIGHT" SPECIAL TRAIN TO SYDNEY POPULAR

AN innovation that met with an immediate success was the running of a "daylight" special train from Melbourne to Sydney for the convenience of early Easter holidaymakers.

Timed to leave Spencer Street 6.45 a.m. on April 9, and arrive Sydney at 10.40 p.m. the same day, the special train carried 367 passengers, each booking a reserved seat for the through journey.

Specially reduced return fares—first class, £5; second class, £3—were available. The tickets carried the privilege of travel by "Spirit of Progress" on the return journey between Albury and Melbourne.

Also on April 9, a second special train, for which the same bargain fares were available, left Melbourne for Sydney at 3.30 p.m. and arrived Sydney at 9.10 a.m. the next day. It carried 401 passengers. The tickets were available on the return journey by "Spirit of Progress."

Service

"I WOULD be lacking in gratitude if I did not congratulate you on the capable way in which you and the members of your staff have handled the tour program of the 'Empress of Britain'."

"It was most gratifying to hear from both passengers and the cruise directors the most favourable comments."

"I know just how you have been taxed and the efforts you have expended to ensure its success, and I would like you to know how enthusiastic everyone has been in praising the excellent arrangements."

—Mr. H. F. Boyer, Chief Melbourne Representative of the Canadian Pacific Railway Company, writing to the Manager, Victorian Government Tourist Bureau.

INTRODUCING—

MR. DAVID R. DAVIES, of the Spotswood General Storehouse clerical staff, who is one of Australia's best known—and highly skilled—rifle shots. Besides achieving the ambition of all rifle-



men by representing Australia at Bisley (England) where he won the "All-Comers' Aggregate" and was top scorer of all teams in a match at Birmingham, Mr. Davies, has an imposing record in Australia. He won the King's Prize at

Adelaide in 1931; the following year he was beaten by only one point. Being placed amongst the first 20 King's Prizes in four Australian States, he is now the possessor of 22 King's Badges. Perhaps his best performance was in the King's Prize at Williamstown in 1910. An amazing exhibition of consistent shooting took him from 64th to 4th place. While on military service between 1915-18, it was so natural that his prowess as a rifleman should become known to the authorities—and soon he was Lewis Gun Officer of the 39th Battalion. Although after 38 years rifle shooting, he has not been as ever on the sport, Mr. Davies confesses that golf is proving equally alluring . . . !

PITH OF CHAIRMAN'S SPEECH TO N.S.W. RAILWAYMEN

In a 10,000 word address—"The Victorian Railways Look Ahead"—delivered at the New South Wales Centre of the Institute of Transport recently, Mr. H. W. Clapp (Chairman of Commissioners) touched upon some of the steps which the Department is taking to provide greater service to all railway patrons. Space limitations prevent extended reference to the comprehensive survey which Mr. Clapp made. The following are merely some of his more pertinent observations:—

Other form of fast transport can approach the railways for safety. It is the simplest thing on earth to run trains, but the secret of success is teamwork—complete co-ordination and co-operation.

To meet modern travel demands, we have discarded our former ideas of railway comfort, railway speed and types of railway carriages we have been in the habit of building.

The staff in our workshops have designed and built for us the easiest riding railroad carriages ("Spirit of Progress") yet constructed.

Higher Speeds

We have not radically increased the maximum speeds of our steam passenger trains, but have concentrated on achieving appreciably higher sustained speeds.

The question of the unification of railway gauges has a bearing on every major railway plan for the future. We should do everything to secure unification. If we are to secure the maximum fluidity of transport, it is becoming more and more important that the unification of gauges be grappled with seriously.

I have suggested to our Government that our railway workshops staff should be trained and the shops equipped as an adjunct to the national air force. It would not cost very much to train the staff and equip the shops with a limited amount of machinery so that when the call comes for defence we will be ready to step in without delay.

We are all at school—learning all the time. I will take suggestions from anyone. We have got to bury the idea that we know the whole story.

Air-Conditioning Policy

Air-conditioning has really nothing to do with climatic conditions. It is really a state of mind.

Air-conditioning with us is now our established policy. All country carriages to be constructed in the future will be so equipped. We will not build any passenger stock other than of steel construction.

I am not afraid of the road haulier. We can outmatch him. It is the fellow in the air that I am watching.

When I came home some years ago, I talked co-operation everywhere. All of our fellows wondered what new language I was talking—whether there was anything in it. As the years have gone on, we have all realised, more and more, the need for the best possible service we can give. This, of course, calls for the maximum in co-operation of all those engaged in the rendering of such service.

Organising Triumph by Tourist Bureau

AN outstanding performance was registered last month by the Victorian Government Tourist Bureau when, in a matter of hours, nearly 400 tourists from the round-the-world cruise ships, "Empress of Britain" and "Reliance," were taken on tours of Melbourne and the nearer hill and seaside resorts.

Many weeks of careful planning, designed to provide clock-like movements from point to point, preceded the arrival of the visitors. But, owing to an unprecedented crowd of sight-seers at Port Melbourne on the day the "Empress of Britain" arrived, last-minute adjustments of the comprehensive arrangements became imperative.

Working swiftly, the officers of the Bureau readjusted their plans at the Station Pier, with the result that the shore excursions were completed without the slightest hitch.

The Bureau officers especially appreciated the co-operation of the officials of the Police Department and the Melbourne Harbour Trust, and of the Director of Parks and Gardens of the Melbourne City Council.

A highlight of a memorable occasion was the visit of Mr. James A. Fitzpatrick, the world famous travel cinematographer and commentator.

An Officer of the Victorian Government Tourist Bureau met Mr. Fitzpatrick on his arrival in Melbourne by "Spirit of Progress." For the next 36 hours, he facilitated the movements of Mr. Fitzpatrick and his assistants in every possible way.

Mr. Fitzpatrick filmed "Spirit of Progress" in running near Broadmeadows, and in addition he secured many "shots" of various aspects of Melbourne for screening at nearly 15,000 theatres throughout the world.

Suburban Control System Soon

AMALGAMATION PLAN NEARS END

IT is expected that the work of installing the selector telephone system throughout the suburban area will be completed this month. Tests covering a period of four or five weeks will then precede the actual introduction of a system which is the most modern of its kind in the world. When it is in operation, the plan of amalgamating and locating the Central (Spencer Street), Eastern (Flinders Street) and Suburban Train Control Divisions in the Head Office at Spencer Street will have been completed.

Situated adjacent to the timing sections, Central Train Control incorporates crew rostering, locomotive allocation and truck distribution. The grouping and co-ordinating of these activities have made possible to increase the efficiency of operations. The addition of the Suburban Train Control system will

enable the running of suburban passenger and goods trains to be more closely observed, with corresponding benefits to passengers.

Altogether 220 stations, signal-boxes and depots will be brought within the scope of the suburban system. 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, stations with coding telephone facilities between Lilydale and Warburton, Frankston and Mornington, Dandenong and Waragul, Eltham and Hurstbridge, and Newport and Altona will be brought within the scheme.

Mechanical Wonder

Of the several improvements made in the equipment on the train despatchers' tables to be used in suburban control, the most outstanding is the facility under which a train despatcher can conduct a conversation that can be heard simultaneously by all the 220 stations, signal-boxes and depots linked with the system!

Personal Postscript

On The Board—On Board

QUICKLY responding to a last-minute invitation from the officers and crew of the round-the-world cruise ship "Reliance", members of the Victorian Railways Institute's Chess Club had an evening's chess on the luxury liner during its brief stay in Melbourne last month. Although opposed to very skilled players, the V.R.I. team won 10 of the 17 games played. "We had a grand time on board," said Mr. W. J. Lambert, President of the Club. "Chess was followed by almost lavish hospitality and a most interesting survey of the 'Reliance'." Formed five years ago largely through the enthusiasm of Mr. Lambert, who is a Running Shop Foreman at the Jolimont Workshops, the Club has already become a leading team in the

Metropolitan Chess League of Melbourne. Last year, the V.R.I. members were runners-up; they were defeated by only one point. The previous year they were third. Each year since it became affiliated with the League the Club has figured in the final games. Mr. Lambert, who was for eight years Secretary of the V.R.I. Draughts Club—since disbanded—is taking a foremost part in stimulating State-wide interest in chess. For the last three years, he has organised the Town v. Country Chess Matches. About 100 players are taking part in these annual events which are played at the V.R.I., Flinders Street. He is also organising a series of visits to country centres by the V.R.I. Chess Club. —A.E.H.

Getting Together

A GREAT day's outing" was the unanimous view of the large crowd which attended the Ararat Railwaymen's Picnic at Mt. Mistake early last month. A committee of enthusiasts organised the excursion in such a way that everyone was catered for in footrunning, cricket, community singing, etc. There were 50 prizes for various events and items; and the children made characteristic inroads into the plentiful supplies of ice cream and lollies. Winners of the principal events were: "Old buffers race," W. Powell; Married Men's race, M. Welsh; Single Men's race, P. Brown; Married Ladies' race, Mrs. Pickering; Ladies' open race, Mrs. Brooks; Single Ladies' open race, Miss P. King. Mrs. Cracknell won the cushion cover, and Mr. B. Blackburn the supper cloth. Other groups of railwaymen in both city and country centres should promote similar outings. —V.R.G.

Australian Champion ?

HIS performances and progress demonstrating more than average ability as a boxer, Jack McNamee, of Seymour, has resigned from the Department. He will devote himself to a ring career. He is the Victorian welter-weight champion, and by his clear-cut victory over Billy Pluto recently he is now the legitimate challenger for the Australian title previously held by Jack Carroll. Tall and with a long reach, he is the possessor of a piston-like left hand which has won him many notable victories in the ring. Ten years ago he entered the service, and as a porter he became well-known at many country and suburban stations, including Seymour, Swan Hill, Wallan, Heidelberg and Williamstown Beach. Jack's many friends throughout the Department will watch with great interest his endeavours to annex the Australian welter-weight title. —A.P.

This Month's Birthdays

CARPENTER T. C. Roberts, of North Melbourne, on the first; Clerk A. J. Dawson, of Seymour and Turner N. McLean, of Jolimont, on the third; Works Sub-foreman R. J. Withey, of Sale on the fifth; Clerk C. H. Campbell, of Melb. Goods, Skld. Labr. T. J. Sutton, of Flinders-st., and Stn. Master S. J. Riley, of Lubeck, on the sixth; Chairman of Commissioners Harold W. Clapp, and Train Examiner F. Davenport, of Nth. Melb. on the seventh; Ldg. Hand Elec. Fitter C. H. King, of Jolimont, on the 10th; Shunter M. J. Maloney, of Melb. Yard, and Shunter H. A. Fraser, of Wodonga, on the 11th; Stn. Master R. V. Morton, of Cowangie, and Sig. & Tel. Supervisor G. W. Stevens, of Ararat, on the 12th; Clerk T. F. N. Gray, of Metro. Supt's Office, on the 13th; Gatekeeper W. Gidman, of Dennis, on the 14th; Optg. Porter F. E. Roache, of Kaniwa, and Signalman R. J. Gardiner, of Coburg, on

the 15th; Repairer H. Street, of Gulpa, and Traffic Insp. R. E. Fricker, of Geelong, on the 16th; Fitter J. B. Connell, of Newport Power House, on the 17th; Fitter H. E. Davey, of Newport, on the 18th; Signalman E. Iddles, of Flinders-st., on the 19th; Repairer J. Kennedy, of Axedale, Ganger S. C. Wisdom, of Leongatha, and Clerk J. T. Connolly, of Flinders-st., on the 22nd; Workshops Mgr., P. R. Leslie, of Spotswood, on the 24th; Labr. A. T. Bonner, of Elec. Workshops, Spencer-st., on the 26th; Comms. Special Officer J. L. Time-well, and Iron Moulder W. H. Gowers, of Newport, on the 27th; Fitters' Asst. J. S. Fynmore, of Spotswood, on the 28th; Over-head Supt. G. S. Scott, and Train Conductor J. J. Fitzsimmons, of Ballarat, on the 29th; Asst. Engineer W. J. Uren, of W. & W. Head Office, on the 30th; Rng. Gear Repr. F. R. Grant, of Geelong, on the 31st. —K.R.

Railway Couple

Popular With

Local Residents

WHEN the residents of Melbourne and surrounding districts heard of the impending transfer to Melbourne of Mr. D. C. Pierce (Repairer) and his wife (Caretaker at the last station), they lost no opportunity in demonstrating their great regret at the departure of the popular couple. For nearly six years, Mr. and Mrs. Pierce had been closely identified with local affairs, and a wallet of notes presented by Councillor Shaw on behalf of residents at a public function was the climax to a memorable evening entertainment—and many speeches of appreciation. Mr. Pierce, who is a returned soldier having enlisted in Western Australia, has had 16 years service in the Department. Formerly at Arden Street, he was later transferred to Ninda where he was located for 10 years prior to transfer to Melbourne. While at Ninda, Mrs. Pierce was the Caretaker in charge of the last station. —J.L.W.

RAILWAY TENNIS CUP HELD BY N.S.W.

RAILWAYMEN from New South Wales, Queensland, South Australia and Victoria gathered in Melbourne recently for the annual contests for the "Blanch Tennis Cup." Holders of the Cup, the New South Wales team again scored victory. Although defeated by New South Wales in the opening match, the Victorian team performed splendidly in some of the deciding sets being dramatic and exciting. In their second match the Victorians comfortably defeated the South Australian team. A particularly hearty welcome was extended to the donor of the Cup—Mr. Blanch—who before his retirement, was a prominent official in the New South Wales Railway. Although now more than 60 years of age, Mr. Blanch maintained keen interest in the matches, travelling on each tour with the N.S.W. team. A round of social entertainment was concluded with a Smoke Night and Presentation of Cups and Trophies in the V.R.I. Ballroom at Flinders Street. Among the guests were Mr. Commissioner N. C. Harris, Mr. J. M. Barr, Manager of the Lawn Tennis Association of Victoria, Mr. Harry Hopman, Manager of the Davis Cup Team, and Mr. Adolph Quist, the Davis Cup player. Mr. Quist highly praised the V.R.I. Tennis Association for the manner in which the week's extensive program had been so successfully carried out. —C.W.

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The Victorian Railways NEWS LETTER

June, 1938

Issue No. 93

QUICK, ENTHUSIASTIC FIRST AID RESPONSE

Many New Classes Being Formed

EVIDENCE of a re-awakening of practical interest in first aid is indicated by the increasing number of railwaymen who are writing to the Amulance Officer, Spencer Street, for details of the new classes now being formed.

The Commissioners express pleasure at this encouraging response, and hope that it is the prelude to every member of the service eventually becoming proficient in first aid.

"Recognising the immense importance of first aid," the Commissioners said, "we are glad to offer every facility for each railwayman to acquire the necessary knowledge. Books, bandages and instruction are free; moreover, free rail travel is granted from home stations to the nearest stations where classes are conducted."

Obviously Necessary

"For obvious reasons," the Commissioners added, "guards and conductors in charge of trains conveying passengers should qualify in first aid."

Qualification in first aid within a reasonable period is a condition of appointment to such grades.

New classes have been started at Anderson Street, Bendigo, Castlemaine, Geelong, Geelong, Korong Vale, and Woodend. Others will be formed at Ararat, Ballarat, Benalla, Donald, Dimboola, Maryborough and Seymour.

How to Enrol

Enrolment forms are available at all metropolitan stations; Newport, North Melbourne and Jolimont Workshops; Electrical Workshops, Spencer Street; Motor Garage, Batman Avenue; also at the offices of the Melbourne Goods Superintendent and Superintendent of Melbourne Yards.

Railwaymen at other centres in the metropolitan area desiring to enrol are urged to write immediately to the Amulance Officer, Spencer Street.

Camp Comforts For Relief Workers



PICTURED ABOVE IS ONE of the camps (at Clarkefield) erected and maintained by the Department for the relief workers now engaged on relaying the Bendigo line. Tent accommodation is provided for 224 men. Tents, stretchers, shelter sheds, improvised baths, fires, coppers, etc., are made available by the Department. Orderlies—one to every 50 men—keep the camp surroundings in a clean and tidy condition. They also light fires and ensure that plentiful supplies of boiling water are available for the men when they return each night from their work.

Mr. W. R. RENNICK'S DEATH

RAILWAYMEN learned with great regret of the death last month of Mr. W. R. Rennick, a former Assistant Chief Engineer of Way and Works. After 35 years' service he retired from the Department in 1924.

A brilliant student at the Melbourne University where he passed the civil and mining engineering courses, Mr. Rennick was first associated with the Melbourne Harbour Trust. He rose to the position of Assistant Chief Engineer of that body.

Transferring to the Railway Department, Mr. Rennick's capacity soon led to his assignment to all manner of important engineering work. He was one of the original members of the Departmental Committee which introduced electrification on the suburban lines.

For many years, Mr. Rennick was an Honorary Co-examiner in the final year of the engineering course at the Melbourne University; he was Secretary of the Institute of Engineers for 14 years; and he was a Past President of the Victorian Railways Institute.

Bigger Parking Area At Spencer Street

FROM June 15, the new Inwards Parcels Office at Spencer Street will be ready for occupation. Situated near the Bourke Street entrance to the station, the new building will enable the activities of this busy office to be carried on with greater efficiency to the public.

Demolition of the existing Inwards Parcels Office will then be commenced in readiness for the opening in September next of the new enlarged parking area for road vehicles awaiting the arrival and departure of trains at Spencer Street.

Replacing the existing high fence fronting Spencer Street between the Stationmaster's Office and the Booking Office at the Bourke Street entrance, a new, low concrete wall will be erected. Inside the yard frontage, three white ash trees will be planted.

These well-grown trees have been made available by courtesy of the Melbourne City Council.

The Month's Topic

RELAXATION ON INTERSTATE RAILWAY TRAVEL

ELSEWHERE in this issue is an outline of the substantially faster train services to be introduced between Melbourne and Perth on June 5. This development is a reminder of the reputation which Interstate express train travel from Brisbane to Perth has earned for speed, comfort and reliability.

Powerful locomotives, properly equipped tracks and comfortable day, dining and sleeping cars—including the unexcelled appointments of "Spirit of Progress"—provide passengers from Queensland to Western Australia with travel of a high standard of comfort.

Restful Journeys

Everything has been provided to ensure relaxation and pleasure. Comfortably upholstered, roomy passenger carriages are a feature. The sleeping compartments, designed to provide the maximum of privacy and relaxation, rank with the world's best. Wide sleeping berths, reading lamps, wash basins, clothes' lockers . . . these combine to afford rest and convenience which are unobtainable on any other form of land transport.

Observation cars with their wide windows and commodious chairs which enable the traveller to view the infinite charm of the Australian landscape, add to the pleasures of long-distance railway travel.

Dining Cars a Feature

The carefully chosen menus and the services in the handsomely furnished dining cars continue to evoke the warm appreciation of passengers. At convenient stopping stations *en route*, excellent meals are available at well-equipped refreshment rooms.

* * *

In brief, railwaymen may assure all potential travellers that the speed and comfort of rail travel across Australia fulfills the highest expectations . . .

Big Supervisory Control Plan For Electric Train Power Supply

IT has always been realised that lightning damage to the 1,500 volt overhead equipment supplying power to the suburban electric train services may cause serious delays to traffic.

A lightning flash may charge the overhead lines to a high potential causing the supporting insulators to "flash over." This provides a conducting path for the 1,500 volt power current, which if allowed to persist will burn down great lengths of line.

To prevent power currents flowing under such conditions, the overhead equipment has been divided into sections, each being fed through high speed circuit breakers in sub-stations and tie stations. These circuit breakers cut off the power supply to the affected section before serious damage occurs.

Although the circuit breakers open automatically in time of trouble, it is necessary for the control engineer in charge of power supplies to receive an indication and thus have their operation under his control.

To provide the control engineer with these facilities, a system known as supervisory control, which assures a continuous and effective supervision of all units of the electric power supply, will be introduced. When completed, the system will be one of the most comprehensive of its kind in the world.

The "nerve centre" of the system will be a Control Room erected in Batman Avenue near the Flinders Street station. It has been specially treated to reduce noise to a minimum and is air-conditioned.

Located in the Control Room will be three large diagrams representing the 1,500 volt overhead contact system; the 2,200 volt signal supply system; and the 20,000 volt transmission system. To ensure uniformity of illumination, the diagrams will be lit by artificial means. The whole of the components of the power system will be shown, with the various circuit breakers represented by small coloured lamps.

By means of these lamps the position (open or closed) of any circuit breaker will be indicated to the control engineer, and any abnormal conditions that arise will be immediately observed and the location defined.

Associated with the diagrams will be a control desk with keys which will enable the control engineer to open or close circuit breakers represented on the diagrams.

By means of the equipment the control engineer will also be able to bring into operation power apparatus in automatic sub-stations which is necessary during daily traffic fluctuations.

INTRODUCING—

SISTER J. E. Hood who, from over 200 applicants, was last month selected for the responsible position of Casualty Officer in the Department. Sister Hood enters the railway service



with excellent credentials, together with an extensive practical experience in the kind of work which will engage her attention. Obtaining her R.V.T.N.A. certificate on the completion of three years' general training at the Alfred Hospital, she was appointed

Sister-in-Charge, Out-Patients' Casualty Department of the hospital. Holding that position for 3½ years, she then successfully applied for and held the post of Sister-in-Charge, Out-Patients' Casualty Operating Theatre of the hospital. For the first month, Sister Hood will be in the Casualty Room at the medical headquarters, Spencer Street. From then on, in conjunction with the two other Casualty Officers already in the service, she will rotate for periods of three months between the Newport Workshops, Spotswood Workshops and Spencer Street.

LONG WELDED RAILS ON BENDIGO LINE

A FURTHER important contribution towards the general track improvement plan is now in progress on the Melbourne-Bendigo line. As the first step in the ultimate reconditioning and relaying of 93 miles of double track between Sunshine and Bendigo, 21¾ miles are now receiving attention.

New 90-lb. rails, welded in lengths of 225 feet, are replacing 80-lb. rails each of 31 feet 9 inches length. By reducing the number of rail joints, long welded rails provide smoother and quieter travelling conditions for passengers; reduce track maintenance costs; lessen the wear on rolling stock; and prolong the life of the rails.

The 80-lb. rails released from the Bendigo line are being welded in lengths of approximately 180 feet for relaying on the Murtoa-Warracknabeel line in substitution of the present 60-lb. rails 22½ feet long.

All the welding for these works is being undertaken at the Permanent Way Materials Depot, Spotswood, where the automatic flash butt welding machine is in active operation. The machine makes a joint equal to the strength of the rail.

Easter Melbourne-Perth Travel

ONE DAY LESS EACH WAY

A REDUCTION of one day in the travelling time between Melbourne and Perth—provided for in the new schedules to be introduced from Melbourne on June 5—is a highly significant development in Australian railway travel. Actually, the journey each way will occupy less than three days. Co-operation between the Victorian, South Australian, Commonwealth and Western Australian railway authorities is responsible for this great improvement in passenger train facilities. It is confidently expected that the new services will stimulate rail travel between the Eastern and Western States. These railway systems, as well as the New South Wales railway department, are co-operating in an intensive publicity campaign.

A particular benefit to businessmen is the fact that the new time-tables have been so arranged that only two normal business days will be spent in completing the 2,100 miles between Melbourne and Perth. Sleeping car passengers now travel direct from Melbourne to Port Pirie Junction, without changing trains at Adelaide.

Each train between Port Pirie Junction (South Australia) and Kalbarrie (Western Australia) will include air-conditioned lounge car and an air-conditioned dining car.

* * *

CONCURRENTLY with the introduction of the new East-West time-tables, the travelling times in each direction between Melbourne and Adelaide will be reduced by 55 minutes.

This acceleration, combined with the faster schedules introduced since 1934, serves to emphasise the ever-increasing attractiveness of rail travel.

Including the 55 minutes to be saved under the new schedules, the travelling time as compared with ten years ago, will be 3 hours 10 minutes less from Melbourne to Adelaide. From Adelaide to Melbourne the reduction represents 2 hours 40 minutes.

Victoria's contributions towards the faster schedules covering the journey between Melbourne and Serpentine are: From Melbourne—2 hours 12 minutes; to Melbourne—1 hour 49 minutes.

Comparisons between the average rail speeds between Melbourne and Adelaide are as follow:—

	June, 1934	June, 1938
Melbourne to Adelaide ...	28.4 m.p.h.	34.9 m.p.h.
Adelaide to Melbourne ...	29.7 m.p.h.	35.6 m.p.h.

It is appropriate to mention that, since the continuous State-wide improvements in passenger train services were commenced early in 1934, the travelling time on the Victorian railway system has been reduced to the equivalent of 680 hours per week.

BROADCAST FROM RESO TRAIN

A RADIO broadcast direct from the Reso train while it was standing at Spencer Street station was one of the features of the tour planned for 48 people from Western Australia last month. Eight Victorians also took part in the tour which traversed the North-Eastern, Western and Gippsland Districts of Victoria.

Seated at a microphone fitted in the Goulburn (office) car of the Reso train, two leading members of the party from Western Australia, speaking for the Resonians, warmly praised the value of such a tour.

"In this party" said one of the speakers, "we have representatives of many diverse interests. We have seen a lot; heard a lot—and spoken a lot: in other words there has been a most valuable interchange of ideas between your (Victorian) primary producers and men engaged in similar pursuits in the West."

Important Promotions Announced

IMPORTANT appointments in the Way and Works, Transportation and Secretary's Branches were approved last month.

Mr. A. G. Fletcher (Assistant General Superintendent of Transportation) became Assistant Chief Engineer of Way and Works. As Mr. J. M. Ashworth (Chief Engineer of Way and Works) is on other duties associated with the big survey of metropolitan traffic facilities, Mr. Fletcher is Acting Chief Engineer.

Mr. Fletcher's successor in the Transportation Branch is Mr. R. G. Wishart (Commissioners' Special Officer), whose position has been filled by Mr. J. L. Timewell (Commissioners' Secretary).

Consequent on these promotions in the Secretary's Branch, Mr. C. Davis (Secretary to Mr. Canny) has been appointed Commissioners' Secretary, and he has been succeeded by Mr. W. A. Enderby (Chief Clerk, Betterment and Publicity Board).

Mr. Fletcher joined the service in 1913, and was a District Engineer in the Way and Works Branch prior to his appointment in 1924 as a District Superintendent in the Transportation Branch.

Retirement Of Mr. C. H. Fethney

WITH the retirement last month of Mr. C. H. Fethney (Assistant Chief Engineer of Way and Works), the Department loses a civil engineer whose outstanding capacity is reflected in numerous works of major importance. He joined the service as an engineering student in 1889.



Bridges, tunnels, stations, viaducts, workshops, sub-stations, track rearrangements... in all parts of the State there are many examples of Mr.

Fethney's expert planning and supervision.

Successively he was Metropolitan Yards Engineer, Metropolitan District Engineer, Inspecting Engineer, Superintending Engineer and, for the last four years, Assistant Head of the Branch.

Mr. Fethney's versatility and value to the Department were also strikingly exhibited in the number of important investigations with which he was associated as the Departmental representative. At the time of his retirement he was a member of the Grain Elevators Board, the authority responsible for the bulk handling of wheat scheme.

Other bodies on which he represented the Department were the Traffic Congestion Board, City Square Commission, Town Planning Commission, Removal of Saleyards Committee, and the Moonee Ponds Creek Flood Prevention Board. He was also a Councillor of the Victorian Railways Institute from 1931-36.

After nine years in the Transportation Branch, Mr. Wishart was transferred to the Secretary's Branch in 1915. He was Secretary to various Commissioners, including the Chairman. He accompanied Mr. Clapp on his tour overseas in 1934.

A railwayman for 28 years, Mr. Timewell was in the Crown Solicitor's office prior to the war. He has been closely associated with the Administration for 20 years—for the past 11 years as Commissioners' Secretary.

Mr. Davis was Secretary to the late Mr. T. B. Molomby and subsequently to Mr. Canny. Mr. Enderby was Chief Clerk of the Betterment and Publicity Board for the past seven years.

Staff Expert Retires

"I AM satisfied you cannot discover T. F. Brennan's growing on every tree!" said Mr. E. C. Eyers (Secretary for Railways) when farewelling Mr. Brennan (Special Staff Officer) on his retirement last month after more than 50 years' service. That tribute was the keynote of those expressed by senior officers who knew of the extensive knowledge, rare judgment and, above all, human outlook, which Mr. Brennan had brought to bear on staff problems. Way and Works Branch Staff Clerk; Staff Board Member from its inception in 1921; Chairman of the Clerical, Foremen's and Storemen's Classification Committees; Special Staff Officer; and Commissioners' Representative on the Railways Classification Board and

State Coal Mine Industrial Tribunal... That impressive sequence of responsible positions conveys some idea of the immense staff panorama which Mr. Brennan had surveyed throughout a highly successful career. His career is also a vindication of the keen foresight of the late Mr. C. E. Norman when Head of the Way and Works Branch. As personal clerk to Mr. Norman, Mr. Brennan revealed a flair for staff work—and soon he went direct from the Chief's Room to the post of Branch Staff Clerk. Mr. Brennan leaves the service with the warmhearted friendship of hundreds of railwaymen in all grades; he takes, too, the sincere respect of all the leaders of industrial organisations with whom he came in contact. —B.H.

CHANCE TO JOIN RAIL AMBULANCE CORPS

STRONG reasons why railwaymen should become members of a Departmental Ambulance Corps are outlined in a folder now being printed for distribution.

Possession of a first aid certificate makes each railwayman eligible to join a corps. Payment is made for each time the corps meets once a fortnight throughout the year: 3/- to the superintendent; 2/6d. to each member.

A suitable meeting room is made available, and the Department also supplies the necessary equipment to

Railwaymen who already hold first aid certificates and those who qualify in the future are earnestly urged to join an Ambulance Corps. First aid becomes even more interesting... there is the attraction of competing for championship honours... the interchange of ideas is invaluable... and, above all, in a serious accident a Corps can act with greater proficiency, speed and effect.

enable members to progress into the higher branches of first aid learning.

Membership of a Corps also places a railwayman in line for the District, State and Interstate Ambulance Championships held every year. Leave with pay and travelling expenses are granted, and first class passes are issued to Corps members entering for these competitions.

There are over 50 Corps in active operation, but there is ample room—and need—for many more at locations where they may be deemed necessary.

June Birthdays

TRAM Motorman V. C. Fenton, of Elwood, and Labr. L. N. McCarthy, of Ballarat, on the first; Ganger R. Sweeney, of Elmhurst, on the second; Gatekeeper J. Lawford, of Mont Albert, and B.M. Help J. H. Muldoon, of Bendigo, on the third; Spl. Tkt. Checker T. F. Murphy, of Flinders St., and Fitter P. L. Fury, of Spotswood, on the fourth; Clerk W. J. Dennington, of W. & W. H. Office, and Equipmt. Examiner E. F. Morrow, of Jolimont, on the fifth; Labr. P. J. Horan, of Geelong, C. & W. Blder. A. W. Feaver, of Ballarat, and Clerk J. F. Toohey, of W. & W. Staff Office, on the sixth; R.M. Driver M. J. Dwyer, of Maffra, on the seventh; Clerk L. H. Barrett, of Room 2, Engineer A. K. Bartel and Optg. Porter L. E. Bailey, of Serviceton, on the eighth; Repr. A. J. Price, of Deer Park, on the 10th; F. & T. R. J. Gibson, of Newport, and Assist. Architect F. G. Bartholomew, on the 11th; Platelayer W. E. Hughes, of Flinders St., on the 13th; Advtg. Sales Mgr. G. P. Mulcahy, and Striker S. J. Syrett, of Spotswood, on the 14th; Chief Spl. Officer J. E. McDowell, and Wood Machinist W. H. Letch, of Spotswood, on the 15th; Clerk W. M. Ferrie, of Melb. Goods, and Repr. R. S. Stephens, of Stawell, on the 17th; Repr. G. A. Pocock, of Tocumwal, on the 18th; Clerk R. T. Mullaly, of Melb. Goods, and Clerk R. K. Eddington, of Jolimont, on the 19th; Passgr. Guard J. T. Batson, of Warrnambool, on the 21st; Fireman H. R. Fagan, of Nth. Melb., and Lineman C. W. Richards, of Spencer St., on the 22nd; Chief Architect H. Sutcliffe, and Chairman W. T. Hill, of H. Office, on the 23rd; Clerk R. P. McPherson, of R. Stock H. Office, on the 24th; Elec. Subn. Guard S. Hart, of Frankston, and F. & T. A. H. Hatchard, of Newport, on the 25th; Asst. V.G.T. Bureau Mgr. R. T. Witherspoon, on the 26th; Sig. & Tele. Supvr. L. C. Tarrant, of Seymour, on the 27th; C. & W. Blder. E. W. Haydon, of Nth. Melb., on the 29th; Staff Board Member J. Fowler, and W. & W. Despatch Clerk N. Fleming, on the 30th. —K.D.

Thrilling Football Fans

IT can be safely said that amongst the 100,000 people who attend League football matches each Saturday, no player's performances are more eagerly anticipated than those of a railwayman—Ron. Todd, of the Transportation Branch. This tall, unassuming railwayman is now Collingwood's star goal-kicker. Two years ago, the "News Letter" predicted that he would be the successor to the famous Gordon Coventry—and he is fulfilling that forecast in remarkable fashion. Fearless and soaring high for spectacular marks, reminiscent of Bob Pratt at his best, Mr. Todd is rapidly piling up a total of goals destined to reach record-breaking proportions. (It is worthy of mention here that Geoff. McInnes, of Brunswick, the Association's leading goal-kicker last year and again well in the forefront, is also a railwayman in the Accountancy Branch.) Not yet 22 years of age, Mr. Todd has been in the service for five years. He was located on the Clifton Hill line and, as a block recorder, in the Viaduct Signal Box. At present he is on loan to the Transportation Regulation Board in a clerical capacity. —R.H.P.

Geelong Identity

RAILWAYMEN at the Geelong Loco. Sheds recently farewelled one of their most popular colleagues—Fitter John O'Dea. In 50 years of service, the veteran had been located at many rail-

way centres—and as a fellow railwayman said, "Wherever he went, he made friends and, what's more, he kept them." Mr. O'Dea started in the old Williams town Workshops in 1888, and when the Newport Workshops were established he was among the first railwaymen to be employed there. He was proud to have been associated with an industrial enterprise which has since grown to be one of the biggest in the Southern Hemisphere. Most of the last 25 years Mr. O'Dea spent in the running of the Colac and Geelong.

VARIED PROGRAM FOR V.R.I. DEBATER

HIGHLIGHTS of the V.R.I. Speaking and Debating Club's activities last month were two syllabus items—"Production" and "Play Reading"—arranged and produced by Mr. Harold Millane (Photography Division), who is one of the Club's most enthusiastic members.

Mr. Millane has made a thorough study of voice production and, by means of charts, he delivered a highly interesting address on a matter which is a fundamental part of every good speaker's technique. Members who attended the address the most illuminating and instructive yet delivered at the Club.

In the "Play Reading" session it was noticeable that several of the new members taking part had gained confidence and ease of expression—both so essential in addressing an audience. Mr. Millane acted as director, and gave members many helpful hints.

Station Decoration Entails Disappoint

A disappointing number of entries were received for the 1937 competitions for tree planting and decoration of stations, depots and barracks. Prize winners of which were recently announced.

A surprising feature was the number of instances where prize winners of the previous year failed to enter again, even in the maintenance section. It was thought that work already carried out and recognised as worthy of a prize would have stimulated industry in railwaymen to maintain the standard of their work.

Judging for the present year's competitions will take place towards the end of the year and railwaymen eligible for the competitions are urged to plan accordingly. The recent abnormally dry conditions should not be a deterrent. Competitions have been specially provided in sections where a water supply is available—and where such facilities are non-existent.

Emphasising the importance of improving the railway property and surroundings, the Commissioners said that voluntary work of this kind—apart from the possibility of gaining a monetary award—always creates a favourable impression among passengers. It was a definite indication that railwaymen took more than usual interest in their work.

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The Victorian Railways NEWS LETTER

July, 1938

Issue No. 94

Big Reductions In Travelling Times

**NOW TOTAL 693
HOURS A WEEK**

FASTER passenger train services introduced last month on the Western and South-eastern lines bring the total weekly accelerations, compared with the travelling times early in 1934, to 693 hours. How each district (based on the areas covered in the various working timetables) has benefited is shown by the following statement:—

District.	Total hours per week.
Northern and Midland	232
Western and S. Western	179
Eastern and G. Valley	140
Western and S. Eastern	100
Metropolitan	42

Other Improvements

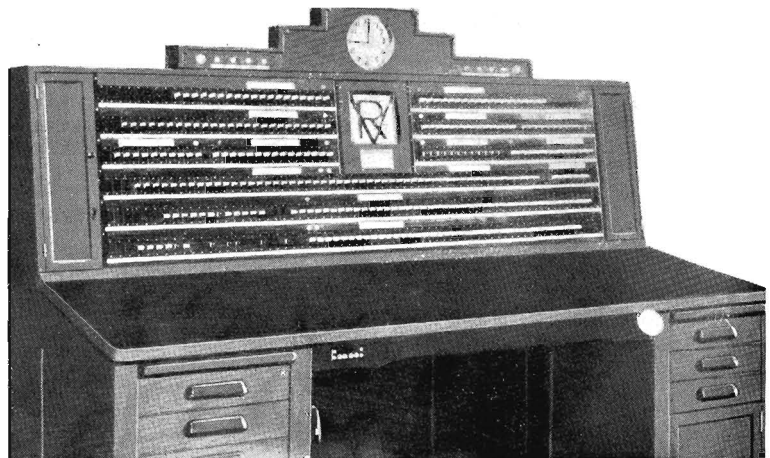
In addition, there have been many extra trains (some running express portions of the journey); more convenient arrival and departure times for one country train now leaves Melbourne before 8 a.m. and only arrives after 10 p.m.); and purely passenger train services have replaced many slow "mixed" trains. On suburban lines, there have been extra express trains at peak periods; earlier extra Sunday morning trains; and later "last" Sunday night trains.

The Geelong line train service provides a series of notable examples of the faster travelling now being enjoyed by passengers. Prior to 1934, only two trains on the Melbourne-Geelong line exceeded 40 miles per hour. Now, eight trains run at average overall speeds in excess of 40 miles per hour, ranging from 42.9 miles per hour to 48 miles per hour.

Warner Melbourne

In 1934, the average overall speed of this group of trains was 34.3 miles per hour; at present the average is 46 miles per hour—an increase of 33 per cent.

Three of these eight trains complete the journey between Melbourne and Geelong (45 miles) in less than one hour, thus virtually bringing Geelong into the outer-suburban zone.



THE MOST MODERN EQUIPMENT of its kind in the world is incorporated in the three train dispatchers' desks to be used in the suburban train control system. Seen above is the main desk to which all or part of the 220 lines on the two other desks may, if desired, be effortlessly transferred. When the train dispatcher wishes to communicate with an individual station he merely depresses the associated line key, rows of which can be seen in the picture. When the station replies, the train dispatcher hears the voice, which is amplified, through the loud speaker situated behind the grille with the monogram "V.R." He then speaks through the "ribbon high velocity type" microphone located in the square underneath the loud speaker.

"Spirit Of Progress" In Striking Film

WITH the title "The Victorian Railways Present—"Spirit of Progress," Australia's Wonder Train," a talkie film 2,600 feet in length has now been produced under the direction of Departmental officers.

This film portrays in a striking manner the gradual growth of the train from the laying of the keel members at the Newport Workshops to the completed train in actual service.

Of exceptional interest is the first portion of the film dealing with the building of the train. Departmental engineers and craftsmen adopted a constructional technique which was unprecedented in the history of the Victorian Railways.

A fine impression is gained of the comfort and convenience of the interior appointments of the sitting carriages, dining car and parlor-observation car. An arresting climax to the film is an aerial view of "Spirit of Progress" travelling on its inaugural run along the Geelong line at 84 miles an hour.

EUROPEAN SKIING EXPERTS CONDUCTING CLASSES

FOR the third successive winter snow sports season, the Department is providing facilities for both beginners and advanced skiers to learn the most notable Continental skiing system.

Two highly qualified ski teachers from Europe—Leopold Fiedler and Anton Walch—are now conducting Skiing Schools at Mt. Buffalo National Park and Mt. Hotham respectively. This is the first occasion on which such an expert has been located at Mt. Hotham throughout the snow season.

Both of these experts have been strongly recommended by Franz Skardarasy, the Continental skiing instructor, who was under special engagement at Mt. Buffalo National Park during 1936 and 1937.

Demonstrating for the first time in Victoria the famed Arlberg skiing technique, Franz Skardarasy achieved a notable success. His presence in Victoria was acclaimed by skiing enthusiasts as giving the sport in this State its greatest impetus.

The Month's Topic

TOURIST TRAFFIC IMPORTANT

ONCE again the importance of the travel industry has been impressed upon the public. On this occasion developments associated with the Victorian Government Tourist Bureau—new offices in the most prominent part of Melbourne and representation in Perth and Hobart—emphasise the lucrative tourist business which is being built up for Victoria.

It is pertinent, therefore, to summarise the services which the Bureau provides for all holidaymakers whether travelling by rail, road, sea or air.

Victorian country and inter-system rail tickets—also tickets for reserved seats, sleeping berths and parlor cars—are on issue. Bookings are made for all-road services to tourist resorts; also co-ordinated road-and-rail services. Information is available regarding all road services licensed by the Transport Regulation Board.

All Transport Systems

Bookings are made for sedan motor sight-seeing tours of Melbourne and nearer resorts and for all-road tours (Victorian and Interstate). Steamer travel bookings include round trips by boat (Interstate services) and rail; cruises to Tasmania; and tours along the River Murray. Information regarding time-tables, fares, etc., of Interstate steamer services is also available.

Bookings are made for sight-seeing tours of Melbourne by air; also for air services between Melbourne and the capital cities and to Victorian and Interstate country centres.

Eight-day rail-and-road inclusive tours to Victorian holiday resorts and to other States; rail, rail-and-boat, rail-and-road and all-the-way-by-road tours at week-ends and on public holidays; and school vacation and educational day-tours . . . these convey some idea of the comprehensive travel activities of the Bureau.

Special services include the booking of hotel and guest-house accommodation; the preparation of itineraries for individuals or groups of holiday-makers; the meeting of all overseas and Interstate passenger vessels arriving at Melbourne; a Travel Hostess specially qualified to assist overseas and Interstate visitors; mail, telephone and counter enquiries; and the distribution of a vast amount of tourist literature prepared by the Department, the Australian Railways and Tourist Bureaux, and by hotels, guest-houses and private transport services.

STIMULATING VICTORIAN HOLIDAY TRAVEL

Bureau's Expanding Influence

THREE highly important developments in the travel business approved last month were:—New premises on "The Block," Collins Street, Melbourne, for the Victorian Government Tourist Bureau; the establishment of an "Eastern States Government Tourist Bureau" in Perth, Western Australia; and a representative of the Victorian Government Tourist Bureau to be located in Hobart.

FOR 15 years, the head office of the Victorian Government Tourist Bureau has been located in Queen's Walk, a short, narrow thoroughfare linking Collins Street with Swanston Street. But expanding business and the need for the Bureau to be in a more prominent—and more convenient—situation have led to the selection of premises in an area where all the principal offices catering for tourists are located.

In the new premises, there will be more than double the space that is now available in the office at Queen's Walk. The Bureau, which will have a frontage of 36 feet to Collins Street and a depth of 170 feet, will be alongside an arcade from which there will be access to the Bureau.

INTRODUCING—

MR. Charles S. Wentworth, of North Melbourne Loco. Depot, who is the Storekeeper for the North-Eastern District. While he is well-known as a railwayman, he has gained much wider public prominence as a leading member of the Microscopical Society of Victoria. He was Secretary



for six years; for the past two years he has been Vice-President. From swamps, lagoons, lakes, ditches and even the pond in his own backyard he gathers all manner of fascinating examples of natural history. Many are so minute (down to 100,000th part of an inch!) as to be termed "invisible life." Under the microscope, however, the wonders of Nature are revealed—"microscopic jewels; tiny glittering scales of unsurpassed beauty!" exults Mr. Wentworth. With his son who exhibits a like enthusiasm for this work, he has made a micro-projector which enables microscopic specimens to be "thrown" on a screen in the form of a drama of the pond. Natural history has been his life-long hobby; but it is almost equalled by his ardour for the very rare but beautiful orchid.

THE "Eastern States Government Tourist Bureau" in Perth mark a new departure in the Australian tourist business—it will be established and conducted jointly by the Victorian, New South Wales and Queensland Railway Departments. An experienced official of the Victorian Government Tourist Bureau will be in charge.

West-East

This Bureau will fill a long-felt need. It will actively publicise Western Australia the tourist attractions of the Eastern part of the continent, thus stimulating holiday travel. An important phase of its activities will be the contacts made with overseas visitors immediately they reach Australia.

* * *

Furthermore, a representative of the Victorian Government Tourist Bureau is shortly to be located in the office of the Tasmanian Government Tourist Bureau in Hobart.

In All States Soon

Branch Offices of the Victorian Government Tourist Bureau are already located at: Spencer Street and Rovers Street railway stations, Melbourne; 11 Martin Place, Sydney; 11 King William Street, Adelaide; 11 Adelaide Street, Brisbane; and Deakin Avenue, Mildura, the latter being operated in conjunction with the Mildura and District Tourist Association.

RED CROSS DONATION

IN a letter to Mr. E. C. Egan (Secretary for Railways) acknowledging a cheque for £98 15 0 representing the total donations received from railwaymen during the recent appeal of the Australian Red Cross Society (Victorian Division) on behalf of sick and disabled returned soldiers, the Appeal Secretary said:

"I WAS delighted when I opened your letter this morning (May 31) to receive so splendid a donation in it for the Red Cross Appeal from the employees of the Victorian railways.

"We feel that our special thanks are due to you and to the others who so vigorously in your organisation have co-operated. I shall be glad if you are in the course of your ordinary association with those who have helped to convey to them our special thanks, and you would accept the same yourself."

First Aid Interest Still Growing

SELDOM have I seen such an enthusiastic and widespread revival of practical interest in first aid," said Mr. V. E. Southwood (Ambulance Officer) in discussing recent developments in first aid. He said that within the past few months, over 1,650 new enrolments had been received. At Flinders Street alone, more than 700 men from the Metropolitan District had enrolled, and these were being catered for in nine classes.

Although the results were very encouraging, he said he looked forward to the time when every member of the railway service, realising his responsibilities as a railwayman and a citizen, availed himself of the splendid opportunities which the Department provides for instruction in first aid.



Mr. Southwood

Included in the total of new enrolments is a gratifying number of railwaymen who, having qualified a few years ago, had rejoined to refresh their knowledge and perhaps become eligible for higher certificates.

Mr. Southwood said that during recent organising tours in the country many railwaymen had pointed out that shift work debarred them from attending the classes.

To meet this situation, he had arranged, wherever possible, for three classes to be held on certain days—in the morning, afternoon and evening. In addition, the convenience of men working shifts was being met by repeating lectures at consecutive meetings of the classes.

ASSISTANT COMPTROLLER OF ACCOUNTS RETIRES

SEVERING in his fiftieth year of service an invaluable association with the Accountancy Branch, Mr. W. H. Tregoning (Assistant Comptroller of Accounts) retired from the Department last month. It was the signal for a remarkable demonstration of friendship by members of the Branch towards a very popular railwayman.

At a Branch gathering, Mr. Tregoning was presented with a handsome gift by Mr. L. J. Williamson (Comptroller of Accounts), who emphasised the personal and official qualities of the veteran "as a big-hearted, generous-minded man—the very sincere friend of all. He was the one who had given loyal and staunch support, his clear thinking, coupled with mature judgment, was of inestimable value."

Responding, Mr. Tregoning handed a note which made a vivid impression upon everyone present. "I cannot help thinking," he said, "of the atmosphere which bitter enemies of the Victorian Railways created—and maintained—many years ago. Many of us railwaymen were made almost ashamed to reveal our

Scholars' Tours of Rail Activities

RESUMED THIS MONTH

RAILWAYMEN in the metropolitan area who have children attending school will be interested to learn that the Scholars' Educational Tours around important suburban railway activities will shortly be resumed. At the time these tours were suspended last year at the commencement of the infantile paralysis outbreak, 217 tours had been conducted in which 9,826 children had participated.

While the tours have been temporarily in abeyance, the interest of the children has been maintained by the issue each month of the "Scholars' Club Bulletin." In this four-page newspaper (somewhat smaller in size than the "News Letter"), a wide range of interesting aspects of railway activity are being featured.

Signalling, electrification, air-conditioning, the history of railway tickets, the make-up of goods trains . . . these are merely a few of the subjects already covered in articles specially written to convey easily the main

principles of each question to the child reader.

Each month the children have been invited to write to "Bill Smith, The Engine Driver, c/o Betterment and Publicity Board." Letters touching on many varied railway topics continue to be received from all parts of the metropolitan area.

These letters clearly demonstrate that the two objectives of the tours—the broadening of the children's general knowledge and the creation of a railway outlook in the children—are being achieved.

SERVICE

"I wish to thank the staff at Warburton, Lilydale and Flinders Street for their extreme kindness to me. I arrived after a riding trip and wished to truck my horse from Lilydale and ordered a horse box from Warburton.

"It was not so much the fact that the truck, etc., was ordered, but what struck me was that everyone left me with the feeling that it was a pleasure to them to do anything they could for me.

"When I arrived at Flinders Street, the Stationmaster and staff there were so very kind and considerate that they made the end of my holiday very pleasant."

—Mr. D. G. Peele, Chartered Accountant, of Melbourne, writing to the Commissioners'

AIR-CONDITIONING

More Sets Ordered

WITH the ordering of 12 additional sets of air-conditioning equipment, country rail passengers in Victoria will have increased scope for experiencing the superior comforts which this innovation provides. No definite decision has yet been reached as to the trains on which the carriages will run.

Air-conditioning is now the established policy of the Department. At present there are 22 vehicles so equipped: eight first-class and seven second-class passenger carriages; three sleeping cars; one parlor-observation car; two dining cars; and one buffet car.

Where Available

Air-conditioning equipment, which was first installed on a Victorian Railways carriage in December, 1935, is now available on the following lines: Melbourne-Albury ("Spirit of Progress"—completely air-conditioned); and a first-class and a second-class passenger carriage on the 5 p.m. Albury express), Melbourne-Ararat (one dining car on "The Overland"), Melbourne-Mildura (completely air-conditioned train on six days a week in each direction), and Melbourne-Bendigo (one buffet car).

Air-conditioning of rolling stock was first introduced in North America in 1930. Its success was so marked that other railroads quickly adopted air-conditioning, and today over 11,000 cars in U.S.A. are equipped with it. The innovation has also extended to Europe, India, Africa, South America and the Federated Malay States.

association with the Department.

"But nearly two decades ago, a vast change occurred; a new spirit—a new driving force—made itself felt throughout the Department. The people of Victoria began to appreciate and realise the tremendous service which the railways were giving.

"What a contrast!" exclaimed Mr. Tregoning. "Now, you and every other railwayman are proud to say you belong to this great railway service; proud, too, of the skilled administrative foresight responsible for giving the Department its true significance."

A luncheon was tendered to Mr. Tregoning by Accounting Officers and a few nights later a smoke social was held in his honor. At each function representatives of many country centres were present.

Personal Postscript

R.C.B. Shorthand Writer to R.C.B. Member

MR. A. J. Letham, the newly-appointed Commissioners' Representative on the Railways Classification Board, returns to very familiar surroundings. Away back in 1917, he was one of the shorthand reporters of the original Board presided over by Mr. W. E. Keast, former General Passenger and Freight Agent. Eight or or nine years later, other shorthand writers were capturing his cross-examinations and addresses—he had become an Advocate for the Department. He was also appearing in the Commonwealth Arbitration Court. Shorthand has shaped Mr. Letham's career. Before he left school at the age of 14, he was writing 120 words a minute. After joining the service in 1904, he was successively in the Spencer Street Parcels Office and Room 1 (Transportation Branch).

At that time, he surveyed his prospects for advancement along the line of stationmaster. However, he decided on shorthand as a possible stepping stone—and his judgment has been amply vindicated. Mr. Letham brings to his new post—which also includes the important position of Commissioners' Representative on the State Coal Mine Industrial Tribunal—an extensive knowledge of all phases of staff and industrial questions. Staff experience in the Electrical Engineering Branch preceded his appointment in the Secretary's Branch in 1920. Nine years later he was appointed a Member of the Staff Board. During Mr. R. G. Wishart's 12 months' tour abroad in 1934, Mr. Letham acted as Commissioners' Special Officer. —J.R.M.

"James L." Retires

AFTER nearly 20 years as Foreman Mechanic at the Department's largest and most important locomotive depot—North Melbourne, Mr. James Landrigan retired from the service last month. He had nearly 50 years of efficient service to his credit. Leaving the Newport Workshops early in his career as an apprentice fitter, he subsequently devoted himself to running repair work, being located at many locomotive depots including Ballarat, Korumburra, Geelong and, finally, North Melbourne. All at North Melbourne—and a host of railwaymen in many parts of the State—regret the retirement of a very popular colleague. He takes with him two tangible reminders of the esteem in which he was held: a handsome wireless set for himself and a beautiful set of crystal for Mrs. Landrigan. Mr. J. Noonan (Metropolitan District Rolling Stock Superintendent) made the presentation in the presence of a large gathering. —W. O'D.

LAWRENCE TIBBETT SEES BIG FUTURE FOR RAILMAN

AFTER an audition of 15 minutes during which he sang an operatic aria from "Rigoletto," Mr. Alfred Luizzi, of the Printing Branch, was highly praised by Mr. Lawrence Tibbett, the world-famous baritone. Describing Mr. Luizzi's baritone voice "as perfectly splendid and probably the best material he had heard," Mr. Tibbett also gave the talented young railwayman much valuable advice.

Mr. Tibbett strongly recommended Mr. Luizzi to seek further experience abroad—"don't waste any time," he said—and promised to give him letters of introduction to people overseas. At the 1937 South Street Competitions, Mr. Luizzi won the Governor-General's Medal, thus becoming the Vocal Champion at the Competitions. Later in the year, he was third in the "Sun" Aria. He has had extensive concert and broadcasting experience.

Brady and Badminton

APREDICTION that badminton would become one of the most popular winter pastimes was made by Mr. Roy Brady (Personal Clerk to the Metro. Supt.) before he left Melbourne last month for New Zealand as the Manager of the first Australian badminton team to leave the Commonwealth. Aply described as an "indoor edition of tennis," badminton consists of hitting with a racquet a shuttlecock (a hemispherical piece of cork with 16 feathers attached) to and fro across a net five feet high within the limits of the court which is 44 feet long and 20 feet wide. It is an extremely fast and strenuous game, calling for great skill and stamina. Mr. Brady says there are about 3,000 players in Melbourne, and

the game is making rapid strides in Tasmania, South Australia and Western Australia. Although only connected with the sport for four years, he has already demonstrated much playing and executive ability. For the last three years he has been captain of his team; from 1935-37 he was Secretary of the North Suburban District Association and this year he is President. Departmentally, Mr. Brady is well-known to suburban railwaymen. He has been Personal Clerk to seven Metro. Superintendents—Messrs. F. P. J. Moloney and T. W. J. Cox, the late Mr. H. E. Russell, and Messrs. M. A. Remfry, W. Tredinnick, G. Rogers and T. R. Collier. —E.C.W.

RAILWAY BALL ON JULY 20

THE Railway Ball—one of the highlights of Melbourne's dancing season—will again be held at the Palais de Danse, St. Kilda, on Wednesday, July 20. It will be under the patronage of the Commissioners and Heads of Branches.

An enthusiastic committee, under the presidency of Mr. C. G. Walker (Supervisor of Road Motors) is actively organising the function. Each year the Railway Ball is a brilliant success, "but on this occasion we plan to exceed all our previous efforts," said one committeeman.

Book Now!

As usual, the Ball will be conducted on cabaret lines, thus ensuring full accommodation for everyone. Single tickets cost 10/6d. (inclusive), and they may be obtained either at the Victorian Government Tourist Bureau, Queen's Walk, Melbourne, or at the Victorian Railways Institute, Flinders Street station. The booking plan for table reservations may also be inspected at both those offices.

July Birthdays

REPR. D. Ronaldson, of Eaglehawk, Asst. S.M., J. A. Manley, of Warrnambool, on the first; Repr. C. F. McMahon, of Sunshine, and Stn. Mster. C. P. Marshall, of Hopetoun, on the second; Chief Clerk Despatcher F. D. Greene, and Clerk Marrows, of Melb. Gds., on the third; Clerk A. W. Everson, of W. & W. H. on the fourth; Repr. J. A. Ross, of Larok, on the fifth; Stn. Mster. H. Duncan, of Heywood, on the seventh; R. Hamilton, of Melb. Gds., on the eighth; V.G.T. Bureau Manager W. T. McClelland, Clerk T. J. Dwyer, of Ballarat, and J. Hartnedy, of Tallarook, on the ninth; Fireman H. J. Quin, of Bendigo, and Stn. Mster. F. Tatt, of Ballarat Wkshops, on the tenth; Moulder J. C. Miller, of Newport Wkshops, on the 11th; Chemist W. S. Macartney, of Newport Wkshops, Clerk B. W. Hall, of Fairfield Pk., on the 12th; Asst. Stationmaster A. L. Reid, on the 14th; Carpenter A. R. Williamsen, of Spotswood, on the 15th; Bolt & Nut Machinst. A. J. G. Smith, of Newport, on the 17th; Locomotive Driver J. Eales, of Melb. Gds., and Eng. Asst. Crawford, of W. & W., on the 18th; Station Controller of Stores H. S. Sergeant, and Clerk E. M. Gronn, of Ballarat, on the 19th; and W. Blder G. C. Seabridge, of Newport, on the 20th; Labr. F. A. Alexander, of Nth. Melb., on the 21st; Betterment Publicity Bd. Chairman V. F. Lister, of Newport, on the 22nd; Repr. T. H. Light, of Lake, on the 23rd; Shunter J. L. Maffra, on the 24th; Hd. Porter Stacey, of Flinders St., and Eng. J. A. Provis, of Jolimont, on the 25th; Asst. H. W. Bragge, of W. & W., on the 26th; Clerk C. Watson, of W. & W., on the 27th; Shunter M. G. Sawyer, of Yd. and Clerk R. S. Gullick, of Ararat, on the 28th; Point Cleaner W. H. Smith, of Melb. Yd., on the 29th; Plumber Enright, of Nth. Melb. and Porter Smith, of Ararat, on the 31st.

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The Victorian Railways NEWS LETTER

August, 1938

Issue No. 95

FOG SIGNALLING MACHINES IN USE

Greater Safety For Men

Here is a photograph of a fog signalling machine which :—

selects two detonators and places them on the rail ;
removes the detonator caps from the rail after they have been exploded—and replaces them with "live" ones ;
when a "proceed" signal is shown, can be operated to remove the detonators and hold them clear of the rail until the train passes—and later replace them ;
automatically locks itself when only two detonators remain in the magazine, thus drawing the operator's attention to the need for reloading.

One of these ingenious machines was recently placed beside the "up" single track on the "down" side at Richmond station ; three similar machines will be placed in service at other suburban points. Seven others are in commission at locations where trains are running on closely adjoining lines.

The machine, which is operated by a lever, is fed by two magazines, each holding 30 detonators.

Rapid Action

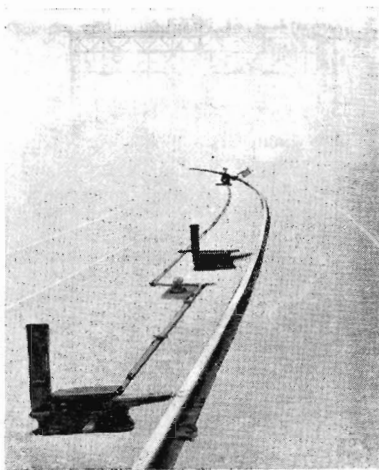
One special feature of the machine is its rapidity in removing detonators when the "proceed" signal is displayed at the approach of a train. To guard against the possibility of one detonator failing to explode, two are always placed on the rail on the approach to the signal post.

It frequently happens, however, that the fog signalman has insufficient time to remove the detonators when the "proceed" signal is given. As a result, there is a considerable reduction of train speed and the unnecessary explosion of two detonators.

With the machine, however, the detonators can be instantly removed and temporarily held clear of the train.

Moreover, if the first detonator has been exploded, the machine can be operated to remove the second detonator before the train passes over

Not the least important feature is that the machine enables the fog signalman to work in greater safety at stations where there is a frequent movement of trains on parallel lines.



VISION TEST CAR'S VARIED CAREER

NO vehicle on the register of the Department has had such a varied career as the Vision Test and Medical Examination Car in which the Railways Medical Officers visit country districts. Soon it will go out of commission and will be replaced by the former "Wimmera" dining car which will be refitted and modernised for the use of the doctors.

According to the records, the existing Vision Test and Medical Examination Car was built in 1899 by joining together two other cars which had been constructed at the old Williamstown Workshops in 1880 ! These two last-mentioned cars were used by members of the various Governments on their country tours, and when the cars were merged into one vehicle and named "Edinburgh," Ministers continued to travel that way.

Next a "Diner"

In 1910, the interior of the "Edinburgh" car was entirely altered and fitted out as a dining car, providing seating accommodation for 24 diners. At the same time, it was renamed "Mitta Mitra."

Fourteen years later the veteran vehicle underwent a further—and complete—interior transformation : it became the Vision Test and Medical Examination Car now so well-known to many thousands of railwaymen in all parts of the State.

Selector Telephone System Growing

NORTH-EAST and GOULBURN VALLEY BENEFIT

ONE of the recent widespread telephone developments in the North-Eastern and Goulburn Valley districts is an extension of the selector telephone facilities enabling Seymour Control to converse with Junee (N.S.W.)

This has been achieved by continuing the selector service from Wodonga to Albury where an ingenious switching apparatus assures the necessary connections. In this way, Seymour Control now obtains much earlier information concerning the running of important Interstate passenger and goods trains.

Exclusively Selector

A magneto party line, providing independent telephone facilities, has been installed for the use of stations between Benalla and Albury. By this means, the selector system has been freed of the urgent, non-train running business, and can be exclusively used for train control purposes. By the operation of a switch at Benalla these stations can also converse with Seymour.

Seymour Busier

To efficiently cope with increasing business, an additional control board (making two) will be installed at Seymour Control. One will connect with the Albury and Yarrowonga lines ; the other with the Goulburn Valley and Echuca lines.

All stations between Benalla and Yarrowonga were recently linked with the selector system from Seymour ; in addition, an improved party telephone line was provided connecting through to Oaklands (N.S.W.). A Morse telegraph line has been superimposed over the party telephone line and stations on the "up" side of Yarrowonga are now connected with Spencer Street.

A party line service now connects all stations between Bendigo and Echuca and Toolamba and Echuca, while the Morse telegraph line—superimposed over the telephone circuit—has been extended to Deniliquin (N.S.W.).

(Further Reference in "The Month's Topic.")

The Month's Topic

SELECTOR SYSTEM IS INVALUABLE

RECENT extensions to the selector telephone service through which the train control system functions bring the total country route miles of selector telephone to over 2,200, the number of points connected being nearly 500.

Since the train control system was introduced in 1926 it has been an impressive influence in the great improvements made in passenger and goods train services throughout the State.

The system has been invaluable, not only in connection with the faster time-tables which have been introduced on many country lines, but in promoting better timekeeping; reducing coal consumption; reducing costly standing time of locomotives and trains; increasing loads; and generally in obtaining the better use of trucks in all parts of Victoria, thus making trucks available virtually on demand. Perishable traffic for the early morning markets in Melbourne has been greatly expedited.

Staff's Co-operation

It is, of course, unnecessary to stress that this greatly increased efficiency has been accomplished with the whole-hearted co-operation of station staffs, train crews and other railwaymen concerned.

The great value of the system lies in the fact that the train despatcher possesses up-to-the-minute knowledge of the movements of all trains, including conditions at wayside and terminal stations and connections with other services, on the section under his control.

Being thoroughly informed of the traffic conditions at any section of the route—which was not possible prior to the introduction of train control—the train despatcher is able to direct station staffs and train crews rapidly and completely, thus ensuring the more efficient operation of the traffic.

Train control, which has proved to be one of the greatest railway innovations of modern times, has been adopted on all the principal railroad systems of the world. It has achieved much since it was introduced on the Victorian Railways system, and it is destined to exert an even greater influence on train operations in the future with, of course, increased benefits to patrons using either our passenger or goods train services.

All-steel, Air-conditioned Buffet Car Will Be Ready Soon

NEXT month should see the appearance in service of the first all-steel, air-conditioned buffet car. The car will have the same contour as the vehicles on "Spirit of Progress." Differing from the existing buffet car on the Bendigo line which has three passenger compartments, the space in the new car will be wholly occupied by the saloon and the kitchen.

The saloon will be 52 feet long, providing cafeteria (raised) chairs at a long counter for 27 people, instead of 18 in the present buffet car. A feature of the larger kitchen will be the slow combustion coke-burning range which resembles on a smaller scale the range in the dining car of "Spirit of Progress."

The new car will be air-conditioned and also heavily insulated against the transference of noise, heat and cold, thus providing ideally comfortable conditions for patrons taking meals while travelling.

Work is in progress on the construction of three other all-steel, air-conditioned buffet cars, two of which will be composite buffet and sitting cars. Two first-class main line country passenger carriages are also being converted into composite buffet cars.

INTRODUCING—

MR. M. S. RYDER, a Train Despatcher at Central Control, Spencer Street, who has the best known voice reverberating through the Gippsland selector telephone network. For the last 13 years (at Dandenong, Flinders Street and now Spencer Street), he has been "moving" thousands of Gippsland trains through the magic of the selector system — holding trains; sending others forward; adding loading to trains; despatching locomotives... performing these and all the other duties of a train despatcher which contribute so notably to



efficient train operation. A railwayman since 1911, including terms as R.S.M. and S.M., Mr. Ryder brings to his work an invaluable practical experience. Between 1915-1920, he was overseas with the A.I.F. Severely wounded at Lone Pine (Gallipoli), he later joined the Australian Air Force, winning his way through to a commission. As befits a man with the name of Ryder, though he is not related to Australia's former Test Captain, Jack Ryder, he has a passion for cricket. He is Vice-President of the V.R.I. Cricket Association; also a delegate from the Essendon line club. For the past six years he has been captain of the club's team.

Big Entries For First Aid Events

NEARLY 250 railwaymen in many parts of the State have entered for the preliminary district contests of the 28th Annual State Railway Ambulance Competitions for the Silver Shield presented by the Commissioners.

Dates and locations of the district events are.—Bendigo (at Bendigo on September 6); Seymour (at Seymour on September 8); Geelong (at Ballarat on September 13); and Ballarat (at Ballarat on September 14). Events to be held at East Melbourne and South Suburban (September 29 and 21); Eastern and South-Eastern (September 23); and North Suburban (October 5 and 6).

As members of Ambulance Corps these enthusiastic railwaymen are "taking stock" of their knowledge and readiness for competitions which embrace the following five fundamental features of first aid:—

Improved stretcher making; improvised material test; supplied material test; other oral questions and transport.

From these competitions, the senior corps and five senior individual competitors, also the seven novice corps and seven novice individual competitors gaining the highest marks will be eligible for selection in the final competitions. The State Championship will be held on October 27.

SERVICE

"Sir—My wife and I have spent weeks in this State and wish through your columns to express our thanks for many courtesies that we have received."

"It was our privilege to be conducted through the various country trains, including the wonderful "Spirit of Progress." In my opinion, the railways bristle with efficiency and comfort.

"Having lunch today at Spencer Street, I casually mentioned to the young waitress that I had been unable to get any postcards of "Spirit of Progress." Result: She got in touch with the stationmaster who sent a messenger to another building away from the station.

"When I had finished my lunch, called at the stationmaster's office where I was supplied with a beautiful book and several pamphlets (distributed) of this wonderful train Service indeed."

—Above is a copy of a letter signed "The Australian," which was given prominence in the "Sun News-Pictorial" on July 1931.

UNCHALLENGEABLE FACTS ABOUT RAILWAY GOODS TRANSPORT

"It is no boast but a reasoned and a demonstrable fact that no other system of transport combines, in the same measure as the railways, the essentials of efficient service—safety, expedition and comfort." With that arresting introduction to an illuminating survey of the Department's goods transport activities, the recently-issued folder "IF NOT PERFECTION—" proceeds to emphasise many unchallengeable facts.

The brochure stresses the negligible risk which is involved in entrusting the carriage of goods to the Victorian Railways, and points out that in 1936-37 the freight handled by the railways consisted of 6,115,298 tons carried an average distance of 123.3 miles and 11,440,000 head of livestock carried on an average of 120.3 miles. The number of tons hauled one mile aggregated more than 838 millions.

The admissible claims for loss, damage and delay amounted to less than £1.16 for every million tons carried one mile; or, to simplify the figures, less than 4d. for every 1,000 tons carried one mile.

Near Perfection

"This result may not be perfection, but it can at least be said that it is not widely short of it" runs an effective passage in the folder.

Throughout Victoria important centres are now served by goods trains which run practically to fast passenger train schedules. Goods despatched on the evening trains from Melbourne are available next morning—in many cases at places as far distant as 200 miles. Similarly express trains carrying perishable goods and livestock from the country to the early metropolitan markets arrive on time with clock-like precision.

The railways are transport specialists. Appropriate equipment is available for every task. Massive, low-floored, flat vehicles for heavy unwieldy articles such as boilers, milling logs and out-size machinery; high sided vehicles for bulky loading; protected trucks for explosives; refrigerated box trucks for butter; louvred trucks for fruit; trucks specially designed and exclusively used for the transport of sheep and cattle; tank wagons for oil and petrol and for the transport of water to drought-stricken areas . . .

Teamwork, Too

This varied equipment, and the unflinching teamwork of a highly qualified, specially trained staff ensure that practically no transport task is beyond the resources of the railways.

The economic advantages of railway transport are demonstrated by the fact that the millions of tons of goods and livestock entrusted to them in 1936-37 were carried at the very low average charge of 1.3d. a ton mile.

Comprehensive, expeditious, economical and justifiably claiming the additional qualities of safety and dependability, railway transport represents the true ideals of national community service.

V.R. Photography Division Now Among Most Modern In Australia

MODERN equipment recently installed in the Department's Photography Division in the Head Office at Spencer Street makes this activity one of the most up-to-date of its kind in Australia. To further increase the efficiency of the various operations, the rooms have also been re-arranged and enlarged, including a number of "dark rooms" which have been air-conditioned. Over the past few years it had been clearly demonstrated that the plant was inadequate for coping satisfactorily with an ever-increasing amount of work.

All phases of photographic work are carried out in this Division—the production of plans, drawings and maps for the various engineering branches; photographs for railway and general tourist propaganda; the preparation of lantern slides . . .

One of the biggest undertakings now in progress is the printing of nearly 20,000 new scenic photographs of railway carriages.

Chief amongst the new equipment is a machine for washing and drying prints, both operations being carried out simultaneously; a combined drying and glazing machine for photo-

graphs; and a photostat machine for photographing pages of letterpress. This machine prints direct on to the paper instead of a negative.

Another interesting—and effective—addition to the plant is a series of automatic enlarging machines which eliminate the previous slow method of setting photographs for the desired enlarged size.

All these machines represent striking advances in the efficient and expeditious completion of the various tasks undertaken by the Photography Division.

New Asst. Accounts Comptroller

WITH a background of extensive practical experience in the Accountancy Branch throughout a career of 38 years, Mr. A. A. Cameron, A.I.C.A. (Bookkeeper) was last month promoted to the position of Assistant Comptroller of Accounts.



Mr. Cameron

For nearly 25 years, Mr. Cameron was associated with the Bookkeeper's Division—an important section of the Branch which offers a wide panorama of the accounting ramifications of the Department.

He occupied many different positions in that Division, advancing in responsibility and variety of work. In 1931, he was appointed Chief Clerk of the Branch, and in September last he returned to the Bookkeeper's Division as Officer-in-Charge.

In addition to representing the Branch on many Departmental committees and carrying out much important investigatory work, Mr. Cameron was closely associated with three of the most far-reaching developments in the Branch: the amalgamation with the Audit Branch; the progressive reorganisation of book-keeping methods; and the introduction of district accounting.

DONALD IS V.R.I. SUB-CENTRE

"THERE has been no more striking example of co-operative effort than that so splendidly displayed by Donald railwaymen," said Mr. D. Cameron (Chairman, Staff Board and President, Victorian Railways Institute) when recently declaring open the Donald sub-centre of the V.R.I.

It was a proud day for local railwaymen—particularly for Messrs. A. Isles and C. and D. Morrison, also H. Forster, now of Seymour—who had taken a prominent part in the preliminary organisation.

In two years, the Committee had laid down a bowling green and a tennis court on Departmental land near the locomotive sheds at the corner of Walker and Hammond Streets, with the result that the surroundings had been substantially improved, providing, as one councillor said, "an acquisition to the town." A portable room for the use of bowlers and tennis players had also been erected.

Mr. D. Morrison (Secretary and Treasurer) paid a tribute to all who had helped, mentioning that many local residents had rendered wonderful assistance.

Personal Postscript

TOURIST "AMBASSADORS"

Out West Down South

TO Mr. Gordon K. Peart, of the Victorian Government Tourist Bureau, has fallen the managership of a tourist bureau unprecedented in the Australian travel business. He has been placed in charge of the Eastern States Government Tourist Bureau which has been established in Perth by the Victorian, New South Wales and Queensland systems to stimulate traffic to those States by rail, road, sea and air. Contacts with overseas visitors arriving at Fremantle will be an important part of his duties. A big job lies ahead of Mr. Peart, but he is well equipped. He has had experience of all phases of tourist work; he has organised and conducted parties of holidaymakers throughout Victoria; and he has also travelled extensively in New South Wales and Queensland. In addition, he has been abroad. Widely known as a courteous, well-informed travel official, Mr. Peart is also well known as an operatic singer. He has appeared in Melbourne in many of the most famous operas—on one occasion in "Faust" in association with the late Dame Nellie Melba.

With Mr. Peart blazing the "tourist traffic trail" in Western Australia—

MR. Clifford E. Williams, also of the Victorian Government Tourist Bureau, is to do likewise in Tasmania, where for the first time the tourist attractions of Victoria are to be actively publicised. Mr. Williams will be the Victorian Representative at the Tasmanian Government Tourist Bureau in Hobart. Tasmania is only a few hours' journey from Victoria by steamer—less by air—and there is ample scope for Mr. Williams to become a successful "Tourist Ambassador" for Victoria. For five years he has been engaged in all aspects of tourism at the Victorian Government Tourist Bureau, achieving particular success as an escorting officer with parties of holidaymakers visiting all parts of the State. For a period he was relieving Manager of the Victorian Government Tourist Bureau in Adelaide, and at the last Sydney Royal Agricultural Show during the 150th Anniversary Celebrations he had charge of the Bureau's exhibit. —F.J.D.

Seaman, Diver, Soldier . . .

FEW railwaymen have had such an eventful life as Mr. Thomas Kirk, Timber and Sleeper Inspector, who recently retired after 38 years' service. And few have had such a record number of farewells. Sleeper cutters at Yarrawonga, Orbost, Nowa Nowa, Bruthen and Bairnsdale all made the popular veteran serviceable presentations, culminating in a function in the Head Office at Spencer Street when Mr. J. M. Ashworth (Chief Engineer of Way and Works) handed over to Mr. Kirk several handsome gifts. At the age of 14, Mr. Kirk was an apprentice on a barque trading principally between England and South Africa and China. Five years later he went to New Zealand where he was engaged on building piers, and in between times took on the hazardous job of a deep sea diver! Later, he was building piers in Cuba and in Canada. In 1898, he came to Australia and was an able seaman on various Interstate coastal vessels. In 1900, he joined the Victorian Railways—and soon became a recognised expert in bridge building. But the Great War intervened, and once again Mr. Kirk was on the high seas sailing with the A.I.F. in 1915. After many exciting experiences he returned to Australia in 1918. Five years later he began relieving the timber and sleeper inspectors, and in 1926 he was appointed Timber and Sleeper Inspector. Mr. Kirk has left the service with an enviable reputation not only as a skilled and versatile railwayman but as one whose wide knowledge was always freely made available to his colleagues. Many bridge gangers in particular will always remember the help he gave them . . .

—T.C.

August Birthdays

ENGINEER of Maintenance E. Richard, and Ldg. Shunter A. A. Conroy, of Seymour, on the first; Clerk V. R. Bishop, of Head Office, and Elec. Train Dvr. A. H. Guymor, of Jolimont, on the second; Clerk G. A. Burrows, of Melb. Gds., on the third; Metro. Supt. G. Rogers, and Elec. Fitters' Asst. W. T. Berry, of Flinders St., on the fourth; Ganger J. McQueen, of Malmsbury, on the seventh; Office Cleaner H. V. Stubbs, of Spencer St., and Clerk G. P. Phillips, of Flinders St., on the eighth; Elec. Welder A. U. Peterkin, of Spotswood, on the ninth; Spl. Ganger A. A. Ross, of Flinders St., and Fitters' Asst. J. Howard, of Newport Wkshops, on the 10th; Shunter F. B. Heath, of Melb. Yd., and Acgt. Moulder K. L. Bouch, of Newport Wkshops, on the 11th; Tram Conductor N. C. Boucher, of Elwood, on the 12th; Labr. T. H. Jones, of Nth. Melb., on the 13th; Clerk W. M. Houston, of Printing Works, and Senior Timekeeper J. Dearden, of Nth Melb., on the 14th; Driver W. Bourke, of Warburton, on the 16th; Water Supply Engineer W. Stephen, on the 17th; Goods Checker L. Fuller, of Melb. Gds., on the 18th; Elec. Subn. Guard W. P. Egan, of Flinders St., on the 19th; Engineer W. P. Hambridge, on the 20th; Saw Sharpener R. B. Stephens, of Spotswood, and Electric Fitter R. H. Burt, of Flinders St., on the 21st; Dist. Supt. T. H. Maddern, on the 23rd; Ganger R. Wilson, of Carlsruhe, on the 24th; Telegraphist R. Peters, of Spencer St., on the 26, and Elec. Train Driver T. M. Moran, of Jolimont, on the 26th; Clerks C. H. Carson and G. B. Davidson, of W. & W. Staff Office, on the 27th; Pipe Joiner I. Gibson, of Nth. Melb., on the 28th; Asst. Genl. Supt. of Transpnt. R. G. Wishart, and Mt. Buffalo Nat. Park Chalet Manager L. McClelland, on the 30th; Yd. Porter H. C. Eddy, of Northcote, on the 31st. —D.A.

HERE'S REAL RADIO ENTERTAINMENT!

UNDER new contracts which commenced last month, railway general tourist publicity is being broadcast 46 times weekly over the five Melbourne "B" class stations. This represents the most comprehensive radio publicity program yet conducted by the Department.

Here is the weekly program in brief. Railwaymen should tune in regularly and tell all their friends to do likewise.

- 3AW ... Every Tuesday, Wednesday and Thursday at 8 p.m.—The adventures of Charlie Chalk. Every Monday, Wednesday and Friday at 4.45 p.m.—Children's Session.
- 3DB-3LK... Every Monday, Thursday and Saturday at 7.45 p.m.—"Australia Felix"—The Historical Performance of Victoria.
- 3KZ ... Every Wednesday and Friday at 7.15 p.m.—Musical Presentations.
- 3UZ ... Monday to Friday at 8.15 a.m.—Service information. Monday to Friday at 9.30 a.m.—Women's Session.
- 3XY ... Monday to Saturday at 7 a.m. and 10 p.m. (Sundays at 12 noon and 10 p.m.)—News Session. Monday to Saturday at 8.45 a.m.—Service information. Monday to Friday at 3.15 p.m.—Women's Session.

Life Saving—Swimming Club Formed at V.R.I.

LAUNCHED last month a series of successful meetings, the Victorian Railways Institute's Life Saving and Swimming Club promises to become one of the Institute's most active sporting bodies. It is proposed to form a women's section of the club.

It is expected that a large number of metropolitan railwaymen will grasp this attractive opportunity of becoming proficient in life-saving and swimming. Competent instructors and coaches have been engaged by the club.

An enthusiastic committee, with Mr. F. McFaull as President, Messrs E. Hallett and J. Illes, Secretary and Assistant Secretary respectively, has drawn up a tentative program for the forthcoming summer season.

The headquarters of the club will be at the Richmond City Baths, and the present intending members will meet there every Thursday at 7.30 p.m.

During the winter months the water in the Baths is heated to a temperature of 78 deg.—ideal conditions to enable the club to carry out its proposed all-year program.

All members of the Institute and their dependants are eligible to join the club. Further details may be obtained from the Secretary at the Institute, Flinders Street station.

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The Victorian Railways NEWS LETTER

September, 1938

Issue No. 96

Million-Pound Scheme At Newport Power Station

FOR BETTER SERVICE

PLANS are now well in hand for the replacement of a considerable portion of the electrical generating plant at Newport "A" Power Station.

It is expected that the first modification will take about 2½ years, and that the full scheme will be completed in approximately 10 years at a final cost slightly in excess of £1,000,000.

THIS power station, which is owned and operated by the Commissioners, supplies power to the suburban electric railway system and kindred Departmental services. Electric power is generated at 3,300 volts 25 cycles, and transmitted at 20,000 volts to various rotary converter and mercury arc rectifier substations throughout the suburban area. The station has a generating capacity of 78,000 kws. and an annual output exceeding 70,000,000 units.

The plant has been in operation for over 20 years, and under the present-day requirements of electric traction service it has reached a stage where early replacement is essential.

Economical Plan

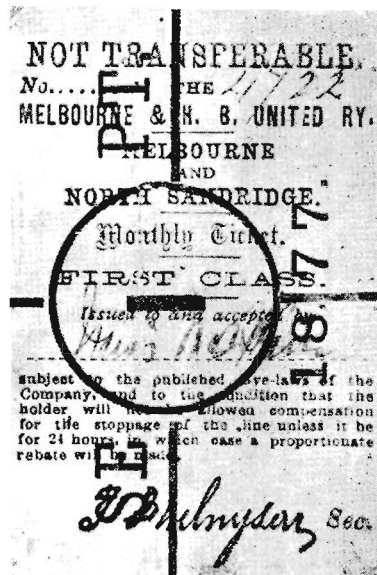
Consideration is now being given to the replacement of the older portion of the plant with one large turbo-alternator of 30,000 kws. capacity (C.M.R.) and two large boilers to supply the steam necessary for the operation of the turbo-alternator.

In planning these modifications, full use is being made of various existing facilities and plant which do not yet require replacement. As a result the cost of completely modernising the station will be approximately 55 per cent. of the cost of a new station.

The operating pressure and temperature will also be increased and with the adoption of pulverised fuel firing, substantial savings in generation costs will be made.

Despite the fact that a traction load, with its heavy peaks and its continuous fluctuations, is not conducive to economical operation, New-

Ticket 61 Years Old



A MUSTY flavour of early railways lingers about the railway ticket reproduced above. It is one of two old tickets of historical interest that have been presented to the Department by Mr. C. H. Eddy, of the Metropolitan Gas Company. The ticket was issued by the Melbourne and Hobson's Bay United Railway, and was available for first-class travel between Melbourne and North Sandridge (now North Port) for the month of September, 1877. It is 1½ in. wide and 2¼ in. deep and is backed with light yellow leather. The other ticket presented by Mr. Eddy was printed specially for a Wesleyan Sunday School Excursion on November 3, 1903, from Graham Street (now Graham) to Riversdale and return.

Both tickets are in an excellent state of preservation.

port "A" Power Station has, during its 20 years of service, established a record for reliability and continuity of service second to none in the Commonwealth, and on frequent occasions has supplied power to the industrial system.

The plant, however, is fast approaching the end of its economic life, and in order to ensure continuity of operation of the suburban electric railway system its replacement by modern equipment is imperative.

FINE EFFORT FOR CHARITY

A STORY of keen organisation and enthusiasm for a touching cause is to be read behind the bald statement that nearly £1,000 has been raised for the Victorian Hospital for Blind Babies by the efforts of the Refreshment Room Girls' Auxiliary.

In 1932, the Auxiliary decided to hold a dance and devote the proceeds towards endowing a cot at this institution. Since then the dance has become an annual fixture and last month's function was the seventh since their inauguration.

Mr. H. Lawrence, Manager of the Spencer Street Refreshment Rooms, who has been connected with the Auxiliary since its inception, has been President for the past three years. The Treasurer is Mr. H. Day, and this year's committee consisted of Miss Butterfield (Honorary Secretary), Mrs. Hewitt and Misses Young, Abel, Tolman, Martin, Munday, Wheatley, Coulson and Low.

N.S.W. Apprentices On Educational Tour

A PARTY of 20 railway apprentices from New South Wales in charge of one of their Technical Instructors reached Melbourne on August 20 on a seven days' educational tour embracing some of the foremost railway and private industrial enterprises of the State. They were welcomed on their arrival at Spencer Street by Mr. D. Cameron, Chairman of the Staff Board, and President of the Victorian Railways Institute.

Specially selected for the high standard of their work, these lads were the guests of the Victorian Railways Commissioners under the reciprocal arrangement that exists between the two Departments for an interchange of visits by apprentices of both systems.

During their stay, the New South Wales boys visited the Newport Workshops, the North Melbourne Loco. Depot, and the Railways Printing Works, while other undertakings visited included the Aircraft Depot at Laverton, the Ford Motor Works at Geelong, Massey Harris-McKay's Harvester Works at Sunshine, the Electricity Commission's Power Station at Yallourn, and the Defence Department's Ordnance Factory at Maribyrnong.

In addition, a full social program which included evenings at the theatre and at the Victorian Railways Institute and a delightful all-day trip to Upper Ferntree Gully added greatly to the success of the visit.

The Month's Topic

ELECTRIC POWER DEVELOPMENTS

THE recent decision to replace a large portion of the generating plant at Newport "A" Power Station focuses attention on one of the most important units of the railway system.

The suburban traveller, who is merely concerned with arriving at work on time in the mornings and getting home as quickly as possible in the evenings, probably rarely pauses to think that the system which serves him so faithfully depends in a large measure on the continuity of the Department's electrical supply.

The most important factor in ensuring this continuity is the efficiency of the Newport Power Station, which, in addition to generating all the power used by the electric trains and two Departmental electric tramways, also supplies power for electric signalling apparatus, various railway workshops and the lighting of certain stations and goods yards. It also supplies a considerable amount of power for private industrial works.

Peak Traffic Demands

It takes little imagination to appreciate the demands that are made on this station, especially during the morning and evening peak periods, when, on an ordinary week day, over 100 trains are in running. It is not surprising, then, that after 20 years' service, portion of the plant needs replacement.

A further guarantee of the continued efficiency of the electrical system is the proposed introduction of "supervisory control." The nerve centre is a control room from which central point all units in the suburban electric power supply system — substations, circuit breakers, cables and overhead wires—will be continuously supervised by a control engineer.

In this way, any abnormal conditions that arise can be immediately observed, their location defined and instant action taken to prevent an extension of the trouble. The preservation of the Department's electrical gear in efficient working order not only ensures a better train service. In cutting waste to a minimum, it is also sound economy.

DEATHS OF THREE PROMINENT RAILWAYMEN

THREE deaths that occasioned widespread regret among railwaymen last month were those of Mr. W. D. Bracher (Superintendent of Refreshment Services), Mr. A. I. Robert (Melbourne Goods Superintendent) and Mr. J. J. Poynton (General Manager of the Midland Railway Company of Western Australia and formerly a well-known Victorian railway official).

Mr. Bracher, who was 62, had a colourful and varied career, during which he was successively gold prospector, telegraph operator, goldfields editor, assistant stationmaster, licensed shorthand writer, secretary to the late Mr. Commissioner E. B. Jones, Commissioners' special officer, and finally Superintendent of Refreshment Services.

One of the most important posts which Mr. Bracher filled in his 37 years in the service was that of Secretary of the Electrification Committee, which carried through the gigantic electrical conversion of the Melbourne suburban railways.

Mr. Robert, who was 52 years of age, had over 33 years of service. After a varied career in the Trans-

portation Branch, including 18 years as stationmaster in all parts of the state, he was appointed in 1934 to the position which he held at the time of his death. He was a brother of Mr. W. Robert, Livestock Agent.

Mr. Poynton, who died in Perth, was a native of Illabrook, Victoria. Joining the Victorian Railways at an early age, he had extensive experience at Geelong, Melbourne Yard, and later at Head Office. He was loaned to the Department in an advisory capacity during the construction of the Trans-Australian Railway, and on completion of the line, he became General Superintendent of Transportation and Stores of the Commonwealth Railways.

In 1920, he resigned from the position and was appointed General Manager of the Midland Railway Co. of Western Australia. The crowning point of his varied and energetic career came when he was elected Lord Mayor of Perth, a role which he filled with distinction for two and a half years, finishing his term last year.

INTRODUCING—

MR. Joe Kelly, Clerk of the Terminal and Eastern Accounting Office, Flinders Street, who, as coach of Footscray, one of the leading contenders for this year's League football premiership, is very much under the spotlight. Following a highly successful career as a League footballer for 10 years, during which time he played with the Carlton club and gained a place in Interstate sides on several occasions, he has, in the last three years, embarked on a coaching career that promises to be even more spectacular. In his first year in charge of the Footscray League Second Eighteen, he piloted the team



from second last on the list to the premiership. Promoted to the job of coach of the First Eighteen half way through last year, he now has the satisfaction of seeing the team in the "Four" for the first time since its entry into the League. Mr. Kelly is superstitious and he points out that Footscray finished second last on the premiership list last year, and that this may be a good omen that the record of the Second Eighteen will be emulated. The good wishes of all railwaymen—except those who barrack for other teams—are his . . .

Saving Travel Stamps For Overseas Trip

AN ambitious application of the "Save to Travel" scheme was revealed recently in the announcement that a party of school boys from Brighton will visit Great Britain and Europe about the middle of 1940, and that they intend to finance the trip by saving Travel Stamps. The party is expected to consist of about 15 boys, and they will be under the guidance of a local Clergyman.

Figures taken out up to the end of June last show that the "Save to Travel" scheme is proving highly popular with tourists. Since the stamps first became available in October last, over 30,000 1/- stamps and 10,000 5/- stamps have been sold and they may now be purchased in every State of the Commonwealth.

The stamps have the backing of the railways, steamship, airways and tourist services, so that for the first time machinery has been set on foot by which travel may be obtained on an instalment system promoted by the combined travel organisations of Australia.

Electrical Branch Chief Returns After Important Mission Abroad

OBVIOUSLY impressed by the fact that in general efficiency and the quality of service rendered the Victorian Railways compared very favourably with any of the leading railway systems in the Northern Hemisphere, Mr. H. P. Colwell (Chief Electrical Engineer) returned to Melbourne last month after a tour of 11 months abroad.

His mission, which was directly associated with the £1,000,000 plan to modernise the equipment at the Newport Power Station, was one of the most important and responsible ever entrusted to the Head of a Branch.

IN many countries overseas," Mr. Colwell said, "railway executives and engineers exhibited tremendous interest in our 'Spirit of Progress.' On all sides I discovered that the construction of this up-to-the-minute train had captured the imagination. Incidentally, Lord Rump (Director of the L.M.S. Railway Company, England, and a noted economist) who recently visited Australia and whom I met in London, commented very favourably on this train. And, speaking of 'Spirit of Progress,' I found no more comfortable train in my travels, even on the "crack" railway systems of North America."

Mr. Colwell brought back much valuable data on many aspects of general railway development. Although unable to discuss the comprehensive report he is now preparing for the Commissioners, Mr. Colwell said that Victorian railwaymen will be interested to learn that in rail welding technique the Department probably leads the world.

Asked to indicate the most striking advance in railway operation since he was abroad 13 years ago, Mr. Colwell

unhesitatingly replied: "Air-conditioning!"

As illustrating the scope of Mr. Colwell's investigatory field, it is worthy of mention that he visited England, France, Italy, Czecho-Slovakia, Hungary, Germany, Sweden, Denmark, Holland, Belgium, Switzerland and U.S.A.

In every country visited he was accorded the utmost courtesy and assistance—and in each he has established personal contacts which are of great potential value in enabling the Department to keep abreast of all future railway developments.

"My most novel railway experience," he said, "was a ride in an observation coach fitted with diesel hydraulic drive. The body of the coach, equipped with a sliding 'sunshine' roof, was entirely of glass, and the driver's cabin and equipment were placed so that passengers had an uninterrupted view right around the vehicle.

"I rode in this coach with officers of the German State Railways from Augsburg into the Austrian Tyrol, over grades as steep as 1 in 28—a journey which revealed the grandeur of this famous mountain region."

FIRST HOLIDAY TRAIN TOUR FROM ADELAIDE

SPECIAL interest attaches to the Holiday Train Tour planned to leave Adelaide for Victoria on October 9, as it will be the first occasion on which such a tour has been conducted from another State. Since its inauguration by the Victorian Railways six years ago, 31 of these tours have been run and 2,500 passengers have participated.

A Holiday Train Tour is recognised as an ideal method of exploring the State at a minimum of trouble and expense. Tourists have no luggage or accommodation worries, for the train, equipped with sleeping cars and every comfort, is their temporary home. A full program of sight-seeing is carefully mapped out, motor tours being made from various stopping places selected for their tourist attractiveness and general interest.

Some idea of the comprehensiveness of a Holiday Train Tour may be gained from a perusal of the itinerary which the South Australian party will follow. Boarding the train at Adelaide, they will travel to Stawell, whence a car trip will be undertaken to The Grampians.

Next they will go to Warrnambool, and from there to Peterborough and Port Campbell; then on to Colac, subsequently exploring the beauties of the Beech Forest, Turton's Pass, the Wild Dog Creek Road and Apollo Bay. Ballarat, Daylesford and Hepburn Springs will also be visited, and the party will reach Melbourne in time to see the Caulfield Cup on October 15. They will leave Melbourne next day, arriving back in Adelaide on October 17.

84 THIS MONTH

THIS month the Victorian Railways will celebrate their 84th birthday. It is a far cry from the "puffing billies" that were the last word in railway transport 84 years ago to the imposing Corten steel, air-conditioned, streamlined "Spirit of Progress" that is the pride of the service today.

This striking contrast reveals the gigantic strides that have been made since September 13, 1854, when the first train to run in Australia was hauled from Flinders Street to Port Melbourne (then known as Sandridge) by the first locomotive to be built in Australia.

The community owes much to a railway service that has played such a big part in the development of the resources of the State. Indispensable to progress 84 years ago, the Victorian Railways are just as indispensable today.

Scholars' Tours Popular

SINCE the Scholars' Educational Tours were recommenced on July 4, there has been an eager response from schools throughout the Metropolitan area, and at present approximately 1,000 children a week are inspecting various railway activities.

These tours were inaugurated early last year but were interrupted by the infantile paralysis outbreak after running for nine weeks. During that time over 3,700 children made more than 9,800 individual inspections.

From the time the tours were recommenced this year, up to the middle of last month, 116 tour parties, comprising nearly 5,000 children had participated. Furthermore, over 300 additional tours have been booked up to the end of this year.

The tours are conducted with the two-fold aim of increasing the children's general knowledge and of instilling into their minds a realisation of the importance of the railway system to the community.

SERVICE

DEAR Sir—Recently some store sheep in very poor condition through lack of feed, were loaded at Echuca for a train leaving there at about 5 p.m. Ordinarily these sheep would arrive at Kurting about 10.30 a.m. or later next day.

Knowing that there was an earlier train running direct from Bendigo to Korong Vale, I asked the Stationmaster at Rochester if he would make enquiries if this truck of sheep could be sent on that train. This permission was granted, enabling the sheep to reach their destination four or five hours earlier than usual.

I desire to thank the Department for the consideration shown to my request, with especial thanks to the Stationmaster at Rochester.

—Mr. Fred. W. Martin, of Inglewood, writing to the District Superintendent, Bendigo.

Personal Postscript

Colliver's Travels

NO, the name is not Gulliver, although Mr. F. S. Colliver, Fitter and Turner at Newport Workshops, has seen almost as many strange and wonderful objects as that famous character. For Mr. Colliver is a palaeontologist, or student of the ancient life of the earth, and his quest for fossils has carried him to the most remote corners of the continent. In 1936, as representative of the Field Naturalists' Club of Victoria, he attended the convention of the Australian and New Zealand Association for the Advancement of Science held at Auckland, and more recently he

spent a month in Central Australia collecting exhibits for the Northern Territory Exhibition held in the Melbourne Town Hall. Mr. Colliver is the possessor of a private museum containing about 20,000 specimens ranging from microscopic cells to a whale's rib, 6 feet in length. He is a member of the Royal Society, the Microscopical Society, and the Anthropological Society of Victoria. He also owns a library of nearly 2,000 books on natural history. In addition, he takes a keen interest in music, and has recently embarked upon a Departmental First Aid course. —Y.B.M.

"Friendly"

THROUGHOUT the five years that you have been in charge of the Redcliffs railway station, the relations between the Railway Department and the traders of this town have been most cordial. This has been mainly on account of the friendly, courteous and business-like manner in which you have always handled the business of the Redcliffs station." In a letter to the Commissioners, this striking tribute from the Redcliffs Chamber of Commerce was paid to Mr. R. A. Stephens, Stationmaster at Redcliffs for the past 5 years, on the occasion of his recent transfer to Bairnsdale. Mr Stephens, during his railway career, has worked in every section of the State—Castlemaine, Kerang, Wycheproof, Numurkah, Sea Lake and Portland being some of the places where he was located prior to going to Redcliffs. His courtesy on all occasions, besides increasing his value as a servant of the Department, has also made him many friends throughout Victoria. —G.B.

Helping

AHIGH reputation for its willingness to help a worthy cause and for the excellent entertainment that its members provide has been gained by the V.R.I. Gymnasium Club. Recently this Club gave its services to assist Bacchus Marsh residents in raising funds to establish a children's paddling pool in that town. Still more recently this group of athletes journeyed to Bendigo where they staged a remarkably varied program, greatly assisting the Bendigo Legacy and Rowing Clubs by raising the sum of £80 for the local Distressed Returned Soldiers' Fund. The entertainment provided by this versatile body includes boxing, wrestling, acrobatics and physical culture, and the "troupe" includes such well-known athletes as Dick Garrard (Olympic and Empire Games wrestler) and Tom Trevaskis (Empire Games wrestler). Under the guidance of Mr. George Corkill, Physical Director of the V.R.I., these lads are a fine example of the perfect health and fitness encouraged among employes in the V.R.I. Gymnasium. —A.E.G.

September Birthdays

ELEC. Subn. Guard P. W. Glass, of Flinders St., on the first; Engineer E. G. Godfree, and Fireman F. J. McKee, of Warragul, on the second; Lineman A. L. Solomano, of Korumburra, on the fourth; Blacksmith J. Osborne, of Spotswood, on the fifth; Sub-Foreman G. C. Hempel, of Ironworks Dvn., and Clerk H. D. Ploog, of Brunswick, on the sixth; U'gear Reprs' Asst. J. A. Hogan, of Nth. Melb., on the seventh; Secretary for Railways E. C. Eyers, on the eighth; Goods Guard W. O. Jones, of Bendigo, and Shift Elec. W. Tait, of Distribution Section, on the 10th; Car Painter C. W. Holmes, of Nth. Melb., on the 11th; C. & W. Builder H. C. Bell, of Newport, and Skld. Labr. G. E. Letts, of Dimboola, on the 12th; F. & Turner L. V. Nangle, of Jolimont, Repr. E. O'Neill, of Yarragon, and Fitter E. E. Showell, of Ironworks Dvn., on the 13th; Fireman J. W. Greenwood, of Kerang, on the 15th; Car Cleaner A. W. Bone, of Jolimont; Clerk B. J. Reardon, of W. & W. Staff Office, and Shunter F. W. Oliver, of Newport Power Stn., on the 18th; Refresh. Services Bch. Staff Clerk N. S. W. Chandler, Fitters' Asst. S. A. Anderson, of Newport, and Porter A. Cleary, of Bendigo, on the 19th; Striker C. S. Thompson, of Newport, on the 20th; Conductor M. A. Tierney, of Spencer St., on the 21st; Engineer E. B. Slater, on the 22nd; Lineman J. Fumberger, of Spencer St., and Clerk J. V. Jory, of W. & W. Bch., Head Office, on the 23rd; Repr. J. White, of Lubeck, on the 24th; Asst. Sig. & Tel. Engineer W. Forrest, Tram Conductor A. R. Hamilton, of Elwood, and Clerk

C. F. Reid, of Melb. Gds., on the 25th; Dining Car Steward D. Dunbar, and Ganger L. J. Fogarty, of Spencer St., on the 26th; Tkt. Checker N. J. Anderson, of Spencer St., on the 27th; Clerk H. N. Gargurevich, of Estate Office, on the 28th; and Repr. M. Morrissey, of Flinders St., and Asst. S.M. W. A. Dillon, of Glenhenty, on the 29th. —D.A.L.

Kangaroos v. Kiwis

FRESH from a triumphant tour of New Zealand as the Manager of the first Australian Badminton Team ever to leave the Commonwealth, Mr. Roy Brady, Clerk to the Metropolitan Superintendent and one of the best known suburban railwaymen, predicts a spectacular rise in interest in an indoor game which demands exceptional skill, speed and stamina. Of the 130 rubbers played, the team won 117, including three Test matches. During the tour, the Australians played before audiences aggregating over 10,000 people. Proud of the team's achievements on the court, Mr. Brady is prouder still of the "wonderful impression they made everywhere as Australian sporting representatives." Next year a team from New Zealand

will cross the Tasman Sea in quest of the handsomely-made shield which the Australians won. Meanwhile, Mr. Brady is busy as a committeeman preparing for the Australian Badminton Championships to be held at the Melbourne Exhibition commencing on September 6. Fifty of the outstanding players in the Commonwealth will take part in the events which will extend over a fortnight. —A.L.H.

VALUE OF FIRST AID DEMONSTRATED HERE

AN incident that occurred recently at Flinders Street station emphasises the estimable value, both from a humane and Departmental viewpoint, of a knowledge of First Aid by members of the staff. At the height of the busy morning period, a passenger suddenly became ill and First Aid treatment was rendered by the station staff. The appreciation of the promptitude and efficiency of the service given was expressed in several quarters. This is only one of many cases that frequently confront railwaymen. It is only to be expected in a service that caters for such a large section of the community that accidents and illnesses will often occur which demand immediate attention. A doctor is not always readily available, and the presence of someone who can render immediate aid may be of vital importance. Railwaymen have unique opportunities for qualifying in First Aid, and thus becoming a greater asset to the Department and to the community in general. Moreover, such knowledge is of immense value in the home circle. The Department possesses an efficient Ambulance organisation which is equipped to render the necessary tuition. Books, bandages and instruction are free, and passes are available covering travel from home stations to the station where the First Aid classes are held.

V.R.I. Debating Club's New Office-bearers

WITH a membership of more than 50 from all Branches of the Department, the Victorian Railways Institute's Public Speaking and Debating Club has now successfully concluded its first year.

Commencing with a varied program that provided for an all-round knowledge of public speaking, the Club has fulfilled its principal mission with satisfaction to all members.

All the novice members now possess the necessary confidence which is, of course, the prelude to becoming an accomplished public speaker.

For the 1938-39 year, a strong committee has been elected: President, Mr. W. Stewart (Way and Works); Committee—Miss J. Anderson (Secretary's), Messrs. T. M. Crowl (Rolling Stock); W. J. Crowl (Rolling Stock), E. E. Curtis (Rolling Stock), C. H. Sandford (Electrical Engineering), H. E. Millane (Way and Works) and C. R. Wright (Transportation). Mr. H. Robertson (Way and Works) succeeds Mr. Crowl as Secretary.

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The Victorian Railways NEWS LETTER

October, 1938

Issue No. 97

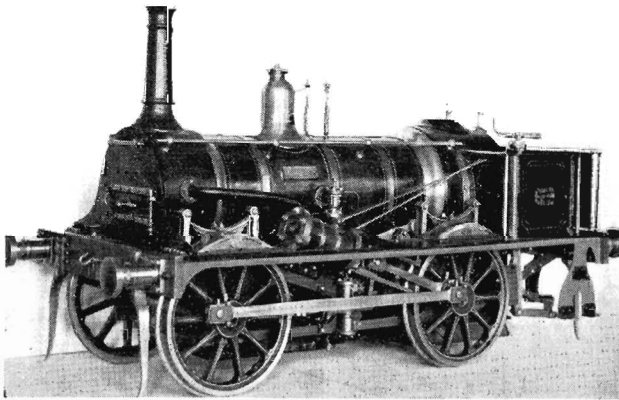
LOCOMOTIVE MODEL TO BE DISPLAYED

THIS very fine scale model of a locomotive has been presented to the Department by Professor W. N. Kernot, formerly Dean of the Faculty of Engineering at Melbourne University. It is to be placed on permanent exhibition at one of the metropolitan stations.

It is a model of locomotive No. 1177 ("Peerless"), built by Robert Stephenson and Co. Ltd., of Newcastle-on-Tyne, England, in 1858, and one of two similar locomotives imported by the Hobson's Bay Railway Co. for shunting on Sandridge Pier.

The model was built by a Mr. Satchell, of Langlands' Foundry, Melbourne, in 1868.

The principal details of the model are:—
Type 0-4-0 well tank with driving wheels 5½ in. diameter; 2 outside cylinders with inside Stephenson valve gear; length over buffers 27 in.; width 12 in.; height 15 in. The water tank is located over the leading axle and the coal bunker on the left hand side.



The drive is arranged on the right hand side and only a hand brake is provided. The water is forced into the boiler by two feed pumps, driven from eccentrics on the leading axle.

Incidentally, Langlands' Foundry built the boiler for the first locomotive ever operated in the Southern Hemisphere. It was used for the opening of the first railway in Australia from Flinders Street to Sandridge (now Port Melbourne) on September 13, 1854.

Do Not Waste An Ounce Of Coal!

RAILWAYMEN throughout the State are urged by the Commissioners to co-operate in exercising the strictest economy in the use of coal. To enable the existing passenger, goods and live-stock train services to be maintained, united action is imperative.

"There is a special obligation on everyone associated with locomotive preparation and running to avoid all waste and unnecessary use of coal," said the Commissioners. "Keep these important points constantly in mind:—

Avoid overloading bunkers and lighting up locomotives too early . . .

Use firewood as far as possible to the exclusion of coal in lighting up locomotives.

Maintain locomotives in a good condition and avoid steam blows . . .

Avoid excessive blowing off of valves, and unnecessary burning of coal on locomotives standing at depots."

Station staffs, train crews, signalmen, shunters—in fact everyone connected with train operating—should see that all avoidable delays to trains are obviated, whether in running or in station yards.

Increased consumption of coal is involved not only while an engine is standing under steam, but also when an endeavour is made to regain time lost through delays.

Hundreds of trucks of coal are sent weekly to all parts of the State from North Melbourne and Geelong. In loading coal care should be taken to see that it is not loaded in such a way as to result in its falling off during transit, while jolting *en route* should be obviated as far as practicable.

* * *

"We feel sure that, as railwaymen, we will all realise the responsibility which devolves upon us, particularly at this critical period, to see that we do not waste an ounce of coal," concluded the Commissioners.

Success At Newport "A" Of Pulverised Fuel

THE two large boilers to be installed at Newport "A" Power Station as part of the main scheme for the modernisation of the plant will be the first of their type to be used in Australia. Each boiler will produce 8½ tons of steam per hour at a pressure of 450 lb. per square inch and a temperature of 775 deg. Fahr., and will be fired with pulverised fuel.

This method, which has been tested at the Newport Power Station for a number of years, has been proved to possess considerable advantages over other methods of firing, particularly for the exacting service required in a traction power station such as Newport "A."

Firstly, the coal is ground to a powder equal in fineness to that of first grade flour. It is then drawn from the grinding mill by a fan and blown into the furnace where, on

SERVICE

"Dear Sir,

On behalf of my Society, I desire to bring under your notice the help and guidance given to me by your Stationmaster at Geelong (Mr. Holden) and the Goods Foreman (Mr. Litchfield) who co-operated with my Society in bringing to our Show the Agricultural Department's National Show Exhibit.

"We feel that this matter should be brought under your notice because at one stage it seemed hopeless without the help of your officers that this excellent display would reach Geelong in time for our festivities."

—Mr. L. S. Bartlett, Secretary, Geelong Agricultural and Pastoral Society, writing to the Chairman of Commissioners.

being mixed with hot air at a temperature of approximately 500 deg. Fahr., it burns somewhat in the same manner as an oil or gas flame.

No storage is provided for the pulverised fuel product, the needs of the boiler being met by regulation of the grinding mill. Pulverised fuel is as reliable as any other method of firing and is much more controllable and more efficient.

It has this additional advantage: many types of coal which could not be efficiently burned in a stoker type furnace can be readily handled in powdered form.

The two new boilers will possess the most modern type of ash handling apparatus. They will also be equipped for the removal of dust and grit from the flue gases.

REPLACEMENT OF ROLLING STOCK

IN an exhaustive review in their Annual Report of the financial position of the Department, the Commissioners emphasised the seriousness of the position in respect of replacements to rolling stock.

"We have repeatedly drawn attention," they said, "to the position, now seriously developing, in relation to various sections of the rolling stock and other property because of our inability through lack of funds to undertake the amount of betterment and replacement work imperatively necessary for the continued maintenance of efficient railway service."

THE extent to which rolling stock construction has been curtailed during the past decade is strikingly shown in the Report. For example, there has been practically no locomotive construction for seven years. The average age of the locomotive stock is more than 25 years, which is longer than the estimated normal economic life of a locomotive. "To provide adequately for replacements, at least 20 new locomotives should be constructed annually," said the Commissioners.

Despite a certain amount of new construction of goods trucks over a long period, the scrapping of old stock that had reached the limit of its usefulness made the average age of existing goods trucks 29·8—practically the maximum of economic life allowed for this class of vehicle.

Carriage Stock Need

EXCEPTING the carriages for "Spirit of Progress" there has been practically no new construction in passenger carriage stock since 1926-27. The economic service life of a carriage is estimated at 35 years: the average age of existing stock is over 29 years. Additional new stock for the suburban passenger services is also urgently required.

The Commissioners stress that the minimum expenditure for which provision should be made during the three years, 1939-40 to 1941-42, for betterment and renewal works, apart from the sums which may be involved in additional suburban track and terminal facilities, totals £4,343,000.

IN the face of the substantial increases in the cost of wages and materials and the absence of effective protection from road motor competition," the Commissioners further declared, "there does not appear to be any likelihood of our being able to make full provision from railway funds for the working expenses portion of these works. They must be undertaken if the Department is to operate efficiently and maintain a standard of service which will enable it to compete with other forms of transport."

Reduced Periodical Fares In Outer-Suburban Area

HOW the reduced outer-suburban periodical fares to Melbourne—to be introduced from October 1—will increase the attractiveness of rail travelling is strikingly shown in the following comparisons between the old and new fares for typical mileages:—

Half-yearly and yearly periodical ticket fares will also be proportionately reduced.

Generally speaking, the new fares will be available at stations distant eight miles from Melbourne and beyond where the standard suburban mileage fare-table operates. These fares will also apply as maxima at stations nearer to Melbourne on the same line.

Miles from Melb.	Station	—	Weekly Periodical		Monthly		Quarterly	
			1st	2nd	1st	2nd	1st	2nd
8	HEIDELBERG	Old	s. d. 7 8	s. d. 5 11	s. d. 30 6	s. d. 23 6	£ s. d. 4 2 6	£ s. d. 3 3 6
		New	6 2	4 9	24 6	19 0	3 6 0	2 11 6
10½	HAMPTON ...	Old	8 0	6 8	32 0	26 6	4 6 6	3 11 6
		New	6 5	5 3	25 6	21 0	3 9 0	2 16 6
15½	RINGWOOD...	Old	10 3	7 8	41 0	30 6	5 10 6	4 2 6
		New	8 3	6 2	33 0	24 6	4 9 0	3 8 6
20	CHELSEA ...	Old	11 8	8 8	46 6	34 6	6 5 6	4 13 6
		New	9 3	6 11	37 0	27 6	5 0 0	3 14 6

Points From Commissioners' Annual Report

In 1937-38, the goods business and the passenger traffic represented by the goods tons miles and the passenger miles, were 212.8 and 92.4 per cent, respectively greater than in 1907-08. Yet, the increase in train mileage was equivalent to only 83.2 per cent.—indicating substantial economic advantage

The amount of claims paid in respect of consignments missing, damaged or delayed was £13,476, or £261 more than in the preceding year, the ratio of increase being much less than that in the tonnage handled.

Percentages of trains on time during the year were:—Country passenger trains, 82.13; country mixed trains, 78; suburban trains, 86.

Although the tonnage of goods and livestock was greater in 1937-38 than in the preceding year, the revenue was lower as a result of the cessation of the Government rebate in respect of certain freight rate concessions following the reduction of the capital account.

In 1920-21, 38.13 lb. of coal were used for every 100 gross ton-miles hauled by locomotives. The corresponding figure in 1937-38 was 25 lb. This striking reduction has been of enormous benefit, and the Department's coal bill for 1937-38 (after equating for various classes of coal) would have been £240,000 greater if the consumption per ton-mile had been the same as in 1920-21.

A noticeable feature of country passenger traffic was a relative increase in first-class return travel, in response to reductions in force, while corresponding second-class travel decreased.

INTRODUCING—

MR. A. H. Davern and—believe it or not, Mr. Ripley—a sample of the copper-plate handwriting which graces his periodic reports as Firewood Inspector of the Stores Branch. Taught at school how to write and to hold his pen correctly, Mr Davern has simply carried on and the march of time sees no diminution of his remarkable gift. Big and small writing do not impair his ability. For instance, he wrote an elaborate invitation card for the Mayor of a suburban city: he has also written the Lord's Prayer in the space of a three-penny piece. School children have had his work displayed as typifying the peak of writing perfection. Contrary to expectations, he is not a slow writer.



"Spirit of Progress" is the brain of to-day and to-morrow. In its grace of outline, decorative beauty and air-conditioned efficiency it is the last word in train construction in the Southern Hemisphere.

Sufficient proof of that is the fact that for 12 years he was the corresponding register clerk of the Stores Branch. Volume—plus legibility—was the keynote of that job. And here's a surprise:

hates using the pen! "I avoid it whenever I can," he says with great determination. "I mostly use a pencil; maybe a pen only once a month . . ."

ASPECTS OF PRESENT DAY TRANSPORT

ADDRESS BY Mr. N. C. HARRIS

EMPHASISING that transport was one of the oldest and most vital industries known to mankind and then passing on to an illuminating discussion of present-day transport conditions, Mr. Commissioner N. C. Harris, in a recent address, touched upon many matters of great interest to all railwaymen. Space limitations allow only the briefest outline of some of the more important features. In the next issue of the "News Letter" the salient points of the second part of his speech will be summarised.

MR. Harris said that people are apt to overlook a most important distinction which invalidates a superficial comparison of the relative merits of railway and motor transport. The point is: the railways supply a *comprehensive* service. As a public utility, they always undertake all the tasks required of them, whether or not they are individually remunerative.

As well as demanding the provision of special types of rolling stock for a wide variety of loading, this responsibility involves the provision of sufficient vehicles of each type to handle the maximum seasonal peak. This may mean that as much as 75 per cent. of the particular class of equipment may be standing idle for most of the year.

Loading Fluctuations

For example, 4,355 sheep trucks were loaded in a busy week in November last: in a recent week the total was 151. So long as lambs are born in winter and are ready for market in spring," said Mr. Harris, "these extreme disparities will continue. It is obvious that a private operator could cater for them without charging much higher rates than the railways."

Similarly, there is the contrast between the holiday and ordinary week-day passenger traffic to the popular holiday resorts. For example, in the hill country beyond Upper Wertheim Gully, the ratio is about 1 to 1. Road motors command the regular business, but accept no obligation for the holiday peaks when the railways are crowded out at concession rates.

No other means of land transport—apart from the railways—recognises a comparable duty, declared Mr. Harris.

Competitors' Advantages

The ability to avoid this obligation gives road competition a still further advantage. A reasonable balance between forward and back loading is important. It costs little more to carry a load than to run empty, and low rates are usually be quoted if necessary as an inducement for back loading.

The railways cannot achieve this equilibrium. It is usual for 30 per cent. of vehicle mileage to be run empty and for a good deal to be only lightly loaded.

Road competitors do not suffer such a handicap. They concentrate largely on main routes between important selected towns in the expectation of ob-

taining reasonable loads in both directions for a carrying capacity selected by them. They do not provide a complete service to the locality, but only sufficient to ensure the best returns to themselves.

"The challenge from road competition struck the railways," Mr. Harris continued, "when they were least able to adapt themselves to it: in the early days of the recent business depression. Stoppage of capital production alone brought a crippling reduction in volume of business. The railway rates which, as a whole, had been satisfactory, at once became unprofitable because the fixed charges could no longer be met from the smaller turnover.

Rates Adjustments

"Under happier circumstances, it might have been possible to raise the lower rates slightly so that the higher scales might be dropped below competitive levels. But this remedy could not be applied. Prices for primary produce were so low that many settlers walked off their blocks without having higher railway rates to face."

Next month the measures taken in some countries to protect the railways by legislation will be discussed.

Davis Cup Team Praise "Spirit of Progress"

IN a letter to the Chairman of Commissioners from Kansas City, Missouri, Mr. Harry Hopman, Captain-Manager of the Australian Davis Cup tennis team, pays the following striking tribute to "Spirit of Progress."

"Dear Mr. Clapp,

Although addressed personally, this note is intended to be impersonal. I met you at Lord's Cricket Ground, London, several years ago—introduced by Mr. Essington Lewis, but you possibly know me better by name, as I know you.

I have just travelled from Los Angeles to this city by the Santa Fe Super Chief—the last word in American streamlined and air-conditioned trains (so the ticket agent and many others led me to believe). Besides the Australian Davis Cup tennis team, of which I am captain-manager, were half-a dozen other Australians on the train, and all agreed that for actual smoothness of travelling, with speed taken into consideration, the Melbourne-Albury "Spirit of Progress" was the better.

The Super Chief was more modern in having a cocktail bar and lounge, and compartments for two or three with lavatory and washrooms, but that is the only respect in which it bettered your train.

Sincerely,

(SIGNED) Harry Hopman."

Loco. Trailing Truck Welding Innovation

WHAT is believed to be the first locomotive trailing truck in the world fabricated from mild steel plate by welding was recently completed at the Newport Workshops. The design closely follows that of the "Delta" type cast steel trucks used previously.

Intended for use on new redesigned "X" class goods locomotives now under construction, seven of these trucks have been made. Three are in service and giving every satisfaction.

Besides supporting the weight of the firebox, a locomotive booster of 9,000 lb. capacity is mounted on the truck.

Advantages claimed for this type of construction are:—

- (1) The deadweight is reduced by more than half, without loss of strength;
- (2) Considerable saving in cost as compared with cast steel frames;
- (3) Repairs facilitated and costs reduced.

The method of construction adopted was as simple as could be expected of this type of fabrication. The individual parts were first marked out on the $\frac{1}{2}$ -in. mild steel plate and then cut out by means of an oxy-acetylene torch. The pieces were then pressed to shape and assembled in a jig and welded by the electric arc method.

Where necessary, extra reinforcement of $\frac{3}{8}$ -in. plate was provided. The assembled frame was then removed from the jig and the axle-box horn guides machined to shape and trued up. Hardened steel renewable liners are provided for all wearing surfaces.

TOURIST BUREAU MANAGER OFF TO AMERICA

TO act as assistant to Mr. A. H. O'Connor (Manager in U.S.A. for the Australian National Travel Association) at the Golden Gate Exposition, San Francisco, Mr. W. T. McConnell (Manager, Victorian Government Tourist Bureau) has been granted one year's leave of absence, and will leave for the United States of America on January 2. The Exposition will open on February 18 and close on December 2, 1939.

The Exposition will be a "Pageant of the Pacific," with particular emphasis on travel, and it will be one of the most ambitious of its kind ever organised. Estimated to involve an outlay of over £12,000,000, the Exposition is expected to attract 20,000,000 visitors.

For the past 10 years, Mr. McConnell has been the Manager of the Victorian Government Tourist Bureau, and as he possesses a considerable general knowledge of Australia supplemented by wide experience in the handling of tourist traffic, he is well-equipped to act as a "tourist ambassador" in America.

Personal Postscript

Footscray's First Citizen

LATEST railwayman to gain the highest municipal honours is Mr. Athol Turner, of the Goods Rebates Division (Accountancy Branch). After six years as a Councillor of Footscray—three as Chairman of the Parks and Gardens Committee—he was recently elected Mayor of the City. He is 35 years of age, and is one of the youngest men to occupy a comparable position in Australian municipal affairs. His mother is the Acting Mayoress, but towards the end of this year he will be married—an event which promises to be outstanding in the social history of the City. The future Mayoress is not altogether unacquainted with civic procedure: she is the daughter of the ex-President of the Dundas Shire, Hamilton. Incidentally, the late Mr. Turner, Senr., was a Footscray City Councillor for five years, and now his son has quickly demonstrated his capacity to be the First Citizen of a

City where the annual revenue is one of the biggest outside of Melbourne. He is also a Commissioner on the Melb. and Metro. Board of Works. Mr. Turner is already involved in an elongated and varied engagements list—sometimes as many as four in the one night!—but he is quite sure that the position “offers an amazing experience and one well worth striving for by every railwayman.” Closely connected with local football and cricket bodies, Mr. Turner, although naturally disappointed that Footscray did not win the League football premiership, is optimistic—like the remainder of the 50,495 Footscray residents—that the team will do so next year! It is worthy of mention that Mr. Turner is the second Victorian Railwayman to be Mayor of Footscray: Mr. Duncan O'Toole, now of Bendigo, occupied that position a few years ago.

—E.M.

Telegraphy and/or Photography

IF Mr. F. G. Medley, Senior Clerk in the Chief Telegraph Officer's Division, had not made telegraphy and associated activities his life's work, it is easy to visualise him as a leading landscape photographer. Selections of his varied camera work as an amateur reveal an artistry that has enhanced the natural beauties of many a bushland setting. And now, after almost 50 years of service, he has retired leaving behind him a trail of memories of one of the most kindly men ever associated with the Department. For the past 15 years he has been the diligent collector and treasurer of the division's Hospital Fund, from which over £400 has been allotted to various hospitals. His unremitting efforts have won recognition in a Life Governorship of the Alfred Hospital. For most of his career, Mr. Medley was located in and around Spencer Street Station—20 years as a telegraph operator. Possessing a wide practical knowledge of telegraphy, he has rendered invaluable aid in preparing the foundation for the present Uniform Telegraph Code and in the revision of the instructions for transacting business as outlined in the Telegraph Handbook. “A handsome presentation from us all,” said a colleague, “will be a totally inadequate symbol of our regard for one of Nature's gentlemen.” —E.

Football Cosmopolitan

MENTION in last month's “News Letter” of Mr. Joe Kelly (Accountancy Branch) as the highly successful coach of the Footscray football team reminds me that Mr. Jim Crowe (Transportation Branch, now with the Mines Department) is the captain and coach of the Footscray second eighteen. He led his team in the Grand Final—and thus created a record perhaps unprecedented in Victorian football annals. Collingwood, Carlton, Geelong and Footscray comprised the “final” four of the second eighteen league, and in a long career he has played with each of those teams. In the circumstances, a pass wrongly directed by him to an opponent will be the more or less natural thing to do. . . Mr. Crowe is one of the best known footballers in Melbourne, for in addition to playing with the teams mentioned, he has also been a member of the Carlton and Collingwood senior eighteens, taking part in many thrilling final games on the M.C.G. Incidentally, he was a skilful player in the Railways Football League. On two occasions he was awarded the medal as the best and fairest player in that League. A few years ago he was the captain and coach of the Heidelberg Line team which, under his leadership, won a premiership and finished runners-up the following year.

—N.C.

October Birthdays

ASST. Engineer S. H. Morris, of W. & W., on the first; Ganger J. McNamara, of Moorabool, and Metro. R.S. Supt. J. Noonan, on the second; Carpenter A. G. Youens, of Ballarat, on the third; Ganger A. H. Wilson, of Walpeup, and Ganger J. Z. Whitehead, of Yackandandah, on the fourth; Genl. Supt. of Transpnt. M. A. Remfry, and Signalman H. G. Fritzlaff, on the seventh; Engineer G. Massey, of W. & W., on the ninth; B. & S. Board Member R. M. Harvey, Spl. Officer W. Stewart and Porter-in-Chg. W. A. Thompson, of St. Albans, on the 11th; Eng. Driver J. Greaves, of Nth Melb., on the 12th; Fireman G. L. Goss, of Nth. Melb., on the 13th; Asst. Engineer F. C. Urban, of Newport, and Skld. Labr. J. A. Frewen, of Ironworks Dvn., on the 14th; Ldg. Shunter A. N. Pearce, of Melb. Yd., and Fitter G. Bushfield, of Spotswood, on the 16th; Labr. W. H. Kane,

of Newport, on the 17th; Road Foreman W. Mountford, of Korumburra, on the 18th; Trn. Examiner G. L. Taylor, of Jolimont, on the 19th; Clerk D. E. Connell, of W. & W., on the 20th; Ldg. Shunter H. G. Kelly, of Newport, on the 21st; Repr. J. Garvey, of Nth. Carlton, on the 22nd; Hall Officer W. Wedgwood, and Goods Guard N. Gardner, of Seymour, on the 23rd; Ganger T. J. Beard, of Booran, on the 24th; F. & Turner H. W. Sharp, of Newport, on the 25th; Shunter H. D. Maltby, of Flinders St., on the 26th; Clerk J. E. Wakeman, of W. & W. Staff Office, on the 27th; Labr. V. W. Sexton, of Newport, and Optg. Porter F. W. Heath, of Glenorchy, on the 28th; Ldg. Hd. Bricklayer A. E. Barlow, of Nth. Melb., and Tram Trackman J. C. Sullivan, of St. Kilda, on the 30th; and Refresh. Services Bch. Chief Clerk F. C. Campbell, on the 31st.

—D.G.M.

RAILMAN'S VITAL HELP TO INJURED GIRL

STRIKING proof of the value of possessing a knowledge of first aid was shown last month when a young girl, 200 feet over the Werribee Gorge, suffered extensive injuries.

She was a member of a large party of day visitors, and although in considerable pain, none of her companions was able to render any worth-while assistance to alleviate her condition. Fortunately, however, a railwayman—Mr. Ed. Robertson, a repairer of Bacchus Marsh—was nearby and, responding immediately to an urgent call, he rendered first aid before the girl's removal to hospital.

Revealing the value of the training he is receiving as a member of the first aid class conducted at Bacchus Marsh by Mr. A. J. Coleman (Operating Porter), Mr. Robertson, after rendering first aid treatment, improvised a stretcher from young saplings, and generally made the patient as comfortable as circumstances permitted.

Railwaymen generally will warmly congratulate Mr. Robertson on his prompt and efficient action. This incident is but one of many which emphasise the obvious benefit of learning first aid.

Reso Tour From NZ

AN interesting travel development is the planning of a Reso tour from New Zealand to Australia—the first of its kind yet to be arranged. This tour, which will be conducted between April 13 and May 9 of next year, is a sequel to the visit to New Zealand last year of a party of representative Victorians on Reso tour.

On the forthcoming tour, the New Zealanders will visit New South Wales, Victoria and South Australia, the major portion of the time being spent in Victoria where a comprehensive tour on the Reso train will be planned.

Some idea of the variety of features to be viewed during this tour will be gained from the fact that visits will be made to the Hume Reservoir, Mt. Buffalo National Park, Rutherglen, Corowa, Shepparton, Yallourn, Wangaragul, Melbourne, the Dandenong Ranges, Colac, Warrnambool, Portland, Mt. Gambier, the Great Western Sparkling wine cellars, Ballarat and Mildura.

In New South Wales, tours will be made around Sydney and the Blue Mountains and the Jenam Caves.

In brief, the itinerary covers inspections of sheep stations, irrigation systems, stud stock, dairying and related industries, vineyards, orchards, citrus groves, vast softwood cellars, wheat properties, afforestation, water storage and electric power schemes, and places of scenic interest.

A fitting climax to the Victorian portion of the tour will be the journey from Melbourne to Albury by “City of Progress,” probably the first experience of travel in a streamlining air-conditioned modern train in which the majority of the visitors will be enjoyed.

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

The Victorian Railways NEWS LETTER

November, 1938

Issue No. 98

"SPIRIT OF PROGRESS" COMPLETES FIRST YEAR'S SERVICE THIS MONTH

AN anniversary notable in Victorian Railways' history will occur this month: on November 23 "Spirit of Progress" will complete its first year of service on the daily run in each direction between Melbourne and Albury.

In service, immediate popularity was achieved. Apart from the high factor of safety which it provided, the controlled temperatures, cleanliness, quietness and smoothness in running, comfortable seating, illumination (including individual lighting for each seat) and the aesthetic colour scheme have all been the subject of frequent complimentary reference.

Highly Praised

Many notable visitors from abroad, whose numbers were above the average by reason of the 150th celebrations in Sydney, have praised the train in the warmest terms and have unanimously ranked it with the best and most modern trains in other parts of the world.

In every respect "Spirit of Progress" has been a wonderful tribute to the skilled Australian workmanship that brought it into being at the Newport Workshops.

In this necessarily brief review, it is appropriate to mention the streamlined "S" class locomotives that haul the train. From November 23, 1937, to October 31, 1938, a total of 130,493 miles had been run at a mean average speed of 50.87 m.p.h., of which 111,824 miles had been run non-stop at a mean average speed of 51.37 m.p.h. Such consistent high speed running strikingly demonstrates the capacity and reliability of the "S" class locomotives.

Their performance is enhanced when it is remembered that there are only four of these locomotives in service, and that the maximum permissible speed is 70 m.p.h. Despite that restriction, the 60 miles in each direction between Benalla and Seymour is scheduled to be covered in even time.

No less than 122 miles of the 190½ miles to Albury are over single track with frequent speed restrictions for staff exchanging which is carried out automatically at speeds of up to 60 m.p.h. The complete journey, covered non-stop on six days a week, is the fastest and longest non-stop run of its kind on any railway system in Australia.

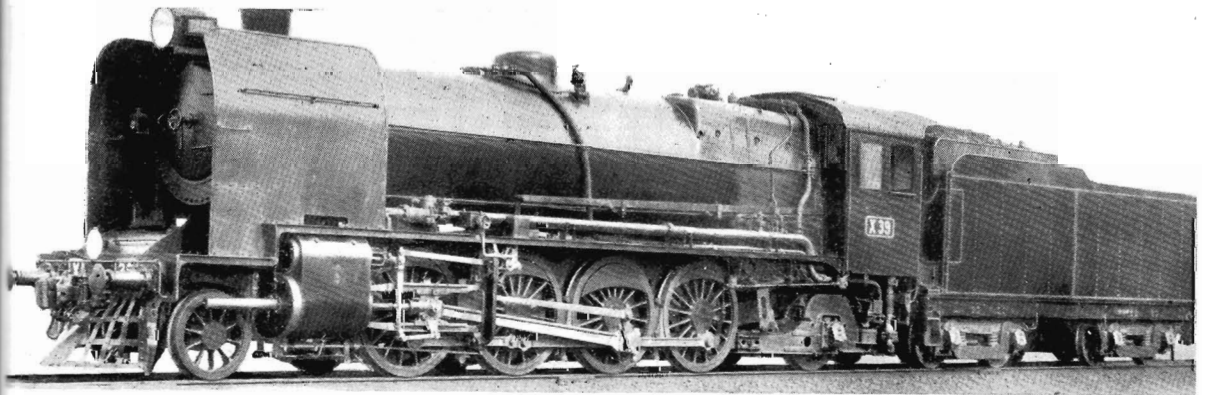
Developments In Rail Welding

WITH the recent installation of an automatic sawing and drilling machine, the equipment of the flash-butt welding plant at Spotswood has been completed. As old rails released from main lines through relaying are received at the Depot for reconditioning and welding into long lengths for use on lighter lines, the old battered ends are sawn off and new fishbolt holes are drilled where required.

Self-contained, the machine has a 10 B.H.P. electric motor which drives the rotary cutter and two 5 B.H.P. electric motors each of which drives independent sets of two high speed drills. A 90-lb. rail can be cut and drilled simultaneously in approximately 90 seconds.

The automatic flash-butt welding machine continues to prove very efficient and economical in operation. Up to the present, over 35,000 welds—representing about 134 miles of single track—have been made in serviceable 60, 75 and 80-lb. and new 90 and 110-lb. rails. Most of these rails were used in relaying operations. Rails are being welded in lengths of up to 270 feet.

It is of interest to record that the South Australian Railways are installing a flash-butt welding machine at Mile End, and the New South Wales Railways have purchased a similar machine for use at Lidcombe.



FOUR of seven new redesigned "X" class locomotives to be constructed at the Newport Workshops are now in service. They are identical in dimensions and power with the 12 earlier locomotives of the "X" class, but the boiler has been redesigned giving slightly greater heating surface.

The modified "Belpaire" type firebox has 219 sq. ft. of heating surface, the tubes and flues 2,364 sq. ft., and the superheater 540 sq. ft.—a combined total of 3,123 sq. ft. The superheater surface has been increased considerably. The grate area is 42 sq. ft., the boiler pressure 205 lb. per sq. in. (the highest in Victoria), and the tractive effort 47,710 lb. with booster.

Three of the tenders are from "S" class Pacific locomotives, which now have tenders of enlarged capacity for non-stop running between

Melbourne and Albury. Four of the new tenders on the "X" class locomotives are identical in design, but are of all-welded construction, carrying 9 tons of coal and 8,600 gallons of water.

Innovations in the new "X" class locomotives are a mechanical lubricator and fabricated mild steel trailing trucks, details of which were given in last month's "News Letter." Smoke deflector plates are fitted and the modified funnel has been improved in appearance.

For the first time in Victoria, Westinghouse type A-6-ET air brake equipment has been fitted. The engineman's brake valves are pedestal-mounted, with all pipes and connections enclosed in a neat mounting, thus simplifying the layout of the left-hand side of the cab, and increasing leg room and accessibility of the booster control gear.

The Month's Topic

OPPORTUNITIES FOR APPRENTICES

IN a land of opportunity, in an age of opportunity, the railway service is still the career of opportunity.

Consider, for instance, the opportunities which await the 100 apprentices who will shortly be selected for appointment to the Department. The candidates will come from every part of the State, and those who are chosen will be carefully trained for their future in the service. It is widely recognised that the system of training adopted for apprentices in the Victorian Railways has no superior in Australia.

For the first three years of their apprenticeship, they will be given part-time instruction in technical subjects at the Department's own Technical College at Newport, or at the Bendigo or Ballarat School of Mines. That elementary training introduces a general theoretical and practical examination, leading up ultimately to a scheme of from one to three Technical School scholarships, which are granted annually to the apprentices in the higher trades who obtain the best all-round results.

Added Incentives

The position then is that the Department pays the scholarship winners a regular salary while they are undergoing the four years' full-day course for the Diploma of Mechanical or Electrical Engineering at the Melbourne Technical College.

In addition, every year a scholarship is open for the best all-round apprentice to enter for a free course for the degree of Bachelor of Mechanical or Electrical Engineering at the Melbourne University.

Thus the Department builds for the future. Those liberal opportunities, freely offered, bring keen, trained youths into the ranks of the assistant engineers—rolling stock and electrical engineers in embryo, potential branch chiefs . . . possible Commissioners. Some will ultimately leave the railway service and take their chance of becoming leaders of industry and master craftsmen, not only in various parts of the Commonwealth, but also overseas.

Intricate Bridge Job On Serviceton Line

THE first stage of a bridge reconstruction work of an unusual character was carried out at the Ironbark Gully Bridge (near Ingliston on the Serviceton line) on Sunday, October 16. On Sundays, November 6 and 20, it is planned to complete the work.

Much thought and careful planning were involved in preparing for this work. Each major movement is being time-tabled, allowing from 20 to 180 minutes for each particular feature.

It is part of the scheme for strengthening the bridges on the Melbourne-Serviceton line to carry the heavier traffic, particularly the new "H" class locomotive being constructed at Newport Workshops to haul "The Overland" and thus eliminate the double-heading now necessary for portion of the journey to Adelaide.

In addition to being much stronger than the timber structure (built in 1889) the new bridge of steel construction will have a longer life and maintenance costs will be substantially reduced.

The bridge is 252 feet long, with three spans each of 64 feet and two of 30 feet, the completed spans weighing 43 tons and 14 tons respectively. At the highest point, the bridge is 60 feet above the ground. To minimise interference with train traffic on each Sunday the operations are being restricted to 12 hours.

INTRODUCING—

MISS Lilian Watkins who occupies one of the lesser-known of the 600-odd grades in the Department. She is one of the two Photographic Artists—



and a very experienced one, too. Although Departmentally, she reaches the precocious age of only one year this month, she has outside the service a record of 14 years in charge of the Colouring and Finishing Department of a world-famed photographic firm in Melbourne. Miss Watkins exhibits great deftness and versatility with the brush. For instance, she has transformed many a drab, blank background of a charming bridal group photo. into a picturesque ensemble of rose-laden bowls, antique furniture and gracefully-draped curtains. This means, of course, that she has had artistic training which has found expression in many excellent landscapes. It was inevitable that her career should be one embracing an artistic atmosphere. At the age of nine she painted her first landscape which correctly foreshadowed talent in that direction.

NEW BUFFET CAR FOR ALBURY EXPRESS READY THIS MONTH

THIS month the first of six new Buffet Cars will be placed in service on the Albury Express. It will replace the "Campaspe" dining car which for some months past has been providing a modified form of buffet service.

Of Cor-ten steel construction, the new car represents a marked advance upon the existing Buffet Car in service on the Bendigo line. In the new car the whole of the space will be occupied by the saloon and the kitchen.

In the saloon, which is 52 feet long, cafeteria (raised) chairs will be provided at a long counter for 27 passengers, nine more chairs than are available in the present composite buffet and sitting car on the Bendigo line. A feature of the larger kitchen in the new car is the slow combustion cooking burning range.

The new car is completely air-conditioned and is also heavily insulated against the transference of noise, heat and cold. Work is in progress on three other all-steel, air-conditioned buffet cars, two of which will be composite buffet and sitting cars. Two first-class main line country passenger carriages are also being converted into composite buffet cars.

In addition to providing passengers with novel and comfortable refreshment facilities while on the journey, buffet cars have the important advantage of removing the necessity of stopping for refreshments en route, thus enabling the travelling times of passenger trains to be reduced.

Model Loco. Builder Is Aged 93

FOLLOWING on the publication of last month's "News Letter" a photograph and details of a scale model of an early Hobson's Bay Railway locomotive, it has been discovered that the builder of the model—Mr. John Satchell—is still alive.

He is aged 93 years of age, and lives at Caulfield. Mr. Satchell built the model while serving his apprenticeship at Langland's Foundry. Later, he sold the model to a Mr. Mais, of the South Australian Railways Department, for a substantial sum.

Subsequently, it came into the possession of the late Professor W. C. Kernot whose son Professor W. N. Kernot, recently presented it to the Department. It will be on permanent display at one of the metropolitan railway stations.

According to ex-Signalman Arthur Rogers, of Elsternwick, the prototype of this model was the first locomotive to traverse the old ground level track between Flinders Street and Spencer Street in 1879—before the construction of the present viaduct.

The Railways Lose £1,000,000 A Year To The Road

HOW the railways in certain countries are protected by legislation from road competition forms the highlight of this concluding summary of a recent address by Mr. Commissioner N. C. Harris. One striking fact brought out by Mr. Harris was that, in Victoria, competitive freight transport had diverted at least £1,000,000 per annum of profitable revenue from the railways.

Mr. Harris said that in South Africa, Germany, Ireland and New South Wales it was recognised that so long as railways are indispensable, as they still are, for transporting commodities on the marketing of which communities depend for their living, it was essential to maintain the balance of high-rated and low-rated commodities handled. Consequently, these countries, without banning the road motor from short haul or non-competitive business, adopted measures which amount to prohibition of parallel competition.

Striking Facts

In New South Wales, for example, a tax of 3d. per ton mile on the carrying capacity plus the tare weight of goods vehicles is imposed on road transport competitive with the railways. This is also applied to authorised ancillary services operating for distances in excess of 50 miles. (A tax of 1d. per passenger mile is imposed on passenger services.) With the protection afforded by this control, a railway deficit of about £4,500,000 in 1931-32 has been converted into a profit in recent years.

Road freight transport (other than local) in Great Britain has been subject to control since 1933. The railways have been permitted to enter the general haulage field, and have purchased controlling interest in many of the enterprises which then existed.

"British railways have always had the power," Mr. Harris continued, "to conduct collection and delivery services, and this has also been helpful in retaining business. This is not permitted in Victoria.

Profit Of Few "

"Is it not possible that far too great a price is being paid by the community as a whole for the convenience and profit of a few?" asked Mr. Harris. The Queensland independent board reported that the net loss to the State through competitive road and air transport was £230,000 per annum, and that this cost was out of all proportion to the profits derived therefrom by a relatively few individuals.

If road transport were more economical, all things considered, than rail, it is clear that railways should be abandoned. There is little doubt, however, that the abandonment of a railway line would tend to depopulate the area served and to change the

character of production from agriculture to grazing. Proposals by railway administrations to close unprofitable lines have been strongly opposed and no less vigorously by the very people whose lack of loyalty to the line has brought about the situation.

Big Liabilities

If our railways were abandoned in a burst of enthusiasm for road and air transport, the community would still be liable for interest charges which are many times the recent annual deficit. In addition, it would have to face an enormous increase in expenditure on the construction and maintenance of roads with every prospect of breakdown in the handling of seasonable peaks.

If the most suitable method of handling the complete transport requirements of each area were carefully determined, the superfluous competitors should be excluded and compensated by the survivors. Only a regulated stable monopoly can be relied upon to give complete service.

After outlining some of the major improvements in railway service in recent years, Mr. Harris said: "In closing, I would say this: If we—the Victorian Railways—are to give the best attainable service at the lowest cost we must have all the business within reason that the community can give."

NEW STATION NAME SIGNS FOR L.M.S.

STATION names signs, each composed of three-quarters of a million minute spheres of coloured glass-like beads and claimed to give the same effect under artificial light as in daylight are being installed on London, Midland and Scottish railway stations as part of the Company's "brighter stations" movement.

Engineers of the Company had experimented for over six months with this type of sign, and found them more decorative, easier to read, and easier to clean.

The signs are available in various combinations of colours, but black letters on a yellow background has been the scheme selected. It is of interest to record that this colour scheme has for some time past been the standard practice for direction notices on the Flinders Street and Spencer Street railway stations.

FORMER V. R. CLERK IS RAIL EXECUTIVE IN PALESTINE

CURRENT happenings in Palestine have more than usual significance for many Victorian Railwaymen, particularly Messrs. D. H. Campigli, telegraphist, of Spencer Street, and F. L. Campigli, clerk, of Bendigo. Their brother, Lieut-Colonel G. M. Campigli, M.C., who is the Assistant General Manager of the Palestine Government Railways, was formerly a well-known clerk at Horsham, Benalla, South Yarra and Seymour stations.

Under Colonel Campigli's control are the Kantara-Rafa railway system (extending from the Suez Canal to the Egyptian frontier), the Rafa-Haifa line with a branch to Jerusalem, and the Hedjaz railway in Palestine and Trans Jordan—names that are now flashing across the front pages of the world's newspapers.

Five years ago, Colonel Campigli while in Victoria on furlough called on the Commissioners and also met many other railwaymen with whom he had been associated prior to enlisting in the A.I.F.

Since leaving Australia in 1914, Colonel Campigli has had a colourful and brilliant career, in several instances revealing rare initiative and resource. After the evacuation from Gallipoli in December, 1915, he transferred to the Imperial Army, and rapidly reached his present rank.

In 1919, he was appointed Assistant Director of Railway Traffic of the Egyptian Forces, and later in the year he was entrusted with the organisation of the Palestine military railways on a commercial basis. Subsequently he undertook a comprehensive survey of the leading English and Continental railway systems.

Will Aid Zoo Patrons

"**T**AKING the kink out of curve" is what has been transpiring during the past five months at the Royal Park station. The tracks through the station have been straightened, necessitating the construction of new reinforced concrete platform faces and temporary wooden platforms.

It has also involved moving the signal-box and station buildings on the "up" platform back about 35 feet. Alterations to signals, points and interlocked level crossing gates have also been carried out.

The new works will enable passengers, particularly children, visiting the adjacent Zoological Gardens to alight and join trains with much greater ease.



Personal Postscript

BALLARAT RAILWAYMAN LEAD UNIQUE HEALTH MISSION

IN April last, the "News Letter" featured the story of Mr. David S. Quayle, of the Ballarat Goods Sheds clerical staff, whose comprehensive scientific article on the breeding and habits of trout in an English journal had attracted world-wide attention. Reading the article, His Excellency the Governor (Lord Huntingfield)—himself an enthusiast on trout and their habits—invited Mr. Quayle to discuss matters of mutual interest. Now, as further testimony to Mr. Quayle's standing as an authority in fisheries' research, it is of great interest to record the special commission he received from the Commonwealth Serum Laboratories.

As the only authority in Australia able to determine accurately the age of trout by their scale, he was deputed to undertake a six weeks' expedition in western and south-western Victoria to obtain sperm from three-year-old male rainbow trout.

The sperm, which is stripped or extracted from the fish, is used in the preparation of insulin for the treatment of diabetes. Fish zinc insulin has been proved to be more beneficial than the animal insulin previously used.

Mr. Quayle and his party camped at many remote localities, netting the fish between 5 p.m. and 4 a.m. The fish were brought to specially prepared stake nets and held until stripped at 7 a.m. each day. The fish were then released, not one being lost during the whole period.

Unless the male fish are stripped of sperm and the females of ova, rainbow trout in land-locked waters generally die in their fourth year. This operation gives them an additional two years of life.

All-Time Saver

SOMETIMES one discovers an affinity between a man's work and his hobby. That applies particularly to Mr. E. A. Pleydell, of the Claims Agent's Office. Each day as a railway officer he is rescuing all manner of goods and personal effects lost by railway patrons—and each night, as Secretary of the Royal Life Saving Society (Victorian Section), he is directing a vast organisation unceasing in its efforts to rescue lives on land and sea. He has occupied the latter position since 1930, and as further evidence of his outstanding success, it must be mentioned that since 1934 he has also been the General Secretary of the Federal Council of the Society. Just now he is preparing for his busiest period when the beaches will be thronged, and the Surf Rescue Championship of Victoria at St. Kilda will be adding immensely to his tasks. Still he is a skilled organiser, planning and directing long programs that almost invariably finish ahead of schedule. Added to that is the recent important development under which school children throughout Victoria will now qualify for competency in life saving in accordance with the Society's standards. "That is a wonderful step forward," he says proudly. "It means the creation of a 'life-saving conscience' in our younger generation." Mr. Pleydell's executive capacity is rivalled by his prowess as a practical life saver: he is the possessor of every possible award issued by the Royal Life Saving Society. —E.B.

"Sun" Aria Winner

If persistence and the possession of a singing voice far above the average quality are any indication of ultimate success, Mr. Alfredo Luizzi, who has just resigned from the Stores Branch, should take his place among Australia's foremost singers.

Third in the "Sun" Arias in 1936 and 1937, he resolutely determined to improve upon those creditable performances — and last month he did so. Singing brilliantly, and with great dramatic effect, he went on to win the "Sun" Aria for 1938 which was acclaimed by a huge audience in the Melbourne Town Hall.



Accepting the advice of Mr. Lawrence Tibbett, the celebrated American baritone, Mr. Luizzi plans to leave for London in April or May next. He will continue his studies under one of the leading continental teachers. Highly praising Mr. Luizzi at an audition, Mr. Tibbett predicted a bright future for him as an operatic singer.

Next to his performance in winning the "Sun" Aria is the success he achieved at last year's South Street Competitions. He won the Governor-General's medal, thus becoming Vocal Champion of the Competitions. —B.

Victorian First-aid Honours To Dandenong

WITH a brilliant performance, notable for a high standard of teamwork, the Dandenong Corps won the Victorian Ambulance Championship at Mt. Evelyn on October 27. This is the first time a Dandenong Corps has gained the honour, and the announcement of their victory by Mr. H. W. Clapp (Chairman of Commissioners) was loudly acclaimed by a representative audience in the Main Dining Hall, Spencer Street station, the same evening. The Dandenong Corps will represent Victoria in the Interstate Championship at Mt. Evelyn on November 23.

Emphasizing the Commissioner's deep interest in first-aid work, Mr. Clapp said that in the past six months, 2,400 new members had joined the movement—the greatest number ever enrolled in any one year. "That is highly gratifying," he said, "but we want more active members. We will not be satisfied until the Victorian Railways possess the greatest percentage of qualified first-aid men of any railway system in Australia."

Of outstanding interest were the comments by the doctors who acted as adjudicators. Each paid warm tributes to the 64 railwaymen who competed. One doctor remarked that "you could count yourself fortunate to have any of the teams attending to you in case of an accident."

In addition to setting an inspiring example as the Superintendent of the Corps, Mr. P. Delminico (Electrical Fitter of Dandenong) won the New South Individual Championship, and finished second to Mr. C. Mitchell (Superintendent of the Accountancy Branch, New South Corps) in the Senior Individual Championship.

November Birthdays

ACTG. Draughtsman E. J. Clarke, of W. & W., on the first; Striker W. J. Wainwright of Newport, and Engineer C. A. McPherson of W. & W., on the second; Repr. A. Gardner, of Fairfield, on the third; Supt. S. Gleeson, of Melb. Yd., on the fourth; B'maker W. D. Thomson, of Newport, and Clerk N. J. Bear, of Traralgon, on the fifth; Chairman of Staff Board D. Cameron on the seventh; Goods Guard A. Morgan of Melb. Yd., on the ninth; Labr. W. Moody, of Nth. Melb. Loco., on the tenth; Fireman B. Sadlier, of Dimboola, on the 11th; Optg. Porter S. G. Marshall, of Dandenong on the 12th; Clerk J. S. Morcombe, R. S. Head Office, and Clerk D. Aughton, of Bendigo, on the 15th; Repr. E. J. Robinson, of Carisbrook, and Skld. Labr. E. Williams, of Oakleigh, on the 16th; Labr. W. T. Ludwig, of Newport, Auditor of Revenue R. E. B. Lee, on the 17th; Actg. Supt. of Refresh. Supt. A. W. Keown, and W. J. Dandie, of Dandenong to Comp. of Accts., on the 18th; Labr. Tainsh, of Ballarat, and Fitter T. Robinson, of Spotswood, on the 19th; Fireman L. T. Sells, of Warrnambool, on the 20th; Clerk T. E. Cronin, of W. & W. Head Office, on the 21st; Stn. Man C. B. Jones, of Frankston, on the 22nd; Platelayer W. Ryall, of Flinders St., on the 23rd; Fitter E. G. Thomson, of Spotswood on the 28th; Porter-in-Chg. A. C. Griffiths, of Riddell, on the 29th; B'smith Shearman, of Newport, and Painter E. Griffith, of Flinders St., on the 30th.

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THIS picture conveys only a hint of the magnificent shield which is the objective each year of Interstate ambulance teams competing for the Australian Railways Championship. Designed and manufactured in Victoria, this silver shield is 20 in. wide by 27 in. deep, and is mounted on highly polished wood. The winning team holds the shield for 12 months.

This year for the first time the members of the teams placed first, second and third in the Interstate competitions will receive replicas of the shield, instead of medals. Each replica measures 4½ in. wide by 7½ in. deep, and is mounted on highly polished wood. Each member of the winning team will be awarded a gold replica; the second team will receive a silver replica; and the third team, bronze. Each replica has a back-support which permits effective display as an ornamental addition in the home of the recipient. It should serve as a handsome memento.

SUBURBAN TRAIN CONTROL SYSTEM'S VALUE QUICKLY DEMONSTRATED

ONE month's operation of the new suburban train control system has been sufficient to demonstrate its great potentialities in raising the standard of train running within the suburban area. Officials responsible for the installation of the equipment—which is the most modern of its kind in the world—are enthusiastic concerning the efficiency of the intricate mechanism.

Already the system has fulfilled one of its principal functions: in several instances abnormal traffic situations have been quickly controlled, and the effects of a local dislocation of other services have been reduced to a minimum. In addition, various factors which have in the past contributed to night delays are now being promptly followed up and finalised.

In operation, the suburban train control system differs greatly from the methods employed in country train control. Instead of reporting over the detector telephone the movements of

all suburban trains, stations advise the train despatcher whenever a train is delayed for one minute or more.

All the regular suburban trains are shown on the train despatcher's master graphs, and any trains reported running out of course are marked in pencil on the graphs. Thus, to meet the temporary departures from normal running, the train despatchers have a complete picture, and are enabled not only to make any necessary adjustments of train services, but to inform the platform staff in advance as to the intended transposition of trains.

This will reduce terminal delays in such cases, and will be a great convenience to passengers.

From early in January, it is expected that suburban train control will also supervise the whole of the country goods and passenger trains while running between Melbourne and the various outer-suburban stations, such as Dandenong, Broadmeadows, etc.

209,000 PASSENGERS BY "SPIRIT OF PROGRESS"

NOVEMBER 23 was the first anniversary of the launching of "Spirit of Progress"—the pride of the Victorian Railways and the outstanding train in Australia. During the 12 months, "Spirit of Progress" carried 209,000 passengers—an increase of 28,000 or 15 per cent., compared with the patronage on the "Sydney Limited" for the preceding year.

This increase is all the more significant when it is remembered that in the busy months of December, 1937, and January, 1938, Interstate traffic was seriously affected by the infantile paralysis epidemic. The uniformly good service which "Spirit of Progress" has given during its first year has fully demonstrated the skill and adaptability of the Australian craftsman, and has substantially increased the prestige of the State of Victoria and Australia throughout the world.

New Vision Test Car In Service

RECENTLY converted at Newport Workshops from the former dining car "Wimmera," a new Medical and Vision Test car is now engaged on an extensive tour of all parts of the State. An Assistant Railway Medical Officer is conducting the periodic medical and visual examinations of employes and applicants for employment.

Greatly improved accommodation is provided for the medical officer. The car has electric light, electric fans and gas heaters, and can be connected with the station electric supply when standing for any length of time, thus relieving the train lighting batteries.

The car is 71 ft. over body and 9 ft. 6 in. wide compared with 47 ft. 7½ in. and 8 ft. 3 in. respectively of the old car. At one end there are a doctor's cabin, a physical examination room, a dressing room seating six persons and a central waiting room with seats for 10 persons.

At the other end of the car a vision testing room with dark room is provided. The room is 26 ft. 2 in. long and 2 ft. 9 in. wide and is a substantial improvement on the arrangements in the old car.

The Month's Topic

SUNDAY SUBURBAN RAIL TRAVELLING

ELSEWHERE in this issue is an outline of the substantially reduced Sunday fares to be introduced on December 4 for travel between suburban stations, including country stations on the electrified lines.

These fare concessions confer special benefits upon families travelling by rail and it is not surprising, therefore, that they have aroused widespread interest. The new fares will be in force for a trial period of three months.

This latest development is a reminder of the special action which the Department has taken in recent years to improve the facilities for suburban rail travel on Sundays: they are the most comprehensive and frequent in the history of the Department.

More Trains

ON Sundays the "first" trains are running much earlier, providing connections with the excursion trains to the country. An outstanding feature is that more than 100 additional trains are now running to and from Melbourne between 9.20 a.m. and 1 p.m. on Sundays—a big advance on the service provided two years ago.

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

Publicity Essential

Combined with the attractive train services the new reduced fares, which cater for the travel needs of people desirous of visiting friends, or making trips to the hills or seaside, should prove invaluable in stimulating travel on Sundays, and every railwayman is urged to become fully acquainted with the details—and give them the widest possible publicity. It is a splendid opportunity to display real SALESMANSHIP!

"Shop Early — Post Early — Travel Between 10 And 4"

RAILWAYMEN generally are urged to co-operate fully in ensuring the success of the publicity campaign to induce people to "SHOP EARLY—POST EARLY—TRAVEL BETWEEN 10 and 4." Besides responding personally to that appeal wherever practicable, railwaymen can render invaluable assistance by persuading other people to do likewise.

It is obviously worth while to follow the advice which forms the spearhead of the campaign. Crowded streets and shops prove an endurance test for staffs and customers, particularly at Christmas time. One important advantage of shopping before the last-minute rush is that you have the leisure to make a better selection.

By posting early, there is the assurance that your Christmas mail and presents will be received before Christmas—when they are most appreciated by the recipients. Moreover, early posting helps considerably in easing the strain on the Postmaster-General's Department at the busiest period of the postal year.

Reduced Fares

There is a special obligation on railwaymen to stress the importance of people travelling between 10 a.m. and 4 p.m. Peak period suburban rail traffic is unnecessarily aggravated by the exodus of shoppers from the city. The increased demand for accommodation on trains already heavily laden with workers causes discomfort which can be easily avoided.

Apart from the aspect of personal comfort, many people travelling in the off peak periods have the benefit of reduced fares amounting to little more than single fare for a return journey. These tickets are issued on Mondays to Fridays inclusive (Public Holidays excepted) to Melbourne from outer-suburban stations and stations on electrified lines outside the suburban area.

The tickets are available for travel by trains timed to arrive at Flinders Street or Princes Bridge not earlier than 10 a.m., and depart not later than 4.30 p.m. The minimum fares are: 1st class, 1/-; second class, 6d.

CHANCE TO JOIN MODEL RAIL SOCIETY

FIRST of its kind ever arranged in any railway system in the Commonwealth, the Victorian Model Railway Society chartered a petrol-electric motor for a Railway Enthusiasts Excursion on Cup Day last month.

Besides traversing an unusual route to Bendigo, the party stopped en route to examine and photograph trains, bridges, tunnels, stations, etc. It was a "gala" day for more than 300 people intensely interested in all phases of railway operation.

The Society was formed in October 1936, to cater for all people interested in the study and operation of both full-sized and model railways. It is hoped to obtain permanent premises for a club room.

Foremost amongst the activities of the Society is the publication of a 20-page monthly magazine, "The Coupling," which contains articles on current railway and model railway subjects.

Meetings are held on the third Wednesday night of each month when interesting discussions and talks on all aspects of railways are featured. Field days, such as the recent Bendigo trip, are also regularly held. The Society possesses a fast-growing library.

Anyone wishing to join the Society should communicate with Mr. W. Lewis (Room 133, Head Office, Melbourne Railways 1678), who is the Honorary Secretary.

INTRODUCING—

ELECTRICAL Fitter Percy Delmenico, of the Signals and Telegraphs Division, Dandenong. He is the very proud Superintendent of the Dandenong Ambulance Corps which, for the first time, won the Victorian Championship and then represented the State in the Australian Railways Competitions last month. He is diffident about discussing his own prowess as a first aid man because "my team is a TEAM; they are a wonderful group of fellows—keen, responsive to directions and deeply attached to this humanitarian work". Still, it must be emphasised that his own enthusiasm, knowledge and leadership are largely responsible for Dandenong's rise to fame



in the first aid field. Six years ago he joined the Corps; two years later his skill brought him the responsible position of Superintendent—and the Dandenong Corps entered the State finals for the first time. Later, they won the Novice final for the State. At the Victorian Competitions in November, Percy Delmenico became the Novice Individual Champion of the State—and was beaten by only one point in the Senior Individual Event. First-aid is "definitely his greatest hobby: on many occasions he has put to practical use the knowledge he has gained. This year the Victorian Corps was granted five days leave to prepare for the Australian Championship." I want to thank the Commissioners," he says, "for the great facility. It is of inestimable value. Under the tuition of the Ambulance Officer (Mr. V. E. Southwood) and his assistant (Mr. W. J. Blackburn) we were tremendously helped. Personally, I learnt more in that period than throughout my six years as a first-aid man."

HIGHLIGHTS OF REDUCED SUNDAY SUBURBAN FARES COMMENCING DECEMBER 4

DAY return tickets at little more than single fare for travel between suburban stations including Melbourne and as far as the terminals on the electrified lines, viz.:—Frankston, Upper Ferntree Gully, Hurstbridge and Lilydale.

EXAMPLE—For a journey of 26 miles (13 miles each way), say, from Box Hill to Gardenvale: Old fare, 2nd class return 1/8½d. **NEW FARE**, 12d.

* * *

Maximum return fares for children under 16 years of age travelling anywhere to anywhere in the area mentioned: 2nd class, 1d.; 1st class, 9d.

EXAMPLES—(a) From any station in the suburban area to Upper Ferntree Gully or Frankston—2nd class return, 6d.

(b) These fares will be specially appreciated by families. For a journey of 20 miles (10 miles each way) by two adults and two children—one under 14 and one over 14 and under 16 years of age: Old fare, 2nd class return, 10d. **NEW FARE**, 2/8d.

Family Excursion tickets at very low rates for 2 adults and 4 children up to 16 years on issue at all suburban stations to Upper Ferntree Gully, Greensborough, Eltham, Diamond Creek, Hurstbridge and Lilydale, as well as to the seaside and the Zoo.

EXAMPLE—For a journey of 65 miles (32½ miles each way), say, from Williamstown to Upper Ferntree Gully—Two adults and four children, including two children over 14 and not more than 16 years of age. Old fare, 2nd class return, 17/1. **NEW FARE**, 6/-.

* * *

Reduction of 10 per cent. in the Sunday special return fares for organised parties paying 20 adult fares. One free ticket to the organiser of each such party.

EXAMPLE—A party of, say, 21 adults making a 2nd class return journey from Melbourne to Diamond Creek—Old fare, £2/5/6d. **NEW FARE**, £1/10/0 (including free ticket to the organiser). In other words, a travel cost of less than 1/6d. per person.

"H" Class Locos. Will Be Largest, Heaviest, Most Powerful On V.R. System

TO obviate the costly double-heading of heavy passenger trains on the Western main line between Melbourne and Ararat, three express locomotives of the 4-8-4 type are to be constructed at the Newport Workshops. It is expected that the first will be completed towards the end of 1939. These streamlined locomotives will be known as class "H," and will be the largest, heaviest and most powerful in the Victorian Railways service.

The estimated tractive effort at 5% of the boiler pressure is 55,000 lb. The total weight in working order, with tender, will be approximately 261 tons—the greatest weight of any locomotive in service in Australia at the present time. The overall length of engine and tender will be approximately 92 ft. 6 in. and the total wheelbase 82 ft. 1 in.

These "H" class locomotives will have three cylinders, each 21½ in. diameter x 28 in. stroke and coupled wheels 67 in. in diameter.

The boiler will be of liberal dimensions and all-steel construction, with a welded firebox with thermic syphons. The boiler pressure of 220 lb. will be higher than that of any existing locomotive in Australia. A mechanical stoker will be fitted.

Roller bearings will be utilised for the engine bogie and trailing truck axles and also for tender bogie axles. The locomotive trailing truck will be of a novel design, fabricated from mild steel plate by electric-arc welding.

The tenders will be carried on six-wheel bogies and will have a capacity of 14,000 gallons of water and 8 tons of coal.

Loud Speakers For Melbourne Yard

LLOUD-SPEAKERS are to be used in directing the movements of goods trains from a central point in the Melbourne Yard. This, it is claimed, will be the first occasion on which this type of equipment has been adapted for such a purpose on any railway system in the world. The work will be commenced when funds are available.

This innovation in rail operating technique must increase the efficient working of the many thousands of trucks moving through one of the busiest railway yards in the Southern Hemisphere thus providing better service for patrons and minimising costly delays to traffic.

The focal point of the new system, which provides for the installation of loud-speakers at 10 "key" points, will be the reconditioned office now used by the Yard Foreman at Dudley Street, West Melbourne.

An Assistant Yard Superintendent will be on duty day and night in this sound-proofed office. Seated at a specially-constructed table, fitted with microphone, loud-speakers and key ringing facilities, this officer will be enabled to make prompt and definite contact with the various locations where the loud-speakers are used. Harmonic and automatic telephone facilities will also be available on the new table.

Big Possibilities

The potentialities of the new system will be at once evident to every railwayman familiar with the present conditions in the Melbourne Yard. In association with Central Train Control, Spencer Street, the Assistant Yard Superintendent controls all the inwards goods traffic from the time it leaves South Kensington, Newmarket and Flinders Street Viaduct Junction until it is dealt with in the Melbourne Yard, and, conversely, all the outwards traffic from the Melbourne Yard until it reaches these points.

Matters are continually arising—often simultaneously—in various parts of the Yard which demand the approval of the Assistant Yard Superintendent. While he is in one section of the Yard his decision is frequently wanted in other parts. It also often happens that, when the various supervising officers and shunters are required by the Assistant Yard Superintendent, they cannot readily be located in the network of tracks.

Under the new method of operation, the Assistant Yard Superintendent, with the aid of loud-speakers and the harmonic and automatic telephone services, will be enabled to contact quickly all the important locations without the necessity for leaving his office.

In turn, members of the Yard staff and railwaymen at other locations will be able to confer promptly with the Assistant Yard Superintendent.

SUPERANNUATION (RETIREMENT) ACT, 1932

THE operation of the above Act has now been extended indefinitely. The main provisions of this Act are that contributors under the Superannuation Act who have attained the age of 60 years in the case of males and 55 years in the case of females may be retired on the same pension as if they had attained the maximum age for retirement, i.e., males 65 and females 60 years, provided that the application to retire be approved by the Treasurer.

Attention is directed to the fact that whereas under previous enactments the Treasurer could approve of any such applications only if he were satisfied that the retirement would result in a saving to Consolidated Revenue, he is now empowered to so approve for any reason which he may deem sufficient.

Officers and employes desirous of retiring under these conditions should submit applications accordingly through their supervisory officer.

Personal Postscript

New Goods Supt.

WHEN Mr. T. E. Carmody was recently appointed Melbourne Goods Superintendent, it was the consummation of almost 40 years of service at this important railway activity—one of the busiest of its kind in the Southern Hemisphere. Except for brief periods at Castlemaine and Geelong, Mr. Carmody has been steadily, but surely gathering a comprehensive knowledge of the Melbourne Goods Shed that makes him justifiably confident of controlling a staff of nearly 1,000 and handling an average yearly tonnage of 2,450,000 (including nearly 350,000 truck loads of merchandise) with an aggregate annual revenue of almost £1,000,000. The basis for that confidence is the wide, practical knowledge he has gained as Delivery Clerk, Calculator, Bookkeeper, Timekeeper and Acting Superintendent. In fact, he has the distinction of being the "oldest inhabitant" at the Sheds in point of service there. He has given much encouragement to the local first-aid Corps. He was a member of the original Corps, established there many years ago. And now that he has been appointed Melbourne Goods Superintendent, he plans to lend even greater support to the Goods Sheds Corps. —G.S.

* * *

"In The Swim"

MELBOURNE'S recent blistering reminder of summer's advent focusses attention on the newly-launched Swimming and Life Saving Club of the Victorian Railways Institute. Already there are nearly 100 members of both sexes, and with the aid of expert coaching, and enthusiasm, the Club should take a leading part in competitive swimming, diving and life saving. Two teams have been entered in the Water Polo Competition. A strong executive is headed by Mr. F. McFaull, electrical train driver. The Honorary Secretary is Mr. E. Hallett, of the Dining Car Depot. On five occasions he has represented Victoria in Interstate Water Polo Contests. Last year he was a member of the team which won the State Championship. Mr. L. Witham, of the North Melbourne Loco. Depot, is the Assistant Hon. Secretary and Chief Coach of the Club. He holds every possible award, except one, of the Royal Life Saving Society. He is also coach of the Essendon Amateur Swimming Club. The life saving section of the V.R.I. Club is controlled by Mr. J. Hogan, of North Melbourne. He has been a member of the Executive of the Royal Life Saving Society for 10 years. He holds all the awards of the Society, including the first class instructor's certificate. —H.O.

Choral Stars ?

INSTEAD of being bathroom singers, Mr. E. E. Curtis, Honorary Secretary of the V.R.I. Choral Society, firmly but courteously suggests that all V.R.I. members (of both sexes) should develop their latent talents as active, enthusiastic choral singers. Tenors and contraltos are assured of a particularly warm welcome. Each Monday night the Society meets for rehearsals under the conductorship of Mr. R. Fehmel, A.R.C.M., who has a flair for imparting his musical knowledge. The Society is affiliated with the Choral Association of Australia and, after a temporary setback last year due to the infantile paralysis outbreak, it is forging ahead again. The Society's immediate objectives are competitive concert and broadcasting work. Recently it took part with great success in a concert at the Melbourne Town Hall. Mr. Curtis is sanguine that among the thousands of metropolitan members of the railway service there are many potential "stars" in choral work. "It's a grand hobby, and our Society is especially keen on developing the social entertainment side," he says. —D.M.

* * *

December Birthdays

Asst. Engineer C. E. Bennetts, of W. & W., on the first; Engineer R. Cannington, of R.S. Drawing Office, on the fourth; Signalman A. Sleaf, of Flinders St., on the fifth; Labr. C. G. Carey, of Newport W'kshps, and Elec. Fitters' Asst. A. Price, of Flinders St., on the sixth; Telegraphist P.R. Smith, of Spencer St., on the seventh; Ganger A. E. Storer, of Kinnabulla, on the eighth; Clerk R. A. Harris, of Spotswood Storehouse, Clerk J. J. Meares, of Room 2, and Ganger P. Marrinan, of Mysia, on the ninth; Shunter H. G. Ellis, of Benalla, and Repr. J. A. Mellingue, of Ringwood, on the 11th; Stationmaster J. Smith, of Yarra Glen, on the 14th; Works Ganger G. Dawe, of Seymour, on the 15th; Engine Cleaner W. Hall, of Nth. Melb. Loco, on the 16th; Signalman J. E. Ross, of Franklin St., and Lineman A. Richardson, of Spencer St., on the 17th; Painters' Laborer G. E. Richards, of Jolimont, and Clerk E. O'Loughlin, of W. & W. Staff Office, on the 18th; Dining Car Services Manager C. J. Ramsay, and Car Painter A. R. McNab, of Newport W'kshps, on the 20th; Skld. Labr. J. Bird, of Nth Melb., and Ganger C. J. Mars, of Tatura, on the 21st; Rail Motor Running Officer N. M. Hankin, on the 22nd; Repr. J. D. Letts, of Elsternwick, on the 23rd; Fitter N. W. McLeod, of Newport, and Vanman P. J. McMahon, of Spencer St., on the 24th; Fireman H. C. Faull, of Nth. Melb., on the 25th; Fireman R. W. Evans, of Dimboola, and Stn. Master O. B. Harvey, of Loch, on the 26th; B'maker H. M. Wallis, of Ballarat North, on the 28th; Asst. Stn. Master D. Hayes, c/o Metro. Supt., and Asst. Signal Adjuster W. F. Manning, of Flinders St., on the 29th; Engine Driver J. Cameron, of Geelong, and Stn. Master W. H. Sechtig, of Mentone, on the 30th; and Conductor A. R. McNamara, of Flinders St., on the 31st. —K.

CHAMPIONS!

N.S.W. First Aid Corps' Successive Victory

FOR the second successive year the New South Wales Corps (Eveleigh Workshops) won the Australian Railways Ambulance Championship which was held at Mt. Evelyn on November 20. Queensland (Rockhampton) was second, and Victoria (Dandenong) third.

In the evening, Mr. Commissioner M. J. Canny announced the results of the day's competitions. Paying a tribute to the splendid sportsmanship which surrounds the competitions, Mr. Canny said that he was deeply impressed by the fact that, although each team was naturally striving to win the honours for his own railway system, the dominating thought was that the men looked on the tests more as a medium for increasing their knowledge of "a wonderful humanitarian work."

"Aid In National Crisis"

Three doctors—one each from New South Wales, South Australia and Victoria—acted as adjudicators. Each emphasised the growing standard of the work performed. "It augurs well for Australia," one doctor said "when in the Australian Railways is the nucleus of an efficient ambulance organisation ready to act in time of a national crisis."

All the speakers at the evening function specially referred to the skilful manner in which the competitions had been organised by Mr. V. E. Southwood (Ambulance Officer) Mr. W. J. Blackburn (Assistant Ambulance Officer) and their associates.

Mr. T. H. Woodroffe's Death Aged 90

WITH the recent death of Mr. T. H. Woodroffe, a former Chief Mechanical Engineer, yet another link is severed with the early history of railways in Victoria. He was aged 90. Mr. Woodroffe entered the service in 1870. He was employed at the old Willamstown Workshops, and rose to the position of Chief Mechanical Engineer in 1893. While in the office he was appointed one of the first Acting Railways Commissioners. He continued these dual duties until 1896 when the management was changed to a single Commissioner.

He retired in 1913 after 52 years of service. First President of the Victorian Railways Institute, Mr. Woodroffe maintained a deep practical interest in its activities. On his retirement from the Department, his friends and admirers gave him a substantial gift of money.

He generously handed this money to the Council of the Institute for the purpose of establishing a yearly prize to be awarded to successful students in one or other of the educational classes.

Mr. Woodroffe, who was a widower, left a family of three sons and two daughters.

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